

FRONTIER NEWS

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

Frontier Airlines Shuts Down After 40 Years

DENVER (AP) — Frontier Airlines shut down early Sunday, stranding thousands of passengers throughout the West and idling nearly 4,700 workers, and threatened bankruptcy action if a merger with United Airlines wasn't worked out.

"We deeply regret that this step had to be taken but we were left with no choice. ... Frontier is out of funds," said a statement from New Jersey-based People Express Inc., which bought the ailing Denver-based carrier last fall.

People Express, also financially troubled, announced in July after a first-quarter loss of \$58 million that it would sell Frontier, which was started in Denver nearly 40 years ago.

United offered to buy Frontier, which lost \$10 million a month in the first six months of 1986, for \$146 million if agreements with Frontier's five labor unions could be reached by Aug. 31. United already has paid \$53 million for Frontier assets that include landing slots and hangers.

"We are still interested in acquiring Frontier," said United spokesman Joe Hopkins.

Talks with the Air Line Pilots Association, the first of the five Frontier unions to talk with United, stalled over the issue of when Frontier pilots would begin receiving the same salaries as United pilots. Frontier pilots make about 40 percent less than United pilots.

Frontier employees have made a series of wage concessions over the last four years in efforts to save their jobs.

"Unless an agreement (with pilots) is reached, Frontier will file for bankruptcy tomorrow," Marilyn Mishkin, chief Frontier spokesman said on Sunday. "It's that or it's nothing."

But ALPA Vice Chairman Jamie Lindsay said: "The thing is still open. It's not over."

Later Sunday, United and the pilots' union called a hastily arranged negotiating session in Chicago, said United spokesman Kurt Stocker.



25 YEARS AGO!

For Posterity

Travelers from Scottsbluff, Neb., pose for pictures at Frontier Airline's closed ticket counter Sunday in Denver. A sign in the background says Frontier has stopped operating.

Thousands Of Passengers Left Stranded

Amazingly enough it will soon be 25 years ago that our great little airline died. It ceased operations Sunday, August 24, 1986 and filed chapter 11 bankruptcy on Thursday, August 28, 1986. Frontier was finally liquidated and most of the paperwork finished by May 31, 1990, exactly 40 years after Frontier was formed by Hal Darr on June 1, 1950. However, the U.S. Bankruptcy Court, District Of Colorado, did not close the Chapter 11 case of Frontier Airlines until July 22, 1998.



SUMMER

2011

#44

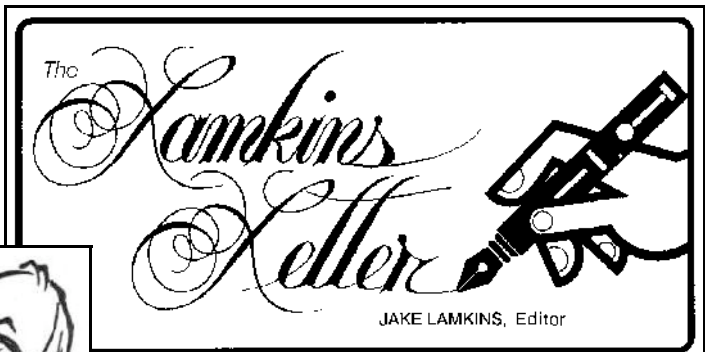


The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter 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.

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CHECK THE WEBSITES FOR FL NEWS,
NOTICES ON UPCOMING EVENTS,
PICTURES AND STORIES FROM THE PAST.**



I'm always looking for ways to save money so I can keep the newsletter subscription rate at \$10 which it has been from the start. One way is to buy postage stamps at <http://Ebay.com>. There are a surprising number for sale there. I suspect most are from stamp collectors who tire of the hobby or heirs to collections who are not interested. Anyway, I can usually get uncanceled stamps for about 70% face value. It adds up if you mail much.

This issue marks 11 years I've been doing the newsletter. Here's hoping I can match pilot Ace Avakian's accomplishment of putting out 92 issues in 23 years of the FL Pilots newsletter without missing a deadline. By the way, I still have not heard for sure whether the pilots newsletter will resume publication.

There are 92 FLolks who got the first issue mailed 10/1/2000 that are subscribers today. I appreciate your loyalty over the years. I also appreciate the other 344 subscribers for their support too. All of you make it possible - The Frontier Spirit!

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

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REUNIONS TIMETABLE



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

BIL REUNION

No info on a 2011 event.

Contacts:

Dee Martenson, adsanta@bresnan.net

Bob Voight, voightr@aol.com

DEN GOLF TOURNAMENT

2011 event cancelled - may resume in 2012 per Bob.

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

DEN FLIGHT CREWS PARTY

Was Fri, Jun 17, 2011, 7 pm

Three Fountains Clubhouse, 3280 S. Oneida Way, DEN 80224

Contact:

Keith Sleater, sleater2@msn.com, 303-756-3823

DEN MAINTENANCE SUMMER PICNIC

Was Tue, Jun 28, 2011 at Squires Park

99th and Lowell in Westminster

Contact:

Shirley Drnovsek, 303-427-1246, WowShirleyD@aol.com

DEN MAINTENANCE CHRISTMAS PARTY

Held Fri, Dec 10, 2010 from 11:00 a.m. to 3:00 p.m. 2011 event TBA

Contact:

Shirley Drnovsek, 303-427-1246, WowShirleyD@aol.com

DEN REUNION PICNIC

August 27 - 28, 2011.

Contacts:

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

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

See ad page 27!!!

DFW CN/FL REUNION

Re 2011 event: Nothing planned at this time per Jim Ford email 4/4/11

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

Sat, August 20, 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 CREWS 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, mdragen@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

Was 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

SLC GOLF SCRAMBLE

Played Fri, June 17, 2011

Contact:

Bob Noble, 801-512-9142, Bobsecelectronics@gmail.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 was 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

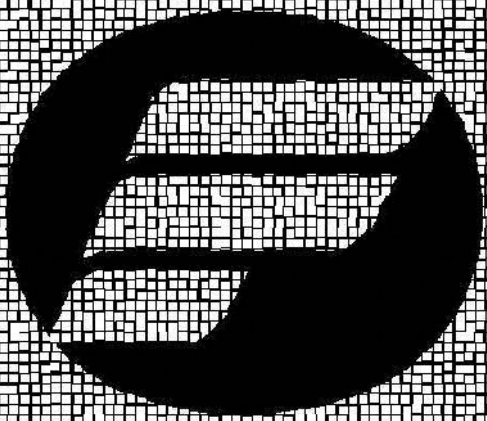
Contact: Jack Schade, 801-277-5479, CaptainJack20@msn.com

REUNIONS NEWS

DEN FLIGHT CREWS

Crew party was big success! There were a lot of people there - about 50 in attendance. Dave and Bette Poppers, Ruth and Don Pitts, Gus and Pam Stearns, Bill Watkins, Kathy Hines, Ellen Quinn, George Meshko, Frank Hoffmann, Betty Kirshbaum (Alexandra), Auverne Greco (Watkins), Sandy and Maury Ryan, Janet and Curtis Avakian, Gema Dittman, Bobbie Karr, Joanie Fohn and friend Don, Walt Ruhle, Tom Smith and friend Laura, Pete Lamkin, Keith Sleater, Pam Dwayne, Glen Mckwen, Mr. & Mrs. Ed Neilson, Carolyn and Terry Jackson and Vicky Veld-boon.

(Continued on page 14)



FRONTIER AIRLINES

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 SPRING 2011 ISSUE

Jim Actor, DEN pilot, 6/6/11, age 71, pneumonia
Dex Alger, SLC sales manager, Nov83, age 57
Harvey Barnard, DEN vp-operations, 2/6/10, age 96
Charlie Coffey, DEN aircraft mechanic, 6/23/11, age 84
Janette Crumpler, BIL OMA flight attendant, 7/31/01, age 67
Quita Elliott, GJT senior ticket counter agent, 1/23/11, age 93
Tom Enger, JAC station agent, 5/8/11, age 67
Paul Glidewell, DEN supervisor-agency-interline sales, 4/19/11, age 77
Mickey Ishida, DEN clerk, 1/21/62, age 33, heart disease
Paul Lawson, AIA station manager, 11/28/93, age 74
Mac Maholland, DEN manager-technical analysis, 3/5/94, age 73
Tom Makurat, DEN director of sales, May84, age 55
Rex Marble, INW station agent, Feb67, age 60
Doug Martin, TBN station agent, 5/1/11, age 68, pneumonia
Bob Methven, DEN pilot, 6/9/11, age 61
Bill O'Meara, PHX pilot, 10/1/06, age 88
Vi Lester Powell, DEN chief flight attendant, 10/9/01, age 68
Dave Richards, DEN SEA? station agent, 9/15/87, age 42
Donald Riek, Station agent, 6/6/11, age 85
Grace Twite Scantlin, GSW flight attendant, 4/14/11, age 71, cancer
Gleason Shaver, LNK senior station agent, Nov80, age 62
Judy Butz Symmes, SLC flight attendant, 2/25/11, age 68, aneurysm
Dick Thomason, SLC DEN pilot, 3/8/11, age 79
Bill Wayne, DEN executive vice president, 3/26/11, age 84
Paul Van Buskirk, DEN lead janitor, 4/19/11, age 89
Harry Werbelow, GEY COD station agent, 3/30/09, age 95
Irma Wood, DEN director-marketing development, 5/18/11, age 70
Ray Woody, DEN executive vice president, 3/27/77, age 59
Peg Youngs, DEN clerk, 7/13/96, age 95

REX MARBLE

1953 - 1960?

STATION AGENT

INW

I started with FL in May, 1955 in RKS. Larry Jereb was manager with Bill Kirkwood, Ray Aho, Bob White, Bob Cady as agents. Had a RON DC3 from DEN so we got to do everything. Was RIF'd to INW in Aug 1955. Don Boderman was manager with Don Blanford, Rex Marble, Red Smith as agents and Al Mosely as SSA.

-Don Anderton, danderton@qwest.net

REX MARBLE, Born 22 Mar 1906, Died Feb 1967, Age 60, At 86047 Winslow, AZ, SSN issued in Michigan

-SSDI

(R. J. MARBLE: INW station agent, DOB 3/22/06, DOH 4/28/53 Per Feb 1960 FL Roster. He is not on the 2/1/65 FL/ALEA Seniority List nor the INW list on the 8/15/63 Sales & Service Roster. R. J. MARBLE: INW Stn. Agt. Per 11/4/55 FL Roster. Have not found when he left FL but must have been the early 1960s.)

DEX ALGER

1951 - 1961?

STATION AGENT, SALES MANAGER

SLC DEN

Jim Montgomery sent me a message in Sept. 50 to report to SLC to replace Tom Makurat who had been drafted. Lou Berets was the Stn. Mgr. and Red Davis, Regional Mgr. Red Davis, Dex Alger and Scott Keller were very close employee friends.

-Duane Phelps, d_phelps@bresnan.net

Transferred to SLC in Dec 1955 and worked there until the closedown. Lou Berets was mgr but also worked for Dick Lohbeck, Duane Phelps and Harold Maxwell.

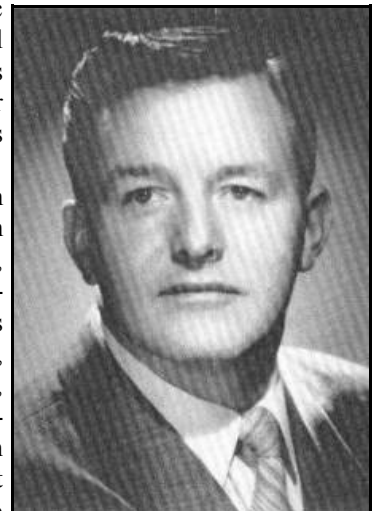
Some of the oldtimers - Tom Morris, Meredith Dexter, Jim Crosley, Bruce Anderson, Russell Boice, Jeanette Sumrall (TCA), Dex Alger (sales mgr), Sydney Soyka (CTO), Jim Lether, Gary McCarrell, Gary Bollschweiler, Stan Covington, Mike Caldwell, Don Brady (lead mech), Scott keller (chief pilot), Angelo George (mech), Gary Horne (mech), Chester Fitch (mech), Ray Duffek, Clem Church, A.G. Smith, Gene Swingler, Merle Beeler.

-Don Anderton, danderton@qwest.net

DEX DON ALGER, Born 22 Dec 1925, Died Nov 1983, Age 57, At 84121 Salt Lake City, UT, SSN Issued in Utah

-SSDI

(D. D. ALGER: SLC district sales manager, Per 11/4/55 FL Roster. Dex is not on the 8/15/63 Sales & Service Roster. Do not know when he left FL but probably about 1961. DD Alger: Seniority date 3/26/51 per FL system seniority list dated 11/1/55. Dex is buried with his wife at Murray City Cemetery in the SLC area.)



TOM ENGER

1965 - 1986

STATION AGENT

ISN JAC

I have been trying to find out what Tom Enger is doing. I don't know if I told you or not but Dave Morris's son Bret had a dream the night before Dave died that Enger and Pinson came and picked Dave up in a seventies pickup with seventies clothes on.

Kinda eerie isn't it. Last I heard is that Tom was back in VA somewhere working for CO. If you know any CO agents they might be able to see if he is still on the roster.

-Ken Wientjes, kjwientjes@bresnan.net

(Both station agents Gary Pinson and Dave Morris had died within three days of each other in Oct 2007 when Ken emailed this.)

Tom was a ISN agent when I was the manager in the late 60s. Obituary attached.

-Ivan Newell, ivannewell@hotmail.com

OBITUARY: Thomas David Enger, 67, Chester, Va., formerly of Williston, passed away on Sunday, May 8, 2011. He was the son of the late Peder Malvin Enger and Klara Hovland Enger.

He is survived by his daughter, Dana M. Donahue and husband, Matt, Fargo; son, Pedar Enger; grandchildren, Reiley and Rachel Donahue; brother, M. Duane Enger and wife Frances, Randall, Iowa; nephews, Tom Enger and wife, Gudrun, Menlo Park, Calif., and Daniel Enger and wife, Kate, Atlanta, Ga.; niece, Kate Enger and husband, Gary Molina, New Marshfield, Ohio; great-nephews, Ben, Noah and Peter; great-nieces, Alice and Marcia; stepsons, Shane Rockne, Richmond, Va., and Shawn Rockne; and step-grandchildren, Samantha and Catherine.

Tom was a long time employee of Continental Airlines (RIC), who enjoyed cross words, reading, hunting, fishing and life by the water with family and friends. Loved by all who knew him, he will be deeply missed.

A memorial service will be held at 1 p.m. on June 19, 2011, on Long Lake in Park Rapids, Minn.

-Posted in the ISN and RIC newspapers on May 12, 2011

We have wondered for some time where and how Tom was - now we know. There are just too damn many of our old FL buddies going south these days. I hope we are not one of them for some time yet.

-Ken Wientjes, kjwientjes@bresnan.net

(T D ENGER: Station agent seniority date of 9/16/65, emp# 02391 per the 1/1/86 FL/ALEA Seniority List. Tom was a ISN station agent on the 4/15/66 and 7/15/66 Sales & Service Rosters)

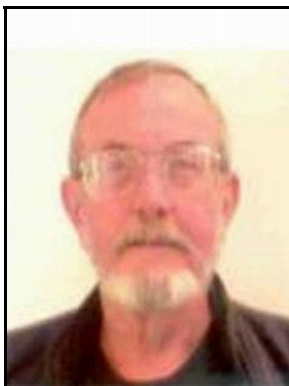
VI LESTER POWELL

1957 - 1966?

