

FRONTIER N E W S



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



Effective with this issue, the Frontier News has gone digital. A .pdf file of the newsletter will be posted on the Frontier Airlines website (<http://FAL-1.tripod.com>) about the time the hard copies are mailed. The online version will be in color with clearer photos and graphics. You can print your own hard copy if you want. It will be free and easy to use. I'm encouraging FLolks to use the new version and let their mail subscriptions lapse. I will post notices at FLacebook and the FL Club when I upload the newsletter to the website. Most of the newsletter expenses reflect the cost of printing and mailing. It has become impossible to maintain the \$10 per year subscription fee. It has always been my goal to do the newsletter as cheaply as possible. The costs involved with the digital version are mainly website fees, software to publish it and the time it takes me to assemble, edit and fit everything together. I will continue printing the hard copy version for FLolks who prefer it but there will be a subscription increase when postal rates go up on January 22, 2012. The new subscription rate for hard copy issues will be \$3 each or \$12 per year. Thanks for your support and I hope the digital version will please you even more than the printed edition.



WINTER

2012

#46



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

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

Subscriptions are \$12 per year. All back issues are available & cost \$3 each. First 45 issues on a CD \$5. Text ads are \$5 for 20 words, \$10 for 40 words, \$15 for a business card, \$20 for 1/8th page and \$40 for a quarter page, \$100 for a full page. Tell others in the FLamily about the newsletter. Give a gift subscription. Mail checks to Jake Lamkins, FL NEWS, 1202 Scrimshaw Cove #4, Fayetteville, AR 72701. Thanks for your support.



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CAPT'N PHIL STALLINGS,
WEBMASTER, REDRYDER@TX.RR.COM
CHECK THE WEBSITES FOR FL NEWS,
NOTICES ON UPCOMING EVENTS,**



One of the things about the newsletter that concerns me is what to do about refunds due subscribers when I die. I'm 69 now and I'm reminded of my mortality almost every day by deaths in the FLamily and in my family and circle of friends. And men in my family are notoriously short-lived. I hope to continue the newsletter as long as I am able and I have instructed my daughter about refunds. One of the reasons for the digital edition of the FL News is to minimize subscriptions, make the News free, and eliminate the problem of money owed when I fly west. But, just in case, if I do fly west and you don't get your refund, bid me farewell with fond thoughts and do not blame it on my young daughter who was born after FL's death. She does not know you like I do and, unfortunately, she has never felt the family feeling that is so unique in our FLamily. I hope someday she will find a situation in which she will feel it firsthand. Thanks for your support and friendship all these years.

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 2012 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

2012 event TBA

Contacts:

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

DEN MAINTENANCE SUMMER PICNIC

2012 event TBA

Contacts:

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

DEN MAINTENANCE CHRISTMAS PARTY

2012 event TBA

Contacts:

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

DEN REUNION PICNIC

Took place Aug 27 - 28, 2011.

2012 event TBA

Contacts:

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

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

DFW CN/FL REUNION

No info on a 2012 event.

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

DFW FRONTIER BASH

Contact Rusty if interested in a 2012 event in May.

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

FTW CN/FL MECHANICS REUNION

No info on a 2012 event.

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

FYV-FSM MEMORIAL PIGNIC

Sat, Sep 15, 2012., 11am-5pm, FSM Burford Pavilion.

Contacts:

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

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

GJT REUNION

No info on a 2012 event.

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

LNK REUNION

2012 event TBA

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

MCI FLIGHT CREWS LAYOVER

Friday - Sunday, Sep 21, 22 and 23rd, 2012

Contacts:

Phil Stallings, RedRyder@tx.rr.com

JoDelle (Davidson) Burwell, jodelleburwell@comcast.net

Lisa Sachetta, lsachetta@yahoo.com

MCI REUNION

No info on a 2012 event.

Contact: Rose Dragen, 816-741-1995, mdragen@juno.com

PHX PICNIC

Sun, Nov 4, 2012, 11:00 am, Desert Breeze Pk - Chandler, AZ.

Contacts:

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

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

SLC GOLF SCRABBLE

Fri, June 15, 2012

Contacts:

Bob Noble, 801-512-9142, Bobseclectronics@gmail.com

SLC REUNION

Sat, June 16, 2012, 10 am-6 pm at Walden Park, Murray, UT

Contacts:

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

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

Paul Farris: 479-770-6655, paulamos43@yahoo.com

STL REUNION

No info on a 2012 event.

Contacts:

Ceil Ponder, 314-428-9759

Kathy Benoist, 314-729-1810

TUS REUNION & GOLF OUTING

No info on a 2012 event.

Contacts:

Gary Mackie, 713-419-2559, garmac007@yahoo.com

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

FL RETIRED PILOTS

DFW

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

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

DEN

Luncheon, monthly, every second Tuesday, 11:30 am 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

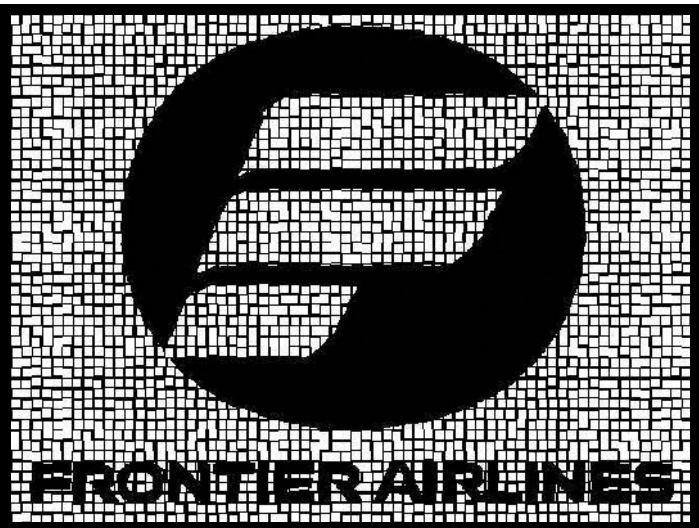
REUNIONS NEWS

I've had some emails asking about the Kansas City Crew Reunion next year ... folks making plans for next year's vacations and such. Kansas City is September 21, 22 and 23, 2012 ... details at our website: www.KansasCityCrewBase.com - click on the banner on the home page.

-Phil Stallings, redryder35@att.net

A quick note in reference to the LNK 2012 reunion at Lincoln. We plan to get together every 2 years. Our 2012 reunion will be in the making after the first of the year. I will update you when plans are beginning.

-Cork Guenther, saylor@inetnebr.com



GONE WEST

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

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

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

-Tex Searle, FL pilot

DEATHS REPORTED OR UPDATED SINCE THE FALL 2011 ISSUE

Dick Adair, DEN pilot, 12/8/11, age 91
 Karen Allen, STL ticket counter agent, 10/28/76, age 29
 Lamar Belnap, PHX station agent, 12/21/11, age 85
 Sonya Lee Manweiler Benge, GSW CN flight attendant, 12/12/05, age 72
 Gordon Bost, SLC station agent, 11/7//00, age 75
 Read Burt, SLC pilot, 10/15/60, age 43, aircraft crash
 Jay Curtis, SLC DEN pilot, 9/23/11, age 91
 Glen Davis, STL station agent, 11/11/11, age 67
 Wes Davis, GSW DAL DFW DEN pilot, 10/15/11, age 84
 Gordon Dockter, RAP station agent, 5/9/08, age 59
 Bob Ediger, SVC MSO station agent, 1/9/11, age 66
 Elaine Carlson Fillmore, DEN? flight attendant, 10/8/11, age 82
 Henry Haldeman-Julius, SLC pilot, 1/7/90, age 70
 Jim Hass, DEN pilot, 12/5/11, age 76
 Bill Hill, GSW MKC pilot, 10/8/11, age 72
 Dan Kimball, DEN board of directors, 7/30/70, age 74
 John Poor, DEN board of directors, 10/3/95, age 80
 Woody Reynolds, SLC pilot, 3/7/87, age 70
 Jane Rodgers Neudeck, DEN STL ticket counter agent, 11/26/11, age 68
 Paula Locke Schkade, DAL DFW flight attendant, 2/19/02, age 61
 Jeuel Schmidtke, DEN director-purchasing, 9/24/11, age 88
 Ken Stemler, DEN director-sales planning, 10/6/11, age 73
 Gary Vandeberg, OFK STJ LBF station manager, 12/30/09, age 80
 Dick Wentzel, DEN aircraft mechanic, 11/16/11, age 88
 Elaine Lillo Yarish, need info, 9/18/11, age 83

PAULA LOCKE SCHKADE

1961 - 1980

FLIGHT ATTENDANT
AMA GSW DEN DAL DFW

Do you know where Paula Locke/ Henderson is? She flew for Central and then came to FAL with the merger. I flew a lot with her at Frontier. Lost track of her and Phil Stallings thinks she may have passed away a few years ago. She was known at FAL first as Paula Locke then as Paula Henderson - she was married to dispatcher or agent by name of Henderson.

-**Bonnie Dahl,**

BCDahl777@gmail.com

PAULA L SCHKADE,
Born 24 Sep 1940, Died 19
Feb 2002, Age 61, At
75214 Dallas, TX, SSN issued in Oklahoma

-**SSDI**

(Paula retired Sep. 3, 1980 with 19 years per the October 1980 FL NEWS. She was the first FA to officially retire according to the article, flying 1961 - 1980. Paula Locke was her first name then it turned into Schkade in the retirement article. Still need an obituary.)

BOB EDIGER

1966 - 1986

STATION AGENT
SVC MSO

There was another employee that I have lost contact with - his name is Bob Ediger - I believe he came here from Silver City - but not sure. We used to call him E diger. Last I heard he was working somewhere on the Montana Hi-Line driving a truck.

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

It appears he has died. The SSDI lists ROBERT ARTHUR EDIGER, born 26 Jun 1944, died 09 Jan 2011, age 66, at 59404, Great Falls, MT, SSN issued in Kansas. Still have not find an obituary.

Intelius.com lists Robert Arthur Ediger, age 67

Great Falls, MT

Missoula, MT

Conrad, MT

Shirley Anne Reynolds

Marla J Ranney

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

That's him because I know that his second wife's name was in fact Marla. Dian and I used to run into he and his wife all the time but haven't seen either of them for over 12 years. Dian and I knew her quite well.

-**Tom Schmidt, dschmidt9@msn.com**

(R A EDIGER, Station agent seniority date of 12/17/66, emp# 02108, per the FL/ALEA Seniority List dated 1/1/86. Still need a photo and an obituary.)



JEUEL SCHMIDTKE
1958 - 1977?
DIRECTOR OF PURCHASING
DEN



OBITUARY: Jeuel Schmidtke, 88, of Hillsboro, Oregon, and former long-time Aurora resident, passed away on September 24, 2011. Jeuel's entire working career was in the aviation industry. He served as the director of purchasing for Frontier Airlines before starting his own aviation supply business in Denver. He was preceded in death by Connie Schmidtke in 1989 and Gretchen Schmidtke in 2011. Jeuel is survived by his niece, Virginia Foti, of Denver. Graveside services will be held at Fairmount Cemetery, Denver, at 1:30 p.m. on Thursday, September 29.

- Denver Post ON September 28, 2011

I worked in Inventory Control from 1967-1971. Inventory Control was part of the Purchasing Department. Essentially, Inventory control personnel would determine how much/how many of an item that we needed and when we needed it. After these details were developed, the requirement was passed up the hall to the Purchasing Department. The Purchasing Department was responsible for "shopping" the qualified vendors for best price and delivery times, deals, discounts etc. Of course virtually all aircraft parts had to be certified. We had about 39,000 items in inventory including parts, ticket and baggage stock, expendable cabin & food service items, office supplies, raw stock, etc.

The Purchasing Department was responsible for the expenditure of millions of dollars year in and year out. The fiscal policies over the years of senior management always wanted to minimize cash outlay. Money was always tight as I recall.

I recall the personality conflicts as one particular manager who wanted to do it "this" way and the other wanted to do it "the other" way. It seems like mini-battles were often underway. Cash flow at the airline was always a nightmare. There were multiple A/C in the fleet when I was there: DC3s, Convair 340s & 580s, the CN Darts after the merger, B727-100, -200 and eventually the 737 fleet. And a few other odds and ends, it seems.

Jeuel was a true professional in the midst of these pressures. He was always decent, and courteous. I recall that he didn't like bickering but knew that it was part of life of working under pressure. When we had meetings in his office, he always made sure that these were going to be peaceful events. I kind of remember him always in a clean white shirt and tie & suit - always a gentleman. He knew that the purchasing role required a certain amount of horse trading with vendors but didn't allow any games to dirty up his department.

It is funny how we remember long ago co-workers and other personalities - but I think, in most cases, that our minds prefer to

remember the good things, and let the other stuff just drift away.

When I left FAL to pursue other interests (such as making enough money for a family), Jeuel gave me a very nice letter of recommendation and I still have this letter. He was the kind of guy to take a minute to do something like this.

-Darren Weeks, dbweeksfla@aol.com

(*J. L. SCHMIDTKE, DEN purchasing dept, DOB 12/14/22, DOH 8/25/58, per the Feb 1960 FL Roster. JEUEL SCHMIDTKE, DEN director-purchasing per the Jan 1970 FL Telephone Directory. He is not in the Nov 1977 Quick Reference Directory. Larry Vann became director of purchasing in Oct 1977. I'll assume he filled the vacancy left when Jeuel resigned from the company)*)

DICK WENTZEL

1966 - 1986

AIRCRAFT MECHANIC

DEN

Richard Wentzel's obituary is in today's Denver Post.

-Juanita Barajas, FL Maintenance & Engineering Club

OBITUARY: Richard William Wentzel, of Thornton, Colorado, was born August 18, 1923 in Crookston, Minnesota to parents John Wentzel and Ortha Gangness Wentzel. Richard passed away November 16, 2011 in Thornton, Colorado. Father of Connie Hines and Judy (Harry) Ewing. Grandfather of Elizabeth and Catherine Hines, Kristie (Michael) James and Kelly Ewing. Great-grandfather of Patrick and Kylie James and Aaron Ewing.

Preceded in death by wife Betty. Visitation Sunday, November 20, 2011, 1:00 PM-5:00 PM. Service Monday, November 21, 2011 at 2:00 PM. Both at Highland Mortuary. Interment Highland Cemetery. Richard will forever be in our hearts. Arrangements under the direction of Olinger Highland Mortuary & Cemetery, Thornton, CO.

-Denver Post on November 18, 2011

(*April/May Anniversaries, 15 Years, R. Wentzel, ircraft technician, DEN, per Jun 1981 FL News. R W WENTZEL, aircraft mechanic seniority date of 7/18/67 per the 11/1/76 FL/IAM Seniority List. Dick must have worked elsewhere if he had 15 years in 1981.)*

July-August, 1972

25 Year Awards



Captain A.S. Mooney



Captain J.B. Schade



Captain R.P. Lambourne

(not pictured) Captain M.A. Furgeson

JAY CURTIS

1951 - 1980

PILOT

SLC DEN

I am sorry to have to tell you that my father Capt. E Jay Curtis passed away Friday, September 23. He was 91 years old. He flew for Frontier from 1950 to 1980.

