

FRONTIER NEWS

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



Pilot Ace Avakian flew west February 18, 2011, age 86. He sent this email on May 24, 1999.

I came with Monarch in Oct of 1948 and checked out as Capt. Feb of 1951. (I turned age 26 in Jan of that year.) I flew my last DC3 trip with FAL on Dec 31, 1965. On that day, I transferred a 580 from PHX-TUS then flew the DC3 from TUS-PHX-TUS-PHX. My copilot was HB Wrasse. I flew the last DC3 flight (Flt 10) from PHX-PRC-FLG-INW-GUP-FMN then deadheaded back to PHX on flt 309 a CV340. This was July 31, 1964. My copilot was Del Harty. I flew the first jet transport between STL and LAS (a B727-200). I was a reserve Capt for 25 years and became a regular when I went to DAL in 1973. I returned to DEN in 1983 where I was flying the MD-80. I retired in 1985 but came back as a flight instructor/check airman for FAL till the very end in 1986 when the company went under. Ev Aden retired in May of 1981. I became number one when Jug Jella retired in Sept of that year. I was the first and only pilot that completed 35 years with FAL. I proudly wore my 35 year wings. I ended up with 38 years with the company. I have been writing the Frontier Retired Pilots' newsletter (a quarterly) for the past 10 years. *(Go to page 4)*



SPRING

2011

#43



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

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

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



Many thanks to DEN simulator technician BJ Blackerby, TUS station manager Jim Mustain and DEN manager-baggage services Cal Reese who sent FL memorabilia.

It struck me recently how phenomenal it would have been in the FL Days if we had had the internet and communications that we do today. It seems impossible the FLfamily could have been as close as we were then when communications were primitive compared to today. The teletype seems as ancient as the telegraph now. Except for our newsletter, our FL network today is almost all made possible by the internet.

This issue has a lot of death in it. It's one of the negative aspects of our group getting into the golden years. I just saw that the Capital Airlines Historical Society was dissolving because the members left were too few and elderly to keep it going. I saw the same thing happen to my dad's WWII group when they dissolved ten years ago. Such is life!

FRONTIER ON THE INTERNET

Visit the FL website at <http://FAL-1.tripod.com>. Check out our page on Facebook. Just search for Old Frontier Airlines. You can join the FL Club by emailing Jake at ExFAL@Yahoo.com

THE KANSAS CITY CV-580 CREW BASE

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



TABLE OF CONTENTS

Ace Avakian.....	1
Lamkins Letter.....	2
Reunions.....	3
Gone West.....	4
Pilots Photo.....	13
Jackson Hole.....	19
Notes From FLolks.....	20
JetMates.....	23
Jim Montgomery Letter.....	24
SLC Reunion.....	25
FL 1971 Ad.....	26
Billy Walker Article.....	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

Bob Voight, voightr@aol.com

DEN GOLF TOURNAMENT

2011 event TBA - probably around August 26, 2011.

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

DEN MAINTENANCE AND ENGINEERING PICNIC

No info on a 2011 event.

DEN MAINTENANCE AND ENGINEERING**CHRISTMAS PARTY**

No info on a 2011 event.

Contacts:

Shirley Drnovsek - President, WowShirleyD@aol.com

Donald Cecil - Vice President, dhmececil@aol.com

Juanita Barajas - Secretary, falclub@hotmail.com

DEN NIGHT-BEFORE-GET-TOGETHER

2011 event TBA - probably around August 26, 2011.

Contacts:

Bonnie Dahl, BCDahl777@msn.com

DEN REUNION PICNIC

August 27 and/or 28, 2011.

Contacts:

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

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

DFW CN/FL REUNION

No info on a 2011 event.

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

DFW FRONTIER BASH

Contact Rusty if interested in a 2011 event.

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

FTW CN/FL MECHANICS REUNION

No info on a 2011 event.

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

FYV-FSM MEMORIAL PIGNIC

Probably Sat, August 20 or 27, 2011., 11am-5pm, FSM Burford Pavillion.

Contacts:

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

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

GJT REUNION

No info on a 2011 event.

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

LNK REUNION

No info on a 2011 event.

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

MCI FLIGHT CREW LAYOVER

Friday - Sunday, Sep 23-24-25, 2011.

Contacts:

Phil Stallings, RedRyder@tx.rr.com

JoDelle (Davidson) Burwell, jodelleburwell@comcast.net

Lisa Sachetta, lsachetta@yahoo.com

MCI REUNION

No info on a 2011 event.

Contact: Rose Dragen, 816-741-1995, 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

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

SLC REUNION

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

Contacts:

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

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

Paul Farris: 479-770-6655, 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

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

FL RETIRED PILOTS

(The FL Retired Pilots Assn quarterly newsletter is available for a \$15 annual subscription. Do not know if it will continue now since Ace has flown west.)

DFW

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

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

DEN

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

Contact: Jim Hanson 303-750-6478, 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

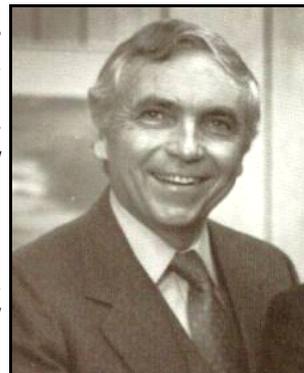
BILL WAYNE'S DEATH

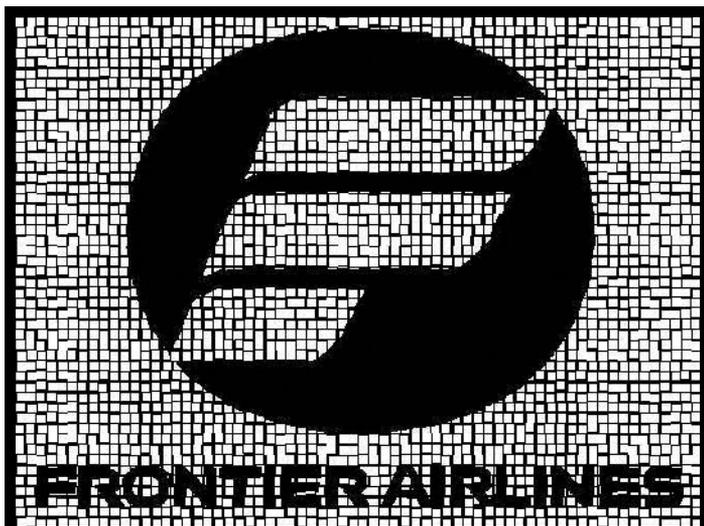
Hi Friends, Just got a call from Denise Hurd that Bill Wayne passed away this morning, March 26, at 0500. He was living in Carfree, AZ, and was 83-84 years old. He had been sick and kidney failure was involved. Saw Bill at a few gatherings the past years in PHX, great guy, think he was VP of flight ops.

-Bonnie Dahl, bcdahl777@msn.com

(Got this at press time. More in the next edition. Bill came to FL with Al Feldman in 1971 from Aerojet General and held a variety of higher management positions until Feldman left in 1981. When Glen Ryland moved up to #1, Bill became #2 as Executive VP and Board member.

Bill was a Navy jet fighter pilot, married to a TW flight attendant, and once headed up a nuclear development program in Nevada. Bill was 84 years old.)





GONE WEST

We salute these FLriends on their final voyage.

They are not dead until we forget them.

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

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

DEATHS REPORTED OR UPDATED SINCE THE WINTER 2011 ISSUE

Ace Avakian, 2/18/11, age 86, cancer
Bobby Byrd, DEN station agent, 2004, age 60
Don Cope, DEN senior ticket counter agent, 2/4/11, age 87
Homer Dahl, DEN OMA BIL, 1/10/11, age 82
Chuck Demoney, DEN vp-market planning, 2/26/11, age 72
Matt Ferguson, SLC DEN pilot, 1/6/11, age 90, natural causes
Johnny Gibbs, ABQ station agent, 1/8/11, age 72, cancer
Pete Gillespie, DAL DFW aircraft mechanic, 6/1/10, age 91
Linda Harris, GSW DFW DEN reservation agent, station agent, 1/5/11, age 66
Bill Hilbert, DEN operations manager, 2/24/11, age 92
Bobbie Lenahan, director-stewardess services, 12/18/10, age 87
Bob Lutkiewicz, DEN senior station agent, 12/17/05, age 78
Sallie Meyer, DEN ticket counter agent, 2/7/11, age 73, stroke
Joe Oliver, DEN MKC OMA PHX senior station agent, 1/15/11, age 72, cancer
Leon Prokuski, DEN pilot, 6/6/10, age 65
Ron Shamberg, DEN station agent, 6/7/09, age 66
Dick Shirling, GSW BFF MCI DEN pilot, 9/7/10, age 73
Carol Specht, CHA flight attendant, 1/10/11, age 85, lung cancer
Wayne Stilwell, STL aircraft mechanic, 2/6/11, age 68, MS
Bill Wayne, 3/26/11, DEN executive vp, age 84

I am the VP and Editor of FARPA (Frontier Airlines Retired Pilots Assn). I am the VP and Historian of RAPA (Retired Airline Pilots Assn, Intl). I have been inserting the Gone West roster in all of the newsletters and I am in the middle (?) of writing a book of my experiences with Frontier. This is NOT a history of FAL nor is it a critical view of the demise of FAL. (I leave that to others.)

Rather it is the story of a kid that grew up in New York City with a dream. The kid that solo'd an airplane at age 16 - went through the aviation cadet program with the Air Corps (Class of 44G - Luke Field) and after instructing a while, joined (and grew up with) FAL.

The first stewardess ever to be fired for being married was Janet Jackson. She was asked to come back (by Gordon Linkon) and set a precedent and all the married stews came out of the woodwork. Janet and I have been married for over 31 years.

-Ace Avakian (5/24/99)

Here's one of my many good memories of flying with Ace, who I consider to be the true, original prototype of an "airline pilot":

During his last few months on the line, I was able to fly a month with Ace on some Mexico overnights. Even though he was #1 on the seniority list, and could hold a better schedule, he wanted to experience "international flying" before he retired.

On one trip, upon our arrival at the hotel in Zihuatanejo, Ace and I and the flight attendants were surprised when the concierge informed us that we were invited to join Glen Ryland, some Hollywood producer friend of his, and their wives for drinks at the bar.

We changed clothes quickly and met them downstairs at the hotel bar. The Ryland group was flying out with us early the next morning, and the crew was of course a bit nervous about the whole idea, since this was only about a 10 hour layover block-to-block.

The flight attendants were afraid to have any alcohol, but at Ryland's insistence, Ace and I ordered some sort of rum drinks. It was a festive atmosphere---Glen was an amiable enough guy. We all had some good laughs---except for the flight attendants, who were petrified.

When Ryland wanted to order a second round, Ace glanced across the table at me with that crazy roving eyeball of his in the funniest, most quizzical way you could possibly imagine. Should we? What to do? Are we safe? Is this a trap?

I nodded to him a silent affirmation..... damn right we should have another!...He's the Boss...he's the Pres!

So we had another. It was all very memorable and humorous. And the next day, Ace was quietly thrilled to fly the airline's president home from Mexico. That was a great month.

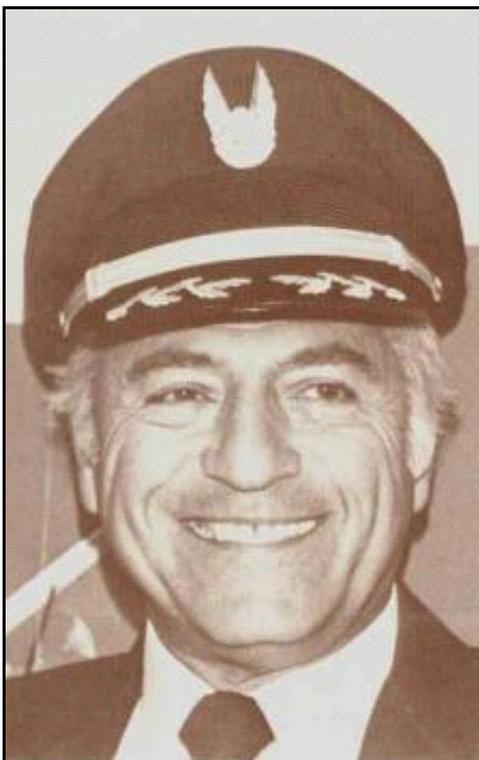
Since it was always such a short layover in Mexico, Ace always got up an hour early at 5 a.m. to walk the beach. It was his only "international flying" and he wanted to experience it fully.

-Wally Rees, 4wallyrees@gmail.com

Blue Skies & Tailwinds"...To the passing of R. Ace Avakian...All you in our flying family, I know, will miss this wonderful man. One of my first flights (back from DFW) out of DEN was with Janet and Ace on a charter.

Before we picked up our first group, Ace let me fly that 727...I will never forget. Janet and Ace....the best...FLY WEST.. our dear friend.

-Lana Kelley, lanaran@comcast.net



ACE AVAKIAN
1948 - 1986
PILOT
PHX DAL DFW DEN

"Ace Avakian... a Hero of mine!"

-*Al Beardsley, beardsley.al@gmail.com*

Ace Avakian and his dog FLAPS were part of our lives.... A LONG TIME AGO on Frontier Air Lines. Rest in Peace you wonderful man.

-*Jeanne C. Wolf, nvtv916@hotmail.com*

This morning Captain Rueben Ace Avakian Flew West. He had his family at his side and he went comfortably. His instructions were to be cremated. There will be a Celebration of Life in the future.

I never had the opportunity to fly with Ace. We became friends through ALPA - Air Safety and just a genuine love of aviation. Ace should be the example every pilot, wanting to become an aviator, emulates. Ace retired Numero Uno in more ways than seniority! I don't know any other Frontier pilot more revered than Ace. He was special. Frontier had its share of extraordinary people in and out of the cockpit. Some stood taller. Ace, short in stature, was a giant in character. One of life's great rewards, for me, was his friendship. I am still in shock. I really thought he would get through this. I am comforted knowing he is flying a pristine DC-3 with unlimited fuel in blue skies and smooth air!

-*Billy Walker, BillyWalker@cox.net*



I going to miss Ace every day just like I miss Ken Schultz who flew west last year. Both were great FL historians and helped me constantly with the FL newsletter and websites. Ace published the FL Pilot's newsletter for 23 years and never missed an issue - 92 of them. His career at FL spanned 1948 until it's death in 1986, 38 years - the pilot record. He was the only FL pilot with a 35 year pin He was #1 on the pilot seniority list when he quit flying the line at age 60 on Jan 10, 1985. Afterwards he worked in flight training until the very end. He told me once he got his pilot's license before he got a driver's license. He was one of a kind, a great friend, and I miss him already. See page 27 for fellow pilot and friend Billy Walker's tale of their unforgettable experiences in France, Iceland and JFK after the 9/11 terrorist attack in 2001.

-*Jake Lamkins, ExFAL@yahoo.com*

Some of you have been notified that Ace passed on, this am at 4:45. I received the call from Aaron at 7:15AM. For those who have not been notified....now you know. I heard from Bonnie Dahl late last night indicating that Ace would not make it through the night. George and I had a sleepless night. Another one of George's dear friends have left him and so live has to go on for the living.

Ace did a tremendous job with our newsletters....keeping us informed on what was going on.....we'll miss his humor at the luncheons. We are going to miss this lovely guy.

-*Nancy Meshko, NancyMeshko@hotmail.com*

OBITUARIES

[Leave Your Condolences](#) [Send Flowers](#)

Ruben Ace Avakian
In Loving Memory

Born

January 10, 1925
Stoneham, Massachusetts

Passed Away

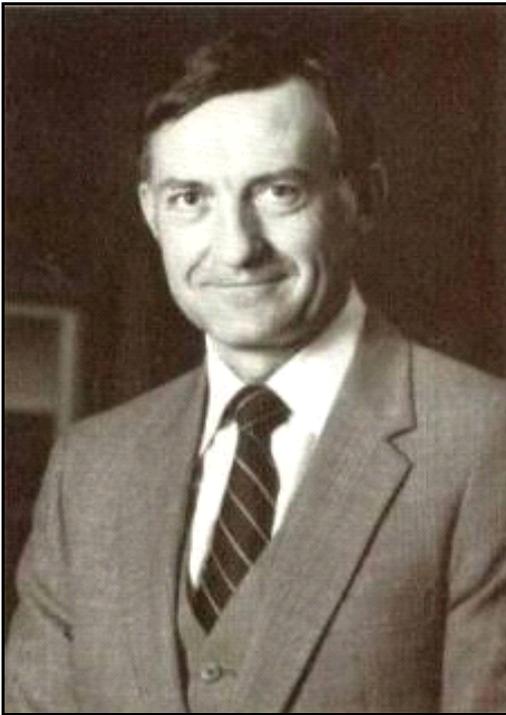
February 18, 2011
Lone Tree, Colorado

Past Key and Past Governor Denver Hangar Quiet Birdman.
Lifetime Member Experimental Aircraft Association.

