

FRONTIER NEWS



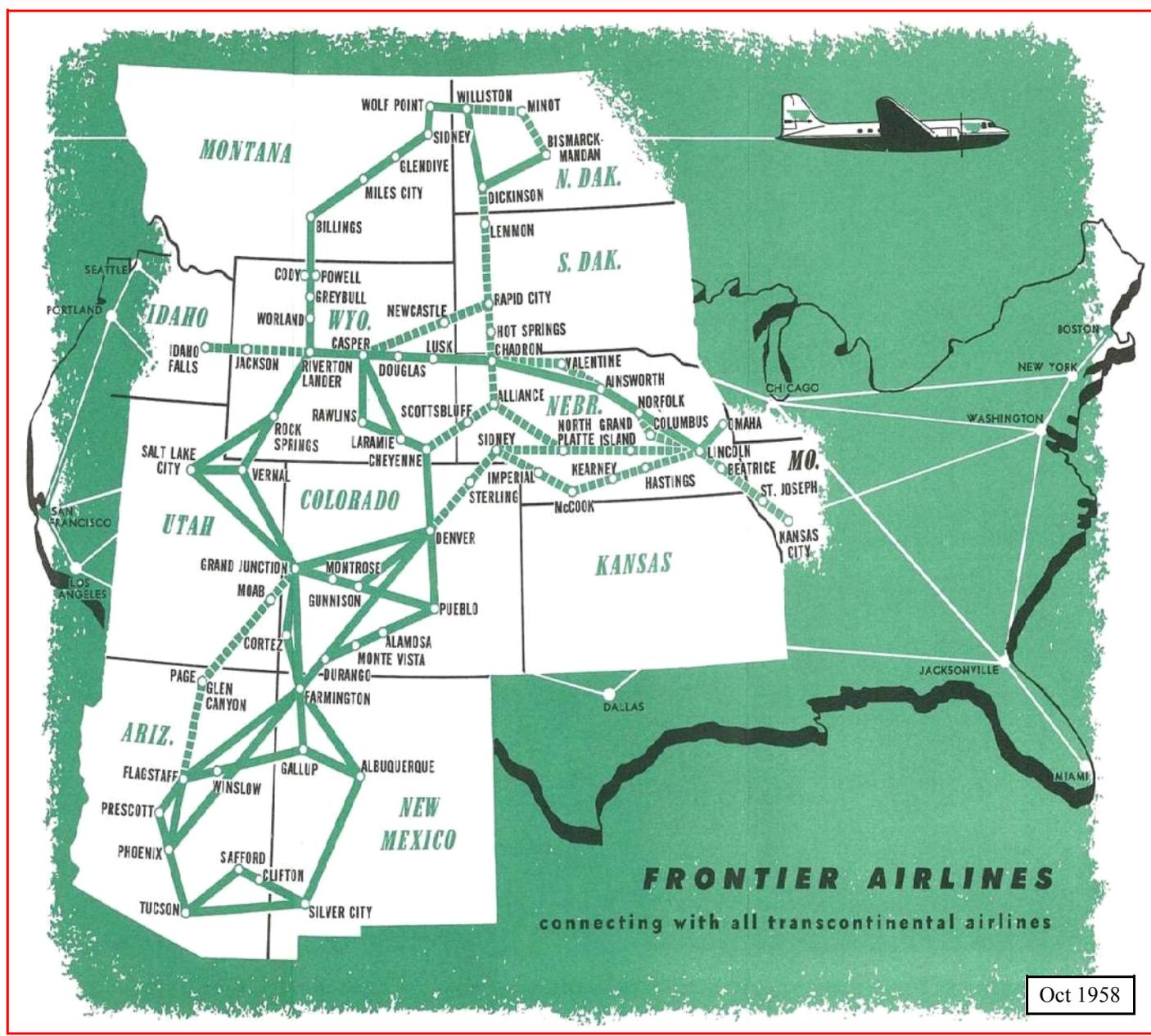
A newsletter for the employees, families and friends of the "old" Frontier Airlines

We are FLamily!

SUMMER

2012

#48



12 YEARS!!!

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. Some back issues are available & cost \$3 each. Enjoy the newsletter in color and free at the FL website. You can download and print a personal copy there too.

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. Mail checks to Jake Lamkins, FL NEWS, 1202 Scrimshaw Cove #4, Fayetteville, AR 72701. Thanks for your support.



This issue marks twelve years I have been editing/publishing the Frontier News. The original Frontier News was published Jan 1966 until at least Oct 1982. Before that, the Frontier newsletter was called the Sunliner Times which was started in Dec 1951. For a time in 1969 - 1971 the company newsletter was called the Arrow-Jet News.

Got my copy of Greg Stearns' FL book mentioned in the last issue and it is excellent. High quality photos, binding and text. A first-rate piece of FL history. The title is **FRONTIER AIRLINES: A HISTORY OF THE FORMER FRONTIER AIRLINES 1950 - 1986** and you can get a copy at <http://Amazon.com>. They also have copies of FL pilot Tex Searle's great book **THE GOLDEN YEARS OF FLYING** and FL pilot Emily Howell Warner's biography **WEAVING THE WINDS** by Ann L. Cooper.

Just as we were going to press, word was received of the death of E. Paul Burke, FL's fifth president. He's overlooked in FL's history since he was sandwiched in between two larger-than-life presidents - Lew Dymond and Al Feldman. An article on Paul is on page 25 along with info on pilot Bill Trimble who was also cleared from the waiting list for his flight west.

Treasure every day, it's a gift - that's why it's called the present. As with us all, the older I get the more friends and family I bury and the more I realize I'm on that same waiting list for a flight lined up on runway 27 to eternity.

**THE KANSAS CITY
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at <http://FAL-1.tripod.com>
Jake Lamkins, Webmaster,
ExFAL@Yahoo.com
and <http://www.KansasCityCrewBase.com>
Capt'n Phil Stallings, Webmaster,
RedRyder35@att.net
Check the websites for FL news,
notices on upcoming events,
pictures and stories from the past.

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**REUNIONS TIMETABLE**

This is the information we currently have.

Coordinators of FL events, please let us know the details.

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

BIL REUNION

No info on a 2012 event.

Contacts:

Dee Martenson, adsanta@bresnan.net

Bob Voight, voightr@aol.com

DEN FLIGHT CREWS PARTY

No info on a 2012 event.

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

DEN MAINTENANCE SUMMER PICNIC

Thu, Jun 14, 2012, 11 am at Squires Park located at 99th Avenue and Lowell Blvd. in Westminster, CO.

Contact:

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

DEN MAINTENANCE CHRISTMAS PARTY

2012 event TBA.

Contact:

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

DEN REUNION PICNIC

Sun, Aug 26, 2012, 10:30 am - 4:30 pm at Del Mar Park in Aurora, Colorado

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

Sat-Sun, May 26 - 27, 2012 golf event at Rusty's place in Texas.

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 Pavillion.

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

Sat, Oct 13, 2012, 4:30 at the LNK Airport Quality Inn.

Contacts:

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

Mike Macek, mikemacek@windstream.net

MCI FLIGHT CREWS LAYOVER

Fri - Sun, Sep 21 - 23, 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 SCRAMBLE

Fri, June 15, 2012.