-Cathleen Curtis Martin, Arvada CO

OBITUARY: E. Jay Curtis, 1920-2011, Elwin Jay Curtis, 91, died September 23, 2011, in Wheat Ridge, CO. Preceded in death by his wife, Betty Jane Zimmerman. He was born to Elwin John Curtis and Lola Helena Officer Curtis on April 16, 1920, in Oakley, Idaho. He attended South High School (SLC) where he was the captain of "B" Company in ROTC, and later attended U of U. He loved the adventure of aviation and pursued civil pilot training, becoming an instructor in Utah and Arizona.

He became a flight officer in the Air Transport Command flying C47 supply transport planes, stationed in China and flying "The Hump" (Himalayas) in China, Burma, and India, receiving many honors. He married Betty Jane and had 2 daughters, Cathleen (Richard) Martin (CO) and Jayne (Rulon) Galloway (UT).

Jay worked for Frontier Airlines, eventually as captain. In 1977, he was hijacked and successfully managed the incident with no injuries to passengers or crew and no damage to the aircraft. He loved traveling and photography, a life-long hobby.

He is an inspiration to his family and friends and will be deeply missed. He is survived by daughters, 5 grandchildren, and 8 great grandchildren and siblings Bill and Pauline Smith, both of Bountiful, Utah. A viewing will be held from 10:00 am on Wednesday, September 28, 2011 at the Clear Creek Ward of The Church of Jesus Christ of Latter-Day Saints, at 15605 W 32nd Ave, Golden, CO, with a funeral service at 11:00 am.

-Denver Post and Deseret News on Sep 27, 2011

Jay was my aviation and personal mentor. He was the most honorable and humble man I have ever met. I had the good fortune to call him last month and thank him for helping me become an airline pilot. He was always there for us when we lost our dad, (FL pilot) Al Mooney, in a motorcycle accident. There is no doubt in my mind where he is flying now!

-John Mooney, jkmooney@gorge.net

I am so sorry to hear about Jay. I was a stewardess with

Frontier from 1962 to 1986. I flew a lot with him and really enjoyed flights when he was the captain. Ellen Quinn, Patty O'Neill and I had been planning on visiting him and we never made it and I am so sorry. He was a great guy.

- Bonnie Dahl,

BCDahl777@gmail.com

Having flown with Jay for 20+ years, it is easy to say Jay was a true professional airline pilot, a gentleman, a pleasure to be with and a wonderful mentor. My condolences to his family.

-Dave Kaplan, Scottsdale, AZ

I flew with Captain Curtis at the old Frontier. Jay was a great pilot and a real gentlemen with high standards. He will be missed.

-Bob Williams, Pleasant Grove UT

I flew a lot with Jay. I never had a trip that wasn't very enjoyable. What a great pilot and fine man. Have a great flight west my friend. My heartfelt condolences to the family.

-Billy Watkins, Brighton, Colorado

I'll miss you, Daddy!

-Cathy Curtis Martin, Arvada, Colorado

Jay and Lewis both flew for Frontier Airlines. I met Jay during a layover in Kalispell, Montana where they had planned a float trip on the Flathead River. Jay was not only a fine pilot but also a wonderful person, a true gentleman. We both share fond memories of that pleasant day on the river. It was a pleasure to know the man. Sincerest sympathies.

-Lewis and Ellie Wiser, Cody, Wyoming

(Jay and his crew won FL presidential awards in 1977 for handling the GRI-ATL hijacking so well. E. J. CURTIS, DEN captain, DOB 4/16/20, DOH 2/16/51 per Feb 1960 FL Roster. EJ Curtis, pilot seniority date 2/16/51 per the FL/ALPA seniority list dated 9/1/1972. He retired in 1980 at 60 years old.)



IN RECOGNITION of their courage and professionalism, President Al Feldman (second from left) awards Frontier's highest honor to members of the hijacked flight crew (from left): Flight Attendants Bobbie Karr and Diane Lord, Capt. Jay Curtis and First Officer Gerry Jones.

DAN KIMBALL
1965 - 1970
BOARD OF DIRECTORS
DEN



souri, on 1 March 1896. He was an Army Air Service pilot during the First World War and maintained an intense interest in aviation thereafter.

Moving to California in 1920 he began a long career with the General Tire and Rubber Company of Akron, Ohio, where he joined its sales department in Los Angeles. Eventually he became the company's manager for 11 Western states, vice president and director. He also became executive vice president and general manager of the Aerojet Corporation in 1942.

Mr. Kimball was one of the country's few industrialists to support Harry Truman in the 1948 bid for re-election. His support of the Democratic Party led to his appointment, in February 1949, as Assistant Secretary of the Navy for Air. Mr. Kimball, who held a private pilot's license and flew his own plane, was the first former Air Corps pilot to head aviation in the Navy.

Mr. Kimball assumed the post of Secretary of the Navy in July 1951 and held that position until the end of the Truman Administration in January 1953.

His tenure was marked by the continuation of the Korean War, the resulting expansion of the Nation's defense establishment and considerable technological progress in aviation, naval engineering and other defense-related fields.

Returning to business after leaving office, he was President and later Chairman of the Board of the Aerojet General Corporation until 1969. He died on 30 July 1970 and was buried with full military honors in Arlington National Cemetery.

-<http://en.wikipedia.org>

(I found out about Dan recently when I purchased a 1970 FL Annual Report. It noted that Board member Dan A. Kimball died in 1970.

A Jan 22, 1965 FL News article says Kimball came on the FL Board with Tom O'Neil and John Poor when RKO General purchased 55% of the airline that month. While not well known by FL's rank and file, Dan had an illustrious career. One must wonder what role Dan played in Al Feldman coming to FL.)

MORE GONE WEST

ELAINE LILLO YARISH
194? - 19??
POSITION?
DEN?

OBITUARY: Elaine May (Lillo) Yarish, (1928 - 2011)83, cherished mother of Lori Mellon, Steven (Kelly) Yarish, Gayle (Alan) Malik, and Bruce (Shannon) Yarish. Preceded in death by her husband of 57 years, Thomas S. Yarish.

She is also survived by her grandchildren Nicholas (Jessie), Lacey (Brian), Catherine, Elizabeth, Steven, Jeffrey, Matthew, Madison, and great grandson Landon (deceased) and great granddaughter Brinley.

Elaine passed from this life on September 18, 2011. The daughter of Nicholas W. and Della May Lillo, sister of Vincent, Elaine was born in Denver on July 12, 1928.

She graduated from North High School in 1945 and later began a career at Denver's Monarch Airlines, which eventually became Frontier Airlines. She worked two stints at Frontier, where she developed life-long friendships.

Elaine took advantage of her love of flying, travelling to cities all over the United States, Canada, Mexico, Western Europe, Poland, and Russia. She was accompanied at various times by her husband, children, and various friends.

Elaine was an avid reader, sharing this past-time especially with her daughters. She also enjoyed movies, crocheting, bowling, and playing cards. She was also "mom" to any number of dogs, cats, rabbits, pigeons, ducks, hamsters, mice, even a few baby goats.

Although she never really enjoyed cooking, she was an excellent cook, taught all her children, collected recipes, and hosted many family get-togethers, holiday gatherings, and parties.

Elaine especially treasured sharing time with her family and close friends. Her kindness, sense of humor, and empathy for others will be deeply missed.

A visitation will be held on Thursday Sept. 22nd from 4-8 p.m. at MooreHoward Chapel, 4345 West 46th Avenue, Denver. A memorial service, also at MooreHoward Chapel, will take place on Saturday, Sept. 24 at 1:30 p.m., followed by an open house in Elaine's honor at 3 p.m. at the Maliks' home, 11102 West Cooper Drive, Littleton. In lieu of flowers, please make a contribution to The Children's Hospital of Denver in memory of Elaine.

-Denver Post on September 22, 2011

(Elaine's obituary says she worked twice for FL after her Monarch days. And she is on the latest DENFL Reunion mailing list. Does anyone know where/when/postion she worked at Monarch and FL?)



ELAINE CARLSON FILLMORE

195? - 1956

FLIGHT ATTENDANT
DEN

OBITUARY: June Elaine Carlson Fillmore 1929 ~ 2011



Our beloved mother, grandmother, and great-grandmother, June Elaine Carlson Fillmore, age 82, passed away peacefully October 8, 2011 in Provo, Utah.

Born June 19, 1929 in Provo, Utah to Oscar Wilford Carlson and Hazel Agenta Meredith. Elaine grew up in Provo; she graduated from BY High School in 1947. Then attended BYU where she was affiliated with the Cougarettes.

She worked as a stewardess with Frontier Airlines, and also worked for Marshal Fields in Chicago and Geneva Steel, in Vineyard, Utah.

In 1956, she married her loving husband, Charles Lamar Fillmore and was also baptized by him that year, into The Church of Jesus Christ of Latter-day Saints. She was a skilled homemaker and together they raised their family in the Oak Hills 1st Ward in Provo. They were later sealed together as a family for time and all eternity in the Provo LDS Temple.

Elaine was a gracious woman; she loved her friends, neighbors and her family, especially her loving husband of 55 years. She enjoyed her association with others, through Church callings, the Relief Society, Riverside Ladies, bridge clubs, literary clubs, and other social groups.

She will be missed. We are comforted to know she joins those that have gone on before and is in the arms of loved ones. She is preceded in death by her parents as well as her brothers, Bill and Bob and sister Beth. Elaine is survived by her husband, Charles, of Spanish Fork, along with her younger brother Fred, of Salt Lake City.

Elaine is also survived by her six children: Sharlee (Bill) Vestal, Denver, CO; Charles David Fillmore, Honolulu, HI; Scott (Kim) Fillmore, Provo, UT; Lynn (Jeannie) Fillmore, Orem, UT; John (Debbie) Fillmore, Nephi, UT and Doug (Janna) Fillmore, Highland, UT; along with grandchildren, great-grandchildren and extended family.

Many thanks to those who have offered compassionate service for Elaine these past months.

Funeral services will be held at 11:00 a.m., Thursday, October 13, 2011 at the LDS Canyon Ward Chapel, 3477 East River Bottoms Road, Spanish Fork. Friends may call at the Berg Mortuary of Provo, 185 East Center Street, Wednesday evening from 6 until 8. Interment, Payson City Cemetery.

-Deseret News on October 11, 2011

(E. J. CARLSON, DEN stewardess, per 11/4/55 FL Roster. Not on Feb 1960 roster. This may be Elaine although the initials are reversed. Need locations and dates she was at FL.)

JANE RODGERS-NEUDECK

1970 - 1986

TICKET COUNTER AGENT
DEN STL

Just to inform you that Jane Rodgers Neudeck (wife of Bob Neudeck) passed away Saturday, November 26, 2011. Here is the information I have for her funeral:

Hutchens Funeral Home

675 Graham Road; Florissant, MO 63031

Tuesday, November 29, 2011 from 3 p.m. to 8:00 p.m.

Wednesday, November 30, 2011 noon service

Bob Neudeck or myself will send a copy of the obit.

-Ceil Ponder, RHPonder@sbccglobal.net

OBITUARY: Jane Eilizabeth Rodgers-Neudeck (born Jan. 16, 1943) passed away on November 26, 2011. She was preceded in death by her father, Thomas Rodgers, and her mother June Rodgers. Jane was the beloved and loving wife of Robert Neudeck; sister of Florence Gowen; cousin of Joan Forsting, Barbara Boner and Michael Boner. She was the passionate guardian, advocate and protector of animals and invested much of her energy and resources in the rescue and shelter of abandoned and abused pets. Her renown kindness was the salvation of countless felines. Jane's back yard was lovingly devoted to the care and feeding of wild birds.

She served the old Frontier Airlines in its St. Louis and Denver offices and upon retirement became partner in the Changing Image Salon and Meadow Land Lawn Service. Her desire to help others and to be an organ donor has been honored. Services: Visitation 3-8 pm Tuesday and funeral noon Wed., Nov. 30 at Hutchens Mortuary, 675 Graham Rd., Florissant. Please send memorials in her honor to the Humane Society of Missouri.

-St. Louis Post-Dispatch on November 28, 2011

We were so sad to hear of Jane's passing. She was a dear friend for 15 years at Frontier. She had such a joy for life and a loving spirit. We shared so many laughs and tears in the Frontier back room. We are better for having her in our life.

-Carol Ruffino

I was deeply saddened to learn of Jane's passing. Jane was a terrific person and it was always a pleasure to work with her. Words cannot truly express how deeply saddened so many people are. Just know that my thoughts and prayers are with you all during this most difficult time. With deepest sympathy,

-Chuck Tisckos

I worked with Jane and Bob at the old Frontier Airlines. Jane was a valued friend and coworker for over thirty years. Jane will be greatly missed.

-Wiley Allen

(JE RODGERS-NEUDECK, Ticket counter agent seniority date of 6/24/70, per the 1/1/86 FL/ALEA Seniority List.)



KEN STEMLER

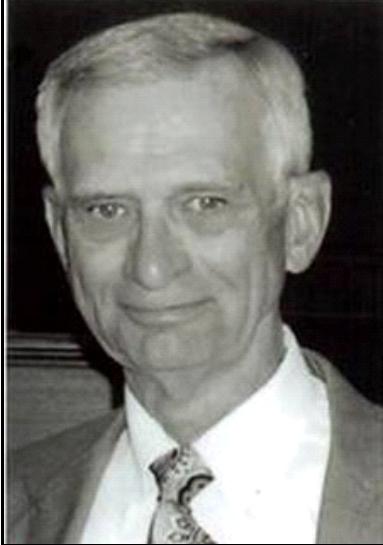
1960 - 1970?

**DIRECTOR-SALES PLANNING
DEN**

Ken Stemler who worked in management with Frontier Airlines, passed away this past week from cancer. Funeral to be in Texas, near Houston some time this week, then a memorial in the future in COS. I worked with his Sister Marsha Stemler who works at Continental.

-Bonnie Dahl, BCDahl777@gmail.com

OBITUARY: Alon Kenneth "Ken" Stemler (November 4, 1937 - October 6, 2011) of Fredericksburg formerly of Colorado Springs CO. passed away on Thursday October 6, 2011 at the age of 73.



Ken is survived by his wife Deanna Stemler of Fredericksburg; daughter Darla K. Stemler of Phoenix AZ. Brother Jerry Stemler and wife Janis of Alexandria VA, Tim Stemler and wife Heide Marie of San Diego CA, sister Marsha Stemler of Houston TX.

Stemler was the primary force in the creation, design and construction of the Professional Rodeo Cowboys Associations headquarters and the Pro Rodeo Hall of Fame located in the Colorado Springs. In 1977 a group of local businessmen met with Stemler, who then represented the Professional Rodeo Cowboys Association, to discuss the possible relocation of the PRCA to Colorado Springs. That meeting led to the construction of the Pro Rodeo Hall of Champions and the PRCA headquarters for professional rodeo being built at its current site near Rockrimmon just off 1-25 at 101 Prorodeo Drive. Stemler was responsible for the functional design of the Hall, its site selection, content, themes and funding as well as that of the PRCA Headquarters.