FLIGHT ATTENDANT, CHIEF FLIGHT ATTENDANT

DEN

OBITUARY: Viola H. Powell, 68, Lakewood, Colo., formerly of Bismarck, died Oct. 9, 2001, in Denver, Colo. Services were held Oct. 15 at Newcomer Family Chapel, Lakewood.



Burial was in Fort Logan National Cemetery.

She is survived by her husband, Wallace; one brother, George Lester, San Antonio, Texas; two sisters, Bunny Enebo, Fargo, and Nancy Hays, Westminster, Colo.; two step-sisters, Janice Monson, Plymouth, Minn., and Sharon Schacher, West Fargo; and her stepfather, Herbert Becker, Bismarck

-Bismarck Tribune in Oct 2001

VIOLA H POWELL, Born 15 Apr 1933, Died 09 Oct 2001, at 80226, Lakewood, CO, SSN issued in North Dakota.

-SSDI

(VIOLA LESTER: DEN Stew, DOB 4/15/33, DOH 9/21/57, Per the 2/60 FL Roster. Having her birthdate verifies her SSDI record. Still not sure when she left the company. Viola Lester, DEN Chief Stewardess, per the 8/15/63 - 3/15/64 FL Personnel Rosters. She is shown as Viola Powell on the 4/15/66 & 7/15/66 rosters & still chief stewardess. She is not on the 11/4/55 FL Roster. She is not in the Jan 1970 FL Telephone Directory.)

PAUL VAN BUSKIRK

1953 - 1976?

AIRCRAFT CLEANER, JANITOR, LEAD JANITOR

DEN

Paul Van Buskirk passed away at noon on April 19, 2011. Services will take place at Trevino's Mortuary in Denver, but time and date have not been set as yet. He was a janitor at Frontier for many years. Paul liked everybody and was well liked by everybody in return.

-Jim Montgomery, dalyceathome@yahoo.com

OBITUARY: Paul Van Buskirk, June 26, 1921 - April 19, 2011. Celebration of Life is Friday April 29, 2011, 11am at Trevino Mortuary Chapel of Roses. Services conclude at chapel.

Born: June 26, 1921, Death: April 19, 2011, Occupation: Frontier Airlines. Survived By Phil Buskirk, Nephew and Kim Van Buskirk, Great Niece. Preceded in Death By Joseph Van Buskirk, Father, Anna Nieglick Van Buskirk, Mother

-Trevino Mortuary

When I moved to DEN in 1968 I was with someone named Don (probably Don Cecil). We were introduced to Paul and later I was told he never forgot a name or a face. Sure enough, every time he saw me, he smiled, waved and shouted, "Hello, Bill." Like Will Rogers, I don't think he ever met anyone he didn't like, and I sure never met anyone who didn't like him. He was a great person.

-Bill Guthrie, bill_guth3@yahoo.com

I remember him fondly! He was always smiling. What a pleasure to know him!

-Al Beardsley, beardsley.al@gmail.com

(P R VAN BUSKIRK: DEN aircraft cleaner, DOB 6/26/21, DOH 2/17/53 per the Feb 1960 FL Roster. P VAN BUSKIRK: Lead Janitor with seniority date of 9/13/73 on the 11/1/76 FL/IAM Seniority List)



BILL WAYNE**1971 - 1985****EXECUTIVE VICE PRESIDENT
DEN**

William D. Wayne, December 1946 wrote and sent an update on his activities since graduation.

He served as Third and Second in T-2 tankers, with a year off for graduate school at Purdue. While in port at Ras Tanura, Saudi Arabia, he was called to active duty with the Navy.

He went to Navy Flight School, and at age 25 was flying jet fighters for the Navy- F9F's, F3D's, Banshees and Furies.

He left the Navy in 1956, married a TWA flight stewardess and went to work for General Electric, and later, Aerojet General.

He headed the nation's Nuclear Rocket Development Program in Nevada, and was later COO and Executive Vice President for Frontier Airlines, a General Tire Company.

Bill and his wife are retired now in Carefree, AZ. He also serves as an Admissions Field Representative for Kings Point.

-Kings Pointer, issue of Summer 2002

Just got a call from Denise Hurd that Bill Wayne passed away this morning, March 26, at 0500. He was living in Carefree, Az, and was 84 years old. He had been sick and kidney failure was involved.

-Bonnie Dahl, bcdahl777@msn.com

OBITUARY: BILL WAYNE, 84, passed away with his wife B J by his side on March 26, 2011. Bill was a graduate of the U S Merchant Marine Academy, Class of 1946B. He served as a midshipman in the Battle of Leyte Gulf during World War II.

After attending graduate school at Purdue University, he became a naval aviator. In 1953 he served as a Night Fighter Division Leader aboard the U S S Kearsarge.

In 1955 Bill met his wife, Betty Jo (B J) Peters, a TWA stewardess. LCDR Wayne left the Navy in 1956 to settle down with his new bride and entered the corporate world. They both worked for General Electric in Cincinnati. He later joined Aerojet General and eventually was V P of Nuclear Operations.

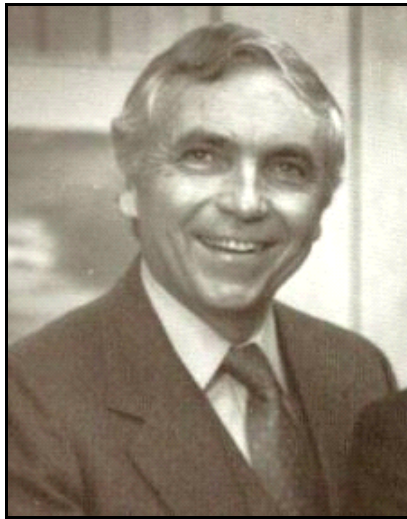
He was transferred to Frontier Airlines (another holding of General Tire) and after fourteen years retired in 1985 as Executive VP and COO. In 1985 the couple began retirement life in their second home in Tucson, and eventually built their dream home on Black Mountain in Carefree. Both Bill and B J enjoyed flying their private airplanes, and had an interest in classic cars. They traveled the world extensively and especially enjoyed cruises.

Bill is survived by his wife of 54 years, their daughter Vanessa and her husband Mark McClintock of Denver, Colorado and their son Gregory and wife Pat Wayne of Kayenta, Arizona, and five grandchildren.

A private family celebration of life will be commemorated with a burial at sea. In lieu of flowers, donations can be made to the USMMA, Kings Point, NY 11024-1699, or to the Hospice of the Valley, Fund Development, 1510 E Flower St, Phoenix, AZ 85014.

-Sent by BJ Wayne

Bill's wife, BJ, had called to inform me and Bill had called me



several weeks ago to advise me of Chuck Demoney's death. BJ said she was calling several Frontier people to inform them as well.

I brought Bill, with Al's approval, into Frontier early on our arrival and we were close friends.

-Glen Ryland, Carmel CA

I had minimal association with Mr. Wayne while in DEN but came to know him better when I took over the TUS City Mgr. position.

He had a home in TUS at the foot of Mt. Lemon. We saw him quite often traveling to/from DEN. I recall one evening, he and his lovely wife invited our station personnel up to his home for a cookout. That's where I came to know and respect him better. Condolences to the family.

-Jim Mustain, fcaviator@peoplepc.com

(I often saw Bill at the Ramada Inn on Smith Road when he and Buz Larkin were having lunch and I was trying to get Buz to solve an ALEA problem when I was ALEA Master Chairman 1980-84. Bill was always affable and easy to talk to. He was VP-Local Service Marketing and VP-Operations before becoming Executive VP.)

MICKEY ISHIDA**1959 - 1962****CLERK****DEN**

In Memoriam: Umeka "Mickey" Ishida has been in payroll accounting for Frontier Airlines for the past three years. Although she had been on a leave of absence since last summer for an aortic valve operation, her many friends were shocked at the news of her death from congestive heart failure on January 21.

Deepest sympathies are extended to her husband Julius and her daughter Sheryle.

-FL Sunliner News for Feb, 1962.

(UMEKA ISHIDA: DEN Clerk, DOB 2/8/28, DOH 4/27/59, Per 2/60 FL Roster. Need more info on Mickey.)

BILL O'MEARA**1947 - 1968?****PILOT****PHX**

Bill O'Meara was in my class going through 727 school. When he finished and got his rating on the airplane he walked into the Chief Pilot's office and quit his job. He left and to the best of my knowledge no one has heard from him since.

Can't for the life of me understand why he would go to all of the work required to pass that school and then quit his job but that he did. He surely did upset the company. They spent a lot of money on his training and then he didn't fly one trip in the 727.

-EP Lietz, Southlake TX (Now deceased)

OMEARA, WILLIAM M: Born 27 Aug 1918, Died 01 Oct 2006, age 88, at 64012 Belton, MO, SSN issued in Missouri.

-SSDI

(W M O'MEARA: Pilot seniority date of 3/1/47 on the 9/1/55 and 10/28/67 FL/ALPA seniority lists. He is not on the 9/1/72 list. W. M. O'MEARA: PHX Capt Per 11/4/55 FL Roster. W. M. O'MEARA: PHX captain, DOB 8/27/18, DOH 3/1/47, Per the Feb 1960 FL Roster. Need more info on Bill.)

PEG YOUNGS

1958 - 1966?

CLERK
DEN

In Memory of DENAR folks:
Pam Reed, Sonja Brown, Jean Dunn, Gloria Elquist, Judy Weber, Susan Tawara, Jeanette Sickler, Louise Newton, Frieda Russell, Larry Hunt, Howard Stewart, Peg Youngs, Elma Jene Yantorino, Steve Collins, Sy Pfannenstiel, Lorie Gasiorowski, Ralph Cole, Jeannie Careym, Carol Haught, Monica Robertson and Carolyn McCallister.

-Nadine Overley, Aurora CO

MARGARET B YOUNGS:
Born 31 Mar 1901, Died 13 Jul 1996, Age 95, At 80220 Denver, CO, SSN issued in Colorado

-SSDI

(M. B. Youngs: DEN clerk, DOH 3-6-58, DOB 3-31-0?, Per Feb 1960 FL Roster. Last entry incomplete on second digit of birth year. Peg would be nickname for Margaret. I will assume Peg retired age 65 (1966) until other info received. Peg is not on the 1/1/74 FL/ALEA seniority list. Nor is she on the 8/1/66 list but clerical was not covered then - they were in 1974. She's in the 1963 financial department photo.)



DICK THOMASON

1959 - 1984

PILOT
BIL SLC DEN

Posted at Scott Keller's funeral guestbook on December 18, 2005: Thanks for letting me fly with you Scott. I never knew a finer person and pilot.

-Dick Thomason, Anacortes WA

OBITUARY: Richard Allen (Dick) Thomason, 79, long-time Anacortes resident died Tuesday, March 8, 2011, in Anacortes, WA. He was born October 18, 1931 in Grand Junction, CO, the only child of Richard Mayon and L. Madge Smith Thomason.

After high school graduation, he served four years in the U. S. Air Force, primarily based at Elmendorf Air Force Base in Anchorage, Alaska. During this time he also earned a diploma in dental laboratory technology from the State University of New York.

Following discharge, he used the GI bill to learn to fly and later became a flight instructor and then a commercial airline pilot for Capital Airlines and later Frontier Airlines flying for over 30 years, many of them as Captain in large jet aircraft out of Denver, CO and Billings, MT. He held ratings for all multi-engine and jet aircraft and was highly regarded as an excellent pilot. After retirement, he continued to own and fly aircraft and many will recall his adventurous stories of experiences in the air.

He married Annette Johnson of Provo, UT, on February 15, 1957; and they were the parents of two sons, Allen F. and Mark

R. They later divorced and he subsequently married Mary Charlotte Thomason from whom he was also divorced.

His passion for flying was matched only by his passion for sailing, and he spent many wonderful years sailing his boats out of Marina del Rey, CA and Anacortes, WA.

He was preceded in death by his parents, son, Mark Richard, and a grandson David Richard.

He is survived by his son, Allen F. (Arlene) Thomason, of Highland, UT, 8 grandchildren, and 1 great-granddaughter.

At his request, there was no viewing or funeral. Following brief family services, his remains were interred at the Grandview Cemetery in Anacortes.

**-Skagit Valley Herald
on March 20, 2011**

Thank you for your kind words concerning my father's death. He was a great man and had the true love of flying. It always amazed him that he was paid to do something he loved so much. I don't think he ever got over the fascination of taking to the stratosphere. He flew up to a few years before his death, the last plane he owned was a beautiful bi-wing.

He has a grandson, my son, who graduates this month from college in aviation management. Warren flies and has the same awe of it all that Dad did. Warren is the fourth generation to fly in the family.

-Allen F. Thomason, AFTomason@aol.com

(The Feb 1960 FL Employee Roster shows Dick a co-pilot based in SLC. He's last shown on the 5-83 Pilot Domicile List as a DEN B737 captain. He's not on the 5-85 Pilot Domicile list so I'll assume he probably left in 1984. R A THOMASON: Pilot seniority date of 2/9/59 on the 9/1/81 FL/ALPA Seniority List. He is not on the 9/1/85 Seniority List.)

DOUG MARTIN

1963 - 1963

STATION AGENT
TBN

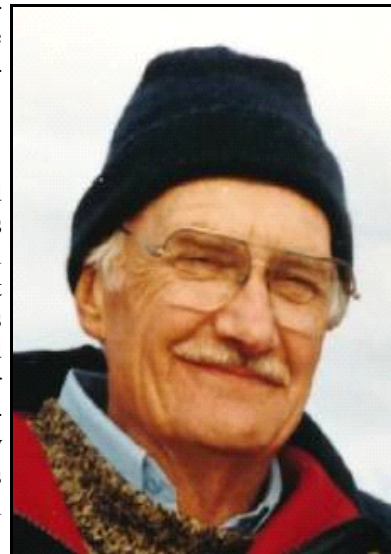
Doug worked for CN at TBN for a short time before he went to OZ. He only worked a month or so then went to work for OZ and transferred to CGI for a while and wound up in STL writing manuals for OZ. This is his obit.

OBITUARY: Douglas Martin, 68, of St. Peters died on Sunday, May 1, 2011 in St. Charles. Mr. Martin was born on September 1, 1942 in St. Louis. Mr. Martin worked for Ozark Airlines as a procedure trainer and program writer for 23 years prior to joining TWA after their acquisition of Ozark Airlines. After leaving TWA in 1991, he joined General American Insurance as a computer programmer, retiring in 2002.

He is survived by his wife of 38 years, Sue Martin, daughters Cathleen Dell of Killeen, TX and Lynette Martin of St. Louis.

-Ben Duggan, dug@embarqmail.com

(Ironically, Doug left CN to work for OZ which died 2 months after FL when TW swallowed them. Doug built and maintained the memorial OZ website at www.ozarkairlines.com)



IRMA WOOD

1973 - 1986

DIRECTOR-MARKETING DEVELOPMENT DEN

Just had this email forwarded to me regarding Irma (Wood) Hellbusch. Irma was a supervisor at DENRK (res) when we started in 1978. After FL, she went to UA, working in In-flight Service in DEN.

