

# FRONTIER NEWS

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



FL introduced DC-9-80 (later called the MD-80) service on May 20, 1982 with flights to SNA LAS and DEN. By July a fleet of three -80s were scheduled on flights linking LAS SNA LAX DEN ATL MCI and DSM. The three Super 80s cost \$22M each and with spare engines and equipment the total was nearly \$82M. Company officials said they were purchased to supplement the fleet of 46 Boeing 737-200s. More were added later, mostly by leasing.

FL was the first airline to successfully demonstrate the evacuation of the aircraft using only three flight attendants who did it on the first try. They were Marla Cady, Hattie Prater and Peggy Sauer. Additionally, FL was one of only two airlines to demonstrate the evacuation of the aircraft using four flight attendants: Mike Haren, Vickie Beals, Ruth Pitts and Donna Williams. Ironically, The last FL CV580 flight was 11 days after the -80's inauguration.

The McDonnell Douglas MD-80 jetliners were built in Long Beach, Calif. Conceived as another stretched variant of the DC-9, the MD-80 made its first flight as the DC-9-80, aka the DC-9 Super 80. The MD-80 Series of twinjets, featuring many advances in technology, was certified by the Federal Aviation Administration in August 1980 and entered airline service three months later. There were 1,191 MD-80s delivered between 1980 and 1999.



**WINTER**

**2011**

**#42**



The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter are those of the author and not the editor or the publication. Publishing dates are October for Fall, January for Winter, April for Spring and July for Summer.

Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the "old" Frontier Airlines. Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLamily. We also want to publicize ALL "old" Frontier gatherings. Be sure to notify us with details: place, date, contact and so forth. They will be published in the "Timetable".

Subscriptions are \$10 per year. All back issues are available & cost \$2.50 each. First 24 issues on a CD \$5. Text ads are \$5 for 20 words, \$10 for 40 words, \$15 for a business card, \$20 for 1/8th page and \$40 for a quarter page, \$100 for a full page. Tell others in the FLamily about the newsletter. Give a gift subscription. Mail checks to Jake Lamkins, FL NEWS, 1202 Scrimshaw Cove #4, Fayetteville, AR 72701. Thanks for your support.

**THE KANSAS CITY  
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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.**



JAKE LAMKINS, Editor



The Facebook website now has an Old Frontier Airlines webpage. Just enter it in the search engine.

Reunion time will be upon us shortly. Please let me know dates, locations, contacts, etc as soon as possible so I can update the FL website and newsletter.

FL publications are invaluable for maintaining our history. Seniority lists, newsletters, rosters, bulletins, teletype messages, etc. are tremendous research tools. Please contact me if you have some I might be able to use. DEN station agent Mojo Muller sent a great set of Daily Bulletins and Henry Rankin sent a decade's worth of pilot domicile lists.

For years I tried to get my FLfiles organized and finally found that using FLolk's names and creating files for each one worked best. I now have 3484 files on FLolks alive and 1049 files on those gone west. One grows and the other shrinks - such is life. Cherish each day - it's a gift and a victory.

Of course, that's not counting all the FLfiles on aircraft, stations, accidents, news articles, etc. If anyone would like a copy of all my FLfiles, I probably could get them on a thumb drive. Many of them are available already in the FL Reports on the back page. If there's an interest in copies of all the FLfiles, I'll check out what can be done and the cost.

Best wishes for 2011. I hope it's your best year ever. Time sure flies fast anymore - my daughter says it because I'm going downhill. Thanks for your support.

## TABLE OF CONTENTS

MD-80.....	1
Lamkins Letter.....	2
Reunions.....	3
Gone West.....	4
Notes From FLolks.....	14
ConvairLiners.....	20
FL Route Map.....	22
Joe O'Gorman.....	23
FL Presidents.....	24
Predecessor Presidents.....	25
Flight Attendants.....	26
Ticket Validators.....	27
Frontier Reports.....	28

**REUNIONS TIMETABLE**

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

**BIL REUNION**

No info on a 2011 event.

*Contacts:*

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

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

**DEN GOLF TOURNAMENT**

2011 event TBA - probably around August 20-21, 2011.

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

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

2011 event TBA - probably around August 20-21, 2011.

*Contacts:*

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

*Ace Avakian, [AvakAir@gmail.com](mailto:AvakAir@gmail.com)*

**DEN MAINTENANCE AND ENGINEERING PICNIC**

No info on a 2011 event.

*Contacts:*

*Shirley Drnovsek - President, [WowShirleyD@aol.com](mailto:WowShirleyD@aol.com)*

*Donald Cecil - Vice President, [dhmececil@aol.com](mailto:dhmececil@aol.com)*

*Juanita Barajas - Secretary, [falclub@hotmail.com](mailto:falclub@hotmail.com)*

**DEN REUNION PICNIC**

2011 event TBA - probably around August 20-21, 2011.

*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 2011 event.

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

**DFW FRONTIER BASH**

No info on a 2011 event.

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

**FTW CN/FL MECHANICS REUNION**

Held Saturday, Oct 30, 2010 at the The Spot Restaurant.

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

**FYV-FSM MEMORIAL PIGNIC**

Took place 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 2011 event.

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

**LNK REUNION**

Was Saturday, Oct 2, 2010 at The Knolls Restaurant.

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

**MCI FLIGHT CREW LAYOVER**

Held Friday - Saturday, Oct 15 - 16, 2010.

*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 2011 event.

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

**PHX PICNIC**

Sun, November 4, 2012, 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**

Sat, June 18, 2011, 10 am to 6 pm at Walden Park, 1070 W. 5450 S., Murray, UT

*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 2011 event.

*Contacts:*

*Ceil Ponder, 314-428-9759*

*Kathy Benoist, 314-729-1810*

**TUS REUNION & GOLF OUTING**

No info on a 2011 event.

*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-Eules 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)*

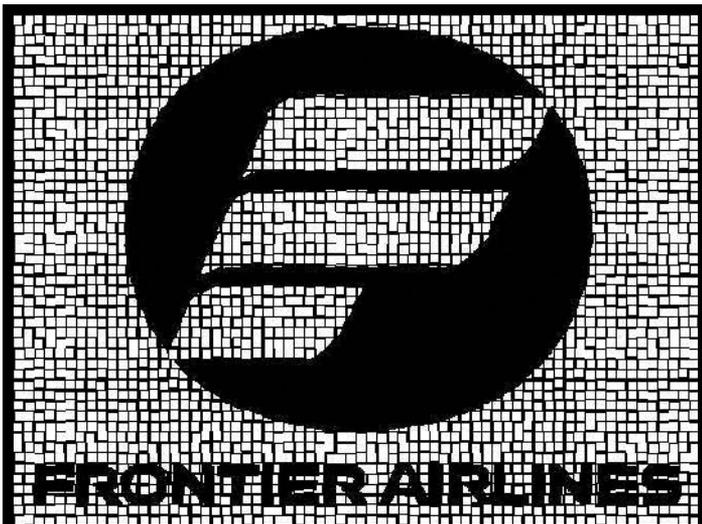
**REUNIONS NEWS**

The FTW CN/FL Mechanics Reunion was held at the The Spot Restaurant. We had a total attendance of twenty five. Those attending included Ernest Fuqua, Kenneth and Carole Fuqua, Delbert White, Carl Simpson, Ray and Anne Duckett, Wayne and Judy Mercer, Jay and Cookie Hayes, Jim Bullington, Larry and Sue Brogden, Tom DeWoody, Harold and Theda Walling, Arnold and Trish Loller, John Peery, Bill Guthrie and Raney Acada, Sam Warriner, Brady and Dorothy White.

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

LNKFL had a great reunion October 2nd at the Knolls Restaurant. The buffet was wonderful and the stories are always great. Our history goes back a long way. The turnout was good. We had 28 in attendance. Some attendees were Glenn Emmons, Ray Duffek, Mike Macek, Don Miller, Gene Hoskovec and Lynn Thiem, and others. Watch for the next reunion in 2012.

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



## GONE WEST

*We salute these FLriends on their final voyage.*

*They are not dead until we forget them.*

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

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

## DEATHS REPORTED OR UPDATED SINCE THE FALL 2010 ISSUE

Winfred 'Brownie' Brown, FTW ACF GSW DAL DFW pilot,  
10/1/10, age 89  
Marg Bussell, flight attendant, ticket counter agent, 11/18/10,  
78 years old, heart attack  
Wilbur Clemons, BFF station agent, 10/30/10, age 74  
Parker Davis, FTW ACF GSW DAL DFW aircraft mechanic,  
10/27/10, age 85  
Bob Eckhardt, RKS RIW BIL station agent, 5/28/10, age 79  
Charlie Florin, DEN aircraft mechanic, 11/8/10, age 77  
Buddy Head, GSW DAL DEN pilot, 12/2/10, age 80  
Vern Hostetler, ABQ station agent, 11/26/90, age 55  
Bob Johnson, DEN regional transportation manager, 11/6/10,  
age 56, heart attack  
Dick Lehmann, MSO station manager, 11/19/10, age 73  
Bill Nelson, FMN senior station agent, 12/12/10, age 89  
Jack Purdie, DEN pilot, 8/3/10, age 81  
Len Siler, DEN station agent, computer operations, 11/25/10,  
age 67, infection  
Frank Smith, DEN pilot, 11/2/10, age 87  
Ken Stewart, FYV senior station agent, 11/25/10, age 77,  
stroke  
Chick Thomas, SLC DEN pilot, 10/10/10, age 80  
Larry True, DEN MCI aircraft mechanic, 7/10/10, age 72,  
lung cancer  
Bill Wardell, DEN pilot, 10/8/10, age 80  
Hal Wheeler, DEN pilot, 12/16/10, age 80, heart disease

## CHICK THOMAS

1956 - 1986

PILOT

SLC DEN

I've just received word (unconfirmed) the passing of Chick Thomas 10-11-10...maybe Jack Schade can verify this info. No other data known at this time.. Regretfully,

**-Ace Avakian, [avakair@gmail.com](mailto:avakair@gmail.com)**

I am the daughter-in-law of Charles Gates Thomas, former pilot for Frontier Airlines. I am wondering the best way to contact former Frontier friends to let them know that he passed away last Sunday. The family will be having an open house in Salt Lake City on Saturday, October 16th. Also, would you like to add his obituary information to your newsletter?

**-Cindy Yamada Thomas, [cindy.thomas@mssb.com](mailto:cindy.thomas@mssb.com)**

**OBITUARY:** Charles Gates Thomas "Chick" 1/5/1930 ~ 10/10/2010 Our much loved father departed for his final flight before dawn on Sunday. He was born in Salt Lake City to Leonard Giles Thomas and Martha Hazel Early. He was the youngest of four brothers. Leonard, Nelson, John and Chick spent their childhood years in Pioche, Nevada and Tooele, Utah before the family moved to Salt Lake City in 1942. Chick graduated from East High School in 1947 and the University of Utah in 1953 with a B.S. in business. He played on the basketball and tennis teams and lettered in track and field. He made many lifelong friends as a member of Phi Kappa Alpha fraternity. Chick's true passion was flying. As a cadet in the early fifties, he learned to fly in the propeller era, mastering the T-6, T-28 and his all-time favorite airplane, the mighty P-51 Mustang. He was one of the first pilots to fly jet fighters, logging time in the P-80, T-33, F-86 and the F-100 Super Sabre.

His National Guard wing was called to active duty during the Vietnam war. Chick served as an aerial gunnery instructor at Cannon AFB in New Mexico in 1968 and 1969. He flew for Frontier Air Lines from 1956 to 1986, flying the DC-3, the Convair 580, Boeing 737 and MD-80. Chick married Marilyn Bjorndal in November of 1957. They had a long, happy marriage and created four children - Bill, Anne, Susie and Dan. Marilyn died in April 2003. In his later years, Chick enjoyed playing tennis, traveling, watching sports and spending time with loved ones. Friends and family are welcome to join an informal open house celebrating Chick's life on Saturday, October 16th from 1 to 5 p.m. at the University of Utah Alumni House, 155 S. Central Campus Drive, near the Olpin Union building.

**-Salt Lake Tribune on October 13, 2010**

I flew co pilot for Chick many years ago. We had a layover in Madison Wis. that gave us about 2/3 of the day off. It was decided Chick and I would rent the sailboat and the girls would buy food/lunch at the grocery store.

The lake was good size - as in miles of shoreline - so when the wind came up it was choppy and I made a beeline for a cove. By the time we got there I noticed Chick was a little/lot blue around the mouth - but true sport he was - "oh, no problem - let's keep going" - as if we had a choice. We ate lunch and Chick drank a soda pop. I was truly impressed how he was able to face adversity and survive it so well....

Chick, I will be coming to join you in a little while.

**-Jim Actor, [jactor7377@aol.com](mailto:jactor7377@aol.com)**

*(Chick's pilot seniority date was 7/13/56 on the 9/1/1986 FL/ALPA seniority list.)*

**WILBUR CLEMONS****1961 - 1986****STATION AGENT****BFF**

Wasn't sure if you knew about Wilber's passing.

**-Larry Kramer, lkramer104@wbhsi.net**

**OBITUARY:** Wilber E. Clemons, 74, of Scottsbluff, died Saturday, October 30, 2010 at Regional West Medical Center in Scottsbluff. At his request cremation has taken place at Jolliffe Funeral Home and Crematory in Scottsbluff.

His memorial service will be held at 10 a.m. Tuesday, Nov. 2, at Jolliffe Funeral Home in Scottsbluff with Pastor Garry Schick officiating. Inurnment will take place at West Lawn Cemetery in Gering.

Memorials may be made in Wilber's name in care of the Kidney Foundation or to Prairie Haven Hospice. Funeral honors will be rendered by the Nebraska National Guard. Online condolences may be left at [www.jolliffefuneralhome.com](http://www.jolliffefuneralhome.com).

Wilber was born on Nov. 28, 1935, in Jewel County, Kan., to Wilber and Maxine (Mason) Clemons. He was one of seven children. He grew up in Sidney and graduated from Sidney High School in 1955. Clemons married Dorothy Wolverton in 1956 and the couple had two children, Rhonda and Bart. He joined the United States Army in 1956 and was honorably discharged in 1959. Wilber later married Glenda Smock in 1982. The couple was together until her death in 2005.

He was a ticket agent for Frontier Airlines for many years, and then manager of the Skyport Restaurant at Airport until his retirement. Wilber attended the Zion Evangelical Church in Scottsbluff. His passions were woodworking, music, playing music, all kinds of sports including hunting, golf and Nebraska Football. He had a wonderful, yet sarcastic and ornery sense of humor that everyone enjoyed and he loved spending time with his loving family.

He is survived by his special friend Noni Hizel; children Rhonda (Greg) Zebolsky, Bart (Traci) Clemons; stepchildren Stacy (Rod) Ingersoll, Steven (Shannon) Van Noy, Dana Miller; grandchildren Justin, Claire and Adam Zebolsky, Brittney, Carly and Noah Clemons, step grandchildren Nick and Brock Ingersoll, Cody and Abby Van Noy and Kayla Bevins, and RJ Miller and Alex Hubbard; great granddaughter Norah Clemons; sisters Pat (Vern) Blair, Linda Clemons; brother Barry (Jenny) Clemons. His parents, wife Glenda, brother Jerry and infant brother Michael and his sister Leanne preceded him in death.

**-The Star-Herald on November 2, 2010**

I worked with Wilber in BFF from 1968 to 1973. He showed me the ropes of working a DC3 and Convair 580. It was my second day on the job and he sent me after a "pit stretcher". That was Wilber. You will be missed.

**-Kent Uphoff, kentuphoff@charter.net**

I worked with Wilber in 1980 at Scottsbluff Airport with Frontier Airlines. He was a great guy and a lot of fun to be around. Have a great journey, Wilber.

**-Buck Hawk, cBuckHawk@aol.com**

(*WE CLEMONS: Station agent seniority date of 3/6/61, emp# 03284, on the 1/1/86 FL/ALEA seniority list.*)

**LARRY TRUE****1968 - 1986****AIRCRAFT MECHANIC, BUILDING MAINTENANCE  
DEN MCI**

Re: 19 years after FL's closure: Hated to see it happen, but we all had several years warning. Didn't mind starting over but the worst part was lost seniority. Wound up at Piedmont with about 90 other mechanics. The folks there treated us great. US AIR took over and the bean counters sunk the ship. Sound familiar? But I am still waking up every morning so I guess all is well. Good luck everyone.

**-Larry True on August 26, 2005**

Dear friends and family, We want to let you know about the latest diagnostics and plan regarding the cancer in Larry's right lung. The biopsy indicated a nonsmall cell cancer and the PET scan came back clear for any tumors other than the one in his upper right lung. His lab tests have come back indicating there is no metastasis to his liver or kidneys and the bone scan was clear. Sooooo, we are anticipating a period of chemotherapy and possible radiation to reduce the size of the tumor.

If all goes as we hope it does he will be a candidate for either surgical removal of the tumor or the high tech approach of cyberknife radiation to obliterate the tumor. He had a medication port placed today for access for chemotherapy and will start chemo on Dec. 2nd. He is feeling OK other than some aches and pains that come with age and arthritis and he finds it necessary to rest quite a bit. His spirit is good and he is very positive about the plan for treatment.

We have had such amazing support from family and friends.

**-Marjorie True, Paonia CO on November 24, 2008**

Larry died from a second round with lung cancer on July 10th, 2010. Larry was an A & P mechanic with a hire date of March 11, 1968. He worked in Denver (1968 to 1973) and Kansas City MCI from 1973 until the end of Frontier (FAL). He worked both line and building maintenance. His date of birth is Oct. 22, 1937. He is survived by his wife Marjorie, son Mark, daughter Lisa and daughter Marla. He has 4 granddaughters. Thank you for sharing this information with Larry's coworkers and friends.