Stemler due to a lung disease eventually relocated to a lower altitude in 1998 and most recently resided in Fredericksburg, TX. After leaving his position at the PRCA, Stemler operated a sports marketing business in Colorado Springs and later became active as an associate with The Navigators Christian mission organization located at Glen Eyre. He volunteered with The Navigators to serve in a ministry to airline employees in Phoenix, AZ and Dallas, TX as well as traveling on several trips to Russia and Europe.

Funeral Service will take place on Friday October 14, 2011 at 2:00p.m. in Faith Baptist Church of Fredericksburg. Visitation will be prior to the service from 1:00p.m. until 2:00p.m. in Faith Baptist Church at 3022 N. Hwy 16 Fredericksburg, TX 78624 on Friday.

-Beckmann Funeral Home

(A. K. STEMLER, Director-Sales Planning, per the Jan 1 and Jul 1970 FL Telephone Directories.)

MORE GONE WEST**JOHN POOR**

1965 - 1984

**BOARD OF DIRECTORS
DEN**

OBITUARY: John B. Poor, a former president and chairman of RKO General Inc., the broadcasting company, died on Tuesday at the Pine Rest nursing home in Ridgewood, N.J. He was 80 and for most of his life had homes in Garden City and East Hampton, L.I.

Mr. Poor suffered from Parkinson's disease, according to his son, John B. Poor Jr. of Short Hills, N.J. A graduate of Wesleyan University and Harvard Law School, Mr. Poor joined RKO General in 1948 as vice president and general counsel.

Two years later, he was named president of the Mutual Broadcasting System, a radio network that was a subsidiary of RKO until 1957, when it was sold to a subsidiary of the Occidental Petroleum Corporation.

Mr. Poor ran Mutual Broadcasting until 1962, when he was named president of RKO General. In 1975, he became chairman and chief executive, posts he held until his retirement in 1981. A diversified subsidiary of what was then called the General Tire and Rubber Company, RKO owned 13 radio and 6 television stations around the country, including WOR-TV, WOR-AM and RKS-FM in New York City, KHJ-TV in Los Angeles, WNAC-TV in Boston and HBQ-TV in Memphis, as well as Cable TV Systems, an early cable television venture.

In addition to its broadcasting operations, RKO General owned several large Pepsi-Cola bottling companies, Frontier Airlines and several resorts and hotels.

General Tire, now known as Gencorp Inc., began to sell off its RKO broadcasting properties soon after Mr. Poor retired; the sell-off process was completed in 1991. Gencorp's decision to get out of broadcasting was partly based on a series of challenges by various groups to its licenses.

Mr. Poor's wife, Betty Rome Poor, died in 1984. Besides his son, Mr. Poor is survived by a sister, Betsey Poor Fisher of Andover, Me.; four daughters, Nancy Poor Kelley of Ho-Ho-Kus, N.J., Penelope Dolara of Coral Gables, Fla., Pamela Mallory of Charlotte, N.C. and Lisbeth Poor Farnum of Duxbury, Mass., and 11 grandchildren.

-New York Times on October 06, 1995

(John was one of the longest serving FL board members: 1965-84. He is shown on the board in the 1983 annual report which came out in the spring of 1984. So it's safe to assume he was replaced on the board in 1984.)

By 1985 General Tire had loaded the FL Board with three O'Neils and others determined to sell FL.)



BILL HILL**1962 - 1966****PILOT****GSW MKC**

I just looked at the Central History pages. I pulled out the old log book and on July 29, 1962 McKesson signed me off in the DC-3. They had me on the MKC/DEN #93 August 1 with Dodd aircraft 285. My last flight with Central was on Feb. 15, 1966 #54 DEN/MKC aircraft 287. Started class with Continental on Feb. 28, 1966. Great times and a great learning experience with Central.

-Bill Hill, merlin934@consolidated.net (1/2/09)

I received word that Bill Hill passed away. Bill was a CN pilot who started

around 1964, based in MKC, left CN in 1966 for CO. He was living in the HOU area. Hobby was racing sport cars. Running in OK, not feeling well, pulled over, got out and collapsed. Unable to revive. Good guy, some of our old guys will remember him.

-Gene McCaleb, ann_gene@hotmail.com

OBITUARY: William "Bill" Franklin Hill Born on September 1, 1939 in Dodge City, Kansas. Bill knew his vocation when he was quite young. When he became of age, he acquired his private pilot's license in just 13 days and his commercial license in 100 days.

In very short order Bill was flying the DC-3s for Central Airlines. After logging 3,000 hours in four years with Central, he joined Continental Airlines. There he amassed more than 25,000 hours and was a personal pilot for the founder of Continental Airlines, Mr. Robert F. Six.

He held various positions at Continental including: Flight Instructor, Director of Training and Director of Aircraft Acquisitions. During the Vietnam War he flew Continental Airlines Military Airlift Command flying troops and supplies in and out of Vietnam. He remained with Continental for 34 years before age 60 mandated he retire in August, 1999 as a Captain.

Bill and Virginia built a beautiful home for themselves and his planes at Hooks Airport which housed his own unique air fleet, four navy aircraft, a Stearman, T-28, T-6 and TBM-3 "Avenger". After retirement, Bill was introduced to race car driving by good friends. He drove several types of race cars before deciding to join CVAR and spent most of the last 8 years traveling the race circuit with his Midget Sprite.

Sadly on October 8, 2011, Bill left this world suddenly but with the same grace and posture he lived his life. Bill's last race was his fastest race in more ways than one.

Bill is survived by his wife and best friend Virginia, son Doug and daughter Leslie. Additionally by many good friends and his furry, four legged friends Gracie, Lily, Merlin and Jink will miss him.

-Houston Chronicle on October 15, 2011

GARY VANDEBERG**1950 - 1967?****STATION AGENT, STATION MANAGER****DEN SAF OFK STJ LBF**

OBITUARY: Gary Vandeberg, 80, of Grand Island died Wednesday, Dec. 30, 2009, at St. Francis Medical Center. Services will be at 11 a.m. Monday at the Church of Jesus Christ of Latter-day Saints in Grand Island. Bishop John Henderson will officiate. Burial will be in the Grand Island City Cemetery. Visitation will be from 10 a.m. until service time Monday at the church. Livingston-Sondermann Funeral Home is serving the family.

Mr. Vandeberg was born on June 10, 1929, in Detroit to John and Eunice (Banco) Vandeberg. He married Lyn Jorgensen on July 17, 1957, in Grand Junction, Colo.

Survivors include his wife, Verlyn "Lyn;" two daughters, Kitty Vandeberg and Connie Armes, both of Grand Island; a son and daughter-in-law, Mark and Dawn Vandeberg of Arvada, Colo.; a brother and sister-in-law, Robert and De Vandeberg of Virginia Beach, Va.; and a sister, Penny Ulmer of Raleigh, N.C.

Mr. Vandeberg received his education in Sheldon, Iowa, and graduated from Sheldon High School in 1947. He was employed by the Chrysler Corporation in Detroit.

He served in the U.S. Navy during the Korean War from March 12, 1951, until his discharge on March 11, 1955. He was then employed by Frontier Airlines.

After their marriage, he and Lyn lived throughout the Midwest while he was employed as an air traffic controller for the Federal Aviation Agency. He retired in 1989. The couple moved to Grand Island in 1997.

Mr. Vandeberg enjoyed singing with barbershop choruses, and was an expert woodworker.

He was a member of the Church of Jesus Christ of Latter-day Saints. He was preceded in death by his parents and a brother-in-law, Henry Ulmer. Memorials are suggested to the Alzheimer's Association.

-The Grand Island Independent on January 2, 2010

(*G H VANDEBERG, DEN relief agent, per 11/4/55 FL Roster. GARY VANDEBERG, DEN region system relief agent, per the 3/1/56 Station Personnel Roster. G. H. VANDEBERG, OFK station manager, DOB 6/10/29, DOH 5/2/50, per Feb 1960 FL Roster. SAF station manager, per the 8/15/63 Station Personnel Roster. LBF station manager, per the 4/15/66 Station Personnel Roster. G H VANDEBERG, station agent seniority date of 5/2/50 per the 8/1/66 FL/ALEA Seniority List. I'll assume he started with Monarch since he was in DEN until more info arrives. He must have been on military leave while in the Navy 1951-55 per the obituary.*)



KAREN ALLEN**1970 - 1976****TICKET COUNTER AGENT****STL**

Jane Rodgers-Neudeck was one of my late wife's best friends.



Karen & Jane worked the counter together before my wife died in '76. Karen and I were married for 5 years when she died.

Two years after Karen's death I remarried, a FL flightattendant (coincidentally also named Karen). We've been married 33 years now.

Karen's mother, JoAnn Colbert also worked for FL for a few years, she was an aircraft cleaner in STL.

Karen was actually one

of those people that was hired after she graduated from an 'airline school'. One of those schools that used to teach ticketing and such.

The unnamed infant that Karen died giving birth to I named Kimberly Ann, the name that Karen chose. Kimberly died when she was three and a half from meningitis. She's buried next to her mother.

I'll be able to show the link to Denise, who was three years old when her mother died, and Denise's daughter, Zoe. Thanks for doing this. An unexpected tribute, thanks for your kindness.

-Wiley Allen, WAllen@grahamfield.com

OBITUARY: Entered Into Eternal Rest, Thursday, Oct. 28, 1976, Karen Kay (nee McClanahan) Allen, 29, of Eureka, MO., died Thursday at Missouri Baptist hospital in St. Louis County after childbirth. Born September 16, 1947, in St. Louis, she is the daughter of Leon McClanahan of Festus and Jo Ann (nee Engler) Colbert of St. Peters, MO.

Survivors include her parents; her husband, Wiley Allen; a stepmother, Doris (nee Goodwin) McClanahan, Festus; two daughters, Denise and the infant yet unnamed; a stepson, Steven Allen; grandmothers, Mrs. Helen Engler, Festus, and Mrs. Essie McClanahan, Herculaneum;

two stepbrothers, John and Mike Lednick, Festus; two half sisters, Paula and Sandy Colbert, St. Peters; two uncles, Fritz Engler, Festus, and Lindell McClanahan, DeSoto; and two aunts, Mrs. Ruth Blum, Festus, and Betty Gray, St. Louis.

Funeral services will be held Sunday at the Vinyard Funeral Home, Festus. Interment will be in Roselawn Memorial Gardens, Rev. Clifford Moeller officiating.

-Festus MO Daily News Democrat on 10/29/76

KAREN ALLEN, Born 16 Sep 1947, Died Oct 1976, Age 29, SSN issued in Missouri

-SSDI

(*K ALLEN: TCA seniority date of 5/19/70, emp# 05541, per the 1/1/74 FL/ALEA Seniority List.*)

MORE GONE WEST**HENRY HALDEMAN-JULIUS****1946? - 1951?****PILOT****SLC**

HENRY J. HALDEMAN, Born 01 Nov 1919, died 07 Jan 1990, age 70, at 64802 Joplin, MO, SSN issued in Kansas

-SSDI

(*HENRY HALDEMAN-JULIUS, SLC 1st officer, per the 7/15/48 CHA Roster. He is not on the 11/4/55 FL Roster. Henry's father drowned in 1951 and he returned home to run his father's publishing business. I'm assuming that's when he left Frontier. He changed the form of his name to Henry Julius Haldeman later in life. 14 years after Henry died in 1990 his widow was murdered during a burglary.*)

**PILOT STORIES**

A priest dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket, and jeans.

Saint Peter addresses this cool guy, 'Who are you, so that I may know whether or not to admit you to The Kingdom of Heaven?'

The guy replies, 'I'm Jack, retired airline pilot from Denver.' Saint Peter consults his list. He smiles and says to the pilot, 'Take this silken robe and golden staff and enter the Kingdom.' The pilot goes into heaven with his robe and staff.

Next, it's the priest's turn. He stands erect and booms out, 'I am Father Bob, pastor of Saint Mary's for the last 43 years.' Saint Peter consults his list. He says to the priest, 'Take this cotton robe and wooden staff and enter the Kingdom.'

'Just a minute,' says the good father. 'That man was a pilot and he gets a silken robe and golden staff and I get only cotton and wood. How can this be?'

'Up here, we go by results,' says Saint Peter. 'When you preached, people slept. When he flew, people prayed.'

Asking a pilot what he thinks about the FAA is like asking a tree what it thinks about dogs.

An airline pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.

The only thing worse than a captain who never flew as a copilot is a copilot who once was a captain.

Experience is gained through making mistakes. Mistakes are caused by lack of experience.

Hand-flying an ILS in a gusty crosswind is easier than adjusting the shower controls in a layover hotel.

A smooth touchdown in a simulator is as exciting as kissing your sister.

A dispatcher's desk has never run out of fuel.

GLEN DAVIS

1967 - 1986

STATION AGENT
STL

Thought I would let you know I have retired after 40 years, effective Aug 1, 2007. In fact, have already received my first check from Frontier. At the same time I retired from Olin Corp of East Alton with 20 years. Guess that ends the ramp life of an old Frontier employee. Date of hire July 17, 1967 - station agent, employee #1755, in STL the whole time.

-Glen Davis, South Roxana IL, 8/16/07



Just wanted to let you know my husband Glen Davis died on 11/11/11. He worked in STL for over 20 years. Was a station agent. Worked air freight and and the ramp. He really loved his work and the people he worked with.

-Kathy Davis, gcj1967@charter.net

OBITUARY: Glen A. Davis, 67, passed away on Friday, November 11, 2011, at Belleville Memorial Hospital. He was born on July 20, 1944, in Carbondale, Illinois the son of the late Albert and

Nina (Dierickson) Davis. He married the former Kathy A. Kurant on October 28, 1967, in Collinsville, Illinois and she survives. Other survivors include one daughter and son in law: Carin and Marty Gordon of South Roxana, two sons and daughters in law: MSgt. Retired Glen and Nina Davis of Panama City Beach, Florida, James and Lisa Davis of Granite City, six grandchildren: Marty Gordon, Katie Gordon, Victoria Davis, Anna Davis, James Davis Jr., Seth Davis, and one brother: Kenneth Davis of Millstadt, Illinois.

He was employed as a baggage handler at Frontier Airlines for 28 years. He then was employed in the laboratory at Olin Corp. for 20 years prior to his retirement. He was a member of the East Alton American Legion #294. He was a veteran of the United States Air Force.

He was preceded in death by his parents and one brother: Gary. In accordance with his wishes, cremation rites will be accorded. Memorials are suggested to the Wounded Warriors.

-Pitchford Funeral Home on 11/13/11

The last time I talked with Glen was at our last STL picnic. He told me that he still had his FL ramp jacket and he wore it to his current employment. Somebody asked him what the stripes (night reflective tape) was on the arms of the jacket? Glen told them that those designated his ramp rank. He was a lieutenant of the ramp.

-Wiley Allen

Thoughts and prayers going out to Kathy and family. I always liked working with Glen, especially the freight house. I think it was his favorite place to work at STL station. He had a noticeably deep bass voice, but when the phone rang, he would lower it a couple octaves, just like Barry White; "Air freight, Davis". He admitted more than once that he did it to try to intimidate people. He was a real capable and knowledgeable

agent and always a pleasure to work with. RIP Glen.

