

# FRONTIER NEWS

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

## 60 YEARS OLD!

Frontier Airlines was born June 1, 1950.



When Frontier Airlines was formed on June 1, 1950, there were twelve DC-3s in the fleet. Not for another nine years was another type aircraft flown. Then the first CV340 arrived June 17, 1959. It was SN73121, the 35th CV340 built - coming off the line on December 31, 1952. Frontier bought it from UA. It was converted to a CV580 on October 25, 1964. By December, 1968 the DC-3s were parked and sold. Thus, from 1946 until 1968, the DC-3 fleet had been an integral part of our Frontier heritage. By July, 1963 the DC-3 fleet at FL numbered 21. See the chart on page 20.

It is unlikely any other aircraft could have faced challenges of pioneering scheduled passenger airline service in the Rocky Mountain area. This issue is dedicated to this fabulous airplane. Ace Avakian, FL's #1 pilot when he retired, who flew every aircraft FL ever had in it's fleet, once told me, "When I dream of flying, it's always in a DC-3." FL pilot Bill McChrystal holds the record for DC-3 hours flown - 17,111.

 **SPRING**

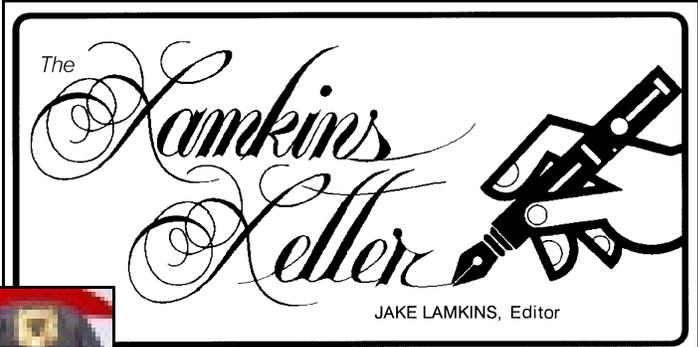
**2010**

**#39** 

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 FLfamily. 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 FLfamily 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.



JAKE LAMKINS, Editor

Check out the ad on page 27 and participate if you had WYS experience. I believe the JAC-WYS flight was the most scenic in the United States. And both JAC and WYS were wonderful places to spend the summer. JAC’s station complement was increased by summer temps and WYS was fully staffed the same way.

June 1, 2010 will make 60 years since FL was born. Ironically, it officially ceased to exist the afternoon of May 31, 1990 when Lee Davis turned over the keys to CO for the FL administration building at 6250 Smith Road in DEN - 40 years after FL’s birth. And August 24 will mark 24 years since FL ceased operations. For all of us, life has moved on but as the years pass the memories of the good times stay with us.

There’s a FL place online at Facebook which I call FLacebook. It had one member back in Nov 2009 and now has 95. Lots of great pix and bios being posted. If you are on Facebook, search for the group *I worked at the original Frontier Airlines*.

Nobody likes paperwork and processing subscription renewals takes a lot of time. For the rest of this year, anyone renewing for two years or more will receive an extra issue added to your subscription. If everyone renewed for two years, my subscription workload would be cut 50%. If your subscription is not due, feel free to renew and take advantage of this offer.

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



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**REUNIONS TIMETABLE**

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

**BIL REUNION**

No info on a 2010 event.

*Contacts: Dee Martenson, [adsanta@bresnan.net](mailto:adsanta@bresnan.net)*

*Bob Voight, [voightr@aol.com](mailto:voightr@aol.com)*

**DEN GOLF TOURNAMENT**

Friday, June 18, 2010 at Park Hill Golf Course, 4141 E. 39th Ave., DEN, CO.

*Contact: Bob Reisig, 303-920-2060, [bojos2@gmail.com](mailto:bojos2@gmail.com)*

**DEN NIGHT-BEFORE-GET-TOGETHER**

Friday, June 18, 2010, at the Three Fountains Clubhouse located at 3280 S. Oneida Way in DEN.

*Contacts: Bonnie Dahl, [BCDahl777@msn.com](mailto:BCDahl777@msn.com)*

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

**DEN REUNION PICNIC**

Saturday, June 19, 2010 at the Aurora Reservoir on East Quincy Avenue 2.5 miles east of Gun Club Road (S470) or 7 miles east of Chambers Road on East Quincy

*Contacts:*

*Carolyn Boller, 303-364-3624, [CKBoller@comcast.net](mailto:CKBoller@comcast.net)*

*Julie Dickman, 303-654-1116, [DickmanRanch@aol.com](mailto:DickmanRanch@aol.com)*

**DFW CN/FL REUNION**

No info on a 2010 event.

*Contact: Jim Ford, 817-268-3954, [JEFord15@tx.rr.com](mailto:JEFord15@tx.rr.com)*

**DFW FRONTIER BASH**

No info on a 2010 event.

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

**FTW CN/FL MECHANICS REUNION**

No info on a 2010 event. Usually in the Fall.

*Contact: Brady White, [ontopavia@aol.com](mailto:ontopavia@aol.com), 817-913-9313*

**FYV-FSM MEMORIAL PIGNIC**

Saturday, August 21, 2010, 11am-5pm, FSM Burford Pavillion.

*Contacts:*

*Phil Green, 479-783-2981, [SusiGreen0609@aol.com](mailto:SusiGreen0609@aol.com)*

*Jake Lamkins, 479-879-8358, [ExFAL@Yahoo.com](mailto:ExFAL@Yahoo.com)*

**GJT REUNION**

No info on a 2010 event.

*Contact: Jim Wilds, [JimWilds@netzero.net](mailto:JimWilds@netzero.net), 970-858-7577*

**LNK REUNION**

No info on a 2010 event.

*Contact: Cork Guenther, 402-798-2102, [saylor@inetnebr.com](mailto:saylor@inetnebr.com)*

**MCI FLIGHT CREW LAYOVER**

No info on a 2010 event.

*Contacts:*

*Phil Stallings, [RedRyder@tx.rr.com](mailto:RedRyder@tx.rr.com)*

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

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

**MCI REUNION**

No info on a 2010 event.

*Contact: Rose Dragen, 816-741-1995, [mdragen@juno.com](mailto:mdragen@juno.com)*

**PHX PICNIC**

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

*Contacts:*

*Cyndy Camomile, 480-831-1660, [cynhoff55@yahoo.com](mailto:cynhoff55@yahoo.com)*

*Ginger Treptow, 480-813-4595, [Peaches85233@q.com](mailto:Peaches85233@q.com)*

**SLC REUNION**

Saturday, June 19, 2010, Saturday, 10am to 6pm. The address is 1070 West 5450 South.

*Contacts:*

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

*Stan Covington: [stanorpris@cs.com](mailto:stanorpris@cs.com), 801-808-4264,*

*Don Anderton: 801-968-3225, [DAnderton@qwest.net](mailto:DAnderton@qwest.net)*

*Paul Farris: 479-770-6655, [paulamos43@yahoo.com](mailto:paulamos43@yahoo.com)*

**STL REUNION**

No info on a 2010 event.

*Contacts:*

*Ceil Ponder, 314-428-9759*

*Kathy Benoist, 314-729-1810*

**TUS REUNION & GOLF OUTING**

None scheduled for 2010 per Rusty on 3/1/10.

*Contacts:*

*Gary Mackie, 713-419-2559, [garmac007@yahoo.com](mailto:garmac007@yahoo.com)*

*Rusty Lambert, 903-852-3970, [rustylgolf@cs.com](mailto: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 [AvakAir@Gmail.com](mailto:AvakAir@Gmail.com))*

**DFW**

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

*Contact: Jim Ford, 817-268-3954, [JEFord15@tx.rr.com](mailto:JEFord15@tx.rr.com)*

**DEN**

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

*Contact: Ace Avakian, 303-688-3852, [AvakAir@Gmail.com](mailto:AvakAir@Gmail.com)*

*or Jim Hanson 303-750-6478, [BlackCatVP54@msn.com](mailto:BlackCatVP54@msn.com)*

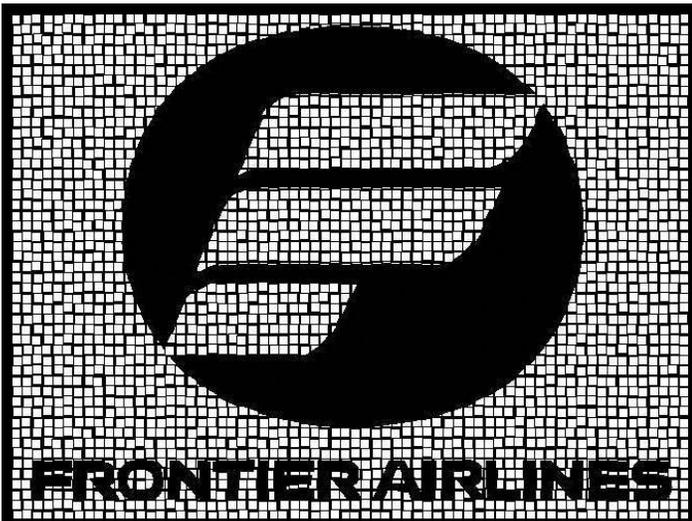
**SLC**

Luncheon, monthly, 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](mailto:CaptainJack20@msn.com)*

**FOUR FORCES OF FLIGHT**



## 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 WINTER 2010 ISSUE

### **Carolyn Jackson Appleby**

DEN? flight attendant, 2/24/10, age 70, cancer

### **Floyd Bircumshaw**

SLC aircraft mechanic, 8/21/97, age 76

### **Bill Bray**

FTW legal, 9/15/87, age 84, heart attack

### **Turk Gross**

GSW DAL DFW DEN pilot, 12/16/06, age 73

### **Dick Hill**

DRO station agent, 12/26/09, age 79, alzheimer's

### **Johnny Pellin**

MKC station agent, 1/18/08, age 70

### **Howard Petracek**

ICT OAK senior station agent, 2/5/10, age 75, cancer

### **Jane Quimby**

DEN reservation agent, 10/30/09, age 74, cancer

### **Sam Scott**

ACF GSW DAL DFW pilot, 3/7/10, age 88, osteomyelitis

### **Bobby Sissons**

DEN senior station agent, 1/29/10, age 69

### **Scott Whitney**

DEN counsel & vice president, 10/11/96, age 69, stroke

## BILL BRAY

1946? - 1947?

FTW

OBITUARY: William J. Bray, 84, a retired special assistant to the secretary of the Air Force and a former assistant postmaster general, died of cardiac arrest Sept. 3 at Sibley Memorial Hospital. He lived in Chevy Chase.

Mr. Bray became a page in the House of Representatives in 1916 and, in 1934, joined the secretarial staff of Postmaster General James A. Farley, who was also chairman of the Democratic National Committee.

During the early 1940s, Mr. Bray was an administrative assistant to Army Brig. Gen. Robert Johnson, who was vice chairman of the War Production Board. He became a special assistant on the White House staff of President Truman during the late 1940s.

In 1950, Mr. Bray was an assistant to Treasury Secretary John W. Snyder. He served as assistant chairman of the Democratic National Committee during the same period and in 1952 was appointed assistant postmaster general for finance.

He operated his own public relations agency for several years before becoming a special assistant to the secretary of the Air Force in 1963. He retired in 1968.

His wife, Margaret Cuddy Bray, died in 1982. Survivors include a son, William J. Bray Jr. of Chevy Chase, and three grandchildren.

**-Washington Post on Sep 5, 1987**

*(Both the Feb 17, 1952 news articles mention that Bill worked for Central Airlines. Neither say in what capacity but probably in an administrative and/or legal position. It appears to have been in the 1946-47 period.)*

## JANE QUIMBY

1963 - 1985?

RESERVATION AGENT

DEN

I got a note today from Ruth Dorsey, a friend of Jane's to let me know that Jane passed away. She was born February 5, 1935 and passed away on October 30, 2009 from cancer. Funeral Services were on November 13, 2009 at the St. Stephen's Episcopal Church at 1 Del Mar Circle in Aurora Colorado.

I called Ruth to see if there was an obituary but she said only a verbal one. I will check with the funeral home to see if they have anything and if they do I will get it for the Frontier news.

Jane was in Reservations and I don't recall when she started--I think it was before me and I started in 67. Julie said Jane was in a hospice but I don't recall which one...

**-Carolyn Boller, [ckboller@comcast.net](mailto:ckboller@comcast.net)**

*(J L QUIMBY: Reservation agent seniority date of 10/14/63, #10, emp# 07293, on the 8/1/84 FL/ALEA seniority list. She is not on the 1/1/86 list.)*

### Cartoon from June, 1984



## BOBBY SISSONS

1966 - 1986

### SENIOR STATION AGENT OKC DEN

Who started this mess and how do I get involved? Also being retired now as well as retarded, is it free? Or do you give senior discounts? Enough questions: now who am I?

Bob Sissons - Last work Senior agent in Denver. Now live in Green Valley AZ. About 20 miles south of Tucson.

**-Bobby Sissons, (8/13/02)**

I had one job with FAL for 21 years and then I had 21 jobs in 1 year. Needless to say I could not find any thing I really liked as good as the airlines.

I am retired now but getting bored with it because my golf game is not improving any. I see some of the FAL people every May when Ron Buttler hosts the FL Tucson open golf tournament at a course here in Green Valley.

**-Bobby Sissons, (8/16/02)**

I just got a phone call from Judy Byer this morning. Bobby Sessions was in a bad head on accident. He is in Denver Health Hospital in a drug induced coma...broken ribs, both legs and feet broken and I am not sure what else had happened, but in bad condition. She will be calling me with any more information later today. I will pass on as I hear anything...will get hospital info etc...Keep him in your prayers...

**-Bev Commiskey, bkc130@aol.com, (3/20/07)**

I had a good visit with Bobby today and he continues to improve, eating good, walking with his walker and also going up and down a few stairs. Seems to be doing good with the therapists' and some of the nurses. They are going over to his house next wednesday for an inspection and if everything checks out ok, he may get to go home. At least that is what he's hoping but it also depends on his continued therapy. He is a little on edge just being in the hospitals for that length of time.

**-Orville White, whitehouse2502@msn.com, (7/12/07)**

Bobby Sissons is back in the hospital. He has had an infection in his left knee and went in to get that taken care of and must have had some complications as he is ICU. Plan on going to see him tomorrow, 12/06, and will let you know more later

**-Frank Monheiser, fmon1iah@yahoo.com, (12/5/07)**

Just a note to let you know that Bobby Sissions passed away this AM. No other details at this time but will keep you updated.

**-Orville White, whitehouse2502@msn.com, (1/29/10)**

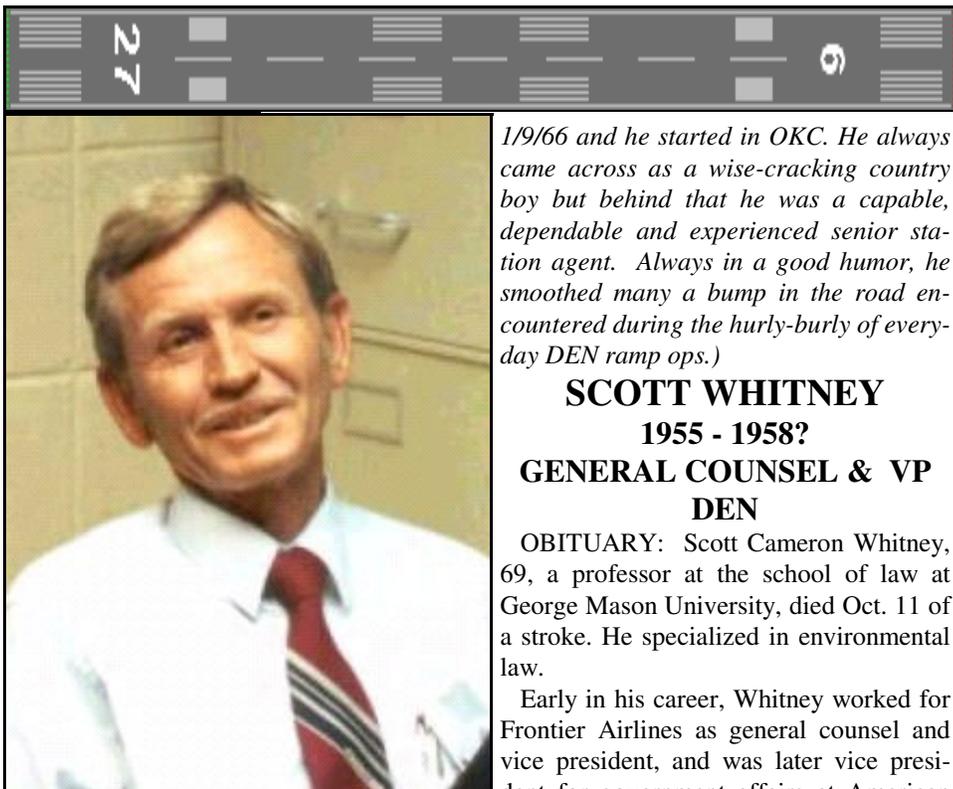
I talked with his daughter about a week or so ago and she said they would probably have a memorial in Oklahoma and maybe one in Denver when it warms up. I haven't seen anything in the local papers on his passing. Will call her again.