A Brief History:

Sail Plane Student Pilot at age of 12, 1937.
Powered Airplane Pilot Instruction at age 14, 1939.
Soloed at age 16 in a J3-50, 1941.
Aviation Cadet, Army Corp, 1943
Luke Army Airfield Graduate, Single Engine Fighter Pilot flying the P-40, Checked out in the P-39 and the North American A-36, 1944.
Central Instructor School Graduate-WASP Instructor, 1944.
Flight Instructor Thunderbird Field, Chinese Cadets, 1945.
Civilian Flight Instructor and Ferry Pilot, 1946.
Joined Monarch Airlines, 1948.
Checked out as Captain and flew the DC-3, CV-340, Convair 580, Boeing 727, Boeing 737 and MD 80, 1951.
Member Air Safety Investigators, 1968
Only pilot to complete 35 years with Frontier Airlines, and retired as number 1 on the seniority list, 1985.
Flight Instructor and Check Pilot, MD-80, until the demise of Frontier, 1986.
Stopped logging after 35,000 flight hours.

Certificates and Awards: ATP, CFI, CFII, MEI, Master Pilot Award, FAA, 2004.
and MD 80, 1951.



CHUCK DEMONEY
1958 - 1986
STATION AGENT,
SENIOR VP-MARKET PLANNING
DEN RAP PHX

I never like to email sad news, but it's the quickest and easiest way to get in touch with anyone in the lunch group who knew Chuck when he was working in Denver. He was one of the few "old" FL management people who was still in the Smith Rd office building just prior to the bankruptcy.

Chuck was at the 20th reunion picnic wearing leg braces which was the result of a number of illnesses. He has had many surgeries the last few years and has spent much of this past year in and out of the hospital.

He and his wife Judy retired to Waxahachie, TX where they owned a small gift/antique shop until Chuck began too ill to manage it.

Late last night I received a phone that he past away Friday evening after his most recent illness.

-Bunny (Donna) Sills, Arvada CO

OBITUARY: Charles "Chuck" Demoney passed away Saturday, February 26, 2011 in Dallas, TX. He was born January 18, 1939 in Fairplay, CO to Charles and Alice Demoney.

Chuck graduated from Adams City High School in Commerce City. He led a distinguished 40 year career in the airline industry, serving 26 years with Frontier Airlines in Denver and retiring in 1993 as President/CEO of MGM Grand Air in Los Angeles.

He and Judy retired to Waxahachie, TX in 1993 where Chuck spent countless hours of community service.

He is survived by his beloved wife, Judy, of 28 years, children Jennifer, Jim (Violetta) of Phoenix, Chip (Amber) of Bozeman and Autumn (Scott) of Denver, sisters Beverly Stewart and Connie Slaven of Denver, six grandchildren and three great-grandchildren. He was preceded in death by his parents and five sisters.

A memorial service was held March 1 at the First United Methodist Church in Waxahachie. In further honor of Chuck, donations are welcome to the Ellis County SPCA or their church.

- Denver Post on March 3, 2011

(Chuck was hired May 1, 1958 as a DEN station agent. During his 28 year career he held manay management positions: District sale manager, regional sales manager, director of sales, director of sales and market planning, director-eastern division marketing, assistant general manager of sales & service, vp-sales & service, senior vp-market planning.)

RAMP AGENT MEMORIES

by Chuck Demoney (3/31/04)

Each morning about 5:15 a.m. two mechanics would bring equipment for flight 22 to the ramp. On this particular winter morning about 2 inches of very wet snow had fallen, partially melted, and then frozen to a sheet of ice and then was covered with 2 inches of new snow. We would stand in the gate house at Gate 2 and wait to see the plane come from hanger five - betting on the mechanic driving by the speed of the taxi. We all chose Dallas and Carl as the jockeys.

It was my turn to flag the plane in. I positioned to be able to see Dallas Mortenson, the driver, and began to wave him in as normal. But when I signaled for him to stop and begin the turn to position facing out, the plane started a giant slide! The props became bigger and bigger the closer they got to me. I turned and ran under the gate overhang out of the way. Dallas finally got it stopped about 3 feet from the observation deck which one could reach from the tip of the wing.

I was what you would politely say shaken by the experience. But you should have seen the look on Dal's face when he finally shut the engines down and opened the door! Most embarrassingly for the mechanics was the need to call for a tug to drag the plane away from the walkway and into correct position. Dal even came over and helped load in order that we not take a delay.

One day we were waiting on the ramp for Flight 108 from Phoenix and points in between. "Untidy" as we referred to the elite, had a DC-6 come to the ramp, quickly unload passengers only, and then was taxied to the nearby hanger. A crew of their mechanics hustled to the potty dump door, hooked up the potty cart and emptied the rear potty. It seems that just prior to landing a rather rotund lady had gone to the blue room, was stuck on the potty by the pressure change, and couldn't get off the pot.

Once again we peons were at the ramp waiting for Flight 71 from Grand Junction. As was the custom, we watched the United jets land - waiting for the day our great little airline (the one with no money) would have our first jet. A United DC-8 62 flared as it approached 270R. All seemed well until it touched down and suddenly veered right, ran up on a city service truck parked well off the runway, settled down and sat there. People came flying out of every exit and over the wing that now sat on the ground.

About 20 minutes later the passengers began arriving in the terminal. One man came running up to our ticket counter, suit muddy, one shoe gone and the other in his hand. He anxiously asked if our Flight 73 had left as he had a reservation for it. We checked him in one shoe and all and away he went. It is the only time I can recall that we boarded a passenger in his socks.

One Christmas I was working the counter and checked an inebriated gentleman in for his flight. Obviously it was a busy season but we watched him go into the corner pub for yet another nip. He no showed (missed) the flight. We checked him as wait list on the next mornings flight, left him sleeping on a chair in front of our counter and left a note for the morning crew to be sure he got to the flight. The next afternoon I came on duty to find that he has slept through his flight and was checked in on the evening flight, again. I asked him to stay on the nearby chair as we were determined to pour him on the evening flight. We looked up and he was again on his way to the bar. We let him go but then at flight time we went in, drug him out and walked, (read propped him up) out to gate 2 and onto the airplane - finally clearing our wait list of 2 days.

WAYNE STILWELL

1968 - 1986

AIRCRAFT MECHANIC
DEN PHX STL

The FL aircraft mirror is done on the back side of a mirror hand drawn and cut in with a sharp nail and painted using model paint and the frames are made using primitive tools by convicted a drug dealer in a prison in Mexico. He is doing a 20 year term but I have never meet him. His girl friend works part time for me and I send him a picture of an aircraft and the next week he has a mirror done.

I offered to send him extra knives, razor blades and other tools to work with. The prison will let him have mirror glass but no tools. I'll send mirrors to people that I have worked with and people that help keep the memory of Frontier alive.

I have MS and have to use a power chair to get around. Life has been real good to me.

After Frontier I went to work for Express One airlines. I worked for them for 11 years and when I discovered I had MS I was running 15 freighters for them in Brussels, Belgium. The owner of Express One was married to one of the daughters of the Hunt family of Texas. He and I had became good friends and he helped me become well off money-wise .

I had 20 great years with Frontier. I'm now living in Yuma, Arizona. I thank you for your work on the website - it has meant a lot to me. Out of my 20 years with frontier I spent my first year in DEN second year in PHX and the last 18 years in STL. Carl Simpson and I were the last 2 mechanics when the airline shut down in 1986.

I shall always enjoy the 20 years with Frontier as the best 20 years in my life and I have had a wonderful life. Enclosed there is a check - please contact Keith Stielow and mail him a couple of back issues and place him on the subscription list. Keith Stielow was our maintenance manager for 18 years; he was based out of Kansas City. He was the best manager anybody could have ever had. Let Mr. Stielow know his subscription is taken care of... he has done so much for me over the years. I donated a couple of mirrors for the STL Reunion drawing. .

-Wayne Stilwell, letters - 12/5/03 & 10/27/06

I have just been informed of the passing of Wayne Stillwell on February 6th in Yuma, Az from complications of M.S at 68 years of age. There is an obit published in the Yuma Sun newspaper. Wayne was a long time line mechanic in STL.

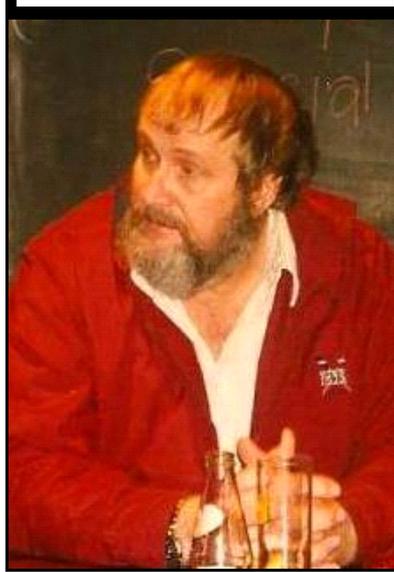
-Jim Taylor, jetdoc@bendcable.com

Obituary: H.D. "Wayne" Stilwell (1942-2011), 68, of Yuma, died Feb. 6, 2011, in Yuma. He was born July 5, 1942, in Wagner, Okla., and was an aircraft mechanic. No services are planned. Yuma Mortuary and Crematory is handling arrangements.

- The Yuma Sun on February 10, 2011

I worked with Wayne in STL. When I got my 1st station manager position in MEM, I was preparing to leave & asked Wayne if he would paint my 60 VW Bug before I left. On Sat. nite before I left next day, Wayne painted the car in the Air Frt. building and would only accept a bottle of Jack Daniels as pay. Did as excellent job! He was "easy going" guy & everyone

MORE GONE WEST



seemed to be his friend.

-Jim Mustain, FCAviator@peoplepc.com

I worked STL station and Wayne was an aircraft mechanic there til the 580s were cut from the system and the station was dramatically downsized. And if I recall, he was even building maintenance for a while. Sorry to hear about Wayne Stilwell flying west.

-Chuck Tiskos, CTiskos@hotmail.com

Wayne was a real go-getter. When the city condemned a bunch of houses near STL he bought one (maybe more) and dismantled it pretty much by himself. He never missed a government auction and always came home with a truck load of surplus stuff. He bought an old chicken operation north of Hawk Point with plenty of room to store his treasures. He helped me build a loafing shed, for my horses, and furnished most of the materials; in return I was going to help him build a building on his property, but he never got around to it and I guess I still owe him a few days labor. With Wayne, Shorty Maxwell, Wayne Gordon, and Larry Miley, et al gone there's not many of us left.

-Bob Baxter, aa7eqham@sbcglobal.net

Wayne died in Yuma, AZ where he has been bed ridden for the past five years. He was diagnosed with MS in September 1997 and it has been a very unpleasant painful situation worsening continually. Wayne's mother will be 94 this year and still lives in Yuma in an assisted living facility.

Wayne nor myself ever remarried after over 25 years so I did still take care of his medical issues and seeing that he had caregivers in the home and never had to go into a nursing home. I was with him the last 8 hours of his life and he was ready to be relieved of the pain and deteriorating existence.

He dealt with the situation very well for all of these years. I usually spoke with him three times a day and it was a daily reminder that any problem I had was so small it was not worth mentioning. Per Wayne's request he was cremated and no service was held.

-Wanda Stilwell, High Ridge MO

(H D STILWELL: Aircraft mechanic seniority date of 3/4/68 per the 11/1/76 FL/IAM Seniority List. Wayne sent me a wonderful mirror in 2003 which I treasure. It was a gift out of the blue thanking me for the FL website. Below is the mirror that Wayne sent for the 2005 FYV-FSM FL Reunion. The drawing for the mirror was won by pilot Johnny Mathews)



SALLIE MEYER

1967 - 1986

RESERVATION AGENT, TICKET COUNTER AGENT
PHX PUB DEN

Sallie Meyer passed away Monday the 7th of Feb in Palm Desert, CA. Funeral arrangements have not been completed yet as she has her family and a home here in Denver as well. She was hired on as Sallie McCrea and married twice but believe she left with Sallie Meyer. She worked Ticket Counter/Gates and Lost and Found in Denver..

She has many FLamily who will want to know this.. It saddens me that so many of our FL family have "Gone West".. Like all of our co-workers we had so many great times together.. and we really grew up with each other.. Going to miss Sallie very much.

-Eric Mason, ejm1147@hotmail.com

My name is Kelly Kincaid and I currently work at Frontier with Rosie Van Epps (FL flight attendant 1966-86). She told me about all the postings you do for old Frontier employees. Well, my mom was one of those and she passed away Monday 7 Feb 2011. My Mom's name is Sallie Meyer. When she first started with Frontier she was Sallie McCrea and then remarried and became Sallie Alumbaugh then remarried and became Meyer.

For the most part she was a gate agent at Stapleton. We did move to PHX for a while when I was 5 approx in 1968 and we spent a lot of time with Julie Dickman and her two boys and in 1976 she transferred to PUB when she remarried the first time. But that was for just 2, maybe 3, years, then came back to DEN and she was at Stapleton til the end of Old Frontier. She became a Meyer towards the last few years Frontier was still in business.

And for now, we know for sure that her services will be on 2-24-11 at Fairmount Cemetery in Denver at 10 or 11 - that I will have to check for sure. She was at her little home in Palm Springs (she was a snowbird) so my sister Kim Graham and I had to go get her. And are waiting for her to be shipped home. That is why the delay for services and they can't give us an exact arrival time. She was like all other Frontier employees and was just heartbroken when the company went out of business. She still talked with other employees and in fact spent New Year's eve with Bev Cummiskey who is old Frontier employee too. She will be missed so very much by many.

-Kelly Kincaid, looneytoons@juno.com

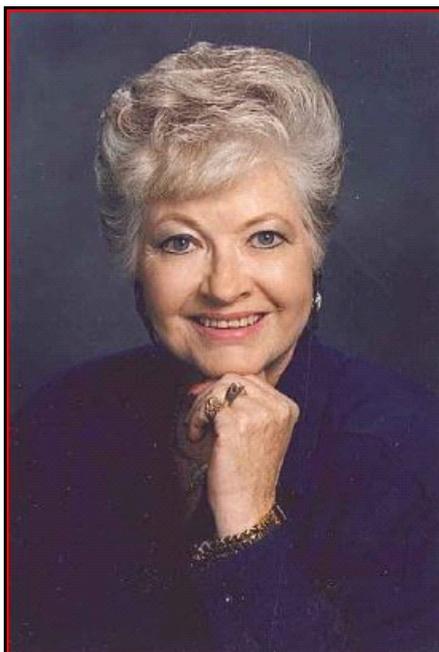
This was taken last New Year's Eve in Palm Springs with me and Sallie out on the town having a great fun evening. Hopefully you can cut this down to just get Sallie's picture. (*Pix posted at FL website on Sallie's memorial webpage.*) I worked with Sallie starting in 1967, also with her in PHX and then til then end in Denver. She was my dear friend and I do miss her. When I met her in Palm Springs, it was the first time I had seen her silver hair...Sallie always was a red head!

-Bev Cummiskey, bkc130@gmail.com

Here is a somewhat recent photo of my mom. She did suffer a stroke after this photo was taken, but I thought she looked real pretty in this one. I think people will remember her best with this one. So far services are planned for Thursday 2-24-11 at Fairmount Cemetery in Denver at 10:00 am.

-Kelly Kincaid, looneytoons@juno.com

My mom, Shirley Shackelford, worked for FAL in DEN res. I remember parties with Ann Latimer, Ceil Landi, Carolyn Boller,



Bonnie Bias, Sallie Meyer, etc. Mom would bring me up to the reservation office and by the time I departed, my face cheeks about fall off from being pinched so much.