The email was sent by her husband earlier today (19May11).

-Doug Berkey, Debdoug58@aol.com



Irma passed away this morning at 4:15 am. Her passing was pain-free, peaceful in her sleep. Memorial services will be either next Monday or Tuesday at our Westminster Presbyterian Church. An obituary and details of memorial services is being provided to the Denver Post.

Thanks for over 2 1/2 years of support for Irma and family.

-Ron Hellbusch, Westminster CO

OBITUARY: Irma Irene Hellbusch, 70, passed away May 18, 2011 in Westminster, CO. Irma was born in Liberty, NE on Sept 23, 1940 to Ira ("Ike") and Dorothy Wymore. She grew up in Beatrice, NE and attended college in McPherson, KS.

She taught advanced placement English and Drama, and also directed many plays in Marion, KS and then at Brighton High School. She served her country working for the American Red Cross during the Vietnam War.

She then joined Frontier Airlines where she became the Director of Marketing and with Brighton DECA started the first airline training program. She joined New York Life for a short time before her love of the sky and travel led her to United Airlines. She was an integral part of the United Airlines move to DIA, the launch of the 777, and the design of the new flight attendant service center in Chicago.

She retired in 2005 to spend more time with family and live life to the fullest. She has a deep faith and has enjoyed being active in church, bible studies and serving the Lord throughout her life. Locally, she has been a member of the Zion Lutheran Church and most recently the Westminster Presbyterian Church where she served as a ruling elder. Her love of adventure has taken her across the world on special trips with her family; creating memories to last lifetimes. Her greatest joy in life has been being a Mother and experiencing the wonder of being a Grandma. She loves deeply and has been blessed beyond measure to share her life with two extraordinary men.

She is survived in death by her husband, Ron Hellbusch, and her children, Tara McCall (Robert) and Dirk Wood (Tennille). Ron's children: Jay Hellbusch (Katie) and Mark Hellbusch, her grandchildren: Ava McCall, Ryan McCall, Sheridan Hellbusch, Weston Hellbusch, Jade Hellbusch, Brittany Thyfault and Karlie Hellbusch, twelve nieces and nephews, many great-nieces and nephews, Aspen - a loving and faithful canine companion, and a very large circle of extended family and friends also survive her.

She is preceded in death by her late husband, Lyle Wood, her parents, Ira and Dorothy Wymore, her sister Kathie Warren, brother Don Wymore, and Kylee Hellbusch.

Visitation will be Sunday, May 22, 2011 at 2:00-5:00 p.m. and Monday, May 23, 2011 at 5:00-8:00 p.m., both at Tabor-Rice Funeral Home in Brighton. Memorial Service will be Tuesday, May 24, 2011 at 1:00 p.m. at Westminster Presbyterian Church.

In lieu of flowers, the family requests donations are made to: The Irma Hellbusch Breast Cancer Memorial Fund, C/O Westminster Federal Credit Union, 9053 Harlan St., Suite 10, Westminster, CO 80031. Monies raised will be used to further fund breast cancer research and to provide assistance to families fighting this disease.

-Tabor Rice Funeral Home

(I Wood: Accounting clerk seniority date of 6/11/73, emp# 11607, on the 1/1/74 FL/ALEA Seniority List. IRMA WOOD: DENRK, no title given, per Nov 1978, Dec 1979, Dec 1980 FL Quick Reference Directories. DENTT, Supervisor-Customer Service, per Jan 1982 FL Quick Reference Directory. She is not in the Jan 1983 QRD. Her last title at FL was Director-Marketing Development. She was announced as employee of the month in the Feb/Mar 1986 FL newsletter.)

GLEASON SHAVER

1956 - 1962?

STATION AGENT, SENIOR STATION AGENT BIE HVR LNK

GLEASON SHAVER: Born 17 Oct 1918, Died Nov 1980, age 62, at 26836 Moorefield, WV, SSN issued in Virginia.

-SSDI

Gleason Shaver worked here at LNK for a year or two. Was manager at Beatrice when they closed the station. Came here and refueled when we were doing our own fueling. At the present time I do not recall where he went from here.

-Ken Byers, buzzardklb@earthlink.net

I started FL right after I got out of the Air Force in August 1961. A few months after that FAL pulled service at BIE and I had just gotten home from a 5 year tour in the AF and wanted to stay home for awhile so I threw in the towel. I was there only about 4 months. I don't recall how long FL had been there before that. I think that Gleason Shaver had gone just before I arrived.

I recall 3 DC-3 flights daily, MKC STJ LNK round trips. After doing odd jobs for a few years, I moved to Lincoln and met a very good friend and a senior agent by the name of Raymond Yuengel. He introduced me to the LNK manager, Glenn Emmons. I interviewed and started back at LNK in May 1967. Gleason Shaver was not in LNK when I came on board.

-Cork Guenther, saylor@inetnebr.com

Gleason was one of three Senior Agents at LNK when I started in the summer of 59. Bob Bricker, Don -----? & Gleason. Gleason came to Frontier from back East. Maybe West Virginia, but I'm not sure. He left LNK in 60 or 61 to be the Station Manager at HVR. In early 65 he made Station Manager at BIE. BIE closed while he was en route from HVR to BIE. I guess a case of the left hand not knowing what the right hand was doing. He was at that point sent back to LNK. It was shortly there after that I went into the Army our paths never crossed again.

-Mike Macek, mikemacek@windstream.net

(G. R. Shaver, station agent seniority date of 4-7-56 per the 3/1/62 FL/ALEA Seniority List. G. R. SHAVER: LNK Senior Station Agent, DOB 10/17/18, DOH 4/7/56, Per Feb 1960 Roster. Gleason is not on the 10/15/63 - 7/15/66 Sales & Service Rosters. BIE is not listed on any of them either. He is not on the 2/1/65 FL/ALEA Seniority List.)

GRACE TWITE SCANTLIN

1960 - 1965

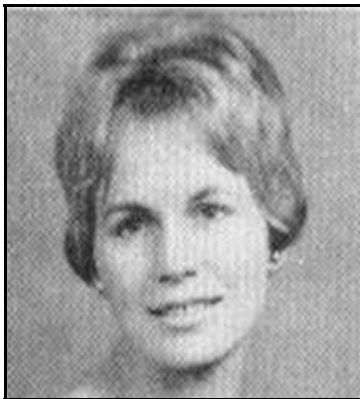
FLIGHT ATTENDANT

GSW

My dear friend Grace Scantlin, who was a Central FA, passed away Thursday, April 14, 2011. Services will be held at the Platte Woods Church, 7310 NW Prairie View Road, Platte Woods, Missouri on Monday, April 18th at 3:00 PM.

-Letha Weldon Barnthouse, Lee's Summit MO

OBITUARY: GRACE MARIE SCANTLIN, On April 14, 2011, Grace Marie Scantlin, 71, departed this life. She passed away peacefully as her journey with cancer came to an end at North Care Hospice. She was a loving wife and devoted mother. She was born in Carson, ND. She was the 7th of nine children.



After graduating from high school, she became a flight attendant for Central Airlines where she met her loving husband of 45 years, Dan Scantlin. She loved dancing, tennis, gardening, and being with family. Grace is preceded in death by her parents, Nettie and Benhard Twite; her sister, Alma Voight; and two brothers, Alvin and Benny Twite.

She is survived by her husband, Dan Scantlin; and four children: Corly Allen, Barry Scantlin, LeeAnn Seymour, and Bart Scantlin; 5 grandchildren, and 5 sisters. Memorial Service 3 p.m., Monday, April 18, Platte Woods United Methodist Church, 7310 NW Prairie View Road, Platte Woods, MO 64151. Flowers may be sent to the church.

-Kansas City Star on April 16, 2011

(Grace attended the 2004 and 2007 MCI Crew Reunions.)

MAC MAHOLLAND

1959 - 1970

MANAGER - TECHNICAL ANALYSIS

DEN

KENNETH L MAHOLLAND, Born 06 Jul 1920, died 05 Mar 1994, age 73, at 85203 Mesa, AZ, SSN issued in Illinois

-SSDI

I was hired as his "Asst. Superintendant of Flt Operations" from Oct 1967 till July 1970 when he was fired by Ed O'Neil.

-Otto Smith,

osmith36622@comcast.net

(K. L. MAHOLLAND, DEN Administrative Assistant, DOB

7/6/20, DOH 3/3/59, Per Feb 1960 FL Roster. K. L. MAHOLLAND: Manager-Technical Analysis and Performance per the Jan and Jul 1970 FL Telephone directories. Otto Smith shown as his assistant. Mac is not in the Nov 1977 directory.)



JUDY BUTZ SYMMES

1964? - 196?

FLIGHT ATTENDANT

SLC

OBITUARY: JUDY B. SYMMES, Born 1942 to 2011 From the day she was born in Pittsfield, Illinois, snow just seemed to be a fact of life for Judy Symmes. She grew up in Omaha and, loyal to her Benson High School, remained a lifetime "Benson Bunny."

At the age of 22 she became a flight attendant for Frontier Airlines, which promptly sent her to Utah, where she endured the snows while raising her two children.

Twenty-five years ago she told her family, "We're going somewhere it doesn't snow," and San Diego was her home ever since.

She passed away suddenly February 25, 2011 from an aneurysm. During those San Diego years, she continued her career as a legal assistant, working for almost 25 years with attorney Robert F. Teaff in La Jolla. She became known not only for her loyalty, energy and attention to detail, but also for an uncanny ability to empathize with both clients and friends.

Judy's two daughters and six grandchildren were her universe, and the telephone calls to the four in Utah kept everyone connected and made their days.

At Christmas each year she received a new sweatshirt they would decorate especially for her. "She had a big heart, she cared about everybody," remembered daughter Christina Williams, "and was so good at details. She drilled into us: organization is the key to success." That organization became apparent in one of Judy's favorite pastimes - doing jigsaw puzzles.

She became a master at even the most complex puzzles, and her granddaughters Kali and Peyton delighted in finding more difficult puzzles for her. Judy capitalized on her snowless life by becoming an excellent gardener and spent many happy hours tending her plants and expanding her garden. Working in her La Jolla office gave her time to indulge another love - the ocean - although her family teased her about not being able to swim.

In addition to daughter Christina and granddaughters Kali and Peyton of San Diego, Judy is mourned by daughter Laura Jakeman (Craig) and grandchildren Nathaniel, Christopher, Elizabeth and Kimberly of Kearns, Utah. She also leaves three brothers, Tommy, Billy and Mickey Butz. A Celebration of Life is planned for Saturday, April 2, at 11:30 a.m. at Templar's Hall, Old Poway Park, 14134 Midland Road, Poway, CA 92064.

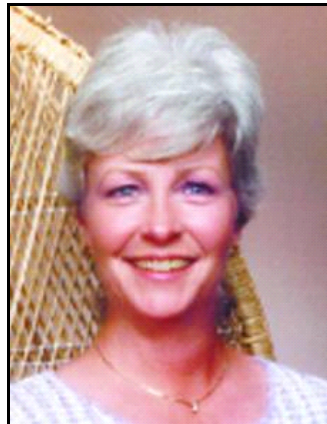
- San Diego Union-Tribune on March 27, 2011

JUDY B SYMMES, Born 18 Jul 1942, Died 25 Feb 2011, age 68, at 92126 San Diego, CA, SSN issued in Nebraska.

-SSDI

Posted at the FL Club: SLC Flight attendant Judy Butz Symmes has died. I cannot find her in my files. Does anyone recall her? Her maiden name was Butz, hired on around 1964 and based in SLC. Any info appreciated.

-Jake Lamkins, ExFAL@yahoo.com



HARRY WERBELOW

1951 - 1978

STATION AGENT

GEY COD

OBITUARY: Harry Herbert Werbelow, May 30, 1913 - March 30, 2009. Graveside services for Harry H. Werbelow were held April 7 at Riverside Cemetery in Cody. Harry, 95, died March 30 at his home in Yucaipa, Calif.

He was born May 30, 1913, at Emblem, the son of Emil and Elizabeth Menzel Werbelow. He married Lovina LaFollette Aug. 17, 1940, in Red Lodge, Mont.

Harry farmed at Emblem for a number of years before becoming an agent for Frontier Airlines. He worked for Frontier for 27 years until his retirement.

He served as a volunteer for the Mobile Missionary Assurance Program and for 11 years with the Lutheran Braille Workers in Yuciapa.

His parents; two sons, Richard Paul and Edward Emil; a brother, Paul Werbelow; one sister, Ella Eby; and a grandson, Joseph Edwin Fish, preceded him in death.

Harry is survived by his loving wife of 68 years, Lovina, and one son, Warren, both of Yuciapa; three daughters and a son-in-law, Gerald and Lona Mae Fish of Springfield, Virginia, Karen Williams of Emblem and Helen Ali of Winnipeg, Canada; a sister, Esther Cover of Sheridan; one brother, Erwin Werbelow of Emblem; 15 grandchildren and 19 great-grandchildren.

-Basin Republican Rustler on Apr 9, 2009

HARRY HERBERT WERBELOW, Born 30 May 1913, died 30 Mar 2009, age 95, at 92399 Yucaipa, CA, SSN issued in Wyoming.

-SSDI

(H. H. WERBELOW, GEY Station Agent, Per 11/4/55 FL Roster. Werbelow, H. H., station agent seniority date of 10-1-51 Per 3/1/62 FL/ALEA Seniority List. H. H. WERBELOW, COD Station Agent, DOB 5/20/13, DOH 10/1/51, Per Feb 1960 FL Roster. H H WERBELOW, Station agent seniority date of 10/1/51, #16, emp#09311, on the 1/1/74 FL/ALEA Seniority List. Retirement - Harry H. Werbelow, station agent, COD, 26 years Per FL News, Jul-Aug 1978. Looks like Harry retired when he turned 65 years old.)

HARVEY BARNARD

1946 - 1960

VICE PRESIDENT - OPERATIONS & MAINTENANCE
DEN

HARVEY P BARNARD, Born 19 Sep 1913, Died 06 Feb 2010, Age 96, At 22204 Arlington, VA, SSN issued in New York

-SSDI

COL Harvey P. Barnard, Jr. USA (Retired), Class: '38, Cadet Company: E, Date of Birth: September 19, 1913, Date of Death: February 6, 2010

-http://www.west-point.org

(H. P. BARNARD JR, DEN V Pres Operations, DOB 9/19/13, DOH 9/4/46 Per FL Feb 1960 Roster. Could not find an obituary. He is not listed on the 7/15/49 CHA Directory so he was MON. Five arti-



cles from a newspaper and Flight magazine track Harvey's career after he left Frontier. A Jan 1965 item notes Harvey was Mohawk Airlines' vp-industrial relations. A Dec 1968 announcement has him going to Saturn Airways in March 1968 as vp-assistant general manager and being promoted to vp-general manager several months later. Another article says he came to Saturn from Mohawk and had left Frontier in 1960. A Feb 1970 item says Harvey had left Saturn. A final announcement in April 1979 has him at Florida Airlines where he was president. An online posting tells of Harvey's death and that he graduated from West Point in 1938. He was 96 yrs, 4 mos 18 days old when he died - #2 on the FL Oldest FLOlks Deceased List)

TOM MAKURAT

1949 - 1963

STATION AGENT, DIRECTOR OF SALES

ABQ SLC DEN

THOMAS MAKURAT, Born 09 Sep 1928, Died May 1984, Age 55, At 07110 Nutley, NJ, SSN issued in Wisconsin

-SSDI

Tom Makurat, who was director of sales, hired me in sales in July of 1959. He left Frontier to go to TWA as district sales manager in NYC in late 1961 or early 1962.