Contact:

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

Contact: Gary Mackie, 713-419-2559, gar-mac007@yahoo.com

FL RETIRED PILOTS MEETINGS**DFW**

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

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

DEN

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

Contact: Jim Hanson 303-750-6478, BlackCatVP54@msn.com

SLC

Luncheon, monthly, every third Thursday, 11:30 am at Chuck Arama Buffet, 744 East 400 South, Salt Lake City, UT

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

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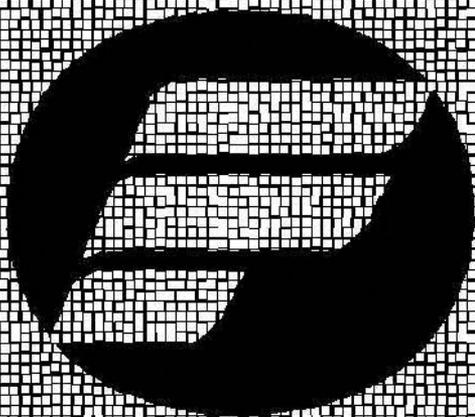
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c/o Chuck Tiskos SILOOFL

email: bigghill@sbcglobal.net



FRONTIER AIRLINES

GONE WEST

We salute these FLriends on their final voyage.

They are not dead until we forget them.

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

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

DEATHS REPORTED OR UPDATED

SINCE THE SPRING 2012 ISSUE

John Burrows, TUS station agent, 4/12/12, age 73
 Paul Burke, DEN president, 6/13/12, age 94
 Ken Byers, LNK station agent, 4/16/12, age 76
 Connie Capps, DEN flight attendant, 4/29/12, age 65
 Tom Crary, DEN reliability analyst, 5/6/12, age 76
 Jesse Franklin, DEN aircraft mechanic and pilot, 4/10/12, age 82
 Jerry Fox, DEN chief steward, station manager, 1/5/88, age 62
 Dale Hladik, DEN dispatcher, 4/23/12, age 66, cancer
 Grant Holmes, GSW DAL DFW DEN pilot, 4/24/12, age 71, cancer
 Lewis Johnston, TUL HOT LIT OKC station agent, 4/19/12, age 74
 Bill Kirkley, DAL DFW station agent, 4/18/12, age 71
 Bud Knudson, ABQ station manager, 11/15/79, age 74
 Paul Liscomb, 5/1/12, FTW ACF GSW DAL DFW pilot, age 95
 Howard Long, DEN aircraft mechanic, 8/12/11, age 67
 Carol Loos, DEN pilot, 1/27/90, age 38, cancer
 Jack MacDermott, GSW DAL DFW pilot, 11/19/09, age 86
 Les Mince, AMA MKC DEN pilot, 6/22/91, age 63
 Bill Obendorf, DEN pilot, 4/21/12, age 62, heart attack
 Ian O'Connor, YVR YQR station agent, 2/17/12, age 56
 Herman Pennington, SAD TUS station agent, 6/9/07, age 69
 William Poe, SLC pilot, 5/27/72, age 35
 Bob Reisig, DEN pilot, 5/22/12, age 69
 Lee Roser, DEN pilot, 2/24/01, age 73
 Pat Larsen Sherwin, CHA/FL flight attendant, 10/16/07, age 78
 Larry Thomas, FSM station manager, 5/2/12, age 72, heart attack
 Troy Tigner, need more info, 4/2/12, age 83, cancer
 Bill Trimble, GSW DAL DFW pilot, 6/16/12, age 74
 Gayle Pilgrim Weatherman, DEN secretary, 4/9/12, age 77

JOHN BURROWS

1962 - 1986

STATION AGENT

CDR TUS

(http://FAL-1.tripod.com/John_Burrows.html)

Our good friend John Burrows went West today:

Dear Darwin, Saw this email in Dad's Inbox and was glad to have your email address. Dad went to be in heaven with Jesus and Mom today. Debbie, Richard and Beth Perkins were all here with me and my husband. Dad's memorial service will be Monday, April 16th at 11:00 AM at Clarkdale Baptist Church.

Karen Burrows DaMart

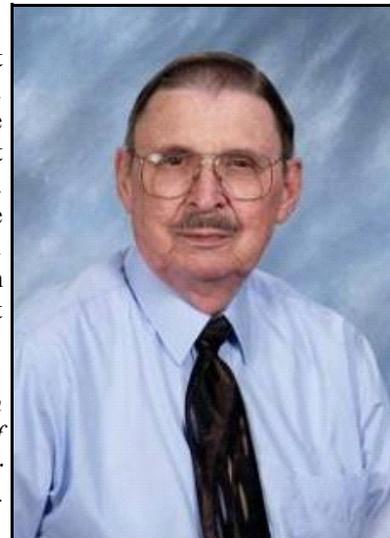
-Darwin Kerr

John was here in TUS most of the years that I was here. Sorry to hear that he died, he was younger than me but don't know how old he was. And don't know where he went after FAL demise. That's John in the pic and I'm not sure he was still here at the end or not.

-Ron Herring

(J W BURROWS: Station agent seniority date of 10/11/62, emp# 01176, per the 1/1/86 FL/ALEA Seniority List.

JOHN BURROWS: CDR station agent, per the 8/15/63 - 12/15/63 FL Sales & Service Personnel Rosters. JOHN BURROWS: TUS station agent, per the 1/15/64 - 7/15/66 FL Sales & Service Personnel Rosters.)



BILL OBENDORF

1977 - 1986

PILOT

DEN

(http://FAL-1.tripod.com/Bill_Obendorf.html)

Another good friend, Bill Obendorf, has flown West...no definite information yet. I got a call from Alicia (his partner in life) at 6 am ... he woke her sometime after mid-night and was unable to breath ... he passed away in the ambulance

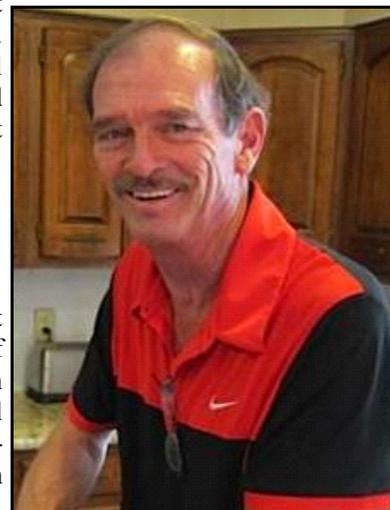
What a great guy ... great friend ... great to fly with ... Damn, I'll miss him ...Bill Obendorf ... a good friend flown West ... save a seat at the bar for me, my friend ...

-Phil Stallings

Dammit, Bill! I am really gonna miss you, buddy!

-JoDelle Burwell

It is with great sadness that I inform you of the death of 62 year old B-767 Captain Bill Obendorf, who passed away early Saturday morning, April 21st of a sudden



heart attack. Bill began his career at Continental Airlines with the merger of Continental and Frontier, where he was hired in October 1977 as a First Officer on the B-737.

Captain Obendorf is survived by his two children, son Brian Obendorf and daughter Kimberly Obendorf. Memorial services are as follows: 10:00 a.m. - Thursday, April 26th, 2012, Three Trees Chapel, 13416 W. Arbor Place, Littleton, CO 80127. Reception to follow: Home of Brian and Heather Obendorf.

-CO Bulletin

(F W OBENDORF: Pilot seniority date of 10/4/77 per the 9/1/86 FL/ALPA Seniority List.)