Back then headsets, pencils and index cards were the tools of the trade, and of course, those darn IRATES. It was a little wild; they all had those 2 feet tall hair styles with birth control glasses on. Of course, they were always dressed in nice business attire The ladies had it going on for sure. Lefty Carlson would always have a smile on his face.

-Brad Shackelford,

bwshackelford@yahoo.com

(Brad followed mom Shirley to FL where he was a cleaner 1979 - 1986 and in RNO at the end.)

Here is the obituary I will be sending to the Greeley Tribune tomorrow, included is the same photo I sent you. We did just a small acknowledgement for the Denver post that will run on Tuesday. I can't remember what I sent you on Mom. She worked as gate agent in Denver and went to PHX for a couple of years to help Julie Dickman open up the PHX reservations. She also was a gate agent in PUB for a couple of years. The past 10 years she wintered in Palm Springs, CA and summered in Aurora, CO. She was very crafty and very talented at decorating her homes beautifully. Some of her very closest friends from the Frontier Family are Shirley Shackelford, Beverly Cummiskey, Diane Torrey, Marlyn Allen, Janice Lefler, Jim Kyte and many, many more. But, these are the Friends that come to mind who all meant so very much to her. She was loved and will be missed by many.

-Kelly Kincaid, looneytoons@juno.com

OBITUARY: Sallie L. Widney Meyer, 73, Loving Mother, of Aurora Co. passed away at her Palm Springs, Ca home. Born Jan. 14, 1938 in Nebraska to Dr. Samuel E. and Lily E. Widney of Greeley CO. Graduated from Greeley High School 1956 and was employed with Original Frontier Airlines in Denver For 20 years. Survived by daughters Kimberly Graham and Kelly Kincaid; their husbands Roger and Roderick. Four Grandchildren; Jeffrey and Riley Fedel and Samantha and Mason Graham of Denver CO. Sister Susan Dvorak and nieces Valerie Miceli and Sheri Dvorak of AZ. A memorial Service will be held 10:00 am Thursday February 24th at Fairmount Cemetery in Denver. In lieu of flowers, contributions can be made to The Sam E. Widney Scholarship Fund or the Lily E. Widney Memorial Nursing Scholarship Endowment Fund at 1801 16th St. Greeley, CO 80631 or via website NCMCFoundation.org.

-Greeley Tribune on 2/22/11

(S L MCCREA: TCA seniority date of 10/16/69, emp# 05557, on the 1/1/74 FL/ALEA Seniority list (before portability of seniority). S L MEYER: TCA seniority date of 6/19/67, emp# 05557, on the 1/1/86 FL/ALEA seniority list (after portability of seniority))

LINDA HARRIS**1963 - 198?****COMMUNICATIONS OPERATOR,
RESERVATION AGENT, STATION AGENT
GSW DFW DEN**

Please visit the Obituary for Linda A. Harris. Linda worked for CN/FL Res at GSW agent DAL/DFW for many years. Worked with Linda after she came to Dallas Love Field. Later, I was one of her supervisors and then got to know her. She was a good friend and great person to be around. Sure missed her when she left Frontier. Talked to her a few times and will miss her conversation. She has gone to a lot better place - may GOD watch over her.

-Bill Kirkley, bkirkley@flash.net



OBITUARY: Linda A. Harris (1944 - 2011), 66, a pastor, passed away Wednesday, Jan. 5, 2011. Funeral: 11:30 a.m. Saturday in Greenwood Chapel. Entombment: Greenwood Mausoleum. Visitation: 6 to 8 p.m. Friday at Greenwood Funeral Home. Memorials: Donations may be made to Janice LaCount Ministries, 3917 Hamilton Ave., Fort Worth, Texas 76107.

Pastor Linda was born May 10, 1944, in Fort Worth to Arless and Tiny Harris. In past years, she worked for Frontier Airlines and Kay Day Real

Estate and became a pastor in 1973. Pastor Linda founded Grace Fellowship in Christ Jesus in Dallas, Sanctuary of Love Church in Dallas and Rainbow Ministries International. She also did ministering in South Africa. Linda was "blessed and highly favored!"

Survivors: Daughter, Monica Harris and Kevin Coble; granddaughter, Sara Grace Coble; life partner, Janice LaCount; canine companion, Blossom; sisters and brothers-in-law, Betty and Jon Barnett, and Kay Day and James Peebles; nephew, Jon Barnett Jr.; nieces, Debbie Barnett and Cheryl Kisver; and an abundance of friends.

-Ft Worth Star-Telegram on January 7, 2011

Wow--I had lost track of Linda over the years--I don't think she transferred out but I don't remember when she may have left--I think it was before we closed. I will look at some stuff I have... thanks for letting me know.

-Carolyn Boller, ckboller@comcast.net

(Linda started with CN in Aug 1963 as a communications operator per a CN Skywriter article. She became a reservation agent in 1967. Linda became FL's first female station agent in 1975 at DFW. Later she returned to DEN reservations. Her reservation agent seniority date is 4/24/67, emp # 03478, per 1/1/74 FL/ALEA seniority list. I cannot find her on the 7/1/84 seniority list in groups C, D or E. I have not found when she left FL.)

HOMER DAHL**1959 - 1986****PILOT
DEN OMA BIL**

My date of hire was April 1959 as pilot. I flew out of DEN first then was sent to OMA, and after two years there got a BIL bid where we planned to stay. Unfortunately, in 1967 FAL transferred all pilots to DEN where I flew until 1986 when the end came and I retired.

We seem to have taken root here in Aurora, but would sure like to be back home in BIL. Thank you for the invitation and wish we could be there. Hopefully next year we can — will look forward to it.

-2003 BIL Reunion booklet

I talked to Homer by phone when I was trying to verify his email address. He is a contact person in DEN for the pilots. Every evening he checks his email for news from other pilots — who is sick, deaths in the ranks, etc. They have a phone tree - if there is news he calls 10 names and each of them calls 10 until they have touched base with everyone they have on their list. Neat idea we might try for the BIL agents, etc.

-Dee Martenson, BIL booklet editor, AdSanta@bresnan.net

Homer left a message last night (10/25/05) then phoned today. He said Mrs. Les Schaffer is "confused" and sorting out her life now. I had asked him to try to get a pic of Les, recently deceased pilot, for his memorial webpage. She isn't sure what she wants to do so we will just wait for her to tell him about a photo. We chatted awhile - he's an interesting guy.

He said he flew for Wyoming Fish & Game for 3 years before FL. He told of handling grizzlies and wild turkeys. He likes animals better than people. He especially loves horses, he said. He is not kin to Bonnie Dahl but knows her. He said a check for a gift subscription for Mrs. Schaffer is in the mail.

-Jake Lamkins, ExFAL@yahoo.com

Am sending you another years dues, assuming I live to see them all. I very much appreciate getting back up to date with each issue. Thanks to you.

-Homer Dahl on 11/19/10

DAHL, HOMER W, born 09 Aug 1928, died 10 Jan 2011, age 82, at 80014 (Aurora, Arapahoe, CO), SSN issued in Montana.

-SSDI

(H W DAHL: Pilot seniority date of 6/12/59 on the 9/1/85 FL/ALPA seniority list. He is not on the 9/1/86 seniority list. I never found an obituary or good photo.)

JOANN EVATZ**1964 - 198?****FLIGHT ATTENDANT
PHX DEN**

I have an unconfirmed report of the death of flight attendant JoAnn Evatz. The AFA seniority list only shows J Evatz with a 1/26/64 seniority date on the 2/1/81 list but she's not the 2/1/86 list. A FL pilot reporte he had heard she passed away but had no details.

I have been unable to find an obituary. The SSDI has JoAnn Marie Evatz born Oct. 29 1942 died Dec 29 1997 in Colorado. Was this our JoAnn? She is buried at Mountain View Cemetery at Longmont, CO. Anything you have on JoAnn - please post.

-Jake Lamkins, ExFAL@yahoo.com

BILL HILBERT**1947 - 1983****DISPATCHER, OPERATIONS MANAGER
DEN**

Posted at the FL Club (7/4/06): Ebay has a FL plaque up for auction. It appears to be a retirement plaque for Bill Hilbert and has 5 thru 30 years anniversary pins and a clock mounted on it. Does anyone recall Bill and where he worked? The plaque says he was president of the employees club. Bidding is up to \$51 already. Thanks to Al Kendell for alerting me to this item.

-Jake Lamkins, ExFAL@yahoo.com

(Bill Hilbert's retirement plaque sold for \$261.)

Bill Started for Monarch Air Lines as a Dispatcher, March 1, 1947, and became one of the Operations Managers in the 1970s. He retired October 1, 1983, and moved into one of the new homes in the new Highlands Ranch area in 1986.

I worked with Bill in the same office for 20+ years, since I was a Manager On Duty in the Maintenance Control Center and worked directly with all of the Operations Managers and Dispatchers. I saw Bill several times in March and April this year when he said he was moving into a smaller place that offered amenities. Bill also mentioned that he had been diagnosed with Alzheimers in February. His former phone number has been disconnected, so I don't have any contact now.

-Ken Schultz on 7/4/06

OBITUARY: William Leverage Hilbert, Born in Denver, CO on Sep. 12, 1918, Departed on Feb. 24, 2011 and resided in Aurora, CO. Service: Thursday, Mar. 3, 2011, Cemetery: Mount Olivet Cemetery

William Leverage Hilbert, born in Denver, CO on September 12, 1918, passed away February 24, 2011. He is preceded in death by his parents, William Henry Hilbert and Irene Aurelia Snyder; His wife Edith Virginia Steinmetz; Brother Robert F. Hilbert and his daughter Karen Virginia Hilbert.

William went to high school at St. Joseph's in East Denver and graduated in 1937. He worked as a teller at Central Bank and Trust Company of Denver. William enlisted in the Army Air Corps in 1943. As an aviation cadet, he trained as navigator, trained pilots and navigators, and was commissioned as an Air Traffic Service Officer. William separated from active service as 1st Lieutenant, Army Air Corps in December of 1945 and immediately was appointed 1st Lieutenant in the Air Corps Reserves. In 1953, he joined the US Air Force Reserves and retired as Major in 1978.

William achieved a BS in Aeronautic Administration from Denver University in June of 1947. He began working for Monarch Airlines as a dispatcher in 1947. Later, Monarch merged with two other local airlines to become Frontier Airlines. William worked as a dispatcher for Frontier and later flight operations manager until his retirement in 1983, so his post-war working life coincided with almost all of the life of Frontier Airlines.

William married Edith Virginia Steinmetz on November 26, 1944. They had two children Karen Virginia Hilbert and David William Hilbert.



Aside from military service, Bill lived all his life in East Denver or Aurora. He volunteered with the Colorado Civil Air Patrol for many years. Bill was a committed Catholic and gave generously to the church and was a Eucharistic minister at St. Thomas Moore Church in Centennial, CO.

Memorial contributions in Bill's name are being suggested to Colorado Public Radio. Visit this link http://www.cpr.org/article/Contact#load_article|legacy-cpr-342, and follow instructions on how to make your donation.

Please share your memories of Bill and condolences with his family by selecting the "Sign Guestbook" link.

-Horan & McConaty Funerals

My husband, Randy and I just returned from the funeral services for FAL Dispatcher, Bill Hilbert. His only

son, David came all the way from Australia and it was really great to meet him. Randy was a fresh face new hire when Bill was there and he helped Randy learn the ropes. I am so proud of my husband as he gave a fabulous speech and ended with an amendment to the Flight release as a sign off.....so wish we could have recorded that great send-off.

-Lana Kelley, lanaran@comcast.net

(Bill Hilbert, DEN operations manager, age 92, 9-12-1918 to 2-24-2011, 92 yrs, 5 mos, 12 days, 11th oldest on FL deceased lists.)

BOBBY BYRD**1979 - 1985?****STATION AGENT****DEN**

I ran into a son of a former FL employee and this is all the info I have.. Bobby Byrd died in 2004 in Las Vegas.. worked for Southwest at the time of death at 60.. I know he was a station agent in DEN in 1981/2 for sure.. I requested a recent photo for Bobby from his son and hope to get that soon.. I am sorry I dont have any more info.. I know he had 12 children and was married at least twice.. One was a FL employee as well..

-Eric Mason, ejm1147@hotmail.com

I'm sorry to hear about Bobby – he was the first agent I worked with when I transferred to the ticket counter. Bobby's 2nd marriage was to Marvalee Mckeever another of my favorite people at FL – we kept in touch for awhile after FL but lost touch. He also owned several Baskin Robbins that Marvalee managed – she later became a flight attendant for Am West – I'm not sure if she is still flying for US or not. I am going to try to reach her and will try to get more information.

-Larry Kramer, lkramer104@wbhsi.net

I did get a little more news about Bobby Byrd.. he died in 2003 not 2004, so may be able to find the obit in the correct year.. I am trying to get a recent photo..

-Eric Mason, ejm1147@hotmail.com

(Cannot find him on the SSDI nor LAS newspaper archives. B Byrd, station agent seniority date of 1/11/79, emp# 15078, on the 7/1/84 FL/ALEA Seniority List. He is not on the 1/1/86 list.)

JOE OLIVER**1960 - 1986****STATION AGENT, RELIEF AGENT, SENIOR STATION AGENT****DEN MKC OMA PHX**

Joe Oliver was a Sr. Agent and one of the best - most of his tenure was spent in Omaha, Nebraska I think, prior to transferring to Phoenix. A true gentleman and a good boss. Thanks for mailing the newsletter to him - he seemed very anxious to get one and I don't want to part with any of mine.

-Cindy Camomile" <cynhoff55@qwest.net (27 Aug 2005)

Joe was an agent in Phoenix but really have no details on his Frontier years of service. There was no mention in the obit. Just thought you'd like to have the info for the FL News. We also lost the wife of one of the PHX agents, Jackie Davis, wife of Greg Davis died January 5, 2011 from Kidney failure. Such sad news and every time we have a reunion we loose a few more.

- Ginger Treptow, peaches85233@q.com

----- Original Message -----

The announcement of the passing of George "Joe" Oliver is in today's paper. It reads as follows:

OBITUARY: Oliver, George "Joe" 72, of Tempe, AZ passed away on January 15. He fought a good fight against cancer. In our eyes he still won life's battle and entered the Gates of Heaven unafraid! Our hero is survived by wife, Mary of 37 years, daughters, Amy and Sara, son-in-law, Brad (husband to Amy), grandchildren, Isaiah, Riley, Aspen and Laken, brothers in CO, Charles, John and Larry, and many nieces and nephews. Joe's love and humor will be deeply missed. Private viewing preceeded cremation.

-Sonoran Skies Mortuary

Joe was one of my first bosses in MKC. He was always happy and sincere. He showed me the ropes both at work and afterward. I remember a trip to Vegas with he and Lee Davis and a bunch of other workers, wow what fun. But most of all I remember that he was a true friend and would do anything he could to help a person in need. I think he went to Nebraska after MKC before going to PHX. My condolences to his family.

-Tom Schmidt, dschmidt9@msn.com

Joe was a GREAT friend. I worked with him in MKC and OMA. When I worked in MKC Joe Oliver, Leo Maldonado, Mickey Mitchell and I were roommates and what a time we had. There are many stories to be told about that time. Joe was also my boss in MKC and OMA. Our prayers are with Mary and family.

-Dave Gabbert, gabby@ndsupernet.com

Joe was a great guy. I first met him in BIL in the early '60s when Joe was the relief agent for Montana and, I believe, part of Wyoming, and I was the district sales manager. I saw him a lot as he covered vacations, etc. Then I came to MKC in 1965 as regional sales manager and Joe ended up there.

-Herb Schmidt, falherb@yahoo.com

Worked with Joe from 1979-1982 in PHX. As a kid at age 19 when I started with FL, he showed me the "ropes" and always was kind & helpful to everyone.

- Steve Smith, Chandler, Arizona

Joe was one of my best friends when we worked together in Kansas City for Frontier Airlines. He was such a great man and will be truly missed.

- Paul Farris, Lowell, Arkansas

I worked with Joe for 5 years at PHX. He was always so full of fun and mischief and also very helpful and professional. Our Frontier Family will miss him very much.