**-Marjorie True, marjorietrue@yahoo.com**

**OBITUARY:** Larry True was born Oct. 22, 1937, in La Plata, Mo., to Lowell and Loretta True. He spent his childhood in La Plata and graduated from high school in 1955. He married Marjorie Barton on Feb. 17, 1962, in Grand Junction.

Mr. True was an aircraft mechanic while in the Army and served two tours of duty in Korea and one tour in Pakistan. He continued as an aircraft mechanic with Frontier and Piedmont/US Airways. He retired in Greensboro, N.C., in 1997. He and his wife moved to Paonia, CO in 2007. He enjoyed family, music and humorous story telling.

Mr. True is survived by his wife of 48 years, Marjorie True; a daughter and her husband, Marla and Stuart Carlson of Paonia; a son and his wife, Mark and Vickie True, and daughter, Lisa True, all of North Carolina; and four grandchildren, Cheyenne True, Morgan True, Anika Carlson and Ellia Carlson.

He will be cremated and a small family gathering and spreading of ashes will take place. A Larry Fest will be held in October.

**-Delta County Independent on July 14, 2010**

**MARG BUSSELL****1956 - 1986****FLIGHT ATTENDANT, TICKET COUNTER AGENT  
DEN OMA PHX STL ATL**

Did I send you a \$10 check & no note? My senior moments are getting more numerous. If I mailed you an empty envelope let me know (I may have sent the check to AL power!) I would have subscribed years back but Eric Mason said he would do it for me & since I never got a newsletter I thought you weren't doing it anymore. I keep in touch with a few - Helen Finney, Irwin Moody & Pat Roberts. Anyway, be good to yourself!

**-Marg Bussell, Valley Grande, AL on 3/3/10**

Send the Frontier News to Irwin Moody & Donna Gens (\$20 enclosed). She started as a "stew" before me so she will remember some of the original people. If you have anymore pics of me, burn them please!

**-Marg Bussell, Valley Grande, AL on 4/14/10**

I got a call today that Marguerite Bussell passed away in Selma, Alabama where she went back to when Frontier closed to take care of her elderly parents. She died from what I could get from her sister was on the 11th of Nov and the funeral was on the 16th there in Selma.. You might get more info from a local newspaper. She was born on 2/22/1932 and died in her sleep from a heart attack. She was a breast cancer survivor and after her parent passed she was active working with the local Library in Selma and taking care of her young nieces and nephews.

She was a Senior Agent for Customer Service in Denver when FL closed it's doors. Shortly after that she sold her home in Aurora and me and my very young sons helped her pack and watched as the moving van took her back to the south which she loved.. They remember it well and they were 2 and 4years. A dear Friend has flown away. We will miss her very much.

**-Eric Mason, ejm1147@hotmail.com**

OBITUARY: Marguerite Wade Bussell, age 78, of Valley Grande, AL, passed away November 18, 2010. She was preceded in death by her parents, William Eli and Mattie Lee Wade and brothers, Alton Wade and John Wade.

She is survived by her brothers, Wayne Wade, Fred Wade, Richard Wade; sisters, Lucille Wade, Louise Summerlin and numerous nieces and nephews.

Funeral services will be Sunday, November 21, 2010 at 4:00 p.m. at Selma Funeral Home with Rev. Clarke Skelton officiating and Selma Funeral Home directing. The family will receive friends prior to the service at 3:00 p.m.

**-Selma Times-Journal on Nov 20, 2010**

Sorry to hear of our loss! Worked with Marg in STL - a great lady. Great Customer Service & friend.

**-Jim Mustain, FCaviator@peoplepc.com**

(M Bussell, flight attendant seniority date of 2/9/56 per 11/18/61 FL/AFA seniority list. M W BUSSELL, TCA seniority date of 8/22/66, emp # 01182, per 1/1/86 FL/ALEA seniority list. She was one of the best TCAs I ever worked with (STL 1968-70).

**BOB JOHNSON****1976 - 1986****STATION MANAGER, TRANSPORTATION MANAGER  
SLC DRO GUC FMN DEN**

I started as a Relief Agent in 76', SLC 78', SA in DRO 78'-80', Station Manger in GUC 80'-82', Station Mgr. FMN 82-84', and then was Regional Trans. Mgr for the bus shuttle from 84' through 86'. Yes, I was called Bob, but I'm sure my staff called me a lot of other names.

**-Bob Johnson at Facebook on 4/5/10**

Dear friends of Bob Johnson.....My dear friend of 37 years, Bob Johnson, died suddenly on Saturday afternoon, Nov. 6. The cause of death is not known at this time, but it was sudden. He and I had just finished a bike ride on a beautiful fall day, and when Laura came home from work later that afternoon, she found him on the kitchen floor. Funeral services are tentatively scheduled for Friday, Nov 12, time and location tba. Recall the good times we all had with Bob and say a prayer for Laura, Erik, Emily and George.



**-Bill Bond on Facebook on 11/8/10**

OBITUARY: Robert Ryan "Bob" Johnson, 56, died on November 6, 2010. Born January 6, 1954 in Highland Park, MI. Bob was a resident of Colorado for most of his adult life. Bob is survived by his wife, Laura, their children, Erik, Emily and George, parents, Olaf "Ollie" and Esther Johnson of Highlands Ranch and sister, Lynette Killeen (Dennis), of Plymouth, MI. Bob and Laura's 24 years of marriage were the foundation on which Bob built his life as a dedicated and loving husband, father, son and friend. Bob was an avid cyclist and gourmet cook and loved spending time with his family and many friends. As a man of deep integrity, whose actions embodied his deeply held values, Bob touched the community through his involvement in activities with Adam's Camp, Special Olympics, Mile High Down Syndrome Ass'n, MS Society, Children's Hospital and Cystic Fibrosis Foundation. Services will be held at 10:00 AM, Friday, November 12 at St. Andrew United Methodist Church, 3350 White Bay Dr., Highlands Ranch.

**- Denver Post on November 10, 2010**

As I read through old letters that Bob had sent to me, I came across a poem that he had written upon the death of his beloved dog, Woody. I believe these words could be said about the man himself. In Bob's words: "He Gave Me More, We found him, we found each other on a crisp spring day. His youth made it easy to make the commitment ...of love. The outdoors defined him from the very first day, and he helped me to find it and love and miss it too. He grew strong swimming the Animas and ascending Red Mountain and he was peaceful and loving while waiting for more. I moved him around and sometimes left him behind, but it was he who would lead us to another peak each time. He was noble, he was soft and he mostly had a smile. I will miss him as I hurry to make another climb. Woody, I have your shadow now, stay close."

Bob, I have your shadow now, stay close. Love,  
**-Linda Bartlett Weston, jjwlbw@earthlink.net**

**BILL WARDELL**

1967 - 1986

PILOT  
DEN

Sorry for this late info...but just got confirmation of this a minute ago...Bill Wardell's funeral will take place tomorrow, October 13 at the Fairmount Cemetary at 1000 MDT located at 430 Quebec St...Regretfully,

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

OBITUARY: William Wardell, 80, passed away Oct. 8, 2010. Husband of Carol, Father of Robert, Ronald, Dale, Drew and James. Funeral services 10am, viewing 9:15am, Wed., Oct. 13 at Fairmount Ivy Chapel.

**- Denver Post on October 12, 2010**

So sorry to hear about Bill Wardell. Bill was one number behind me at old Frontier Airlines. Do you know Carol's address or phone number? We would appreciate it very much.

**-Jerry Hagan, hagenators@yahoo.com**

*(Last address I have is 373 Salem St., Aurora CO 80011)*

I flew with Bill at FAL and was there for 20 years. I know you use to put out a "Gone West". Do you still do that and if so how do I access it? Thanks,

**-Don Gnose, lynnanddon@bellsouth.net**

*(All gone west lists are posted at the FL website, <http://FAL-1.tripod.com> and periodically in the FL newsletter.)*

Thanks for the speedy reply. Bill really dropped out of sight when he retired. He moved from Salem St to Winsor Gardens in Aurora, some 20 years ago. We lost track of Bill and Carol when we moved to Port Angeles Wa. Thanks for the help,

**-Jerry Hagan, hagenators@yahoo.com**

*(Bill's wife Carol is in the 1979 Frontier Family Cookbook. William L. Wardell on the 5-01-10 ESOP Lost List. W L WARDELL, 6/19/67, on the 9/1/86 FL/ALPA seniority list.)*

**CHARLIE FLORIN**

1956 - 1986

GROUND MECHANIC, AIRCRAFT MECHANIC  
GSW DEN

Charles R. "Charlie" Florin loving husband of Bernice has passed away Monday, Nov. 8, 2010 due to health problems. The above information was given to me by Dean Ames and Bernice Florin. The Obituary & Life History, Charles R. "Charlie" Florin published in Northwest Florida Daily News.

**-Juanita Barajas, falclub@hotmail.com**

OBITUARY: Charles R. "Charlie" Florin (1933 - 2010), 78, of Fort Walton Beach, Fla., and formerly of Aurora, Colo., passed away Monday, Nov. 8, 2010.

Charlie was a life member of the Aurora Elks Lodge 1921, and retired after 30 years of employment with Frontier Airlines, which was based in Colorado.

He was preceded in death by his parents, Lolyd and Clara Benjamin. Charlie is survived by his loving wife of 48 years, Bernice "Sully" Florin; sons, Charles Jr. and wife Gloria, and William Turoski Sr.; grandchildren, William Turoski Jr. and wife Sherry, Joseph Turoski and wife Winnie, and Beverly Jean Mathis and husband David; eight great-grandchildren; two great-great-grandchildren; sister, Rosemarie Hall and husband Charles; very special sister-in-law, Beverly Paul; brother-in-law, William Sullivan and wife Lucy; and many nieces, nephews and friends.

**MORE GONE WEST**

No services will be held. McLaughlin Funeral Home, Fort Walton Beach, is serving the family.

**-NW Florida Daily News - November 11, 2010**

When I went to work for CN, Feb 4 1957, Charlie was there. We worked in the stock room together for several years. I don't remember when, but he later went into ground maintenance. When I was in MEM in 1978, he bid a traveling ground maintenance job working out of MEM. He never showed up. He withdrew his bid. Charlie had a genuine fear of flying. After that I lost track of him. He was an all around good guy. My sympathy to his family.

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

*(C R FLORIN, Aircraft mechanic seniority date of 5/14/67 on the 11/1/76 FL/IAM seniority list. The obituary and Bill say he had 30 years at FL so he must have worked ground maintenance and/or elsewhere before 1967.)*

**DICK LEHMANN**

1959 - 1986

STATION AGENT, STATION MANAGER

ALM COS MSO

Just received this notice from Sandy Lehman, Dick's wife. Dick was City Manager at MSO when FAL stopped service in '86. Really an easy manager to work for and enjoyed working with him.

**-Red Barringer, henrybarringer@bresnan.net**

To our many friends and family: Dick made his heavenly flight from pain and suffering Friday, November 19, at 10:40 PM. He was surrounded with the grace and love of God, family and friends, and I know beyond all shadow of doubt that he is resting peacefully in the arms of our Lord.

How can I ever say thank you for the many prayers, love, and support given on our behalf for the past six months? We so appreciated every single card, call, and prayer as it kept us full of strength, joy, and peace throughout this time. We are all going to miss him very much. Funeral arrangements: Camino del Sol Funeral Home and Cremation Ctr.

**-Sandy Lehmann, san.rich@hotmail.com**

*(Lehmann, R. E. station agent seniority date of 3-28-59 per the 3/1/62 FL/ALEA seniority list. Could not find any records of when he went into management.)*

**JACK PURDIE**

1959 - 1986

PILOT  
DEN

Attached is a notice of Jack Purdie's passing 8-3-10. My ex-husband Peter Schneider (who passed 3-8-2009) was a brother to Jack's wife Helen. Even though he didn't want services, I think his FAL co-workers would want to know he has "gone west."

John (Jack) Purdie, 1929 - 2010, Pilot - DEN, FAL 1959 - 1986 + CAL 4 years.

Jack passed away Aug 3, 2010 in Coeur d'Alene, ID due to health problems. He chose not to have a memorial service and his ashes will be spread in Coeur d'Alene Lake.

He is survived by wife Helen, son Jack Purdie, daughter Margaret Edmonds of Coeur d'Alene, daughters Pam Churman and Mary Beardsley, Colorado.

Also surviving are 6 grandchildren and 3 great-grandchildren.

**-Nellie Schneider, Thornton CO**

**PARKER DAVIS****1951 - 1986****AIRCRAFT MECHANIC  
FTW ACF GSW DAL DFW**

Brady White phoned about the FTW mechanic's reunion. He said mechanic Parker Davis had died - he will send the obituary.

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

**OBITUARY:** Parker R. Davis (1925 - 2010), passed away Wednesday, Oct. 27, 2010. Graveside service: 3:30 p.m. Friday in Mount Olivet Cemetery. Visitation: 6 to 8 p.m. Thursday at Mount Olivet Funeral Home.

Parker was born July 2, 1925, in Brownsville, Pa., to George and Anna

Kirby Davis. He served in the Navy during World War II. He married Ella Hudson on May 5, 1950. He raised Ella's two children as his own.

Parker worked for Frontier Airlines as a mechanic for 36 years and retired from Vought Aircraft in 1987. He was a deacon for Beacon Baptist Church. Parker was preceded in death by his parents; two infant children; and brother, George W. Davis Jr. and wife, Doris. Survivors: Wife, Ella Davis; children, Tony Ray Hill and wife, Elaine, and Alice Kellum and husband, Ronny; grandchildren, Roni Smith and husband, Brian, Rae Lynn Hill and husband, Brandon, Reed Erwin Kellum and fiancée, Shannon, and Kelly Rae Miller and husband, Kenton; great-grandchildren, Justin and Katherine Smith, Ashlyn and Lane Hill, Kayla, Kolton, Kendale and Korey Miller; and brothers, Frank T. Davis and wife, Jean, of Glenshaw, Pa., and John Kirby Davis and wife, Clementine, of Searcy, Ark.

**-Fort Worth Star-Telegram on October 28, 2010**

*(P R DAVIS, Aircraft mechanic seniority date of 4/9/51 on the 11/1/76 FL/IAM seniority list.)*

**WINFRED "BROWNIE" BROWN****1951 - 1981****PILOT****FTW ACF GSW DAL DEN**

From Bill Trimble: Brownie died yesterday, 10/01/10. He had been in a rest home for several months after a fall in his home that broke his hip.

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

**OBITUARY:** Winfred Brown Sr., 4/20/1921 - 10/1/2010, 89 of Weatherford, died Friday morning, October 1, 2010 in a Weatherford nursing center. Mr. Brown was born April 20, 1921 in Memphis Texas. He was a resident of Weatherford for 87 yrs. Mr. Brown was a retired airline pilot for Frontier Airlines and owner of W.B. Brown Cattle Co. He was a member of South Main Church of Christ and the American Chianina Association.

Mr. Brown is preceded in death by wife Margot Clay Moseley Brown, father, Talmage Herbert Brown and mother Vida Lee Cantrell Brown

He is survived by: Daughter, Pam Tarpley of Weatherford, grandson, Clay Tarpley and wife Carla, of Throckmorton, TX, great granddaughters, Britney Tarpley and Scotlyn Tarpley both of Tucson AZ, and great grandson, Bryson Tarpley of Throckmorton, TX; daughter, Joan Lathrop and husband Russell of

**MORE GONE WEST**

Weatherford, granddaughter, Heather Chang and husband Tony of Roundrock, TX and great grandsons, Asher Chang and Laird Chang and granddaughter, Tiffany West all of Weatherford; great grandson Tristan West; son, Bob Brown and wife Mary Ann of Weatherford and granddaughter, Mandy Brown; son, Win Brown Jr., and wife Sherry of Katy TX; grandson, David Brown; grandson, Tim Brown and numerous friends and other relatives.

Graveside: 10:00 a.m. Monday, October 4, 2010 in the East Greenwood Cemetery. Visitation 5-7 pm Sunday at Galbreath Pickard Funeral Chapel. Galbreath Pickard Funeral Chapel. Memorials may be made to the American Jr. Chianina Association 1708 Prairie View Rd Platte City, MO 64079

**-Galbreath Pickard Funeral Chapel on 10/2/10**

Flown west, but will not be forgotten. Condolences to his family and peace from and with our God.

**-Don Miracle, Cypress TX**

*(W B Brown: Pilot seniority date of 3/16/51 on the 9/1/72 FL/ALPA seniority list. He is not on the 9/1/81 list. He probably retired earlier that year when he turned 60.)*

**LEN SILER****1967 - 1986****STATION AGENT, COMPUTER SERVICES****DEN**

Just wanted to let you know that Len Siler passed away Thanksgiving morning. He had back surgery and possibly developed an infection. He had been on a ventilator for some time. There is also the possibility that he died of a broken heart. His family had taken him off the ventilator to advise him his wife, Edith Siler, had died of an infection on November 16, 2010.

Len started with FL, I believe in 1966. He worked in several different positions, as did we all. After some years he went to the computer department. After bankruptcy, he worked for CO, EA and AA, doing computer projects.

**-Butch Abbott, HUGGIEJR@COMCAST.NET**

**OBITUARY:** Leonard I. "Len" Siler, 67, passed away Thursday, Nov. 25, 2010. Service: 10 a.m. Wednesday, Dec 1 at Chapel Hill Mortuary, Littleton. Visitation: 5 p.m. to 7 p.m. Tuesday, Nov 30.

Preceded in death by his wife, Edie L. Siler and survived by sisters Ruth Barrett, Martha Schneiders; sons Mark, Greg and Brad; and three grandsons.