I was at Long Island for a week long meeting in October of 1982 and visited with Tom for an hour and half. Tom was district sales manager for Ethiopian Airlines then. I didn't realize he died two years later.

I received for over 20 years a Christmas letter and update from him and sent Christmas cards to his family and then they stopped coming.

Tom was a great guy and started as an agent with Frontier. He worked his way up and was a great director of sales. He groomed Larry Sills for the position when Larry took over.

I was always thankful Tom had enough confidence in me to hire me in sales after only five months with Frontier.

Tom was originally from Milwaukee and his wife Lee was a great person. They had the sales staff over every year at Christmas in their home: The typical Frontier Family get-together and we always looked forward to it.

Tom started with Monarch and worked in ABQ as a ticket agent. Tom and Vern Carlson had known each other a long time.

-Herb Schmidt, falherb@yahoo.com

Jim Montgomery sent me a message in Sept. 1950 to report to SLC to replace Tom Makurat who had been drafted. Lou Berets was the Stn. Mgr. And Red Davis, Regional Mgr.

-Duane Phelps, d_phelps@bresnan.net

(TM Makurat, Station agent seniority date 1-14-49 per FL system seniority list dated 11/1/55. TOM MAKURAT, DEN Director of Sales, DOB 9/9/28, DOH 1/14/49, Per Feb 1960 FL Roster)



OUITA ELLIOTT

1957 - 1962

TICKET COUNTER AGENT
GJT DEN

OUITA M ELLIOTT, Born 31 Dec 1917, Died 23 Jan 2011, Age 93, At 85302 Glendale, AZ, SSN issued in Colorado

-SSDI

(O M ELLIOTT, ticket counter agent seniority date of 7/19/57 on the 3/1/62 FL/ALEA seniority list. She is not on the 2/1/65 list. O. M. ELLIOT, GJT senior ticket counter agent, DOB 12/31/17, DOH 7/19/57 Per Feb 1960 FL Roster. Ouita is in a May 1962 Sunliner News article which says she is at DEN CTO. Ouita is not on the GJT or DEN list in the 10/15/63 Sale & Service Roster. Have not been able to find when she left FL.)



RAY WOODY

1959 - 1962

EXECUTIVE VICE PRESIDENT
DEN

GEORGE R WOODY, Born 25 May 1917, Died 27 Mar 1977, age 59.

-SSDI

"In this respect, we've been our own worst enemies," says Executive Vice President G. Ray Woody of National Airlines.

-1967 TIME magazine article.

(G. R. WOODY, DEN Executive Vice President, DOB 5/25/17, DOH 5/1/59, Per Feb 1960 FL Roster. Ray left FL with Bud Maytag when Maytag sold his FL stock and bought NA in early 1962.)



PAUL LAWSON

1950 - 1978?

STATION AGENT, STATION MANAGER
AIA CPR CDR

I'm sure Paul Lawson (former SSM in CPR, CDR) is gone. He was my first manager.

-Ivan Newell, ivannewell@hotmail.com

PAUL R LAWSON, Born 22 Jul 1919, Died 28 Nov 1993, Age 74, At 69301 Alliance, NE, SSN issued in Indiana

-SSDI

(P. R. LAWSON, CPR station manager, Per 11/4/55 FL Roster. P. R. LAWSON, CPR station manager, DOB 7/21/19, DOH 6/6/50, Per Feb 1960 FL Roster. P R LAWSON, Group E seniority date of 6/6/50, #5, on the 1/1/74 FL/ALEA Seniority List.



Paul R. Lawson: AIA station manager per the Jan 1970 FL Telephone Directory. Paul Lawson: AIA station manager per the Nov 1977 Quick Reference Directory. Paul is not listed in the Nov 1978 QRD. It appears Paul retired from FL in 1978.)

PAUL GLIDEWELL

1955 - 1963

SUPERVISOR-AGENCY & INTERLINE SALES
ABQ DEN

OBITUARY: GLIDEWELL, E. PAUL, 77, of Louisville, passed away Tuesday, April 19, 2011 at his home. He was a retired sales manager with Trans World Airlines and an Army veteran. His grandchildren were the light of his life.

He is survived by his wife Pat; daughters, Jennifer and Johanna; son, Jonathan; grandchildren, Evan Ellis, Alexander James, Ana Grace and Devin Michael; and a sister, Billie Williams.



His funeral service will be Friday at 11 a.m. at Pearson-Ratterman Funeral Home, 12900 Shelbyville Road, with burial to follow in Resthaven Cemetery. Visitation will be Thursday from 5-8 p.m. and Friday from 10 a.m. until service time at the funeral home.

Memorial contributions in his name may go to Norton Children's Hospital.

-Louisville Courier-Journal on April 20, 2011

I was saddened to hear about the death of Paul Glidewell. Paul was one of my best and closest friends at Frontier. In fact, Paul was a groomsman in my wedding party.

The last time I saw Paul was in Louisville in the 80s and we had lunch and told a lot of war stories and covered memories of the good old Frontier.

He started four years ahead of me and was seven months older. His wife Pat is a lovely lady. She worked for Continental and Paul met her on an interline sales trip.

He left in 1963 when Tom Makurat helped him get on at TWA. Paul held a number of sales assignments with Louisville being the last. Besides being district sales manager there he was also the airport manager.

I made a few interline sales trips with Paul and we always had a great time. Paul was one of the good ones. He will be missed and my regards to his family.

-Herb Schmidt, falherb@yahoo.com

Paul was my uncle. Paul was always larger than life to me. He would tell me stories of riding in the cockpit of the DC3s picking up ice flying over the Rocky mountains into Denver with Frontier Airlines.

When I was about fifteen he wrote me a long letter telling me everything I needed to do to be a pilot. I went on to be a full time pilot, flying Boeing 727s for over twenty years.

-Gary Smith, Rockport IN

(E. P. GLIDEWELL, ABQ Stn Agt, Per the 11/4/55 FL Roster. E. P. GLIDEWELL, DEN Interline Agency Representative, DOB 10/11/34, DOH 9/3/55, Per the 2/60 FL Roster. P. GLIDEWELL, DEN Supervisor of Agency & Interline Sales, Per the 8/15/63 and 9/15/63 Sales & Service Rosters. He is not on subsequent rosters.)

JIM ACTOR**1969 - 1986****PILOT****DEN**

(Posted at FL pilot Chick Thomas' online funerary guestbook October 17, 2010)

I flew co pilot for Chick many years ago. We had a layover in Madison, Wis. that gave us about 2/3 of the day off. It was decided Chick and I would rent the sailboat and the girls would buy food/lunch at the grocery store. The lake was good size - as in miles of shoreline - so when the wind came up it was choppy and I made a beeline for a cove.

By the time we got there I noticed Chick was a little/lot blue around the mouth - but true sport he was - "oh, no problem - let's keep going" - as if we had a choice. We ate lunch and Chick drank a soda pop. I was truly impressed how he was able to face adversity and survive it so well.

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

-Jim Actor

My father Jim passed away on Monday (6/6/11). He was in the hospital with double pneumonia and water on his lungs. He was a tough son of a bitch and has been enduring these problems for multiple years (10-15 yrs). My Dad was able to pick up the phone in the hospital and listen to me the night before he died. My Dad had always been there for us, and I know he didn't want to pass until he knew we were ok. I told him how much I loved him, and I was proud to be his son. I told him that I was not coming up to watch him suffer, rather I would remember our last dinner together last year at this time at the assisted living center.

I told him we all are doing well, and it was time for him to get some rest or go to sleep, and I would see him soon. I went on to say he raised three great kids, that have gone on to have families of our own and we are thankful for his guidance. My Dad always had a tough time telling us that he loved us (But always showed us he did with his help and advice), but I heard him say I Love You, and Focker (the male nurse, which I am sure my Dad was giving shit to for 3 days or so) got on the phone and said to me that your Dad said goodnight. My Dad passed away 4 hours later.

Thank You to Everyone for being part of my Dad's Life.

-Don Actor

OBITUARY: James M. "Jim" Actor, 71, of Parker, CO passed away June 6, 2011. The former Frontier and Continental Airline Pilot, Home Builder and Inventor is survived by his three children John (wife Erin), Don (wife Tara) and Julie (husband Stuart); five grandchildren, Olivia, Julia, Collin, Reagan and Bennett, his brother, Donald, sister Patsy and former wife Marilyn. At his request, a private service will be held. Jim was a smart and caring man whose family always came first. We will miss you Dad and we are thankful for everything you did for us and our family!

-Denver Post on June 12, 2011

HORACE SCHENCK**1968 - 1986****STATION AGENT****DEN**

Thank you for the reminder about my subscription. At my age a lot is forgotten - but not the fond memories of Frontier. The happiest years of Charlie's life were with Frontier.

Oh yes, his brother Horace B. Schenck was also a Frontier worker. He passed several years before Charlie. I cannot remember when but his wife, Bernice, lives in Denver.

-Janet Schenck, Las Vegas NV

(Janet is the widow of Charlie Schenck, Manager of Quality Control - Fuel, who died Nov. 13, 2004.)

OBITUARY: Horace B. Schenck of Denver, a retired Frontier employee, died Wednesday at home. He was 67. Services were Saturday at Stevenson & Sons Funeral Home in Miles City, Mont. Interment was in Custer County Cemetery in Montana.

He was born on Feb. 16, 1930, in Baker, Mont. He attended college in Baker and later entered the Army in 1951. He married Bernice Jean Schell on May 29, 1955, in Plevna, Mont. He co-owned and operated a newsstand for several years and later owned a hardware store. He retired from Frontier Airlines in Denver in 1986.

His interests included boating and fishing. He was a member of the Good Centennial Methodist Church in Commerce City and Chester Jaycees.

He is survived by his wife; a son, Thomas; two daughters, Christine Elliott and Sandra Baca; a brother, Charles; a sister Mary Hunter Leicht; and four grandchildren.

-From DEN Post dated May 26, 1997 on the internet

HORACE B SCHENCK, born 16 Feb 1930, died 15 May 1997, age 67, at 80229 Denver, CO, SSN issued in Montana.

-SSDI

(H. SCHENCK, DOB 2/16/30, DOH 2/29/68, per the 6/1/70 DEN Station Roster. H B SCHENCK, station agent seniority date of 2/29/68, emp# 07798, per the 1/1/86 FL/ALEA Seniority List. Horace B. Schenck, FT SA, Emp# 7798, per the 8/9/86 DEN Station Roster.)

DONALD RIEK**STATION AGENT****Years/locations unknown**

OBITUARY: Donald R. Riek, 85, died Monday, June 6, 2011 at Clay County Medical Center, Clay Center, Kansas. Mr. Riek was born April 6, 1926 at Green, Kansas, the son of Milo and Ruth (Easterberg) Riek.

He grew up in Green and graduated from CCHS in 1944. He farmed with his father before attending Airline School in Kansas City. He married Roma Liby on Feb. 21, 1961. He worked in ticketing and freight for National and Frontier Airlines. He then worked in the maintenance department at Gilmore-Tatge for several years. He also worked at St. Thomas Moore Hospital in Canon City, Colo. until he retired in 1989. He and his wife returned to Clay Center in 1993. He was preceded in death by one son, Chuck Carlson; one brother, Bill Riek; and one sister, Donna Schurle.

Survivors include his wife, Roma Riek of the home at Clay Center; two sons, Alan Carlson and wife Kathy of Eudora and Dennis Riek and wife Arlene of Clay Center; two daughters, Terri Snyder and husband Brent of Wichita and Rita Alexander and husband Ross of Greeley, Colo. A graveside service will be held at 10:30 a.m. Friday, June 17 at the Greenwood Cemetery, Clay Center. Burial will be in Greenwood Cemetery.

-Clay Center Dispatch

(I cannot find any other info on Donald in my files. He must have been a station agent since the obit says he worked in ticketing and freight. Does anyone have any info on him such as when/where he worked at FL?)

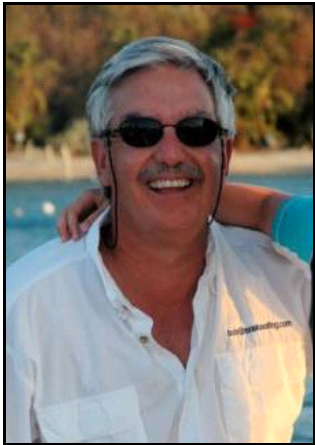
BOB METHVEN**1977 - 1986****PILOT****DEN**

Sorry to be so late forwarding this. I just returned home from a trip. Bob was a pilot for about ten years at FAL before coming to American in '86.

-Bob DeLuca, 4bob@airmail.net

We regret to inform you of the death of DFW 777 International First Officer Bob Methven who passed away June 9th, 2011. Visitation will be from 6:00 – 8:00 PM, Thursday, June 16th. Memorial Service will be at 11:00 AM, Friday, June 17th, Flower Mound Family Funeral Home

-AA Bulletin



OBITUARY: Robert Ward Methven, was born November 26, 1949, Denver Colorado, son of Margaret and William Methven. Bob became an Eagle Scout 1963, made his first solo flight in 1967. Bob made his final flight home on June 9, 2011.

He graduated Summa Cum Laude from the University of Colorado in 1971. Then, graduated first in his class from Laughlin Air Force Base in 1973, and served in the Wyoming National Guard. He flew for Aspen Air, Frontier, Continental and ultimately flew the Boeing 777 for American Airlines. Somehow in between all that, Bob received his 10-year service pin from the Denver Fire Department.

Bob was also an avid sailor. He met Marianne in 2002 on a friend's sailboat. Bob married Marianne and became Kristen's daddy on their sailboat in Hawaii in March of 2004. Bob became Kristen's legal father on June 22nd the following year. The family lived in Flower Mound, Texas and often sailed both at home and on oceans around the world. They especially loved Tortola and Hawaii.

Bob's accomplishments were many, his passion for flying and sailing were legendary; his love for Marianne and Kristen, family and friends was immense.

Bob and his infectious smile will be missed by many, especially his loving wife Marianne and adoring daughter Kristen, his bother Bill and sister-in-law Carol, niece Nichole, nephew Brody, his uncle Phil, who was like a father to him, and aunt Pat, his cousin Chuck and his family, Bob's long time friend and confidant, 'fireman' John Webb. Bob was also a special member of Marianne's immediate and extended family and will be especially missed by his mother in law, Dolores, his many friends and colleagues who shared his love of sailing and flying, his friends in Hawaii, the Guzzlers, neighbors and countless others.

A visitation for family and friends will be held on Thursday June 16th at Flower Mound Family Funeral Home 3550 Firewheel Drive, Flower Mound, TX 75028 from 6-8pm in the evening. A memorial service will be held at the same location on Friday June 17th at 11am.

-Flower Mound Funeral Home
(His pilot seniority date was 5/02/77 per the 9/1/86 FL/ALPA Seniority List.)