-Linda Casey Hamala, cvvette@hotmail.com

As all know, Joe will be missed. Was with Joe when with Frontier Airlines in Phoenix. I will miss having a couple of beers with Joe. God Bless.

-Walt Hatfield, W.F.Hatfield@msn.com

(G R OLIVER, Station agent seniority date of 4/1/60, emp# 06493, on the 1/1/86 FL/ALEA Seniority List. G OLIVER, Relief agent DEN covering AIA BIS CDR CYS DEN GJT GUC MCK MTJ RAP BFF Per the 10/15/63 - 3/15/64 Sales & Service Personnel Rosters. The 4/15/66 Roster shows him MKC SSA.)

DICK SHIRLING**1964 - 1985****PILOT****GSW DAL BFF MCI DEN**

The latest Air Line Pilot Assn magazine shows Richard Shirling died in September of 2010. Don't see him on the obits and haven't heard from any other source.

-Ron Gallop, av8r@kc.rr.com

RICHARD SHIRLING, born 11 Jul 1937, died 07 Sep 2010, age 73 at 80134, Parker, CO, SSN issued in Illinois.

-SSDI

Email to Phil Stallings, Guess you saw we lost another Lockett Rocket - Richard Shirling. My records show him in MCI 1977 - 80 or 81. Do you recall him? Did he go by Dick, Rick, Richard? Any info for his webpage appreciated.

-Jake Lamkins, ExFAL@yahoo.com

Yes, I remember him ... he went by Dick Shirling ... I've been trying to find an obit or other info, but haven't had any luck I think he was living in Parker, CO.

-Phil Stallings, redryder35@att.net

(R SHIRLING: Pilot seniority date of 9/21/64 on the 9/1/85 FL/ALPA Seniority List. He is not on the 9/1/86 list. Richard Shirling is on the 5/1/10 FL ESOP Lost List. The Pilot Domicile Lists show R Shirling as 10-64 GSW FO, 5-71 BFF CPT B99, 5-73 DEN FO 737, 5-74 DEN CPT DHC, 4-75 DEN FO 737, 3-77 MCI CPT 580, 10-81 DEN CPT 737, Not on the 5-85 list.)



Janet Avakian is planning a celebration of life for Ace on April 30th, 2011, at the Platte valley Airport, 1100 till 1500. She gave me a okay to send this information. Address for Platte Valley Airport is: 7125 Parks Lane Fort Lupton, Co 80621 It's just West of Hudson, Colorado. **-Bonnie Dahl, bcdahl777@msn.com**

MATT FERGUSON

1947 - 1980

PILOT
SLC DEN

OBITUARY: MATHEW FERGUSON, 1920 ~ 2011, Mathew Armstrong Ferguson, 90, of Littleton, CO, formally of Salt Lake City and Roosevelt, Utah passed away January 6, 2011 of natural causes. He was born in Salt Lake City Dec. 1, 1920 to Mathew Armstrong and Lottie Matthews Ferguson. Matt graduated from East High School in Salt Lake City and joined the Navy in February 1941. After World War II ended, Matt worked as a flight instructor in the Salt Lake area. He married Virginia Ruth (Martin) of Waukon, Iowa on August 15, 1946.

He joined Challenger Airlines in 1948 which later merged with Arizona Airways and Monarch Airlines to form Frontier Airlines. After a distinguished 33 year career as a pilot, Matt and Virginia moved to a ranch near Roosevelt, Utah. In 2000, they moved to Littleton, CO to be closer to family.

Matt is survived by two sons, Bruce (Donna) and their two daughters Adrienne and Natalie of Highlands Ranch, CO and Brian (Barbara) of Mountain View, CA and nephews and nieces. He was preceded in death by his parents, wife Virginia, sister Janet Ferguson, and brother Keith Ferguson. Funeral services will be held in Waukon, IA on January 23rd at Martin Funeral Home.

(Thanks to pilot Al Kendell for sending the obituary.)

- Deseret News and Salt Lake Tribune on January 18, 2011

Don Anderton called me yesterday to tell me of the death of Matt Ferguson 6 Jan 2011. {natural causes}. Ninety years old. Funeral service in Waukon, IA

-Jack Schade, captainjack20@msn.com

Matt, class act only begins to describe the many good things about you. It was a pleasure to know you and fly with you. Have a good flight west.

~ Billy Watkins, Brighton, Colorado

Matt, May you enjoy Smooth Air - Warm Soft Tailwinds - and a Bright Star to Steer By on your Flight West. The memories of our many flights together will most certainly bring a smile. I remember your teaching me to hand load my hunting rifles and shotgun. You were a man of many talents as well as a fine aviator.

~ Billy Walker, Ahwatukee, Arizona

THE GOLDEN YEARS OF FLYING

By Tex Searle, excerpted with his permission
Expedited Bus Service

In those days it was the stewardess's responsibility to carry her own commissary kit: a small, suitcase type bag filled with instant soup, coffee, tea, airsick pills, and lots of Doublemint chewing gum to help the passengers relieve the pressure in their ears from the constant pressure changes of flying in unpressurized equipment.

On this occasion, as we prepared to board our flight at River-ton, Wyoming, Captain Matt Ferguson noticed our stew's commissary kit still sitting by the boarding gate. He asked an agent to slip it in the rear cargo compartment without drawing the attention of the stew. After departure the stew rushed into the cockpit, and in a distraught voice informed us she had left her kit



Matt on Dec 4, 1966

at the boarding gate.

Captain Ferguson reassuringly told her not to fret, that we would radio back to Riverton and have the commissary kit forwarded to Rock Springs by bus and it would be waiting there upon our arrival.

After the stew had departed the cockpit, I was asked to call ahead to Rock Springs and advise the agent that our stew's commissary kit was in the rear cargo compartment. On our arrival he was to remove it from the cargo compartment, open the main airstair door, hand it to our stewardess, and tell her a bus had brought it down from River-ton.

At Rock Springs everything proceeded as planned. Handing the kit to the relieved stewardess, the agent carried the prank further by advising her that a cab had been hired to carry her kit to the airport from the bus station

and there would be a \$2.00 charge for the cab fare. She thanked him for his trouble and, not having the \$2.00 with her, she said she would co-mail (company mail) it to him.

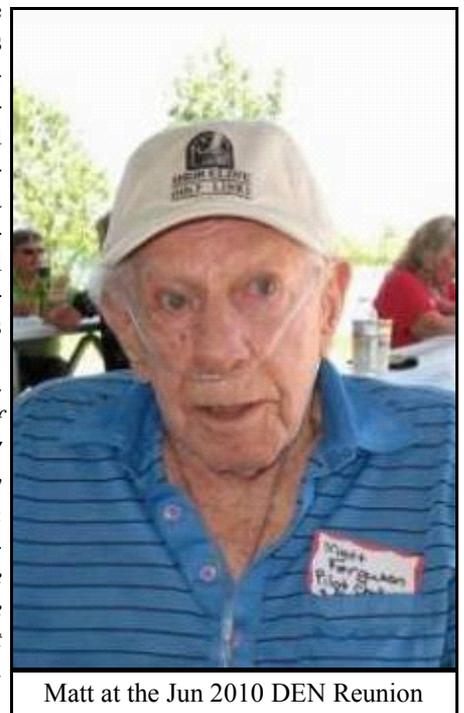
Two days later when I was back in Rock Springs, the agent stepped into the cockpit with a smile on his face and asked, "What am I to do with this?" In his hand was the \$2.00 the stew had promised and a note thanking him again for his trouble.

But this wasn't the end. Several days later, the stew was again in Riverton and the agent who had slipped her kit in the rear cargo compartment advised her that she owed him \$2.00. She said, "You think I'm stupid? I've already paid \$2.00 to the agent in Rock Springs. Why do I have to pay you?"

He informed her the bus firm had charged him \$2.00 to carry the kit to Rock Springs for her to pick up there. She said, "Oh, I forgot about the bus."

All the money she had divvied over was returned to her via co-mail, and to my knowledge, no one ever did have the mettle to inform her it was all a prank and that airplanes have managed to outrun ground transportation vehicles since 1903.

(M A FERGUSON: Pilot seniority date of 7/1/47 on the 10/28/67 FL/ALPA seniority list. He retired in 1980 on his 60th birthday. Matt is in the group on the next page at Floyd Ririe's last flight - the first FL pilot to retire.)



Matt at the Jun 2010 DEN Reunion



Floyd Ririe's Farewell Flight Dec 4, 1966: L-R: Ike Isaacs, Vern Vaudrin, Bob Williams, Denny Finke, John Iverson, Ed Radford, Ron Rasmussen, Matt Ferguson, Floyd & Mrs. Ririe, Bert Hall, Fred Blakely, Bill McChrystal, Frank Brgoch, Jack Schade, Earl Morris, Dick Ure

DON COPE
STATION AGENT, TICKET COUNTER
AGENT, SENIOR TICKET COUNTER AGENT
1965 - 1985?
DEN

Just got word that Don Cope passed away at 87 last Friday, the 4th of Feb.. no obit yet.. there will be a service this Saturday, the 12th Feb. at 2:00 pm at the Altura Spanish Congregation of Jehovah's Witnesses, 350 Laredo, Aurora Colorado.

Worked with Don in Denver for Frontier many years and his specialty was Lost and Found.. we enjoyed so many great times.. His wife said that an obit would be out sometime tomorrow.

-Eric Mason, ejm1147@hotmail.com

OBITUARY: Franklin O. "Don" Cope Jr., 87, of Aurora. Husband of Berniece; father of Steve Cope, Kathy Littleton, George Faber, Jr. & Kathy Caster; grandfather of 8; great grandfather of 5; brother of Eugene Cope.

Retired from Frontier Airlines and owner of Aurora Craftsmen Carpet Cleaning. Memorial service, Saturday, February 12, 2011, 2:00pm, Kingdom Hall or Jehovah's Witnesses, 350 Laredo Street in Aurora, CO.

-Denver Post on February 10, 2011

Sorry to hear about Don Cope, and the first time I met Don was DEN CN when I transferred in from COS, we both worked several areas together, Don worked for CO for many years before he came to CN, he was the inflight customer service rep. for them.

-Fred Elliott, tyler2i@yahoo.com

Don was someone I had the pleasure of working with at Frontier. Our late evening shifts provided time for some great conversations at the end of the day when things were slowing down. I'm sure he will be sadly missed.

I think Don worked at CO before. I believe he started in one of the southern Kansas airports. He also was a pilot in the military. Our nickname was Capt. Don. I don't think he ever flew for the airlines.

-Mike White, mwhite2020@gmail.com

I remember quite well working with Don in L&F. Exceptional man of integrity and judgment as I learned a lot about the airline business from Don. So kind and temperate but at the same time, he never took any crap from unruly passengers. RIP, my friend.

-Harold McDonnell, hmcd23@yahoo.com

We are sad to hear about Don but we are also happy that he will be with the past Frontier employees talking about the good ole days watching out for the rest of us. Don was an employee any company would be pleased to have work for them; it just so happened we were lucky to have him at Frontier. Our thoughts and prayers go out to his family and friends.

-Buck and Trish Hawk, Purcell, Oklahoma

Don was a great supervisor, co-worker and friend. He always had the same disposition regardless what the situation was and treated each person with respect and fairness. I feel blessed to have known Don.

- Shirley Wade-Hayhurst (aka Zoretic) MSP

(D COPE: Birthday 9/24/23, seniority date 12/29/65, per the 6/1/70 DEN Station Roster. F O COPE: Ticket counter agent seniority date of 11/27/72, emp# 01554, on the 1/1/74 FL/ALEA Seniority List (before portability of seniority). Don Cope listed at DENLL on the 11/25/85 DEN CENTREX list. F O COPE JR: TCA seniority date of 12/29/65, emp# 01554, on the 7/1/84

FL/ALEA Seniority List (after portability of seniority). He is not on the 8/9/86 DEN Station Roster nor the 1/1/86 FL/ALEA Seniority List. He may have retired when he turned 62 on 9/24/85 Not to be confused with FL aircraft mechanic Donald Cope.)

JOHNNY GIBBS
1967 - 1986
STATION AGENT
ABQ

Former Frontier station agent Johnny Gibbs passed away January 8th, 2011. Cause of death cancer. Johnny worked ops at ABQ until FL ceased operations.

-Jim McElhaney, jimmcclhaney1073@comcast.net

OBITUARY: Johnny Gibbs, 1938 - 2011, age 72, a resident of Los Lunas, passed away peacefully on Saturday, January 8, 2011. He is survived by his wife, Norma Gibbs; and his children, Vickie Edwards and Carrie Gibbs; grandchildren, Amanda Edwards, Lyndsie Edwards, and Jon Dillon Patrick; sister, Patsy Joyce Haviland and her children Larry, Gary, Cindy and Jodi; nephews, Stephen Mullens, Randy Mullens, Scott Wilson, and Marvin Fulfer; niece, Cheri Lujan; and son-in-law, Jeff Edwards.

Johnny worked for Southwest Airlines for over 13 years before retiring in 2009. He was a wonderful husband, father, grandfather, uncle, and friend. He loved to travel, garden, smile and make people laugh. He will be greatly missed by all those whose lives he touched.

A visitation will be held on Friday, January 14, 2011 at French - University Chapel, 1111 University Blvd. NE, Albuquerque, New Mexico from 4:00 p.m. to 6:00 p.m., and Services will be held at French - University Chapel, on Saturday, January 15, 2011 at 11:00 a.m., with burial services immediately following at Sunset Memorial Park Cemetery, 924 Menaul, NE, Albuquerque, New Mexico. Please visit the online guestbook for Johnny at www.RememberTheirStory.com. FRENCH 1111 University Blvd. NE (505) 843-6333

-ABQ Journal on January 11, 2011

I will miss your smiling face and all of your wonderful stories and memories we shared. My grandfather (Walter Albany-Frontier Airlines) would have been glad to know that I got to know you and call you a friend.

-Adrienne Chavez - Friend/coworker SWA

My dad was the best dad any girl could ever ask for. His kind heart and gentle smile touched so many. I will never forget his joking personality and constant smile. One of my most precious memories was having coffee every weekend with my dad (mom had cocoa - ha ha) for the past couple of years. So now when I have a cup of coffee, I toast it to you daddy...I love you very, very much.

-Vickie Edwards - Los Lunas, NM - Daughter

I had the great pleasure of working with Johnny at Kitts in the mid 1990s, before he went to work at Southwest Airlines. He was such a kind and pleasant man to work with and be around. He had such a kind heart and great smile. We started working together about the time that "Achy, Breaky Heart" came out on the radio and I can still hear him singing it and see him dancing around. He was a great man and we're all going to miss him. Our prayers and thoughts are with Johnny's family at this time.

-Mark Warfield, Albuquerque NM

(J GIBBS, Station agent seniority date of 11/27/67, emp# 03110, on the 1/1/86 FL/ALEA Seniority List.)

BOBBIE LENAHAN**1966 - 1975?****DIRECTOR-STEWARDESS SERVICES****DEN**

OBITUARY: Roberta Lou Lenahan, 87, of St. Augustine, Fla., died Dec. 18, 2010, at Flagler Hospital. She was born in Hymera, Ind., to Robert J. Atkinson and Cecil Irvine Atkinson. She retired from Frontier Airlines as chief stewardess. She was the first female executive with the airlines.

Funeral services will be held at noon Wednesday at Corpus Christi Catholic Church, with the Rev. William Mooney officiating. Burial will be in San Lorenzo Cemetery. Visitation will be held from 4 to 7 p.m. Tuesday at Craig Funeral Home. Prayer services will be held at 4:30 p.m., also at Craig Funeral Home.

She is survived by her husband, Cyril Joseph Lenahan Jr.; daughters, Judy Lynn Gregory, Melbourne, Fla., and Lora Gail Lenahan, St. Augustine; son, Cyril Joseph Lenahan III, Kenosha, Wis.; sister, Mary Siefken, St. Augustine; 10 grandchildren; and 11 great-grandchildren. Craig Funeral Home Crematory Memorial Park in charge of the arrangements.