CONNIE CAPPS

1967 - 1986

FLIGHT ATTENDANT

DEN

(http://FAL-1.tripod.com/Connie_Capps.html)



After Frontier I went to work in the traumatic stress/victim assistance area (I'm a Certified Traumatic Stress Specialist & worked both the Continental #1713 crash at DEN & United #232), but kept one foot in the aviation industry until Sept. 11th.

I worked for an aviation training company helping new airlines get started (Western Pacific & new Frontier), teaching Crew Resource Management on a contract basis and then doing interview preps for pilots applying at United.

Went to United as flight attendant supervisor & then to instructing pilots/flight attendant emergency procedures until Sept 22, 2001. I was laid off, but went to work immediately for Crisis Management International in New York until Dec 22, 2001. I'm now working for the Colorado Organization for Victim Assistance as a Victim Advocate.

-Connie Capps (Dec 2005)

FA Connie Capps died yesterday. She was from CYS and donated her body to science. I will send info on Connie for her webpage.

-Maggie Harmon Podunovich

OBITUARY: Connie C. Gusea-Capps, 1946-2012, Connie Corrine Gusea-Capps, 65, of Cheyenne was released from a life of pain and illness on April 29 at Cheyenne Regional Medical Center. She was born Nov. 5, 1946, in Cheyenne.

Connie packed a tremendous amount of well-lived life into her lifetime, including a 20-year career as a flight attendant for Frontier Airlines and a second career as a traumatic stress specialist.

During her years as a trauma worker, she was called to a number of man-made and natural disasters including the earthquake in Oakland, Calif., the shootings at Columbine High School and finally three months at ground zero in New York City

after 9/11. It was work that she loved, but it took a huge toll on her, both physically and emotionally.

Connie is survived by her life partner, Mike Creathbaum; a brother, Sam Gusea; daughter, Rhonda; two granddaughters, Courtney and Mackenna; sister-in-law, Betsy (Tal) Gusea-Gerringer; and numerous cousins, nieces and nephews.

She was preceded in death by her parents, Bill and Helen Gusea, and a brother, Jim Gusea. In her final act of a lifetime of giving, Connie has donated her body to medical science.

A memorial service is planned for a later date.

-Wyoming Tribune-Eagle

(C Capps, flight attendant seniority date of 7/08/67 per the 2/1/86 FL/AFA seniority list. See article on her on page 17.)

DALE HLADIK

1977 - 1986

CREW SCHEDULER, DISPATCHER

DEN

(http://FAL-1.tripod.com/Dale_Hladik.html)

Check the TWU list and see if Dale Leonard Hladik is on it?

-Kevin Porreco

The only dispatcher seniority lists I have are 1966-68 and he is not on them. However, I got the following from Ernie shortly after your email and Dale's obituary is posted on today's DEN Post website. Do you recall anything about Dale? The only thing I found in my files was his name on the ESOP Lost List.

-Jake Lamkins

Dale Hladik, a crew scheduler and then asst. dispatcher for FAL has went west. Dale was a very quiet guy and a nice guy. Services are tomorrow at some church on South Colo. Blvd.

-Ernie Van Winkle

OBITUARY: Dale Leonard Hladik (1946 - 2012): Dale Hladik, age 66, passed away April 23, 2012. Dale is survived by beloved wife, Karen; sons, Doran, Brian his wife Wendi; granddaughters, Haley, McKenna, and Britton; and a large extended family.

A Memorial service is planned for Saturday, April 28th, at 2:30 pm, at Highline Community Church, 3651 S. Colorado Blvd., Englewood, CO. Memorial contributions may be made to Karen Hladik at FFCU #812560, 2201 N. Fitzsimons Pkwy., Aurora, CO 80045.

-Denver Post

That's what I read. I knew Dale pretty well. He love country music and taught line dancing. He was also a big smoker if I remember. When I saw his name this morning, I thought it was him. He had just moved up the list and was a full Dispatcher in late 85.

-Kevin Porreco

Dale lost his 2 brothers in May & June 2003. Dale took that very hard as did I. Dale found out he had cancer in June 2006. Since then he had several surgeries and a lot of chemo, but he never complained. Thank you all for remembering him,

-Viola Hladik Garvin (Mom)

(D. L. HLADIK: Dispatcher seniority date of 4/30/79, Company date of hire is 12/1/77, per the 5/1/79 FL/TWU Seniority List.)

GAYLE PILGRIM WEATHERMAN

1961? - 1964?

SECRETARY

DEN

(http://FAL-1.tripod.com/Gayle_Pilgrim_Weatherman.html)



OBITUARY: Gayle Weatherman, 1934-2012 77, of Centennial, passed away on April 9, surrounded by her family and loved ones. Her daughters, Debbie Ottoson (Bill), Lisa Weatherman-Kirk (Andy) and son, Rick Pilgrim (Carol) were with her along with her sisters, Marlene Wathen (John) and Linda Messer (Dan) and her companion of many years, Bill Benton. She went to be with our Lord with love and in peace. She is also survived by her stepchildren, Huey Weatherman (Nancy) and Demme Forseman (Denny), 13 grandchildren and 3 great-grandchildren.

Services will be Friday, April 13, at 1:00 pm at Littleton United Methodist Church, 5894 South Datura Street, Littleton. A reception will follow at the church.

Gayle was a 45-year resident of Littleton and Centennial where she built a career as a Travel Consultant and employee of Continental Airlines. Gayle was born in Omaha and attended Doane College where she was a cheerleader and sorority sister. She met and married Ron Pilgrim and moved to Boulder and then Denver.

After a separation, Gayle was hired by Frontier Airlines at Stapleton to work in the front office as a receptionist. After meeting Harry Weatherman, they married in 1963 and made their home in Denver and Littleton. Gayle became a travel consultant and worked for many years at Littleton Travel and then with Continental, retiring in 2001. Gayle was a member of St. Timothy's Episcopal Church and attended Littleton United Methodist Church.

-Denver Post on April 12

I remember Gayle at Frontier. She was a secretary, I believe.

-Marcia Glasrud Crump

(Not on the 11/4/55 or Feb 1960 FL Rosters. She is in the Jul 1963 Finance Dept photo.)

HOWARD LONG

1970 - 1986

AIRCRAFT MECHANIC

DEN

(http://FAL-1.tripod.com/Howard_Long.html)

I just ran across an obituary of my good friend Howard Long and don't know if he had been added to the Alumni Group on not. Howard worked in avionics. I was saddened to hear of Howard's passing.

-Paul Hunter

OBITUARY: Howard Dee Long, Age 67 passed away

MORE GONE WEST

8/12/11. Visitation Monday 4:00 - 6:00 PM at Olinger Chapel Hill Mortuary, 6601 S. Colorado Blvd., Centennial, CO. Funeral service Tuesday 10:00 AM at Highlands Baptist Church, 1501 E. Phillips Ave., Centennial, CO. Condolences may be offered at www.olingerchapelhill.com

-Denver Post on August 14, 2011

Heavens sakes, a young man has departed. Yes, Howard was a Frontier avionics tech. And a good one. I am amazed how much 36 years absence from the Old Frontier makes. peoples appearances change. God Bless.

-Stu Hammersmark

(H D LONG: Aircraft mechanic seniority date of 8/8/70, per the 11/1/76 FL/IAM Seniority List.)