**-Orville White, whitehouse2502@msn.com, (2/8/10)**

Bobby did for a fact work in OKC. I worked with him in 1966. We referred to him as Jingles. He had a lot of nervous energy.

**-Bill McKee, wfmckee@sbcglobal.net**

*(Bobby was 69 and from Davenport, OK. His seniority date was*



1/9/66 and he started in OKC. He always came across as a wise-cracking country boy but behind that he was a capable, dependable and experienced senior station agent. Always in a good humor, he smoothed many a bump in the road encountered during the hurly-burly of everyday DEN ramp ops.)

## SCOTT WHITNEY

1955 - 1958?

### GENERAL COUNSEL & VP DEN

OBITUARY: Scott Cameron Whitney, 69, a professor at the school of law at George Mason University, died Oct. 11 of a stroke. He specialized in environmental law.

Early in his career, Whitney worked for Frontier Airlines as general counsel and vice president, and was later vice president for government affairs at American

Airlines. In 1964, he joined the Washington office of Jones, Day, Reavis & Pogue, where he was a partner specializing in aviation law.

Whitney came to George Mason in 1979 after teaching for seven years at the College of William & Mary. He was a native of El Moro, Colo., and a graduate of the University of Nevada and Harvard Law School. He served in the Navy during World War II.

He is survived by his wife, four children from his first marriage and four grandchildren.

**-Virginia Lawyers Weekly on December 23, 1996**

SCOTT C WHITNEY, Born 13 Apr 1927, Died 11 Oct 1996, Age 69, At 22610 (Bentonville, Warren, VA), SSN issued in Nevada

**-SSDI**

Scott went to work for FAL November 1, 1955, as Director of Regulatory Proceeding. His Biography is in the Sunliner News, September-October, 1955.

**-Ken Schultz, Wheat Ridge CO**

## JOHNNY PELLIN

1965 - 1967

### STATION AGENT MKC

Johnny Pellin was working for CN when I started at MKC (Jun 1967). He quit shortly afterward in '67 or '68. He died Jan 2008. I talked to his wife and we pinned down his employment dates with Central. She thinks he started in '65 and left in '67.

**-Paul Farris, PaulAmos43@yahoo.com**

OBITUARY: Johnny Pellin, 70, railroad clerk, died Friday. Memorial service 1-5 p.m. Saturday, American Legion Hall, Siloam Springs, Ark. Cremation Society, Tulsa.

**-Tulsa World on 1/23/08**

JOHNNY E PELLIN, Born 06 Dec 1937, Died 18 Jan 2008, Age 70, SSN issued in Arkansas

**-SSDI**

## TURK GROSS

1961 - 1984

PILOT

GSW DAL DFW DEN

OBITUARY: Ewell B. Gross, "Turk", A Loving husband and father born December 31, 1932 in Mesquite, TX and passed away December 16, 2006 in Dallas, TX. Proceeded in death by loving wife of 49 years Jerra Jane Evans, parents Ewell "Turkey" and Novella Gross.

Survived by son Bob Gross and special friend Sherrie Myers, faithful canine companion Val and other family and friends. Mr. Gross grew up in Mesquite and graduated from Mesquite Schools in 1950. He then went to Texas A&M University where he graduated in 1955.

After that he joined the Air Force and served 5 years and after his discharge he flew for Central and Frontier Airlines and retired in 1984.

In lieu of flowers please make donations to Methodist Children's Home, 1111 Herring Ave. Waco, TX 76708 or the charity of your choice. Family will receive friends from 6-8 PM on Wednesday at the Funeral Home.

Funeral Services will be 2 PM on Wednesday in the Funeral Home Chapel with interment to follow at Restland Memorial Park in Dallas, TX.

**- Dallas Morning News on December 19, 2006**

I am sure you will get plenty of responses about Captain "Turk" Gross. I first met Turk when he was an F/O on the 737 and I was a new hire "backseater" based out of DFW. I later flew with him in his previous seat, as he had progressed to the left seat of the 737. Turk was always fun to fly with, and reminded me of the "consummate Aggie".

In the early 80s I was walking down the concourse at DFW headed for the credit union office and looked up to see Turk coming in the opposite direction. I had heard that he had had a heart attack the week prior and was astounded to see him walking like nothing had happened.

When we got inside the credit union, everyone (a small crowd had gathered) was all ears to hear the details of this previous week's events. His response was simple and to the point. He had had "A little dying spell" and "that was all there was to it."

Actually he had a full explanation of how he was following his wife out of the bedroom and "the lights went out." He woke up some time later, realized that he was "plumbed and wired" but there didn't seem to be anyone around who seemed concerned, so he went back to sleep.

He told of the ambulance attendant who stopped by to see him and asked him if he remembered their conversation enroute to the hospital? Turk said he didn't remember ever having seen the guy before. He didn't remember the next door neighbor's son who was a Boy Scout, doing CPR on him until the ambulance arrived.

His biggest complaint was that the Doctor had said that with whatever procedure they had done on him (possibly an angioplasty or similar) he had the heart of a 35 year old and they were trying to kill him to get the body in the same shape. For years after this event, Turk reveled in telling these and many other tales, and reminiscing with the old Central and Frontier guys around DFW.

I always enjoyed seeing Turk. He would have some new story

to regale you with, and there never seemed to be what could have easily been a taste of sour grapes or negativism.

**-Jack "Beetle" Bailey, barnstormer757@yahoo.com**

We all knew him as "Turk" Gross except Max Gardner who nicknamed him "Over". A really nice guy as I remember him.

**-Frosty Frost, frosty1@hughes.net**

(Turk's pilot seniority date was 2/20/61 on the 9/1/81 FL/ALPA seniority list. I spotted his captain's hat for sale at ebay and did some investigating which revealed his death. His father was a major league baseball player called "Turkey" Gross which probably explains his nickname.)

## HOWARD PETRACEK

1978 - 1986

STATION AGENT, SENIOR STATION AGENT  
ICT OAK

OBITUARY: Howard Allen Petracek, age 75, of Overland Park, KS passed away on Friday, February 5, 2010. Howard was born on November 24, 1934 in Oberlin, KS. He worked for United Airlines for 12 years, Frontier Airlines for 8 years, and served 5 years in the Army National Guard. Howard also farmed in Jennings, KS for 20 years. He enjoyed traveling all over the world.

Howard was an avid Kansas State fan. He followed Kansas State football and basketball. Kansas State was where he earned his BS in Business Administration in 1956.

Howard is survived by his three children; son, Keith Petracek and wife, Sharon; son, Steve Petracek and wife, Kim; daughter, Sheryl Petracek; three grandchildren, Samantha (13), Alexandra (10) and Zachary (5); and his two sisters, Jeanne Hoskins and husband, Herb, and Marcia Wiltfong and husband, Richard.

In lieu of flowers, the family suggests contributions to the American Cancer Society.

**-Wichita Eagle on February 7, 2010**

Howard was an amazing man, I knew him from our early days and we remained friends all through the years. I had a signal that I should go see him, so I packed up and headed to KC in December. The day after I left he started failing... The last meaningful conversation I had with him was New Year's Eve. He was on morphine the rest of his time and I could not make sense of our conversations. I will miss that man.

**-Dennis Casadoro, dcasadoro@yahoo.com**

Howard took advantage of the travel benefits more than any agent I knew. He helped start up an Interline Club in the SFO/OAK Bay Area.



He had contacts with all the airlines and always carried passes on most of them. He was ready to go any place at the drop of a hat. He made several round-the-world trips.

**-Ray Hall, RHall94969@aol.com**

Howard started out as a station agent in Wichita, KS. He transferred to Oakland, CA as a senior station agent in 1981 when Oakland opened up and was there until Frontier ceased operations. I worked with Howard from 1981 to 1983, at which time I transferred to Cedar Rapids, IA to help open that station. I am sure that all of Howard's friends remember him as a very friendly person.

**-Wayne Teakell, Cedar Rapids IA**

I worked with Howard in OAK when FAL pulled out of LAW. We shared an apartment in OAK. We took two trips to NRT and HKG. I last saw Howard in MCI in Oct 09. May God Bless him.

**-Jeff Hutchinson, Lawton, Oklahoma**

## **CAROLYN JACKSON APPLEBY**

**196? - 1963?**

**FLIGHT ATTENDANT**

**DEN?**

I have just received word from Jim Appleby that his wife, Carolyn, passed today at 11:30. At this time this is all the information I have. I will try to keep you updated.

**-Ron Gallop, av8r@kc.rr.com**

Cheryl and I leave tomorrow for LAS. Carolyn's services will be at 4 PM Saturday. She was just here with Jim a few weeks ago. So, getting a grasp of this is difficult. She was a wonderful lady. Sisters Carolyn and Janet Jackson were both stewardesses with Frontier. Carolyn Jackson Appleby was a stew in the early 60s.

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

OBITUARY: Carolyn Ann Appleby, 70, fell asleep in death Feb. 24, 2010. She was born May 27, 1939, in Decker, Ind., to Orlando and Ora Jackson. Many memories were made as Carolyn and her sister, Janet grew up on their family farm.

Carolyn found the love of her life, Jim Appleby, and the two were married Nov. 16, 1963, in Denver. Jim and Carolyn had three beautiful children, Michelle, Stephenie and Byron. The family made Las Vegas home in 1980.

Carolyn had three more joys in her life, Taylor, Abigail and Nicholas, her grandchildren. With her compassionate, caring and self-sacrificing spirit, she was always a mother at heart.

Carolyn became one of Jehovah's Witnesses Jan. 14, 1978. She spent the rest of her life as a faithful and devoted sister. It didn't take but seconds to realize what a loving woman she was. She will be missed by all.

Memorial services will be at 4 p.m. Saturday, Feb. 27, at the Kingdom Hall of Jehovah's Witnesses, 1350 Pebble Road, in Henderson.

**-Las Vegas Review-Journal on February 26, 2010**

We returned home yesterday to hear of Carolyn's passing. She was such a sweet and considerate person. We are very saddened to hear of this unhappy event. Our thoughts and prayers are with you during this difficult time.

**-Gus & Pam Stearns, gps767@yahoo.com**

It is with sad heart and fond memories that you must face. You stand among thousands of people, but you feel "ALONE". Our prayers are with you as you, pray for direction and tolerance.

**-Bill Blackmon, bill.blackmon@cox.net**

## **DICK HILL**

**1950 - 1985?**

**STATION AGENT**

**DRO PHX**

I have to report another old timer gone west. He was my life long buddy. We both worked for the old FAL about 35 years. Both started in 1950 and went til the end.

His name is Richard "Dick" Hill. He died on Dec 26, 2009 in Yuma AZ from complications of alzheimer disease.

His and my families were neighbors and friends since the early 1900s. His grandpa was my dad's grade school teacher. I transferred to PHX in 1958 and Dick & family came down later and worked about a year before transferring back to DRO. He didn't have enough work there.

He came back to DRO and worked full time for FL besides running a ranch and milking 35 to 40 head of dairy cows. Dick and I drove a school bus together in the 1950s to make a little extra money.

He leaves behind a wife, Glenna, of 62 years and a daughter and two sons. He will be missed.

**-Vern Crawley, Durango CO**

OBITUARY: (Ruel) Richard Hill, Born in Durango, CO on May 28, 1930, Departed on Dec. 26, 2009 and resided in Yuma, AZ. Memorial Service and Luncheon: Wednesday, Jan. 13, 2010

Durango native Ruel Richard (Dick) Hill died as a result of complications due to Alzheimer's disease on December 26, 2009, in Yuma, Arizona; he was 79. Dick was born the son of Ben and Leatha Hill on May 28, 1930 in Durango. On December 18, 1947 he married Glenna Taylor of Red Mesa in Bernallio, New Mexico.

He was an employee of Frontier Airlines for 35 years. He was also a farmer, rancher, dairyman, horseman, as well as the initial owner-operator of Durango Air Service and former co-owner of Avis Rent-a-Car at the Durango Airport.

Dick loved to fly, to travel and to innovate. He bred Quarter horses, dairy cattle, sheep, and goats and was also among the first to breed Black Angus beef cattle in the area. A brilliant and remarkably funny man, he worked tirelessly to provide for both his immediate and extended families. Time and again he helped people in need.

A huge heart, warm easy smile and an affable nature, those who got to know him loved and were blessed by him. He profoundly loved his wife, children and extended family and would do anything to help them.

Mr. Hill is survived by his wife of 62 years, Glenna Hill; his daughter Ellen Hill of Yuma, Arizona and sons Ken and Dean Hill of Durango; two grandchildren Kai and Heather Hill as well as five great-grandchildren and seven nieces and nephews.

A memorial service and luncheon will be held at Florida Presbyterian Church on Wednesday, January 13th at 1:00 p.m. A second memorial service will be held at a later date this spring or summer for those who cannot make it to this memorial to come and reminisce with the family.

**-Hood Mortuary on 1/8/10**

(R R HILL: Station agent seniority date of 5/1/50, #4, emp# 03635, on the 7/1/84 FL/ALEA seniority list. He is not on the 1/1/86 list. His obit says 35 years with FL, so he must have retired in 1985.)

**SAM SCOTT**  
**1954 - 1980**  
**PILOT**  
**GSW DAL DFW**

My Daddy, Sampson Scott, died last night at the age of 88. He was in the Veteran's Hospital in Temple, Texas. He had suffered for many years of leg infections and bacteria eventually spreading throughout his body. He refused to go to a nursing home, and spent all but the last month here at his house in Belton, Tx with me taking care of him, and our 6-8 cats.

He was absolutely himself until the very end-complaining, telling me to not have a bad attitude, and calling the fat nurses "fatbuckets".

He did inform the nurse that he was going to die on the night of the 5th March. I stayed with him all night until the morning of the 6th of March, at which time he refused to eat any more. I came back to see him about 1700 and tried to make him drink some tea and eat lemon pie. He barely did either one.

He MEANT to die on the 6th of March, but eventually after a few reviving sessions via my request, he passed at 0050, 7th of March 2010. I was exhausted for many years taking care of him and taking him to the hospital once a week. But I have no regrets.

He loved Frontier Airlines, and he loved aviation. Of this I am sure. Thank you for preserving the memory of brave pilots.

**-Gayle Scott, gaylescott50@hotmail.com**

I have things arranged for Dad's funeral. He will be having a graveside service next Monday, the 15th of March 2010. It will be at the Central Texas Veteran's Cemetary in Killeen TX @ 1300 (1pm).

Dad wanted me to bury him the next day after he died, but he did not take into consideration me dealing with the federal government, so things run a little slower than desired!

Heartfield Funeral Home in Belton will be handling all of Sam's comings and goings, along with a military chaplain.

I am still learning the specifics on flowers for the VA cemetary; the rules are strict. But I am in no need of anything-just if anyone wants to attend, please feel free!

To some of my friends just receiving this, my Dad passed away early Sunday morning a little before 0100 at the Temple VA hospital. His body was overcome with osteomyelitis and his heart beat as long as it could on its own. He informed the nurses and I twenty-seven hours prior to his death that he would be dying within a day. So, as usual, I was ready for his orders.

**-Gayle Scott, gaylescott50@hotmail.com**

**OBITUARY:** Sampson "Sam" Scott II (February 26, 1922 - March 7, 2010) was born to Sampson Scott I and Dorothy Lillian Green on 26 February 1922 in Flushing, New York. He was the grandson of Captain H.H. Scott of New York, and Frederick L. Green of London, England and New York. He was the great-grandson of Rear Admiral William Thomas Sampson of Palmyra, New York.

Sam attended Cornell University where he played football and was a Naval Reservist prior to the bombing of Pearl Harbor. After America's entry into war, he enlisted in the Regular Navy, earning his aviation wings in 1942 from the Corpus Christie Naval Air Station. He flew Naval Air Transport the duration of World War Two and for the beginning of the Korean War. For six months prior to the Big War's end to six month's after its

ending, Sam was stationed at NAS Aguana, Guam. He was then transferred to Kodiak NAS in Alaska.

Eventually he ended his military career as he began it, becoming a "Weekend Warrior" for the Reserves until 1952. His military ribbons include Pre-Pearl Harbor, American Theatre, Asiatic Pacific, Philippine Liberation, Philippine Independence, World War Two Victory, and European Victory.