-St. Augustine Record on December 21, 2010

ROBERTA LOU LENAHAN, born 10 Apr 1923, died 18 Dec 2010, age 87, at 32080, Florida, SSN issued in Indiana

-SSDI

(Roberta Lenahan, Manager-Stewardess Services per Jan 1970 FL Telephone Directory. Jun 1972 article says she is Director-Stewardess Services. She is not in the Nov 1977 FL Quick Reference Directory. The Nov 1966 FL News say she was hired as DEN Chief Stewardess. Bobbie Lenahan, DENOY, on the 6/12/67 FL Centrex Directory.)

LEON PROKUSKI**1978 - 198?****PILOT****DEN**

OBITUARY: Leon Martin Prokuski, 65 of Maui, HI and Castle Pines, CO died at his residence in Hawaii on June 6, 2010. Leon was born April 3, 1945 in LaSalle, Illinois. A retired Lt. Colonel with the United States Air Force and a retired American Air Lines Captain.

He is survived by his wife, Nora Prokuski, son, Curtis (Marsha) Prokuski; a daughter Michelle (Shawn) Thompson; grandchildren, Kyra and Jared Prokuski, Tyler, Jakob and Jeffrey Thompson; two brothers, Gerald and Eugene Prokuski; a sister, Audrey Hearn. Funeral Services will be held at 11:00 AM Friday, June 18, 2010 at St.



Francis of Assisi Roman Catholic Church in Castle Rock, with Interment at Ft. Logan National Cemetery, Denver, CO.

-Denver Post on June 15, 2010

It's a sad day - another Original Frontier Airlines pilot "gone west." Leon was in my 1979 new hires class at Frontier. Our little group - the "dirty dozen" - went through a lot as Frontier struggled to cope with airline deregulation. When the dust finally settled we both ended up at American and salvaged something of a career.

So, I'm really sad to learn of Leon's passing. My thoughts are with your family today and for many days to come.

-Steve Thrapp, Fort Collins, Colorado

(LM PROKUSKI: Pilot seniority date of 10/3/78 on the 9/1/81 FL/ALPA Seniority List. He is not on the 1985 list.)

PETE GILLESPIE**1952 - 198?****AIRCRAFT MECHANIC
GSW DAL DFW**

OBITUARY: Alton Charlton "Pete" Gillespie of North Richland Hills passed away Tuesday, June 1, 2010. Funeral: 11:30 a.m. Saturday, June 12, in Mount Olivet Chapel. Interment: Bluebonnet Hills Memorial Park, with military honors.

Visitation: The family will receive friends 6 to 8 p.m. Friday at Mount Olivet Funeral Home. Pete was born May 11, 1919, in Colony Town, Miss., the son of George Folk and Adelle Moore Pearson Gillespie.

He married Mary Elizabeth Cothran in 1947, and was a devoted husband. Pete loved to cook, spend time with his family, and tell stories and jokes.

He loved airplanes, and spent over 30 years with Frontier Airlines as an airplane mechanic. He was a proud World War II Army veteran who served his country in the Pacific. He was a member of Southside Masonic Lodge #1114, A.F. & A.M.

Pete was a true Southern gentleman who made friends everywhere he went with his good humor and charm. Hours fly Flowers bloom and die Old days, old ways pass Love stays Survivors: Wife, Mary Cothran Gillespie of North Richland Hills; granddaughters, Marcia Adelle Gillespie-Norder and Leni Alexis Gillespie of Austin; son, Alton Clifton Gillespie of Fort Worth; and brother, Bob Gillespie of Tchula, Miss.

-Fort Worth Star-Telegram on June 11, 2010

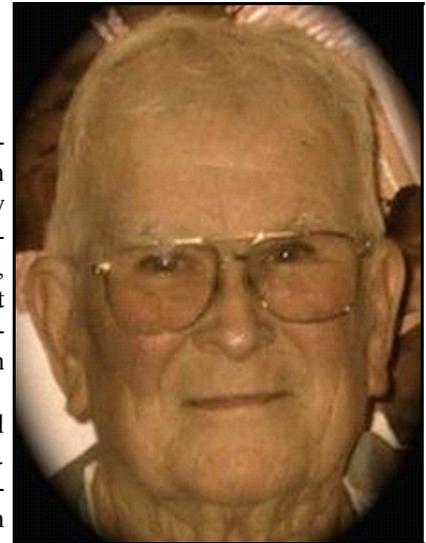
ALTON CHARLTON GILLESPIE, born 11 May 1919, died 01 Jun 2010, age 91, at 76180 North Richland Hills, TX, SSN issued in Mississippi.

-SSDI

I worked with Pete my first day at Central. Remember him well.

-Bill Guthrie, bill_guth3@yahoo.com

(A C GILLESPIE: aircraft mechanic seniority date of 10/1/52 on the 11/1/76 FL/IAM Seniority List. Does anyone know when he retired? Pete's 26th on the longest lived FL obituary list beginning on the next page.)



CAROL SPECHT**1948 - 1949****FLIGHT ATTENDANT
DEN**

OBITUARY: Carol Ruth Hilton, 85, died of lung cancer on January 10 in Portland, Oregon. She was an award-winning journalist who wrote for newspapers throughout Washington. Carol was born December 22, 1925, in Los Angeles. She grew up in Southern California and graduated from the University of Southern California, where she was a Chi Omega.



In 1949, while flying as a stewardess for Challenger (later Frontier) Airlines, she met John Edwin Hilton II. They married one month later and moved to the Seattle area. Carol began her journalistic career as a reporter for the weekly Bothell Citizen in Bothell, Washington. She went on to become a writer and section editor for the Yakima Herald Republic and, later, for the Daily Olympian. Throughout her career, Carol was active in the Washington Press

In retirement, the Hiltons lived in Seattle's Lake Union houseboat community and traveled throughout the world. They moved to Holladay Park Plaza, a continuing care retirement community in Portland, in 2004. Carol, and her late husband, John are survived by their son, John E. Hilton III, and his wife Kerstin. Services will be held at 2:30 p.m. Saturday, January 29, at Portland's Grace Memorial Episcopal Church, 1535 N.E. 17th Ave., followed by a celebration of life at nearby Holladay Park Plaza, 1300 N.E. 16th Ave. The family requests that no flowers be sent, and suggests that any gifts in Carol's memory be sent to Seattle Opera, the Northwest Center for Wooden Boats, or Planned Parenthood.

- The Seattle Times on January 28, 2011

OBITUARY: John "Jack" Edwin Hilton II met his future wife flying 1,000 feet above Red Rocks Park in the Rocky Mountain foothills outside Denver. Mr. Hilton was a student at the Colorado School of Mines in February 1949 and was on the last of six half-hour flights to study the area's rock formations.

He struck up a conversation with Carol Specht, a flight attendant who had agreed to work on her day off. So many students got sick from the turbulence that day that after the third flight, "we had to return to the hangar and hose the plane out," recalled his wife, Carol Hilton, of Portland. But not Mr. Hilton, who was a bomber pilot in the South Pacific during the waning days of WWII.

The two flirted over an ammonia inhalant and chatted about classical music. Before the DC-3 charter plane landed back in Denver, he'd asked her out to lunch. They married a month later. Mr. Hilton was a civil engineer who graduated from the University of Washington in 1953 and worked for the state Department of Transportation until his retirement in 1982.

He died Sunday, Aug. 2 from complications of Parkinson's and Lewy Body diseases at Holladay Park Plaza, a Portland retirement community. He was 85.

Over the course of their 60-year marriage, Mr. Hilton and his wife lived in Bothell, Yakima, Olympia and La Conner. They

also lived in a houseboat on Seattle's Lake Union and were members of the Corinthian Yacht Club. They moved to Portland in 2004.

In 1974, Mr. Hilton and his wife bought a 50-foot ketch named "Bluebird of Thorne." A lifelong sailor, Mr. Hilton skipped the double-masted boat from New Zealand to Hawaii. "We did a lot of traveling, and not just on the boat," Carol Hilton said, recalling trips through the canals of France and down the coast of Central America.

-Seattle Times on August 9, 2009

CAROL RUTH HILTON, born 22 Dec 1925, died 10 Jan 2011 age 85 97232 at Portland, OR, SSN issued in California.

-SSDI

(Carol Ruth Specht, stewardess, is on the Jul 15, 1948 Challenger Employees Directory.)

OLDEST FOLKS GONE WEST BY AGE

Harold "Frenchy" French, inspector, 9/26/08, age 98

7/7/1910 - 9/26/2008

98 yrs, 2 mos, 19 days

May we all live to break Frenchy's record!

Bob Goldwater, AZ & FL board of directors, 11/4/06, age 96

7/4/1910 - 11/4/2006

96 yrs, 4 mos

Ken Stevenson, DEN director-maintenance, 9/16/05, age 96

6/10/1909 - 9/16/2005

96 yrs, 3 mos, 6 days

Pappy Russell, DAL DFW aircraft mechanic, 10/11/05, age 96

7/7/1909 - 10/11/2005

96 yrs, 3 mos, 4 days

Claire Almquist, DEN director-tariffs, 10/12/07, age 96

9/8/1911 - 10/12/2007

96 yrs, 1 mo, 4 days

Chet Lubben, manager-sales, 6/17/04, age 95

6/18/1908 - 6/17/2004

95 yrs, 11 mos, 29 days

Elsie Ballard, DEN clerk, 5/5/00, age 94

3/4/1906 - 5/5/2000

94 yrs, 2 mos, 1 day

Pop Burnell, DEN machinist, 10/1/72, age 93

10/20/1878 - 10/1/72

93 yrs, 11 mos, 12 days

Tollie Glaves, superintendent-air mail, 2/20/87, age 93

12/18/1893 - 2/20/1987

93 yrs, 2 mos, 2 days

Milford Olson, MOT station agent?, 2/18/06, age 93

12/28/1912 - 2/18/2006

93 yrs, 1 mo, 21 days

Bill Hilbert, DEN operations manager, age 92

9-12-1918 to 2-24-2011

92 yrs, 5 mos, 12 days

John Shaffer, DFW aircraft mechanic, 7/27/04, age 92

4/8/1912 - 7/27/2004

92 yrs, 3 mos, 19 days

Vic Wokal, GGW station manager, 1/15/06, age 92

10/3/1913 - 1/15/2006

92 yrs, 3 mos, 12 days

Floyd Ririe, pilot, 3/4/99, age 92

12/4/1906 - 3/4/1999

92 yrs, 3 mos

Bert Hall, pilot, 4/24/2010, age 92
3/28/1918 - 4/24/2010
92 yrs, 27 days

Larry Beardsley, pilot, 3/2/2010, age 92
2/17/1918 - 3/2/2010
92 yrs, 13 days

Syl Cuellar, DEN flight simulator technician, 11/24/07, age 91
11/28/1915 - 11/24/2007
91 yrs, 11 mos, 26 days

Mac McManis, DEN aircraft mechanic, 6/24/05, age 91
7/2/1912 - 6/24/2003
91 yrs, 11 mos, 8 days

Dick Cantwell, DEN lead mechanic, 10/6/06, age 91
11/14/1914 - 10/6/2006
91 yrs, 10 mos, 22 days

Army Armstrong, pilot, 9/4/09, age 91
12/11/1917 - 9/4/2009
91 yrs, 8 mos, 24 days

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

Bill Acker, DEN manager-line maintenance, 4/20/09, age 91
1/25/1918 - 4/20/2009
91 yrs, 2 mos, 26 days

Charlie Rucker, DEN aircraft mechanic, 9/11/1999, age 91
6/19/1908 - 9/11/1999
91 yrs, 2 mos, 23 days

Leonard Stuart, DEN lead inspector, 4/15/00, age 91
2/9/1909 - 4/15/2000
91 yrs, 2 mos, 6 days

Frank Walters, DEN aircraft mechanic, 6/22/1999, age 91
5/5/1908 - 6/22/1999
91 yrs, 1 mos, 17 days

Pete Gillespie, GSW DAL DFW aircraft mechanic, 6/1/10
5/11/1919 - 6/1/2010
91 yrs, 21 days

J.C. Payne, GSW DEN aircraft mechanic, 5/24/07, age 91
5/14/1916 - 5/24/2007
91 yrs, 10 days

Dick Cottingham, FTW DFW DEN pilot, 12/7/2006, age 90
1/7/1916 - 12/7/2006
90 years, 11 mos

Del Booth, GSW DAL pilot, 5/10/07, age 90
9/11/1916 - 5/10/2007
90 yrs, 7 mos, 29 days

Ann Latimer, PHX DEN reservation agent, 12/4/07, age 90
5/1/1917 - 12/4/2007
90 yrs, 7 mos, 3 days

Lowell Conder, aircraft mechanic, 5/12/02, age 90
12/28/1911 - 5/12/2002
90 yrs, 4 mos, 14 days

Ralph Newman, DEN aircraft mechanic, 8/19/09, age 90
4/18/1919 - 8/19/2009
90 yrs, 4 mos, 1 day

Jack Shanks, DEN aircraft mechanic, 3/6/06, age 90
11/14/1915 - 3/6/2006
90 yrs, 3 mos, 22 days

Manita Fowler, DEN accounting clerk, 4/14/2006, age 90
2/5/1916 - 4/14/2006
90 yrs, 2 mos, 9 days

Matt Ferguson, SLC pilot, 1/8/2011, age 90
12/1/1920 - 1/6/2011
90 yrs, 1 mo, 5 days

Claire Creviston, MCI station agent, 5/1/2010, age 90
4/22/1920 - 5/1/2010
90 yrs, 9 days

Chet Poell, DEN lead mechanic, 11/10/05, age 89
1/21/1916 - 11/10/2005
89 yrs, 9 mos, 20 days

Zick Burns, DEN mechanic, 1/10/07, age 89
3/24/1917 - 1/10/2007
89 yrs, 9 mos, 17 days

Harry Russell, 4/11/03, maint. manager, 4/11/2003, age 89
6/27/1913 - 4/11/2003
89 yrs, 9 mos, 14 days

Clyde Burnaugh, DEN mechanic, 10/11/89, age 89
1/1/1900 - 10/11/89
89 yrs, 9 mos, 10 days

Harry Miller, DEN lead mechanic-EOS, 6/9/88, age 89
10/30/1898 - 6/9/88
89 yrs, 7 mos, 10 days

Bob Sicard, GSWCN vp - maintenance, 2/20/06, age 89
7/12/1916 - 2/20/2006
89 yrs, 7 mos, 8 days

Johnny Bulla, AZ Airways founder, 12/7/03, age 89
6/2/1914 - 12/7/2003
89 yrs, 6 mos, 5 days

Leonard Pratt, FTW GSW DAL DFW pilot, 9/11/04, age 89
3/11/1915 - 9/11/2004
89 yrs, 6 mos

Jack Burnell, DEN director-maintenance, 8/22/92, age 89
3/8/1903 - 8/22/1992
89 yrs, 5 mos, 14 days

Ella Tanko, janitor, May 1983, age 89
12/8/1893 - 5/1983
89 yrs, 5 mos

Lowell Thomas, DEN board of directors, 8/29/1981, age 89
4/6/1892 - 8/29/1981
89 yrs, 4 mos, 23 days

Bob Nicholson, DEN pilot, 7/6/2009, age 89
3/19/1920 - 7/6/2009
89 yrs, 3 mos, 18 days

Dan Brock, DEN vice president-traffic, 5/29/05, age 89
2/19/1916 - 5/29/2005
89 yrs, 3 mos, 10 days

Joe Umerski, DEN inspector, 3/21/06, age 89
12/22/1916 - 3/21/2006
89 yrs, 3 mos

Charlie Souchek, DEN aircraft mechanic, 10/18/01, age 89
8/25/1912 - 10/18/2001
89 yrs, 1 mos, 24 days

James Stewart, CN board of directors, 7/2/97, age 89
5/20/1908 - 7/2/1997
89 yrs, 1 mo, 12 days

Bill Nelson, FMN senior station agent, 12/12/10, age 89
11/16/21 - 12/12/2010
89 yrs, 26 days

EJ Lima, DEN engineer, 5/11/97, age 88
7/15/08 - 5/11/1997
88 yrs, 9 mos, 27 days