**-Denver Post on November 29, 2010**

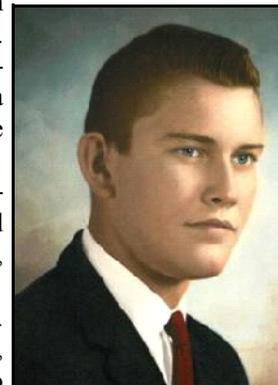
Dang, I am so sorry to hear this.. We have lost so many this year. I do remember Len in Denver and so sorry for his family to have lost both their Mother and Father..in such a short time.. Thanks for these updates.

**-Eric Mason, ejm1147@hotmail.com**

*(L I SILER ; Station agent seniority date of 11/28/67 on the 1/1/74 FL/ALEA seniority list. He is not on the 7/1/84 list.*

*Len Siler, DENXD, Computer Services, no title given, in the Dec 1979 Dec 1980 FL Quick Reference Directories.*

*Len Siler, DENXI, Information Services, no title given, in the Jan 1982 and Jan 1983 FL Quick Reference Directories.)*



**KEN STEWART****1956 - 1986****STATION AGENT, SENIOR STATION AGENT  
FSM FYV ICT FAT SCK TUL**

On 11 April 2009, I achieved my 76th birthday. A few days ago I saw an article which I felt expressed my philosophy of life as I have tried to live and handle situations. Knowing that I have failed many times, at least I have tried. I will try to paraphrase this philosophy:

Life is full of imperfect things and imperfect people. I have learned over the years that learning to accept each other's faults - and choosing to celebrate each other's differences - is one of the most important keys to creating healthy, growing and lasting relationships.

So you should learn to take the good, the bad and the ugly parts of your life and lay them at the feet of God. In the end, He is the only One who will be able to give you a relationship where the smallest hill does not become an insurmountable mountain. We could extend this to any relationship - as understanding is the basis of any relationship, be it a husband-wife, parent-child, partner-partner or friendship!

**-Ken Stewart, Fayetteville AR**

Posted at the FL Club 7/10/09: Ken Stewart here. Congratulations on your 50th anniversary. I did have you beat some as I started at FSMCN Oct 12, 1956. So will be 53 yrs in Oct. Joe Jones was station manager there at the time, he was followed by Tom Lamb. I transferred to FYV in Jan 60 replacing S/A Bob Irvin when he went in the USAF after finishing College at U of A. Last I knew, Bob was flying jets for AA between DFW and SFO but have not heard for several years so he very well may have retired. Of course, as I am sure you know, Tom Lamb and wife Florence are both now deceased and I imagine Joe Jones also but have not heard. When he left CN he went into the insurance business and later moved to PHX area. Would you believe that I had not even realized until your message that my 50-year airline anniversary had come and gone.

**-Ken Stewart FSM/FYV/ICT/ FAT/SCK/TUL**

OBITUARY: Kenneth M.N. Stewart, 77, of Fayetteville died Thursday, Nov. 25, 2010, in Fayetteville. He was born April 11, 1933, in Alpha, Minn., the son of Russell A. and Leah Bunce Stewart.

He worked for both Central and Frontier Airlines and recently in the security industry; served in the United States Army during the Korean Conflict. He was a member of Washington Lodge #1 Masonic Lodge and was Past Patron of the Order of Eastern Star #495 and was a 33rd-degree Scottish Rite.

He is survived by his wife, Florence Thomas Stewart of the home; one son, Maj. Mark Stewart, USMC and wife, M.C. of Okinawa, Japan; one daughter, Betsy Gray and husband David of Lexington, Tenn.; one brother, Keith R. Stewart of Waukegan, Ill.; five grandchildren and one great-grandchild.

Funeral services will be 2 p.m. Tuesday at Central United Methodist Church in Fayetteville with the Rev. Anthony Holifield officiating. Burial will be in Fairview Memorial Gardens in Fayetteville. Visitation will be from 4 p.m. to 7 p.m. Monday at Beard's Funeral Chapel.

**-NWA TIMES on Nov 28, 2010**

**BOB ECKHARDT****1962 - 1986****STATION AGENT  
RKS RIW BIL**

I am Bob Eckhardt and I began my career as a Station Agent with Frontier in June of 1962 in RKS. I was there for 11 months then transferred to RIW where I spent the next 5 years. Moved to BIL in 1968 and stayed until the end in '86.

After FAL I went back to school and got a boilermaker's license then worked in building maintenance until 1992 when I retired.

**-2003 BIL Reunion booklet**

Robert Eckardt - Billings, Mt station agent passed away May 28, 2010. There is an obituary in the 5/30 Billing Gazette.

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

OBITUARY: Robert J. Eckhardt passed away Friday, May 28, 2010. He was born in Loveland, Colo. Moved to Worland, Wyo., when he was six months old. He graduated from Worland High School, 1949. He was in the United States Army from August 1950 through 1952

Robert belonged to the Al Bedoo Shrine, Masonic Lodges 149, Lodge 113, Pryor Mountain Lodge and Riverton, Wyo. He also belonged to Scottish Rite, and York Rite Mason's.

He was preceded in death by his father and mother. Survivors are his son Robert (Sharman) and daughters Kathy, Christy, Janie; and wife Katherine. A brother Donald (Margaret) of Worland, Wyo.; sister in law Nancy Mitchell of Riverton, Wyo. Robert is also survived by eight grandchildren, Lenny, Ellie, Joshua, Jessie, Jazzmin, Ethan, Lacey and Rachael.

A celebration of life will be at 2 p.m. Sunday, June 27, at the Billings Masonic Center, 1101 Broadwater Ave. Arrangements are by Cremation & Funeral Gallery.

**-Billings Gazette on May 30 and June 13, 2010**

ECKHARDT, ROBERT JACOB, Born 14 Jul 1930, died 28 May 2010, age 79, at 59105, Billings, MT, SSN issued in Wyoming.

**-SSDI****VERN HOSTETLER****1968 - 1986****STATION AGENT  
ABQ**

Vern Hostetler died on 11/26/90 at the age of 55. He was a station agent in ABQ and I worked with him the 10 years I was there. I did not see his name on the deceased agent list and thought you should know.

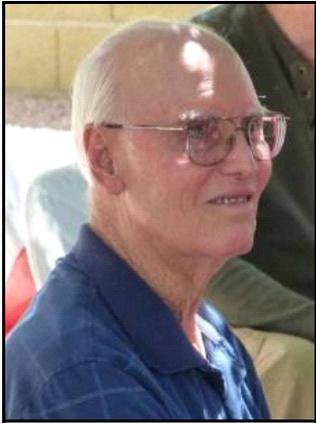
Cecil LaVerne Hostetler was his full name. I'm not sure of the spelling of the middle name but we all called him Vern. We lived a block from each other in ABQ and I worked with him from '69 to '79 in ABQ. I then transferred to EUG in '79 when we opened the station.

**-Bob Dietz, rerich07@yahoo.com**

HOSTETLER, CECIL L, Born 28 Mar 1935, died 26 Nov 1990, age 55, at 87107 Albuquerque, NM) SSN issued in Kansas.

**-SSDI**

(C. Hostetler on the 5/1/10 ESOP Lost List. C Hostetler - station agent seniority date of 2/12/68, emp# 03713, MED, on the 1/1/86 FL/ALEA seniority list. I was unable to find an obituary or photo of Vern.)

**FRANK SMITH****1950 - 1983****PILOT****DEN**

I just wanted to make sure you were all up to date. Dad is in hospice care. He is in the Eckstein Center in Scottsdale. Two days ago his doctor told me that he expected dad to pass within the week. We appreciate any prayers. I also need to tell you that he really can't carry on a conversation at this point. We believe he is aware of our presence but can't really communicate with us.

**-Frank Smith III, FHMJS@cox.net**

I visited Frank this morning. I held his hand and spoke to him receiving no discernible response verbally or even with a squeeze of the hand. It was hard

to see him in this condition after sharing his 87th birthday last May. The hospice folks there are terrific and will do all they can to keep Frank as free from pain as possible.

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

I failed to clue you in on the Gone West of Capt Frank Smith 11-2-10. He was a very close friend, neighbor, etc.

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

We are planning on doing 2 services on the 6th of December. The first one will be a military service at the National Memorial Cemetery. That will be at 11:00 AM. The second "celebration of life" gathering will be at his home in Mesa (5852 E. Jasmine St. Mesa AZ 85205). We will meet at 1:00. You are welcome to come to either one or both.

**-Frank Smith III, FHMJS@cox.net**

I would like to tell you a little about Frank. He was not home very much because he wanted to buy an airplane and was working all the time at various jobs. I remember he did buy his first airplane sometime in the early 1940s. It was a 40 H.P. piper cub and Pop had a 50 H.P. piper cub. They flew out of a cow pasture in Aransas Pass, TX. By the time the war started, Pop and Frank Jr. (we called him Frankie) had instructor ratings and were teaching students in small towns up and down the coast.

Frank started training students at Texas A.M. for a R.O.T.C. type group, using Interstate Cadet aircraft. I am not sure of the date he entered the military, but I know he had a strong desire to fly fighters. He graduated from Luke and got his wings in 1945. He was too late to get into fighters and was made an instructor.

After the service Frank tried to make a living flying but it was tough with so many pilots getting out of service. He tried various flying jobs including student training, crop dusting and flying oil company engineers along the Texas coast doing survey work.

One of the early pilots from Franks' cow pasture flying in Aransas pass was Elmer Burson and Elmer encouraged Frank to use the G.I. bill to get a multi engine rating and apply for work at Frontier. He did and was hired in 1950. I always admired Frank for being able to train and become Captain on so many different aircraft.

Frank had three things he was really proud of, his career with Frontier, a good wife and son and a good airplane. I miss him a lot.

**-Doyen Smith, smithdc1212@yahoo.com**

**BUDDY HEAD****1959 - 1984****PILOT****GSW DAL DEN**

Capt'n Buddy Head has flown: Just now (12/2/10 @ 1935) received this note from Jim Harcrow: Buddy Head flew west this evening, memorial services will be performed in January after the holidays.

**-Phil Stallings, redryder35@att.net**

Olin C Buddy Head, age 80, Rockport, TX, Tucson, AZ

**-Intelius.com**

Not much to tell about Buddy. His wishes were to have no services or wake and be cremated with the ashes to be scattered. There will be some type of get-together in January after the holidays.

**-Jim Harcrow, jharcrow@hoodcounty.com**

(O. C. Head, Jr.: Pilot seniority date of 4/13/59 on the 9/1/81 FL/ALPA seniority list. He is not on the 9/1/85 list. Olin Head, #7, first officer based at GSW per 10/1/64 CN Pilots Domicile List. O C Head, CV580 captain based in DEN per the 5/1/71 FL Pilots Domicile List. O C Head, B737 captain based in DEN per the 4/78 through 5/83 FL Pilot Domicile Lists. The 5/84 domicile list shows him on sick leave and he is not on the 5/85 domicile list. I will assume he retired in 1984 until further info revises it.)

**BILL NELSON****1955 - 1964****STATION AGENT, SENIOR STATION AGENT****FMN**

I am saddened to report the passing of Edwin A. (Bill) Nelson, Jr., former Vice President of Sales for Aspen Airways, on December 12, 2010. He was 89. Bill joined the Aspen Airways Family in October, 1966, and was the Vice President of Sales until his retirement in 1990. Prior to joining Aspen Airways, he was employed with the "old" Frontier Airlines and Central Airlines.

**-Ted Griffith, aspen\_airways@hotmail.com**

Bill Nelson was FMN senior station agent in when I went to work for FAL in January 1960. He was there until 1964 or 1965. As I said he left frontier in 1964 or 1965. It more likely was 1965 but I can't remember.

He never worked for CN and went from FAL to Aspen Airways. He was well know in FMN and DEN. Had crew cars in both stations. Did a lot of shagging rental cars for Paul Almquist who was FMN station manager and owned a Hertz rental.

**-Charlie Wilson, dirtyoldfart65@hotmail.com**

OBITUARY: Edwin "Bill" Nelson Jr., formerly of Englewood, CO died Sunday, December 12, 2010 at Littleton Hospital. Loving husband of Joan Marie Nelson, Ruthven, Iowa. Memorial Service, Thursday, December 16, 10:30am, Life Source Adventist Fellowship, 6200 W. Hampden, Denver, CO.

**-Denver Post on December 15, 2010**

(E. A. Nelson, station agent seniority date of 2-2-55 on the 3/1/62 FL/ALEA seniority list. He is not on the 1/1/66 FL/ALEA seniority list. E. A. Nelson Jr - FMN station agent per 11/4/55 FL Personnel Roster. Edwin Nelson, FMN SSA per the 8/15/63 - 1/15/64 FL Personnel Rosters. He is not on the 2/15/64 FL Personnel Roster.)

## GONE WEST AGENTS, CLERKS, CLERICAL

Don Adams, TUL station agent, 12/8/99, age 62  
 Don Adey, OMA HOU station agent, 3/10/96, age 62, cancer  
 Marlen Agena, LNK station agent, 5/25/06, age 67  
 Harold Akens, DEN crew scheduler, 10/9/04, age 58, heart  
 Walt Albany, station agent, 10/31/88, age 73  
 Virgil Allen, RIW station agent, 5/2/06, age 80  
 Dave Allison, DFW station agent, 7/11/80, age 34, motorcycle wreck  
 Margaret Allspach, DEN secretary, 10/25/06, age 88  
 Bob Anderson, CYS station manager, 12/3/65, age 42, heart attack  
 Wilma Antos, DEN accounting clerk, 4/29/05, age 84  
 Jim Ashley, LNK senior station agent, 6/6/95, age 65  
 Zeke Atwood, BIL senior station agent, 4/11/09, age 80, cancer  
 Elsie Ballard, DEN clerk, 5/5/00, age 94  
 Jack Ballard, DEN LAW station agent, 2/12/93, age 43, heart attack  
 Roger Ballast, DEN station agent, 5/7/07, age 70, cancer  
 Jerry Baltz, DAL STL station agent, 3/25/07, age 65  
 Hub Barker, DUC OKC station agent & manager, 9/15/92, age 62  
 Roger Barks, TUS station agent, need info  
 Bob Barrett, MKC DFW OMA station agent, 3/28/09, age 68  
 Ellie Bastar, flight attendant, crew scheduler, 10/14/87, age 63, hit & run accident  
 Frank Bazadier, MCI skycap, Jul82, age 68  
 Al Beek, COS station agent, 12/18/89, age 68  
 Les Belyea, BZN station agent, 10/22/01, age 65, heart failure  
 Lysle Bevans, PUB station agent, 9/6/89, age 55  
 Lloyd Bibo, DEN FCA station agent, Aug88, age 45, heart attack  
 Elvin Black, MHK station manager, 4/26/89, age 70  
 Harry Black, DRO station agent, 7/14/04, age 78  
 Eldon Blake, DEN station agent, 9/24/07, age 57, cancer  
 John Blake, MCK GRI PDX station agent, 6/18/06, age 63, cancer  
 Don Blanford, PHX station agent, 11/1/90, age 78  
 Norm Blank, RAP OLU station agent, 6/16/10, age 71, COPD  
 Norm Blum, SLC ticket counter agent, 5/18/06, age 82  
 Phil Bolt, DEN station agent, 4/25/02, age 73  
 Jim Booth, DEN JAC RNO station agent, 6/12/82, age 35, cancer  
 Mary Bradford, DEN accounting clerk, Apr1975, need more info  
 Sonja Brown, DEN accounting clerk, 12/17/99, age 62  
 Shirlye Bryan, DEN reservation agent, 3/17/99, age 72  
 Martin Bunjes, DEN mail clerk, 2/13/90, age 76  
 Ann Bunn, DEN reservation agent & ticket counter agent, 1/14/10, age 77, pancreatic cancer  
 Charlie Burgess, DAL DFW station agent, 11/26/95, age 53  
 Dale Burns, MKC MCI senior station agent, 7/2/08, age 71  
 Gary Burson, BFF DEN LAW station agent, SATO, 9/9/93, age 53  
 Marg Bussell, flight attendant, ticket counter agent, 11/18/10, age 78, heart attack  
 Unave Bussell, DEN secretary, 4/10/92, age 71  
 Gayle Bussinger, MLS station agent, 3/12/64, age 27, DC-3 crash at MLS  
 Loren Butterfield, EAR station agent?, 7/10/05, age 72  
 Cliff Calcote, MKC MCI ticket counter agent, 6/4/91, age 49  
 Joan Marquez Campbell, DEN RK & TT, 6/8/02, age 68, leukemia  
 Jeannie Careym, DEN accounting, need more info  
 Lefty Carlson, DEN reservation agent, 6/2/99, age 66  
 Sparky Carlson, SLC agent, 4/27/02, age 65  
 Mary Dazevedo Casey, DEN secretary, 3/27/05, age 55  
 Del Caudle, FYV MAF station agent, 2/18/92, age 56  
 William P. Champagne, customer service rep, 6/27/04, age 63, cancer  
 Jim Charbonneau, DEN station agent, 4/4/93, age 49  
 Mark Charles, MKC ABQ ELP station agent, 12/25/07, age 73, brain hemorrhage  
 Jerry Churchwell, DEN station agent, Inflight CSR, 6/19/07, age 60  
 Al Ciferri, ABQ station agent, 10/9/02, age 70  
 Clyde Cisneros, DEN network control operator, 3/12/09, age 62  
 Wilbur Clemons, BFF station agent, 10/30/10, age 74  
 Steve Collins, DEN accounting, need more info  
 Walker Collins, FYV SLC FSM DEN station agent, 6/23/07, age 65  
 Bill Cook, RIW WRL, station agent & manager, 7/12/08, age 82  
 Shirley Cook, DEN clerk & secretary, 2/7/01, age 66  
 Ron Cornelison, OKC station agent, 12/16/04, age 64  
 Claire Creviston, MKC MCI station agent, 5/1/10, age 90  
 Jo Crowdy-Rector, PHX DEN reservation agent, 7/2/06, need info  
 Harry Cutler, MTJ station manager, 7/24/94, age 70  
 Danny Daniel, FOE DEN station agent, 1994?, age 40?, need info  
 Carol Davenport, DEN accounting clerk, 12/21/05, age 64  
 Lois David, DEN ticket counter agent, 7/3/94, age 63, cancer  
 Dick Demos, CYS station agent, 10/1/01, age 64  
 Chuck Dessauer, DEN station agent, 9/18/90, age 52  
 Lynne Dessauer, DEN reservation agent, 9/15/04, age 69  
 Elton Dial, FYV SGF station agent, 11/20/00, age 72, heart attack  
 Lana K. Doll, DEN accounting clerk, 7/5/03, age 59  
 Richard Draddy, MKC FSM MEM DEN station agent, 3/8/07, age 71  
 Jean Dunn, DEN accounting, 3/22/96, age 57  
 Judy Bunn Eagle, DEN accounting clerk, 9/20/03, age 63  
 Bob Eckhardt, RKS RIW BIL station agent, 5/28/10, age 79  
 Ron Eckles, GRI FSD station agent, 9/6/93, age 53  
 Sue Elder, DEN accounting clerk, 5/23/06, age 80  
 Bob Elliott, DEN station agent (#1), 1/9/02, age 76  
 Hearold Elmer, SAD CFT station agent, 11/2/95, age 71  
 Gloria Elquest, accounting clerk, 11/1/00, age 68, cancer  
 Duane Faltys, TUS station agent, 2/28/02, age 67  
 Wally Farrar, PUB DFW station agent, 6/10/98, age 65  
 Garry Felzien, RKS LAX station agent, 2/11/06, age 62  
 Shirley Middlebrook Finkbeiner, DEN res agent, 12/12/08, age 70  
 Louie Fiorelli, DFW senior station agent, 4/14/98, age 75  
 Bob Fish, PHX senior station agent, 7/2/07, age 86  
 Dean Fisher, ANW LNK station agent, 10/4/80, age 49  
 Ralph Fisher, SVC station agent, 3/9/00, age 69  
 Bill Fleming, DEN PHX station agent, 7/6/06, age 65, from a fall  
 Frank Fountain, ADH HYS station agent, 9/13/08, age 74  
 Manita Fowler, DEN accounting clerk, 4/14/06, age 90  
 Toshie Fresquez, DEN pass bureau, 10/1/87, age 54, heart attack  
 Dale Fultz, TOP station agent, 1/25/05, age 70  
 Gary Frogge, MCI ATL station agent, Aug84, age 45, heart attack  
 Mary Jean Gallagher, DEN reservation agent, 12/13/04, age 79  
 Art Garcia, MCI LIT station agent, 7/19/79, age 44, auto crash  
 Lorie Gasiorowski, DEN accounting, Nov85, age 52  
 Ken Gieck, COS station agent, 5/4/93, age 53  
 Jeff Gilbert, ABQ station agent, 2/18/95, age 64  
 Hank Goffart, LIT station agent, 9/3/98, age 60, Lou Gehrig's disease  
 Marti Grass, DEN reservation agent, 6/27/84, age 41, brain tumor  
 Tom Green, DFW SWO PRX station agent/manager, 4/6/96, age 61  
 Jim Greer, HOT CYS LIT station agent, Oct86, age 60  
 Jack Groom, SGF BIL DEN ALS PHX station agent, 9/11/03, age 65  
 Reub Gutierrez, GRI ABQ station agent, 2/15/05, age 63  
 Jim Haley, GSWCN DFW STL DEN reservation agent, Aug78, age 48, heart attack  
 Terry Hansen, GEG station agent, 5/20/10, age 70, heart attack  
 Barb Hackathorn, DEN reservation agent, 11/26/08, age 67, heart failure  
 Chuck Harding, STL SLC SNA SAN station agent, 8/10/06, age 66  
 Tom Harding, DEN station agent, 5/25/04, age 63  
 Marlena Harris, SLC ticket counter agent, 11/3/99, age 59, heart attack  
 Gene Harrison, STL senior station agent, 9/3/01, age 64, heart attack  
 Bill Hatfield, PNC ACF DAL GUC station agent/manager, 7/25/00, age 68  
 Carol Haught, DEN accounting, need more info  
 Don Haven, GTF station agent, 9/5/05, age 68, Parkinson's  
 Everett Hawthorne, BIL senior station agent, 4/23/00, age 87  
 George Hayes, STL station agent, 10/27/08, age 66  
 Dean Head, RIW GRI station agent, 3/23/98, age 76  
 Nancy Heath, DEN reservation agent, 2/10/05, age 65  
 Lizzie May Heinz, DEN accounting clerk, 3/7/72, age 65