BOB REISIG

1966 - 1986

PILOT

DEN

(http://FAL-1.tripod.com/Bob_Reisig.html)

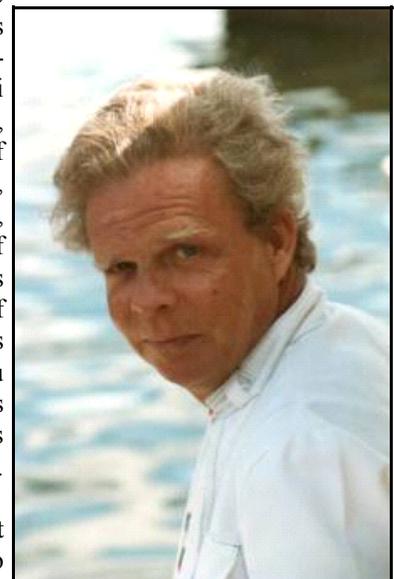
OBITUARY: Robert Allan Reisig, 1942 - 2012

Bob was born November 13, 1942 in Denver, Colorado and passed away May 22, 2012 at The Denver Hospice. Bob started his career with the original Frontier Airlines in the purchasing department. He bought himself a light aircraft to build his hours as a pilot and went on to become a Captain with Frontier before he retired in 1986. He was known by the nickname "Spider" to fellow Frontier employees and was also known for his smooth landings. His retirement years were filled with family, waterskiing, golf, travel, card games and many, many friends.

He lived in the Denver area and spent many winters as a "snowbird" in the Parker, Arizona area. He is survived by his life partner of 37 years, Joanne Griffin of Thornton, CO; his daughter, Lori Reisig of Littleton, CO; his daughter, Kristi Reisig and two grandchildren, Jack Allan and Ella Rose of Sherman Oaks, CA; a sister, Sharon Green of Fort Collins, CO and a sister, Carroll Rice of Castle Rock, CO. Bob's wishes were for a small gathering of family and close family friends to be held at a later date. In lieu of flowers, the family requests donations be made in Bob's memory to The Denver Hospice.

-Joanne Griffin

Spider was one of the most loved pilots in our bunch. No



doubt his Flight West will be smooth, ending with one of his patented smooth landings on the 19th fairway...

-Billy Walker

(R A REISIG: Pilot seniority date of 5/23/66, per the 9/1/85 FL/ALPA Seniority List. He is not on the 9/1/86 list. ROBERT A REISIG, retired 03/01/86 per FL ALPA Pilot Roster dated 1/20/2012. Bob hosted a golf tournament in conjunction with the DEN Reunion and helped Wells Fargo Bank find FLolks on the FL ESOP Lost List until his illness prevented it.)

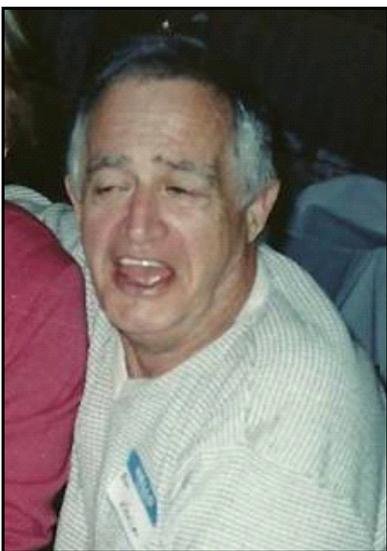
BILL KIRKLEY

1966 - 1986

**STATION AGENT, SENIOR STATION AGENT
DAL DFW**

(http://FAL-1.tripod.com/Bill_Kirkley.html)

After Frontier, Austin Henry, Terry Vess and myself went into business with a handyman service. We closed it after about 10 years and I went into full time sports officiating. For years I did football (now retired) BUT still do volleyball and baseball/softball. I now run an officiating service called "North East Officials Assoc." I have about 75 guys/gals doing sports. I stopped doing basketball about a year ago so I could have both knee's replaced.



While still with FL married a flight attendant named Kitty Wright. We've been married for about 35 years now. Good to hear from some of the old guys.

-Bill Kirkley (2003)

OBITUARY: William Lester "Bill" Kirkley (1940 - 2012), 71, passed away Wednesday, April 18,

2012. Memorial service: 2 p.m. Friday at Shady Oaks Baptist Church, 1336 Cavender Drive, Hurst. Bill was born in Fort Worth. He was a loving husband, father, grandfather, brother and friend.

He spent many years working for Frontier Airlines, where he met the love of his wife, Kitty. He then went on to many years in business, while also pursuing his love for sports and kids, being a sports official. Bill also served his country in the United States Navy. Once he retired, Bill loved spending time with his grandkids and loved ones. He was preceded in death by his parents, Bill and Dorothy Kirkley; son, William Kirkley; and other close relatives. Survivors: Wife, Kitty Jo Kirkley; daughter, Melisa Kirkley and spouse, Ron; son, Justin Kirkley and his wife, Jessica; grandkids, Christian, Jacob and Colt Kirkley and Hunter Aycoc; and sisters, Linda Dixson and Debbie Bennett.

-Fort Worth Star-Telegram on April 19, 2012

I used to see Bill often when I was passing thru DFW or visiting friends in the area. He was a friendly easy-going guy and good company. Bill was a bit bow legged and not very tall. Once when we were talking he said, "By God, if my legs were straight, I'd be six feet tall!"

-Jake Lamkins

(W L KIRKLEY: Station agent seniority date of 11/21/66, emp# 04962, per the 1/1/86 FL/ALEA seniority list.)

LARRY THOMAS

1959 - 1986

**STATION AGENT, STATION MANAGER
STL DFW FSM**

(http://FAL-1.tripod.com/Larry_Thomas.html)

Larry Thomas has passed away from a heart attack, about 3 hours ago. I was notified by Otis Edwards just a few moments ago. Don't know any more details but I will keep you advised.

-Phil Green

It is with heavy heart I respond to learning of Larry's passing. He & I started with CN in STL within a month of each other. He befriended me and we had a great friendship for the rest of our careers. I am especially glad I made the FYV/FSM Pignic last August and had the opportunity to visit with Larry. My sincere condolences go to Sue, his wife, and family. Sue was a Braniff ticket agent when they met in STL and later married.

-Jim Mustain

OBITUARY: Larry Eugene Thomas, 72, of Fort Smith died May 2, 2012, in Fort Smith. He was born Nov. 30, 1939, in Cass County, Texas, to Oscar Eugene and Allie Dee Vaughn Thomas. He was retired from Frontier Airlines after 27 years of service and also retired from Geno's Pizza of Fort Smith. He was a member of Rotary International, Fianna Hills and Hard-scrabble County clubs, an avid golfer, a veteran of the U.S. Army and of the Methodist faith.

He is survived by his wife of 51 years, Sue Thomas of the home; two daughters, Tamara Anne Stewart of Rogers and Amber Lynne Grubb of Plano, Texas; one son, Timothy Eugene Thomas of Fort Smith; one sister, Brinda Peek of Omaha, Texas; three brothers, Ronnie Thomas of Omaha, Mike Thomas of Daingerfield, Texas, and George Thomas of Pittsburg, Texas; and four grandchildren, Mary Elizabeth Stewart, Caroline Grace Thomas, William Timothy Thomas and Jackson Eugene Thomas.

Funeral service will be Monday at 10 a.m. in the Edwards Funeral Home Chapel, and cremation will follow the service, all under the direction of Edwards Funeral Home.

The family will greet friends at Edwards Funeral Home on Sunday from 2-4 p.m.

Memorials may be made to St. Boniface Catholic School, 1820 N. B St., Fort Smith, AR 72901.