His first airline experience came from Seaboard and Western, a cargo world wide airline. He then flew for airliner Standard Vacuum Oil Company with routes from Singapore to Holland to New York. He then was offered a job with Pan American Grace Airways based in Lima, Peru, where he and his family lived for three years. Sam returned to the states in 1954 and found his home to be Fort Worth, Texas.

He flew for Central Airlines out of Meacham Field and earned Captain in two years. He went from Central to Frontier Airlines, with whom he retired in 1980. He had over 39,000 hours of flight time in his aviation career.

His hobbies included coaching pee-wee football and researching the Treasure of Victoria Peak out of White Sands Missile Range. He served as President for Expeditions Unlimited, Inc. "The Texas Company", accompanying his brother Norman, who ran Global Explorations, on many historical excavations throughout the American Southwest. He and his son, Sampson Scott III also designed and built homes in the Central Texas area.

He is survived by a brother, Norman Scott of Gainesville, Florida, cousins Evelyn and Harry Scott of California and Utah respectively, a grand nephew Lance Corporal Austin Scott III of Afghanistan, second cousin Tucker Scott and family of Dallas, TX, and children Gayle Scott of Stephenville and Andrew Scott of Belton. He is also a relative of the Lloyd C. Blair family of north central Texas.

**-Heartfelt Funeral Home on March 9, 2010**

**FLOYD BIRCUMSHAW**  
**1946?**  
**AIRCRAFT MECHANIC?**  
**SLC**

**OBITUARY:** Floyd Francis Bircumshaw, husband of the late Susan Isabella Mann, died August 21, 1997, at his home.

Floyd was born on November 2, 1920, in Salt Lake City, Utah, the son of Joseph Bircumshaw of Park City, Utah, and Anastasia O'Brien of Salt Lake City, Utah. He grew up in Salt Lake City and married Susan Isabella "Bella" Mann of Flin Flon, Manitoba, Canada, on February 18, 1946, at Our Lady of Lourdes Catholic Church in Salt Lake City after a romance that blossomed through written correspondence with Bella during his military service in World War II.

He raised his family and made his home in the Salt Lake Valley, where he has lived all his life except for the years he served in the Aleutian Islands and in Italy as a member of the 10th Mountain Troop Division during World War II. He attended Judge Memorial Catholic School from the 1st to the 12th grade. He was one of the first volunteers from Salt Lake City to serve in the Army when World War II broke out.

After the war, he worked first at Western Airlines, then at the founding of Challenger Airlines (later to become Frontier Airlines), and finally as a mechanic for the vast majority of his career for the 151st Fighter Air Squadron (which became the

191st Air Transport Squadron) of the Utah Air National Guard, retiring as a Senior Master Sergeant.

He is survived and lovingly remembered by his three daughters, Susan (Les) M. Siroky of Westminster, CO; Anastasia T. Bircumshaw of Salt Lake City, UT; and Irene M. Bircumshaw of West Valley City, UT; one son, Rev. Colin F. Bircumshaw, Pastor of St. Joseph's Catholic Church in Ogden, UT; two sisters, Mary Ellen Burns of Sandy, UT; and Colleen (William) Higham of Eugene, OR; one brother, John Harold Bircumshaw of Phoenix, AZ.

The Funeral Mass will be celebrated on Thursday, August 28, at 11 a.m. at Our Lady of Perpetual Help Catholic Church in Kearns, Utah.

**-The Deseret News on August 25, 1997**

*(He is not on the 7/15/48 Challenger Personnel Roster. His obituary says he worked for Challenger but doesn't give year or position. It's likely he was a mechanic since that's what he did at the Utah National Guard.)*

## DEATH IS A MATTER OF MATHEMATICS

Death is a matter of mathematics.  
It screeches down at you from dirty white nothingness  
And your life is a question of velocity and altitude,  
With allowances for wind and the quick, relentless pull  
Of gravity

Or else it lies concealed  
In that fleecy, peaceful puff of cloud ahead.  
A streamlined, muttering vulture, waiting  
To swoop upon you with a rush of steel.  
And then your chances vary as the curves  
Of your parabolas, your banks, your dives,  
The scientific soundness of your choice  
Of what to push or pull, and how, and when.

**-Barry Conrad Amiel**

## ABOUT BILL FLEMING

I worked with Bill on the ramp and in the DEN tower for several years. My first exposure to Bill was when he was the outbound bag runner from the bag room. He always picked one of the old tugs with the manual transmission and no speed governor. He always burned rubber with each start and stop, speed shifting the gears in between. Too bad he missed the NASCAR era.

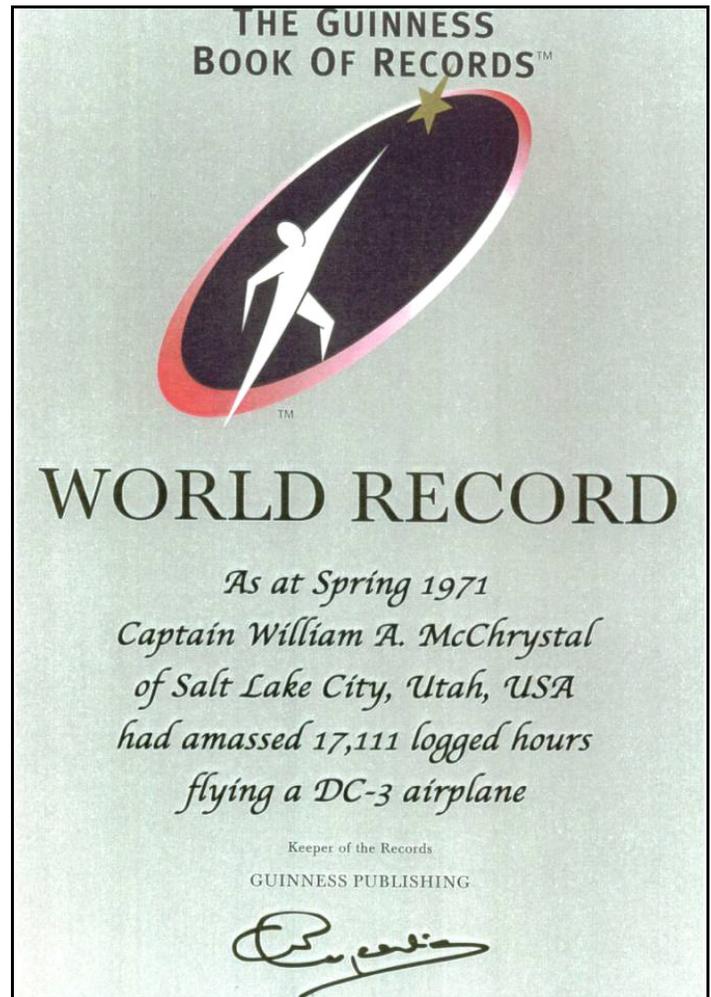
He usually worked the position in the tower answering all the radio calls from flight crews. Bill was proud of his heritage and always boasted of the superiority of German beer and the need for it to be enjoyed at room temperature. Those American brews served cold were just whale pee. Often times though, those hops and grains resulted in Bill being quite flatulent. One day Bernie Smolczyk and I had to go downstairs for some fresh air. At the bottom of the tower stairs, a young flight attendant asked if she could go up into the tower and see it. We sent her right up.

I remember a story Tom Sitler told me about one time when Bill was coming over to his place for a get together. Bill drove a VW Thing, painted in German military fashion. Tom was quite embarrassed as Bill drove up his street with the top down and German military marching music blasting away.

He was a character and very fun to work with.

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

*(Bill was a 21 year station agent who also worked at SLN and PHX. He died July 6, 2006 at age 65.)*



## INTERESTING STUFF

In the 1400s a law was set forth in England that a man was allowed to beat his wife with a stick no thicker than his thumb. Hence we have 'the rule of thumb'

Many years ago in Scotland, a new game was invented. It was ruled 'Gentlemen Only...Ladies Forbidden'..and thus, the word GOLF entered into the English language.

The first couple to be shown in bed together on prime time TV was Fred and Wilma Flintstone.

Every day more money is printed for Monopoly than the U.S. Treasury.

Men can read smaller print than women can; women can hear better.

Coca-Cola was originally green.

It is impossible to lick your elbow.

The State with the highest percentage of people who walk to work: Alaska

The percentage of Africa that is wilderness: 28% (now get this...)

The percentage of North America that is wilderness: 38%

The cost of raising a medium-size dog to the age of 11: \$ 16,400

The average number of people airborne over the U.S. in any given hour: 61,000

Intelligent people have more zinc and copper in their hair..

The first novel ever written on a typewriter: Tom Sawyer.

The San Francisco Cable cars are the only mobile National Monuments.

**-Off the internet and unverified**

## GONE WEST: MAINTENANCE

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Most of this information is from Ken Schultz. Please let me know of any errors, corrections or additional information.

Bill Abel, GSW DFW mechanic, 4/3/88, age 65,  
Robert Adcox, GSW mechanic, 11/21/88, age 66  
Ed Aker, DEN lead stock clerk, Oct84, age 65  
Ray Allgood, GSW DFW mechanic, 7/25/90, age 69  
Ed Allmond, GSW DFW mechanic, 12/8/97, age 83  
Jerry Altman, GSW DFW DEN mechanic, 5/3/99, age 65  
Dutch Ancell, MCI mechanic, 11/21/00, age 59  
Bob Anderson, DEN avionics mechanic, Dec81, age 69  
M. Andy Anderson, DEN lead avionics mechanic, 1/30/88, age 66  
R. Andy Anderson, DEN mechanic, May89, age 33  
Dick Bakker, DEN stock clerk, 11/12/97, age 77  
Howard Barber, DEN janitor, 12/10/95, age 88  
Dave Barnes, DEN fueler/cleaner, Dec81, age 42  
Luther Barnes, DEN lead mechanic, 8/23/64, age 59  
Arnie Barnett, DEN avionics mechanic, 8/20/99, age 69  
Leo Barnett, GSW DFW DEN mechanic, 2/18/84, age 59  
Ken Benish, PHX mechanic, Oct82, age 55  
Art Benson, DEN aircraft mechanic, 6/4/09, age 88  
Teuni Bergen, DEN lead inspector, 1/25/80, age 68  
Les Bergstrom, DEN foreman-aircraft overhaul, 12/10/01, age 79  
Don Bingham, DEN engineer, 10/5/79, age 38  
Floyd Bircumshaw, SLC aircraft mechanic, 8/21/97, age 76  
Russ Bliesner, DEN mechanic, 3/5/93, age 65  
Willis Boden, DEN mechanic, 7/11/88, age 70  
Bill Bowen, DEN cleaner - EOS, 8/29/85, age 79  
Ben Bower, PHX mechanic, 1/22/93, age 73  
Walton Bowles, GSW mechanic, 4/4/76, age 53  
George Bradley, DEN lead avionics mechanic, 1/6/88, age 62  
Harry Bradley, FTW GSW DFW mechanic, 6/23/85, age 80  
John Brady, DEN aircraft mechanic, 8/11/08, age 76  
Dan Breazeal, TUS mechanic, Mar89, age 40  
Galen Breitling, DEN instrument shop, 5/29/97, age 67  
Bill Brickman, DEN inspector, 4/20/01, age 56  
Harry Bright, DEN mechanic, 2/26/96, age 77  
Otha Broome, GSW DAL DFW mechanic, 5/15/05, age 82  
Neal Brown, MCI lead mechanic, Sep77, age 53  
Jack Bruce, DEN maintenance training instructor, 10/15/08, age 86  
Steve Bruley, DEN line foreman, 4/7/78, age 42, leukemia  
Q Bryan, DEN ground radio mechanic, 7/9/07, age 75  
Bill Buckley, DEN lead inspector, 3/8/00, age 80  
Dale Buehrer, MKC FSM TUS lead mechanic, 1/16/87, age 56  
Richard Buethe, DEN lead mechanic, 10/1/99, age 87  
Clyde Burnaugh, DEN mechanic, 10/11/89, age 89  
Pop Burnell, DEN machinist - EOS, 10/1/72, age 93  
Zick Burns, DEN mechanic, 1/10/07, age 89  
Bill Bustell, DEN inspector, 6/21/05, age 77  
Sarge Butler, GSW mechanic, 1/20/01, age 82  
Cabby Caballero, DEN aircraft mechanic, 9/18/07, age 86, cancer  
Bill Caldwell, DEN mechanic, Sep81, age 53  
Dick Cantwell, DEN lead mechanic, 10/6/06, age 91  
Fred Carlson, DEN cleaner, 6/15/91, age 61  
Mike Carmichael, foreman-aircraft overhaul, 5/14/89, age 63  
Tony Carpino, SLC mechanic, 2/10/89, age 74  
Charles Carter, DEN avionics mechanic, 3/17/95, age 84  
Charles Carter, DEN inspector, 12/30/04, age 66  
Roger Carter, DEN inspector, 12/30/04, age 66  
Carlos Casas, GSW mechanic, 7/29/70, age 41  
Clinton Casey, FTW GSW DFW mechanic, 12/28/98, age 70  
Carl Cash, DEN lead avionics inspector, 12/5/98, age 65  
Bill Castleman, GSW DAL DEN aircraft mechanic, 6/13/05, age 73  
Roy Chamberland, GSW DAL DFW cleaner, 1/3/94, age 69  
Chuck Clay, DEN LNK ground mechanic, 5/10/08, age 73, cancer  
Henry Cleveland, FTW GSW DFW lead mechanic, 12/18/95, age 76  
Jim Clinkenbeard, DEN inspection foreman, 7/16/09, age 83, cancer  
Clint Coakley, DEN inspector, 1978-1986, 11/27/07, age 85

Clyde Colbert, stockroom clerk, 5/14/89, age 63  
Lowell Conder, GSW mechanic, 5/12/02, age 90  
Harold Cook, MCI lead mechanic, 10/12/85, age 68  
Ken Cook, DEN lead inspector, 11/18/82, age 75  
Willis Cooke, GSW DFW DEN mechanic/foreman, 8/7/95, age 80  
Joe Coopersmith, DEN lead mechanic-EOS, 9/25/02, age 88  
Ray Cordray, DEN mechanic, Jun69, age 61  
Sherman Cornstubble, GSW DEN lead inspector, 11/13/99, age 74  
Pat Corrigan, DEN mechanic-EOS, 6/25/99, age 82  
Ted Couchman, DEN reliability analyst, Dec73, age 70  
Cecil Covington, FTW GSW DFW mechanic, 2/27/96, age 82  
Claude Covington, GSW stock clerk, 9/12/02, age 66  
George Cramton, DEN lead inspector, 3/9/82, age 83  
Doug Crandall, DEN mechanic, 1968-1986, 10/7/07, age 84  
Joe Craze, DEN inspector, 9/6/02, age 72  
Walter Crisp, DEN mechanic, 4/29/03, age 48  
Spence Crona, DEN lead mechanic, 10/6/03, age 74  
Kevin Crosby, DEN mechanic, 10/20/00, age 44  
Joe Crowder, DEN instrument shop, 5/12/01, age 76  
James Crozier, FTW GSW DFW mechanic, 9/26/83, age 65  
Bob Cruickshank, DEN mechanic, 11/27/86, age 39  
Syl Cuellar, DEN flight simulator technician, 11/24/07, age 91  
Gordon Cumming, DEN inspector, 4/11/09, age 77  
Mike Dann, DEN SNA mechanic, Aug89, age 44  
Harley Davidson, DEN mechanic, 4/22/82, age 57  
Red Davis, DEN mechanic, Apr67, age 49  
Ray Dennie, GSW DEN line foreman, 4/5/99, age 73  
Dick Denny, aircraft mechanic, 3/2/08, age 68  
Wayne Dikeman, DEN ground radio mechanic, 11/22/92, age 67  
Bob Donley, DEN mechanic, 3/9/80, age 44, auto accident  
Sam Dorchek, DEN mechanic, 10/5/95, age 72  
J.D. Dossey, FTW GSW DFW mechanic, 11/10/79, age 74  
Larry Doud, DEN mechanic, 1/21/95, age 74  
Robert Doud, FTW GSW mechanic, 3/5/67, age 56  
Jack Drinkard, GSW DFW foreman, 1/28/00, age 68  
Bill Dryden, DEN avionics engineer, 10/6/91, age 72  
Harry Duff, DEN inspector, 1/27/91, age 66  
Frank Early, DEN engineer, Jul87, age 56  
Ken Edwards, OKC DEN ground mechanic, 1/12/82, age 40  
Roger Edwards, SLC lead mechanic, 8/14/08, age 79  
Sonny Ehre, DEN mechanic, 1/16/90, age 70  
Robert Elliott, DEN engineer, 3/25/04, age 81  
Linton Ellis, GSW DEN lead mechanic, 4/11/01, age 68  
Dale Epperson, MCI mechanic, 11/25/82, age 34  
Don Erickson, DEN lead mechanic, 9/4/99, age 77  
Gary Erickson, DEN mechanic, 8/15/94, age 51  
Bob Estey, DEN stock clerk, 4/24/07, age 71  
Jimmy Fanning, FSM DEN cleaner, Jun84, age 32  
Marty Favor, MCI mechanic, 5/6/66, age 33  
Gene Fehse, GSW DEN SLC foreman, 10/9/84, age 46  
Merle Ferguson, DEN mechanic, 10/5/90, age 72  
Ron Ferris, DEN foreman-line maintenance, Jun93, age 48  
James Finney, GSW mechanic, 9/4/91, age 68  
Earl Fischer, DEN inspector, 3/27/05, age 88  
Roy Fisher, DEN foreman-EOS/line, 4/29/92, age 74  
Chester Fitch, DEN lead inspector-NDT, 12/20/01, age 84  
Don Forrer, DEN maintenance planner, 1/20/94, age 77  
Red Fowler, DEN NDT inspection, Apr69, age 46  
Leroy Frazier, GSW DEN mechanic, 11/9/01, age 76  
Harold "Frenchy" French, DEN inspector, 9/26/08, age 98  
Al Garcia, PHX lead mechanic, Sep69, age 55  
Tag Gensler, MCI mechanic, May80, age 48  
Larry Goodwin, DEN mechanic, 6/28/92, age 67  
Wayne Gordon, STL mechanic, 9/25/78, age 37, auto accident  
Bill Grant, DEN welder, Oct83, age 63  
Dutch Greenmeier, DEN instrument shop inspector, 4/1/90, age 81  
Nash Guerra, GSW DFW DEN mechanic, 10/4/98, age 79