Bob Rich, pilot, 5/18/09, age 88

7/24/1920 - 5/18/2009

88 yrs, 9 mos, 25 days

Mike Smith, pilot, 11/15/98, age 88

2/28/1910 - 11/15/1998

88 years, 8 mos, 16 days

Howard Barber, DEN janitor, 12/10/95, age 88

4/16/1907 - 12/10/1995

88 yrs, 7 mos, 24 days

Art Benson, DEN aircraft mechanic, 6/4/09, age 88

10/11/1920 - 6/4/2009

88 yrs, 7 mos, 24 days

Red Ralston, DEN lead mechanic, 6/16/97, age 88

5/28/1909 - 6/16/1997

88 yrs, 7 mos, 19 days

Earl Fischer, DEN inspector, 3/27/05, age 88

8/13/16 - 3/27/05

88 yrs, 7 mos, 14 days

Joe Coopersmith, DEN lead mechanic, 9/25/02, age 88

2/15/14 - 9/25/02

88 yrs, 7 mos, 10 days

John Leavitt, DEN security investigator, 5/31/06, age 88

11/24/1917 - 5/31/2006

88 yrs, 6 mos, 7 days

Bert Clark, DEN pilot, 12/27/98, age 88

4/22/1910 - 10/27/1998

88 yrs, 6 mos, 5 days

Les Schaffer, DEN pilot, 8/10/05, age 88

3/31/1917 - 8/10/2005

88 yrs, 4 mos, 10 days

Ernie Mickalson, DEN machinist, 5/25/08, age 88

1/15/1920 - 5/25/2008

88 yrs, 4 mos, 10 days

Margaret Allspach, DEN secretary, 10/25/06, age 88

6/21/1918 - 10/25/2006

88 yrs, 4 mos, 4 days

Tim O'Connor, PHX AZ Airways co-founder, 11/4/08, age 88

7/10/1920 - 11/4/2008

88 yrs, 3 mos, 25 days

Dave Vaughan, GSW director-maintenance, 1/8/99, age 88

10/22/1910 - 1/8/1999

88 yrs, 2 mos, 17 days

Garland Miller, FTW GSW aircraft mechanic, 7/24/09, 88

6/15/1921 - 7/24/2009

88 yrs, 1 mo, 9 days

Lew Dymond, DEN president, 7/29/08, age 88

6/28/1920 - 7/29/2008

88 yrs, 1 mo, 1 day

Emmett Spinks, pilot, 7/11/04, age 88

7/5/1916 - 7/11/2004

88 yrs, 6 days

TOTAL: 71 FLOlks who were 88 years old or over when they flew west.**BOB LUTKIEWICZ****1952 - 1986****STATION AGENT, RELIEF AGENT, SENIOR STATION AGENT
BIL DEN**

Robert L Lutkiewicz, born 23 Jan 1927, died 17 Dec 2005, age 78, at 80231 Denver, CO, SSN issued in Colorado

-SSDI

Email to some DEN FLOlks: Do you recall old-time DEN senior station agent Bob Lutkiewicz? I have an unconfirmed report he passed away in 2005. Do you have any info on him?

-Jake Lamkins in May, 2010

(I was unable to get confirmation so held off posting the info. Then Cal Reese recently sent a 1960 FL Roster which had employee birthdays and I was able to match Bob's record at the SSDI.

R L LUTKIEWICZ, station agent seniority date of 10/1/53, emp # 05374, on the 1/1/86 FL/ALEA seniority list. He's also listed on the 8/9/86 DEN Station Roster.

R L LUTKIEWICZ, BIL relief agent, DOH 5-5-52, DOB 1-23-27 per Feb 1960 Roster

Bob must have had some management time since his ALEA seniority date was 10/1/53. I have not been able to find an obituary.)

RON SHAMBURG**1975 - 1986****STATION AGENT
GUP AMA MEM DEN**

Ron's sister gave me this thought maybe you could put in the next edition.

Ronald D Shamburg was born December 2, 1942, and died June 7, 2009 in Tucson Arizona. He was a ramp agent with Frontier Airlines from 1975 to 1985. After leaving Frontier he ran the family Income Tax preparation business. Then he moved to Florida, purchased and ran an assisted living home in Pompano Beach until it was sold in 1993. He moved to Tucson and started an Income Tax preparation service and worked at improving his golf game. Ron is survived by his daughter, Dana (Robert) Brownlee, two granddaughters, four brothers and six sisters.

-Terry Shadden, toshadd@msn.com

(R D SHAMBURG: Station agent seniority list of 7/17/75, emp# 12475, LOA, on the 1/1/86 FL/ALEA Seniority List. He's not on the 8/9/86 DEN Station Roster. Ron started as a station agent in GUP 7/17/75, then AMA and MEM before going to DEN. He was the winner in a renowned ALEA grievance in 1978 regarding travel expenses.)

I just learned through another Frontier employee of Bobby Byrd's death. I hired Bobby off the street in Rock Springs, WY in 1979. I don't recall how long he stayed with us before transferring to DEN. He owned both a Baskin Robins Ice Cream store and a athletic shoe store in Rock Springs. You never had to show him anything twice. Great guy to work with. I ran into him later in PHX working for America West. He became Director of Contractor Services for AmWest. I lost touch with Bobby in the late '80s.

-Jim Aschbrenner, asch58@windstream.net

First regularly scheduled jets fly to Jackson Hole

June 1981 FL News



Regularly scheduled Boeing 737 lands at the Jackson Hole Airport.

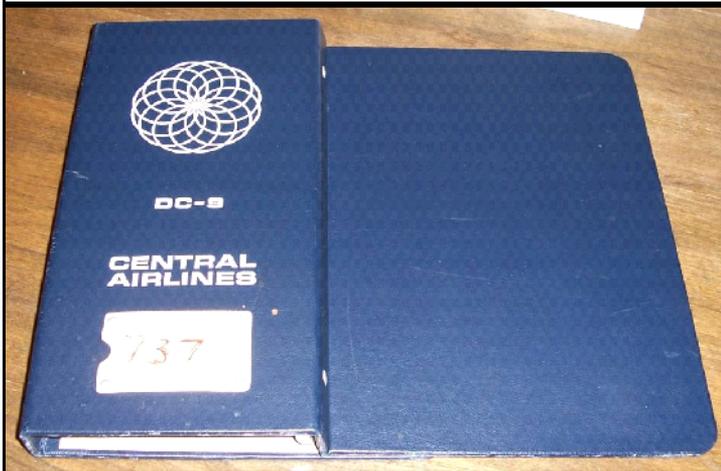
The landing of the first regularly scheduled Boeing 737 jet at Jackson, Wyo., June 1 marked the latest step in Frontier's lengthy effort to secure scheduled jet service to the area.

Three daily Denver-Jackson round trip jets are being offered by Frontier, with two additional flights on weekends. Two of the daily flights also serve West Yellowstone, Mont. An additional Denver-Jackson round trip using Convair 580 equipment is available, and two daily round trips between Jackson and Salt Lake City are offered using Convair 580s.

The Jackson jet schedule was finalized after the FAA approved Frontier's operations specifications in February for the Boeing 737-200 with the higher thrust JT8D-17 engines. The Sierra Club — an active opponent of the jet service — requested a temporary injunction against Frontier to stop the jet service. This was turned down by the U.S. Court of Appeals, although a Sierra Club lawsuit to stop the jet service is still pending.

At the center of the issue is the location of the

(continued on page 2)



Maintenance binder for airplane that never flew!

Jets fly to Jackson Hole

(continued from page 1)

Jackson airport in Grand Teton National Park, the only commercial airport in the U.S. located in a national park. Since 1967 — when Frontier first announced plans to serve the area with Boeing 737 jets — the issue has been considered by various governmental bodies, including the FAA, National Park Service, Department of Interior and the courts. Active participants include the Sierra Club, Jackson city officials, Wyoming state officials and Wyoming Congressional representatives.

Jackson Airport Chronology

- 1929:** Grand Teton National Park is established on a 150-square-mile site, not including the present airport site.
 - 1939:** The airport is built on land leased by Jackson from federal, state and private owners.
 - 1941:** Western Airlines begins service at Jackson with DC-3 equipment.
 - 1943:** Land near the Park, including the present airport site, is donated to the U.S. Government and is designated a National Monument.
 - 1950:** Original Park and much of the Monument property, including the airport site, are incorporated into a new Park by act of Congress.
 - 1955:** National Park Service approves the Use Permit leasing the airport to the City of Jackson for 20 years.
 - 1959:** A 6,305-foot paved runway is constructed. Frontier begins service with DC-3s, and Western discontinues service.
 - 1964:** Frontier introduces Convair 580 propjet service.
 - 1965:** National Park Service develops plans for extending the runway to 8,000 feet.
 - 1967:** Frontier announces plans for future Boeing 737 service and asks for suitable runway extension.
 - 1969:** The U.S. Congress passes the National Environmental Policy Act, establishing requirements for Environmental Impact Statements (EIS) for projects such as the proposed runway extension.
 - 1973:** National Park Service circulates the EIS for the Jackson airport runway extension and other improvements.
 - 1974:** After receiving comments, the final EIS is submitted, minus plans for the runway extension, which is determined to need further study. Other improvements, such as runway widening and the installation of some landing aids are approved.
- Among "further" studies prompted by the 1974 EIS are wildlife and noise studies, a study by the University of Wyoming (contracted by the National Park Service), a Regional Transportation Study by the Department of Interior and a Master Plan by the FAA in conjunction with the Jackson Hole Airport Board. Development of the Master Plan, in turn, prompts another EIS.
- 1975:** National Park Service renews the airport lease to the City of Jackson for an additional 20 years.

1977: Initial draft of the EIS is submitted to various federal agencies and parties to the case for comments. Strong opposition, particularly to the runway extension, is voiced by key agencies, including the Department of Interior.

1978: Frontier requests the FAA to amend its operations specifications to allow service by Boeing 737 jets equipped with higher thrust JT8D-17 engines, thus negating the need for the runway extension. The FAA orders another EIS.

1979: FAA submits the initial draft of the new EIS to various federal agencies and parties to the case. Public hearings are held throughout the year in Jackson and Washington, D.C.

1980: In June the Jackson Airport Board, following public hearings, implements a Noise Abatement Plan designed to minimize noise over the Park by controlling aircraft flight paths and operating procedures for all aircraft using the airport.

In July the Jackson Hole Ski Corporation contracts with Frontier to operate charter flights to the resort using Boeing 737s with "dash 17" engines during the 1980-81 ski season.

The charters, operated on Saturdays from mid-December to late March, are flown in addition to Frontier's regular Convair 580 service between Denver and Jackson and Salt Lake City and Jackson.

National Park Service publishes a proposed Noise Abatement Plan in October in the Federal Register that would effectively ban all jet operations, commercial and general aviation.

In November, a U.S. House-Senate conference committee adopts an amendment to the Interior Department appropriations bill that prohibits the National Park Service from implementing its noise abatement proposal.

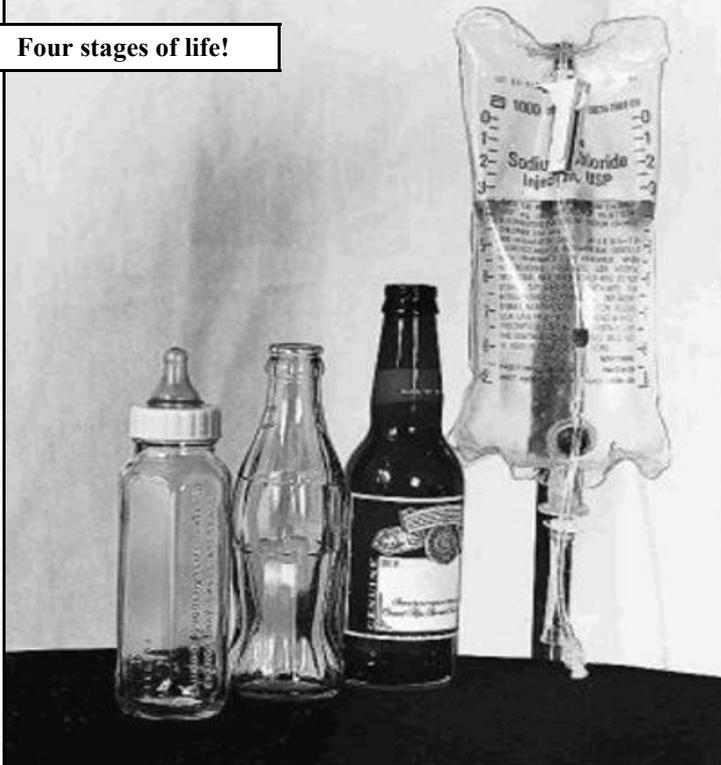
The Secretary of Transportation gives approval to the final Environmental Impact Study in December. The EIS concludes that there will be "no significant environmental impact" as a result of regularly scheduled Boeing 737 jet operations, and adds that "social and economical impacts will be beneficial to the area . . ."

1981: In February the FAA approves the amendment to Frontier's operations specifications allowing Boeing 737 jet service to Jackson.

The U.S. Court of Appeals turns down the Sierra Club's request for a temporary injunction against the scheduled jet service in April.

The first regularly scheduled Boeing 737 jet lands at Jackson June 1.

Four stages of life!



Notes From FLolks

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

DEN lead mechanic John Brennan renewed his subscription in January. He retired Mar 1, 1982 on his 35th anniversary. He celebrates his 96th birthday on April 27th. Send him a birthday card.

-John Brennan, 16764 W. 61st Lane, Arvada CO 80403

As many of you already know, Ken lost his five year battle with cancer on May 2, 2010. Just ten days earlier on April 23, his older brother, Earl, died suddenly of a massive heart attack. Then on October 23 his younger brother, Glenn, died of a ruptured bowel. Within six months all three brothers were gone and are greatly missed.

It was a wonderful marriage. I am just sorry that it couldn't have been longer. My family has been a great help doing many of the things Ken used to do for me. At age 80 I don't move as fast as I used to. I still have most of Ken's airline collection. I am working with the new air museum in Erie and hope they will take most of his airline memorabilia.

-Ruth Schultz, Wheat Ridge CO

I went to Jim Montgomery's 92nd birthday party yesterday, 29th of January. What a blast, not your normal birthday party. They had 4 or 5 outstanding harmonica players, guitar players, and two ladies singing great westerns songs. We were in a room at the Baptist church, about 80 people there, at least 10 Frontier folks including Joanie Fohn, Ellen Quinn, Leo Shuster, Dee Lannick (retired flight attendant who also worked 32 years in reservations) couple other guys who worked in maintenance, I'll have to get their names from Leo. But what a fun party, some of these people perform locally at Whispers Night Club on Havana in Aurora, so we have made plans to go enjoy more of their singing. "Greta and the Guys", was one group. Jim sounded great on the harmonica! Three different kinds of cake and some really cool people including his two Sisters and his beautiful daughter Daylce. Just no beer because we were at the church.

-Bonnie Dahl, bcdahl777@msn.com

Jim phoned about 7:15 pm and we chatted for 10 minutes or so. He mainly wanted to know if I had something from him in my files that he had sent years ago. It was a letter to his nephew that he had sent with the proviso that it not be shared. He needed a copy and said it was okay to publish it now. (See page 24)

He talked of Challenger President Don Duff sending him to RWL to install a gas fired beacon at Sinclair. He said he had talked to Ace Avakian and he has lung cancer in both lungs and has a bad prostate. I congratulated him on his 92nd birthday and he mentioned how much he enjoyed doing the harmonica.

He also said the FLamily was the greatest bunch of people he had ever known. I thanked him for his help while I was in DEN 1984-86. Jim had to do all the grunt work nobody else wanted to do: assign lockers, keep up with keys and replace ones that were lost, maintain personnel files, etc.

-Jake Lamkins, ExFAL@yahoo.com

I am living in Anthem, AZ near Gary Turner. Is there a FAL mailing list I could be added to? Have lost touch, but would like to regain contact with those of us who are left. Still working at FedEx and am in contact with some FAL people there, but I get no news from the core group...like the death of Ace.

-Cord Shaw, CordShaw@gmail.com

(Cord was a FL pilot 1973 - 1986)

I look forward to reading each issue of the Frontier News and appreciate all the work you put into it. I don't know if you had ever read the article below but I enjoyed it and thought I would

pass it on. Keep up the great work!

-Vince Davis, rocky_top@frontiernet.net

Word of Wisdom for Aviators

Both optimists and pessimists contribute to society. The optimist invents the airplane, the pessimist, the parachute.