DAVE RICHARDS**1968 - 1986****STATION AGENT****DEN SEA?**

Did you know that Dave Richards is gone? This, too, is a few years back. Dave also started with Frontier about the same time I did and moved from DEN to SEA station when it opened. I was told he shot himself. Never heard more.

-Ron Slater, deceased April 20, 2004

I was the only City Manager in SEA from opening until closing, and the only Richards that I am aware of being in SEA is Gary E. Richards, who is still alive and well, and came to SEA from BFF when that city closed.

-Red Barringer, henrybarringer@bresnan.net

D M RICHARDS, 27 May 1945, 15 Sep 1987, age 42, SSN issued in Washington

-SSDI

(D. RICHARDS, DOB 5/27/45, DOH 2/5/68, Per the 6/1/70 DEN Station Seniority List. D RICHARDS, Station agent seniority date of 2/5/68, emp# 07447, on the 1/1/86 FL/ALEA Seniority List. Finding Dave's birthdate recently pinned down his SSDI entry. Still need an obituary, pic and more info.)

JANETTE CRUMPLER**1956 - 1960****FLIGHT ATTENDANT****BIL OMA**

Janet was a friend and I would hear from her at least once a year. About two years ago, when I didn't receive a letter from her, I called her home in Baton Rouge and her son told me she had died recently. She had a pulmonary disease.

-Mary Ellen Geiger Metzger, Billings MT

(Possibility below: It fits her birthday, location and time of death mentioned by Mary Ellen.)

MARTHA J JOHNSON, Born 08 Jul 1934, Died 31 Jul 2001, Age 67, At 70816 Baton Rouge, LA, SSN issued in Arkansas

-SSDI

Martha J Crumpler, Baton Rouge, LA

-Intelius.com

(M. J. CRUMPLER, BIL Stew, DOB 7/8/34, DOH 2/9/56, Per 2/60 FL Roster. No Crumpler born in 1934 at SSDI matches. She is not on the 11/18/61 FL/AFA Seniority List. There are several variations on the spelling of her name. I'll use the one she used in her 1957 FL article - Janette.

She must have left FL between the May 1960 article and the 11/61 FA seniority list. The Johnson SSDI listing matches the Intelius entry on name (Above two items).

I will use the Johnson death date for Janette until I learn otherwise. I tried to phone Mary Ellen Metzger for more info but her phone has been disconnected. Still have no obituary. Send any info you have.)



CHARLIE COFFEY**1975 - 1986?****AIRCRAFT MECHANIC
DEN**

Charlie Coffey, beloved husband of Edith, passed away on Thursday June 23, 2011 at 4:45AM. Funeral arrangements are pending. A obituary notice will not be in the newspaper. Information was given to me by Edith Coffey. With all our prayers,

-Juanita Barajas, falclub@hotmail.com

(C H COFFEY, Aircraft mechanic seniority date of 7/14/75 per the 11/1/76 FL/IAM Seniority List)

**GONE WEST
FLIGHT ATTENDANTS**

Willie Edwards Ahrens, DEN, 3/9/09, age 78
 Carolyn Jackson Appleby, 2/24/10, age 70, cancer
 Ellie Bastar, flight attendant, crew scheduler, 10/14/87, age 63, hit & run accident
 Lee Kangieser Beck, 1/6/09, age 78
 Sharon Berg, 8/18/09, age 65, cancer
 Jody Colquitt/Lohse Binkley, 5/29/99, age 65
 Ginney Booth, 2/19/02, age 69
 Melanie Boyd, 8/8/95, age 37
 John Bramley, 9/11/09, age 55
 Marg Bussell, flight attendant, ticket counter agent, 11/18/10, 78 years old, heart attack
 Juanita S. Campbell, 7/14/02, age 77
 Nancy Tipton Clopton, GSW, May 2000, age 53, aneurysm
 Sandy Murray Crowe, 3/16/05, age 61, cancer
 Janet Crumpler, BIL OMA, 7/31/01, age 67
 Janet Cupps, 5/7/90, age 51
 Nancy Wilson Dailey, GSW, 3/8/09, age 67
 Lori Espinoza Day, MCI DEN, 8/27/09, age 58, stroke
 Karen McBride Erenfeld, SLC DEN, 5/26/02, age 49
 Linda Fechner, MCI DEN, 10/19/05, age 48
 Pat Fackenthall Forehand, 5/12/00, age 61
 Sonje Fredericksen, MKC MCI DEN, 8/11/09, age 62
 Donna Garland, FA and pilot, 9/1/99, age 50
 Mazie Graham, 3/3/09, age 66
 Diane Hall, DEN, 3/9/06, age 63
 Thomas Hampton, 11/6/90, age 36
 Penny Dearing Hansen, 7/23/09, age 57, cancer
 Susan Hanson, need info
 Rebecca Herbert, 2/5/02, age 55
 Dana Hoch, 8/23/97, age 45
 Carol Johnson, Jan71, age 23
 Cheryl Frederick Kardell, 10/8/06, age 60, stroke
 John Kelly, 11/9/04, age 54, heart attack
 Marsha Ladewig, 12/1/04, age 60
 Elaine Langloss, 3/24/91, age 43
 Elaine Foos Lewis, 5/3/04, age 72
 Anne Prentiss "Prensy" Marshall, 7/12/04, age 57
 Rosalind Mathews, 11/16/98, need info
 Kathleen McCormick, DAL DFW DEN, 5/23/02, age 53, cancer
 Ruth Agnew McDonough, SLC, 7/11/04, age 67, cancer
 Suzanne DeMier McGlashan, 4/8/09, age 54
 Verna Beattie McGoey, 8/11/00, age 58, cancer
 Deanna McKenna, 10/12/93, age 46
 Diane McLaughlin, 8/2/85, age 34, DFWDL crash

Susie Landis Meyer, 8/24/06, age 65, cancer
 Helen Coons Miller, 7/28/96, age 62, cancer
 Sally Schumann Milligan, DEN, 1/20/08, age 69
 John Montgomery, 1992, need info
 Gerri Parish, GSW, 8/4/07, age 68, Lou Gehrig's disease
 Rita Smith Perrin, CHA/FL, 2/25/05, age 76, cancer
 LaVonne "Petey" Peterson, 5/16/95, age 60, cancer
 Barbara Petty, Mar74, age 31, heart failure
 Scott Ponton, 3/22/94, age 42
 Mary Warhover Pover, Sep75, age 52
 Vi Lester Powell, DEN chief flight attendant, 10/9/01, age 68
 Dorothy Ruth Reif, 3/12/64, age 22, DC-3 crash at MLS
 Grace Twite Scantlin, 4/14/11, age 71, cancer
 Joyce Darby Schmid, 10/11/03, age 64
 Gene Schroeder, 1/15/91, Age 39
 Lee Smart, 12/16/89, age 45
 Julie Lemer Smith, 10/30/03, age 45, cancer
 Carol Specht, 1/10/11, age 85, lung cancer
 Shari Steadman, 8/13/09, age 67, liver failure
 Betty Snyder Stone, 11/27/09, age 81
 Patty Kirwan Swenson, FA & maintenance scheduler, 9/13/09, age 70, cancer
 Judy Butz Symmes, SLC, 2/25/11, age 68, aneurysm
 Samantha Ewing Taulli, 4/26/04, age 58
 Lyman Thomas, DEN Monarch steward & BFFFL station manager, 2/4/03, age 76
 Leslie Asay Thorstensen, SLC, 9/12/09, age 65, pulmonary fibrosis
 Jack Weiss, DEN Monarch steward & crew scheduler, 11/3/04, age 78
 Jean Mehaffey Whitlock, GSW DAL, Oct75, age 40, auto accident
 Donna Williams, DEN, 1/13/07, age 64, stroke
 Carol Ann Wolfe, DEN FA & Clerical, 4/26/06, age 60, cancer

(Continued from page 3) **REUNIONS NEWS**

There was lots of good food, Keith supplied lots of wine and all had a good time. The biggest hit was your newsletter, the girls didn't know Bobbie Lenahan had passed away.

-Bonnie Dahl, BCDahl777@gmail.com

(This used to be the Night-Before-The-DEN-Reunion party that flight attendant Diane Hall hosted. Now it's a FL gathering in her memory.)

SLC REUNION

The SLC reunion was great as usual - awesome job of organization with a strong turnout of pilots, flight attendants, and station agents sharing many memories.

-Howard Schatz, hschatzpc@gmail.com

Some of those attending the SLC Reunion were pilots Tex Searle, Dave Rampton, John Iverson, Jack Schade, Ike Isaacs, Dave Wabel, Al Harris, Gary Winn, Joe Ferguson, Jack Robins, Bob Bagshaw and Al Kendell. Flight attendants Gail Fischel and Mary Weil. Station folks Mary Lynn Doyle, Carol Knudsen, Marlene Jensen, Wayne Hays, Kerry Stephens, Lee Johnson, Walt Ness, Duane Phelps, Bob Noble, Paul Farris, Ron Hill, Ron Blossch, Stan Covington, Marty Hernandez, Ron Hill, Jim Langford, Don Anderton, and Don Halterman.

-Stan Covington, Salt Lake City UT

THE FL NINERS CLUB

These 17 FLolks have reached the venerable age of 90. Surely there are others I have missed. Please send the name of anyone you know so I can add them to the list. Making it to 90 is a GREAT victory and should be celebrated.

JOHN BRENNAN, age 96
DEN lead mechanic
DOB 4/27/15
DOH 3/2/47

GEORGE CESHKER, Age 95
GSW DAL DFW pilot
DOB 10/6/15
DOH 8/14/50

PAUL LISCOMB, age 95
GSW DAL DFW pilot
DOB Apr/May 1916
DOH 10/12/49

WILLARD LANKTON, age 94
GSW DAL DFW pilot
DOB 2/4/17
DOH 10/19/50

SAM GRANDE, age 93
SLC DEN pilot
DOB 3/16/18
DOH 3/5/47

DAVE CANNON, age 93
SLC DEN pilot
DOB 5/11/18
DOH 6/14/48

WILLIE HURT, age 93
DEN pilot
6/19/18
8/20/46

JIM MONTGOMERY, age 92
DEN manager
DOB 1/26/19
DOH 4/16/47

ANGELLO GEORGE, age 92
IDA SLC aircraft mechanic
DOB 3/10/19
DOH 3/10/47

JAY CURTIS, age 91
DEN pilot
DOB 4/16/20
DOH 2/16/51

JACK SCHADE, age 90
SLC pilot
DOB 1/7/21
DOH 7/6/47

GEORGE SIMS, age 90
PHX pilot
DOB 2/11/21
DOH 6/1/47

JIM HANSON, age 90
DEN pilot
DOB 2/12/21
DOH 12/6/49

DICK ORR, age 90
DEN vp flight ops
DOB 5/1/21
DOH 11/15/48

HANK LUND, age 90
DEN president
DOB 5/3/21
DOH 8/1/67

DEWEY PENLEY, age 90
MTJ station agent
DOB 6/2/21
DOH 1/12/49

BILL HAYS, Age 90
PHX DEN pilot
DOB 6/4/21
DOH 12/3/46

FLIGHT ATTENDANT AWARD

AFA 2011 Annual Board of Director's Meeting
AFA Air Safety Award

The AFA Air Safety Award was established to recognize the outstanding contributions by a member in the field of air safety.

When we asked her former LEC to share one particularly interesting story with us in preparation for this speech – they said

they couldn't really think of only ONE thing about this LEC Air Safety, Health and Security Chairperson because she has always been there doing safety work and there were too many to list. Her dedication to the committee and union has been unwavering since she first attended AFA Safety training in 1994.

She works fast and at all hours, directing members to necessary paperwork, and providing details of the incidents to other union officials and staff to get her members the most comprehensive help possible. And I understand she gives out advice, whether some

people want it or not. She has a reputation for standing up to the pilots and mechanics to give them some "advice" on something that might not be working properly on the aircraft and where they might look in their manuals for information on the problem.

She is extremely diligent in everything she does and is a role model for other safety committee members and her line flying partners. In addition to her detail oriented approach to safety issues she also shows real compassion to her members who suffer injuries and illnesses on the job and she does it all with a strong sense of humor.

Her members know who she is and how to contact her, and they do just that when they need help with a safety question or issue. But they don't necessarily call her by her full name. If they see her name on the schedule, they don't refer to her as flying with Pat Williams-Harter. Instead everyone knows her by the nickname, Safety Pat.

Please join me in congratulating "Safety Pat," US Airways Council 70's Air Safety, Health and Security Chairperson on receiving the AFA Air Safety Award. Thank you,

-Mike Flores, President, US Airways AFA MEC

OMG! This was such a shock to me. I had no idea it was coming. I wanted to share what was said. I truly enjoy what I do and do it because it's the right thing to do. I am still on a high!

-Pat Williams-Harter, SafetyPat1@cox.net

CONGRATULATIONS Pat! We're proud of you and know this is a well deserved pat on your back! I wish we could be there to cheer you for this great honor.

-Billy Walker, BillyWalker@cox.net

(Thanks to Billy for sending this item. Pat's FL FA seniority date is 9/16/67 and she was there til the end. She's been at US Airways since 1989 and has about 43 years experience as a flight attendant. Patti's never had to actually evacuate an aircraft in that time. And she's a loyal FL News subscriber too. Congratulations, Pat, and thank you for the important work you do.)



Notes From FLolks

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

Enclosed are a couple of items from FL. My second log book for 6,134 hours, not including military charters to air bases like CYS - Illinois Alabama - Texas - VA etc.

Private charters when David Rockefellers flew NYC - CHI - DEN & Jackson Hole. (Heart Mtn) was a place to deny many landings dues to short runway & inclement wx. Laurence Rockefeller flew frequently with us while acquiring land that made JAC a great ski town and real estate venturesome.

Ironically, I have 7,840 volunteer hours as a DIA Ambassador. You can contact me almost any Monday at the train station exit in the main terminal arrivals. Best volunteer job I've ever worked.

Our DC3s were converted to 24 passenger seats - also known as the vomit comets! Personally I continued world wide travel & visited all 50 states. Other trips were to all seven continents. I swam in a volcanic lake in Antarctica, climbed to the head gates at Macha Piccu Peru and just last year we flew to iceland for a week's tour. A terrific experience.

-Cory Dahlberg Swanson, Denver CO

(Cory was a FL flight attendant 1954-57. She sent a note with her renewal and a packet containing FL tickets, her business card and stew log. The last entry in her log is 4/28/57 then a note saying "03 May, met Russ." which was probably her husband Russell Swanson. She's 83 years old now and still volunteering at the airport.)

God, what a small world this is. I live in Houston, TX, and today my man and I went for a ride on a DC-3 in southeast Houston (sightseeing thing.) Took me back to 1958 when I first fell in love with DC-3s and Frontier Airlines in Sidney, Montana.

Somehow I got on your website after I got home and started looking up Frontier, etc. You had a picture of Bob Lutkiewicz as a station agent in Denver. Do you know if he ever worked as one in Sidney, Montana, before going to Denver? As he's now deceased, there's no way to find out, but I dated a young man name 'Luke' Lukiewicz around 1960-61. Just wondering.... I'm hooked on your website. Been on it for 10 hrs now. Thanks for a great day!