Gil Haddon, DEN inspector-NDT, 12/26/00, age 70  
 Henry Hageman, FTW GSW DFW mechanic, 1/5/94, age 71  
 Francis Hall, GSW DEN PHX mechanic, Aug82, age 65  
 Dale Haney, DEN fueller, 1/20/95, age 75  
 Curley Hansen, DEN mechanic, Jan73, age 55  
 LeVerne Hanson, DEN cleaner, 2/2/98, age 80  
 Cecil Hardacker, GSW DFW DEN mechanic, 7/3/86, age 66  
 Charlie Harris, GSW DFW mechanic, 9/25/86, age 69  
 Walt Harris, DEN foreman-line maintenance, 10/18/84, age 52  
 Ernest Hartland, MCI mechanic, 9/4/95, age 76  
 Charlie Hatfield, DEN TUS lead mechanic, 12/28/06, age 82  
 Anton Hawkins, GSW mechanic, 2/1/84, age 58  
 Dick Hebert, DEN aircraft overhaul, 1/23/07, age 74  
 Hank Hecketsweiler, DEN engineer, 10/26/91, age 76  
 Johnny Heffley, FTW radio mechanic, 10/12/09, age 75  
 Gary Herning, GEG mechanic, 11/29/80, age 37, auto accident  
 King Herrington, DEN lead mechanic, 10/4/08, age 87  
 Dale Hershberger, DEN mechanic, 6/27/97, age 69  
 Jim Hershfeldt, DEN lead mechanic, 1/18/07, age 73  
 Jack Hewitt, lead stock clerk, Nov76, age 45  
 Dale Hicklin, DEN lead mechanic, 5/21/92, age 61  
 John Higgins, DEN mechanic, Aug76, age 62  
 Warren Hill, BIL GTF DEN mechanic, 3/19/05, age 84, heart failure  
 Jack Hitchcock, PHX foreman-line maintenance, Apr76, age 57  
 John Hobbs, DEN machinist-EOS, 2/28/08, age 75  
 Jim Hoeglund, DEN stock clerk, 11/14/78, age 41  
 Leonard Hogle, DEN mechanic, 4/5/99, age 83  
 Ed Holdredge, DEN maintenance production planner, 3/15/99, age 62  
 Clarence Hopper, DEN mechanic, 3/28/84, age 55  
 Ken Hopper, DEN mechanic, 10/17/03, age 69  
 Tom Horseman, DEN avionics mechanic, 10/18/88, age 41  
 Slim Horton, DEN mechanic, Oct79, age 67  
 Don Hotchkiss, DEN mechanic, May81, age 63  
 Ernie House, GSW DFW mechanic, 1/31/86, age 81  
 Bill Houston, DEN lead stock clerk, 9/21/97, age 79  
 Bill Howard, DEN inspector, 12/8/86, age 63  
 Bob Howard, DEN mechanic, 5/23/95, age 63  
 Willard Inman, DEN avionics mechanic, 3/4/97, age 77  
 Frank Jesmer, DEN lead mechanic, 5/8/81, age 63  
 Bill Jimmerson, DEN lead mechanic-EOS, 4/5/03, age 77  
 Art Jiracek, DEN maintenance reliability analyst, 2/21/00, age 77  
 Eliot Johnson, DEN stock clerk, 3/16/04, age 84  
 Keith Johnson, DEN aircraft mechanic, 7/18/07, age 85  
 Howard Jones, DEN crew chief-line, 1/15/98, age 76  
 John Paul Jones, DEN foreman facilities maintenance, 9/3/95, age 77  
 James Judge, GSW DFW mechanic, 11/25/75, age 71  
 Jim Kalbach, DEN foreman-heavy check, 9/14/05, age 73  
 Paul Kalsites, DEN mechanic, 9/24/06, age 79  
 Larry Keen, DEN lead instrument mechanic, 8/8/00, age 87  
 Mike Kelly, DEN maintenance scheduler, 6/1/91, age 79  
 Maurice Kempner, SLC mechanic, 7/9/07, age 77, heart failure  
 Bernie Kersen, DEN mechanic, 3/15/72, age 28  
 Jerry Kimel, DEN ground mechanic, 4/28/78, age 62  
 Art Krieger, DEN maintenance instructor, 11/19/98, age 85  
 Harley Kruger, DEN lead mechanic, 8/26/87, age 67  
 Stan Kyed, DEN inspector, 8/2/09, age 78  
 Al Lager, DEN aircraft mechanic, 6/14/08, age 84  
 Tom Lally, DEN lead-tool room tech, 11/19/96, age 74  
 Woody Landis, DEN mechanic, Mar80, age 66  
 Ed Lane, DEN lead inspector, 7/14/98, age 74  
 Bernie Langfield, DEN foreman-avionics, 3/22/08, age 81  
 Larry Larsen, DEN mechanic, 9/25/94, age 81  
 Bob Laskoski, DEN mechanic-EOS, 1/22/01, age 72  
 A.D. Laurence, GSW DAL DFW DEN lead mechanic, 5/27/00, age 82  
 Morris Leach, DEN mechanic, 6/30/58, age 32  
 Bob Legge, DEN lead inspector, 3/1/07, age 81  
 Ed Lehmann, DEN mechanic, 10/4/93, age 76

Ben Lemme, DEN mechanic, 4/22/93, age 69  
 Doc Libby, DEN PHX lead mechanic, Nov74, age 57  
 E.J. Lima, DEN engineer, 5/11/97, age 88  
 James Linebarger, GSW DEN mechanic, 6/18/71, age 61  
 Al Linder, DEN instrument shop tech, 6/5/90, age 71  
 Ed Lintz, DEN aircraft mechanic, 1/2/04, age 81  
 Matt Litzinger, DEN foreman-line maintenance, Jan84, age 46  
 Bill Livingston, PHX lead mechanic, 10/20/94, age 70  
 Bill Long, DEN mechanic, 8/8/67, age 53  
 Gene Long, DEN cleaner, stock clerk, a/c mechanic, 8/28/08, age 71  
 Joe Looft, DEN foreman-aircraft overhaul, 3/15/89, age 37  
 Larry Lorz, DEN mechanic, 8/3/86, age 46  
 Dick Lowe, DEN mechanic, 7/1/04, 61, motorcycle accident  
 Jerry Manlove, DEN mechanic, 6/4/02, age 75  
 Don Marick, BIL DEN ground mechanic, 4/20/05, age 74, heart failure  
 Weldon Marr, GSW mechanic, Jun81, age 62  
 Joe Martinchick, DEN cleaner-EOS, Mar79, age 65  
 Daniel Martinez, GSW mechanic, 7/31/75, age 57  
 Bud Matlock, MCI mechanic, 3/30/80, age 58  
 Shorty Maxwell, STL mechanic, 2/14/99, age 81  
 Clarence McClean, GSW mechanic, 11/16/91, age 79  
 Mac McCready, DEN avionics mechanic, 9/15/02, age 70  
 Mac McCrory, FTW GSW DFW lead mechanic, 11/14/89, age 77  
 Earl McGuire, DEN aircraft mechanic, 10/20/09, age 69  
 Richard McMahan, DEN mechanic, 8/7/04, age 84  
 Mac McManis, DEN mechanic, 6/24/03, age 91  
 Jack Mericle, DEN lead mechanic-EOS, 4/1/99, age 79  
 Ernie Mickalson, DEN machinist, 5/25/08, age 88  
 Larrie Miley, GSW STL mechanic, 10/6/02, age 58  
 Garland Miller, FTW GSW aircraft mechanic, 7/24/09, age 88  
 Harry Miller, DEN lead mechanic-EOS, 6/9/88, age 89  
 Jim Miller, DEN lead inspector, 5/17/92, age 60  
 Paul Miller, DEN senior draftsman, 5/21/03, age 79  
 Charles Millhollon, GSW mechanic, 6/28/91, age 56  
 Don Moore, GSW DEN mechanic, 8/15/73, age 40  
 Tom Morris, DEN inspector, 1/14/04, age 87  
 Tommy Munns, DEN aircraft mechanic, 6/20/09, age 79  
 Willard Myers, DEN instrument shop tech, Nov85, age 80  
 Ralph Newman, DEN aircraft mechanic, 8/19/09, age 90  
 Marshall Nix, GSW ABQ mechanic, 5/22/94, age 66  
 Tim Norman, STL cleaner, Dec78, age 37  
 Lawrence North, DEN mechanic, 5/7/00, age 44  
 Leonard Nothaft, DEN mechanic, 7/25/08, age 87  
 Cliff Nowlin, DEN mechanic, 5/23/87, age 70  
 Tom Nowlin, DEN avionics mechanic, 7/30/78, age 51  
 Marty Omeara, DEN foreman-stores, 3/2/90, age 75  
 Charles Owens, DEN stockroom, 11/15/87, age 52  
 James Parvin, GSW DEN mechanic, 5/19/91, age 74  
 Ed Patterson, GSW DFW mechanic, 4/30/82, age 71  
 Everett Patterson, DEN mechanic, 4/6/82, age 58  
 Elvis Patton, GSW DEN lead mechanic, Feb87, age 59  
 J.C. Payne, GSW DEN mechanic, 5/24/07, age 91  
 Everett Peck, DEN ground mechanic, 2/13/03, age 81  
 Ed Pejko, DEN mechanic, 3/18/80, age 66  
 Ed Pellerin, DEN lead mechanic, 8/26/78, age 67  
 Maxine Penner, DEN cleaner, 10/11/07, age 87, heart disease  
 Pete Peterson, SLC mechanic, 8/22/91, age 63  
 C.T. Phillips, FTW GSW DEN lead inspector, 7/28/02, age 87  
 Carl Pickering, DEN avionics mechanic, 4/8/87, age 45  
 Jim Pike, DEN mechanic, 2/12/2001, age 60  
 Chet Poell, DEN lead mechanic, 11/10/05, age 89  
 Hub Pratt, GSW PHX DFW mechanic, 12/13/94, age 69  
 William Pratt, FTW mechanic, 1/23/90, age 66  
 Bill Priley, MCI stock clerk, Nov79, age 62  
 Norm Prior, DEN lead mechanic, 8/17/88, age 71  
 Pete Pusede, DEN mechanic, Mar81, age 65  
 Red Ralston, DEN lead mechanic, 6/16/97, age 88

## MORE GONE WEST: MAINTENANCE

12

John Randall, DEN tech foreman, 8/2/03, age 78  
Rusty Rasmussen, DEN auto mechanic, 8/11/82, age 49, cancer  
Randy Ray, DEN engineer, 11/30/98, age 52  
Ron Regan, DEN foreman-line maintenance, 12/19/01, age 62  
Bill Reynolds, DEN ground mechanic, 2/6/93, age 73  
Red Rickert, DEN mechanic, 3/29/00, age 80  
Lynn Ridgley, DEN tool room, 3/13/85, age 47  
Eddie Riebling, DEN foreman-stores, 5/15/94, age 66  
Glenn Robinette, DEN lead auto mechanic, 3/25/02, age 84  
Frank Rocheleau, DEN lead mechanic, 10/14/00, age 87  
Charlie Rucker, PHX mechanic, 9/11/99, age 91  
Pappy Russell, GSW DAL DFW lead mechanic, 10/11/05, age 96  
Bob Sanders, GSW cleaner, DFW DEN stock clerk, 4/3/09, age 74  
Ted Saul, DEN foreman-line maintenance, 12/28/71, age 63  
Bill Schlotthauer, DEN foreman-aircraft overhaul, 10/5/02, age 64  
O.J. Schluter, GSW DFW DEN mechanic, 5/7/99, age 74  
Marvin Schwein, BIL SLC lead mechanic, 5/31/92, age 64  
Irene Scott, DEN cleaner, May76, age 65  
O.D. Scott, DEN inspector, 10/10/88, age 71  
Price Seaborn, GSW DFW mechanic, 10/12/87, age 77  
Stormy Sellers, GSW DFW mechanic, 12/8/89, age 68  
John Shaffer, GSW DFW mechanic, 7/27/04, age 92  
Jay Shah, DEN mechanic, 2/13/80, age 27, ramp accident  
Jack Shanks, DEN mechanic, 3/6/06, age 90  
Ned Shanks, PHX lead inspector, 3/3/59, age 46  
Chester Shewmaker, GSW mechanic, 7/15/97, age 66  
Jack Siebert, SLC cleaner, 7/3/09, age 75  
Lew Simpson, DEN lead mechanic, 4/27/01, age 84  
William Sims, DEN mechanic, Jun90, age 66  
A.D. Smith, DEN mechanic, 11/14/00, age 64  
A.V. Smith, FSM LIT OKC mechanic, 6/25/07, age 82  
Coyt Smith, LIT STL FSM mechanic, 12/28/01, age 65  
Gene Smith, DEN lead mechanic, 2/19/84, age 65  
Ora Somers, DEN mechanic, 1/14/01, age 82  
Charlie Soucek, DEN mechanic, 10/18/01, age 89  
Gary Souther, DEN mechanic, 9/6/03, age 55, heart attack  
Vern Sperry, DEN senior production planner, 8/28/97, age 63  
Brian Staude, DEN foreman-EOS, 3/1/03, age 59  
Charlie Steele, FTW GSW DAL DFW mechanic, 8/28/91, age 75  
Ray Stephens, DEN FMN ABQ lead mechanic, 4/19/95, age 75  
Paul Stevens, GSW DEN mechanic, Dec74, age 63  
Art Stoner, DEN foreman-radio, 5/17/67, age 61  
Leonard Stuart, DEN lead inspector, 4/15/00, age 91  
Tom Stuckenschneider, DEN aircraft mechanic, 10/2/06, age 82  
Bill Super, MCI DEN GRI mechanic, 7/18/93, age 49  
Bob Sweeney, GSW DEN mechanic, 4/5/78, age 51, cancer  
Norm Talbot, GTF lead mechanic, 7/12/96, age 70  
Ella Tanko, DEN janitor, May83, age 89  
Lee Theimer, DEN maintenance control center, 2/25/99, age 76  
Gary Theobald, DEN mechanic, 2/18/04, age 63  
Dan Thrasher, GSW mechanic, 9/2/82, age 63  
Claude Tidwell, DEN lead mechanic, 7/27/96, age 75  
David Totman, DEN mechanic, 5/13/87, age 43  
Orval Trent, GSW mechanic, 10/11/02, age 87  
Norm Trimmer, AMA mechanic, 9/2/00, age 77  
Joe Umerski, DEN inspector, 3/21/06, age 89  
Woody Underwood, DEN instrument shop tech, 11/13/99, age 78  
Travis Underwood, GDW DFW mechanic, 12/20/85, age 68  
Fred Van Weerd, SLC cleaner, Oct72, age 34, heart attack  
Larry Vannoy, DEN SLC mechanic, 11/18/00, age 66, murdered  
Bill Varley, DEN mechanic, 11/13/97, age 69  
Renier Vroomen, DEN cleaner-EOS, 7/6/03, age 77  
Harold Wagner, DEN mechanic, 9/11/94, age 82  
Robert Wagstaff, DEN mechanic, 2/20/95, age 62  
Bill Waldrip, DEN inspector, 2/27/99, age 73, pancreatic cancer  
Sid Walker, DEN foreman-sheet metal shop, 9/17/89, age 79  
Fred Walsh, DFW DEN mechanic, 9/6/06, age 80, heart failure

Frank Walters, DEN mechanic, 6/22/99, age 91  
William Waltiere, DEN mechanic, 6/15/94, age 43  
Jerry Waples, DEN foreman-line maintenance, 12/23/97, age 79  
Matt Ward, DEN mechanic, Jun84, age 76  
Clyde Ward, DEN mechanic, 11/18/06, age 77, heart failure  
Don Wardman, DEN inspector, 1/11/97, age 81, alzheimer's  
Frank Wasco, GSW foreman, 4/19/83, age 62  
Al Washburn, GSW DEN mechanic, 1/5/02, age 72  
Frank Weilminster, DEN print shop operator, 7/18/95, age 82  
Doug White, DEN mechanic, 4/9/77, age 35  
Bob White, DEN foreman-Inspector / NDT, 3/20/00, age 66  
Ed Willard, DEN ground radio mechanic, 12/25/97, age 78  
Robert Willette, GSW mechanic, May79, age 36  
George Wilson, DEN inspector, 10/18/01, age 78  
Beulah Wire, DEN cleaner, Jan79, age 86  
Andy Wiscamb, DEN lead fueler, 11/3/77, age 63  
Harold Worrell, DEN mechanic, Apr84, age 32  
Carl Zentz, DEN mechanic, 5/16/67, age 55  
Jack Zweck, DEN inspector, 12/16/04, age 69

## FRONTIER DC-3 FLIGHT TRAINING

My name is Wallace E. Carroll, Jr. (also known as Pat). I was hired by FAL and started DC-3 school on May 22 or 23, 1966. My classmates were George Dardano, Gary Staves, Terry Jackson, Tom Smith, Fletcher Huskey, Gary Williams, and two others whose names escape me.