Carl Henderson, RIW manager, 5/7/02, age 78  
 Marilyn Kountz Hermann, DEN reservation agent, 11/27/08, age 78, cancer  
 Jackie Hewitt, 11/13/76, age 46  
 Kenny Hett, TUS station agent, 1/9/93, age 71  
 Dick Hill, DRO station agent, 12/26/09, age 79, alzheimer's  
 Chuck Hilton, TUS station agent, 6/6/01, age 56  
 Millie Hodges, DEN reservation agent, 7/8/07, age 60  
 Wayne Holder, FYV JLN DFW station/ticket counter agent, 1/3/02, age 65, heart disease  
 Ray Horrell, SLC reservation agent, Feb 85, Age 25  
 John Horvath, STL station agent, 7/29/09, age 71  
 Hilary Hosman, MCI senior agent, 2/6/90, age 61  
 Vern Hostetler, ABQ station agent, 11/26/90, age 55  
 Larry Hughey, DEN GJT station agent, 1/23/00, age 66, cancer  
 Bill Hull, OKC senior station agent, Nov69, age 36, heart attack  
 Melvin Hullet, DEN senior station agent, 11/20/86, age 53  
 Jerry Humbracht, ABQ CEZ SLC station agent, 3/17/03, age 85  
 Larry Hunt, DEN accounting, need more info  
 Max Hunt, IML GJT DEN station agent, 9/10/85, age 53, heart attack  
 Jan Hyatt, DEN ticket counter agent, 2/24/08, age 65  
 John Hynes, CPR RAP senior station agent, 4/7/10, age 76, COPD lung disease  
 Ray James, GEG senior station agent, 2/28/08, age 68, cancer  
 Don Jansen, TOP station manager, May68, age 33, auto accident  
 Charlie Janssen, DEN station agent, 7/29/08, age 67  
 Jan Jernegan, DEN ticket counter agent, 2/6/00, age 63  
 Bill Johnson, DEN station agent, 6/13/10, age 83  
 Bob Johnson, RWL GXY station agent/manager, 7/25/07, age 82  
 Dell Johnson, RAP station agent, 11/26/08, age 67  
 Ray Johnston, CEZ PHX station agent/manager, 1/1/09, age 83  
 Myron Kamarad, PHX SNA SAN station agent, 12/22/94, age 64, cancer  
 Dee Kearns, PRC TUS station agent/TCA, 9/2/07, age 76  
 Art Keck, RKS station manager, 7/3/02, age 67  
 Wayne Kegley, SDY station agent, 7/2/03, age 71  
 Nile Keesey, DEN station agent, 2/7/04, age 65, lung disease  
 Oran Kennedy, LNK senior station agent, 3/15/94, age 76  
 Art Key, LAS senior station agent, 12/3/01, age 65  
 Bill Kilian, DEN station agent, 11/24/76, age 31, killed by gun in luggage  
 Dale Kindred, GEG senior station agent, 2/3/07, age 77, cancer  
 Dean Kirksey, STL senior station agent, 5/15/95, age 64  
 John Knapp, CPR senior station agent, 8/23/07, age 80  
 Doug Knipfer, DEN JAC RNO station agent, 3/8/02, age 63, cancer  
 Paul Kreitman, GRI STL station agent, 7/22/04, age 78  
 Erv Kroepflin, TUS station agent, 4/16/02, age 84  
 Roland Kuhn, BFF MKC HUT FOE ICT station agent, 10/1/97, age 68, leukemia  
 Floyd Lafferty, DEN ticket counter agent, 9/18/02, age 54  
 Cel Landi, PHX DEN reservation agent, 4/6/00, age 61  
 Ann Latimer, PHX DEN reservation agent, 12/4/07, age 90  
 Gary Lee, INW MOT GFK station agent, 4/25/07, age 61  
 Robert Lee, TUS station agent, need info  
 Theo Leprich, PHX res & tkt agent, Mar82, age 54, lung cancer  
 Harold Long, RIW station agent, 3/17/02, age 71  
 Butch Loucks, FTW GSW DEN reservation agent, 11/25/06, age 76  
 Herschel Lowe, DEN station agent, 12/9/02, age 81  
 Jeff Luginbuel, DEN ticket counter agent, 11/16/08, age 62, cancer  
 John Lyons, DFW station agent, 7/20/03, age 66  
 Otis Lytle, JLN SGF station agent, 10/7/07, age 81  
 Cliff Maggard, ALS FLG BOI station agent, 12/23/06, age 76, cancer  
 Leo Maldonado, MCI station agent, 1/24/02, age 58  
 Gene Martin, BIL senior station agent, 1/30/07, age 77  
 Dave McCall, LBF FSD station agent, 8/15/91, age 57  
 Carolyn McCallister, DEN accounting, need more info  
 Gary McCarrel, SLC senior station agent, 5/2/07, age 72, pneumonia  
 Mark McGrath, LEX DEN station agent, 6/27/04, age 47, heart attack  
 Larry McIntosh, OMA station agent, 1/19/04, age 64  
 Dolly McPhee, DEN ticket counter agent, 8/11/98, age 70  
 Terry Meehan, ALS station agent, 1/18/2001, age 72  
 Frank Merrill, VEL station manager, 7/7/89, age 66  
 Dana Henry Merten, DEN reservation agent, 7/31/08, age 48, auto accident  
 Stu Miller, PHX station agent, 12/21/89, age 56  
 Gary Mitchell, DEN crew scheduler, Mar09, Need info  
 Raymond Mitchell, FYV senior station agent, 8/4/10, age 78  
 Becky Kesterson Morgan, PHX DEN reservation agent, 11/5/07, age 79, lung disease  
 Dave Morris, RAP JAC DEN LAX station agent, 10/31/07, age 68, cancer  
 Francene Morris, GSW DEN reservation agent, 9/22/01, age 86  
 Al Mosley, PHX, SSA, 12/5/99, age 78, heart attack  
 Glenn Mullins, DEN station agent, 5/18/05, age 66, lung cancer  
 Larry Musselman, FOE DEN station agent, 2/16/94, age 66  
 Donna Myers, DEN executive secretary, 1/23/01, age 85  
 Bernie Nagle, LIT DEN station agent, 2/16/07, age 75, cancer  
 Don Naile, HRO SGF station agent, 5/1/09, age 78  
 Stan Needham, JAC senior station agent, 6/8/99, age 76  
 Ora Nestelroad, ICT station agent, 8/12/00, age 66  
 Louise Newton, DEN accounting, need more info  
 Bob Niejadlik, FLG BOI station agent, 11/23/04, age 61, cancer  
 Joann Norton, MCI secretary-line maintenance, 5/15/93, age 54  
 Don Oberg, MCI station agent, 1/6/04, age 56, heart attack  
 J. L. Olsen, PHX BOI station agent, 11/20/08, age 74  
 Milford Olson, MOT station agent?, 2/18/06, age 93  
 Mo Osborne, system relief agent, 5/22/94, age 56  
 Rich Owens, STL DEN station agent, 2/16/05, age 55, heart attack  
 Glenn Palser, DEN senior agent, 11/9/03, age 79  
 Jack Payne, FMN MEM MAF senior station agent, 11/20/05, age 64  
 Johnny Pellin, MKC station agent, 1/18/08, age 70  
 Linzy Pendergraft, OKC senior station agent, 7/19/89, age 60  
 Ken Perkins, GEG station agent, 4/26/00, age 72, heart attack  
 Lenda Persiko, DEN Administrative Assistant, 11/28/07, age 86  
 Orval "Pete" Peterson, FSM DEN station agent, 11/3/98, age 76  
 Howard Petracek, ICT OAK senior station agent, 2/5/10, age 75, cancer  
 Cy Pfannenstiel, DEN accounting clerk, 7/14/98, age 61  
 Jackie Pfeiffer, RAP BIL RNO SAN SNA station agent, 4/24/04, age 59, heart disease  
 Margaret Pickering, GSW CN statistician, 12/21/97, age 79  
 Bob Pier, DEN senior station agent, 5/14/95, age 69  
 Teddy Pierce, LAW station agent, 7/14/01, age 70  
 Gary Pinson, MKC SLC JAC DEN station agent, 10/28/07, age 60  
 Will Pliska, MCI reservation agent, 9/7/76, age 29  
 Don Plunkett, LIT senior station agent, 10/10/98, age 68  
 Lynn Puckett, DEN senior clerk, 7/85, age 44  
 Jane Quimby, DEN reservation agent, 10/30/09, age 74, cancer  
 Dorothy Ray, DEN accounting clerk, 10/24/07, age 76  
 Ralph Rea, SVC station manager, 3/20/97, age 70  
 Walt Rea, DRO station agent & station manager, 8/14/02, age 75  
 Pam Reed, DEN senior accounting clerk, 1/20/01, age 59  
 Celeste Reid, MLS station manager, 4/17/81, age 21, Air U.S. aircraft crash  
 Dottie Relaford, DEN reservation agent & crew scheduler, 10/11/08, age 63, cancer  
 Conrad Rimmel, TUS station agent, 8/4/94, age 60  
 Peg Richard, DEN secretary, 6/27/07, age 74, cancer  
 Dave Richards, unconfirmed, need info  
 Monica Robertson, DEN accounting, need more info  
 Leon Robinson, DEN station agent, 11/9/98, age 52  
 Ron Rogers, FSM station agent, 5/12/98, age 56, cancer  
 Ed Rohlmann, STL station agent, 3/23/03, age 61  
 James Russell, CN agent, 6/9/02, age 62, cancer  
 Frieda Russell, DEN accounting, need more info

John Sacotte, OKC station agent, 3/1/04, age 57  
 Harvey Schiermeyer, STJ MKC MCI station agent/manager, 5/10/07, age 83  
 Dana Razee Schiff, DEN station agent, 9/22/07, age 48, heart failure  
 Chuck Schlener, DEN station agent, 4/2/02, age 69, heart attack  
 Alan Schlosser, ABQ station agent, 2/21/99, age 82  
 John Schulte, FMN OMA station agent, 1/8/97, age 66  
 John Scott, DEN senior station agent, 2/14/04, age 66, murdered  
 Virginia Shacklett, DEN secretary, 8/26/08, age 85  
 Duane Sharp, ABQ DEN JAC BOI station agent, 10/29/99, age 61  
 Bill Sharkey, GUY LBL DEN station agent/manager, 7/9/88, age 67  
 Bud Shepherd, BIL station agent, 6/3/04, age 77  
 Jeanette Sickler, DEN accounting clerk, Dec93, age 55, cancer  
 Len Siler, DEN station agent, computer operations, 11/25/10, age 67, infection  
 Dale Simonin, MCI FAT DEN station agent, 11/26/97, age 61, cancer  
 Rosanna Sims, DEN reservation agent, 3/29/97, age 65  
 Bobby Sissons, DEN senior station agent, 1/29/10, age 69  
 Ron Slater, DEN BOI station agent, 4/20/04, age 62  
 George Slivka, SLC ticket counter agent, 10/24/04, age 80  
 Jon Sluder, DAL DFW senior station agent, 6/5/08, age 74, brain tumor  
 Kaye Smedly, DEN reservation and ticket counter agent, 3/23/08, age 69  
 Bob Smith, SLC station/ticket counter agent, 9/15/98, age 55, car wreck  
 Dan "Smitty" Smith, DEN station agent, 9/2/86, age 28?, motorcycle accident  
 Jim Smith, MCK station manager 1959-71, 3/6/96, age 62  
 Leon Smith, LIT DEN station agent, 12/1/05, age 68  
 Ric Smith, PUB COS DEN station agent, 11/22/07, age 60, Alzheimer's  
 Marion Southerland, PHX reservation agent, 3/20/03, age 68, heart failure  
 Dorsey Spencer, TBN station agent, 10/1/03, age 60, cancer  
 Ray Spiars, RIW LAR HSI GRI WRL SEA senior station agent, 1/6/96, age 64  
 Paul Stevenson, DEN station agent, 3/10/04, age 58  
 Howard Stewart, DEN DSM ticket counter agent, 8/10/92, age 50  
 Ken Stewart, FYV senior station agent, 11/25/10, age 77, stroke  
 Clyde Stillman, SLC station agent, 4/21/05, age 63, heart disease  
 Bob Stine, MCI FYV station agent, 9/23/06, age 57, heart attack  
 Carl Stinson, MCI station agent, 6/24/06, age 73  
 Keith Strickland, DEN station agent, 9/21/01, age 71  
 Jim Stuart, DEN accounting clerk, 10/20/06, age 56  
 John "J.R." Stults, FYV DFW station agent, 7/28/99, age 64, ramp accident  
 Clay Tanner, RIW WRL SLC station agent, 9/28/05, age 86  
 Mark Tasler, LNK DEN station agent, 4/6/10, age 55, auto accident  
 Susan Tawara, DEN accounting, 1/28/90, age 51  
 Keith Taylor, DUC station agent, need more info  
 George Terryberry, MCI GEG station agent, 1/27/99, age 58  
 Vivian Tevebaugh, DEN reservation agent, 6/5/00, age 79  
 Bill Thiets, RWL HSI DEN station agent, 12/24/08, age 70  
 Danny Thomas, MCI station agent, 7/8/90, age 56  
 Fred Thompson, TUL sr. station agent, 12/19/92, age 65, cancer  
 Charlie Timmons, BIL SNA DEN station agent, 12/3/88, age 47  
 Bud Travis, BFF GJT station agent, 2/11/05, age 73  
 Pete Tremont, PUB station agent, 2/13/99, age 68  
 Art Trevithick, ABQ senior station agent, 1/24/06, age 78  
 Chester Turgon, MCI station agent, 10/30/92, age 67  
 Pat Turner, DEN senior station agent, 1/1/02, age 65, brain tumor  
 R J Turner, 3/1/10, GUP JAC LBL STL ICT GUC GEG station agent, senior station agent, age 65, cancer  
 Roger Utsunomiya, DEN LAX ticket counter agent, 6/17/96, age 44  
 Larry Vail, OMA SMF station agent, 1/17/00, age 60  
 Morris Vogel, AMA station agent, 2/20/03, age 73  
 Vivian Wadley, DEN reservation agent, 11/7/06, age 86