-Chuck Tisckos, tisckos@sbcglobal.net

(Obituary in error on years with FL. G DAVIS, Station agent seniority date of 7/17/67, emp# 01755, on the 1/1/86 FL/ALEA seniority list.)

WOODY REYNOLDS

1946? - 1949?

PILOT
SLC

I also can remember flying with Woody Reynolds. He was a Challenger captain who left

to become Vice President of operations for Bonanza Airlines. He was just about the same size I am, short. We walked out to board the airplane and one of the passengers that was standing there went back into the terminal building and turned his ticket in. He said he was not going to fly anywhere with those 'KIDS' doing the flying.

-E. P. Lietz, in the THE GOLDEN YEARS OF FLYING by Tex Searle

MYRON REYNOLDS,

Born 20 Dec 1916, Died Mar 1987, Age 70, At 86301 Prescott, AZ, SSN issued in Utah

-SSDI

(*MYRON W REYNOLDS, SLC captain per the 7/15/48 CHA Roster. Found his photo in Mel Barnard's pix. He is not on the 11/4/55 FL Roster. Woody was flying for Bonanza Airlines by Dec 1949 per air mail records so he left Challenger before the merger creating Frontier. He has the Bonanza Airlines logo on his tombstone.*)

READ BURT

194? - 19??

PILOT
SLC

(READ ALLEN BURT, SLC 1st officer per the 7/15/48 CHA Roster. He is not on the 11/4/55 FL Roster. I found out about Read when BIL manager Mel Barnard sent some Challenger photos. Burt's pic was among them. Very little info on Read so post anything you have. Obituaries for Read's children mention him and another item says he died in a plane crash in 1960. His daughter's obit shows his years as 1917-1960. Cannot find his obituary or anything in SSDI. I



also found some newspaper articles that indicated Read A. Burt of Salt Lake City died when he was a pilot in a plane crash on 15 Oct. 1960 in Plain City, Utah.)

MORE GONE WEST

GORDON DOCKTER 1977 - 1986 STATION AGENT RAP

OBITUARY: Gordon John Dockter, 59, Farmingdale, died Friday, May 9, 2008, at his home. He was born in Eureka on July 6, 1948, on his mothers' birthday, to John and Atlonda. He lived in Ashley, ND, where he started school. The family moved to Riverdale, ND, where his father worked on the Garrison Dam. He continued his education there until the family moved to Sioux Falls. From there, they moved to New Underwood, Sioux City, Iowa, and back to New Underwood in 1959. He graduated from New Underwood High School in 1966. Gordon attended National College of Business for accounting, while working as a night manager at McDonalds. He joined the US Air Force in 1968 and attained the rank of SSGT. He served one and one-half years in Thailand and was honorably discharged in 1972.

He worked for Freeds Furniture Store for more than a year, Frontier Airlines for 15 years and Merillat until the time of his death. Gordon was a life member of the VFW and a member of the American Legion. Gordon is survived by his mother, Atlonda Dockter, Ashley, ND; sister, Carol Stadig, Lorton, VA; brother, Charles "Chuck" Dockter, New Underwood; niece Leslee; two nephews, Paul and Wade; and many grand nieces and nephews. He is preceded in death by his father and a sister.

Visitation will be from 5 p.m. to 7 p.m. Wednesday, May 14, at Behrens-Wilson Funeral Home. Funeral services will be at 10 a.m. Thursday, May 15, at Behrens-Wilson Funeral Home. Interment, with military honors provided by the VFW Post #1273 Honor Guard, will follow at Black Hills National Cemetery near Sturgis.

- Rapid City Journal on May 13, 2008

Gordon was a RAP station agent who died several years ago at a fairly young age, was a local boy born and raised here.

-Vern McMullen, VMMCBH@RAP.Midco.net

GORDON JOHN DOCKTER, born 06 Jul 1948, died 09 May 2008, age 59, in South Dakota, SSN issued in South Dakota.

-SSDI

(G J DOCKTER, Station agent seniority date of 9/17/77, PPT, emp# 13408, per the 1/1/86 FL/ALEA Seniority List.)

WES DAVIS

1955 - 1984

PILOT

GSW DAL DFW DEN

I didn't know about the FL NEWS. I enjoyed reading the last issue and will look forward for each quarter. I was hired by CN in 1955 and retired in October, 1984 from FL. I experienced some interesting action during those 29 years.

-Wes Davis, Fort Worth TX, 1/16/04

I talked with Wes Davis's Son, Michael today, and he informed me that Wes is in an assisted living home in Bedford, Texas with a severe dementia with no hope of recovery. If anyone chooses to visit him, you must call the home to let them know that you are coming.

-Weldon Finney, weldonfinney@sbcglobal.net, 3/9/2010

Wes Davis died yesterday. There will not be a traditional funeral, but only visitation tomorrow, Monday October 17th, 10:00 a.m. at Mount Olivet Funeral Home 28th and Sylvania street in Fort Worth. We will miss a good friend.

-Weldon Finney,

weldonfinney@sbcglobal.net

OBITUARY: Wesley E. Davis

(1927 - 2011), 84, passed away

Saturday, Oct. 15, 2011. Interment:

Mount Olivet Cemetery.

Memorials: Donations may be

made to Cook Children's Medical

Center. Wesley was born Oct. 1, 1927, the son of Elmer and Lola Davis in Fort Worth. He enlisted and served in the U.S. Navy during World War II. Wesley was a graduate of TCU in Fort Worth. He was united in marriage to Carlene Stoker on May 18, 1958, in Fort Worth.

A retired pilot with Frontier Airlines, he served as chairman for the pilots' union at various times during his 30-year tenure with the airlines. Wesley was preceded in death by his parents and his wife, Carlene Davis. Survivors: Daughter, Ann Davis; son, L. Michael Davis and wife, Andrea; and grandchildren, **-Star-Telegram on October 18, 2011**

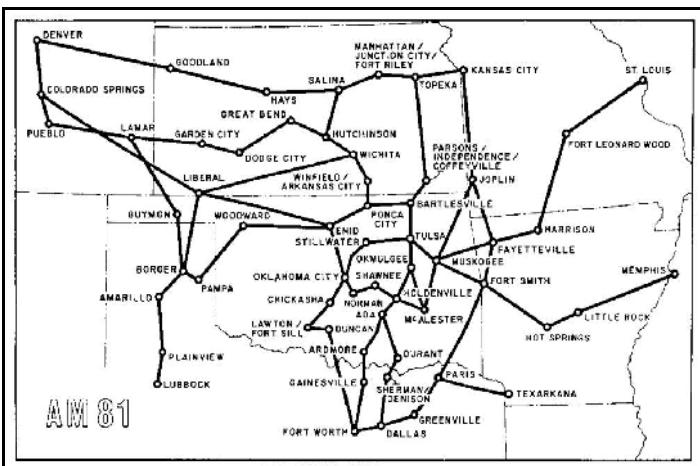
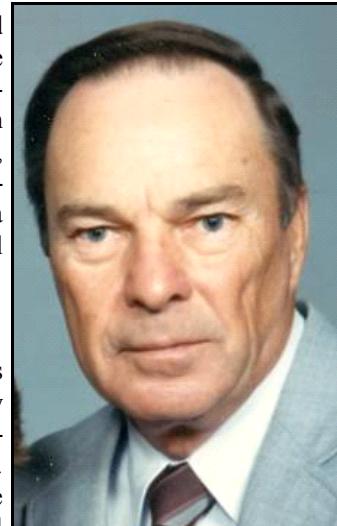
Sure sorry to learn this. Wes was all class. He was my predecessor as ALPA MEC chairman and extremely helpful in the transition. Alas, he would have been more helpful had he stayed! He medicaled-out...

Wes, along with several others, approached me to see if I would be interested in running as the Capt Rep which, with a single domicile, would be the MEC as well. I should have run FROM instead of for...

Wes was a real gentleman to work with in the transition. He was right though. "...all roads led to liquidation," a term often used by Buzz Larkin.

-Billy Walker, BillyWalker@cox.net

(Wes was the FL/ALPA Master Chairman when I became ALEA Master Chairman in 1980. He was very helpful to me and on the FL Employees Coalition until he went on medical leave about 1982 and retired in 1984. W E DAVIS, seniority date 8/25/55 - #33 - on the 9/1/81 FL/ALPA seniority list.)



GORDON BOST

1947 - 1986

STATION AGENT, STATION MANAGER
MLS BIL SLC

On April 3rd, 1955, I transferred to Billings, arriving just in time for the 43 inches of snow on the level. The managers of these stations at this time were Jim Sabation - Sidney, Ken Berrett - Wolf Point and Billings - Mel Bernard, Gordon Bost, Ollie Brunz, Marv Pester, and Gene Martin (at the time of the bankruptcy). During my time with Frontier Airlines I was an agent up to about 1970 when I became a Sr. Agent until the end.

-Zeke Atwood in the 2003 BIL Reunion booklet

We had previous station managers come to work in SLC: Gordon Bost, George Hobbs, Clay Tanner, and George Slivka. Don Anderton was Asst. Mgr, Gary McCarrel, Stan Covington, Dean Buethe, and Don Halterman were Sr. Agts. Maint., Stewardess, and Pilots were based in SLC.

-Duane Phelps, D_Phelps@bresnan.net

GORDON H BOST, born 02 Dec 1924, died 07 Nov 2000, age 75, at 95648 Lincoln, CA, SSN issued in Michigan

-SSDI



(I found Gordon's birthday on a Feb 1960 FL Roster that Cal Reese sent me. That enabled me to confirm his death at the SSDI - Nov 7, 2000, age 75. GORDON H BOST, SLC dispatch clerk per the 7/15/48 CHA Roster. G. BOST, MLS station manager per the 11/4/55 FL Roster. G. BOST, MLS station manager, DOB 12/2/24, DOH 4/1/47, per the Feb 1960 FL Roster. G H BOST, Station agent seniority date of 3/27/53, emp#01032, on the 1/1/86 FL/ALEA seniority list.)

Looks like he lost seniority being in management. The 1961 - 1967 FL articles show him as BIL manager.)

JIM HASS

1962 - 1986

PILOT
DEN

It is with great sadness and loneliness that I write that Jim passed away yesterday. Could you please let the Frontier retired pilots know. His memorial will be on Sunday the 18th at Trinity Lutheran Church in Franktown. Thanks,

-Sharlene Hass, Parker CO

OBITUARY: James Norman Hass (February 4, 1935 - December 5, 2011), 76, of Parker, passed away December 5, 2011. He is survived by wife Sharlene; his children, Jamie, Scott, and Jodi, and four grandchildren, Madison, Maci, Max and, Dane.

Born and raised on a dairy farm in North Dakota, he put himself through flight school before he was called to serve in the Army post Korean War. When he returned home in 1959, he began his career as a commercial pilot with Continental Airlines;

he later flew with Frontier Airlines before retiring to work full time at Hilltop Electric, the company he founded and from which he retired in 2000.

A Memorial Service is planned for Sunday, December 18, 2011, 2:00 p.m., at Trinity Lutheran Church, 4740 N. Hwy. 83, Franktown. A Reception will follow the Service at the Church.

In lieu of flowers, the family is requesting donations be made in the memory of James Hass to Trinity Lutheran Church and School. These funds will be used for scholarships for families not able to afford tuition.

-Ponderosa Valley Funeral Home website

(J N HASS, Pilot seniority date of 6/11/62 per the 9/1/86 FL/ALPA Seniority List.)

SONYA LEE MANWEILER BENGE

1955? - 1963?

FLIGHT ATTENDANT

GSW

OBITUARY: Sonya Lee Benge, born December 13, 1933 in Hoisington, Kansas to August and Violet Manweiler, died on December 12, 2005 at the age of 71. She attended Colorado Women's College and had worked as a Flight Attendant for Central Airlines. She met her future spouse, Thomas F. Benge in May 1961 and they were then married on May 5, 1963 in Oklahoma City, OK.

They moved to Houston in January of 1964 and shortly thereafter became members of Berachah Church, R. B. Thieme, Jr., Pastor.

She is survived by her loving husband of 42 years, Thomas; son, Nathan G. Benge and wife Dawn of San Antonio; two granddaughters Lauren and Ashley; three brothers, Larry Manweiler and wife Ruby of Hoisington, KS, Gary Manweiler and wife Ruth of Boerne, TX, and Robert Manweiler and wife Rachel of Valparaiso, IN; sister-in-law, Patricia Terry and husband Mike; niece, Michelle Webster and husband Aaron all of Edmond, OK.

A memorial service will be held 11:00 A.M. Friday, December 16, 2005 at Berachah Church, 2815 Sage Road.

- Houston Chronicle on December 14, 2005



WHEN PILOTS RETIRE

(Sent by FL pilot Hal Wheeler's widow, who said, "I think this is so true with Frontier Pilots.")

Once the wings go on, they never come off, whether they can be seen, or not. It fuses to the soul through adversity, fear and adrenaline and no one who has ever worn them with pride, integrity and guts, can ever sleep through the "call of the wild" that wafts through bedroom windows in the deep of the night.

When a good pilot leaves the "job" and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times.

We know in the world of flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is.

Because we fly, we envy no man on earth.

-Author Unknown

LAMAR BELNAP

1950? - 1953?

STATION AGENT, STATION MANAGER

SVC PHX

OBITUARY: Lamar Gilbert Belnap, October 14, 1926 - December 21, 2011, 85, our father, grandfather, great-grandfather, and friend peacefully left this life after a battle with cancer that ended up enveloping his body. Until he was diagnosed, he was proud to tell you he had never spent a night in the hospital—even as he was born at home in Ogden, UT, October 14, 1926 to Gilbert Augustus Belnap and Rosetta Nalder. He was raised in the Ogden area attending Ogden schools, graduating from Weber College and the University of Utah.

Lamar joined the Navy when he was only 16 years old. He was a veteran of World War II and later in the Korean War was a fighter pilot. He was very patriotic—always flying that US flag proudly. He was able to begin many a conversation with his cap proudly announcing his service and displaying the ships he served on and airplanes he flew. He faithfully attended ships reunions until the last couple of years.

Lamar met his sweetheart, Flora Packer on a blind date and they married June 18, 1954 ion the Salt Lake Temple. They raised five children in Clearfield: Dennis P. Belnap (Layton), Steven K. Belnap (Maricopa, AZ); Larry G. Belnap (Connie) of Layton; Sandy Kruitbosch (Dale) of Clinton; and a son, Kyle L. Belnap (Sheila), who proceeded him in death. He is survived by his loving wife of 57 years, a brother, Dutch Belnap of Ogden, 22 grandchildren and 36 great-grandchildren.

Lamar was a hard-working man working two full time jobs for 30 years. He would dress in a suit to work at Hill Air Force Base, come home and change into bib-overalls to work his job at the Railroad. And then in his spare time he sold cars! He was the most organized person one could meet. After retirement Lamar and Flora spent every winter in Yuma meeting some of their closest friends.

He was an avid golfer, sporting a hole-in-one at the age of 84. Some of his favorite times were golfing with his sons and

grandsons. He had a miniature railroad collection, magazine collection, and was an amazing handyman. He was a painter and graphic designer and the best story-teller ever!