-Carole B., Houston TX

I'm delighted you have enjoyed my Frontier website. Bob was a relief agent based in Billings, Montana in 1960 so he would have worked at Sidney, Montana when someone was on vacation and he was sometimes known as Luke. Did you ever work for Frontier? Enjoy your memories and I'm glad to have helped.

-Jake Lamkins, ExFAL@yahoo.com

No, I never worked for Frontier, but knew several of the pilots and stews back then. In fact, I copied all the stuff on your site about Ellie Bastar as she was one of nicest ladies I met back then. Also knew Wayne Aspinall, Carl Herring, Ron Litton, all pilots. Wayne invited me out to his house while I was in Billing one time and he and his wife had a little card party going. They were so nice and generous to a young, starry-eyed girl. It really was a great group of people. I'm so glad you have worked so hard to preserve the 'family.' Thanks for getting back to me.

-Carole B., Houston TX

Thanks very much for continuing to publish "Frontier News." As you wrote in the current issue (Spring, 2011), too many deaths were reported this time.

We'll definitely miss Ace Avakian now & again and reading his wonderful articles. However, I certainly hope other people will continue sending articles to you for publication. Keep up the good work!

-Walt Ruehle, Aurora CO

Does anyone have any info on SLC mechanic Angello George? Was scanning the Mar 1982 FL News and saw he retired after 35 years. Did some checking and he was 92 last month and nothing in the SSDI so he may still be alive.

-Jake Lamkins, ExFAL@yahoo.com

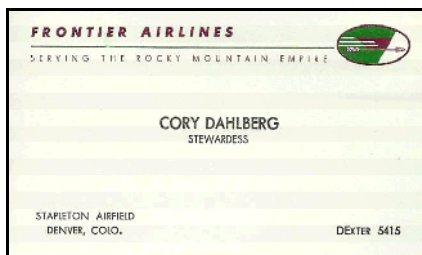
In an earlier letter I was talking about what a winter operation was like working the ramp. I concluded by saying I would tell you about a harrowing experience one of our ramp agents had one winter morning. Well here is that story!

It was a typical cold winter day nothing unusual about it. As was always the case when getting to work you immediately went out to check the RON for frost and hopefully wouldn't find any and if you did then it was fire up the deicer cart and as soon as it reached it's required temperature you backed up the tug, hooked on the cart, and away you went for another fun time. It was a two man operation. One in the bucket and one pulling the tug. By this time we had graduated from those little hand held Hudson garden sprayers to a two wheel rig with a 500 or so gallon tank that that held a mixture of glycol & water.

I always felt the guy in the tug had the more difficult part of the operation than the one in the bucket because he had to maneuver as close to the plane as he could in order that the bucket guy would be able to reach all areas. However, on this day I would have preferred to be the tug guy for what was about to happen. On this particular operation one trip around the plane was all that was needed, so the only thing required to complete the job was just hit the button to lower the boom and come back down to earth, re-park the equipment and that was it, but that didn't happen! Repeated stabs at the button by the bucket guy were to no avail. Even the tug guy trying to activate the one at the bottom wouldn't work, so that's when we encountered our own "HOUSTON WE HAVE A PROBLEM"!

Well, what to do now! I know some of you are saying "you could have called the Fire Dept. and have them do one of those rescue the cat in the tree". However, before we ever got to that point of panic and while we were continuing to scratch our heads down below our guy up in the air came up with the solution! Anyone want to guess what that was before reading on? Remember he is up in the air at what seemed to be 3 stories high! I don't recall what he said to us. Probably something along the line like, "I'm not staying up here forever"! whereby he climbed out of the bucket wrapped his arms & legs around the boom and did what any "RED BLOODED" FAL RAMP AGENT would do! He climbed down the boom or to be more accurate he slid and no doubt at a rapid descent due to the slick condition of it and returned to mother earth very relieved to say the least!

Maybe it was not as serious a situation the Apollo Astronauts faced, but I'm sure our bucket guy thought it was, but none the less it was a predicament for us all and especially to him, so with a little ingenuity just as it was with them the problem was solved and they all made it back successfully.! Well, that's it and another deicing job for the books and from here we're all



heading for the coffee shop to warm up and share the experience we just had with everyone! Well, after we fill up the deicer cart first, that is!

If some of you are saying I bet you're glad those days are over. Well, let me answer that in this way: There isn't a winter that goes by that when I see those scenes on TV of airports socked in and all those planes being deiced that I say to myself, "I'd give anything to be back in the bucket and having the wind blowing that sweet tasting glycol spray in my face! I'd give anything to be back at FAL!"

-Jeff Mills, miss2mr@yahoo.com

I'm sorry about not renewing quicker. Time goes so fast. My wife passed away last spring and I was lost for awhile but now remarried to a lovely lady I once courted in the late 40s. She has a home here in Mesa so we will be living in Arizona in the winter and my condo in Utah in the summer. At our age it's one step at a time. Here's my check for \$40. Twenty for renewal and twenty for your work. When I get back to Utah I'll give you a holler and maybe come up with a couple more stories.

-Tex Searle, TexSearle@msn.com

(If you have not read Tex's book, The Golden years Of Flying, you have MISSED OUT!)

Jerry Fox and John Carpenter and I started DEN station in 1950. It had been handled by CO before and that's who Don Cope worked for as a senior agent. Don helped me get the FL station started. Later Don opened a Dairy Queen near Colfax and Quebec in Denver. It did so well he quit CO to run it. Jerry Fox was the first DEN station manager and I was the second.

-Cal Reese, Sun City AZ

With everything going on in the world, I wanted to take time to think about all the wonderful times I shared with you during our Frontier years. They bring me great joy and I am grateful for each and everyone of you...I hope you will all try to come to SLC in June for the reunion. It is time we all see each other one more time. We never know for sure when our time is now up...would love to see you all and just wanted to say thank you for touching my life.

-Chris Bonatti, cb1@montrose.net

Thanks for the 1981 memorabilia (Pic of the October 1981 FL/ALEA contract signing). I was so interested to see it since I did not recall that "memorable" day. Jack Casey and I also became friends over the years. I also recall that Carolyn Boller did a lot for ALEA.

My medical outcome was a cancer diagnosis but fortunately it is localized. I feel good and have enough in my memory bank to make me grateful for an enjoyable future.

-Hank Lund, hank.lund1@gmail.com

I had a call from Hank Lund yesterday. He said that Bill Wayne had died on Saturday. Evidently he died of kidney failure and had been ill for several months in a PHX hospice. Anyway, Hank will be 90 on the 3rd of May. He is now living in Minnesota. I was wondering if he has a subscription to the Frontier News. If not, can you let me know so I can purchase one for him?

-Lynda Lane, neenalane@comcast.net

I'm glad to find out Hank's birthday - I knew he was getting close to 90. Yes, Hank is a subscriber to the newsletter - he sends me \$100 every few years. Hope you are well,

-Jake Lamkins, ExFAL@yahoo.com

We R.V. in winter, (ARIZONA) sometime in our son's place here in Aurora during summer.....Usually read obituaries of Old

Frontier...Sorry we have lost so many. Hope you and Family are well....I came to Frontier in 1967, worked til April 1986, (MED). Flew CV240/340, DHC-6, B-737. Based DEN/GTF.

-Jack Powell, b737jack@msn.com

I saw your name on the Frontier Airlines site, and was curious as to whether you might be able to give me any information as to where my old friend Robert (Bob) Beach might be, even perhaps is he still alive and kicking. Bob was a ticket/gate agent for Central Airlines in Fayetteville back in the summer of 1963. I lived in the same rooming house as he, and we became very good friends. I was completing my degree work at UofA at the time. I believe Bob got married that summer and was going to transfer to Tulsa and work for Central there. Bob was such a genuinely nice guy, and I've always wondered what happened to him. Finding him is one of my "bucket list" items.

I grew up in Magnolia down in SW Arkansas. My only claim to fame is that my great-grandfather Thomas C. McRae was a two-term Arkansas governor back in the 1920s. I've lived in Houston 46 years, but I'll always be an Arkie at heart and I still root for the Hogs. Bob was probably five to ten years older than me, so I'd peg his age at 74-80 by now. I'll be 70 in June.

-Michael Smith, texasmike1941@hotmail.com

(Anyone with info on Bob Beach, please contact me. He left FFV in the spring of '64 and was in Tulsa by Jun. Then he was off to the Navy.)

I have changed my email address now that I have retired. I was unable to get any of my old address from my work computer and I very much miss the emails from the old Frontier family.

-Jim Meade, jmeade954@gmail.com

Looks like renewal time. Let's be hopeful and make it five years. Like everyone else I was sorry to hear of Ace passing. He was just a young captain when I started. Of course, all of us were pretty young. But it's still sad. Keep up the good work,

-Jim Hildebrand, OKC

I am the grandson of Donald A. Duff. He worked in the airline industry for 20 years. He went West in 1952. If you knew of him or worked for him, I would love to hear from you. My wife and I are putting together information about him for my mother, (Duff) Kottenstette. Thank you,

-Ed Kottenstette, kotten777@yahoo.com

Greetings Mr. Kottenstette, your grandfather was president of Challenger Airlines from 1948 until the merger with Monarch Airlines and Arizona Airways becoming Frontier Airlines in 1950. I did not know your grandfather, but certainly knew of him.

My father, "Pic" Walker, was involved with setting up Summit Airways, the predecessor of Challenger Airlines. My Dad's pal, Charlie Hirsig, was the founder and president of Summit based out of Brees Field, Laramie, Wyoming. Brees Field is now Laramie Regional Airport.

Charlie ran Plains Airways Laramie Flight Operations during WWII. Plains was my father's company with three Civilian Pilot Training facilities (Cheyenne, Laramie and Ft. Morgan). Charlie was killed in the crash of his Luscombe 8A in 1945. George Snyder then acquired the rights to Summit and started Challenger. Your grandfather was the 2nd and last president of Challenger. Best wishes to you on your quest!

-Billy Walker, billywalker@cox.net

(My email to Ed has not been answered. I sent him materials posted at the Challenger Airlines website and asked him for more information about his grandfather, Don Duff.)

After Frontier shut down in 1986 I stayed on for about 30 days finishing close out of the station (BZN). Went to work for Continental as a supervisor right here in Bozeman. Didn't miss a day between airlines. Worked for Continental until they left Bozeman in 1994. Then Frontier came back to Bozeman 95/96 time frame and I became their local station manager again until they pulled out about 4 years later.

My wife and I owned and operated the security company at the airport in Bozeman from 1988 thru November of 2001. In between time we owned and operated a toy crane business which provided enough income to keep us in Bozeman instead of transferring either to another Continental or new Frontier city. Have been retired since 2002.

-Al Sprenger, alsprenger@msn.com

Thanks for your great work, even if it causes a few tears to flow.

-Don Wright, Mentor, MN

I love getting the News but sometimes it's heartbreaking to read about friends that have passed and others that are having real health issues. I guess that happens to all of us sometimes. Thank you for the good work you do. It makes me feel like I still have "family" out there. Say hello to all the folks I worked with in MHK GEG JLN ABI DEN MAF. Boy, I got around didn't I?

-Jack Dailey, Manhattan KS

Been busy the last year. Long time ago, my favorite niece told me if I ever felt like I could no longer take care of myself, I could move in with her family. So my thinking is, if I waited til where I couldn't take care of myself then I waited too long. So we made some rough plans for an addition to their farm house and this March the contractors started construction.

It's nearly completed with small stuff here and there. We've been doing a lot of things ourselves to save on money. Been driving back and forth between Kansas and Pine, AZ. There is another addition to be done but have to sell my house in Pine in order to do that part. Wamego, KS is where I was born so I'm ending up where I started in life. My new address is 27729 Homestead Road, Wamego, KS 66547

-Walt Hatfield, formerly Pine, AZ

(You're not in PHX anymore, Walt.)

I'm deeply saddened to learn of the passing of any and all of our marvelous Frontier family. The Spring issue (# 43) of the Frontier News is to me extremely poignant because I personally

knew the majority of those reported "Gone West".....I've worked with Don Cope, "Luke" Lutkiewicz & Johnny Gibb.....All of whom were indeed the "Salt of the Earth" and made our Bird (Frontier Airlines) really Fly.

I deeply respected Dispatcher Bill Hilbert an extremely conscientious & grand fellow.....I am thrilled to count myself among the legion of "Ace" Avakian friends.....A personal friend and a Living Legend !.....Incidentally I was fortunate enough to have met "Ace's" Mother several times at Stapleton in perhaps the early Seventies. I remember her as a beautiful, captivating & charming Woman.....No wonder "Ace" turned out to be the man we so revere !!

Bill Wayne & his delightful & charming wife "B.J" were indeed Friends.....The Wayne's had a residence in the Tucson hills (overlooking TUS) in the mid Seventies when I was stationed here as an SA.....One Saturday Evening they hosted the entire FL TUS Station Personnel (From Stn Mgr to Sky Caps, Mechanics & Plane Cleaners) to their home for Drinks & a Sumptuous Buffet. Bill Wayne had no pretentious airs about him at all.....He meant what he said....And he said what he meant.....A grand guy and an inspirational leader !

Some months back & "out of the Blue" I got a very welcome email from "Harold Hopkins". Harold is a former CN employee. When I met him he was the FL Stn Mgr in SAF and I was a FL System Relief Agt.

-Bob Pearson, penobscotbob@myfairpoint.net

Here is a group of stewardesses hired by Challenger Airlines about 1948. Male stewards were the first cabin caretakers when I was hired 1947.

-Jack Schade, captainjack20@msn.com

(See pic next page that Jack sent with the IDs.)

Captain Jack B. Schade is very lucid for a 90 year old albeit has trouble getting around as well as he used to. He is the Best of the Best of some marvelous pilots I have flown with.

He started in the Army Air Corps in Panama before WWII. He trained in the Ryan PT-22 and went on to fly the B-17 AND the B-29. His photos and stories of fire bombing Japan are spell binding. On one raid, he came back with most of his tail gone! On another they had a mechanical problem and, pursuant to the briefing, dropped back. The B-29 that took his place was hit in the bomb bay by flack and disintegrated!

He was in the huge fly-over the Japanese surrender signing on the deck of the USS Missouri. After the war he flew a short while with Western Airlines. Furloughed, he joined Challenger Airways which was merged with two other carriers to become the historic Frontier Airlines. I came with Frontier in 1967 and had the good fortune to snag Captain Schade as my mentor.

As an airline captain he flew the DC-3, Convair 340, Convair 580 "Mountain Master," and the Boeing 737. He stayed busy flying post retirement in DC-3s and the ubiquitous Boeing Model 75 "Stearman."

He is without a doubt the most complete man I have ever known. He has class, character and a set of values we could only wish on the rest of our country. He is humble, but has a subtle way of leading fledglings such as me in the right direction. It has been my privilege to pass along the things I learned from Captain Schade to my students. Because of him, they are competent aviators in a world of pilots.

Not long ago the FAA awarded Captain Schade with the Wright Brother's "Master Pilot" Award. He lives in SLC.

-Billy Walker, BillyWalker@cox.net

CORRECTION

In an e-mail sent in by Ira Kemp on page 15 of the Frontier News, Winter 2011: It says 12/21/67 DEN DC-3 crash with Captain Rick Cochrane. Rocky Crane was the Captain and Rick Cochrane was the FO. This was pointed out to me by Bill Gregory, as he was the last one to talk to them that night before they took off. Told them Merry Christmas. He is right, Crane was the Captain.