Carol Wallace, DEN secretary, May 99, need more info  
 Judy Weber, DEN accounting, need more info  
 Dave Weston, DEN BOI station agent, 10/30/01, age 58  
 Bill Whalen, CYS LAR SMF station agent, , 1/23/03, age 63  
 Gordon White, MSO FSD station agent, Oct83, age 39, auto accident  
 Sherie Whitaker Whitlow, DEN reservation agent, 12/14/98, age 51  
 Doyle Willhite, FSM LAS station agent, 9/30/98, age 65  
 Earl Williams, LAW DFW RDD station agent, 4/11/01, age 57  
 Max Willis, PHX senior station agent, 12/22/99, age 83  
 Logan Wilmoth, TBN STL LEX station agent, 6/6/06, age 69, cancer  
 Larry Witkowski, LNK senior station agent, 1/23/97, age 64  
 Dick Withrow, CPR TUS LAW OKC station agent, 2/9/05, age 65, lung cancer  
 Vic Wokal, GGW station manager, 1/15/06, age 92  
 Carol Ann Wolfe, DEN FA & Clerical, 4/26/06, age 60, cancer  
 June Wood, DEN secretary-purchasing, 4/21/02, age 86  
 Betty Worl, DEN secretary-flight operations, 2/10/77, age 54  
 Pete Wortham, CPR DEN station agent, 7/26/09, age 71  
 Peg Youngs, DEN accounting, need more info  
 Jim Zalesky, FSD LNK JAC station agent, 4/15/90, age 57

## HAL WHEELER

1958 - 1986

PILOT

GSW MKC MCI DEN

Just want you to know Hal passed away this morning (Thurs, Dec 16). He had open heart surgery Monday and did fine but yesterday he had a hard time breathing and this morning he stopped breathing. They did CPR for over 30 minutes, then took him to surgery, put in a pace maker and put him on a heart pump but his heart didn't start.

I am in a bit of shock right now so before our girls get here tonight and tomorrow I don't know just what to do. Thank you all for your prayers.

*-Shirley Wheeler, hwheels@zianet.com*

OBITUARY: Harold (Hal) Ray Wheeler, born January 12, 1930, passed away on December 16, 2010 due to complications from heart surgery.

Hal leaves his wife of 54 years, Shirley Ann Wheeler, along with two daughters and five grandchildren.

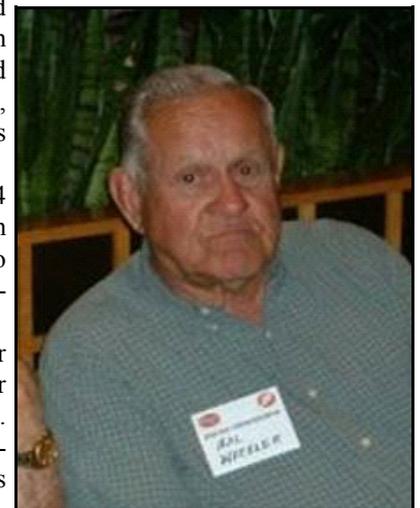
Hal was an F-86 Air Force Pilot and a career pilot for Frontier Airlines. Hal loved life, and was passionate about the outdoors with biking, fishing, hiking, hunting, woodworking and RV travels.

Hal loved his family and was a wise and caring man. He will be missed by so many whose lives were touched by his kindness, charisma, and humor.

Following cremation, a private service will be held in the Gila Mountains of New Mexico, which follows a quote Hal had in his workshop: "If you're lucky enough to be in the mountains, you're lucky enough."

***-Deming Headlight on December 21, 2010***

*(H R WHEELER, pilot seniority of 7/21/58, #21, per the 9/1/86 FL/ALPA seniority list.)*



## Notes From FLolks

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

Kathy Caradori & I were flying buddies & she gave me a 1 yr. gift to your magazine. Barbara Petty & I shared a dorm in stewardess school & later were room mates. I transferred to Dallas Love Field the next year. Barbara & an AA stew went on vacation to Mexico and she died there of a heart attack. She was in her 20s. She was a beautiful red head & a great room mate.

I still miss the FAL family & flying.

**-Janie Roach, Groesbeck, TX**

*(Janie was a flight attendant 1970-86 and Barbara Petty was a flight attendant who started in 1970 and died in March, 1974.)*

Here is my renewal for the FL News. Keep up the good work. I am fully retired, as is my wife, Jan. We are both happy and well. Haven't seen any of the old FL gang in years. Hope to make it to the FSM-FYV reunion sometime soon, though.

**-Joe Max Johnson, joejanj@sbcglobal.net**

*(Joe Max worked a lot of places in his 1951-86 FL career and was a station agent and manager. He was in RNO at the end and still lives there.)*

Cliff lives in an Assisted Living Facility here in Tampa. He has dementia and is a brittle diabetic and couldn't live at home anymore. I think the only thing he remembers is FAL and his friends. If anyone would like to drop him a note/card/say hi: his address is Cliff Brown, 2626 W. Bears, Rm 46, Tampa, FL 33624. His phone number is 813-264-1653.

He's never been one for the computer so I can relay a note or message for anyone who wants to send an e-mail. I would like to know about the the 2011 FAL DEN picnic. I thought if everything was going ok, I could fly up with him as he can't travel alone, and he could attend and see all his old friends. I'll keep all abreast of how he is doing.

The people who don't know me, I'm Barbara, his ex-wife. Now after 20 yrs of being married to him and 33 years of being divorced, we've continued friends and now I am his guardian. Nice getting in touch with everyone again. Hope to hear from ya'll again soon.

**-Barbara Brown, niteowlx24@verizon.net**

Your email saddens and gladdens me. I'm sorry to hear about Cliff's health problems but glad he has someone like you to help him. I met Cliff in 1976 in JAC and worked with him at DEN 1984-86 where we both were senior station agents. Cliff was the one who gave me my "intro tour" of the airport and Frontier operations when I arrived. Give Cliff my regards and thank you for helping him.

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

*(Cliff was a station agent/senior station agent 1959-86 at ABQ DEN JAC. He was 76 years old this past June 1st.)*

I don't know where I stand on dues but in event, I hope the enclosed check of \$50 covers them. On the edge of my 90th birthday. I still pursue life with vigor. My vision is such that I can't read what I write. I hope you can. Best regards,

**-Hank Lund, hank.lund1@gmail.com**

Hank was my first boss, when I came over from Braniff in 1979. He is one of the greatest men that I have associated with in the airline industry. God Bless Him.

**-Jack McGuire, ndjwm@aol.com**

Enclosed is a \$50 check for renewal of the Frontier News. Hope I can last long enough to have you remind me of another renewal! It is very good of you to do all the work you do for the

benefit of all the Frontier people and you're good at it! Thanks,

**-Glen Ryland, Carmel CA**

*(Glen was 85 years old this year.)*

I joined FAL in July of 1963 as a Telephone Reservationist in the Consolidated Reservations Office upstairs in Hanger 5 at Stapleton Airport. Being many years older than my contemporaries in this office, I took the vast majority of my breaks in the System Dispatchers Office & Pilot Crew Room which was then located just down the hall. Somehow I also managed to meet a few real stellar individuals who were Technicians in our Fleet Aircraft Maintenance Department on the ground floor of this building.

One of the very first technicians I met was Ed Huss who shared shop space with a real grand fellow ( Matt ??? ) who was our Airline's Upholsterer. Not only being brand new to both FAL and the entire Airline industry, but to Denver & Colorado as well, meant I thoroughly enjoyed and appreciated these two new friends. By knowing them, I became acutely aware of an extremely vital part of the Airline Industry (Airline Fleet Maintenance) which the general public is blissfully unaware even exists. God Speed, Ed Huss, grand Friend.

To those of us who ever worked a One Man Operation in a Class "D" Station.....Seeing the name of Captain "Bert" Hall on the crew routing for one or several flights scheduled through your station for that day, always brought a huge sense of personal gratitude & euphoria . You the Station Agent knew that his flights would not give you a Station delay. You would make ground block time ( regardless of the actual time the flight was on your Ramp.).....And perhaps better than that, by the time the CV 580 airstair was lowered, Captain Hall....."Bert" was already out of the Cockpit & in the front cargo pit, finding your baggage and freight and helping you load what you had to board.

Later in my career, I thoroughly enjoyed greeting "Bert" either in the Denver Pilots Crew Room or elsewhere on the system wherever I might be stationed at the time. "Bert" always came across to me as being an articulate, polished gentleman, a true professional Pilot, and a marvelous credit to FAL wherever he went in the uniform of our company.

Captain Larry Beardsley became a grand personal friend early on in my Frontier career. I prevailed upon him to be the guest speaker at a Dinner Meeting of our Gunnison, CO Lions Club. He wowed the members & guests with anecdotes of his Frontier Airlines career along with his amazing grasp of Western Pioneer history. Larry was an avid tinkerer which led to him to successfully invent several marketable products.

At one point he was successfully operating a residential lawn care service on the side. When Larry was "batching it" in Denver. He always made me feel welcome in his home. Alas during the final years of his FL career. He was commuting from his home in Hawaii and I was stationed in TUS so our paths did not cross too often.....Larry was a unique character and a grand friend.

**-Bob Pearson, penobscotbob@myfairpoint.net**

*(Bob was a DEN ticket counter agent at the end in 1986. He's about 84 now and lives in Rockport, ME.)*

I was reading about the people who had gone west and came upon a name that I have not thought about for years, Bill Hull. Bill was assistant manager in OKC under Jim Moore when I went to work for Central Airlines, March 6, 1961. I have slept

once or twice since those days but this is what I remember Bill telling me. He was from Holdenville, Okla, and if I remember correctly, he said Central used to fly into Holdenville and that he went to work for Central there. Gary Mackey, who also started to work for Central at the same time, might have some info regarding Bill.

**-Wayne Teakell, Cedar Rapids (CID)**

*(HDL (Holdenville, OK) was one of CN's original cities served on the first flight September 15, 1949. Gordon Bourland was the captain on that first flight. A letter from that flight is pictured. Wayne held a variety of station agent/management positions at OKC MKC MCI CYS OAK CID during his 1961-86 career.)*



The FAL Lunch Bunch meets occasionally, on Saturdays, and is comprised of former FAL Reservation Agents. Anyone who passed through Res is invited. We usually meet at restaurants, so it is necessary to make a reservation. If interested, contact Kay Morey by telephone 303.423.8214 or me by email at kapetty@aol.com. Come join us and to keep the spirit alive.

**-Kathie Petty, KAPetty@aol.com**

My name is Ira Kemp. FAL from 1953-1963. I was a station agent in PHX. Started at FMN tfrd to PHX then went into the Army. Did my time and returned first working at INW and then again tfrd to PHX. Got there just in time to register for college and meet my wife. Eventually graduated from ASU in 1960 and worked on a masters. Worked and went to school full time and thanks to the shifts we had, I was able to spend time studying on graveyards and swing shifts. Also had lots of help and support from the great people I worked with. Have many stories that I can tell about those days and my experiences served me well in my future career as I sure learned how to deal with people, problems and chaos.

Left FAL to go to work for the AF as a management intern. Worked at Norton AFB CA, moved to Wright Patterson AFB in OH, then to Warner Robbins AFB in GA, back to WPAFB and then against my will I was dragged to the Pentagon. Based upon a lot of luck and a little talent I kept getting promoted and became the senior civilian in AF contracting. Had six different titles but essentially did the same job. I'm not trying to impress, but my last position title was Associate Deputy Assistant Secretary, Contracting, USAF {its really a lot longer}.

It was a great job and spent my last 20 years doing it, and loved it. Did some good things for the AF and the USA, got a few medals and awards and retired when I was worn out. Consulted on contracting for three years and then really retired. Been married to the same woman for 52 years and now I'm

getting old and decrepit like everybody else.

Was interested in your stories of the accidents, especially since I worked Dale and Burt's outgoing flight. Also knew Rocky Crane quite well. We were friends when he was based in PHX. Even campaigned for him when he ran for and won a seat in the AZ legislature. His accident was just a stupid pilot error. A miraculous accident you might consider researching was the Convair that landed short of the runway on the route that went to OMA. As I recall the plane was fully loaded with 44 on board. Hit the ground short of the runway, flipped over, one wing broke loose and went off into a field. The stewardess said she flew through the cabin and bounced off the front bulkhead but was merely bruised. All 44 plus crew crawled out of the upsidown aircraft and all survived. I talked to the pilot who I knew, {cant remember his name} and he said as far as he was concerned he was on proper final and was going to hit the runway. I think they chalked it up to some kind of optical illusion. Anyway they had one lucky experience.

**-Ira Kemp, ilkemp@comcast.net**

*(The first accident mentioned was the 4/21/57 DC-3 flight into PHX which clipped a mountain and lost the end of its wing. It landed with no injuries. Dale Welling was the captain and Burt Wrasse the co-pilot. Donna Bailey, who had been on the job almost 5 months, was the flight attendant. FL pilot Ron Rosenhahn and others found the DC-3 wingtip remnants a few years ago. An exhibit is planned at the Pima Air & Space Museum in Tucson. The second accident is the tragic 12/21/67 DEN DC-3 freighter crash which burned and killed the crew of Captain Rick Cochrane and FO Rocky Crane. A wind chock was left on the elevator. This was SN 65276, the same DC-3 involved in the PHX incident. Earlier, as a Challenger Airlines DC-3, it overshot the runway in SLC on 1/2/50 and crashed into a passing car. Pilots called it the "Suicide 3". The third accident mentioned was the CV340, SN73130, crash at GRI on Dec 21, 1962. Joe Romano was the captain, Karl Bancroft the FO and Patricia Reed the flight attendant, who had 10 months seniority. The aircraft was not reparable but FL used it to make a CV580 flight simulator. I. L. KEMP Station agent seniority date of 6/8/53, ML 4/25/54, per the 11/1/55 Station Personnel System Seniority List. He's also listed on the 3/1/62 FL/ALEA seniority list. I have been gathering information for years on FL accidents, incidents, and near misses. Share with me any info you have. Some of the material I have is in the Frontier Reports listed on the back page. It should be noted that FL had a miraculous safety record - losing one revenue passenger during it's 40 years existence while pioneering flight in the Rocky Mts.)*



## More Notes From FLolks

Dear FLolks, when you read this it will be in the Winter edition of the newsletter, so what better subject to mention, but that of WINTER OPERATIONS. Some of us have memories of those days, which could either be good or bad, depending on the circumstances. For others who were in more of the balmy parts of the FL system, you missed out on the joys of those days!

My introduction came after I left BIS and arrived in LNK. You could title this story as follows. What do the following things have in common: WING & ENGINE COVERS, HUDSON SPRAYERS, HERMAN-NELSON HEATERS. Oh, I almost forgot, ALSO AN ASSORTMENT OF BROOMS, HANDLES AND ALL! Well, again, if you were in the cold region of our system, you can no doubt relate to these things for they all have to with a winter operation and being able to successfully win the battle, at least hopefully being able, that is, because there were those days when one wondered!

As Johnny Carson use to say, "My heart harkens me back to my days on the Plains of Nebraska." or something like that! Well, I too can "harken back" to my days on the ramp at Lincoln Municipal Airport and those winter days. I'm going way back to 1959-1960 when all those things I listed above were still in use and all we had to attack was a DC-3! I had left BIS for LNK before a winter operation had set in, but I would soon experience what winter was all about when working for an airline on the ramp! Let's take these one at a time: 1. Wing covers were a hate/love relationship. You loved them because they protected the wings from frost & snow. You hated them, because they were hard to handle, especially if there was any wind blowing at all.

Also, after they were taken off they had to be dried out and that meant finding a dry place. In LNK that was the lobby of the Terminal Building. Can you imagine doing that today! The Engine Covers were not as pesty to handle, but they could also be difficult at times. 2. Hudson Sprayers may have worked for a DC-3, but can you imagine using them on anything bigger such as a CV340 or CV580 or how about a B737 or B727, or a MD80! You might as well accept the fact you are going to take a delay! 3. Herman-Nelson Heaters. Never heard of such things! Oh, I was told right off when I was introduced to them that first snowy day, that they could BLOWUP! It kind of made you want to refrain from BEING THE ONE TO LIGHT IT!

The proper procedure to light it was a metal rod that had the looks of a bent clothes hanger. In fact when we did not have a rod I think we did use a clothes hanger. On the end of the rod there was a slit that held a wick. You open the gas tank and dip the rod in to wet it then you lit it (always good to have a lighter with you or at least some matches), open the little access door and stick it in and PRAY it doesn't go BOOM and end your relationship with Herman and your days as an employee with Frontier Airlines! Also, a good idea to light the wick after you stuck it in the gas and not before, because you would definitely get a BOOM! That's crazy you say; who would do that?