If helicopters are so safe, how come there are no vintage helicopter fly-ins?

Death is just nature's way of telling you to watch your airspeed.

Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two.

There are only three things the copilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the fat one.

As a pilot only two bad things can happen to you and one of them will be:

a. One day you will walk out to the aircraft knowing that it is your last flight.

b. One day you will walk out to the aircraft not knowing that it is your last flight.

There are Rules and there are Laws. The Rules are made by men who think that they know better how to fly your airplane than you.

Laws (of Physics) were ordained by nature. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

About Rules:

a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.

b. If you deviate from a rule, it must be a flawless performance.. (e.g., If you fly under a bridge, don't hit the bridge.)

The ideal pilot is the perfect blend of discipline and aggressiveness.

The medical profession is the natural enemy of the aviation profession..

Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything (like in a drone)? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no expert who has volunteered to be a passenger in a non-piloted aircraft (drone).

Before each flight, make sure that your bladder is empty and your fuel tanks are full!

He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

There are certain aircraft sounds that can only be heard at night.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.

Flying is a great way of life for men who want to feel like boys, but not for those who still are.

Flying is a hard way to earn an easy living.

"If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs." -President, DELTA Airlines.

In the Alaska bush I'd rather have a two hour bladder and three hours of gas than vice versa.

It's not that all airplane pilots are good-looking. Just that good-looking people seem more capable of flying airplanes.

An old pilot is one who can remember when flying was

dangerous and sex was safe.

Airlines have really changed; now a flight attendant can get a pilot pregnant.

I've flown in both pilot seats; now can someone tell me why the other one is always occupied by an idiot?

You're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

There are only two types of aircraft -- fighters and targets.

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.

You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, you weren't nauseated by the food. So you're grateful.

They invented wheelbarrows to teach FAA inspectors to walk on their hind legs.

The FAA Motto: We're not happy till you're not happy.

Experience is something you don't get until just after you need it.

(During his 1959 - 1986 FL career, Vince wore several hats - station agent, senior station agent and president's assistant.)

Some more of our good buddies at FAL have gone west. Thought perhaps you could use the info. *(Obits for Chuck Demoney, Ace Avakian and Bill Hilbert enclosed.)*

I typed a lot of flight papers not only for Ace but all the pilots based in DEN from 1952 to 1970 and beyond. I was a teletype operator back in those good old days.

I bought my first car from Bill Hilbert, dispatcher, a 1939 Chevie, probably in 1953 and learned to drive on it. He and Virginia, I think, adopted 2 children and were a great family.

-Nellie Schneider, Thornton CO

The picture of the MD80 on your newsletter brings back memories. One of the first new MD80s was sitting in front of our hanger and Cliff Brown was giving a group a tour of our new aircraft. At the same time we were boarding a CV580 out of DEN gate 20A. We had a jet sitting on gate 20 waiting to be boarded. We told the passengers to board the aircraft furthest out. One passenger walked past the CV580 and the jet and walked all the way over to the MD80 parked in front of the hanger. He went onboard and Cliff asked him what he was doing and he said "They told me to board the plane furthest out". SO HE DID !

Working gates 20 and 20A could be a little tricky sometimes. Never a dull moment tho. Loved it! Would go back and do it all again if given a chance. Thanks for a wonderful publication.

-Connie McAlister, SSA DEN, cjmcalister69@yahoo.com

(Great story! And I remember gate 20. Your story reminded me of being the SSA on the night shift back in STL, 1968-70. We had a Nighthawk 727 leaving about midnight STL MCI DEN LAS. We loaded first class with mail in rayon pouches that fit over the seats and passengers, all coach class, loaded thru the rear passenger stairs. Just about every night I'd have to get some clown off the beltloader (where the mail was being loaded at the front door) trying to board the flight. Glad you're enjoying the NEWS - it's a labor of love. Check out the downloadable notecards at the FL website which include a MD80.)

It was on this day, February 7, 1959, also a Monday, that I started my first day with Frontier, working the ramp at DEN. My, how the time flies - 52 years

I also wanted to mention the passing of Marg Bussell. She was a very nice person and I believe if you check she was also the

chief stewardess in DEN.

I'm doing fine; in fact, I went back to work part-time in November for Bass Pro Shops in Olathe, KS in men's apparel. I really enjoy it, keeps you young.

-Herb Schmidt, falherb@yahoo.com

(Yes, Marg was DEN chief stew at one time. See her memorial webpage at http://FAL-1.tripod.com/Marg_Bussell.html)

Just received my Winter copy of the Frontier News and saw the validator stories. The article reminded me of the time at TBN when we all went out to work a flight. When we came back in the validator plate was gone. We were a bunch of scared agents.

We kept looking for it and a couple of hours passed when Ed Dunaway came in with a smirk on his face and aske what was wrong. We told him what had happened and he pulled it out of his pocket. He was manager at the time and had returned while the flight was on the ground, saw the plate in the validator, took it and went somewhere else. I don't remember the agent that was signed in on the counter that day, but we were all glad to get the plate back.

It seems we are losing more & more each year.

-Ben Duggan - TBN, dug@embarqmail.com

(Ed could be a funny guy. I recall a grievance hearing about 1983 when I was ALEA Master Chairman. Ed had been testifying and I pointed out that the company had violated their own manual. He was vice president-sales and service then. Ed responded, "Hell, Jake, I can just have the damned manual changed!" It's too bad he died so young - 12/8/99, age 62.)

I went to visit Pete Lamkin today, the 1st of February, 2011, he had major heart surgery on Jan 27th. He had a triple bypass. He's doing great, sitting up in a chair, walking a little, He's off oxygen, and other IV's, just having to use small breathing device during the commercials on TV to keep lungs clear. He should be going home in 2 or 3 days. It's remarkable, he's tired but was happy to see me. Has a pretty big incision on chest and a big heart pillow to hang onto, because it hurts when he coughs. Still has his sense of humor and still making fun of Tom Smith.

-Bonnie Dahl, bcdahl777@msn.com

I worked for FAL for 15 years, ABQ Ticket Agent '71-86 and would like to receive the FAL newsletter. I have really enjoyed the FL website since Ray Duckett let me know it existed. I had heard Johnny Gibbs passed away and I am so sad, we were really good friends. That's how I found out about your newsletter & website when I went looking for his obit. Ray had called to tell me and gave me your information at that time.

My husband & I retired about 6 years ago to Green Valley, AZ (20 miles south of Tucson). I had my own craft company for many years and still am teaching classes etc. I guess I really haven't retired fully and I'm having more fun than ever. Tom golfs most days so we really keep busy.

I am receiving my ALEA pension since last March, it was one perk to reaching 65 (& medicare). I had accidently found that I had an account at the Principal and knew who to contact there about it. It went really smoothly, but if I hadn't known where it was, I wouldn't have known where to start. Just like the ESOP thing. I didn't know. I have emailed the lady at the ESOP claims, already, thanks for the information.

There are retired FAL pilots and flight attendants living here in our community so I will let them know about the website etc.

-Sandi Reger-Beach, sandi.beach@cox.net

(While an ABQ TCA Sandi was also Miss ALEA back in 1974.)

More Notes From FLolks

Thanks for the reminder to re-new. I had not paid attention I guess. Have had two surgeries this past year so it has not been one of my better years. I have read in the FAL where a lot of my comrades have passed on. Those were the best years of my life with the old FAL. All people concerned were good workers & friends. I started in 1966.

-Betty Rotenbery, Colorado Springs CO

(Betty was #18 on the reservations seniority list at the end.)

Thank you for reminding me that I need to pay for another year of Frontier News. Donna Gens, my old room mate back in 1951 sent me a gift subscription and I was glad she did. I have been looking at a scrapbook of my days as a "stew" back in 1950. The pages and photo's are a little brown in color now but still fun to look at.

I started my career with FAL in the fall of 1950 and started down in PHX where they were replacing the male attendents with us girls. FAL had just bought Arizona Airways. I flew out of PHX and DEN until I had to quit because I got married which was a bad deal for us gals back then. I wonder if I would still be at it today no I don't think so not much fun anymore.

I am 80 years old now but still remember the great time's we had. Most all of the pilot's that I flew with back then are all gone. I still keep in touch with George Meshko and his wife Nan here in Denver. My daughter Jana and her husband were both "flight attendants" for FAL in the early 80s and flew out of SLC and DEN. They both quit after they got married and started a family.

I really have enjoyed the News and find some names that I remember. Thanks again.

-Beverlee Neal (former "stew" Bev Roberts) Lakewood CO

Enclosed is a check for my newsletter renewal. Enjoy it very much. Frontier was like a family. Sorry to hear of death of Marg Bussell. Worked with her in STL. Great friend and co-worker.

-Irvin Moody, consuelomoody@yahoo.com

I'm back at our home in CA and was going thru some boxes of "Airline Stuff". I have numerous issues of FL employee newspapers. I am attaching a list of one's found and want to know if you would like/need any of them. If so, let me know and I will send to you. I, also, have numerous items of FL give aways, note pads, RON Kits, etc. Do you have a place for them or would you want pictures for publication on Facebook, etc.??? Even found several issues of "WHY" magazine !!!! Several industry magazines with articles about FL.

I have old issue of CN Skywriter that I have not found yet. Let me know of you interest in any of these items.

I enjoyed our time together in STL (1968-70), especially fond memories of working the "Nighthawks" to DEN & DAL and of Capt. Ev Aden leading the rampers with assistance loading mail in the 1st Class Section Seat Packs. He certainly impressed the troops - me, too!! We were a proud group.

-Jim Mustain, fcaviator@peoplepc.com

(I recall Ev snagging TW passengers for DEN walking by our gate. TW left at 4:55 pm and our 727-200 left at 5 pm. Ev would promise to beat TW to DEN and would make inflight announcements when he passed them. That and his talk about lobster and steak and comp wine got us a lot of TW passengers. Jim sent two shipments of memorabilia including goldmine items like FL newsletters and CN newsletters which are invaluable in tracking down folks, remembering names, refreshing fading memories and nailing down dates.)

I enjoyed all of the pictures on the Frontier link. I was a mechanic from 1963-1967 and then was a pilot until the end in 1986 so

I had a connection to many of the folks in the pictures. Thanks for all of your work!

-Jack McLaughlin, Morrison CO

(Jack's wife is FL FA Sheree Hansen McLaughlin, 1978-86)

I was a captain with Frontier back in the 1960s, 1970s, 1980s, based in Denver. I'd like to join the group. I am looking forward to looking through the materials in the website. And will checkout Facebook. I did leave FAL in 1983 because of medical. The FAA said NO more. Was in Real Estate until recently. Now retired. I was based in DEN the whole time. I do remember flying the 580 into FYV many times. I'm sure we have met. Thanks for your good work.

-Jay Miller, sueorjay@terranova.net

Thanks for the FAL News. Keep up the good work. Enjoy seeing all the news in the old Frontier. I was a station agent, senior agent, manager and relief agent. Was stationed in FMN PHX SAD TUS SAN. Can't remember my old FAL no. but my date of hire was Aug 25, 1952.

-Charley Southerland, Glendale AZ

(Charley, your employee ID # was 08048.)

Here is a 2 year subscription. I'm sure I will enjoy getting news about the old FAL family. Guess it will never die.

I started with Frontier in 1965 in the overhaul dock under Oliver Frigon. After that I worked in many different places during my 21 years with FL: line maintenance, heavy check, accessory shop, welding shop.

After FL shut down in 1986, I worked at Continental for a while then moved to PHX and worked for America West for 6 years. After that, I finally got on with Southwest Airlines in PHX and worked there 8 years til I retired in 2005 and moved back to our home town of Vernal, Utah.

Hi to all. Hope to see you at some reunion. FL ID # 1241

-Morris Caldwell, 2820 W 1200 N, Vernal UT 84078

I just finished reading 'Clash of the Carriers' by Barrett Tillman. On at least ten pages the name Warren E. McLellan shows up with some good narrative about some of his wartime experiences including getting shot down and subsequently rescued. It is a good read if you like WWII history. All Mac ever told me about it when flying with him was that his airplane, a TBM, he said meant 'torpedoed by Mac'!

-Ron Gallop, av8r@kc.rr.com

(Thanks for the tip, Ron. I bought the book and some excerpts follow. Warren was a CN/FL pilot 1954-81 and retired to his hometown of FSM where he still lives at age 89. Warren appeared in the PBS documentary "Air Group -16 We Came To Remember". More of his remarkable story is posted at <http://www.rb-29.net/html/81lexingtonstys/05.01mclellan.htm>)

WARREN MCLELLAN

Excerpts from Clash Of The Carriers by Barrett Tillman

The Avenger that Vraciu had seen was Lieutenant Junior Grade Warren E. McLellan's. The VT-16 crews had been alerted to fighters ahead, and kept their eyes peeled in that direction. McLellan was raptly watching an attack on a big carrier when "about fifty tracers appeared to pass through my plane and go directly out ahead and slightly upward." Nearly a dozen Zekes had executed a six-o'clock attack from above and below, taking the Americans by surprise. McLellan's assailant had dived below

'Jetmate' to begin service at Stapleton



Frontier's 'Jetmate' docks with a Boeing 737 at Stapleton International Airport.

From the Jun 1981 FL News, also see article in the Fall 2010 FL News

Frontier's first "Jetmate" — one of six to be purchased by the airline — will be introduced to passengers at Denver's Stapleton International Airport in June.

The \$500,000 vehicles will shuttle passengers between Concourse D and aircraft parked across the field near the Frontier hangar.

Part of a \$10-million program to increase Frontier's passenger handling capacity at the airport, the "Jetmates" will give Frontier the equivalent of five additional gates when fully implemented this fall.

Carrying up to 150 passengers each, the lounges will depart from a new \$1-million passenger check-in area at Gate D-8 for the four minute ride to the aircraft. When construction is completed, the new check-in area will accommodate six simultaneous "Jetmate" operations.

Other facilities in the \$10-million program include:

- a \$1.8-million parking ramp, adjacent to the Frontier hangar, to accommodate up to six aircraft at a time for the lounge operation.

- a \$1-million baggage handling system.
- a \$500,000 "Jetmate" maintenance facility under construction on the west side of the Frontier hangar.

- related maintenance and lighting facilities and ground handling equipment.

Manufactured by the Airside Systems Division of Ludwig-Honold Corp., Wilmington, Del., the "Jetmate" is 47 feet long, 15.5 feet wide, and can be raised to a height of 27.5 feet. Powered by two diesel engines, the unit weighs 71,000 pounds and can obtain a maximum speed of 19 miles per hour.

24 Denver-based "Jetmate" customer service representatives were trained in operating mobile lounges at Dulles Airport in Washington, D.C., and Lambert Field in St. Louis.

Thought FLOlks might find this funny..
-Eric Mason, ejm1147@hotmail.com

Poem for Airline Employees

Last night as I lay sleeping,
I died .. or so it seemed,
Then I went to heaven
But only in my dream

I was greeted by St. Peter
Standing at the Pearly Gates.
He said, 'I must check your record...
Please stand right here and wait.'

He turned and said 'Your record
Is covered with terrible flaws,
On earth I see you rallied
For every losing cause.

'I see that you drank alcohol
And smoked and partied too,
Fact is, you've done everything
A good person should not do.

'We can't have people like you here...
Your life was full of sin.'
Then he read the last line of my record,
Took my hand and said, 'Come in.'

He led me to the Lord and said,
'We'll take him and treat him well,
He used to work for an airline...
He's done his time in hell.'

the Grumman, hiding beneath the tail to shoot into the vulnerable underside.

In seconds the Avenger called "61 Gimlet" was afire. McLellan, his gunner, and radioman rang up the 'for-sale' sign and abandoned ship. They delayed pulling their rip cords in order to clear the combat area, then tugged the D-handles. Yards of silk blossomed overhead, yielding the welcome violence of opening shock.

Descending toward the water, McLellan took a professional interest in the scene below. He observed further attacks on what he thought was a Shokaku-class carrier, then busied himself with his water landing. He lost his inflatable raft when it sank with his waterlogged parachute. Buoyed only by his Mae West, facing a night in the ocean, the twenty- two-year-old flier was a long way from Arkansas.