-Bonnie Dahl, bcdahl777@msn.com

Hi Bonnie, I did indeed err in my note after Ira Kemp's article. All my files show Rocky was the captain so I don't know how I did it. I'll print a correction in the next issue of the newsletter. Thanks for letting me know.

-Jake Lamkins, ExFAL@yahoo.com

Thanks Jake, That will make Bill Gregory happy. See, we really do read your newsletter.

-Bonnie Dahl, bcdahl777@msn.com

It was graduation day in Cheyenne, Wyoming, for Challenger Airlines' first stewardess class in 1948. Challenger was the first of Frontier's predecessor airlines to have stewardesses. Seated on the couch are Wyoming Gov. Lester Hunt with "Miss Cheyenne, Frontier Days, 1948," Susan Murray (right), and "Lady In Waiting" Norma Jean Bell (left). Miss Bell now is Mrs. John Morris, wife of a Wyoming rancher associated with the Frontier Days celebration. Their daughter, Karen Morris, was America's Junior Miss in 1974. An actress (inset), Miss Morris currently is playing the part of Faith Coleridge in the soap opera Ryan's Hope. Miss Murray now is Mrs. Susan Cosgriff. Others in this photo, standing from left, are Alice Wright, Mary Jones, Sylvia Diedricks, Ellie Bastar (the author), Isabell Wilson, Vicky Marason, Mary Warhover, B.J. Schider and Carol Speck. Seated on the arm of the couch are Kitty Knete, left, and Pat Larson, right. Seated beside "Miss Cheyenne Frontier Days" is Chief Stewardess Libby Decker. (Challenger Airlines photo by Charlie Wunder)

FRONTIER CHIEF PONDERERS

By Howard Silber, World-Herald Staff Writer, August 5, 1985

Frontier Airlines may have blundered when it stopped serving Grand Island, North Platte and Scottsbluff, Neb., and 19 other cities last fall, the company's new president said.

Joseph J. O'Gorman, 42, faces the task of directing the recovery of the distressed airline. Frontier lost \$44.9 million in 1983 and 1984 after a five year period in which it reported net earnings of \$163 million.

He said the airline was transformed from a winner to a loser by mistakes and a variety of other circumstances. Most of those circumstances reflect Frontier's troubles in coping with the open market resulting from air transportation deregulation, he said.

O'Gorman said he plans to re-examine the potential for restored Frontier service in some of the 22 cities that were removed from the route system in October. "There were cities we pulled out of that we shouldn't have," he said in an interview. "We are reassessing a lot of those things as well as other opportunities."

"If some city looks like it's got the traffic and the yield that would justify putting service in, we'll do it. But before we do, we've got to get some profitable time under our belt. We've got to strengthen what we've got now."

O'Gorman has been working to keep Frontier alive since he arrived in Denver April 25 after putting Aloha Airlines on a profitable course. He was president and chief executive of the Hawaii company for two years. Previously he served three years as senior vice president of Air Cal, a large West Coast regional airline.

When O'Gorman reached Denver - where he had once worked for United Airlines as passenger services manager before becoming a United vice president - Frontier was floundering. The Wall Street Journal had suggested the company might fail. The airline reported a \$14.2 million loss in the first quarter of 1985.

RKO Enterprises, a subsidiary of GenCorp of Akron, Ohio, had been trying for 16 months to sell its 45 percent interest in the airline. M.C. Lund had resigned after five months as Frontier president. He blamed differences with the RKO-controlled board.

Lund had not been successful in moving ahead with an employee buy-out plan. Negotiations with Texas Air Corp., which controls arch-rival Continental Airlines and wanted to acquire Frontier, had broken off.

Fearing that a bankruptcy of Frontier would leave them holding worthless tickets, frequent fliers were jumping ship. The situation was bleak.

In the four ensuing months, O'Gorman and four of the five unions of Frontier employees have made enormous progress toward salvaging the airline and returning it to a competitive stance, said Art Ammann, research director of Boettcher & Co., Denver based investment firm.

"Frontier is reorganizing, and there is a high probability that the employee stock ownership program will be a done deal before the end-of the year," Ammann said.

Under the plan members of the Air Line Pilots Association, Association of Flight Attendants, Air Line Employees Association and Transport Worker's Union - some 3,300 of Frontier's 4,150 union employees -- will acquire about 80 percent of the company's stock.

The remaining union, the International Association of Machinists, is still discussing the plan with Frontier officials.

Non-union employees will be able to buy up to 10 percent of the stock, and management officials will be entitled to stock options for the remaining 10 percent.

The four participating unions agreed to pay cuts and changes in work restrictions that O'Gorman said will result in annual operating cost reductions of \$32 million.

Lorraine Loflin, spokeswoman for the flight attendants, said her union agreed to work at least 10 additional hours a month and take a 10 percent pay cut.

The annual pay of a senior captain will drop from \$94,000 to \$62,000 the Air Line Pilots Association said.

Frontier sold 25 of its 51 Boeing 737 jetliners to United Airlines for \$265 million. Much of the money will be used to buyout the company's publicly held stock. The remainder will be applied to the company debt.

Frontier will replace the 737s with leased aircraft - other 737s and larger McDonnell Douglas MD-80s, O'Gorman said.

"The whole crux of running an airline comes down to how your costs compare with that of the other guy and whether or not you can produce sufficient revenue," he said.

"I think that with what we've done in putting this (employee) buy-out together, we have costs as low as anybody's in the industry. People Express and some of the other upstarts in the industry might have lower costs, but we're not really competing against them."

Frontier is competing mainly against United and Continental. Both have extensive hub operations at Denver, Frontier's only hub. Frontier's inability to compete with them in the past two or three years had much to do with its troubles, O'Gorman said.

"A lot of things came to a head almost simultaneously. United became very aggressive here. United is big and powerful. They are the major competitor here."

"Then Continental emerged as a low-cost carrier. Virtually overnight Frontier had to drop its fares to compete with Continental. Continental had ousted its unions and had substantially lower costs than Frontier."

"When you've got those two things happening in a city (Denver) on which you are almost totally dependent. you've got some very serious problems," O'Gorman said.

United and Continental "have virtually unlimited resources," he said. "If we tried to compete head-on with them all the time and in every place they could drive us out of business."

"We're not going to do that. We will bob and weave and stay out of their way. What we can do effectively we will do, and when we can't, we'll do our own thing. If we're careful enough, we can make it work."

O'Gorman said Frontier hopes to attract passengers by emphasizing on-time performance, providing better cabin service, possibly upgrading food quality and adding first-class sections. It has been a coach-class airline for years. "Our goal," he said, is a consistent level of quality service."

"We're increasing our advertising. It will be better advertising, and we'll put it in cities other than Denver, where we've tended to concentrate it in the past. We are going to have aggressive marketing programs."

Will O'Gorman's plans work? They might, replied financial analyst Ammann. "How successful Frontier will be might be a function of how many more concessions the employees are willing to make."

"If there is no recessionary period soon, Frontier can become a successful quality airline again. If there is, the employees might have to make more concessions."

Ms. Loflin, the flight attendants' spokeswoman, said the \$32 million in employee concessions "are not the end, but a start. There can be more savings. Four labor groups have made concessions. There is the fifth (the Machinists union) to be heard from."

Financial analysts "are going to see the company turn around because the employees want it that way," she said. "We have succeeded in preserving Frontier Airlines."

FRONTIER DAILY

Today is Thursday, January 30, 1986.

OPEN LETTER TO FRONTIER EMPLOYEES

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

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

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

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

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

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

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

-Joe

Aloha Airlines' president and CEO Joseph O'Gorman used the surprise method when he decided to bail out of the top job at Hawaii's second-oldest inter-island airline company. He gathered together his top staff, dropped the bombshell that he had decided to accept the leadership post at Denver-based Frontier Airlines and caught the next flight out. While it may have stunned his company for a few days, it probably came as no revelation that their boss had been looking for bluer skies. Insiders say that O'Gorman, who had joined the airline only two years ago from an airline post in California, was uncomfortable in Hawaii.

-HAWAII BUSINESS, August 1985

Joe O'Gorman, 59, DHL Airways' chairman, chief executive officer and president, and a former senior executive at several passenger airlines, died Saturday (8/10/02) of a massive heart attack, the company announced Monday. He was 59.

Mr. O'Gorman was recruited in March 2001 to lead the newly restructured express air delivery company, which is 52 percent owned by Brussels, Belgium-based DHL International.

Before joining DHL, Mr. O'Gorman held senior management positions at several airlines during a 35-year career, DHL said. He was the senior operations executive of both United Airlines and US Airways and was chairman and CEO for Air Cal, **Frontier Airlines**, Aloha Airlines and Reno Air.

He is survived by his wife, Gail, three children and two grandchildren, as well as his parents and seven siblings.

-CHICAGO SUN-TIMES on August 13, 2002



United: Joseph O'Gorman has been named to the post of sr. VP-corporate planning of United Airlines, succeeding Edward Beamish who retired.

O'Gorman most recently was the president of Frontier Airlines, a position he relinquished after the airline was bought by People Express. Before joining Frontier O'Gorman was the president of Aloha Airlines, VP-airline operations at Air Cal, and held executive positions with United from 1966 to 1980.

FRONTIER AIRLINES 1946-1986

Frontier's fall portends rise of a few huge airlines

By Henry Dubroft, about Aug 30, 1986, Denver Post Business Writer

Frontier Airline's demise last week sent a tremor through the airline industry as observers wondered whether the nation's experiment with deregulation had gone too far.

The bankruptcy of a major regional carrier in the West left the skies over Denver dominated by two much larger competitors, Continental Airlines, newly emerged from its own bankruptcy reorganization, and United Airlines, the nation's biggest carrier.

The shutdown of Frontier, which likely will not operate again, also cast doubt on the future of the Denver carrier's owner, upstart People Express.

Moreover, most experts agree the industry is rapidly moving toward an oligopoly - domination by a handful of major players. In theory, they say, fare competition among major players, surviving regionals, and new low-cost entrants should assure bargain ticket prices for the flying public.

Yet whether an oligopoly will work in practice remains an open question. Alfred E. Kahn, architect of the 1978 airline deregulation as the Civil Aeronautics Board chairman under the Carter administration, told The New York Times last week that the current oligopoly is "uncomfortably tight."

"The threat of entry by new carriers should act as a policeman over deregulation," said Lee Howard, executive vice president of Airline Economics, a Washington, D.C., consulting firm. "But consolidation is still a hazard because there's just no experience in that area."

In the wake of Frontier's demise, experts see a moderating of the fare wars of last spring that produced flights for less than \$49 throughout the West as Frontier, Continental and United waged a battle for control.

"Denver had a bonanza for a while. But that will end," Howard said. However, he said that because of continued jockeying between United and Continental, Denver will remain a magnet for competition, a factor that will put a cap on fare increases.

Instead of unrestricted fare wars, observers believe all airlines will bring more sophisticated weapons to the battle, restricting the number of cheap seats on each flight. In smaller markets, where the demise of regionals such as Frontier reduces competition, sharply discounted fares could disappear, experts say.

As competitors drop by the wayside, the industry is expected to evolve into a network of as many as six powerful carriers, all very large, each dominating a portion of the nation's skies. Their chief competitors will be regional carriers with a lower cost structure, and new carriers that can mount a threat because of even lower costs.

Each of the major players will have several large "hubs" - cities that are fed by "spoke" routes from smaller locales. Each also will have a sophisticated computer system to manage passenger loads and fares, labor contracts that provide a competitive edge as expansion takes place, and the ability to use its size through marketing.

Today, say analysts, that elite club includes just five carriers: United, American, Delta, the newly formed combination of Northwest and Republic, plus Texas Air, assuming its merger with Eastern can be restructured to meet competition concerns voiced last week by the U.S. Department of Transportation.

People Express, now struggling to compete as a regional carrier in its core East Coast markets, might have been the sixth player had it been able to turn Frontier around and gain a foothold in the West.

With \$1 billion in cash and a strong earnings record, Dallas-based American remains one of the strongest of the five. In addition, said Roseann Tortora of First Boston Corp., "computer deals with Pan Am, Southwest and All Nippon" will benefit the carrier by adding business to its industry-leading Sabre computer reservation system.

Although United's well-documented labor problems helped sink the \$146 million purchase of Frontier, United has a strong balance sheet, said Betsy Snyder, an analyst at Merrill Lynch. It also has geography in its favor with well-located hubs in Washington, D.C.; Chicago; Denver; and San Francisco. UAL Inc., United's parent company, is raising cash by selling limited partnerships in its Westin Hotels chain, she noted.

The Northwest/Republic combination, recently approved by the Department of Transportation, dominates a major city (Minneapolis) in a way no other carrier does, said Howard at Airline Economics. The two have an 80 percent market share, giving them a strong claim to the nation's northwestern tier.

"Delta is well run and its long-term debt is below the industry average," said David Sylvester, an analyst at Montgomery Securities Inc. in San Francisco. "It also has the youngest fleet in the industry," he added, a big plus in reducing fuel costs and increasing running times between overhauls.

Texas Air, which already owns New York Air and Continental and may soon acquire Eastern, is not as strong financially as the other four, said First Boston's Tortora. There is "some Wall Street concern about the highly leveraged balance sheet," she said. On the positive side, however, analyst Sylvester notes Texas Air's \$700 million in cash. Continental's hubs in Denver, Houston and in the Far East represent good turf, he added.

February 9, 1950 news article >

Lines Combine To Serve Four Western States

Monarch and Challenger Airlines were officially combined Thursday into one company serving points in Utah, Montana, Colorado and New Mexico.

Still pending is a merger that would extend the company's operations into Arizona.

Prevailing schedules will be maintained for the present, John D. Lindsay, district traffic manager for the Salt Lake District, declared, but there will likely be some changes in the future.

Present name of the combined company will be Monarch-Challenger Airlines. That, too, may be changed in the future, Mr. Lindsay indicated.

Continued on Page B5

The company will maintain a ticket office at Hotel Utah.

Still awaiting approval of the Civil Aeronautics Board is the company's plan to acquire Arizona Airways to add to the growing feeder airline network.

Operations headquarters for the company's northern division will be maintained at Salt Lake City, with some 50 employees based here. They will be under direction of William R. Crimmon, appointed northern division operations manager. He was formerly Challenger operations manager.

Mr. Lindsay, formerly Challenger district traffic manager, was named district traffic manager for the new company. L. Scott Keller was made northern division chief pilot; James B. Montgomery is new divisional supervisor of stations; Guy J. Cox was named station manager at Salt Lake City Airport, and Louis A. Beretz assistant station manager.

Other duplicated employees are being given positions at other points in the system.



The GEG Spokesman-Review
March 15, 1993

Staff photo by Sandra Bancroft Brings

Larry Martin may be out of the airline business but he's flying high with a new telemarketing venture.

Telemarketing role replaces airline job for ex-Frontier leader

By Grayden Jones
Staff writer

Once president of Frontier Airlines, Larry Martin is a grounded airline executive who still wears blue dress shirts and a silver name tag.

But that hasn't stopped him from launching a different kind of high-flying company — the Dakotah Direct Inc. telemarketing firm.