-Ft Smith Times Record

(Larry held a variety of positions during his 27 year career at CN/FL. He was FSM station manager when FL died and was a main organizer/coordinator of the FYV/FSM FL Reunion for decades.)



PAT LARSEN SHERWIN

1948 - 1955

FLIGHT ATTENDANT, CHIEF FLIGHT ATTENDANT
BIL PHX DEN

(http://FAL-1.tripod.com/Pat_Larsen.html)



I am reaching out to any and all persons who worked for and with Frontier Airlines between 1946 and 1955. My mother, Patricia "Pat" Larsen, worked for Challenger as a stewardess and then as Chief Stewardess with Frontier. My mother has since passed away and I would like to share with my son her history during this very exciting time. I would be so grateful if you have any information about her.

-Sheree Ashapa

I am delighted to hear from you. Your mom was

in Challenger's first stewardess class in 1948. I am attaching the two items I have about her from my files. Please tell me when she died and what her married name was. Send some photos, obituary and any other info you wish and I will make a memorial webpage for her at the Frontier Airlines website. Do you know when she left Frontier? I show her on the 11/4/55 Roster but nothing thereafter.

-Jake Lamkins

OBITUARY: Memorial services will take place Oct. 20 for Patricia "Tricia" Sherwin, a resident of Lake Tahoe and Minden, Nev., who died peacefully Oct. 16, 2007, in her home Minden. Tricia was born May 30, 1929, in Roosevelt, Utah. Among her survivors are her daughter, Sheree Ashapa; daughter and son-in-law, Star and Lt. Col. Ron Metternich; and grandchildren, Cassey, Danny and Clay, who were her pride and joy. Memorial services will begin at 4 p.m. Oct. 20 at Church of Jesus Christ of Latter-day Saints, Spruce and Deseret streets, Minden.

-Tahoe Daily Tribune

(PATRICIA LARSEN, DEN stewardess, per the 7/15/48 CHA Roster. P. LARSEN, DEN flight attendant, per the 11/4/55 FL Roster. She is not on the Feb 1960 FL Roster.)

TROY TIGNER NEED INFO

(http://FAL-1.tripod.com/Troy_Tigner.html)

OBITUARY: Troy Dann Tigner, March 3, 1929 - April 2, 2012, passed away on April 2, 2012 in Spokane, Washington. He fought a long hard battle with cancer. He was 83.

He was born in Commerce, Texas, on March 3, 1929. Troy was a career military man. He retired from the United States Air Force in 1968. He again served his country from 1974-1978 in the Air Force Reserves. Troy was employed in aviation for most of his life. He worked for Boeing, Braniff, and Frontier Airlines. Troy was also a private pilot.

MORE GONE WEST

Troy resided in Fairfield in the 1950s and 1960s. He lived in Soap Lake, Washington for the past 20 years. He is survived by his brother, Haskel Tigner; his daughter, Kathleen Love; son and daughter-in-law, Guy and Marilyn Tigner; and his daughter and son-in-law, Deborah and Jeff Kim; as well as three grandchildren and four great-grandchildren. Troy was a Master Gardener and a member of the Veterans of Foreign Wars.

Family and Friends are invited to attend a memorial service at 12:30 p.m. on Friday, April 20, at Sacramento Valley National Cemetery, 5810 Midway Road, Dixon, Calif., 95620.

-The Reporter on April 18, 2012

(Do not know what position, years or location Troy was at FL. He may have been an aircraft mechanic since he was an AF flight engineer. Post any info you have about Troy.)

THOMAS CRARY

1961 - 1986

RELIABILITY ANALYST, ELECTRICAL ENGINEER
DEN

(http://FAL-1.tripod.com/Tom_Crary.html)

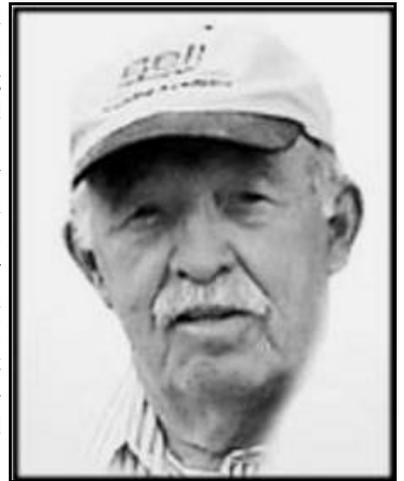
I thought of you and FRONTIER NEWS when I stumbled across the enclosed obituary in this mornings Spokane paper (The Spokesman Review). You can tell you're getting old when you start reading the obits as part of your morning coffee/paper routine! I did not know Mr. Crary.

What initially caught my eye was that he was born in Cando, ND. North Dakota is my home state and my Sister and Brother in Law lived in Cando for years. Anyway, I then proceeded to read the rest of the obituary only to discover that Mr. Crary worked for FL for 25 years.

I enjoy reading the FRONTIER NEWS and was especially sad to read of the passing of Irma Wood a couple of editions ago. I have many fond memories of Irma from the FL/PEX interchange days.

-Larry Martin

OBITUARY: Thomas Earl CRARY, Loving father, husband, grandfather, and brother, Thomas passed away on May 6, 2012 in Casper, WY at the age of 76. He was born to the parents of Joseph Crary and Kathleen Mohen on February 21, 1936 in Cando, ND, where he grew up. In 1956, he joined the United States Navy and served honorably for six years as a Seaman. He married his wife of 42 years, Norma L. Crary, on December 21,



1969.

Thomas had an affinity for airplanes and demonstrated his passion for aircraft as an Electrical Engineer working with Frontier Airlines for 25 years. Thomas was very meticulous and his love for airplanes continued with dedicated service to the Federal Aviation Administration as an Aviation Safety Inspector (G-14) throughout the United States, specifically Chicago (O'Hare), Seattle (SeaTac), and finally Spokane, WA (Felts Field) where he retired in 2005 after 21 years of service.

Thomas is preceded by his son Patrick Cray (1995), daughter Paule Kroeze (2012), and sister Kathlee (Bea) Cray (2012). Thomas is also survived by his Wife Norma; children Mark Cray, Brian Cray, Kevin Cray, Gregory Cray (Deer Park, WA), Kellee Cray (Spokane, WA), and Lt. Kristopher Cray (Beaverton, OR).

-Spokane Spokesman-Review on May 24, 2012
(TOM CRARY, reliability analyst, DEN MR - Quality Control and Engineering per the Jan 1 & Jul 1, 1970 FL telephone directories. TOM CRARY, no title given, DEN EE - Engineering and Quality Control per the Nov 1977 FL Quick Reference Directory. If the obit is correct about 25 years with FL, I'm assuming the time period of employment at FL being 1961 to 1986.)

GRANT HOLMES

1964 - 1986

PILOT

GSW DAL DFW DEN

(http://FAL-1.tripod.com/Grant_Holmes.html)

You mentioned in the Frontier News you would like to have a old Central seniority list. This is my first one. Also the first pay check stub for some interest @ \$400 mo. As Captain Frost said: "What airline did he fly for?" Money, entertainer, politician, only the airline was important. Thank you, Central, for giving a airport kid a chance to fly.

-Grant Holmes (2/11/10)

It is with great sadness I am sending this e-mail to announce the death of my father, Grant Holmes. My father began his extraordinary flying career with Central Airlines in 1964 and

retired as a captain with Continental Airlines based out of EWR in 2001. My father flew out of DEN when flying with Frontier Airlines and took great pride and was quite nostalgic when reminiscing about his career.