Lamar served in various positions in the LDS Church. He is well known for his kindness and acts of service. Everyone loved Lamar, but none more than his own grandchildren.

The family would like to thank Dr. Robert Taylor and Hearts for Hospice for the wonderful care given to Dad especially in his decline.

Funeral services will be held Tuesday, December 27, 2011 at 11 a.m. at the Clinton 17th Ward Chapel, 1828 No. 3000 W., Clinton. Friends may visit family Monday from 6 to 8 p.m. at Lindquist's Layton Mortuary, 1867 No. Fairfield Road and Tuesday from 9:30 to 10:30 a.m. at the chapel. Interment, Lindquist's Memorial Gardens of the Wasatch, 1718 Combe Road, So. Ogden.

-Meaningful Funerals website

(Many FL items from his estate were sold at ebay.com. A Dec 1, 1951 letter to Lamar G. Belnap says he was SVC station manager. Another letter dated 8-12-52? refers to his termination and shows he is PHX agent. He also drew cartoons. The ebay listing says he worked 1950-53 at Frontier.)



DICK ADAIR

1949 - 1980

**PILOT
DEN**

Just got off the phone talking to Merilee Adair (Wiley's wife) and found that Wiley is now at a Rehab Center in Denver after surgery for cancer of the bladder...he's had a tough 'Go' but is recovering slowly and has a slow tough way to go. Wiley will be 91 this August.

-Ace Avakian, email of 7/9/2010

Sorry to say, we received word that Wiley passed away yesterday, the 8th at 13:20. No word on arrangements at this time.

-Bob Reisig, jobob@bojos.net

I just talked to Dan Adair. Funeral will be Thursday, December 15th at 1100 am. It's at a Church in Aurora, place and address will come out soon in the obituary notice. Dan was with his Father at his last push back yesterday, December 8 at 1330. Captain Adair was a great pilot and a good man, we have lost one of the best!

-Bonnie Dahl, BCDahl777@gmail.com

OBITUARY: Verl William "Dick" Adair, born August 22, 1920. Passed away December 8, 2011. Dick was born and raised in Salt Lake City, Utah. He married Maralee Plummer in April 1947. Survived by his wife Maralee of 64 years. Three Children: Dan (Barbara), David (Jan) Adair, and Dana (Steve) Ranzenberger. Also survived by 12 grandchildren and 24 great grandchildren.

Dick flew for the original Frontier Airlines from 1948 until his retirement in 1980. He and Maralee served two missions for their Church in Western Samoa and Washington D.C. and served in the Denver Temple. Visitation Wed., 2pm-7pm Olinger Hampden, 8600 E. Hampden Ave. Viewing Thurs., 10am at the Church of Jesus Christ of Latter Day Saints, 3101 S. Flanders St. With Funeral Services at 11am. Interment Eastlawn Memorial Gardens. Flowers are always nice. Or in memory of Dick, contributions can be made to KADA Foundation. P.O. Box 3514, Littleton, CO 80161

-Denver Post on 12/12/11

(V.W. "Dick" Adair retired Aug. 22, 1980 with 31 years per the October 1980 FL NEWS. He is mentioned several times in tex Searle's book, Golden Age Of Flying. He was called Dick and Wiley by friends. V W ADAIR, Pilot seniority date of 8/10/49 on the 9/1/72 FL/ALPA seniority list. Dick is mentioned and pictured retiring in the Oct 1980 FL News, with his son Danny, a FL pilot. He retired Aug 22, 1980, at age 60.)

A MIRACLE IN MEXICO

By Capt. Dick 'Wiley' Adair

(Reprinted from the May 2009 FARPA newsletter. Thanks to Ace Avakian, may he rest in peace, who said I could reprint anything from the FARPA Newsletters as long as I gave him credit.)

One day as I was looking at one of my old pilots logbooks, I saw an entry dated December 31, 1946. Aircraft NC 54408, a twin engine Cessna (the military called them UC 78)! was going from San Diego to Guaymas Mexico. As I pondered over this entry in my logbook, I decided to write a story of this horrific flight. In 1946 I was employed with Swift Air Service at Lindbergh field in San Diego California. They offered charter service

and flight training. On December 31, 1946 about 1:00 pm three gentlemen came into the office and wanted to charter a plane to Guaymas Mexico. They said their wives were already down there and had planned a New Year's Eve party and wanted them to fly down. He said I would have to land in Mexicali to clear customs, and to be on the safe side we'd have to refuel in Hermosillo, then on to Guaymas. He inquired about the facilities in Guaymas, they told him they had 100 octane and a dirt runway near town. I had no aeronautical charts to navigate with the exception of a road map. I was excited to go, I headed home to pack my suitcase. By the time we were all ready to go it was about 3:30 pm.

We took off on runway 27, climbed to 7000 feet to clear the Laguna Mountains east of San Diego. The weather report was partly cloudy. We landed in Mexicali. It took a while to clear customs and by the time we took off it was later than I had hoped for.

We flew over the northern end of the Gulf of California dropped down over the water about 200 feet and could see a school of dolphins coming out of the water and diving down again swimming the same direction as we were going; it was quite a sight. Then I climbed to about 1000 feet. A little later it started to sprinkle and I could see some very dark clouds over toward Hermasillo. The closer we got we could see a large thunderstorm over Hermasillo which prevented me from landing to refuel. I told the guys it may be dark when we arrive in Guaymas and that there are no lights on the runway or around the airport. It would be safer if I landed on one of the dry lakebeds and continue in the morning. They did not want to do that; they said they had to be in Guaymas tonight. So against my better judgment we continued on. When we arrived at Guaymas it was dark. I circled over the town hoping to find the airport, or at least a place that I might land.

My three passengers were very apprehensive and nervous. I said please stay clam, I planned to fly out over the edge of town and find the beach and then turn inland a safe distance and make a 180-degree turn and land on to ground heading out towards the bay, so we wouldn't collide with anything. I said I have to save this airplane so please keep your seatbelts fastened and stay clam; we can make it! I circled out over the water about that time two red lights came on above the fuel gages.

Indicating about 10 minutes of fuel left. I turned back over land and it looked as though I could make 180-degree turn and touch down on land before we hit the water. I lowered the landing gear turned on the landing lights came over a little knoll, almost hit a cactus, touched down and finally came to an abrupt stop. The aircraft pitched up on its nose then plopped back down. When we stepped down off the wing we sunk into mud above our knees. We got our gear out and about that time we heard the locals hollering at us...Quicksand!!!

A couple of them came over with flashlights and escorted us to



dry ground. They put us on a flat bed truck and hauled us to the hotel. The driver of the truck was also a driver at the hotel. He met me in the restaurant and said he would help me with anything and to just let him know.

I was glad to meet someone who spoke a little English and I could communicate with him. His name was Ricardo. After dinner I walked down to the ballroom in the hotel where they were celebrating New Year's Eve.

There were a lot of people and they were all amazed we had survived the crash. They had seen the airplane circling over the city and thought sure it would crash somewhere. The wives of the three gentleman were so excited and thankful for their safety. They embraced me and thanked me many times. They treated me like Charles Lindbergh. I was so thankful we were all safe. Yes indeed, it was a miracle; the lord sure did bless me that night.

The next day was New Year's Day and everything was closed. Ricardo knocked on my door and asked how I was. I asked him to take me out to the crash site. When we arrived I was very happy to see that the only damage was the nose of the aircraft which was dented a little. The wheels were buried in wet sand. Believe it or not the props were horizontal and not damaged at all. In looking at the location of the aircraft there was no way we could get any equipment to attach to the tail and drag it back to solid ground.

I asked Ricardo if he could find a few good men to help lift the plane a little at a time and push it to solid ground. He said he thought he could.

In a couple hours he came back with 12 men. I said I would pay them, they spoke no English and I didn't speak Spanish. I gave instructions to Ricardo that we had to be careful where we put our hands. I explained they could put their hands on the leading edge of the wing and push. This aircraft has a wooden wing covered with fabric, and the fuselage was fabric as well. So I showed them exactly where to lift and push. They were so helpful and we finally were able to move the airplane a few inches at a time to dry ground. Ricardo had a few tools and I had some in the plane.

I took the lower cowling off and cleaned the mud between the cylinders and the cowling. The men cleaned the wheels and landing gear. I cleaned the props and rotated them by hand. I dip sticked the fuel tank and knew I had enough fuel to take off and fly to the dirt landing strip, also known as the "airport".

We cleared away the brush and cactus where I had touched down to make room for take off. We cleared enough area where I could taxi down and make a 180-degree turn and head out over the beach and water. After spending hours of getting the airplane ready to fly, I was a little apprehensive but I had no other choice.

I started the engines and they were running very well. I taxied back over the ground we had cleared. I decided not to stop and made a 180-degree turn and advanced to full throttle. It seemed like forever until I could get enough speed to rotate.

Finally, I had the minimum speed for takeoff. I pulled back on the yoke and was airborne, only about two feet off the ground and over the water. I climbed to a safe altitude and flew over to the landing strip.

I called my boss and he could hardly believe what had happened. We stayed a couple of days and then went back to San Diego. This is my story of my miracle in Mexico.

GONE WEST PILOTS AND DISPATCHERS

- Jim Actor, 6/6/11, age 71, pneumonia
- Dick Adair, DEN pilot, 12/8/11, age 91
- Don Adams, 3/11/02, age 66, heart attack
- Ev Aden, 1/7/08, age 86
- Army Armstrong, 9/4/09, age 91
- Bob Arnot, 9/1/96, age 63
- George Arwood, DEN ground school instructor, 9/19/99, age 82
- Art Ashworth, 3/17/77, age 64
- Wayne Aspinall, 1/26/79, age 55
- Ace Avakian, 2/18/11, age 86, cancer
- Joe Baker, 9/2/11, age 75, stroke
- Ed Balkenbush, 9/22/06, age 84
- Ken Banks, 6/10/10, age 77
- Chuck Barker, 12/23/08, age 75
- Larry Beardsley, 3/2/10, age 92
- Ernie Bell, 2/14/04, age 59
- Jimmy Bennett, 3/10/90, age 50, aneurysm
- Bryan Benton, 4/30/98, age 78
- Jack Bernette, Need info
- Frank Blair, DEN chief dispatcher, 5/19/61, age 47
- Fred Blakeley, 9/18/01, age 82
- Bob Bollinger, 11/12/96, age 73
- Del Booth, 5/10/07, age 90
- Tom Boren, 10/21/00, age 61
- Gordon Bourland, 2/3/94, age 75
- Whit Brandon, 4/23/01, age 57
- Frank Brdoch, 7/25/94, age 70
- Don Bridie, Need info
- Gerry Britton, 1/15/03, age 69
- Bill Brodie, Need Info
- Bob Brooks, 11/23/04, age 81
- Winfred 'Brownie' Brown, 10/1/10, age 89
- Mark Burke, 5/19/97, age 70, heart condition
- Art Burnett, 3/2/08, age 78
- Elmer Burson, 9/1/93, age 78
- Read Burt, SLC pilot, 10/15/60, age 43, aircraft crash
- Chuck Callahan, 8/1/09, age 82
- Ron Callan, need more info
- Don Carman, 3/21/01, age 67
- Jim Carney, 8/18/03, age 82
- Butch Carr, 10/13/04, age 66, cancer
- Jack Cashel, DEN dispatcher, 8/12/02, age 76, heart attack
- Harvie Chaddock, MCI DEN, 5/7/06, age 77
- Red Chambers, 3/6/09, age 85
- Bob Chilton, need info
- Bruce Clapham, May89, age 59
- Bert Clark, 12/27/98, age 88
- Danny Cobb, 9/83, age 42
- Dick Cochran, DEN pilot, 2/12/07, age 72, cancer
- Rick Cochran, 12/21/67, age 33, DC3 crash at DEN
- Ken Coggeshall, 5/27/00, age 67
- Ron Confer, 4/30/10, age 82
- Duane Cook, 5/10/94, age 59
- Owen Cook, 3/9/00, age 83
- Dick Cottingham, GSW DFW DEN, 12/7/06, age 90
- Calvin Cowley, Oct83, age 60
- Glenn Cox, 12/2/74, age 55, heart attack