Lexington torpedo pilot Warren McLellan and his crew spent twenty-two hours in the water. Part of the time he wielded his shoes to beat off nosy sharks.

The crew had become separated on bailout over the Mobile Fleet and spent much of the night linking up. That helped a lot: The only thing worse than being down in the Pacific at night was being alone. "Mac's" gunner was AMM2c John S. Hutchinson, whose middle initial stood for Seaman. Time would tell whether that would prove apt or ironic.

By afternoon of the twenty-first the three fliers felt much better emotionally than physically. During the day Hellcats had circled

the spot, and Avengers had dropped extra rafts, so obviously the crew's position was known. Radioman Selbie Greenhalgh had been able to sleep a bit, but all the men were sunburned and they continually retched from swallowing seawater. Their tongues had swollen, making swallowing and speaking difficult.

Late that afternoon McLellan's educated ears detected a low drone. He identified it as an F6F. In minutes four OS2Us motored into view, escorted by a division of Hellcats. Three Kingfishers splashed down and taxied toward the raft. The first pilot leaned out, grinning hugely and asked rhetorically, "Want a lift?"

Warren McLellan rasped, "You're the best thing I've seen since I've been living!"

FA STORY, AS IN FAST AFOOT

A FL flight attendant approached a stuffy passenger and, pointing to his obviously empty tray, asked "Are you done, sir?" Mr. Stuffy then remarked "Miss, people are through - turkey's are done!" The FA didn't miss a beat and replied "Well, are you done, Turkey?"

(Reported as a true story by pilot Billy Walker who added, "One of the classic stories out of the once greatest airline of 'em all.")

Send me funny stories from the good ol days. There were loads of FLOlks who were fast on their feet, literally and figuratively.)

LETTER TO A NEPHEW

by JIM MONTGOMERY, 10/01/04

Dear Aaron,

It is 49 degrees and raining, almost a repeat of yesterday. Not gabezo roofing weather, but indoor write-a-letter to Aaron weather, and that is what I'm gonna do.

Since reading your recent E-mail, I have been giving a lot of thought to the hundreds of interviews I conducted at Frontier and wondering how my experiences might relate to an interview you would conduct. The skills I was looking for were "people" skills. I would think education and technical skills would be prerequisite for you.

A grade school drop-out, with good people skills, could be the best choice for a new employee for any of the jobs I had to fill. A reservations agent had to know the typewriter keyboard and all employees had to have an understanding of rudimentary arithmetic. We would prefer they had no previous airline experience because it was easier to teach a novice what we wanted them to know and how we wanted them to respond to a given situation than it was to un-teach and re-teach an ex United or American employee. People skills are learned at your mother's knee, your association with others all your life, your experiences with give and take, your understanding of fairness and 'do unto others', etc. A person has good or bad people skills at the time they are interviewed. They do not learn or acquire them in the few days or weeks they are in training for the job.

A case in point was a Station Manager we placed in Laramie by the name of Dick Haifley. We hired him from Continental and he thought he knew more about airlines than we did. I had to go to Laramie to find out why the employees there were so down on him and found a very poor manager because as he put it "it burns ma up to report to someone who has only been in this business for 2 years or less when I have 8 years experience!" I told him that after 8 years some people had 8 year's experience but in his case I felt he had one year's experience 8 years in a row. I also left him with the understanding the it was to be Frontier's way or the highway. People skills are also necessary to get the best out of subordinates and maintain their respect. Later and in a different job he became one of the very few people I had to fire in my 40 years in managment. But that's another story.

Although I don't know how my experience might relate to what you will find when you conduct an interview, some aspects will be the same or similar, so I will let you be the judge and jury.

I imposed some hard and fast rules on my own conduct. I will tell you what they were and then try to explain the significance of each one.

#Level the playing field. #Make the applicant as comfortable as the situation allows. #Find what interests the applicant and steer the conversation in that direction. #Let the applicant take the lead in so far as possible and talk about anything that lets you see his or her innerself. #Never ask canned or trite questions or questions the applicant is expecting and for which he or she has a prepared answer.

I never conducted an interview sitting behind my desk. That puts applicants at an unfair disadvantage that keeps them from being at ease. I would always sit in another chair in the room or, if there wasn't more than one chair I would move my office chair from behind the desk. We might go to a room where there was no

desk such as the lunch room or a conference room. We might go across the street to a soda fountain or sit in the park. I tried to find a place where we could talk one on one instead of company to applicant. I have even taken someone to play a game of pool if it was necessary to get the relaxed atmosphere I thought to be necessary.

I never started any interview with a question. I wanted the applicant to lead the way and I provided him or her that opportunity by making some remark about the weather or something in the news, etc. When I did get around to a question it would not be about the job. More than likely it would be "what do you think about the Yankees or Dodgers or some college football team". I sat in on interviews conducted by others who were supposed to be experts and heard such trite questions like "why do you want to work for Frontier?" or "why did you select Frontier instead of some other company?" Almost all the answers were just as trite as the question and less than informative. The interviewer learned nothing about the applicant. His or her answer was just what you would expect, it was prepared and something the applicant thought the interviewer wanted to hear. The real answer is "I need a job and Frontier is hiring". Every one knew that to start with so the questions were moot.

When I found out I was interviewing someone who had already talked to our personnel department I might ask "what did you talk about in that interview?" One girl told me "Mr. Schaffer said I should get my hair cut, lose a few pounds and get my teeth capped". I told her the Chief Stewardess would talk to her about hair styling and weight requirements when and if she became one of us. But not to even consider having her teeth capped. "That is a major step that will shorten the useful life of your teeth and no job is worth the sacrifice. If you do the job the way we teach you to do it no passenger will like you any better with caps than they will without caps.

The purpose of an interview is twofold. To determine if the company will be satisfied with the applicant as an employee and, just as important, will he or she be satisfied with the company. Will he or she find job satisfaction? Without that no job relationship can be successful. This presents a touchy situation for the interviewer because, while you want a person to be capable of promotion to supervisor and manager, etc. you don't want a sufficiently overqualified person who will not find the job rewarding enough to stay the course until they can be promoted or who will find no job satisfaction after being promoted.

Of all the jobs I had to fill, stewardess was the most challenging. Unlike today, "flight attendant" which can be a career job, "stewardess" was an interim job and it took a special kind of girl to get job satisfaction trying to be a mother hen to a plane load of people, each of whom felt she was there to cater to them first if not entirely. Frontier stewardesses were a special group and some were extra special. Short flights over the windy West, that had to fly low to the ground because the plane landed every few minutes were rough and choppy. Passengers would get airsick and the stewardess would have to make her way from one to the next in a cabin that was jumping all over the sky. It was no cakewalk.

Another case in point, and one that I alluded to when I was called upon to speak at a stewardess class graduation dinner, involved Karen Hurl. Karen was the stewardess on a flight from Denver to Cheyenne, one of Frontier's roughest flight legs. Also on board was a United Air Lines stewardess deadheading to pick up and work a United flight somewhere. The flight was rough as

always and Karen had her hands full serving each passenger in the 30 or so minutes the flight took to get to Cheyenne. After she served the last passenger and the flight was landing, she returned to her seat and buckled her seat belt. The United stewardess said to her "As rough as this flight was you had every excuse to stay buckled in your seat. That's what I would have done. You couldn't pay me enough to do what you just did." Karen's answer was "you couldn't pay me to do it either".

I don't know how it is in your company but at Frontier everyone thought they could do your job better than you could. I was no exception, just as I told you in this letter I felt and still feel I could do a much better job of interviewing than the people assigned to that activity. Everyone would size up each new stewardess class and have something to say about half of the girls. I had an especially tough time trying to satisfy the brass and anyone else who considered themselves your equal or better. Every time a news clipping told about a Homecoming Queen, Miss Pumpkin Patch, Cheerleader of the Month etc. the clipping would wind up on my desk with a note saying "try to hire this girl" I could have told them "she isn't what we are looking for without meeting her", but I contacted her anyway and got to know something about her so I could respond to the person who cut out the clipping when they asked if I had interviewed her.

Girls who are pretty enough to be Homecoming Queens or Queen of the May Day dance are most likely the prettiest girls in the community. They probably won the baby contest they were placed in by a doting mother before they were old enough to know they weren't just another run of the mill girl like their friends. They had been catered to because they were pretty and had a mind set that did not prepare them to be the caterer and not the one catered to. They were programmed to sew a fine seam and not to fish a passenger's false teeth out of an airsick bag and not embarrass them in the process. There are exceptions to all rules, of course, and some beauty contest winners turned out to be exceptional hostesses.

Toward the last part of my stint at interviewing, EEOC came into being and that changed everything. I can't tell you what the arena is like today. Our company interpreted EEOC to mean we were not allowed to interview 2 or more applicants and select the most qualified. We had to interview one only and if they were not unqualified to the degree that you could put why they were not acceptable in writing, in so convincing a way that you would not be overruled by a labor referee, you had to hire them. This was true even when you knew the applicant would not work out, would not be an asset to your company and would have to be replaced within the next 6 months. The labor unions were at the peak of their strength, at that time, and a supervisor dared not put his hands on something considered to be a union person's job or they would face a grievance they had no hope of winning.. I personally saw a supervisor give a baggage cart a push, when the employee could not move it without assistance and lose the grievance filed by the union rep who saw him lend a hand. Needless to say I'm glad I didn't have to spend the first years of my job with Frontier in that kind of environment.

Well this missile has become a tome. I told you I would try again to bore you to tears. Maybe I have succeeded. If not there is always tomorrow.

With love and admiration,
Uncle Jim

(One of Jim's many titles during his 39 years FL career was flight services manager.)

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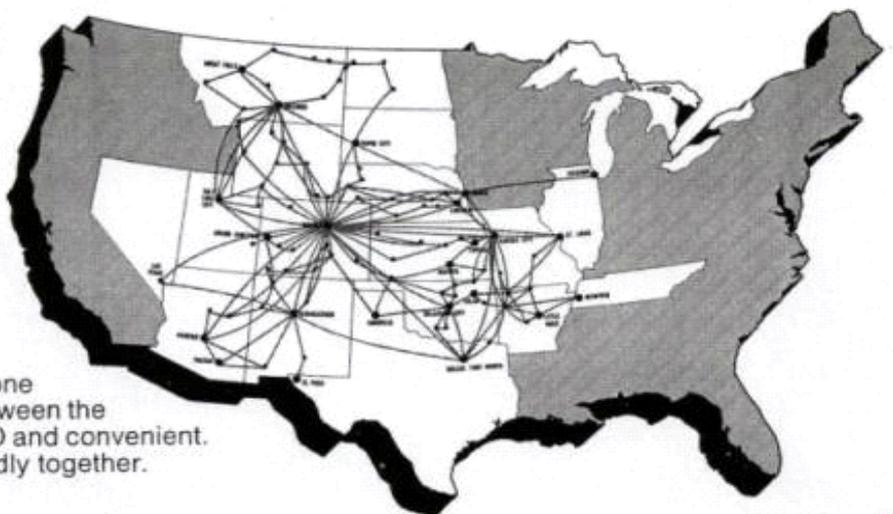
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FIRST FLIGHT by pilot Billy Walker

It is not yet 5 AM and I am wide awake thinking about the late-great Rueben Ace Avakian, captain extraordinaire. I didn't have the privilege of sharing Ace's flight deck at Frontier. I always wanted to, but never had the "whiskers." So, Ace and Janet's joining us for one of the new JetBlue jet flight test and delivery was both an honor and a privilege. He really was one of the Best of the Best!

I was in Toulouse, France for the test flight and delivery of a new A-320 for JetBlue when 9-11 shocked America. Ace & Janet Avakian were along as my guests. My co-pilot was former FAL pilot, Bill Brown and his wife, Donna, who was a former FAL Sr. Agent and, later, a Flight Attendant for NWA. So, along with Cheryl, another former FAL stew, we had a nice contingent of Frontier Family along for what turned out to be a lot more than we could reasonably expect.

The morning of 9-11, we had just completed the test flight with Bill Brown and Ace on the jumpseats when we were notified by our company president, Dave Barger, that they were concerned about an aircraft that struck one of the twin towers. No confirmation at this point. A few minutes later, after the 2nd aircraft struck the north tower, we all knew our world had changed drastically. We just didn't know how much.

We decided to hustle back to the hotel to look for our girls who were out shopping in hopes they didn't know about the disaster. As we drove into the area where our hotel was located we passed a store that catered to Americans and noticed the two large US flags standing out by the doorway. Across the street was the Algerian Consulate (make note of this).

The girls were arriving back at the hotel simultaneous with our arrival. We told them of the unbelievable situation that now confronted us all. We turned on our TV's to CNN, but could only see the video as the audio was in Italian! Somehow the feed got mixed up and we had no way of following the dialogue. So, we walked over to another hotel we often stayed at and watched TV there until the wee morning hours.

The next day we found out how obvious our nationality is to Europeans. A number came up to express condolences, some with tears in their eyes, as to the happenings in the US. We went back to the airport to take care of loose ends before heading back to the hotel. This time, as we passed the Algerian Consulate, we observed that the two prominent US flags were missing from the store across the street. However, the very next day, every place, it seemed displayed, "Old Glory!" Even the Algerian Consulate!

As you will recall, no one was flying anywhere, especially in the US. All flights were grounded. We were not sure when we would be allowed to fly. Slowly things relaxed some and we were able to get flight-planned to Keflavik, Iceland on the 14th.

We put out the word that anyone with a US passport was welcome to come with us. We had approximately 70 ex-patriates on our manifest at departure. None of us knew how far we would get beyond our clearance to Keflavik. Many of our passengers had family and friends in the towers. They did

not know if they survived or not at this point.

You likely have heard a lot of bashing of the French. Not from me. Not after what they did for us.

As we pushed back from our hard-stand at the Airbus Delivery Center, they unfurled a huge American Flag. Old Glory hasn't looked so impressive since 1814 when Francis Scott Key was moved to write the Star Spangled Banner. I was so moved I had to ask for them to hold the push-back.

I regained my composure and picked up the PA to advise those on the right side to look out their window as they would see something very special. There was a huge "cheer" from the back of the plane, then silence. Cheryl told me later there was not a dry eye in the cabin. Ace was awed as well. He failed to shoot this scene with his omni-present camera. Moist eyes were not exclusively the aft cabin's.

Another point of note was when we checked in with ATC. They spoke clear English and were actually helpful in ways I wasn't used to after many flights across the North Atlantic. Of course we were the only ones flying other than military.

We proceeded to Keflavik and fueled. The passengers & crew toured the nearly vacant terminal there. We were able to obtain another clearance which could actually get us to JFK. We were told we would likely have to stop in Canada since the US airspace was still closed. Kennedy was doubtful.

Passing Canadian ATC into US airspace was encouraging even though we were told that landing at JFK was not presently an option. We figured we could land at Newburg (Stewart AFB) or Islip on Long Island. We were fortunate that when handed to JFK approach they honored us as the first aircraft to land there since 9/11.

As we descended thru the overcast the sun was setting on the smoldering ground zero spot and we again missed a million dollar photo opportunity. It was a beautiful, surreal, and extremely sad sight all at once.

Another surreal sight was seeing JFK with no other aircraft movements and no vehicular movements. It was a dead-zone. Taxiing in we saw one JetBlue A-320 begin to taxi out. Our first indication of thing hopefully getting back to normal.

We arrived at US Customs only to wait a very long time for someone to check us all thru. They had not been told of the airport now being opened again.

We said our goodbyes to our passengers and wondered how we would all make it home ourselves. We arranged for Ace & Janet to get a ride on JetBlue to Denver and noticed some of the America West crews loitering in the lobby (this was when they shared our Terminal at JFK). I saw old friend Doug Earhardt who was to captain an A-320 transfer to Phoenix. He readily offered Cheryl and I a ride only to be countermanded by the AWA manager at JFK.

Undaunted, Doug called Joe Cronic, VP Flight Ops., who countermanded the AWA manager and we had our ride home. It was like our private jet as there were just 3 of us up in 1st class. The 3rd was Doug's lovely wife.

None of us will forget where we were and what we were doing on 9/11. I am grateful that I was with family. Cheryl and our FAL family, the Browns and the Avakians.



JAKE LAMKINS, Editor - Publisher

E-Mail: ExFAL@Yahoo.com

Website: http://FAL-1.tripod.com

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