My father was diagnosed with cancer in June 2010 and gave it a good fight. He is loved very much by his family and will be missed. Services will be held Friday, April 27, 2012 at 10:30am at Saint Anthony of Padua Catholic Church, 32832 Saint Anthony Way, San Antonio, Florida.

In lieu of flowers, donations in my father's name can be made to Hernando Pasco Hospice (HPH) Foundation, Attn: Donations, 12107 Majestic Boulevard, Hudson, Florida 34667.

After Dad was diagnosed with cancer and his health was worsening, one of the first things Mom started talking about was making sure to submit a posting to the Frontier newsletter. The photo I sent is of my mother, Pat, and Dad. Mom also very much enjoys your newsletter and she will be remaining at the same address for now

Kindest Regards,

-Vivian Holmes, Loving Daughter

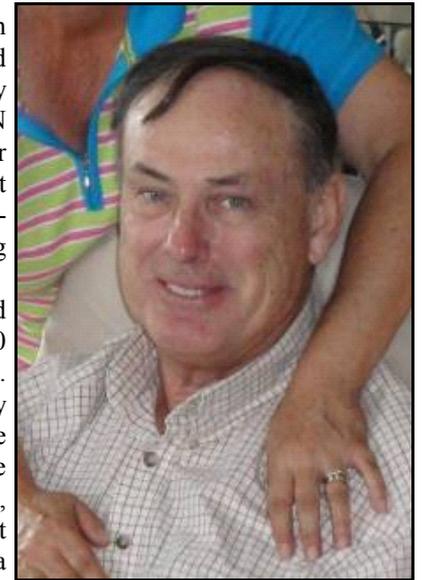
I flew co-pilot for Captain Holmes - He was such a kind, professional & respectful individual & an excellent pilot! I'm sure he will be missed by many who knew him.

-Jean Smith Thompson

A gentleman ..a pleasure to work with...professional.

-Gretchen Densley

(G L HOLMES: Seniority date of 6/29/64 on the 9/1/86 FL/ALPA seniority list.)



CENTRAL AIRLINES, Inc. FORT WORTH, TEXAS

PAY PERIOD ENDING: 6-30-64

STATION	DEPT.	ST.	EMPLOYEE NO.	REGULAR HRS.	O. T. HRS.	D. T. HRS.	GROSS PAY	F. I. C. A.	STATE TAX	WITHHOLDING
076	105	6	3008	2 days reg.			26.66	97		
UNION DUES	MISC.	CREDIT UNION	UNIFORMS	LIFE INS.	LOSS OF LIC. INS.	PENSION	TELEPHONE	BONDS	NET PAY	
									25.69	

DEDUCTIONS

STATEMENT OF EARNINGS & DEDUCTIONS
 DETACH AND RETAIN FOR YOUR RECORDS

First Pay check

LEWIS JOHNSTON

1956 - 1986

STATION AGENT
TUL HOT LIT OKK

(http://FAL-1.tripod.com/Lewis_Johnston.html)



OBITUARY: Lewis Graham Johnston, Jr., 9/16/1937 - 4/19/2012. Lewis Johnston went to be with our Heavenly Father on April 19, 2012. He is survived by his loving wife of 51 years, Virginia Oglesbee Johnston. He was the proud father of four children Shelli Billeg, Cheri' Cusick, Sharbra Johnston and Scott Johnston.

Lewis was born to Lewis Sr. and Mattie Johnston on September 16, 1937 in Idabel, Oklahoma. He was a graduate of Capital Hill High School in Oklahoma City and was a member of Rockwood

Baptist Church where he met and eventually married his wife Virginia. After High School, he attended airline school and went to work for Central Airlines. Lewis served his country in the United States Marine Corp in Cherry Point, NC for four years before returning to Tulsa where he was employed by Frontier Airlines and was currently working for United Airlines in a career that spanned 52 years.

Lewis was a dedicated and loving husband, father, grandfather and great grandfather. He coached his children's softball and baseball teams as well as made time for fishing trips. He was also a registered Girl Scout. He enjoyed bowling, playing golf, and spending time with his family. He will be greatly missed.

Lewis is survived by his wife, Virginia, daughter Shelli and Bobby Billeg, daughter Cheri' and Stan Cusick, daughter Sharbra Johnston and son Scott and Kimberly Johnston; his beloved grandchildren Alexa and Joey Prince, Graham Billeg, Dalton Cusick, Connor Billeg, Savanna Johnston, Cole Johnston, Kali Cusick, Kaden Johnston, and Dylan Johnston; his great-grandchildren Christian and Adelyn Prince; his sister Betty Harrington and brothers Bobby O. Johnston and Bobby Joe Johnston.

He is preceded in death by his parents, his sister Billie Ruth Lucas; brother -in-law Henry Harrington; nephews Jeffrey Harrington and Dennis Harrington; and his father and mother-in-law Horace and Sibbie Oglesbee.

Services will be 2:00pm Wednesday April 25, 2012 at McNeil's Funeral Service, Mustang, Oklahoma, with interment to follow in the Mustang Cemetery.

-McNeil Funeral Home

My heart is heavy to hear Lewis has passed away. I am closing in on 80 years and this has to be the finest man, beside my Father, that I ever knew. The last time I saw him I told him I loved him - I am so glad I did. A great Dad and a top employee. I worked with him at LIT, and he always shared his homemade bread pudding with us - his wife is a great cook. Go rest high on

MORE GONE WEST

that mountain, old son, and save me a front seat.

-Jack Chambers

(L G JOHNSTON JR: Station agent seniority date of 4/3/56, emp# 04700, on the 1/1/86 FL/ALEA seniority list.)

PAUL LISCOMB

1949 - 1976

PILOT

GSW DAL DFW

(http://FAL-1.tripod.com/Paul_Liscomb.html)

Another former neighbor, Paul Liscomb, 90, of Arlington, Texas, grew up with the Traver children and accompanied the family in 1933 to the Chicago World's Fair. Liscomb, a retired airline pilot, said he was never interested in riding any of Traver's roller coasters. "I have nothing good to say about roller coasters," Liscomb said. "If I want a roller-coaster ride, I want to be in control of it myself, and that you can do with an airplane."

-Internet Blog from 2007

Captain Paul Liscomb made the final flight West. I spent many hours pulling gear for Paul Wish I could go back and do it again.

Services for Captain Paul Liscomb

Funeral services for Paul Liscomb will be held at The Grapevine Maternity Gardens Funeral Home, 411 Ball Street, Grapevine, Texas, Saturday, the 19th of May 2012 at 2:30 pm.

-Phil Stallings

(Paul's last name is spelled with and without the "p" in the files. The pilot's seniority lists show it without so I have used that spelling. P D LISCOMB: Pilot seniority date of 10/12/49 on the 9/1/72 FL/ALPA seniority list. Retirees: Paul D. Liscomb, DFW captain, 27 years, per the Apr/May 1976 FL News.)

JERRY FOX

1946 - 1958

CHIEF STEWARD, STATION MANAGER
DEN

(http://FAL-1.tripod.com/Jerry_Fox.html)

Jerry Fox was Chief Steward when MAL made the first flite from DEN to DRO. Jerry, his lovely wife and 2 children, had a home in DEN, but his family also had a fine ranch on the highway going out east almost to Kansas. He became the first DEN station manager from Aug 1950 until 6/01/1958, when he was appointed to the GO.