Rocky Crane, 12/21/67, age 34, DC3 crash at DEN
 Jim Crowell, 7/30/86, age 55
 Jay Curtis, SLC DEN pilot, 9/23/11, age 91
 Homer Dahl, DEN OMA BIL, 1/10/11, age 82
 Ray Damato, Spring 1989, age 56
 George Dardano, Dec86, age 46
 Vic David, 12/30/98, age 64, hit by car
 Dick Davis, 5/26/80, age 41
 Wes Davis, 10/15/11, age 84
 Walt Day, 1/15/91, age 45
 Ken Dealy, 10/10/94, age 78
 John Diehl, 4/9/81, age 36
 Duane Dillard, 11/19/74, age 32
 Curt Dixon, DEN chief dispatcher, 8/1/68, age 51
 Mel D'Loss, 1/6/93, age 59
 Don Donaldson, 2/6/04, age 67, heart disease
 Bob Douglas, 12/8/89, age 63
 Joe Doussard, DEN dispatcher, ops manager, 7/20/90, age 81
 Bob Drake, 7/13/02, age 65, heart attack
 Nelson Embleton, DEN dispatcher, 7/2/07, age 79
 Del Erickson, Need info
 Ron Farquar, 1/13/84, age 41
 Fetch Fechner, 1/16/03, age 78
 Matt Ferguson, SLC DEN, 1/6/11, age 90, natural causes
 Rob Field, 9/6/82, age 39
 Dan Fink, DEN chief dispatcher, 11/25/06, age 72
 Ken Flegal, Oct91, age 45
 Paul Floyd, GSW pilot, 2/21/07, age 84
 Tom Foster, DEN dispatcher, 2/2/05, age 52, heart attack
 Jerry Francis, 12/7/99, age 72
 Von Fulenwider, 11/24/02, age 68
 Jack Gardner, 2/26/81, age 56
 Max Gardner, 10/8/88, age 70
 Donna Garland, 9/1/99, age 50
 Bob Gerritsen, 7/29/97, age 41
 Glen Gettman, Aug85, age 57
 Dale Glenn, 1/18/78, age 35, Otter crash at PUB
 Gerry Goss, DEN, 8/15/07, age 75, heart condition
 Dan Gough, 3/12/64, age 25, DC-3 crash at MLS
 George Graham, 5/22/00, age 76
 Jack Griffin, 10/4/74, age 35, aircraft crash
 Bob Grisanti, 6/2/94, age 46
 Hal Grogg, 1/16/82, age 53, cancer
 Turk Gross, GSW DAL DFW, 12/16/06, age 73
 Roger Guinther, 7/27/96, age 49
 Dan Gunn, 1/12/06, age 71, cancer
 Les Guthrie, 11/30/99, age 74
 Henry Haldeman-Julius, SLC pilot, 1/7/90, age 70
 Bert Hall, 4/24/10, age 92
 Bob Hammarley, 4/18/05, age 62
 Doug Hanson, 4/11/98, age 48
 John Harlan, 1/12/98, age 72
 Gary Harsen, Mar84, age 45
 Fred Hart, 2/7/94, age 76
 Ray Harvey, 12/13/01, age 87
 Jim Hass, DEN pilot, 12/5/11, age 76
 Paul Haynie, 6/23/09, age 73, aircraft crash
 Buddy Head, 12/2/10, age 80
 Roger Heckman, Mar03, age 60
 Glen Helverson, 3/26/04, age 70
 Bob Hermann, 3/15/07, age 78
 Carl Herring, 2/24/82, age 57
 Bill Hilbert, DEN dispatcher & ops manager, 2/24/11, age 92
 Bill Hill, GSW MKC pilot, 10/8/11, age 72
 Joe Hill, 2/24/59, age 33
 Art Hillis, 11/24/08, age 80, pneumonia
 Bill Hines, 2/17/04, age 66, brain tumor
 Duane Hingst, 7/27/00, age 75
 Dick Hoffman, 11/5/03, age 84
 John Houston, FTW GSW MKC, 7/17/05, age 72
 Andy Hoshock, 10/11/96, age 75
 Jack Howell, 1/18/78, age 48, Otter crash at PUB
 Kenny Huber, 3/12/64, age 42, DC-3 crash at MLS
 Brad Hurd, 7/1/09, age 84, cancer
 Jug Jella, 5/14/93, age 72
 Buck Jennings, FTW GSW, 6/10/86, age 62
 Roger Johnson, 3/27/08, age 70
 Terry Johnson, 1/21/09, age 71, COPD
 Bob Johnston, 2/19/05, age 70
 Jerry Jones, 5/3/96
 Dave Joyner, 8/21/03, age 60
 Mike Kaiser, DEN dispatcher, 1/24/96, age 76
 Earl Keene, DEN dispatcher, 1/24/04, age 80
 Scott Keller, SLC DEN chief pilot, VP-Flight, 12/15/05, age 87
 Ted Kentroti, DEN ground school instructor, 11/10/05, age 83
 Jack Kettler, 2/10/03, age 80, cancer
 Joe Killinger, 2/25/94, age 49
 Kenny Kingdon, FTW GSW, 10/31/01, age 84
 Dave Kleinhans, 1/8/04, age 71
 Bob Klingensmith, DEN dispatcher, 9/21/82, age 55
 Dennis Klock, 2/28/79, age 33
 Lamar Knight, 8/29/97, age 68
 Dick Koplitz, 2/2/92, age 75
 Buddy Kopp, Aug82, age 62
 Sandy Kudlac, 3/9/07, age 60
 Bob Lambourne, SLC DEN, 11/8/07, age 91
 Ed Landrum, 9/4/00, age 61, lung cancer
 Steve Larsen, SLC DEN, 7/10/07, age 65, heart attack
 Leo Larson, 8/27/06, age 86
 Bill Lasseter, 10/16/06, age 82, heart condition
 George Lawrence, dispatcher, 12/10/73, age 55
 Lloyd Leach, 11/5/92, age 73, pancreatic cancer
 Al Lerrette, need information
 Jim Liddle, 12/20/08, age 85, strokes
 E.P. Lietz, 10/29/05, age 85
 Ron Litton, 11/28/87, age 62
 Bob Lockett, 8/1/82, age 60, heart attack
 Harry Logsdon, 10/15/88, age 67
 CK Logue, 9/12/00, age 80
 Bill MacLeod, 1/29/96, age 64
 Jed Mackenroth, 11/18/96, age 64
 Jimmy Maris, 11/29/99, age 70
 Stu Marks, 5/17/01, age 68
 Mark Markwart, 5/9/95, age 77
 Don Marso, 5/8/09, age 69
 Chuck Martin, Need info
 Bill McChrystal, 7/8/92, age 76
 Dennis McCright, 8/13/11, age 69, aircraft crash
 Doug McDonald, 7/21/61, age 46
 Patt McDonald, DFW DEN, 11/9/06, age 63, cancer

BoomBoom McDowell, MCI DEN, 10/17/05, age 78, cancer
 Jim McGhee, DEN, 2/1/06, age 69, cancer
 Warren McLellan, AMA MKC DEN pilot, 8/24/11, age 90
 Bill Medcalf, ACF DAL DEN, 4/18/06, age 74
 Fred Mercer, DEN, 6/1/07, need info
 Bob Methven, DEN, 6/9/11, age 61
 Jack Metzker, 3/29/95, age 64
 Denny Meyer, 1/18/78, age 34, Otter crash at PUB
 Deke Miller, 8/12/02, age 79
 J.W. Miller, 12/11/03, need info
 Russ Miller, DEN dispatcher, 5/18/97, age 72
 Scotty Millis, DEN dispatcher, 10/17/83, age 62
 Ed Mills, DEN dispatcher, 12/8/95, age 75
 Mitch Mitchell, DEN dispatcher, 6/22/80, age 59
 Al Mooney, 8/21/72, age 46
 Paul Morris, DEN dispatcher, 9/21/80, age 46
 Wes Morris, Mar92, age 59
 Les Moss, Jul84, age 73
 Tom Munden, 9/18/99, age 73
 Ron Munson, 5/2/94, age 46
 Jim Myers, 1/9/82, age 43
 John Myers, 7/20/94, age 79
 Swede Nettleblad, 2/23/93, age 76
 Jack Newland, DEN dispatcher, 7/29/98
 Bob Nicholson, DEN pilot & flight instructor, 7/6/09, age 89
 Dave Norland, DEN, 11/28/07, age 71, Lou Gehrig's disease
 Bill Norris, 4/16/05, age 73
 Bill Ockerman, DEN dispatcher, 1/15/00, age 70
 Bill O'Meara, 10/1/06, age 88
 Ed O'Neil, Sep75, age 60, cancer
 Hal Osborn, 4/8/99, age 60
 Bob Owen, GSW DEN dispatcher, 7/20/75, age 44
 Denny Parks, Mar 1999, age 53, heart attack
 Karl Penner, 3/22/69, age 37, aircraft crash
 Skip Pennyweight, MKC MCI SLC DEN, 11/10/09, age 72
 Al Pierce, 12/6/09, age 75
 Don Powell, 1/24/08, age 75, cancer
 Leonard Pratt, GSW DAL DFW, 9/11/04, age 89
 Leon Prokuski, DEN, 6/6/10, age 65
 Jack Purdie, DEN, 8/3/10, age 81
 Ed Radford, 10/4/80, age 44
 Charles Rainey, 9/27/00, age 68
 Woody Reynolds, SLC pilot, 3/7/87, age 70
 Bob Rich, 5/18/09, age 88
 Jim Rimer, 11/28/83, age 49, heart attack
 Floyd Ririe, 3/4/99, age 92
 Jack Rogers, DEN dispatcher, 7/15/95, age 65
 Joe Romano, 7/30/92, age 71
 Jim Roper, 11/27/71, age 38, cancer
 Allen Ross, 11/10/99, age 64
 Don Rounds, 3/13/03, age 73
 Dick Sanders, 2/2/01, age 73
 Les Schaffer, 8/10/05, age 88, Parkinson's disease
 Jerry Schleiger, Mar79, age 49
 Mac Schow, 3/7/89, age 64
 Bobby Scott, DEN dispatcher, 5/22/01, cancer
 Sam Scott, ACF GSW DAL DFW, 3/7/10, age 88, osteomyelitis
 John Scrivner, 2/15/77, age 44
 Dick Shirling, GSW BFF MCI DEN, 9/7/10, age 73
 Lou Simmons, 9/25/71, age 37

Chris Simpson, 4/30/08, age 77, heart & cancer
 Art Sinclair, Need info
 FO Smith, 11/2/07, age 77, heart attack
 Frank Smith, 11/2/10, age 87
 Mike Smith, 11/15/98, age 88
 Ron Smith, 3/13/89, age 59
 Emmett Spinks, 7/11/04, age 88
 Tom Sponsler, 10/24/98, age 54
 John Stark, 8/11/05, age 75
 Jim Stelter, 11/18/00, age 72
 Boyd Stevens, 12/22/00, age 78
 Chick Stevens, 6/4/01, age 79
 Vern Stever, DEN dispatcher, 11/7/61, age 44
 Ben Stuart, 2/1/92, age 70
 Chuck Sullivan, 8/22/86, age 62
 George Swan, 9/13/09, age 70, lung cancer
 Jack Taggart, SLC BIL PHX, 5/17/81, age 59
 Dal Taylor, May66, age 52
 Joe Tesar, 1/19/06, age 61, heart attack
 Chick Thomas, 10/10/10, age 80
 Dick Thomason, SLC DEN, 3/8/11, age 79
 Bob Thompson, Need info
 Ralph Turner, 4/15/96, age 64
 Sam Turner, ACF FTW GSW, 8/20/74, age 59
 Bob Ullrich, DEN, 8/2/11, age 81, hydrocephalus
 Dick Ure, 3/17/71, age 42
 Ted Van Steenburgh, DEN flight training, 4/21/06, age 79
 Sam Vascellaro, 5/1/89, age 64
 George Veldboon, 7/27/80, age 57
 Larry Vied, 6/4/08, age 81, staph infection
 Ken Vradenburg, 11/3/09, age 87, heart disease
 Jack Wadell, 11/1/02
 Ed Walker, 10/21/71, age 49
 Johnnie Walker, 12/18/69, age 56
 Jim Walraven, 7/9/97, age 57
 Bill Wardell, 10/8/10, age 80
 Bill Warinner, 6/7/78, age 44, aircraft crash
 Charlie Weed, 6/6/93, age 72
 Dale Welling, 1/27/98, age 76
 Ken Wells, 10/9/04, age 76, cancer
 Hal Wheeler, 12/16/10, age 80, heart disease
 Walt Whitlock, Oct71, age 54, cancer
 Wick Wicker, 5/26/03, age 75
 Don Widman, 7/23/00, age 72
 Charlie Wiggs, 5/8/08, age 83
 Bob Wilbanks, Jan81, need info
 Charlie Wilkinson, DEN dispatcher, 10/27/74, age 45
 Bob Williams, 4/9/98, age 66
 Roy Williams, 6/21/86, age 59
 Warren Wilson, 10/15/01, age 59
 Burt Wrasse, 3/7/02, age 74, cancer
 Johnny Wright, 1/31/00, age 77
 Jim Wyche, 9/4/10, age 75
 Dick Ziegler, 4/10/00, age 75
 Del Zusman, dispatcher, 4/22/77, age 49

A story about Ace Avakian - I touched on Ace hours before he passed. Applebee, Frank Hoffman, Janet & I were in the hospital room for the countdown.

I related the scene to a wx delay like in OMA & we're allowing Capt Ace to sneak a short nap in the operations office while we visited as a crew keeping our voices down.

This beautiful captain so looked after all of us for so many years... the greatness of character & talent & he was ours! A true aviator, Ace!

Ace fought so hard those months to get treatment & live! Everyone at "Sky Ridge Hospital" knew him during his stay. You talk about a public relator to the last for Frontier & the pilots and for all the guys. He was unreal!

-Patty O'Neill, Aurora CO

Yvonne Bennett gave me your information so I could start getting the newsletter. I was in reservations in Kansas City and Denver from 1973-1986. Thanks so much,

-Judy Wood, judy@twhnet.net

Thanks for the FAL notecards. (*Posted at the FL website.*) I just printed a bunch which I will stow for future use. But I am sending one to my 45 year old son.

When he was a little boy (eons ago), we used to go to Stapleton in Denver and lie on our backs, as close as possible to being right underneath the West-to-East flight path and watch planes land right over our heads. The kid learned to identify aircraft a long way out. Coincidentally my son now lives near SFO and often he and his wife will walk the walking path along the Bay, adjacent to SFO. To this day he still likes to sit and watch aircraft come and go. Recently he e-mailed a photo of the double decker Airbus 380 taking off. The airlines remained in his blood although he never worked in the industry.

-Darren Weeks, dbweeksfla@aol.com

Re Art Sanchez / Art Ray / Enos Archuleta: Does anyone know what might have happened with the three gentlemen above? Arty Ray went on to be the manager in ISN and DRO. I believe that Enos took over as manager in ALS when Cliff Maggard went to BOI. They all worked in ALS with me in 1976. I know that our station manager at the time, Cliff Maggard, passed away a few years ago but I have lost touch with the three guys above and would love to find an email address or contact for them. Thanks

-Joe Barker, 2DUFFERS@COX.NET

I tsfrd to ALS after being cut from GRI. I remember working with both Cliff and Enos sometime in '59 and '60 before trsfring to PUB. Walt Rea was the manager then, also worked with Jim Oby, Pat Turner and others I can't remember names too well. Those were the good old times!

-Larry Baumgartner, F93449@aol.com

The first week in August, I was in Boise to attend the National Marine Corps League Convention. While there I was able to meet with Bill Hunter, his wife Joyce and Jim and Mary Lane. Like me, Bill is in the Marine Corps League and is Commandant of the Department of Montana. I saw Bill every day at the convention, and it had been 25 years since I had last seen him. Bill now resides in GTF.

Jim and Mary live in Meridian, ID, which was only a 10 minute drive from the hotel. It had been at least 15 years since I had seen Jim. I still recall the first time I met Jim and Mary. They had appeared at the Central Airlines ticket counter and

Notes From FLolks

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

advised that he was coming to work for Central in Denver. That was in March 1961. When the snow flies, Jim and Mary head for Arizona where they have another home. It was great to see both them.

-Fred Krebs, FredKMCL@msn.com

Thank you for posting the deaths of Frontier family, many memories were tapped as I read the list. I was a flight attendant and then took over the Pass Bureau when Eleanor transferred to accounting. I left FL in 1973 to raise a family. I found Toshie's name on the list and so many others. Roy Hilderman was not on the list, does anyone know about him? I heard that his wife was ill so he transferred to the western slope, don't know if that is true. I left the Denver area in 1984 and rarely get back there. Hope to make a reunion next year. Now live near Nashville, and love the southern culture. I love the pictures of the aircraft, as a newbee I got the DC-3 routes, the fun of passing Mt. Rushmore with the cockpit windows open. Up close and personal! Those were really fun years.

-Shirley Mitchell, shirleyagrace@gmail.com

I look forward to each new issue and thanks for all you do to keep us in the FLamily Loop. 45 years ago this month there was an advance merger of sorts between FAL & CEN when Penny Scott and I were married. Penny was the red haired counter agent here in DEN at the time for FAL. We still remember those early good times. Thanks for keeping them alive in our memories.

-Paul Overdier, odier1@juno.com

My husband Pat Orr and me, Bev Orr, are both former employees of Frontier Airlines, we would like to join the site. Pat was an agent in MCI from 66 to 71 before he transferred to LAS until the end. I was in MCI from 68 to 78 then transferred to LAS to the end.

-Beverly Orr, pborr@cox.net

I really appreciate all the work you do. The DVR or DVD (whatever you call it) was great. Seems you got my picture in it. Wish you could have made the reunion! Just got back from a 7 day canoe trip down the Missouri River in Montana. What a great trip! Paddled over 110 miles. Very remote area. Beautiful scenery.