"I don't miss the turmoil and the insecurity of the airlines," said Martin, who spent 18 years bouncing between five different carriers — Northwest, Hughes Airwest, People Express, Frontier and Continental airlines. "Here, I've got a lot more control over my own destiny."

Martin is president of Dakotah Direct, a telephone soliciting and service concern that opened in Spokane last July.

The company picked up the pieces of Voicelink Data Services Inc., an unaffiliated telemarketer that crashed in late 1991, eliminating the jobs of 140 people.

With Martin at the helm, Dakotah bought Voicelink's computers and assumed its five-year lease on the sixth floor of the downtown Bon Marche building.

Dakotah currently employs 150 full-time workers, with an annual payroll of about \$2 million, Martin said. The company expects to garner \$5 million in sales in 1993 and is on the verge of being profitable.

"We have the capacity to handle 300

employees, but we've got quite a ways to grow yet," said Martin, adding that he has shelved an office renovation plan until the firm builds up its cash reserves.

Martin knows how quickly business success can turn to failure. He's lived through such reversals one too many times in the volatile airline industry.

Martin was named president of Denver-based Frontier in early 1986 after it was bought by People's Express, the fledgling New Jersey airline that offered fares so low it charged extra for soda pop. At 36, Martin was the youngest president of a major U.S. airline.

But People's plan to convert Frontier into another cheap carrier ended in bankruptcy. Martin quickly jumped to Continental Airlines, where he was named West Coast regional vice president.

Bob Sims, general manager of Continental in Spokane, worked for Martin at both Frontier and Continental. Sims said he wasn't surprised to see Martin arrive in Spokane to start a new company.

"His career path has been like a bullet," Sims said. "He had done just about all he could in the airline business. And he's got that salesmanship quality you need in telemarketing."

Martin formed Dakotah Direct with Mike Kuhn, Martin's brother-in-law and company executive vice president, and Terry Brundage, chief executive officer. The trio last summer sold the company to an Omaha, Neb., company that was better capitalized, Martin said.

Kuhn and Brundage came out of the telemarketing industry, but Martin's only contact with the trade was in the early 1980s when he helped establish a massive telephone reservation center for People's

Express.

Martin said it's been easy converting his skills with the airlines to telemarketing management. Both deliver a service or product for a customer, the 44-year-old executive said.

Attracting permanent customers, however, is as difficult for a telemarketer as it is for an airline, Martin said. He recalled one day when a company requested 40 Dakotah Direct workers to make calls opposing a legislative bill. Ninety minutes later, the bill was dead — and so was the need for callers.

Another problem Martin wrestles with is the industry's boiler room image. He insists that employees use professional courtesy on the telephone, meaning they are allowed to take "no" for an answer.

Among other products, Dakotah Direct sells service contracts for General Electric appliances and long distance service for Phoenix Network in San Francisco.

Martin also has introduced certain techniques he learned at People's Express to increase employee morale. Department managers are called "team leaders," and spontaneous celebrations, with balloons and applause, are encouraged whenever a landmark sales goal is reached.

By contrast, Martin said he once fired a manager who insisted on recording the time it took for workers to use the bathroom.

Dakotah Direct gets paid by the hour, or number of sales it makes. The firm also works for tobacco companies and others who blitz congressmen with calls whenever a bill pops up that may affect their business.

"On one level, we're hired guns, but we won't hire out to just anybody," Martin said. "This is a fun business."

THE LATEST ON FRONTIER'S LAST PRESIDENT

For players who still want a live blackjack dealer with their electronic gaming experience, there is Digital 21 from Spokane, Washington based DigiDeal. Larry Martin, vice president of government affairs and product support, said his company's primary technology is the "digital card system" (DCS) that utilizes a digital card delivery system and a live dealer.

-<http://www.digideal.com/articles/0503.php> (March 2005)

In a sharp break with the past, casinos are even making plans to digitize traditional table games like 21. the Ohkay Casino, in San Juan Pueblo, New Mexico, is testing Digital 21 and SlotJack units that eliminate cards entirely. A live "dealer" hits a button, and cards appear on individual monitors — one for each player — and on an overhead screen. Larry Martin, vice president of DigiDeal in Spokane, Washington, the company that invented the cardless gaming system, plans to have a licensed Nevada distributor by the end of this year.

-<http://www.coolwickedstuff.com/casino-hackers> (May 2010)

(For more information, browse the website <http://www.digideal.com>)

HIGHLIGHTS OF FRONTIER'S 40-YEAR HISTORY

Denver Post about August 30, 1986

- 1946 — Aviator Ray Wilson and Maj. F.W. Bonfils, nephew of the co-founder of The Denver Post and that newspaper's business manager, create Monarch Airlines, the precursor to Frontier.
- 1950 — Three airlines — Challenger, Monarch and Arizona Airways — merge to become Frontier Airlines.
- 1954 — Wilson sells his interest and severs all connections with Frontier. He later becomes president of Loma Uranium Co.
- 1958 — L.B. Maytag Jr. of Colorado Springs, 31-year-old son of the washing-machine magnate, buys a controlling interest in Frontier and becomes chairman and later president. Four years later, Maytag sells his 66 percent interest to Goldfield Corp., a mining concern, for an estimated \$2.5 million.
- 1964 — RKO General Inc., a subsidiary of General Tire Co., buys a 55 percent interest in Frontier for \$6.5 million.
- 1966 — Frontier is first regional airline to fly 99-passenger Boeing 727 jets. Work force now totals 1,600.
- 1967 — Frontier merges with Central Airlines of Forth Worth, extending its service to 14 states.
- 1971 — New management group joins company, which now has 3,200 employees. Al Feldman becomes president, and Glen Ryland vice president of finance,
- 1978 — Airlines are deregulated and Frontier now serves 89 cities in 20 states and Canada. Frontier expands into Mexico.
- 1980 — Feldman leaves to take head position with Continental Airlines and Ryland becomes president and chief executive.
- 1981 — Frontier reorganizes and becomes a subsidiary of newly created Frontier Holdings Inc.
- 1982 — Six-hundred laid off in cost-cutting move. Frontier earns \$17.2 million, down significantly from the \$32 million reported in 1983 — Year ends with \$13.8 million net loss — the airline's first annual loss in 12 years. Frontier is being pounded by fare wars, which only get worse when Continental files for bankruptcy reorganization and later comes back as a cut-rate airline.
- 1984 — Fare wars worsen. United Airlines cuts its ticket prices out of Denver. Continental offers \$60 tickets to five cities and Frontier is forced to match. Company says it is pulling out of 20 cities in a restructuring. Ryland warns that without further wage cuts, "the company will be liquidated." Frontier loses \$31.8 million for the year. RKO General, now a 45 percent share holder and anxious to sell, takes an aggressive role at Frontier. Ryland resigns under pressure from unions and RKO General's parent - GenCorp., formerly General Tire & Rubber. M.C. 'Hank' Lund is named president of Frontier.
- 1985:
 - Apr — M.C. Lund resigns as president of Frontier Holdings Inc. after six months on the job. Lund's announcement comes on the heels of a \$8.8 million first-quarter loss. Joseph R. O'Gorman Jr. is named president.
 - Jul — Frontier directors approve a plan to turn over the Denver-based company to its 4,750 employees. Employees will control the company through employee stock ownership plans. In return, employees agree to wage and benefit cuts. Financing to take the company private to come partially from the sale of Frontier aircraft.
 - Oct — People Express, Newark, N.J., buys Frontier for \$298 million, or \$24 per share. The sale squashes efforts by Texas Air and a plan by employees to acquire the company.
 - Nov — RKO Enterprises of Ohio Inc., a wholly owned subsidiary of GenCorp., sells its 44.9 percent interest in Frontier Holdings to complete Frontier's merger with People Express.
- 1986:
 - Jan — Joseph R. O'Gorman, president of Frontier, resigns nine months after taking command of the troubled carrier.
 - Feb — Frontier adopts no-frills strategy of its new owner — People Express Inc. — in an attempt to fill more seats. Planes have been flying half empty. People Express reports a \$38.2 million loss for fourth quarter of 1985, largely due to the acquisition of Frontier Airlines.
 - Jun — People Express says it is considering the sale of all or part of the company, including Frontier.
 - Jul — Texas Air Corp., headed by Frank Lorenzo, bids \$235.8 million to buy People Express, Including Frontier. People Express agrees to sell Frontier to United for \$146 million and rejects Texas Air's bid for the entire company.
 - Aug — People Express loses \$74.5 million, or \$2.94 per share, in the second quarter. Frontier suffers a pretax loss of \$32.7 million for the same quarter. Talks between United and Frontier unions stall, threatening United's agreement with People to buy Frontier. People Express shuts down Frontier on Aug. 24. Frontier filed for Chapter 11 bankruptcy protection last Thursday, Aug 28.

FRONTIER CHRONOLOGY

From the Denver Post of August 23, 1986

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

September 1985 — Texas Air bids \$250 million for Frontier. October 1985 — People Express announces that it will buy Frontier for about \$300 million

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

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

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

July 10 — People Express rejects the Texas Air bid, and agrees to sell Frontier to United for \$146 million. United stipulates that it will have to negotiate new contracts with all five unions at Frontier and have them ratified by Aug. 31 before the deal can be completed.

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

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

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

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

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

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

YOU ARE INVITED 44TH FSM FYV FL MEMORIAL PIGnic

Saturday, August 20, 2011

Burford Pavillion

Near the FSM airport

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

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

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

All ex-FL employees, families & friends invited.

A donation for expenses is appreciated.

For info and/or directions:

Phil Green, FSM, 479-783-2981,

SusiGreen0609@aol.com

Larry Thomas, FSM, 479-452-8174,

LEThomas39@msn.com

Jake Lamkins, FYV, 479-879-8358,

ExFAL@Yahoo.com

FILED
UNITED STATES BANKRUPTCY COURT
DISTRICT OF COLORADO

JUL 22 1998

IN THE UNITED STATES BANKRUPTCY COURT
FOR THE DISTRICT OF COLORADO
HONORABLE CHARLES E. MATHESON

BRADFORD L. BOLTON, Clerk
BY DEPUTY CLERK

In re:

FRONTIER AIRLINES, INC.,)
FRONTIER LEASECO ONE, INC.,) Case No. 86 B 8021 E
FRONTIER LEASECO TWO, INC.,) (Jointly Administered)
FRONTIER HOLDINGS, INC.,)
Debtor(s).)


**ORDER FOR FINAL DECREE AND
TO CLOSE CHAPTER 11 CASE**

Pursuant to Fed.R.Bankr.P. 3022, on April 29, 1998, the Debtor filed Motion to Close the Estate of Frontier Airlines, Inc. ("Motion"). The Motion represents that the case has been fully administered and requests the Court to enter a final decree closing this Chapter 11 case. An order has entered in this proceeding confirming the Debtor's plan. There are no pending matters in this case and it appears that the case has been fully administered and should be closed. Furthermore, the objection of the United States Trustee has been resolved by stipulation. It is therefore

ORDERED, that the Chapter 11 case of the above-named debtor IS HEREBY CLOSED.

DATED: *July 22, 1998*

BY THE COURT:


Charles E. Matheson, Chief Judge

8383

FRONTIER AIRLINES

25th DENVER ANNUAL REUNION PICNIC

Saturday, August 27 and Sunday, August 28, 2011

It's been 25 years and we are still a family. Come join the celebration of Frontier Airlines in Denver, CO. on Saturday the 27th with a reception/social time from 7:00pm until 11:00pm and on Sunday there will be the picnic from 10:00am until 5:00pm.

Our gathering on Saturday will be at the Embassy Suites located at 44th and Havana (just off I-70 on Havana St) and Sunday the picnic will be at Aurora Reservoir at the Pike Peak and Longs Peak Pavilions. Aurora Reservoir is on East Quincy Ave. 2 ½ miles East of Gun Club Road (E470) (or 7 miles East of Chambers Rd. on East Quincy).

The Social time on Saturday will be \$25 per person with hors d'oeuvres and a cash bar. We have reserved 10 rooms from Friday/Saturday/Sunday nights or any combination for a rate of \$109.00 per night and it includes a free breakfast. You may contact the hotel at 303-375-9499 and identify yourself as Frontier Airlines employee to confirm your room. You are responsible for all charges.

The picnic on Sunday will be catered at a cost of \$15 per person and \$5 for children under 10. This charge covers your food (BBQ ribs, brisket and chicken with all the trimmings) plus ice tea, lemonade and water. Food will be served from 11:30 AM – 1:30 PM. The fee also helps defer other costs (facility rental, paper, printing, mailing, prizes, etc.).

Park entrance fee of \$10 per car and is payable at the gate entrance. Park restrictions prohibit any alcohol beverages. Coupons for a drawing of prizes will be \$2 each, 3 for \$5, or 7 for \$10 and will be available at the Pavilion. Drawing will take place at 2:00 PM at the picnic only.

Feel free to bring any items of "nostalgia" as we will have tables available at both events for their display, auction, and/or sale. All proceeds from such sales to be donated to the FAL Fund.

A big THANKS to everyone who are attending the function(s) and those of you that have mailed in advance donations. We couldn't continue if it were not for your generosity and support. Finally, it is extremely important that you advise if you will attend by completing the section below and mailing it by August 1, 2011. This is needed for an accurate food counts for both functions.

Your Committee: Carolyn Boller, 1293 Revere St., Aurora, CO 80011 303-364-3624 CKBoller@comcast.net
Julie Dickman, 15501 E 112th Ave Apt 24A 303-654-1116 JJDickman@gmail.com
Sue Lehotay 4622 S Fraser Cir, Aurora, CO 80015 303-766-0092 SueLehotay@msn.com

Please detach on the line and mail with your check or cash to: Carolyn Boller at 1293 Revere St, Aurora CO 80011. Check should be made to FAL Picnic Fund.

☐ I will attend the reception and the picnic (# attending) ☐ X \$ _____

☐ I will attend the Reception on Saturday (# attending) ☐ X \$ _____

☐ I will attend the Picnic on Sunday (# attending) ☐ X \$ _____

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

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

Name _____

Address _____

City _____ State _____ Zip _____ Email _____ Phone _____

JAKE LAMKINS, Editor - PublisherE-Mail: ExFAL@Yahoo.comWebsite: <http://FAL-1.tripod.com>**1202 Scrimshaw Cove #4****Fayetteville, Arkansas 72701**

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AZ Stock Offer 1948, 23 pages

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FL ALEA Seniority List, 2/1/65, 7 pages

FL ALEA Seniority List, 1/1/66, 8 pages

FL ALEA Seniority List, 8/1/66, 10 pages

FL ALEA Seniority List, 1/1/74, 30 pages

FL ALEA Seniority List, 7/1/84, 55 pages

FL ALEA Seniority List, 1/1/86, 48 pages

FL ALPA Seniority Lists, 1955-72-81-85 37 pages

FL ALPA Seniority List, 10/28/67, CN/FL merger, 6 pages

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FL-CO Job Preservation & Litigation packet, 10/2/86, 66 pages

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FL IAM Seniority List, 11/1/74, 22 pages

FL IAM Seniority List, 11/1/76, 26 pages

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FL Newsletters, May & Aug, '69 introducing 737s, 20 pages

FL Obituaries on a CD, \$5

FL TWU Seniority Lists, dispatchers 1966-68 , 7 pages

FL's Death, articles & essays, 63 pages

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