Well, stranger things than that have happened, I'm sure! With two early departures to kick out it was a busy time and as always we were constantly battling the clock. With the ducts from those two Herman's reaching into the engines and cabin it looked like an octopus with it's tentacles! 4. Brooms and their handles were an integral part of a successful winter operation. You needed the brush part to sweep snow off the wings and the handles to chip

ice off the leading edge. You would attack the ice using gentle whacks and not go all out with an assault that could cause damage to the surface.

I wish I had on film one of those Winter Operations. It would be fun to watch and a help to remember how it was back in those earlier days and what some of the challenges were when working on the ramp, especially in the winter! Of course, in the summer we sweated to death, so there never was a perfect situation.

I could go on and tell you about a harrowing experience one of the guys in LNK had one cold de-icing day. This was years later after we had graduated from Hudson Sprayers to a unit that had a boom on it and a bucket on the end of it that you could raise three stories high, at least it seemed that high! Better save it for another time, because by now Jake is saying "Hey, save me some space for some other articles!"

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

*(Jeff's station agent career spanned 1959-86 so he saw a lot of changes in ramp operations, equipment and aircraft.)*

Thanks for all the "memories!" (\$10 bill enclosed!) Have a beer and a burger.

**-Jack Schade, captainjack20@msn.com**

*(Jack was a pilot with Challenger then Frontier 1947-81. He should write a book like pilot Tex Searle did. Jack was 90 on Jan 6th! Email him your birthday greetings.)*

Since sending out the announcement that Billy will be inducted into the Arizona Aviation Hall of Fame, I have been asked repeatedly when the event will take place. We now know the date is Saturday, March 26th, 2011.

Place: Flight Central Hangar - Pima Air & Space Museum - 6000 E. Valencia Road, Tucson, Arizona 85756. Time: Cocktails @ 5:30 PM - Dinner and ceremony @ 6:30 PM (There is a cost for this event).

If you would like to attend, please send your name and address to: Meghan Hobrock: mhobrock@pimaair.org --OR--call Meghan at 520-618-4818--no later than January 10, 2011.

Meghan will mail you an invitation along with the details of the Hall of Fame program. In the past, there has been a bus from Phoenix to Tucson for the ceremony.

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

*(Cheryl was a FL flight attendant before marrying William D. Walker Jr. way back in 1971.)*

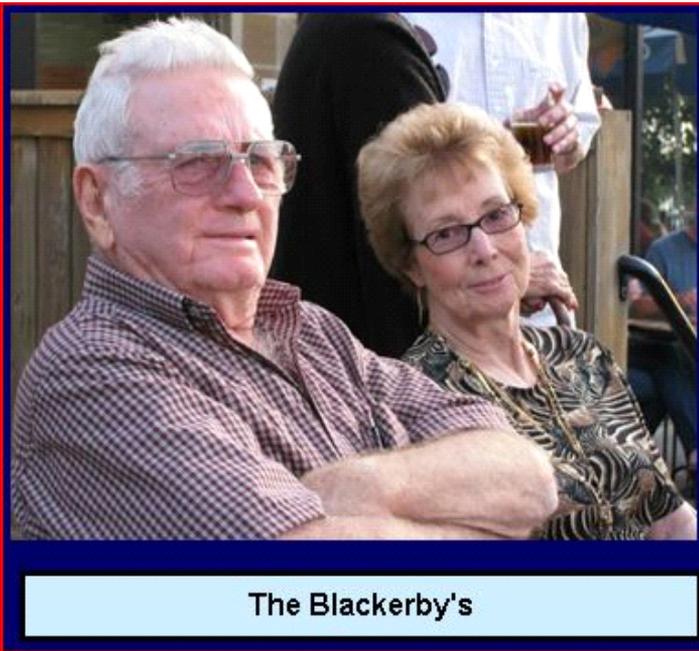
Can you help, like pass this on to anyone interested? Free: The remains of Arwood, Mayers flt ops ground school. 65 books at 326 lbs and 18 lbs of 33mm slides. Beech 99, twin otter, CV580, 727, 737 & MD80. Index list avib. Free delivery between MKC and DAL.

**-BJ Blackerby, Blackerbys@aol.com**

I phoned BJ and talked to him about his collection. He said he had a farm near DAL and could drop off the collection enroute. He had a mild stroke earlier this summer and is concerned about his health. He wants to find a home for the collection. The MKC museum is not interested in books. The collection about 8 boxes of manuals and instructional material. BJ was in CN ground radio until Jack Curtis took over about 1965 or so. I told BJ to bring the collection with him the next time he went to DAL and I would find a home for it. I'm thinking the University of Arkansas Library or Arkansas Air Museum.

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

*(BJ came by FYV with 8 boxes of maintenance training material which he entrusted to me. We met at Denny's restaurant about*



**The Blackerby's**

10:30 am and it was threatening rain. Since we didn't want to material to get wet, we didn't visit that long. He's 81 now and been having health problems - mini-strokes among others. Tests have been terrible but now he's on a expensive pill which helps. He didn't want these records to end up in a dumpster. He was enroute to DAL where he still has some property. He ended up with CO after FL and retired just before his 65th birthday. I first met BJ back in the 1960s when he was the traveling radio mechanic for CN. Must be 35 years since I had seen him. He was a DEN simulator technician when FL crashed in 1986 and his wife, Ollie, was a DEN ticket counter agent.)

My father, Charles Buckingham, was a long time employee of Frontier. I believe that he started with Challenger in '48 or '49 in Wyoming. He moved from his home last year and we discovered that he managed to save many Frontier items over the years: Framed posters, glass ware, his Dispatch manuals, etc. Do you know of anyone that would be interested in these items? We are in the Denver area: 720-270-9555

**-Dawn Buckingham, dawnbuckingham@comcast.net**

I will put the word out. Meanwhile, please don't throw anything away. I would be interested in seniority lists, company newsletters, company annual reports, etc. Your dad started with Challenger Airlines 1/15/49 as a station agent at Rock Springs then Billings. He was a dispatcher in DEN most of his career. How is he doing? He used to subscribe to my Frontier newsletter but it expired last January.

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

I will keep everything that we still have and let you what those items are as I open boxes. Dad is living in an assisted living facility and unfortunately dealing with Alzheimer's. He is just in the beginning stages and we are keeping him fairly even at the moment with medications.

**-Dawn Buckingham, dawnbuckingham@comcast.net**

Posted at the FL Club: Subject: Frontier Items, You FLOlks in the DEN area, contact Dawn to help keep Charles' stuff in the FLamily. Charles was a dispatcher most of his FL career. He started as a RKS station agent with Challenger 1/15/49. He's 84 years old now.

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

*(I sure wish some FLOlks in DEN would get together and form an Old Frontier Airlines Historical Society. We need to band together and make a museum for our late great airline before all the collections disappear, many into dumpsters because relatives don't always feel about FL the way we do. Last issue the widow of Ken Schultz was looking for a home for his collection. The above Blackerby and Buckingham notes further show the need for a FL Museum.)*

I am still around and kicking... I did all the bases in my 20 years... Mostly DEN though... briefly in MKC, and SLC, then a couple of years in DFW...

Immediately after FAL I was with AWA for five years, then with JAL, based in ANC and HNL for 13 years... Quite different - then retiring in 2005... then flew corporation jets up until just recently... In April I started building a Vans RV7 and should be finished in a couple of months.. Smooth sailing....

**-Walker Ross, runnerross@yahoo.com**

*(Walker's pilot seniority date of 5/12/67 is on the 9/1/86 FL/ALPA seniority list.)*

I enjoy reading the new letter and sad when I read about the friends and co workers that have gone west. I often think about some of the good times I had in my 23 years of working for Frontier.

When I have read some of the stories about the DC-3s, I recall an aircraft that we had in the early years: it belonged to the Denver Bears minor league baseball team. I think we furnished the crew and sometimes flew it on our routes. There were two things that made it different from our fleet, one it had a Bear painted on the side and two the passenger door and cargo door was on the opposite side. We had to remember to park it headed the right direction or the passengers had to board by going around the tail. The cargo door was really small - about enough room to put a medium size suitcase through, so most of the time we loaded the rear pit through the passenger door.

**-John D Stewart, jjstew@centurylink.net**

I found a Denver Bears baseball program for 1956 which reminded me that the Bears' owners purchased a DC-3 for the FL fleet in exchange for our carriage of the team to its away from home baseball games in the AAA baseball league. Many FL oldtimers will recall SN 596 (Chuck Demoney remembers it being a DC-3 passenger and not a converted C-47 - with the little cargo door on the opposite side, causing many ensuing difficulties.) Mac Myhre (FL's 2nd president) arranged the contract which worked out quite well. But it was terminated by Bud Maytag when he purchased FL and SN 596 was returned to the Denver Bears organization.

**-Cal Reese, Sun City AZ**

*(Cal's FL career spanned 1949-89 much of which he was head of system lost and found. My research found that FL's SN N86596 was a C-53C.)*

The C-53 is called the Douglas Sky Trooper. It was similar to the C-47 except it did not have the facilities for carrying heavy cargo. It has a normal wooden floor, fixed metal seats for 28 paratroopers. It has a small loading door. Power plant and dimensions are the same as for the C-47. Hope this helps you.

**-Al Kendall, ABKendell@yahoo.com**

I am not sure but they could be like some of the DC-3s that we flew. I remember they had a real small cargo door sort of like the old DEN Bears' airplane SN 596. I believe that SN596 had the passenger door on the right side.

**-Dick Withrow, Now Deceased**

## More Notes From FLolks

I just want to thank you for keeping the FRONTIER NEWS going. I look forward to receiving each issue. Even though the NEWS indicates the loss of some of our family members, it brings back very good memories. I celebrate their lives and memories.

On another note, I attached a picture of a radio controlled FRONTIER DC-3 I fly (55" wingspan). This plane is like the ones I worked on when I started with FRONTIER on November 30, 1965 and carries the 1960s livery. It is not the quality of the plane Chuck Stevens of Mesa Arizona built, but it draws a lot of attention and stories from people that remember the "Old FRONTIER AIRLINES".

**-Chuck James, apucjames@msn.com**



*(Chuck was a power plant engineer during his 21 years at FL: 1965-86. The livery pictured was by the late aircraft mechanic Zick Burns who won \$500 in a 1959 contest for FL's new logo. FL was buying a new type aircraft to replace and supplement the DC-3 fleet. Zick's design below was on an F-27 which FL was considering. However, the CV-340 ended up being purchased. The design was modified twice by FL; once for a one year period 1963-64 then the more familiar tan crescent design seen with the introduction of the CV-580 in 1964 which lasted until 1978 when the "F" logo came into use.)*



We had a good crowd at the FYV-FSM Picnic and I enjoyed seeing everyone again. At our age every year is a special event. The older I get the more I realize what a special bunch of folks we worked with. Thanks to all of them - it was truly my pleasure to be a part of a great airline, and a special moment in time that will never be duplicated. But we were there, and so blessed to

be a part of it. I have enough good memories to last me a lifetime.

**-Jack Chambers, shirleyandjack@aol.com**

*(Jack was a LIT station agent most of his 1957-84 FL career.)*

Still working on the story I promised you. Love reading stories from the "old" F.A.L. employees, like the one from Jeff Mills. I worked with Jeff in LNK and our families have been friends for years. And, boy, could I tell some stories there but since I still want to remain friends, I won't tell them. LOL!

I still have a bunch of FAL stories and I will try to send more of them.

**-Oliver Hobbs, aka Olie and Okie, Norman OK**

*(Okie, fittingly enough, was an OKC station agent at the end of his 1959-86 FL career.)*

My most frightening experience with the MD-80 was in DSM. The aircraft taxied out and a front pit door was left open. It taxied to the runway with the pit door facing the tower but no one noticed it. Plane took off and after lift off at about 200 feet a bag fell out of the a/c and landed on the runway, totally undamaged. A/C banked left and come back around, landed, taxied in and we loaded the bag on and closed the door this time and it took off again headed to DEN.

**-Larry Stivers, Norwalk IA**

*(Larry was a LNK LBF GLD OMA DSM station agent 1968-86)*

My name is Mark Carlson, I was a Station Agent from 1976 to 1986 in Denver. Was wondering if anyone knew where the retirement plan for ALEA Station Agents went, company and phone number. Look forward to reconnecting with some of the old Frontier family.

**-Mark Carlson, Markcarl52@comcast.net**

*(The ALEA pensions are fully vested at Principal Insurance. Phone them at 1-800-247-7011. Mark had a station agent seniority date of 9/26/75, emp# 12502, on the 1/1/86 FL/ALEA Seniority List.)*

I was just reading a CNN article about an aircraft diverted due to a cracked windshield. The article made a reference to someone "taping" the cracked window, prior to emergency landing. It made me wonder: Does any FAL flight crew member recall carrying tape for this very purpose, and if so, what kind of tape was it?

**-Darren Weeks, DBWEEKSFLA@aol.com**

*(CN/FL Pilots used to have what some called 500 MPH Tape. It was an aluminum backed super glue tape. One night at FYV we had a 12 inch tear in the aircraft fuselage to the right of the CV580 passenger stairs. I reported it to the captain. Down he came with his tape (muttering, "Got to get to DAL!"), fixed the tear, and we made schedule!*

*Don't know about windshields though. I was on a C-118 in the Air Force when we got caught on the edge of a typhoon twixt Wake Island and Honolulu. When we landed we saw the cracked windshield, splintered prop and most of the paint gone from the nose. So many sick marines on that flight that the flight attendants were re-using the barf bags.)*

Five years ago my wife and I went on a four day chartered bus trip through east Texas and west Louisiana. We boarded the bus early and I was watching the other folks arrive and board. I noticed a guy and his wife approach the bus and I told my wife "I think I know that guy coming aboard" and the closer he got the more I realized it was Larry Brogden and his wife, Sue. I had not seen Larry in twenty five years. We greeted one another

among approximately forty people aboard the bus.

The third day of the trip we ate at a restaurant near the Louisiana border for lunch. During lunch discussion, two ladies at our table overheard Larry and me talking about the good old days at Frontier Airlines. One of the ladies, Donna Christ, indicated she had worked as a stewardess. She began to tell us during one of her flights to Fort Smith the plane lost the air stair door (approximately 1956). After she finished her story, I told her she worked for Central Airlines at that time. She was pleasantly surprised and asked how I knew she worked for Central Airlines. I explained I was one of the mechanics that picked up the door off the taxi way. The door weighed about 100 pounds and there is probably still a one inch hole in the Fort Smith concrete runway where it landed.

I don't remember the aircraft number that lost the door, but it was one with the large air stair door. The hinges broke at the bottom and slipped out far enough allowing the air pressure to get inside. As the door came loose it went over the fuselage hitting the vertical stabilizer and knocked a large hole in the de-icer boot putting a six inch dent in the vertical stab. It continued swinging back across the fuselage tearing a twelve inch hole in the left side of fuselage breaking the chains and it hit the left horizontal stabilizer. The stabilizer was so bent it almost jammed the elevators.

We patched the hole and tapped the de-icer boot, making sure the elevators worked properly without putting pressure on the cables and surrounding metal. We stashed the air stair door in the baggage compartment and flew out of Fort Smith to Fort Worth. Although we used every blanket we could find on the plane, we were half frozen upon arrival in Fort Worth. Thus creating my wildest field trip.

As our east Texas bus trip continued Mrs. Christ reiterated, she never dreamed she would meet one person from Central Airlines much less two. Then later to my surprise I discovered the former stewardess' husband belonged to my Hurst, TX lodge. In a later conversation the stewardess also mentioned she remembered pilot Emmitt Spinks.

Last but not least, we would like to mention our special memories of Ken Schultz. He was an amazing guy. We are going to miss his great work and information Ken provided for our Frontier News.

**-Brady White, CN/FL mechanic, 1955-85, ontopavia@aol.com**

My name is Harold Jones and am an ex-employee of Frontier Airlines. Eric Mason contacted me on Tue. evening. First time since 1979 we have chatted and he was telling me about the alumni reunions and etc. I would like to get back some old memories and get a chance to visit some old friends that I worked with in those days. I have not hear from any FL folks for many years.

I worked from Dec. 1969 to Sep. 1982 or 1983. Got laid off in Eugene, OR before the final end. Worked FLG-FMN-LAS-DEN-EUG. In Denver from Feb. 1972 to Aug. 1979. Customer Service Rep. Then Senior Agent last year there. Enjoyed working in Denver very much, should have stayed.

Had a travel agency for 8 years in EUG. Now working for the City of McMinnville, OR. I've been here for 17 years and might retire this coming summer or next. My phone is 503-472-9182.

**-Harold Jones, kaewjones@frontier.com**

Following my discharge from the Air Force in 1953 I took flying lessons in Sioux City IA, and earned my commercial pilots license by Christmas of 1955. I worked for Graham

Flying Service in N. Sioux City S.D., overhauling aircraft engines in the late 1950s. It was there that I earned my powerplant mechanics license.

In 1962 I, along with my wife Charlotte and our 3 daughters Melody, Marilyn, and Lori, moved to Broomfield, Colorado, where I worked for six months overhauling aircraft engines for a company called Kensair. Then after a two and a half year stint as a filling station owner, I once again went to work as an aircraft mechanic, for Combs Aircraft at Stapleton Int'l Airport. While working for Combs Aircraft I heard a small still voice in the back of my head, that told me to get my airframe mechanics license. So, I attended the Emily Griffith School of Opportunity in the evenings to earn that license, not having a clue as to where that might lead, or what good it would do me.