-Connie McAlister, CJMCALISTER69@yahoo.com

Re IT'S BEEN 25 YEARS! Somewhat of a sobering edition of the Newsletter. I had already been replaying that day in my mind over, and over again! Hard to imagine it has been 25 years. It's one of those, "do you remember where you were, and what you were doing when you heard the news"! When I got the call, even though I wasn't completely surprised, my heart just sank; it was as though someone had cut the legs out from under me! It was for all of us our own, somewhat personal, "A DAY THAT WILL LIVE IN INFAMY!"

I was told that the crew was going to ferry the RON back to DEN the next morning. I thought about going out to see it, but decided I did not want anything to do with it! However, the next morning I had a change of heart, there was just something compelling me to go! The Crew got their flight papers and headed out the door. Well, someone had to kick the flight out and it turned out to be me. I don't recall if I just followed them out the door or was asked. I knew the routine for kicking a flight out as I had done it countless times before, but at that moment the realization of what I was doing would not sink in until later, that I had just kicked out my last FAL flight and the last one

from LNK! I hope I gave a proud, snappy, professional salute off, one worthy of me and a proud airline!

We had a soda machine in the backroom and the proceeds from it were used for our Employee Fund that helped to pay for our station get togethers. The machine was emptied and we were told we could have all the soda, as there would be no further use for it. Since we were a RON station, we were also told we could have some wine/cocktail glasses from the commissary supplies that had the FAL logo.

When I got home and my wife saw what was in that bag she burst out crying and said, "After 28 years that's all there is!" I knew what she meant and how it looked with me holding that bag with soda pop and a few glasses! It was just a sad, pitiful sight! However, after the initial pain had subsided, both of us knew that what was in that bag was not the sum total of 28 years, but that what was in our hearts would be the memories held; a treasure trove of good and happy memories!

Jeff Mills, miss2mr@yahoo.com, BIS-LNK 1959-1986

I read the Spring 2011 issue with mixed emotion. First, I was humored by Jim Montgomery's epistle on interviewing techniques, as Jim was the first person that I interviewed with prior to my hire in the early 70's. I am not sure whether or not our interview followed his format, but the end result was good in that I was able to join the great FAL employee group.

Then, I was saddened by the obits for Chuck Demoney, Bill Wayne and, especially Mrs. Lenahan, my boss at DENOY. It was a pleasure to work with her, the other supervisors and the flight attendants at DEN and MCI. I cherish the memories of those days.

Bobbie lenahan left in 75 or 76. Our upper flight attendant management was in a dither at the time and brought in a guy from AA (Peter Greenfield, I think) who was over Mrs Lenahan. Montgomery was out, Bill Monday was in and Mrs Lenahan left. Then Greenfield left and they brought in Chuck Butler as base manager and who lasted about a year.

I was promoted to Director-Flight Service in 77, I think. I left in 78 to became Director Inflight at National (which Bud Maytag owned). National merged with PanAm after Lorenzo tried to takeover NAL. Those were the times...

Roger Gustavson, Gustav@paulbunyan.net

I left HDN in 1982 when we stopped all CV580 service. Went to San Diego, it opened at the same time. Summer of 1986 I was doing another seasonal in JAC as I loved it so. Had done a seasonal in WYS in 1974 and JAC in 1976.

Went to work for Continental in JAC after Frontier went out of business, was Aspen Airway, United Express manager in JAC from 1988 to 1990 until they went out of business and was hired in 1990 with Fed Ex as manager here in JAC.

Retired from Fed Ex in 2003 and went to work for the Four Seasons Resort, Jackson, where I still work part-time in reservations, I started my career with FL in 1968. So, there you have it. I have gone the full circle.

Still love Jackson although it has changed. My husband Gary is retired Delta and he says the airport terminal building is almost as long as the runway. You wouldn't recognize it. They keep expanding it.

-Gretchen Wilkerson Duniphan, gfduniphan@q.com

My name is Stuart George and I was a station agent for 17 years in Kansas City 1969-1972 and Denver 1972-1986. After Frontier went under I was so upset I packed up and moved away

to Montana, back to Colorado, then to Wyoming, from there to Iowa and in 1998 I moved to Durango, Colorado where I finally settled down. I lost all contact with all my fellow employees and I just feel terrible. Is it possible that you could send me the right way to get back in touch?

-Stu George, wds@wic.net, 970-382-6699

I know this is very late in coming (maybe 5 years or so), but after looking through the pictures in Bonnie Dahl and Patty O'Neill's book and hearing from Bonnie that they plan to include a picture of Diane Hall and myself in their second printing this month, I wanted to share this on Diane's "Notes of Remembrance" page... Or wherever you see fit. Maybe in the newsletter too. (See ad on page 27.)

In 1966, I was a small, shy 10-yr old girl with newly divorced parents. My dad, George Veldboon, was a Captain for Frontier Airlines and had recently relocated to an apartment complex in Aurora, off Colfax and Moline. I guess as part of the custody agreement, my dad would entertain the five of us kids a few days each year. His initial choice of entertainment was to take us to swim at his apartment pool, which was a real thrill for us kids.

On my first visit to the swimming pool, he introduced me to a stewardess who lived in the same complex. Her name was Diane Hall. I was attached to her from the get-go. I thought she was beautiful, smart and everything I dreamed to be as I got older. I never forgot the initial and lasting impact she had on me as a youngster trying to figure out "What I wanted to be when I grew up." I even took French lessons in junior high school in case it would benefit me in hiring on with PanAm. She became the true and lasting influence and inspiration that lead me to where I am now.

After I was finally hired, I was indeed fortunate to have worked with Diane on a few flights at Frontier. What a joy! And she was right by my side to the end when I struggled with my dad's illness and death in 1980. She remained a true friend and mentor until the end of her life. She is still greatly loved, missed and honored every St. Patrick's Day when I raise a toast to Diane. I hope I have made her proud.

-Vicky Veldboon,

Vickster16@aol.com (married name Holstein on seniority list, emp# 17167) Frontier Flight Attendant 1981-1986

(The great things about Diane were those blue eyes, that smile and the Frontier spirit she emanated.)



I am just a loyal Frontier passenger. I loved the airline, the people and the experience. I have so many memories of flying the Convair from Alamogordo, NM to Salt Lake City (via every stop in northern NM and western Colorado). After I got home from school, at least once a week, my folks would drive me out to ALM just to see the Convair come in from ABQ on a 10 minute stop before continuing to El Paso.

My best memory was when I was about 5 years old and the First Officer took me along on the walkaround of the Convair while we were on a stopover in Albuquerque. The Convair became (and still is) my favorite plane from that day forward. I have photos and models of the FL Convair 580 in my home. I wanted to someday work for Frontier, but sadly the end came shortly after I from Andrews High School (a small town just north of Odessa) in 1984.

Oh, by the way, I remember you when you worked at Midland/Odessa!!! I definitely remember you - you had your beard then!! I would play hookie from high school and drive down to MAF to see the 737 come in from Denver and then go on to Abilene.

-Greg Bentley, Facebook

Good memory, Greg! I was in MAF from May until late September, 1984 when I transferred to DEN.

I nearly lost my head in MAF. FL started powerbacks then to save on costs for pushbacks. We were trained thoroughly on the new procedures which involved a "squirrel cage" hand signal for powerback. As luck would have it, I was the signalman on the first MAF FL powerback.

Everything went fine until the aircraft passed over the large metal manhole covers used to cover the in-the-ground fuel tank gauges and connections. The covers were twice as large and heavy as regular street covers. The aircraft was behind the lid when it slowly lifted off the ramp then exploded with power when the full blast hit it. It came straight from the aircraft at me so fast it was a miracle I was able to duck out of the way. It hit a bagcart behind me and left a huge dent. We had to cancel the procedure for awhile until a way was figured out on how to powerback without getting the manhole covers involved.

-Jake Lamkins, ExFAL@yahoo.com

It has been years since I was a stew on Frontier Airlines. I started in 1954 and left in 1955. I recognized a few names, like Ace Avakian, Brad Hurd, George Graham, not sure about others. My name was Jeanne C. Palmquist. Now I am Jeanne C. Wolf. I was domiciled only in Phoenix, AZ. My room mate was Barbara Lieb. I still have both my stew hats... summer/winter.

I teach art at the museum camp in the summer and do a little painting at home and try to write kid's books. I garden badly, but my heirloom tomatoes show promise. I met my late husband while flying as stew on Frontier. I loved being a stew!!

I remember when Ace Avakian's dog named Flaps was flying on our plane and someone sent a message saying to CHECK FLAPS ON FLIGHT SUCH AND SO CAUSED QUITE A BIT OF CONFUSION!

Those wide doors on some of the DC-3s in the 1950s were great. In those days we often carried coffins. Also I remember once we had a live horse tethered in the cargo area for a short trip.

-Jeanne Palmquist Wolf, nvtv916@hotmail.com

This true story took place a long time ago, probably in the late 50s. So long ago I'm not even sure I was the copilot on that fateful DC-3 run. But, I sure do remember who that captain was

More Notes From FLolks

and he didn't think I was very smart, but I'm smart enough to know I ain't about to name names. He's still kicking over there in Denver, and if he reads this I'll hear from him. But what the heck, I'll let it air out here.

The Frontier Salt Lake City domiciled crew flying en route to Albuquerque at the time of this incident now cruising just west of the beautiful cone shaped peak known as Lone Cone in Western Colorado. The captain was showing signs of emotional distress and feeling down right uncomfortable continually squirming in his seat. Apparently thinking he could just ease a little flatulence to ease the pressure, but when nature calls there is no alternative and there was just a plain ol big backfire that had that DC-3 thinking it had flown over a stock-yard full of sick bloated cows. Instead of just a little flatulence, the warm feeling the captain was experiencing told him his drawers were filled to the red line. He dropped his trousers to carefully remove his skivvies, then opening his side window they were carefully tossed into the wild blue yonder.

About this time the stewardess opened the door leading into the cockpit from the passageway, but then quickly made a one-eighty and rushed back into the cabin holding her nose. A passenger motioned and called, "Something just flew by my window and it about scared my pants off me!" "It scared the captain even worse," the stew replied.

-Tex Searle, TexSearle@msn.com

THE FIRST CV-600

The Convair 600 jet's first order was from AA on November 17, 1958. It was advertised as the world's fastest airliner. The 600 number was soon after changed to 990 to represent the design cruise speed in kilometers per hour and that it was more advanced than the CV-880.

The CN CV-240 turbo-prop conversion was first designated the CV-240D but later became the CV-600. (*Excerpted from Airways magazine, Jan 2011 issue.*)

Retirements

Frank E. Bazadier - Porter, Kansas City.

January 15. 16 years of service.

John Brennan - Lead aircraft technician, Denver.

March 1. 35 years of service.

Willis H. Cooke - Lead aircraft [From the March 1982 FL News]

May 15. 20 years of service.

Chester H. Fitch - Lead inspector, Denver.

January 29. 29 years of service.

Angello G. George - Aircraft technician, Salt Lake City.

March 12. 35 years of service.

Hugh V. Gulliksen - Inspector, Denver.

January 13. 35 years of service.

E. H. Lehmann - Aircraft technician, Denver.

January 12. 32 years of service.

Thomas S. Matsumoto - Lead inspector, Denver.

January 29. 33 years of service.

J. C. Payne - Aircraft technician, Denver.

December 2. 15 years of service.

Gene B. Smith - Lead aircraft technician, Denver.

February 28. 35 years of service.

Vernon R. Tomppert - Lead aircraft technician,

Denver. December 30. 35 years of service.

In Memoriam

James E. Myers - First officer.

January 9. Sheridan, Colo. Age 43.

FIFTEEN YEARS

of Aviation Progress Airlink the West

SUNLINER NEWS, Vol. 10-No. 7, December, 1961

The official hotess at Frontier's Fifteenth Anniversary cake cutting was Mrs. L. B. Maytag, Jr. The first slices went to Mrs. J. Clinton Mechling, former wife of the late Mr. Don A. Duff, president of Challenger Airlines, and Mr. L. B. May tag, Jr., president of Frontier.

For contributions to aviation progress, Mr. Ray. M. Wilson, former president of Monarch Air Lines, received a trophy from President L. B. Maytag, Jr. Mr. Wilson is presently aeronautical inspector for the Colorado Public Utilities Commission.

Rather unspectacularly, the first of Frontier Airlines' routes in the West was inaugurated just 15 years ago. On November 27, 1946, a lone soldier returning to his home in Alamosa, Colorado, made connections at Denver's Stapleton Airfield with a newly-painted DC-3 of Monarch Air Lines. This predecessor company of Frontier Airlines carried as its crew of three, Captain Ray Harvey, Captain Art Ashworth and Vern Carlson as steward plus the returning G.I. along with a cargo pit filled with pouches of first flight cached air mail and assorted cargo for the intermediate cities of Colorado Springs, Pueblo and Monte Vista on its inaugural flight between Denver and Durango, Colorado.

Monarch Air Lines, founded by one of Colorado's aviation pioneers, Mr. Ray M. Wilson, was among the first of a new type of air service to be known as 'local service "feeder" airlines which came into being following the end of World War II. The War had dramatically and forcefully proven the capability of aircraft for moving personnel and equipment as well as for a weapon of destruction. Now the Civil Aeronautics Board, charged with fostering and regulating commercial aviation in the United States, envisioned the role that an expanding air industry would play in pacing the anticipated growth and prosperity of the country's economy. To bring this concept of an expanded air age to many hundreds of small towns and cities which had not previously been served by the trunk airlines and to airlink these communities with their major trade and governmental centers within each geographical region, the local service airline industry was conceived. Across the United States a dozen or more new airline names were enthusiastically painted along the fuselages of recently-acquired fleets of converted Douglas DC-3s. High on hope, low on cash and with the blessings of both the Civil Aeronautics Board and local Chambers of Commerce, the fledgling airlines undertook their "divine destiny" of tying together by air over 500 towns and cities across the length and breadth of this country.

Of the three predecessor companies which eventually made up Frontier Airlines - Arizona Airways, Challenger Airlines and Monarch Air Lines - Monarch was the first to start operations after receiving a green light from the CAB. With a certificate of convenience and public necessity plus an air mail contract, the Denver-based airline began putting together three routes which it had the authority to serve carrying passengers, air mail and air cargo. Following the beginning of the Denver to Durango route segment, new service was soon provided between Albuquerque and Salt Lake City and between Denver and Grand Junction. To assure day and night, all weather operations throughout its system, Monarch Air Lines had to install its own navigational radio system known as "H" markers, since most of the routes over the high country of the Colorado Rockies were not on

established Federal airways. Circuitous ground transportation, up and down and around the Continental Divide, plus great distances between isolated communities along Monarch's routes soon proved the worth of the dependable Douglas DC-3 schedules.

Challenger Airlines, originally headquartered in Salt Lake City, began its scheduled operations on May 5, 1947, on a route between Salt Lake City and Denver via five intermediate Wyoming communities in the southern part of the state. That summer two more routes were established, one between Billings and Salt Lake City via the Big Horn Basin and another between Riverton, Wyoming and Denver. Ten Wyoming communities were served by the airline airlinking them to the terminals of Denver, Billings and Salt Lake City.