We all lived in the EI Patio Motel on East Colfax and hung out in the Blue Onion Bar/Restaurant. With the exception of Terry Jackson (formerly at Alaska Airlines) and Fletcher Huskey (formerly at another airline) each of us had less than 1000 hrs. total flying time.

As I recall I had about 670 hrs. and only one hour of actual instrument time (in a Cessna 182). That period in time FAL was pretty short of pilots for the expansion it was going through, thus the lowering of experience requirements. We had not yet merged with Central Airlines, but I think Frontier was planning ahead for the B-727-100s later - 200s being delivered in the fall of 1966.

Flying the DC-3 gave all of us with low time the chance to ramp up our minimal experience in an aircraft in a less frenzied environment. Probably the \$500.00 per month that 1st year was more than we deserved given our low total hours.

So many of the pilots hired, even shortly after us, experienced multiple furloughs. I don't believe any of my class suffered that fate. Date of hire determines so much in the airline business.

The process of being hired was to take some psychological written tests, an interview with a man from personnel, an instrument check in a plywood constructed WWII Link Trainer located at Clinton Aviation, then adjacent to Stapleton, and the final interview with Johnny Meyers, who was Chief Pilot. Dick Cockran, was my Link check pilot and probably did the checks for most of my other classmates.

After being hired we had ground school taught by Elmer Burson where the single CV 580 simulator was located on the north side of Smith Road next to the Jeppesen Co. building. Also, the Frontier Corp. office was located in Hangar 5, the building being shared with I think Rocky Mountain Airways.

With all this reminiscing 44 years ago, there may be an occasional inaccuracy that I hope one or more of my classmates will correct in a following issue. My 20+ years at Frontier was the happiest time of my working life, as it was for so many of us.

*-Pat Carroll, mimimvy@gmail.com.*

FL sales team in December, 1950



Front: Chet Lubben (DEN) - Ed Gerhardt (PHX) - Ernest McDonald (PHX) - Mike Cook (DEN)  
Back: Bob Evans (DENCO) - Brooke Burrham (DENBN) - Rick White (BILL) - John Lindsay (SLC) - "Parky" Parkinson (ELP) - Vern Carlson (GJT)

## Notes From FLolks

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

In approximately 60 days Ken & Meri will enter the ranks of the unemployed. We have been in negotiations with our land lord on our retail space in downtown Jackson

WY. The options we were given just weren't acceptable for us to continue with our business so we chose to terminate our almost 25 years business on the first of March, 2010. It will now open new doors for us and the challenges of retirement. We have no immediate plans to leave Jackson, we do however have some plans to do some traveling soon. We have had a very good and successful business and we have truly enjoyed every day of it. Please don't worry about old Ken as I already have my dark glasses, cup of pencils, and my seat cushion. I hope that now you will see our shining faces in the near future.

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

Please sign me up for Frontier News. I started with Central Airlines in 1955 at TUL. Worked SWI COS SAF DEN PUB.

**-Harold Hopkins, Colorado Springs, CO**

*(Harold was a station agent and station manager 1955-86. Not to be confused with Harold Hopkin who was a dispatcher 1968-70. SWI was Sherman, TX.)*

I married after FL and have a 12 year old, 13 in July. And here I am 72 years old. I have to stay healthy. My wife's Mom is 90 and in a care home. She lives in Yuba City, CA. We are here to help. Wife was with FL and has been a flight attendant with America West/US Airways for 22 years. Commutes to PHX. I teach in local high schools.

My wife was a res agent, Bertha Gutierrez. She worked the Mexico Desk in DEN RES. She became a flt attendant for Am West in 1987.

After 3 years in the Navy after HSchool I went to work for NW. After that Jim Shores hired me on at CN for Lawton ATO then to SATO at Ft. Sill. Then CN became FL. Good friend Clay Blaylock got me in to talk with Larry Sills and I went to STL Res as supv then PHX Res as MGR then DEN Res as Asst Mgr then Dir System Res in DEN. Thank you Hank Lund. After FL I was a stockbroker in DEN. Moved to PHX to help AI Toll start up America West Vacations. Then to LAS with Reno Air, then a major tvl agcy then back to PHX at a call center.

Moved to Yuba City, CA 7 years ago, raising a daughter and do the whole thing when Mom is out flying, 3-4 days a week. And I teach in three local high schools 5 days a week.

We were hired at about the same time. I can't remember the date but it was the last half of 64 I believe. I was there for the CV-600 and the spirograph on the tail. I think Marvin Conn was the mgr in LAW. He left for LIT and a friend of mine became LAW mgr. He died of a heart attack working on the ramp in ABQ. I can't remember his name. *(That was Floyd Rollins who worked at FL 1956-80 and was a station manager at several stations - he died of a heart attack Sep 15, 1989 at age 53.)*

Carried many duffle bags up the aisle to behind the cockpit on the DC-3. Repaired a tear on a DC-3 with tape. Had a WX license. No tower at LAW. Teddy Pierce was struck by lightning out on the ramp. Played flight attendant one time cuz the one on board got sick. Those were the pioneer days of commercial aviation.

**-Dick Rohrmann, rrbmr@gmail.com**

I was a Sales Rep. working out of the STL Regional Sales Office. Art Giffin was the Reg. Sales Magr. (Promoted to DEN SA and later became an Author and published two books that I know of ) the other Reps were Duane Jackson, (Promoted to

D.S.M. ABQ ) Alan Soukup, (Left to be a Cop in OMA, and was promoted to Lt. Detective) and Chuck Nass (Left to start a successful Truck Automotive Parts Business in S.D.)

I moved not too long after this to open the Chicago Sales Office, when we started our brief Midway service. (With Dick Cummins and Rich Gryczkowski - SKI ) I was replaced by Ken Woods who later ran the BN training Center for FL Holdings. My territory at that time was TBN, HRO, FYV, FSM, HOT, LIT, and MEM. Jeff Gilbert was the HOT Manager.

Frontier sponsored a race during the Arkansas Derby and Kathie (*FL FA and Chuck's wife.*) presented the Trophy to the winning Owner and Jockey. They took several pictures of the event. The P.R. guy for the track wanted one of Kathie kissing the winning jockey but she kissed the horse on the nose instead (And has been married to the other end of that horse for 38 years).

Ray Marney hired me 3-22-65 (Flew from STL to GSW - changed flights in Paris from Convair to DC 3 - and took tests and interviewed with Jim Shores and Tom Lamb. Ed Dunaway was STL CN Sales Rep at that time, I can't remember the name of the CN DSM, short and fat with dark hair (*Ted Kautz*)- also can't remember name of CN V.P. Sales - he went to OZ as V.P. Sales after the merger - he offered me a Sales job with OZ, but I wanted to stay with FL) (*That was Hal Salfen*) Marney was promoted to Inflight Catering Manager and replaced by Bob Dirksen. After the merger Dirksen was replaced ( became Assist. Magr. STL) by George Slivka for a short time. Then Jim Shores came in as interim Magr. (I was a P.A. during this time) Truman Jeeter may have been STL Magr. for a short time after Shores but Bob Brown was the Manager when I was a Sales Rep. in St. Louis. (*Bob took over when Shores returned to DEN - Jim was temp STL manager til vacancy was filled - this was late 1968.*)

**-Chuck Fahrenholtz, FAHCHAS@aol.com**

I flew from 5/69 thru 5/85 - took early retirement because I had been commuting from SAN and was told that they would discontinue service there. Of course, they didn't until the following August when FAL went bankrupt. I have always gone by Linda-Jean, so perhaps that rings a bell. I'm sure you're right, we must have crossed paths. I have kept in touch with Sue Evans over the years and she put us in touch - great. I'd love to get a newsletter. Thanks a million, Jake,

**-Linda-Jean Fredrickson, ljbird33@msn.com**

Ted Van Steenburgh and I, along with George Arwood and Clayton Housh, worked together in the Training Department from September 1967 until the final day of FRONTIER. Ted was the Manager and was a very quiet soft spoken person. When monitoring an instructor he would never correct an error. During a break he would say softly, "Frank, I would suggest that your explanation of PITCH LOCK could be told to the class and would be more understandable if you said it as I suggest". Ted was a very good boss and a pleasure to work and associate with.

**-Frank Meyer, F86Meyer@aol.com**

I have tried to attach a picture of Clayton Housh. If you get a chance or happen to think of it when talking to a FAL person he might have known, would you mention that Clayton would love to hear from them. Just a hello would be nice. I think he misses being able to see or hear from the "ole" crowd. He has been recovering from a rather bad injury.

Clayton Housh, 740 Pine St. Apt. 107, Chadron, NE 69337

**-Carolyn Housh, Turnerjackson@comcast.net**

Today I received the winter 2010 edition of the Frontier News. I was saddened to learn that Errol Klein had passed away. I worked with Errol at Central Airlines in Denver. At that time our crew consisted of Errol, Sam Cales, who was the manager, Rudy Skeen, Vern Bennett, and I. Sadly, Rudy and Sam are also deceased. I remember when Errol was hired. At that time Same and Errol belonged to an archery club, and Sam convinced Errol that working with us was the place to be. He will be sorely missed.

**-Fred Krebs, FredKMCL@msn.com**

Hello from STL: I was recently checking out some of the old newsletters, and wanted to connect with Frontier employees. Are you still producing the newsletter? If so, please contact me as I want to say hello to other Frontier Flight Attendants.

After Frontier I went back to school, have my BA Graphic Design and are very familiar with newsletters....what program are you using and is it PC or MAC format? I work at the Saint Louis Zoo in the Graphics Department.

I started working for Frontier in November 1978 and was there until the end. I was based in Denver, but the last two years commuted out of STL. My name is Mary Anne Paszkiewicz, never married and have a brother (Mark) that is an instructor pilot/management with UPS and worked with a lot of former Frontier pilots. Small world. I do need to stay in contact with the Frontier family...thanks for providing this service to us.

**-Mary Anne Paszkiewicz, map@stlzoo.org**

*(Back in 2000 we decided at the FYV FSM FL Reunion to start a FL newsletter. I got Microsoft Publisher software and taught myself how to use it. So, nearly ten years and 38 issues later, I'm still using the same software. I tried newer versions but didn't like them. I lived in STL 1968-70 and visited the zoo several times. We always enjoyed it.)*

Here is an article you might publish in the future. Our fuel facility had some oleander bushes by the side fence. In the spring they had beautiful flowers on the. So occasionally I would break off some of the branches and fasten them to the CV580 fueling truck. FL was the only one in PHX with a flowery truck. Everybody thought it looked fine, except station manager Sam Cales who would just roll up his eyes.

**-John Koehler, Sun Lakes AZ**

*(John was a PHX station agent most of his 1953-86 career.)*

This is a copy of the contract that went into effect at the time I first hired on at Frontier in 1957. To my knowledge it was the first with ALEA as the union that represented the group of employees at Frontier. Keep it and put to good use at the history.

**-Bill Mertens, Springfield MO**

*(Bill was a 1958-86 station agent who was VERY experienced having worked at SAD, CFT, ABQ, IDA, RAP, JAC, MOT, PHX, LAS, ELP, BZN, CPR, DAL, DFW, GEG, SGF.)*

Enclosed is \$20 to cover for 2 more years of the Frontier news. I do enjoy receiving it even though so many of our FAL comrades have Gone West. That is part of life we have to expect as we all grow older. My nephew is a captain for the new FAL and even though they got bought out by Republic, the Denver Hub will still be here intact for the flight crews.

**-Nellie Schneider, Thornton CO**

*(Nellie was a DEN teletype operator and a secretary from 1952 til the end. She still remembers she was employee # 7742.)*

I so enjoyed this last issue of the Frontier News. I was telling Marquita Hain, who is Mr. Maytag's youngest daughter, about it

during a telephone conversation this week. And, she would like to have the issue sent to her. Marquita was born while we were all still in Denver so she definitely feels a connection with Frontier.

**-Marian Wells Badgley, mwbadgley@bellsouth.net**

*(Marian was Bud Maytag's secretary in 1962 when he bought NA and she moved to MIA with quite a few FL managers whom Bud took with him. She was Maytag's secretary til PA bought NA in 1980.)*

Just a note about the article on Bill Cook in your last issue of FL News. I met Bill in early 1950 when I was hired by FL & sent to RIW. Bill was the air mail carrier & picked up mail from Lander & RIW & met the flights. RIW was a 3 employee station & as I recall, had 3 flights, from DEN, SLC & BIL with intermediate stops. Lou Zellia was the s/m & Madge Casinet & myself the agents. Bill helped with the flights & he worked part time at a furniture store. Lou Zelia xfrd to PHX & Red Davis became s/m. The merger of the 3 airlines was just taking place. We had 3 different DC-3s flyin & we did the fueling, freight & TC. (1 agent). Good old days.

**-Glenn Emmons, gemmons@frontiernet.net**

*(Glenn's career ran 1950-86 and he was a station manager most of that time serving at RIW ISN LNK GRI OMA HOU DEN GEG.)*

PRX and DFW station agent Lawrence Weeks sent an article from PRX in 1968. It included a photo of several CN folks including pilot Willard Lankton. After a web search I ended up on the phone with Captain Lankton. He celebrated his 93rd birthday in February and commenced to tell me all about his battle with the recent snow in the DFW area.

He retired Feb 4, 1977, his 60th birthday, after starting with CN in 1950. He's lived in his present house in Fort Worth, TX for 53 years. He's an inspiration!

Speaking of inspiration, pilot Ace Avakian, a spry 85 year old, emailed that his mother has come to live with him. Being a gentleman, I cannot reveal her age.

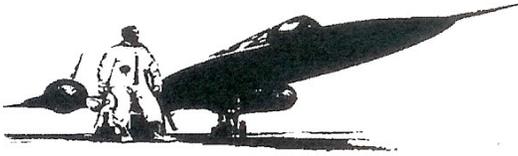
**-Jake Lamkins, ExFAL@yahoo.com**

Enclosed is the check to extend the subscription to the FAL news. If not for you, I don't know who would keep us all informed about our old friends and former co-workers. It was sad to hear of the passing of Dale Fultz. I worked with Dale in TOP and DEN. He was more or less instrumental in Jim Meade and me transferring to DEN in '69. He was also a groomsman at my wedding in '71. I was wondering what happened to him, and you provided that information. Keep up the good work.

**Del Zimmerman, dk1619@verizon.net**

*(Del was a 1966 - 1986 station agent working at MHK TOP DEN. After FL he spent 22 years at CO and retired in 2008.)*

OMG! Where are SAD and CFT that Bill Mertens mentioned? Both cities are on the 1958 route map on page 19 of the last issue. And how about ISN that Glenn mentions? It's on the same map. The memory is a strange thing. I can remember things from decades ago and fail to recall something that happened last week. I don't think I've forgotten any of the airport codes of FL cities during my 1964-86 career. Just like I can remember my Air Force serial number from 46 years ago. Don't get me started on remembering names. I can recall almost everybody I worked with in JAC in 1970 but cannot remember that fellow's name who was at the air museum meeting last week. It ain't fair! If there's a life after death, I want a bigger hard drive and a faster processor next time around.