I was a DEN senior station agent under Jerry and acting manager during Jerry's vacations, etc. and I then became the 2nd DEN station manager 6/01/1958 until I became sales/service manager in PHX Feb 1964.

In the meantime Jerry Fox had left to return to living and running his ranch. Years passed by and one day in the 1970s





Jerry came by my 3rd floor office in the DEN terminal. He asked me if I could provide him with a referral, covering his time with FL and I advised I would be very happy to oblige. He said he had been by the FL Employment office, that no one remembered him and that they were unable to locate his records!

Jerry said he had to run now, but he would be by to pick up the referral. He gave me no DEN contacts. Shortly thereafter I was advised he had been quite ill and he had passed away. I never had the opportunity to say goodbye to a

very dear friend.

-Cal Reese

(The only Fox I can find on the 11/1/55 station seniority list is G B FOX, seniority date 9-5-50. He is also on the 11/4/55 FL Roster as station manager. There is also a Jerry Fox in the Monarch Airlines photo which identifies him as a steward. Unable to pin him down in the SSDI.)

JESSE FRANKLIN

1958 - 1984

**AIRCRAFT MECHANIC, PILOT
DEN PHX**

http://FAL-1.tripod.com/Jesse_Franklin.html

Please add my father, Jesse Franklin, out of Denver to your FL Reunion invite. He retired as a captain around 1985. I'm not totally sure but I believe he began working for FAL 1959 perhaps 58. Thanks so much,

-Tammi Jean Franklin

Old Frontier Captain Jessie Franklin passed away yesterday at 3:00 AM, April 10th. His funeral service will be held April 12th, Thursday, at the Applewood Baptist Church, in Wheatridge, Colorado, at 2:00 PM. The church is located at 11200 West 32nd Avenue, Wheatridge, CO 80033. Please notify all Ex-FL personnel. Thank you.

-Wes Te Winkle

I am so thankful for the memorial webpage you have created for my father. I was three when my father went to work for FAL so I'd say I grew up with Frontier Airlines.

I can remember driving out to the hangars with my father and as I picture those adventures I can smell the smells and hear the sounds of the hangars. I miss the smells and sounds of airplanes. My sister and I reminisced about our memories of FAL and one of the best memories we shared was the FAL Christmas parties.

The two things we rememberd the most about the FAL Christmas parties in the hangars were the netted Christmas Stockings filled with nuts and fruit and of course Santa Claus.

When I left home in 1973 I went on to become a US Navy Air Traffic Controller. My father and I have spent countless hours discussing flying from a pilot and a controller's perspective.

I drive by a small airport in Kerrville, TX to and from work every day and cannot drive by without remembering him. I may

have to take a different route for awhile because there have been times this past week where I found it difficult to drive by without tearing up.

The information Wes gave you was from his biography we gave those who came to give their respects and celebrate his life. I read his Eulogy, which included the memories from his wife, his 2 living children, his grandchildren, great grandchildren, niece & grandnephew.

My father has "flown west" and he will be dearly missed by all. Thank you again for your passion in keeping the FAL family connected.

-Tammi Jean Franklin

While raising a family, Jesse attended the Spartan School of Aeronautics and Technology in Tulsa, Oklahoma, earning his A&E certification. After graduating, he moved his family back to Denver and went to work at Frontier Airlines as a mechanic.

His work at Frontier nurtured his lifelong love of airplanes and of flight. Jesse rose through the ranks at Frontier and retired as a Commercial Airlines Captain on a Boeing 737 in 1984.

After his retirement from Frontier, he earned Master Contractor and Plumbing licenses. He built two houses for his family, and remodeled his daughter Pat's basement.

Jesse dreamed of traveling to Australia for many years and, at the age of 78, he sojourned the globe with Melbourne, Australia as his final destination. While in Melbourne, he suffered two cardiac arrests and was miraculously brought back to life. His family calls him "rubber" because he always bounced back.

-Excerpted from Jesse's eulogy

(J. W. FRANKLIN: DEN MECH, DOB 7/7/29, DOH 9/2/58, Per 2/60 FL Roster. J W FRANKLIN 03/06/67, Per the 9/1/81 FL/ALPA Seniority List. He is not on the 9/1/86 list.)

HERMAN PENNINGTON

1957 - 1986

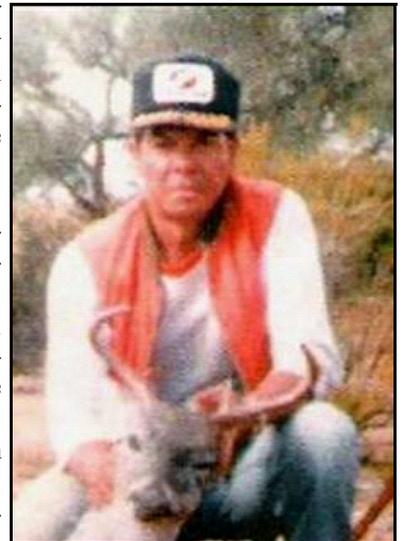
**STATION AGENT
SAD TUS**

http://FAL-1.tripod.com/Herman_Pennington.html

I did find out that another TUS employee passed away a couple of years ago and that was Herman Pennington. I'll try to find out more on him.

-Glenn Hastert

Name: Herman E. Pennington, State of Issue: Arizona, Date of Birth: Wednesday September 22, 1937, Date of Death: Saturday June 09, 2007, Est. Age at Death: 69 years, 8 months, 18 days, Last known residence: City: Central, County: Graham, State: Arizona, ZIP Code: 85531



-SSDI

(HERMAN E. PENNINGTON: SAD station agent, DOB 9/22/37, DOH 12/5/57, per Feb 1960 FL Roster.

H E PENNINGTON: Station agent seniority date of 2/19/59, emp# 06986 per the 1/1/86 FL/ALEA Seniority List.)

LES MINCE**1961 - 1977****PILOT****AMA MKC DEN***(http://FAL-1.tripod.com/Les_Mince.html)*

NAME: MINCE, LESLIE G, ALPA #0158659, DOB 01/15/28 DOH 01/01/61, CLASS DE, CLA DATE 06/22/91 per the FL ALPA Pilot Roster dated 1/20/2012.

L G MINCE: Pilot seniority date of 8/23/61 per the 9/1/72 FL/ALPA Seniority List. He is not on the 9/1/81 seniority list.

-Jake Lamkins

LES MINCE
AMA F/O
per the 10/1/64 CN Pilot Domicile List.

L. G. MINCE
DEN 737 F/O, seniority # 245
per 5/1/71 FL Pilot Domicile List.

L. G. MINCE
DEN 737 F/O, seniority # 243
per 3/72 FL Pilot Domicile List.

L. G. MINCE
DEN 737 F/O, seniority # 233
per 5/73 FL Pilot Domicile List.

L. G. MINCE
DEN 580 captain, seniority # 209,
SL 11/29/76
per 3/77 FL Pilot Domicile List.

Not on the 4/78 FL Pilot Domicile List.

I am copying in a few of the FAL pilots who might be able to help with this. I knew Les Mince but I've nothing helpful to offer. Hopefully, some of the guys copied herein can do better.

-Billy Walker

Mick, Les and Lee are the only one's I knew.