Wyoming's expanding oil industry was quick to plan travel itineraries and cargo shipments of drill bits, replacement parts and core samples around Challenger's twice daily, round trip schedules. The real opportunity to prove its value to the people of Wyoming came with the paralyzing blizzard in the month of February, 1949. Intrepid Challenger pilots flew thousands of passengers who had been immobilized by roof-high snow drifts which blocked highways and railroads over much of the state. Tons of fresh meat, bread, produce and Red Cross supplies filled practically every scheduled and shuttle flight to its gross weight capacity as Challenger's "Sunliners" roared off snow-swept airports across Wyoming.

Challenger's first president was Mr. George Snyder of Salt Lake City. After a few months, the late Mr. Donald A. Duff took over the presidency and transferred the airline's general offices to Denver. In the first seven months of operation, Challenger carried 16,507 passengers and handled over 45,000 ton miles of air cargo.

A third airline which later became an important part of Frontier Airlines was Arizona Airways. Before it had its certificate from the Civil Aeronautics Board and an air mail contract from the United States Post Office, the airline began an intrastate operation in the spring of 1946. With the blessings of the Arizona Corporation Commission, Arizona Airways established routes leading out from Phoenix to the eastern, southern, northern and western sections of the Grand Canyon State. The company's president, the late Mr. H. O. Nelson, had hopes that the need for air service would prove popular enough to travelers and shippers to defray the cost of the operations until a Federal certificate of convenience and necessity could be obtained. Unfortunately, by the time that the Civil Aeronautics Board authorized Arizona and New Mexico interstate routes to Arizona Airways in the summer of 1948, the cost of involved hearings in Washington, D. C. plus the expenses of a non-subsidized, 18-month air operation had left the company financially exhausted. As a result there were insufficient funds to begin scheduled interstate operations.

In December, 1949, the first part of two merger plans got underway when the late Mr. Hal S. Darr, president of Monarch Air Lines, bought controlling interests in Challenger Airlines. By combining general office and maintenance functions, sufficient economies were effected to strengthen both airlines. A few months later, in the spring of 1950, additional approval was received from the Civil Aeronautics Board to further merge Monarch and Challenger with the routes of Arizona Airways. Out of this merger was formed a new company, Frontier Airlines. On June 1, 1950, the new red and green colors of Frontier

Airlines took to the air on an extensive north-south air operation between Montana and Mexico to serve 40 towns and cities in seven states in the Rocky Mountain West and the Southwest. Because of feverish oil activity in the Williston Basin in the early 1950's, Mr. C. A. Myhre, then president, sought the addition of seven more cities to Frontier's routes to extend the airline into eastern Montana and western North Dakota between Billings and Bismarck.

After two long years of drawn-out hearings and testimony before the Civil Aeronautics Board in the extensive Seven States Area Local Service Case, Frontier Airlines was awarded 25 new cities over extensive routes to be operated east and west across Nebraska between Denver, Omaha and Kansas City and on a north-south route between Denver and Minot via intermediate communities in western Nebraska, South Dakota and North Dakota. These new routes were put into operation in late 1958 and early 1959.

Coinciding with the expansion of Frontier Airlines as a result of the Seven States Area Local Service Case, Mr. L. B. Maytag, Jr., became the major stockholder, president and chairman of the board of the company. As part of the program to better serve the new routes and the higher passenger density routes elsewhere on the system, a fleet of faster, more comfortable 44-passenger Convair 340s were added to the airline's growing twin-engined fleet. In the summer of 1959, another favorable Civil Aeronautics Board decision gave Frontier additional route miles along the Hi-line of Montana and North Dakota plus the authority to operate into the dude ranch country and national park gateway of Jackson, Wyoming.

Today, as Frontier Airlines celebrates its fifteenth year of air service, it can take real pride in its nationally-recognized record of carrying over two and one-half million passengers comfortably and safely. In 1960 the 335,052 passengers boarding "Sunliners" was a sizable increase over the 25,118 passengers carried in 1947, the first full year of service.

Each month of the year it carries approximately 30,000 passengers while in its spacious cargo pits 200,000 pounds of mail and 500,000 pounds of air express and air freight are expedited to retailers, oil and gas field operators and to farmers and ranchers throughout its 10-state area.

A large percentage of Frontier's 1,081 personnel are based in Denver. The general offices are now housed in a new, modern building.

25 YEARS AFTER

August 24, 2011 chat at FL's facebook page, aka FLacebook.

Jake Lamkins: Today is the day a great little airline died 25 years ago!

Doug Berkey: Such a long time ago, seems like yesterday! Looking forward to the Denver reunion!

Larry Stivers: And where were you 25 years ago today? I was in DSM.

Steve Burger: Rest well, old Frontier. To this day, one of the greatest endeavors with which I have ever been involved. In a twist of irony, I now have pass privileges on the new Frontier, thanks to my son's employment with the parent company....

Steve Smith: I was already working for WN, a victim of a furlough in 1982. I remember how sorry everyone at FL felt for me, working for 50% less salary. Funny how things work some-

times. FL will never be duplicated!

Joel Bader: A great airline, as with any great organization is made up by its people. The people who made up the original Frontier Airlines were among the best.

Robert Walker: We had a great team of people!

Joanne Griffin: The very best airline and the very best employees!! Proud to have been part of the good times for my 20 years there!!

Mike White: It was a sad night 25 years ago. I was the last Sr. Agent on duty at DEN on the midnight shift. Sat in the FL DEN Tower and watched the releases print off for the birds to come back home to DEN.

Marcia Glasrud Crump: I remember this day vividly.

Mary Beth Henderson Hardey: What a sad day that was for all of us. I went on to work for Continental but nothing will ever compare to the great group of people who made up Frontier! So proud to have been a part of it.

Jan Shannon: The biggest little airline to work for with the greatest group of people. FL allowed all of us the opportunity to travel the world. As for me: Mexico and Hawaii Beach Resort destinations during cold Colorado winters. DEN SA.

Lana Kelley: So many great memories....

Doug Berkey: Thx to FL...met my dear bride when we were hired at DENRK!

Jean Smith Thompson: The second happiest day in my whole life was completing pilot training at Frontier - my first 'real' airline job!! (first happiest was the day my daughter was born).

Joe Keys: What a great bunch of people to work with. Never had anything like it before or after. I sure miss it.

Gene Hoskovec: On this day 25 yrs ago my wife and I were stuck in Las Vegas on vacation. I was totally in shock. Continental Airlines got us back to DEN the next day. (Free) It took a long time for me to get over FL shutting the door. I have worked and retired with AWA/USAir after 20 yrs. They do not even come close to the family we have at FAL.

Sarah Bara: I was working the graveyard shift on this date in flight attendant scheduling. The director came in the middle of the night and told me to start calling all overnighting crews to get to their airports ASAP so that the crews & aircraft would be in Denver early in the morning. I was scheduled to be off at 7am, but just didn't want to leave. Such a sad day. I'm remembering it now as if it was just a day ago.

John Heimburger: Was on Vancouver Island with two Colorado Air Guard B-737s (T-43s) that day. Brought several FL employees home to Buckley with us several days later.

Eric Mason: Yes, the Airline passed but the spirit is very much alive with ur help and many others.. because we are FLamily..

Kayla Naima: I remember sitting on a food carrier in the galley after I finished the service the day before. I just sat there crying, knowing our fate was bad and the end was going to be soon. I was in Central City when the announcement was made. I had 3 shots of tequila, but they didn't help one bit, still sad.

Larry Stivers: Remember the day like it was yesterday.

STAPLETON MEMORIES

More chat at FL's facebook page, aka FLacebook.

Phil Stallings: Would go back there in a "New York" minute if I could ...

Larry Stivers: You bet I would to. Best years of my life at Frontier Airlines!

Gene Hoskovec: You bet, it was a career, not just a job like today's airlines.

Bill Flagstaff: Remember the bumpy ride across the tarmac on the bus from the FL Hanger?! Delivered you right to Concourse D! Loved it, Free Parking, etc.

Al Beardsley: What FUN... so many fond memories! It was the best flying job of my career!

Chuck Tisckos: I only remember it covered with snow. LOL

Joe Crider: Wonderful memories as a mechanic, like being stuck at the airport during blizzards and the deicer fluid blowing back in your face.

John Taylor: Great memories from there. It's kind of ironic that that airport died with Frontier gone. Also, have some great memories of the FL employee 'family' and the neat times we had...

George Fay: Best career EVER!

Rod Castro: The airline business ain't what it used to be. I miss the old days when it meant something to be an airline employee!!!! Frontier lives in our hearts and Aviation History!!!!

Ron Abfalter: Good to see the photo of Stapleton. Miss it so much. Hell, I even miss the "slop chute" employee cafeteria.

Gary Wingert: I miss working with the great folks up in the tower on top of Gate 14. DENOTFL!

Ron Abfalter: Me too. I did my time with JD and Bill Flemming. Pat Turner as well.

Gary Wingert: That must've been before I worked up there.. or perhaps after. Man, that was a great gig..

Ron Abfalter: I was there in '77

Gary Wingert: Ah, I wasn't there until about '80 or '81..

John Heimburger: We were the first to land on RW 26L after the blizzard of '82. In exchange for giving a braking action report, when we exited the plane there was a chopper whirling nearby and took me graciously to a park near Chris' and my condo on S. Monaco bypassing clogged streets and ensuring a safe return home. Memorable days indeed

Bill Flagstaff: I had completely forgotten about lovely South Monaco as my route home when I lived in Denver.

Jim Mustain: Ahhh, the Blizzard of '82 - went to work @ 7 A.M., Friday, 12/23, to be there only 2 or 3 hrs. - got home Sunday evening @ 5 P.M - 12/26. Missed Christmas completely w/family. Took 2 hrs. to drive from airport home (7 miles) due to street conditions/abandoned vehicles/buses on E. Colfax, etc. Many stories/memories came from that holiday weekend!

Dan Boone: I have many memories thinking back to the time I worked at Stapleton. It was like a big happy family. I was there from 1957-65, left and returned in 1968 and left again in 1978.

Gary Murrell: We had it really rough during that blizzard in PSP...had to endure 70+ deg heat and all of those inconvenienced pax....;>)

Mike White: I traded with John Dahl for Tower Manager on Dec. 24th and called up the snow plows from home at 4am. Never used them. Got to the airport around 5am and it was snowing sideways for hours. There was a FedEx 727 that taxied out about 5am and taxied back in about 7am. Next 48 hours was digging out and getting the planes out of the hangar and then working with just 36L for landings, takeoffs and even used as the taxiway. Land, u-turn and get off the runway before the next flight landed when operations started back up.

THE FIRST NIGHTHAWK

Capital Airlines came into being on April 21, 1948 in a name change for Pennsylvania Central Airlines, often called PCA. That carrier came from a merger of Central Airlines and Pennsylvania Airlines on November 1, 1936. Central Airlines began service on May 31, 1934 and employed America's first female commercial pilot, Helen Richey.

Capital introduced Nighthawk Aircoach on November 1, 1948 between New York and Chicago. It was the first commercial night flight service and featured no frills, no meals type inflight service. The term Nighthawk came from the airlines stylized hawk logo. The service was dropped in 1951 and re-introduced in 1956.

United Airlines, on July 28, 1960, announced a merger with Capital Airlines and when completed on July 1, 1961 was the largest airline merger in history up to that date.

Frontier Airlines introduced the same concept in 1967 using Boeing 727s and also called it the Nighthawk. The service was primarily on the LAS-DEN-MKC-STL route. The first class seats were covered with nylon pouches which normally were filled with mail through the front passenger door using a belt-loader.

Passengers were boarded through the aft access door to the coach compartment. I recall only beverages were served on these late night flights.

AN HONORABLE PROFESSION

An old country preacher had a teenage son named David and it was getting time the boy should choose a profession. The boy didn't really know what he wanted to do. His father decided to try an experiment while the boy was at school. He went into the boy's room and placed four objects on his desk: A bible, A silver dollar, A bottle of whisky, and a Playboy magazine

"I'll just hide behind the door," the old preacher said to himself, "and when he comes home from school this afternoon, I'll see which object he picks up. If it's the bible, he's going to be a preacher like me, and what a blessing that would be! If he picks up the dollar, he's going to be a businessman, but if picks up the bottle, he's going to be a no-good drunkard, and, Lord, what a shame that would be. And worst of all, if he picks up that magazine he's gonna be a skirt-chasin' bum."

The old man waited anxiously, and soon heard his son's footsteps as he entered the house. The boy tossed his books on the bed and spotted the objects on the table. He walked over to inspect them. He picked up the bible and placed it under his arm. He picked up the silver dollar and dropped it into his pocket. He uncorked the bottle and took a big drink while he admired this month's centerfold.

"Lord have mercy," the old preacher disgustedly whispered, "he's gonna be a pilot!"

(Sent by an anonymous FL pilot with a sense of humor.)



UNIVERSITY OF ARKANSAS LIBRARY - SPECIAL COLLECTIONS

agrees to take Jake Lamkins' collection of Central Airlines, Frontier Airlines and FYV Drake Field papers.

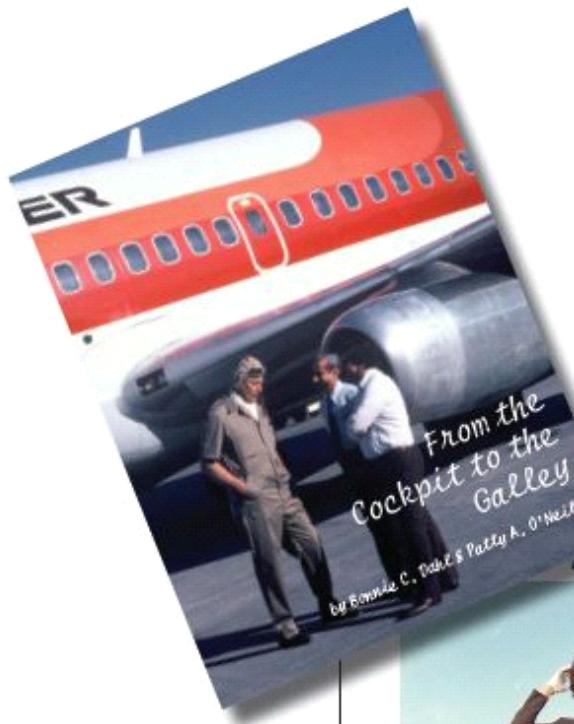
On November 27, 2011, Tim Nutt with the University of Arkansas Library - Special Collections agreed to take my airlines and aviation papers to be titled the Jake Lamkins Collection. Their website is at <http://libinfo.UArk.edu/SpecialCollections>. I started donating manuals, newsletters, photos, files, etc. the next week and will continue donating items until I die at which time the library will get what's left that my family doesn't want. The library will catalog, digitize and archive them. When processing is completed, they will be preserved and available for research, etc. This is the same place where J. William Fulbright, Orval Faubus and other Arkansas figures have their papers. I am so happy to be able to preserve this history. My other CN/FL memorabilia, less what my family wants, will go to the Arkansas Air Museum at FYV in the old white hangar building. Thanks to everyone who has sent me items over the years. You can rest easy now knowing they have found a suitable home.

A CV-340 in 1964



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