Then, after getting that license, I discovered that a flight school had a link trainer in a back room that they leased from Combs, and for \$50 I could get 10 hours of instrument training, which I did. This made me still 20 hours short of being qualified for my instrument rating. Then I found that I could get a discounted price (since I worked for Combs) to rent an airplane, and a flight instructor, to get the remaining 20 hours that I needed, to earn that rating. Charlotte and I discussed whether or not to spend more money on my pursuit of a career in flying, and both of us agreed that even though I was already 35 years old, which is 5 years over the age limit to be considered by any airline, that it was time to go for broke and get the rating so I would be qualified, in case a corporate flying job would become available. So Charlotte borrowed the money from the credit union where she was employed, and I "went for it".

While I was in the process of getting the remaining 20 flight hours necessary for my instrument rating, I discovered that Frontier Airlines was looking for flight engineers, and flight time (I only had 250 Hrs. total in J3 cub type A/C) and age, didn't matter, as long as you had the following ratings: commercial pilots license, powerplant mechanics license, airframe mechanics license, instrument rating, and had the basic flight engineers written passed. Wow! It now looked as though a miracle had happened and maybe I was going to be qualified for the airlines after all.

So, after getting my instrument rating, I settled in, and studied hard, to pass the written for the basic flight engineers rating. Then I was qualified for employment with Frontier Airlines. I was hired by Frontier in June of 1967.

About two years after I was hired, there was a new union contract agreement signed and flight engineers were now allowed to bid into the pilot's seats. So, thereafter, I was privileged to go through training for, and was awarded, a co-pilot's position on the Convair 580 Turbo-prop, later on the Boeing 737 and eventually as captain on the 737.

While at Frontier Airlines I accumulated my flight engineers license, multi-engine rating, airline transport rating and a type rating in the Boeing 737.

Due to a slight medical problem I was forced to take a medical retirement from Frontier in 1985, at the age of 55. After about four years of retirement I had a desire to once again return to the work force (preferably in aviation).

I studied for, and passed, the written exam for an instructor's rating. Then after some flight instruction, and a check ride, I earned my single engine flight instructors rating in 1989.

In 1990 I was hired by America West Airlines, in PHX, to

*(continued on page 24.)*

## THE CONVAIR-LINER FAMILY

Series	Engines	HP	Dimensions (feet)			Seats	Remarks
	Type		Length	Span			
240	P&W R2800-CA18	2000	75	92	40	—	
340	P&W R2800-CB16	2400	79	106	44	—	
440	P&W R2800-CB17	2800	79	106	52	Metropolitan	
540	Napier Eland	3500	79	106	44	Turboprop CV340	
580	Allison 501	3750	82	105	52	Turboprop CV340/440	
600	Rolls-Royce Dart 10	3025	75	92	40	Turboprop CV240	
640	Rolls-Royce Dart 10	3025	82	106	52	Turboprop CV340/440	

### ConvairLiners background information: CV240 - 640

The Douglas DC-3 had proven itself in commercial service before the Second World War. Commercial operators looked ahead, into peacetime and planned a successor.

Convair (born in 1943 by a merger between Consolidated Aircraft Corporation and Vultee Aircraft Inc. as Consolidated Vultee Aircraft Corporation, which was changed into Convair in 1947) received from American Airlines the specifications for a twin-engined short-range airliner suitable for routes up to 1,000 miles. Thus led to model 110, now all but forgotten. Only one was built and by the time of its first flight (July 8th, 1946) the CV240 was on its way. But it was the forerunner to a series of successful airliners, now remembered as the ConvairLiners. When boarding a flight in the 1950s one would likely board a Convair product.

American Airlines ordered 75 Convair Model 240 airliners which provided seating for 40 passengers. No prototype was built and the first flight took off on March 16th, 1947. American Airlines accepted its first aircraft in June 1948. The improvement over the 110 was that it was larger and the cabin featured pressurization. Western Airlines bought 10 and Pan American followed with an order for 20. Overseas an order was booked for KLM, for an order of 12 CV240s. Other customers were Trans Australian (5), Aerolinas Argentinas (5), Swissair (4), Sabena (6) and Central Air Transport (China, 6).

Times were lean and competition was tough as there were still a large number of DC-3s around. But 176 CV240s were produced and the USAF ordered 390 as the C-131 (C-131AB, YC-131C, C-131D) transport and T-29 (T-29A/B/C/D) trainer. Over the years they were modified and numerous redesignations were issued (EC-131B, JC-131B, NC-131B, JYC-131C, VC-131D, NC-131H, VC-131H and even more for the T-29). But for these military orders Convair was in financial difficulties as the CV240 was underpriced to compete with the Martin 202. They had to go forward and produce an improved model.

The CV340 model first flew on October 5, 1951. The fuselage was stretched by 16 inches forward of the wing and 38 inches aft. The Pratt and Whitney R-2800 engines were uprated. Also the wing on this model was larger to improve performance on high altitude airfields. Customers were (a.o.): United Air Lines (55), Braniff (20), Continental (7), Hawaiian (5), Delta (20), Pan American (6), KLM (14) and Garuda Indonesian (8). Some 209 civil variants were produced and 102 for the USAF and US Navy, between 1952 and 1956.

By 1954 it was clear that Convair faced tough competition from the Vickers Viscount, which gave a smoother, quieter flight thanks to its Roll Royce Dart turboprops.

Some 8 years after the first flight of a CV240, it was another Convair product with improved performance that took to the

sky: the CV440 "Metropolitan" on October 6, 1955. A radar was introduced, which lengthened the nose by 2ft 4ins. The CV440 carried 52 passengers in a high density layout. It also featured redesigned engine nacelles and other improvements like sound-proofing blankets in the cabin and sound-damping tape where vibration was worst. Improvements as they were, they did not equal the Vickers Viscount. Continental was the first customer and production ran till 1958 with 199 CV440s produced.

Convair produced kits to have the early CV340s be improved to the level of the CV440. More than 230 of the three early models were eventually converted to turboprop power in three programmes between 1955 and 1967. Improvements largely concentrated on the engines: the airliners wanted to go higher ("over the weather" avoiding the turbulence due to the restricted performance ceiling), faster and further. This of course has never changed in commercial aviation.

The CV240, CV340 and CV440 were for almost all customers fitted with Pratt & Whitney R-2800 "Double Wasp" engines. Allison 501-A4 engines were tested on a CV240 on December 29, 1950. This development led to the use of Allison 501D engines for the Lockheed Hercules and Lockheed Electra. But the attempt by the British Napier company in 1955 was more successful, when it flew a Napier 3,000hp engined CV340. Six were converted for Allegheny and received the designation CV540 "Cosmopolitan".

As Convair was preoccupied with the development of the Convair CV880 jet, they transferred the tooling to Canadair LTD., the Canadian General Dynamics subsidiary (both Canadair and Convair were owned by the Electric Boat Company), so that new aircraft could be offered. Three unsold CV440s were converted by Canadair to CV540 standard as CL-66C (1 demonstrator and 2 for Quebecair). Canadair had planned to build passenger CV540s as CL-66As, but no civil orders came in. But 10 CL-66B "Cosmopolitans" were produced for the Royal Canadian Air Force (deliveries in 1960 and 1961). These had cargo-doors and were of the same standard as the USAF C-131E (CV440-72). The 3 CL-66Cs were transferred to the RCAF, too, in 1962. This ended the Eland-powered conversions, as meanwhile Roll-Royce had taken over Napier Engines in 1962 and production of the Eland-engines for conversion was stopped. The RCAF CL-66s were converted, after 1966, to CV580 standard.

In fact Convair was too busy with designing its 880 (jet) model and so PacAero Engineering stepped in to design a turboprop. So the next conversion saw use of the Allison 501-D13 turboprop and was designated CV580 (although at that time also referred to as "Allison Prop-Jet Convair 340/440", later dubbed the Super Convair: undoubtedly a

better sales pitch!). Its first flight was on January 19th, 1960 and CoA was issued on April 21st that year.

Orders were slow (facing competition of the Electra and the Vickers Viscount), but it did have an appeal to executive operators (e.g. General Motors, Ford Motor Company, the FAA). Allegheny (44), North Central (35) and Frontier became major users of the CV580. A total of 130 aircraft were converted.

Then there was the "Super 580". The Super 580 Aircraft company, a division of Flight Trails Inc., took CV580 airframes and fitted it with Allison 501-D22G turboprops. These were able to produce 4,000 horsepower and were fitted with four-bladed Hamilton Standard 54H60-77 propellers. It claimed to give a 2.5% improvement in fuel consumption, improved performance, reduced operating costs and various other goodies. It was first flown on March 21st 1984. It did not catch on.

*(Author's note: Gordon Hamilton wrote me in April 2006: "Enjoyed your site. Ego compells me to point out that Hamilton Aviation performed the first retrofit of 501-D22G engines of the CV580 for our prototype customer, The Way International. Flight Trails just bought the program afterwards.")*

After the problems on the Convair CV880 and CV990 jetliners were solved, Convair regained interest in the Convairliners. The CV580 was selling slow and the Allison engines were too powerful to be fitted to the CV240s. A choice was made for the Rolls Royce Dart 542-4 with 4-bladed Dowty props. An APU could be fitted in the right-hand nacelle, behind the firewall. Power could be boosted with an injection of water methanol mixture. Such conversions from CV240s were redesignated CV600s and for the CV340 & CV440 models the designation CV640 was found. Both these modifications were first flown in 1965. Central Airlines was a customer for the CV600 while Trans Texas bought the kits and rebuilt 25 CV240s to CV600s.

A total of 39 CV600s were converted and 27 were converted to CV640. The CV640 had the disadvantage of having a heavier airframe with the same powerplant, resulting in less performance. Conversions to the CV640 were also carried out abroad: by Avirolanda in Holland (2 for Martin's Air Charter, 1 for SATA and 4 for Air Algeria) and Scottish Aviation at Prestwick (6 for Pacific Western at Vancouver).

One would have thought that that would be the end of the line. NOT! On February 11th, 1992 (after some 2 years delay) Kelowna Flightcraft of Kelowna, British Columbia (Canada) saw the first flight of its stretched version the CV5800. By 2001 3 were produced for Contract Air Cargo, with one conversion for the same customer in progress.

Significant dates in Convair-Liner history: (from Convair Twins [Airliner Tech Series, Vol.12] by Nicolas A. Veronico, 2005)

Sep.1945- War ends. Consolidated Vultee announces that it will build the Model 110, a low-wing, twin-engine, tricycle-gear, 30-passenger, medium-range airliner.

08Jul1946- The sole Model 110, NX90653, flies on this date with Russell R. Rogers and Art Bussy at the controls.

26Dec46- American Airlines agrees to buy 100 CV-240s at a cost of usd 18 million, the largest commercial aircraft order to date.

16Mar47- First flight of the CV-240 Convair-liner prototype (N90849, msn 1) at San Diego is flown by company pilots Sam Shannon and Russell Rogers.

26Oct50- The last Convair 240 built, msn 178, is delivered to Garuda Indonesian Airways. The plane is registered PK-GCI

and named Sikatan. A total of 178 Convair-Liner 240s were built.

05Oct51- Convair 340, N3401 msn 1, makes its first flight from San Diego with company test pilot Sam Shannon in the left seat.

28Mar52- The first airline delivery of a ConvairLiner 340 is made to United Air Lines (340-31, msn 3, N73103). ("Randy Moore wrote me in May 2009: 'serial number 3 – N73103 – was the second aircraft delivered in 1952. I'm looking out the window at the first – N73102 originally, now N580AS owned and flown on a daily basis by Honeywell.') N580AS has c/n 2; 'The Convairliners Story' by J.M.Gradidge (Air-Britain 1997) lists c/n 2 N73102 was manufactured 15Jan52 but only delivered 02Sep52 (United Airlines 'Omaha')

06Oct55- The first flight of the 440 Metropolitan prototype, the modified 340 N8431H msn 202. Continental was the first airline to operate the type, beginning on 08Mar56.

09Feb56- The first Napier Eland-powered Convair 540 (340 conversion, msn 153, G-ANVP) flies from Cranfield Aerodrome, Bletchley, Buckinghamshire, England.

29Feb56- Europe's first Convair 440 Metropolitan (msn 317, OH-LRD) is delivered to Finnair in Helsinki, Finland. The aircraft flies from San Diego to Helsinki, approximately 6,960 miles, in 25 hours, 55 minutes.

20May65- First flight of the Convair 600 (Rolls-Royce Dart powered Convair-Liner 240).

21Mar84- The first Convair Super 580 takes flight. The aircraft is powered by two Allison 501-D22G turbo-props, each rated at 4,000 shp.

11Feb92- Kelowna Flightcraft's stretched Convair 5800 prototype, N5800 msn 276, originally a Convair-Liner 340-71, makes its first flight.

**-[http://www.ruudleeuw.com/convair\\_tec.htm](http://www.ruudleeuw.com/convair_tec.htm)**

*(Another noteworthy date was Jun 1, 1964 when FL became the first airline to launch CV580 service. The last FL CV580 scheduled flight was made May 31, 1982, FL935, OMA-LNK-LBF-BFF-DEN, terminating 7:30 pm, crewed by Capt. Jerry Hagen, FO Tom Sponsler and FA Marisa Zamora.)*

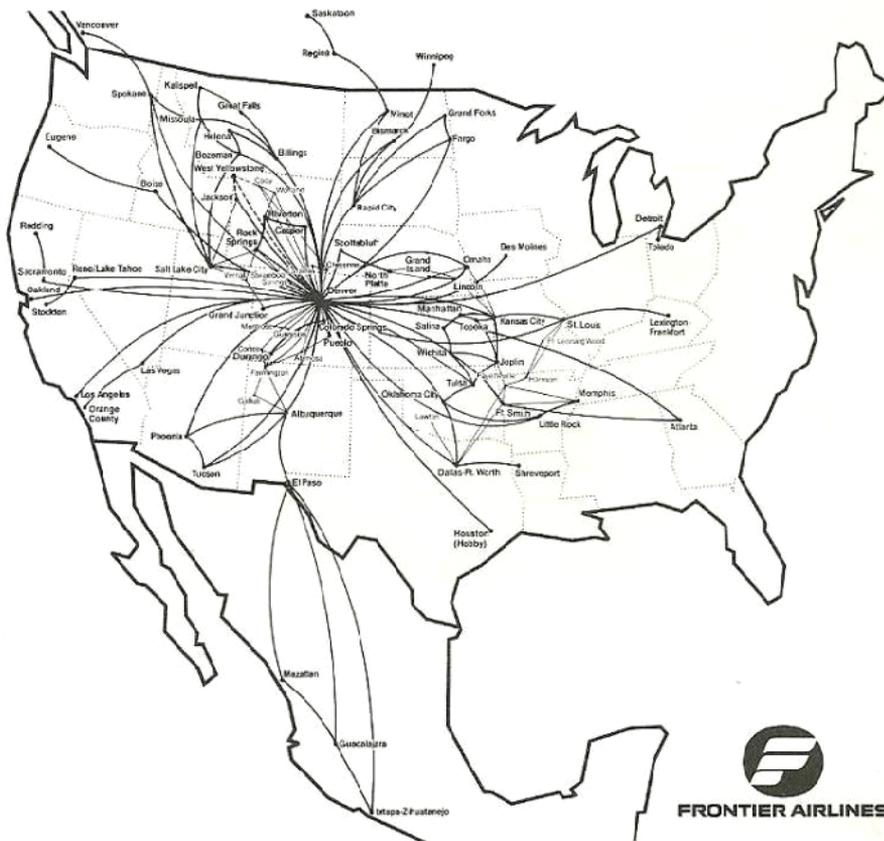
Here are some profiles of the original FL CV580 fleet. Almost all of FL's 340s came from UA. Two were from corporate owners and one lone machine was from KLM. The 440s were ex-Sabena. FL liked United's sequential N numbers (N73102 - N73156) and kept them. When the Sabena 440s were delivered in 1967-68, Frontier reregistered them N73160-N73168. The entire fleet was converted to 580s during 1964-1968. FL owned and operated 32 of the turbine beasts at its peak.

Outfits that purchased FL's CV580s after 1982 were Aspen, Bolivian Air Force, Mountainwest, Sierra Pacific, Metro and Gem State. Frontier suffered no major accidents with its CV580s while operating in rugged terrain and bad weather.

**-Dave Nichols, [dmnichols@sherwin.com](mailto:dmnichols@sherwin.com)**



**June 1981 FL NEWS**  
 Many think leaving our small towns hastened our demise.



## Route map reflects airline's growth

**Cities added since October 1978 when the airline deregulation act passed:**

**Mazatlan** (Nov. 3, 1978)  
**Guadalajara** (Nov. 3, 1978)  
**Detroit** (Dec. 15, 1978)  
**Redding** (May 1, 1979)  
**Shreveport** (May 1, 1979)  
**Jackson, Miss.** (May 4, 1979)  
**Toledo** (May 24, 1979)  
**Boise** (June 1, 1979)  
**Eugene** (July 1, 1979)  
**Vancouver** (July 16, 1979)  
**Helena** (November 8, 1979)  
**Zihuatanejo** (November 8, 1979)  
**Lexington** (February 1, 1980)  
**Stockton** (May 1, 1980)  
**Houston** (May 1, 1980)  
**Des Moines** (Dec. 1, 1980)  
**Orange County** (Dec. 15, 1980)  
**Reno** (March 1, 1981)  
**Los Angeles** (May 1, 1981)  
**Regina** (May 1, 1981)  
**Saskatoon** (May 1, 1981)  
**Oakland** (July 1, 1981)

**Cities deleted since October 1978:**

\***Hastings, Neb.** (March 1, 1979)  
 \***Kearney, Neb.** (March 1, 1979)

\***McCook, Neb.** (March 1, 1979)  
 \***Columbus, Neb.** (March 1, 1979)  
 \***Hot Springs, Ark.** (June 15, 1979)  
 \***Flagstaff, Ariz.** (Aug. 9, 1979)  
 \***Enid, Okla.** (Sept. 1, 1979)  
 \***Ponca City, Okla.** (Sept. 1, 1979)  
 \***Silver City, N.M.** (Sept. 30, 1979)  
 \***Alamogordo, N.M.** (Sept. 30, 1979)  
**Chicago, Ill.** (Feb. 1, 1980)  
 \***Havre, Mont.** (June 30, 1980)  
 \***Lewistown, Mont.** (June 30, 1980)  
 \***Glasgow, Mont.** (June 30, 1980)  
 \***Wolf Point, Mont.** (June 30, 1980)  
 \***Williston, N.D.** (June 30, 1980)  
 \***Sidney, Mont.** (June 30, 1980)  
 \***Miles City, Mont.** (June 30, 1980)  
 \***Glendive, Mont.** (June 30, 1980)  
 \***McAlester, Okla.** (Aug. 1, 1980)  
 \***Chadron, Neb.** (Nov. 30, 1980)  
 \***Sidney, Neb.** (Nov. 30, 1980)  
 \***Alliance, Neb.** (Nov. 30, 1980)  
**Jackson, Miss.** (Dec. 1, 1980)  
**Amarillo, Tex.** (June 1, 1981)  
 \***Liberal, Kan.** (June 1, 1981)  
 \***Gallup, N.M.** (Sept. 1, 1981)  
 \*Indicates subsidy-eligible cities.