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January 19, 2010

Mr. William Dillard "Billy" Walker Jr.  
 4558 E. La Mirada Way  
 Phoenix, AZ 85044-7514

Dear Mr. Walker:

We are delighted to inform you that you have been selected as an inductee into the Arizona Aviation Hall of Fame for the year 2011. Established in 1985 through a Proclamation issued by Arizona Governor Bruce Babbitt, the Arizona Aviation Hall of Fame is permanently housed at the Pima Air & Space Museum in Tucson, Arizona. The Arizona Aerospace Foundation encompasses the Pima Air & Space Museum, The Arizona Aviation Hall of Fame, and the Titan Missile Museum.

The Arizona Aviation Hall of Fame serves as a permanent shrine to Arizonans that have made significant contributions to the advancement of aviation and aerospace. Each year a special induction ceremony and dinner is held at the Pima Air & Space Museum, as we celebrate each individual's accomplishments. During the induction ceremony, a permanent display case will be unveiled that highlights your achievements and tells your story. Customarily, we make a request to each inductee to provide some personal effects, artifacts, or items of a transitory nature that can be donated to the Museum to be included in the display case. One of our Collections' staff will be contacting you regarding this request.

We typically hold the induction ceremony in late March or early April and we'll notify you as soon as the date is set for 2011 when you will be inducted. In the meantime, the 2010 inductees will be inducted on Saturday April 17, 2010, in the "Spirit of Freedom Hangar." We hope you will attend.

We congratulate you on your selection into the Arizona Aviation Hall of Fame and look forward to your participation.

Sincerely,

Russell L. Violett

Major General, USAF (Ret)  
 Chairman, AAHOF Board of Trustees

I have some very exciting news to share with you. Billy will be inducted into the Arizona Aviation Hall of Fame in April, 2011! This is a prestigious award and I am so very happy for him. He has done so much to honor other deserving aviators and it is wonderful to see him receive recognition for his contributions promoting aviation in Arizona. I raided Billy's address book so I could brag about him to as many buddies as I could locate!

**-Cheryl Walker, CherylWalker@cox.net**

(Cheryl was a FL flight attendant "back in the day".)

**Congratulations, Billy!**

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10/09/09

My name is Darin Smith. I am the son of the late Bob Smith, SLC Agent. I am still an aircraft mechanic with SkyWest airlines, and during work last night I was sent to fix a grounded EMB-120 Brasilia in Rock Springs, WY. After driving up from SLC to RKS, I pulled into the employee parking lot and got a big smile on my face. You will see why in the enclosed pic. After almost 24 years, it was very nice to see this on the SkyWest bagroom door! I already showed it to Mom (Dana), and just had to share it with the group! I love it...the legacy lives on!!!!

**-Darin Smith, dsramprat@yahoo.com**

*(I yelled **FLorever!** when I saw the pic! Thanks, Darin.)*

I want to recommend what I consider a must read for all former FAL employees, and that is the book by Capt. Tex Searle, "The Golden Years Of Flying: As We Remember". It's not just for flight crews to enjoy, it's for everyone and it brought back a flood of memories for me. I stumbled across the book when I was visiting our friends, Ollie and Peggy Hobbs in OKC.; I said "that looks like a good one to read".

Little did I know that my wife picked up on that, and sometime later surprised me with it as a gift. It was certainly an appropriate time for March 14, 2009 was one of those milestones, as it marked 50 years ago that I joined FAL, along with Don Miller and Tom Placheki. Then the three of us were off to BIS to begin our FAL careers. Rhienhold (Rhiney) Saylor, Station Manager, Bud Ortgies and Larry Bolen were already there and we were the new kids on the block, which lasted only to Nov. due to a flight reduction.

Well, we had to find new homes, so I went to LNK, Don to GGW (Don can tell you how he got GGW and I got LNK) and Tom to DEN. Don later went from GLG to LEM and in 1961 he and I were re-united in LNK. Like everyone else that day in Aug. 1986 was a sad day for me, but I have those memories and knowing that on March 14, 1959 I had made one of the best decisions of my life.

Ollie Hobbs also started his FAL career in 1959. He and I worked together in LNK before he transferred to OKC and we were both graduates of The National School Of Aeronautics in MKC.

I loved FAL and feel so blessed for the opportunity it provided me, a kid who didn't have a clue what he wanted to do in life and for what it meant to my family; it was a good life!

**-Jeff Mills, miss2mr@yahoo.com**

*(Tex often contributes to the FL NEWS <see p. 26> and I've recommended his book in the past. It is a delightful read. Amazon.com has it starting at \$1.50 plus s&h.)*

Just found the FL website thanks to Gordon Hadlow. What a magnificent trip, so many people places and memories. It was amazing being There, and almost equally as amazing finding this treasure house. I have pictures and memories I will be adding. Thanks for keeping this all alive!! Words cannot express how I miss it!

**-Chuck Carpenter, cjcarpenter@gmail.com**

*(Chuck was a pilot starting on 5/16/77)*



**RKS bagroom door, in March 2010!**

I started as a pilot for Frontier in Jan of '78. After Frontier I flew for a year with Continental, and then went to work for USAir in Pittsburgh. We moved back to Fort Collins, CO, in 1995, and I retired from USAirway in 2005 (age 60). Have been teaching since then in the Aviation Dept at Aim Community College in Greeley. I will most probably stay in Colorado. The 'old Frontier' was really a special place, and my other places of employment after that were just 'a job'...

**-Gordon Hadlow, ghadlow@g.com**

So sorry you had to remind us our renewal was due. I was going to send for a 2 year subscription but we don't even buy green bananas anymore. Thanks so much for your FL News.

**-Tony Illich, Federal Way WA**

*(Tony was the COD station manager many years during his 1955-86 career at FL. He also worked at LWT and BZN.)*

# DECADE BY DECADE, HOW 'OLD METHUSELAH' OUTLIVED EVERY OTHER AIRCRAFT

## 1930s

Built by a team led by engineer Arthur Raymond, and first flew on December 17, 1935 - exactly 32 years after the Wright Brothers' flight, at Kitty Hawk. Around 700,000 parts were used in its construction and 50,000 rivets held it all together, making the DC-3 one of the toughest planes ever made. For the first time, passengers enjoyed previously unheard-of facilities such as lavatories and hot food.



Four-abreast passenger seating: 28-seat layout

## 1940s

The C-47, a military version, became known as the 'Skytrain'. It had strengthened metal floors, larger access doors and a towing cleat for gliders. It could transport 28 fully-equipped paratroopers or up to 6,000lb of cargo, which might include a Jeep and trailer or an anti-tank gun.



## 1960s

During the Vietnam War, a gunship was developed, nicknamed 'Puff the Magic Dragon' due to the roar and flames from the guns. The AC-47 carried 21,000 rounds and three 7.62mm Miniguns with a fast (16,000 rounds per minute) or slow (3,000 rounds per minute) rate of fire. With seven crew members, it operated typically at 3,000ft, 130 knots air-speed, without armour or escorts and carried 24 to 56 flares, manually thrown out of the door.

Three 7.62mm Miniguns

## HOW THEY COMPARE

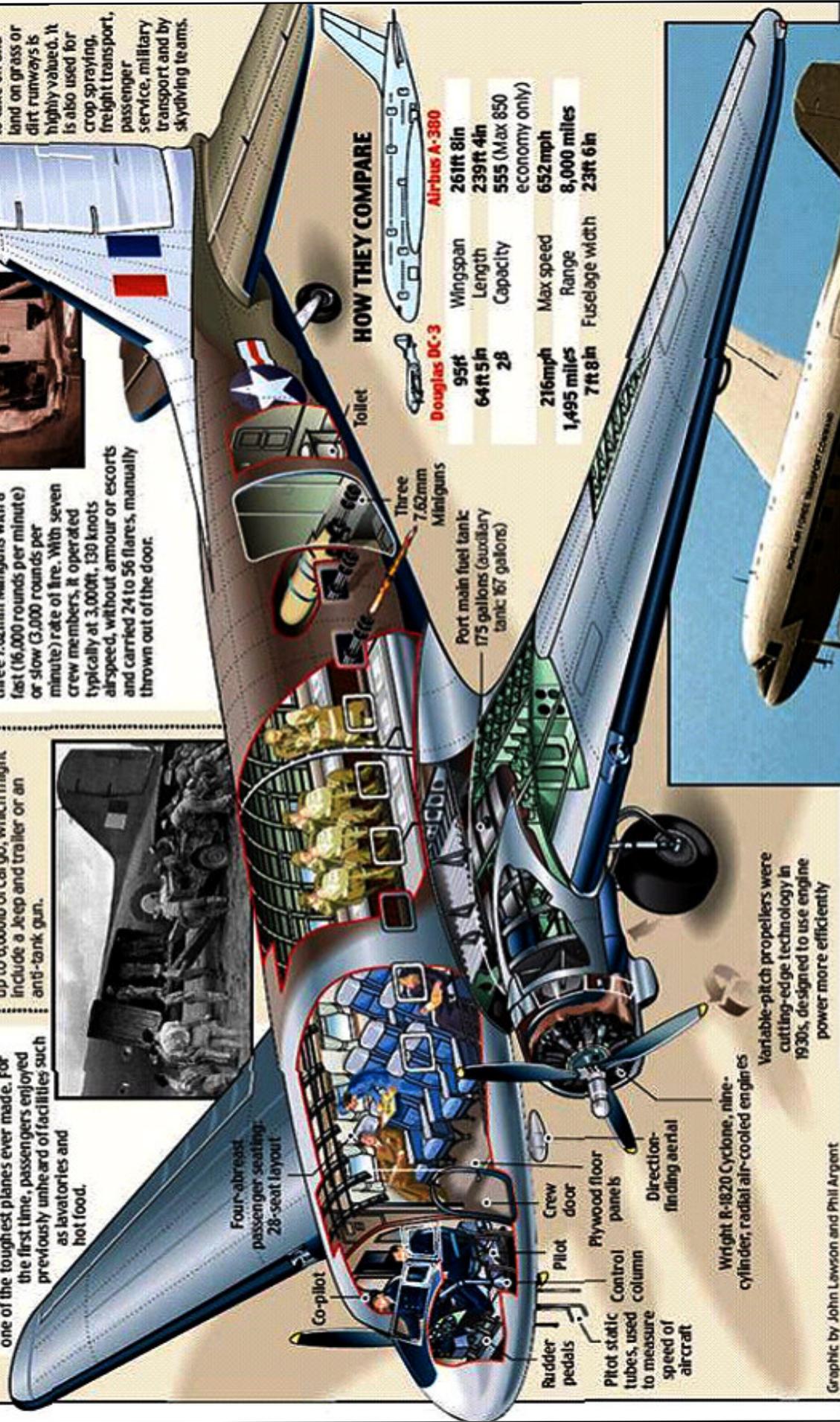
	Douglas DC-3	Airbus A-380
Wingspan	95ft	261ft 8in
Length	64ft 5in	239ft 4in
Capacity	28	555 (Max 850 economy only)
Max speed	216mph	652mph
Range	1,495 miles	8,000 miles
Fuselage width	7ft 8in	23ft 6in

Toilet

Port main fuel tank: 175 gallons (auxiliary tank: 67 gallons)

Variable-pitch propellers were cutting-edge technology in 1930s, designed to use engine power more efficiently

Wright R-1820 Cyclone, nine-cylinder, radial air-cooled engines



Graphic by John Lawson and Phil Argent

**A) AIRCRAFT GENERAL**

1. What is the wingspan and height of the DC-3C with the tail down?
2. What is the MTOW of the DC-3C?
3. What is the maximum recommended cross-wind takeoff component?
4. During a turn while taxiing, if the wing clears an object, will the tail necessarily clear the same object?
5. How are the flaps held in position?
6. How many trim tabs are there?
7. Is the aileron trim tab located on the left or right side?
8. How many flap sections?
9. What's the angle of the flaps in the full down position?
10. Are the elevators interchangeable?
11. How long are the ailerons?
12. What is the maximum speed in knots for full flaps?
13. What are the maximum airspeeds associated with the flap settings?
14. What condition is commonly known to affect rudder control during engine failures and incorrect application of controls?
15. What's the purpose of the small aluminum air scoop located on the outboard side of each engine nacelle forward and below the exhaust stack?

**B) ELECTRICAL**

1. What are the generator voltage and amperage ratings?
2. What does the speed of the inverters control?
3. What is the nominal voltage of the DC bus system?
4. Where are the batteries located?

**C) FUEL SYSTEM**

1. In which direction must the fuel quantity indicator switch be turned?
2. How much fuel is considered unusable for each of the 4 tanks?
3. What is the total capacity of each Main tank?
4. What is the total capacity of each Auxiliary tank?

**D) POWER PLANT**

1. What type of engines are installed?
2. What is the reduction gear ratio?
3. Does the tachometer read engine or prop RPM?
4. What is maximum power on the R1830-90D?
5. What is the maximum allowable cylinder head temperature?
6. What is the maximum allowable inlet oil temp?
7. What is maximum oil pressure?
8. What is the total capacity of the oil tank?
9. Where does the feathering pump get its oil supply?
10. Does the firewall shutoff valve shut off all oil through the firewall?
11. At what temperature indications can the engine be used with increased power settings?
12. What items does the firewall shutoff valve secure?
13. What is the maximum permissible RPM drop during Run-Up?
14. What are the maximum continuous Takeoff Power horsepower and settings?
15. What MP setting should a power check be completed at?
16. What RPM indicates a normal power check during run-up?
17. How many cylinders on the R1830 engine?

18. Where is the number 1 cylinder?

19. Which sparkplugs are fired by which magneto?

20. What are the visual differences between the R1830-92 series engine and the -75 / -94 series?

21. What are the four positions for the mixture control?

**E) PROPELLER**

1. What kind of propeller is installed?
2. What is the minimum low pitch angle?
3. What is the maximum prop diameter? Needle blades and Paddle blades?
4. Where is the propeller governor located?
5. How many gallons of oil are always available for prop feathering?
6. Where does the oil for feathering operation come from?
7. What is the propeller speed when the tachometer reads 1600 RPM?

**F) FIRE PROTECTION**

1. How many fire zones are there, and where are they located?
2. Where is the engine fire bottle located?
3. What does the perforated metering line connect to on the top side of the accessory section of the engine?

**G) HYDRAULIC POWER SYSTEM**

1. What color is the hydraulic fluid?
2. What is the numerical indicator/identifier for the hydraulic fluid?
3. What five systems operate off the main hydraulic system?
4. What purpose does the accumulator serve?
5. Why are the gear and flap handles split after shutdown?
6. What is the hydraulic system capacity?
7. What is the hydraulic system tank capacity?
8. Where is the hydraulic tank located?
9. What is the hydraulic tank reserve capacity?
10. What is the normal hydraulic system operating pressure?
11. The fluid present in the sight glass represents what capacity?
12. The hand pump is used mostly during what operations?
13. What are the selectable positions for the cowl flap selector valve?

**H) VACUUM SYSTEM/PITOT STATIC SYSTEM**

1. What instruments are connected to the vacuum system?
2. What instruments are connected to the static system?
3. What's the purpose of the alternate static source?
4. How many pitot tubes are employed on the DC-3?
5. Where are the static ports located?

**I) LANDING GEAR AND BRAKES**

1. What is the maximum gear extension speed?
2. What holds the landing gear down?
3. What pressure should the landing gear pressure gage read before returning the gear handle to neutral position after lowering the gear?
4. After unlocking the tail wheel, a slight turn to which direction may be necessary to retract the locking pin?
5. During normal flight, what holds the landing gear in the up position?
6. What must be in place with respect to the landing gear, whenever the aircraft is not in operation?
7. What stops the landing gear from going into the wheel well?
8. What are the sizes of the main and rear tires?

9. What is the normal tire pressure for the main and rear tires?

10. What is used to adjust the clearance on the main struts?

#### J) PERFORMANCE

1. What airspeed is V1/V2?

2. What airspeed is VMC?

3. What are normal cruise power settings?

4. Describe MP and RPM settings for Takeoff power and METO power?

5. What are Climb and Alternate Climb power settings?

6. What power settings are used for descent?

7. Why do you not reduce MP below RPM setting?

8. What airspeed do you maintain until Cruise altitude?

9. What is the preferred descent airspeed?

10. At what airspeed do you descend with the landing gear in the down position?

11. At what position are the Cowl Flaps set during takeoff and climb?

12. What position are the cowl flaps set during cruise and descent?

13. In which situations would oscillations be encountered which could result in a ground loop?

14. At what airspeed should aft pressure be imposed on the control yoke to bring the tail down after landing?

15. What is the most common and preferred type of landing?

#### K) EMERGENCY PROCEDURES

1. In the event of a slight power loss during intense rain storms or while flying

through clouds what items should be applied immediately?