# Frontier Daily

Today is . . . Thursday, January 30, 1986.

## OPEN LETTER TO FRONTIER EMPLOYEES

I've just made one of the most difficult decisions of my life. I've resigned as your president and CEO.

This decision was a difficult one and was not made lightly. I came to Frontier to work with you to restore the respect and profitability of a once great airline. We worked hard, made a lot of sacrifices and got Frontier back to where it was -- a valuable property -- and an attractive one. More importantly, we got it to the point where Frontier could survive, and its employees could have some sense of stability and security.

After some unwanted skirmishes, we agreed to merge with People Express. This was the best -- and the right -- choice. This merger offers a great future and prosperity for all employees. No question -- more pain will have to be endured and more sacrifices made -- but the result will be worth it: a strong, financially viable carrier, in a cut-throat, competitive world.

Obviously, I wanted to be a part of that future success, and until very recently, felt that I would be. But, whenever a takeover occurs, there are often two of some things where only one is necessary. Simply, this is what happened. There was not a requirement for two presidents.

We had accomplished our primary goal by resolving the ownership issue. The new owner, People Express, is solid and will provide the stability we all sought with no more talk of bankruptcy or threat of furlough. The future is assured. With that behind us, and the change of control about complete, there really was not a meaningful place for me.

There were alternatives, and I was asked to stay on, but I honestly did not feel I could have made the contribution I should have in another capacity. I would not have been an asset to you or to myself. Thus, in a reluctant and agonizing decision, I chose to move on.

I will miss all of you. You're as dedicated and loyal a group of people as there is anywhere. I thank you for your trust and support over the past eight months. You have made a great team, and I'm confident that that sense of teamwork will continue in the future. I wish you all the very best.

Joe O'Gorman's resignation. He died Aug 10, 2002, age 59, of a massive heart attack. Joe was chairman/CEO/president of DHL Airways Inc. in Chicago since March 2001.

## FL'S TEN PRESIDENTS

FL's 10th and last president was Larry Martin who came from PX in Jan 1986 and served until the bankruptcy court took over in Dec 1986. Larry was 37 and had run the reservation system at PX. Last word I had he lived in GEG and was VP of a company that made games of chance.



FRONTIER AIRLINES  
LARRY D. MARTIN  
PRESIDENT  
JAN 1986 - FEB 1986



FRONTIER AIRLINES  
JOSEPH O'GORMAN  
PRESIDENT  
APR 1985 - JAN 1986

FL's 9th president was Joe O'Gorman who came from Aloha Airlines in Apr 1985. PX replaced him in Jan 1986 to put their own man in the position. He later ran Reno Air and was president of DHL Airways when he died of a heart attack at age 59 on Aug 10, 2002. More info at his memorial webpage at

[http://FAL-1.tripod.com/Joe\\_OGorman.html](http://FAL-1.tripod.com/Joe_OGorman.html)

Hank Lund was FL's 8th president. He had been a FL vice president in various positions since 1969. He became president of Frontier Horizon in Aug 1983 and succeeded Glen Ryland in Nov 1984 as FL president. However, he clashed with the FL owners, General Tire, who wanted to sell and was gone by Apr 1985. Hank's nearly 90 now and lives in North Oaks, MN. Read his excellent essay at

[http://fal-1.tripod.com/FL\\_Death.html](http://fal-1.tripod.com/FL_Death.html).



FRONTIER AIRLINES  
HANK LUND  
PRESIDENT  
APR 1985 - APR 1985

Our 7th president was Glen Ryland. He had been Feldman's #2 for 9 years and took over in Feb 1980 after Al went to CO. Within a few years he formed the Frontier Holding company. He left in Nov 1984 and now lives in the Carmel CA area at age 85. I've asked him for an essay about those years with FL but he has declined, citing age and caring for family members. To see the other essays about FL's final years, go to

[http://fal-1.tripod.com/FL\\_Death.html](http://fal-1.tripod.com/FL_Death.html)



FRONTIER AIRLINES  
AL FELDMAN  
PRESIDENT  
FEB 1980 - NOV 1984

Al Feldman was FL's 6th, and many think, greatest president. He also served the longest - nearly 9 years - March, 1971 - January, 1980. He left FL to take over CO where his life ended tragically. More info at his memorial webpage:

[http://FAL-1.tripod.com/Al\\_Feldman.html](http://FAL-1.tripod.com/Al_Feldman.html)



FRONTIER AIRLINES  
E. PAUL BURKE  
PRESIDENT  
MAY 1971 - JAN 1980

E. Paul Burke was FL's 5th president: Jan 1969 - Feb 1971. He was a longtime TWA employee and VP when he came to FL in 1968. Paul left FL in 1971 after being replaced as president and I can find out little about him. Post any info you have on him.



FRONTIER AIRLINES  
LEWIS W. DYMOND  
PRESIDENT  
JAN 1962 - FEB 1969

Lew Dymond was FL's 4th president: Apr 1962 - Jan 1969. Ironically, he came from NA and Maytag, his predecessor, went to NA. He was a charismatic leader like Feldman and was FL's 2nd longest serving president. Lew died Jul 28, 2008, age 88. More info at his memorial webpage at

[http://FAL-1.tripod.com/Lew\\_Dymond.html](http://FAL-1.tripod.com/Lew_Dymond.html)



FRONTIER AIRLINES  
BUD MAYTAG  
PRESIDENT  
JAN 1959 - APR 1962

Bud Maytag, heir to the Maytag appliance fortune, bought FL in late 1958 and became FL's 3rd president in Jan 1959. He left in Apr 1962 after selling FL and buying NA. He made another fortune when PA bought NA in 1980 after a bidding war. More info at his memorial webpage:

[http://FAL-1.tripod.com/Bud\\_Maytag.html](http://FAL-1.tripod.com/Bud_Maytag.html)



FRONTIER AIRLINES  
MAC MYHRE  
PRESIDENT  
JUN 1950 - APR 1953



FRONTIER AIRLINES  
HAL DARR  
PRESIDENT  
APR 1950 - JUN 1950

Mac Myhre was Treasurer at Monarch Airlines at the time of the merger June 1, 1950 when Frontier Airlines was formed. Myhre became Executive Vice President of Frontier and later FL's 2nd President in 1953 succeeding Hal Darr. He was President until January, 1959 when Bud Maytag bought the airline and became FL's 3rd president. More info on Mac at his memorial webpage: [http://FAL-1.tripod.com/Mac\\_Myhre.html](http://FAL-1.tripod.com/Mac_Myhre.html)

Hal Darr was FL's first president. He took over Monarch Airlines when Ray Wilson sold him control in mid-1947. He was the true father of Frontier - he did not even consult Ray when he created the June 1, 1950 merger that created FL. He left in 1953 due to poor health and died in 1955 at age 61 of a heart attack. Check out Hal's memorial webpage at

[http://FAL-1.tripod.com/Hal\\_Darr.html](http://FAL-1.tripod.com/Hal_Darr.html)



MONARCH AIRLINES  
RAY WILSON  
PRESIDENT  
APR 1947 - JUN 1948

*(continued from Notes on page 19)*

become a 747 flight engineer instructor, then shortly after I had become qualified for that position, I was informed that there was an opening for an instructor in the 737 simulator program, which I immediately jumped at, as that was my favorite A/C and one with which I was the most familiar. I got caught up in the big 3,000 employees lay-off in 95, so I was once again retired.

While working at America West Airlines in Arizona, as a 737 simulator instructor, I was able to acquire my multi-engine instructors rating, which came in handy in the late 90s, when I once again become a 737 simulator instructor for Jet Tech Int'l, and Pan Am Flight Academy, in PHX. The multi-engine instructors rating allowed me to make extra money by participating in aircraft check rides with students who were going for the 737 type rating. I retired one more time, in 2001.

**-Mel Maynard, Melcharm@com**

## MORE REUNION NEWS

JoDelle sent me pictures of the 2010 reunion. I finally got them posted on the website: [www.kansascitycrewbase.com](http://www.kansascitycrewbase.com)

A note on my flight back to Texas - I did have an in-flight emergency. After 3 days of drinking coffee every morning - Jack Daniels every afternoon and night - there was no way I could make the 3 hour flight back to Texas. Got a high pressure bladder alert over Tulsa - dropped in the traffic pattern at Okmulgee, OK. As I rolled out on downwind leg in the pattern I saw all the runways with yellow X's ... airport closed for construction. By now I'm flying with one hand and holding myself with the other ... THAT is an in-flight emergency. Let me tell you it was a LONG 15 minutes to the next airport - Ada, Oklahoma .... made it with minimum "leakage" .... \*laughing\*

**-Phil Stallings, pstallings@tx.rr.com**

## FL'S PREDECESSOR PRESIDENTS

Arizona Airways started in 1942 and was running an intra-state schedule by Jan 1947. AZ was one of the three airlines merged to form FL on Jun 1, 1950. AZ's founder, Rocky Nelson, became a FL VP then suddenly died in Mar 1951, age 47, of a heart attack. See his memorial webpage at [http://FAL-1.tripod.com/Rocky\\_Nelson.html](http://FAL-1.tripod.com/Rocky_Nelson.html)



CN's founder and president until 1964 was Keith Kahle. After he was forced to retire from CN in 1965, he worked for LTV. When he died on Jul 4, 1997, age 88, his obituary named the ex-CN employees as his honorary pallbearers. More info at his memorial webpage at [http://FAL-1.tripod.com/Keith\\_Kahle.html](http://FAL-1.tripod.com/Keith_Kahle.html)



L. E. Glasgow was CN's president a bit over a year in 1964 - 65. He was a VP at AA and had been there 27 years. He is probably deceased but no proof found yet. Share any info you may have on him.



Lamar Muse was CN's third & final president, 1965 - 67. After the sale to FL on 10/1/67, he went to Universal Airlines, then helped found Southwest Airlines. He died of lung cancer in Feb 2007 at age 86. He emailed his friends when he knew he was dying. His autobiography SOUTHWEST PASSAGE is excellent reading. See his memorial webpage at [http://FAL-1.tripod.com/Lamar\\_Muse.html](http://FAL-1.tripod.com/Lamar_Muse.html)



Charlie Hirsig founded Summit Airways in Dec 1941 at Laramie, WY. Summit did mostly fixed-base operations and ran a flight school. Hirsig applied for a certificate to engage in interstate air transportation in 1944 but was killed Jan 15, 1945 in a plane crash at age 34. Summit was re-organized and became Challenger Airlines which was awarded air mail route 74 authorization effective March 28, 1946. Charlie's memorial webpage is at [http://FAL-1.tripod.com/Charlie\\_Hirsig.html](http://FAL-1.tripod.com/Charlie_Hirsig.html)



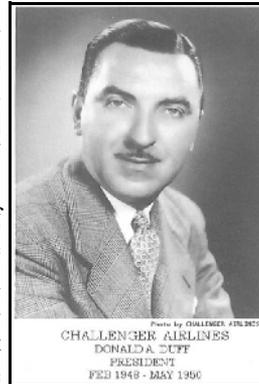
Challenger Airlines had four presidents but little is known of the 2nd one, George J. Forbes. George was one of the original incorporators of Summit Airlines in 1941. He became the 2nd president when founder and first president Charlie Hirsig was killed in a plane crash in Jan 1945. George was president until Jan 1947 when George Snyder took over and Summit was re-named Challenger Airlines. He is probably dead but no proof

found yet nor has a photo turned up. Share any info you may have on him.



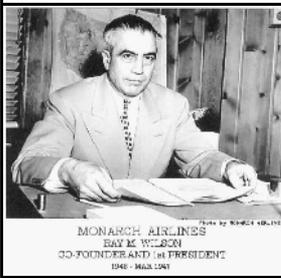
George Snyder was Challenger Airlines' third president, 1947 - 1948. He died May 11, 1983, age 65, of cancer. Snyder moved all operations to Salt Lake City, Utah, where a hangar was leased on the airport and the main office was located downtown in the Felt Building. His memorial webpage is at [http://FAL-1.tripod.com/George\\_Snyder.html](http://FAL-1.tripod.com/George_Snyder.html)

Donald Duff was Challenger's 4th and last president (1948 - 50) and became a vice-president at Frontier Airlines. He left FL in early



1952 to work at Wisconsin Central Airlines which later became North Central Airlines. He died that same year in November, age 47. See his memorial webpage at [http://FAL-1.tripod.com/Donald\\_Duff.html](http://FAL-1.tripod.com/Donald_Duff.html)

Ray Wilson was the founder of Monarch Airlines and president until he sold controlling interest to Hal Darr in March, 1947 to keep Monarch operating. Darr made him a VP but he was not a key player and not consulted about the merger that created FL. See his memo-



rial webpage at [http://FAL-1.tripod.com/Ray\\_Wilson.html](http://FAL-1.tripod.com/Ray_Wilson.html)

Hal Darr was Monarch's last president and FL's first president. See previous page for more on him. Of the four predecessor founders, two were forced out by the moneymen who rescued them, one died and the other sold out to FL due to finances.

## MORE REUNION NEWS

The PHX Reunion was a success, the weather was beautiful, the food was delicious and we had plenty of beer. Attendees included Kerry Allen, Ace Avakian, Larry Baker, Ken Banman, Cyndy Camomile, Ginger Treptow, Vern Crawley, Elizabeth Hieger, Pam Acker, Bonnie Dahl, Vince Davis, Gary and Sandy Faulstich, Jim Duran, Betty and Dale Flowers, Shirley Gannis, Arnold Hadler, Linda Hamala, Pat and Stan Harter-Williams, Walt Hatfield, Scott and Carol Hein, Denise Hurd, Joe and Carol Baker, Dave and Tommie Kaplan, John and Dorothy Koehler, Larry Kramer, Bob Kelsch, JoAnn Makedonsky, Bill Newnum, Mr. and Mrs. Bill McCafrey, Patricia O'Neill, Richard Paul, Bob Pixler, Steve and Joy Potter Trudeau, Dan Price and Sue Crain, Murry and Dick Price, Ellen Quinn, Dave Ross, Jim Seamster, Peggy Sauer, George Sims, JoAnn and Robert Smith, Charlie Southerland, Gary Stevens, Ray and Mary Stuckenschneider, George and Rochelle Vega, Billy and Cheryl Walker, Albert and Ruby Wells, Jess and Carole Wright, Rod and Diane Smith and Jackie Jones. The total attendance was 80 and they came from as far as DEN and YVR. We are looking forward to meeting again on November 4th, 2012, the first Sunday in November.

**-Ginger Treptow, peaches85233@q.com**



Graduation Day Mar 31, 1959, Clockwise: Leona O'Day, Pat Romer, Nancy Reynolds, Gwyn Dahlberg, Sarah Wirkner, Linda Nieland, Aynella Severns, Sally Schumann, Mary Leedy, Kay Kamla and Constance Schmidt. Seated top Jan Russell, bottom Roberta Rumble

## New Stewardess Class Eight Graduate In December



Left to right: Linda Yanago - DAL; Jean Hurst ) DAL; Kathy McCormick - DAL; Jane Mead - DAL; Valera Cody - DAL; Scotter Hane - DAL; Janae Knight - MCI.

What a difference 14 years makes! This is the Class of January, 1973. Kathy McCormick passed away on May 23, 2002 at age 53. Do not have any info on the other six. Send anything you have.

### TICKET VALIDATOR STORIES

The airlines used the same type validator as the railroads did. Even some of the airline bag carts were like railroad carts. Not to mention using railroad terms like "station", "tariff" and being under the Railway Labor Act. Those heavy cast iron validators were handy. Who can forget the station agent who validated an irate customer's tie (said customer was leaning over the counter ranting!) and stunned him into silence.

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

Do you remember the name of the fellow that was a Sales

Rep and then Sales Manager. I believe that came from Southern Airways to FAL? Can't remember his name but I remember his telling me of a situation regarding a ticket validator. A buxom passenger agent had a passenger that just couldn't resist reaching over the counter and pinching the passenger agent. She struck him with the validator, about tore his nose off. Resulted in a large legal suit and Southern having to defend the agent. I understand they lost the suit.



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

I remember agents all had their own hit style, some of them (us) bringing it home and mashing a good image of the dye, and others pretty wimpy.... My most unfavorite job was changing the ribbons... There was no graceful way.... Thank god for the person that invented surgical gloves. That would eliminate the having just been fingerprinted look when changing the ribbons..

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

*(I wonder what happened to all the FL ticket validators. There had to be several hundred of them. Validators that show up for sale at ebay are usually railroad validators or missing the metal imprint die that carried the company name.)*



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