2. What transponder squawk code is used for emergencies?

3. What transponder squawk code is used for radio/communication failures?

4. What is the first thing that the crew is required to do once the

## SLC FRONTIER REUNION

SATURDAY, JUNE 19TH, 2010

AT GERMANIA PARK, MURRAY, UTAH  
5243 SOUTH 1070 WEST

THERE WILL BE A CATERED LUNCH  
WITH SOFT DRINKS AND BEER

LOTS OF FRIENDSHIP RENEWING,  
SO BRING YOUR FRONTIER  
MEMORABILIA, PICTURES, AND ARTICLES.

WE HAVE THE SPACE  
FROM 10:00 AM UNTIL 6:00PM

COME OUT AND ENJOY LUNCH  
AND VISIT WITH OLD FRIENDS.

#### Contacts:

**Marlene Jensen Francis:**

**MARSJF@aol.com, 801-302-1098**

**Don Anderton:**

**DAnderton@qwest.net, 801-651-2545**

**Stan Covington:**

**StanOrPris@msn.com, 801-808-4264**

**Paul Farris:**

**PaulAmos43@yahoo.com, 479-409-9997**

aircraft has stopped and all operating systems are not in use?  
(Answers on page 21.)

#### FRONTIER AIRLINES

##### AIRCRAFT IDENTIFICATION

	TYPE	"N" NUMBER	NO. PSGRS	MFG. SERIAL NO.	NAME
1.	DC-3	N-75028	24	No. 6053	Sunliner Teton
2.	DC-3	N-65135	24	No. 13803	Sunliner Montana
3.	DC-3	N-65276	24	No. 19202	Sunliner North Dakota
4.	DC-3	N-53376	24	No. 19542	Sunliner Wyoming
5.	DC-3	N-65385	24	No. 20542	Sunliner Colorado
6.	DC-3	N-64421	24	No. 19003	Sunliner Arizona
7.	DC-3	N-64422	24	No. 19476	Sunliner New Mexico
8.	DC-3	N-64423	24	No. 9251	Sunliner Royal Gorge
9.	DC-3	N-61442	24	No. 9642	Sunliner Phoenix
10.	DC-3	N-66610	24	No. 9786	Sunliner Utah
11.	DC-3	N-64910	24	No. 20062	Sunliner Williston Basin
12.	DC-3	N-57985	24	No. 19996	Sunliner Yellowstone
13.	DC-3	N-4992E	21	No. 12139	Sunliner Salt Lake City
14.	DC-3	N-4993E	21	No. 12440	Sunliner Denver
15.	DC-3	N-4995E	21	No. 12039	Sunliner Lincoln
16.	DC-3	N-4996E	21	No. 12141	Sunliner Kansas City
17.	DC-3	N-4997C	21	No. 12191	Sunliner Billings
18.	DC-3	N-4998E	21	No. 13559	Sunliner Nebraska
19.	DC-3	N-4990E	21	No. 12007	Sunliner South Dakota
20.	DC-3	N-4991E	21	No. 12106	Sunliner Omaha
21.	DC-3	N-4994E	21	No. 12442	Sunliner Missouri

From Frontier Airlines Operations Specifications manual, 7/15/63, 70/75-2, 5-1, page 2 (Sent by Ken Schultz)

**DC-3 EXAM ANSWER SHEET****A) AIRCRAFT GENERAL**

A-1  
95' wingspan/16' 11 1/8"  
A-2  
26,900 lbs  
A-3  
13 knots  
A-4  
Yes  
A-5  
By trapped hydraulic fluid  
A-6  
4  
A-7  
Right Side  
A-8  
4  
A-9  
45 degree angle  
A-10  
Yes  
A-11  
24 feet  
A-12  
97 KIAS  
A-13  
1/4 - 135 KIAS, 1/2 - 99 KIAS, 3/4 - 97 KIAS, Full - 97 KIAS  
A-14  
Rudder Lock  
A-15  
Cooling of the engine mounts near the exhaust stack

**B) ELECTRICAL**

B-1  
24v/88 amp  
B-2  
Alternating Currents (AC)  
B-3  
24v  
B-4  
Under the nose of the fuselage, aft of the pitot mast

**C) FUEL SYSTEM**

C-1  
Clockwise  
C-2  
4 Gallons in each tank/16 Gallons total  
C-3  
202 Gallons  
C-4  
200 Gallons

**D) POWERPLANT**

D-1  
Pratt & Whitney R1830-90D  
D-2  
16:9  
D-3  
Engine RPM  
D-4  
1200 HP  
D-5  
245 Degrees C  
D-6  
104 Degrees C  
D-7  
120 PSI  
D-8  
32 Gallon Tank (Will only hold 29 Gallons)  
D-9  
Oil Tank  
D-10  
No  
D-11  
100 CHT & 40 degrees oil temp

D-12  
Oil and Hydraulic fluid  
D-13  
100 RPM  
D-14  
METO 42"/2550 RPM  
D-15  
Ambient Atmospheric Pressure  
D-16  
2300 RPM  
D-17  
14  
D-18  
Top, back row  
D-19  
Left mag-rear/Right mag-front  
D-20  
Where the magnetos are placed  
D-21  
Idle cutoff, Auto Lean, Auto Rich, Emergency  
**E) PROPELLER**  
E-1  
Hamilton Standard Hydromatic quick feathering constant speed prop  
E-2  
18 degrees  
E-3  
Needle blades and Paddle blades - 11'6 3/8" / 11' 3 3/8"  
E-4  
Top of nose case  
E-5  
3 gallons  
E-6  
Bottom of oil tank, below stand pipe  
E-7  
900 RPM (16:9)  
**F) FIRE PROTECTION**  
F-1  
3/ Zone 1-Power Section/Zone 2-Accessory Section/Zone 3-Wheel Well  
F-2  
Behind the co-pilot seat  
F-3  
Carb throat  
**G) HYDRAULIC POWER SYSTEM**  
G-1  
red  
G-2  
MIL 5606  
G-3  
Wipers/Brakes/Flaps/Gear/Cowl flaps  
G-4  
Acts as a cushion to absorb shock to the system  
G-5  
To relieve pressure in the system  
G-6  
28 quarts  
G-7  
13 quarts  
G-8  
Behind the copilot's bulkhead (hydraulic panel)  
G-9  
3 quarts  
G-10  
600-875 psi, varies (750-950)  
G-11  
The fluid above the standpipe  
G-12  
Ground operations  
G-13  
Open/off/trail/off/closed  
**H) VACUUM SYSTEM/PITOT STATIC SYSTEM**  
H-1

DG/Attitude Indicator  
H-2  
Airspeed/Altimeter/VSI  
H-3  
If primary static source becomes clogged  
H-4  
2  
H-5  
On the pitot masts  
**I) LANDING GEAR AND BRAKES**  
I-1  
148 kts  
I-2  
Hydraulic pressure  
I-3  
System Pressure  
I-4  
Right  
I-5  
Trapped Hydraulic Pressure  
I-6  
Safety Pins  
I-7  
Gear Bumper  
I-8  
17x16 Mains/9x6 Rear  
I-9  
55psi Mains/60psi Tailwheel  
I-10  
Hydraulic fluid and nitrogen  
**J) PERFORMANCE**  
J-1  
84 kts  
J-2  
77 kts  
J-3  
25-28" MP @ 2100 RPM  
J-4  
48"/2700 -TO, 42"/2550-METO  
J-5  
35"/2300-Climb, 33"/2300-Alt Climb  
J-6  
25"/2100 RPM  
J-7  
To prevent Reverse Loading  
J-8  
115 KIAS  
J-9  
135-140 KIAS  
J-10  
125 KIAS  
J-11  
Trail  
J-12  
Close and Off  
J-13  
Beginning Take Off and at the end of the landing (Tail coming down)  
J-14  
60 KIAS  
J-15  
Wheel Landing  
**K) EMERGENCY PROCEDURES**  
K-1  
Carb Heat  
K-2  
7700  
K-3  
7600  
K-4  
Chock the tires, Install the Rudder Lock and Landing Gear Pins  
(Found on the internet. FL's manual and/or requirements may differ. The DC-3 has been put to such multiple uses and requirements; it staggers the mind.)

I was a Piedmont agent in CRW and witnessed this whole unbelievable landing by Capt Vaughn. I was later hired by Lake Central and flew the DC-3 as a F/O and eventually as Captain. After mergers and 13 years of flying the line I became a check pilot / instructor for Allegheny / US Air. In my 31 years as an airline pilot and 6 years as an agent that had to be the greatest piece of airmanship that I witnessed in my entire career. I have told this story to many pilots and am very happy to see it in print. I had the pleasure of training Tory Vaughn Jr. in the B-727.

**-Frank Burns**

*(The designation DC-3 is an acronym for Douglas Company 3.)*

I had the privilege to fly the DC-3 for thirteen thousand plus hours here are a few things I remember flying the DC-3.

The DC-3 was not pressurized it leaked bad, light showers outside moderate to heavy inside. We carried in our flight bag half of a clear plastic shower curtain to cover your lap to keep approach plates and your pants dry.

You could always tell a DC-3 pilot by his shoes, the windshield wipers operated by hydraulic motors and they dripped hydraulic fluid on your shoes, it was impossible to shine your shoes.

Flying over the mountains of West Virginia, Tennessee and North Carolina in winter you encountered a lot of ice. The props and windshield were deiced by alcohol. The DC-3 would carry a lot of ice as long as the props were clean, when you got into icing conditions to conserve alcohol you would wait until she began to slow down then turn on the prop alcohol, one prop blade would always deice before the other two and she would vibrate and the whole airplane would shake violently, then you would run the props full increase rpm to full decrease rpm several times this would usually clear the other two blades, when the ice came loose it would sound like 50 calibers hitting the side of the airplane. In line with the props was a metal plate covering the aluminum skin this was to keep the ice from penetrating the fuselage.

In the late forties and fifties the DC-3 had no airborne radar. Flying over the Appalachian and Smokey Mountains during the thunderstorms season became quite interesting. At night you would get your eyes as close to the windshield as possible to watch and time the lighting flashes and try to determine the heavy part of the storm, in the daytime you used your gut feeling which way to go, sometime it worked sometime it didn't. You would hit downdrafts of 2,000 fpm use full power to slow the decent, then came the updraft 2,000 fpm power off and gear down to slow the updraft. We flew with the side windows open a lot too keep cool, I can still hear the thunder and smell the ozone from the lighting. Flying between six and nine thousand feet I am sure we flew through tops of tornadoes many times, or at least it felt like it. The old gal would shake rattle and role but she always stayed in one piece.

One of the few times flying the DC-3 I was deeply concerned. Charleston W. V. the night before had a severe winter storm to come through leaving the runways covered with snow and slush. The next morning I was ferrying a DC-3 to Charleston to originate a flight to Cincinnati My crew was Hubert Vanhorne first officer and Ronnie Vogler purser. Being the first flight to land that morning the tower advised me the breaking action was checked by car and was fair with some slush, past experience tells me when they say fair means one thing "bee careful". Was given runway 23 the wind calm and cleared to land, had the old

gal slowed down and touched down three point in the numbers every thing was normal until the breaks were applied, then all hell broke loose like she was sliding on a bead of ball bearings, opening and looking out the side window slush was as high as the tires, a go around at that point was impossible. If you have ever landed at Charleston you know if you go off the end of the runway as they say in WV "it's a fur piece to the ground feeler," and that was not going to happen on my watch. Unlocking the tail wheel easing over to the left side of the runway raising the tail to level flight position coming in with left engine and right rudder at the 90 degree position to the runway coming in with right engine neutralizing the rudder sliding backwards down the runway on my ass used wide open engines to stop. My friend Roark in the tower said Tory that's better than reverse.

Washed the slush out of the wheel wells with now damage boarded passengers and flew to Cincinnati.

I have flown many airplanes Single engine land and sea, multi engine land and sea, gliders turbo props and jets I know without question the DC-3 is the only airplane that would let me pull this off. "The old gal was eating out off my hand". And I will always love her for that. She is the only airplane I flew I can still remember the takeoff and landing check list.

The DC-3 has flown in many configurations. On floats, skis, towed gliders, as a glider with engines removed and with a jet turbo engine installed in the nose as a test stand.

The following History of the DC-3 Email was sent to me by a friend who flew first officer for me on the Boeing 727. He now flies a Boeing 767 based in India

**-Tory Vaughan**

*(Sent by Ray Engstrom, Ray1231@cox.net)*

It groaned, it protested, it rattled, it ran hot, it ran cold, it ran rough, it staggered along on hot days and scared you half to death. Its wings flexed and twisted in a horrifying manner, it sank back to earth with a great sigh of relief. But it flew and it flew and it flew.'

This is the memorable description by Captain Len Morgan, a former pilot with Braniff Airways, of the unique challenge of flying a Douglas DC-3.

It's carried more passengers than any plane in history. The DC-3 served in World War II, Korea, and Vietnam and was a favorite among pilots.

For more than 70 years, the aircraft known through a variety of nicknames - the Doug, the Dizzy, Old Methuselah, the Gooney Bird, the Grand Old Lady - but which to most of us is simply the Dakota - has been the workhorse of the skies.

With its distinctive nose-up profile when on the ground and extraordinary capabilities in the air, it transformed passenger travel and served in just about every military conflict from World War II onwards.

It has been a luxury airliner, transport plane, bomber, fighter, and flying hospital, and introduced millions of people to the concept of air travel.

It has flown more miles, broken more records, carried more passengers and cargo, accumulated more flying time, and performed more 'impossible' feats than any other plane in history, even in these days of super-jumbos that can circle the world non-stop.

Indeed, at one point, 90 per cent of the world's air traffic was operated by DC-3s.

More than 10,500 DC-3s have been built since the prototype

was rolled out to astonished onlookers at Douglas' Santa Monica factory in 1935.

With its eagle beak, large square windows, and sleek metal fuselage, it was luxurious beyond belief, in contrast to the wood-and-canvas bone shakers of the day, where passengers had to huddle under blankets against the cold.

Even in the 1930s, the early Dakotas had many of the comforts we take for granted today, like on-board loos and a galley that could prepare hot food.

Early menus included wild rice pancakes with blueberry syrup, served on bone china with silver service. For the first time, passengers were able to stand up and walk around while the plane was airborne.

But the design had one vital feature, ordered by pioneering aviator Charles Lindbergh, who was a director of TWA, which placed the first order for the plane. The DC-3 should always, Lindbergh directed, be able to fly on one engine.

Pilots have always loved it, not just because of its rugged reliability but because, with no computers on board, it is the epitome of 'flying by the seat of the pants'.

One aviator memorably described the Dakota as a 'collection of parts flying in loose formation', and most reckon they can land it pretty well on a postage stamp.

Captain Len Morgan says: 'The Dakota could lift virtually any load strapped to its back and carry it anywhere and in any weather safely.'

It is the very human scale of the plane that has so endeared it to successive generations. With no pressurization in the cabin, it flies low and slow. And unlike modern jets, it's still possible to see the world go by from the cabin of a Dakota.

*(The name is an acronym for Douglas Aircraft Company Transport Aircraft.)*

As a former Pan Am stewardess puts it: 'From the windows you seldom look upon a flat, hazy, distant surface to the world.

'Instead, you see the features of the earth - curves of mountains, colours of lakes, cars moving on roads, ocean waves crashing on shores, and cloud formations as a sea of popcorn and powder puffs.'

But it is for heroic feats in military service that the legendary plane is most distinguished.

It played a major role in the invasion of Sicily, the D-Day landings, the Berlin Airlift, and the Korean and Vietnam wars, performing astonishing feats along the way.

When General Eisenhower was asked what he believed were the foundation stones for America's success in World War II, he named the bulldozer, the jeep, the half-ton truck, and the Dakota.

When the Burma Road was captured by the Japanese and the only way to send supplies into China was over the mountains at 19,000 ft, the Chinese leader Chiang Kai-shek said: 'Give me 50 DC-3s and the Japs can have the Burma Road.'

In 1945, a Dakota broke the world record for a flight with an engine out of action, traveling for 1,100 miles from east of Pearl Harbour to San Diego, with just one propeller working.

Another in RNZAF service lost a wing after colliding mid-air with a Lockheed bomber. Defying all the rules of aerodynamics, and with only a stub remaining, the plane landed, literally, on a wing and a prayer at Whenuapai Airbase.

*(FL had a similar incident near PHX in 1957.)*

Once, a Dakota pilot carrying paratroops across the Channel to

France heard an enormous bang. He went aft to find half the plane had been blown away, including part of the rudder. With engines still turning, he managed to skim the wave-tops before finally making it to safety.

Another wartime Dakota was rammed by a Japanese fighter that fell to earth, while the American crew returned home in their severely damaged - but still airborne - plane and were given the distinction of 'downing an enemy aircraft'.

Another DC-3 was peppered with 3,000 bullets in the wings and fuselage by Japanese fighters. It made it back to base, was repaired with canvas patches and glue, and then sent back into the air.

And there's the "DC-2-and-a-Half". After being shot up by Japanese fighters, the damaged wing of a DC-3 was replaced with one from a DC-2. It was then loaded up with refugees and flown to safety.

During the evacuation of Saigon in 1975, a Dakota crew managed to cram aboard 98 Vietnamese orphans, although the plane was supposed to carry no more than 30 passengers.

In addition to its rugged military service, it was the DC-3 which transformed commercial passenger flying in the post-war years.

Easily converted to a passenger plane, it introduced the idea of affordable air travel to a world which had previously seen it as exclusively for the rich.

Flights across America could be completed in about 15 hours, with three stops for refueling, compared with the previous reliance on short hops in commuter aircraft during the day and train travel overnight.

It made the world a smaller place, gave people the opportunity for the first time to see previously inaccessible destinations, and became a romantic symbol of travel.

The DC-3's record has not always been perfect. After the war, military-surplus Dakotas were cheap, often poorly maintained, and pushed to the limit by their owners. Accidents were frequent.

One of the most tragic happened in 1962, when Zulu Bravo, a Channel Airways flight from Jersey, slammed into a hillside on the Isle of Wight in thick fog. All three crew died and nine of the 14 passengers, but the accident changed the course of aviation history. The local radar, incredibly, had been switched off because it was a Sunday. The national air safety rules were changed to ensure that never happened again.

'The DC-3 was, and is, unique,' wrote the novelist and aviation writer Ernest Gann, 'since no other flying machine has cruised every sky known to mankind, been so admired, cherished, glamorized, known the touch of so many pilots, and sparked so many tributes.

'It was without question the most successful aircraft ever built and even in this jet age it seems likely the surviving DC-3s may fly about their business forever.'

Nearly three-quarters of a century after they first entered service, it's still possible to get a Dakota ride somewhere in the world.

I recently took a DC-3 into the heart of the Venezuelan jungle - to the 'Lost World' made famous in the novel by Sir Arthur Conan Doyle. It is one of the most remote regions on the planet - where the venerable old planes have long been used because they can be manoeuvred like birds in the wild terrain.

It's a scary experience being strapped into a torn canvas chair,

raked back at an alarming angle - walking along the aisle of a stationary Dakota is like climbing a steep hill - as you wait for take-off.

The engines spew smoke and oil as they shudder into life with what DC-3 fans describe as 'music' but to me sounded like the hammering of a thousand pneumatic drills.

But soon you are skimming the legendary flat-topped mountains protruding from the jungle below, purring over wild rivers and the Angel Falls, the world's highest rapids.

Suddenly the ancient plane drops like a stone to a tiny landing strip just visible in the trees. The pilot dodges bits of dismantled DC-3 engines scattered on the ground and avoids a stray dog as he touches down with scarcely a bump.

Today, many DC-3s live on throughout the world as crop-sprayers, surveillance patrols, air freighters in forgotten African states, and even luxury executive transports.

One, owned by a Houston lumber company, had mink-covered doorknobs while another, belonging to a Texas rancher, had sofas and reclining chairs upholstered with the skins of unborn calves.

In Jaipur, India, a Dakota is licensed for flying wedding ceremonies.

Even when they have ended their aerial lives, old Dakotas have become mobile homes, hamburger stands, and hen houses. One even serves as a football team changing room.

Clark Gable's private DC-3, which once ferried chums such as John and Bobby Kennedy, Marilyn Monroe, Frank Sinatra, and Ronald Reagan, is in a theme park in San Marino. But don't assume it won't run again. Some of the oldest hulks have been put back into the skies.

The ancient piston engines are replaced by modern turbo-props, and many a pilot of a modern jet has been astonished to find a Dakota alongside him on the climb away from the runway.

So what is the enduring secret of the DC-3? David Egerton, professor of the history of science and technology at Imperial College, London, says we should rid our minds of the idea that the most recent inventions are always the best.

'The very fact that the DC-3 is still around and performing a useful role in the world is a powerful reminder that the latest and most expensive technology is not always the one that changes history,' he says.

It's long been an aviation axiom that 'the only replacement for the DC-3 is another DC-3'. So it's fortunate that at least one seems likely to be around for a very long time to come.

In 1946, a DC-3 on a flight from Vienna to Pisa crashed into the top of the Rosenlauri Glacier in the Swiss Alps. The aircraft was not damaged and all the passengers were rescued, but it quickly began to disappear as a blinding snowstorm raged. Swiss engineers have calculated that it will take 600 years for it to slide down inside the glacier and emerge at the bottom.

**-Author Unknown**

The maximum operating altitude for Monarch Air Lines was 13,000 feet. The crew 'sucked' on an oxygen tube - a rubber tube connected to the O2 bottle. During daylight, we hardly ever sucked on the oxygen. We were at altitude a very short time. 85% of our operation was either climbing or descending.

There was no trained procedure for losing an engine at altitude. During training, generally, there would be a simulated engine loss during the take off run at rotation and/or some 'strategic' time during airwork when one was working a time/distance problem on an H marker - the engine 'loss' would generally come when approaching the radio station where timing was a necessity.

I started flying at age 12 (1937) and solo'd at age 16 (1941). After high school at 18 (1943) I enlisted in the Aviation Cadet program for the Army Air Corps. I graduated from flying school and commissioned 2nd Lieutenant at age 19 (Aug 4, 1944, P-40 aircraft). After WWII and flying non-sked airline on the East coast, I joined Monarch in 1948 at age 23. I checked out as Captain in Feb of 1951 and was with Frontier till Aug of 1986 after 38 years service. I was Numero Uno with FAL for 5 years.

**-Ace Avakian, avakair@gmail.com**

*(38 years surely is the FL record for pilot seniority.)*



# FRONTIER AIRLINES

## 24th DENVER ANNUAL REUNION PICNIC

**Saturday, June 19, 2010, 10:30 am to 4:00 pm**  
**Aurora Reservoir on East Quincy Ave. 2 ½ miles East of Gun Club Road (E470)**  
**(or 7 miles East of Chambers Rd. on East Quincy)**

The Longs Peak shelter at the Aurora Reservoir has been confirmed for June 19th, 2010 for the 24th annual FAL picnic. Bennett BBQ will do the catering and the cost for the meal is \$11.

Your tremendous contribution and support over the years has enabled us to again provide a catered BBQ for this year's festivities. Admission will \$10 per person and children under 12 free. This charge covers your food (BBQ ribs, brisket and chicken with all the trimmings) plus ice tea, lemonade and water. Food will be served from 11:30 AM – 1:30 PM. The fee also helps defer other costs (facility rental, paper, printing, mailing, prizes, etc.). Payment in advance is greatly appreciated but otherwise payable at the Pavilion.

Park entrance fee of \$10 per car and is payable at the gate entrance. Park restrictions prohibit any alcohol beverages. Last years drawing was a huge success and we will continue the fun. Coupons for the drawing will be \$2 each, 3 for \$5, or 7 for \$10 and will be available at the Pavilion. Drawing will take place at 2:00 PM.

A big THANKS again to all of you that attend the function and those of you that have mailed in donations. We couldn't continue if it were not for your generosity and support. Feel free to bring any items of "nostalgia" as we will have tables available for their display, Auction, and/or sale. All proceeds from such sales to be donated to the Picnic Fund.

Finally, it is extremely important that you advise if you will attend by completing the section below and mailing it by June 10<sup>th</sup>. This is needed for an accurate food count.

### Your Committee

Carolyn Boller, 1293 Revere St., Aurora, CO 80011 303-364-3624 [ckboller@comcast.net](mailto:ckboller@comcast.net)  
 Julie Dickman, 15501 E 112<sup>th</sup> Ave Apt 24A 303-654-1116 [jjdickman@gmail.com](mailto:jjdickman@gmail.com)  
 Sue Lehotay 4622 S Fraser Cir, Aurora, CO 80015 303-766-0092 [suelehotay@msn.com](mailto:suelehotay@msn.com)

Please detach on the line and mail to: Carolyn Boller at 1293 Revere St, Aurora CO 80011

I will attend this year # in party \_\_\_\_\_ \$ \_\_\_\_\_ Enclosed \$11/per person (make checks payable to Frontier Airlines Picnic Fund)

Sorry, I cannot attend this year, however please keep my name on your list (a donation is appreciated for continued mailing)

Enclosed are names of my friends who may be missing from your list

Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Email \_\_\_\_\_ Phone \_\_\_\_\_

## RATTLESNAKES AND A VAMPIRE

by Captain Tex Searle, [TexSearle@msn.com](mailto:TexSearle@msn.com)

Here are two or three stories I mentioned I would send. I was hoping to add them as a sequel to *The Golden Years of Flying*, but to tell the truth my back says it's time I quit spending so much time on a computer.

I think you'll enjoy the story of Captain Bob Williams and the Vampire. It was an adventure. During the closing months of Frontier Bob served as chairman of the pilot negotiation committee and he served well. He says, "Rather than bore you with all the details, I will tell you that I learned a lot about the business world, binding arbitration and seniority negotiations. If Captain Williams could be talked into writing about it, you would have the inside story of much that went on.

*(We had two pilots named Bob Williams. When we referred to them, we would say either, "The one with the hair.", or "The one without hair". The Bob Williams that is the "one without the hair" is very much alive. I think he is still flying for Continental and is a Salt Lake City native. The other Bob Williams passed away April 9, 1998. -Ace Avakian, AvakAir@Gmail.com)*

### New Mexico Rattlesnakes

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

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

The agent did hear their call but there was a problem. It was dark and as he had walked to the little weather station to record the readings he was startled to hear rattles loud and clear from one mad rattlesnake. He froze, not daring to move and not sure of the rattler's location, but it was close real close. Deciding he wasn't the bravest of the brave playing blindman's buff with rattlesnakes, so alone with his venomous companion he waited in the black night. When hearing the sound of the 580 approaching from the north, there was hope it would land even without radio contact, and hear his cries for help. When seeing the landing lights bright and clear, there was heart felt relief.

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

I myself would surmise flashlights would be a requirement when walking out to the little weather station in the night. Then again, a big fat rattler was discovered by the Alamogordo agents all curled up warming itself in the sandbox in broad daylight. Who as it said. "A mandatory job requirement keep your eyes open and step lively."

### Duel with a Wyoming Rattlesnake

How well I remember the following incident at Powell. Wyoming that probably took place in the mid 1960s. Bob Williams and I were taxiing out for take off in the DC-3. Nearing the end of the strip Bob said there is something in the middle of the runway and it's moving. As we approached that something. our suspicions were confirmed. A big fat rattler, lying all curled up and waiting to take on the DC-3.

As for snakes, they get no sympathy from me. Others may feel differently towards them but not me. Having spent a large part of my life on the west deserts of Utah, I've had a few exciting moments including fang marks imprinted in my boot. (That'll wake you up.)

I slide my side window back and poke my head out that I might take aim with the left gear. The rattler feinted to his left—the DC-3 missed. We make a 180 degree turn too mount another charge. He was waiting and feinted to his right—missed again. We've wasted enough time dueling with this Wyoming rattler. We turn to continue the taxi to the end of the runway for take off, and this gives the DC-3 the opportunity for another jab only to see that participant slither aside the big tire. At the end of the runway when turning into the wind for take off the stew was heard stepping into the cockpit and asking. "What are you doing?" Bob politely explained, "That darn wind keeps changing directions."

On the take off roll we aimed the DC-3 at the rattler for what would be the final round, but the loser wouldn't be counted out at that time. When Bob called in our times to the station he asked if the agent might inspect the runway at its eastern extent. The following day when flying the same trip we taxi to parking on the ramp at Powell. Soon a station agent stepped into the cockpit and handed me a small paper sack. After seeing what was inside I quickly got rid of it by tossing the sack over to Bob, who seemed genuinely pleased to receive these unusually large rattles. I'm not sure I even thanked the agent for his thoughtfulness but I did thank Bob for his acceptance of those rattles, and the DC-3 was given credit as the acknowledged winner.

It was while on the ground at Cody, Wyoming that Bob had located a marker and on the fuselage of the DC-3 he drew a curled up rattler with the numeral "1" drawn beneath it. Captain Williams remembers the duel between the DC-3 and a Wyoming rattlesnake as though it was yesterday, and claims he still has the rattles tucked away as a remembrance of another winning episode for the Grand Ol' Lady.

### The Vampire by Bob Williams

My adventure with the "Vampire" started when a friend of mine in Salt Lake called me one day and asked me if I wanted to fly a Vampire. He had loaned a guy in Las Vegas some money and had secured the loan with the title of the Vampire. Well the guy defaulted on the loan and so my friend (Fred) now owned the airplane.

I could not find anyone who was certified on the Vampire to give me a checkout, so the FAA said if I could find someone who had flown something similar it would be ok. I contacted Leroy Pennhall, owner of Fighter Imports in China, California to see if he had the time to give me a checkout. He agreed to meet me in Reno and we spent one night in a hotel going through the flight manual. The next day we both went to the local FAA office and took an oral on the flight manual. The FAA inspector then said that he would stand on the ramp and if we could make it around the pattern 3 times he would give us both a type rating. All went well so now I was rated in the Vampire.

Let me provide a little history on this Vampire. It was a DH1 15 MK35 two seat training built by Dehaviland for the Royal Australian Air Force in 1969. It had a Rolls Royce "Goblin" axial flow engine that produced 4000 lbs of thrust. It was extremely noisy to fly. but very responsive on the controls. The guy in Las Vegas was planning on converting this type of

Vampire to a 4 place business jet. He turned out to be a crook and spent all of the money he had raised in the stock market.

After I had brought this aircraft to Salt Lake about a month later the previous owner came to Salt Lake in the middle of the night and convinced the gas boy that it was his airplane. He fueled it up and flew it out of there. We contacted the FBI and they found it in an old WWII hangar in Tonapah, Nevada hidden under a parachute. I got Al Kendell to fly me down to Tonapah and after the FBI had dusted the airplane for finger prints I flew it back to Salt Lake.

This same guy stole the airplane again and flew it to Las Vegas and landed at the Henderson airport. This time he cut several hydraulic lines and sabotaged different things in the airplane, thinking that it would ground and prevent us from taking it back to Salt Lake. After a few days of repair I went down to Las Vegas to fly it back. As usual it still had some problems, so I got delayed getting off.

The end of the Vampire story came when a rich farmer from California told (Fred the owner) that he would buy the airplane. Fred asked me if I would check him out. I spent a few hours sitting in the cockpit giving him a cockpit checkout and then we went for our first training flight. We flew out over Great Salt Lake and Skull Valley and practiced stalls and slow flight. After about an hour we headed back to Salt Lake and I made the landing on 34R. Just after we touched down I saw his hand move towards what he thought was the flap handle, but instead he pulled up the gear.

The gear immediately sucked up into the wheel wells and we dropped on the drop tanks and belly of the aircraft. We slid about 2000 feet and came to a rest on the side of the runway. I yelled for him to get out and I got out my side. I took about two or three steps and suddenly realized that I had left the engine running. I ran back and shut down the engine and soon the fire trucks showed up. Then the California farmer had the nerve to tell me he didn't want to by this aircraft anymore. My friend Fred ended up suing him for the repairs and within 6 months it was flying again.

## **WYS Experience Requested**

2010 marks the 75<sup>th</sup> Anniversary of air service into West Yellowstone, MT. The Yellowstone Historic Center will feature an exhibit honoring this event at its Museum in the Union Pacific Depot in West Yellowstone.

This exhibit will feature a listing, compiled by summer seasons, of Frontier employees who were either stationed in West Yellowstone or were flight crew members on this route.

We invite you to be part of this list by providing us with the following information: your name, the dates of the Summer season(s) you served West Yellowstone, and what your Frontier role was. Please include your address if you'd like to receive information from the YHC.

Please send or email your information to us at:

[WingsIntoWest@yahoo.com](mailto:WingsIntoWest@yahoo.com)

Yellowstone Historic Center  
Frontier List  
P.O. Box 1299  
West Yellowstone, MT 59758

We invite you to visit us this summer to enjoy the exhibit and Yellowstone National Park!

Bob's Vampire at SLC



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- AZ Brief To CAB 1946, 42 pages
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- AZ-Monarch Merger Application 1950, 32 pages
- AZ Stock Offer 1948, 23 pages
- Challenger Airlines Employees Directory, 7/15/48, 25 pages
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- Challenger Airlines Stockholders Report, 9/30/49, 8 pages
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- FL ALEA Seniority List, 7/1/84, 55 pages
- FL ALEA Seniority List, 1/1/86, 48 pages
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