-Dave Kaplan

Mike Gadow remembers him well..something about firing his pistol at a party (inside the house)

-Claudia Roach

Name: Leslie G. Mince, State of Issue: California, Date of Birth: Sunday January 15, 1928, Date of Death: Saturday June 22, 1991, Est. Age at Death: 63 years, 5 months, 7 days

-SSDI**KEN BYERS****1957 - 1986****STATION AGENT****LNK***(http://FAL-1.tripod.com/Ken_Byers.html)*

Kenneth LeRoy Byers, 34 years Frontier Airlines Agent, passed away April 16th 2012 at his home in the afternoon. He was 76 years of age, Born Dec 14, 1935, passed away Apr 16th 2012. He was in Lincoln most of his career until Frontier shut down then he worked for CO until they left Lincoln. Finished his career as a custodian for Lincoln Public Schools 10 months a year then retired and worked as Handyman for an Apt and rental housing investment person. He loved Branson MO and went several times each year. His Memorial Service will be Saturday April 21, 2012 at 11:00 a.m. You can get full details for KB at Roper & Sons. He loved the airlines and said he still had dreams of still working for Frontier. He is now working at the big airport in the sky.....

-Larry Harms

OBITUARY: Kenneth LeRoy Byers 76, of Lincoln, died

MORE GONE WEST

Monday, April 16, 2012 at his home. Born December 18, 1935 in Oil City, Pennsylvania to John and Isabelle(Seth) Byers. U. S. Army Veteran. He was an agent for Frontier Airlines for 30 years. After his retirement he was a custodian at Meadow Lane Elementary School. Ken was a supporter of the National Rifle Association (NRA), a member of the American Legion Post #3, did work for the Havelock Association and was a former golfer. He loved babysitting, fishing and trips to the candy store with his grandchildren; enjoyed having breakfast with his friends and loved trips to Branson.

Visitation: No Visitation/Cremation Service: Memorial Service: 11:00 a.m. Saturday, April 21, 2012 Roper and Sons Chapel, 4300 'O' Street. Family requests casual dress.

Memorials: In lieu of flowers, memorials to the Food Bank of Lincoln, 4840 Doris Bair Circle, Suite A, Lincoln, NE 68504.

Family members include his wife: Connie; son: Dan Byers; daughter-in-law, Angela Carlow; daughter: Amy Byers Moyer; son-in-law, Kevin Moyer all of Lincoln; grandchildren: Noah and Avary Byers, Alexandra and Jacob Moyer; brothers: Duane Byers, Oregon, Robert Byers; sisters: Marcia Bush and Bonnie Boyd, all of Pennsylvania; numerous nieces and nephews.

Preceded in death by parents.

-Roper & Sons Funeral Home**CAROL LOOS****1985 - 1986****PILOT****DEN***(http://FAL-1.tripod.com/Carol_Loos.html)*

Name: Carol L. Loos, State of Issue: Pennsylvania, Date of Birth: Wednesday April 18, 1951, Date of Death: Saturday January 27, 1990, Est. Age at Death: 38 years, 9 months, 9 days

-SSDI

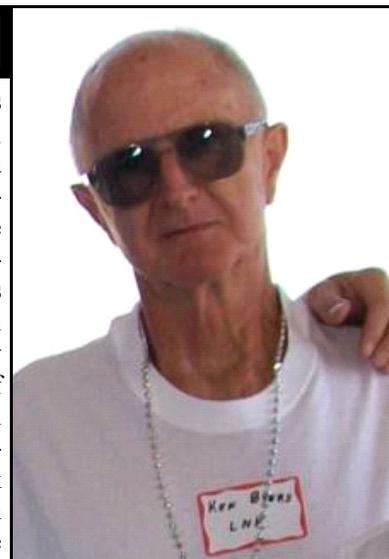
Carol was in the ground school class just after mine. A couple of us attended her funeral. She died of colon cancer in 1987 - at only 38. I don't have her picture or obituary. Pretty sure the Denver Post would have it and her husband there in DEN would probably have pictures. Her family lived in COS, I believe.

-Jean Smith Thompson

Carol was married to Ron Loos. They lived in Denver. She died some time in the 80s.

-Ed Quisenberry

Carol is buried at Mount Lindo Cemetery at Morrison, Colorado in the Whispering Pines Lawns Crypts - Second Level - Row A - Plot 5.

-FindAGrave.com

FAL
LOOS, CAROL L
ALPA# 0621938
DOB 04/18/51
DOH 08/28/85
DE 02/01/90
per FL Pilots Roster.
Pilot seniority date of 8/28/85
per the 9/1/86 FL/ALPA Seniority List.

JACK MACDERMOTT**1956 - 1972****PILOT****GSW DAL DFW***(http://FAL-1.tripod.com/Jack_MacDermott.html)*

NAME: J B MACDERMOTT, ALPA # 0165449, DOB 08/12/23, DOH 01/01/56, CLASS DE, CLA DATE 11/19/09.

-FL ALPA Pilot Roster

The Wartime Memories Project - STALAG LUFT 3 POW Camp. The camp is situated in pine woods area at Sagan, 168 kilometers southeast of Berlin. This camp was hub of the prison system and famous for The Great Escape. All mail was received at Luft 3 and censored before being sent on to other camps. There was a subcamp of Stalag Luft 3 at Belaria. Listing includes Lt. James "Jack" MacDermott - 364th FG 383rd Squadron

-<http://www.wartimememories.co.uk/pow/stalagluft3.html>

I flew co-pilot for Jack on quite a few trips. He was a hard person to get to know because of his seemingly cynical personality, maybe a hangover from his POW times. He was a good pilot but could be quite the intimidater for no apparent reason. I'm not sure any of us really knew Jack because of these traits.

-Frosty Frost

(J B MACDERMOTT: Pilot seniority date of 9/10/56, MED 2/1/71, per the 9/1/72 FL/ALPA Seniority List. He is not on the 81 seniority list. No MacDermott on the 5/1/71 FL Pilot Domicile List. Jack was a POW in WWII and is buried in Arlington National Cemetery.)

IAN O'CONNOR**1979? - 1986?****STATION AGENT****YVR YQR***(http://FAL-1.tripod.com/Ian_OConnor.html)*

OBITUARY: Ian Elliott O'Connor June 23, 1955 Feb. 17, 2012. Gone but never Forgotten With profound sadness we announce the passing of our beloved father, brother, uncle, brother-in-law and good friend. Ian is predeceased by his parents Arthur and Cynthia, aunt Madeleine and sister-in-law Laurie. Left to cherish his memory are his devoted daughter Carissa, sister Faith, brothers Michael and Rafe, brother-in-law Stewart, sister-in-law Beth, nephews Christopher, Robin, Brady & Rylan and nieces Madeleine and Colleen.

Ian spent most of his working life in the airline industry with Norcanair, Frontier Airlines, Pacific Western, Canadian Airlines and Air Canada. He was stationed in Regina, Yellowknife and Vancouver. Without consideration for his own safety he once saved the life of a fellow airline worker on the tarmac of the Regina airport.

Ian was an avid hockey player (goalie) and loved camping. He

especially enjoyed extensive camping trips with his daughter Carissa. For the last years of his life Ian was a caregiver to Art & Cynthia helping them remain in their Lumsden home until their passing in 2006 and 2010. Ian's life will be celebrated with a graveside service at the Lumsden cemetery 2:00 p.m. Saturday, March 3.

-The Regina Leader-Post
(Cannot find much info on

Ian. Frontier started service to YVR on July 16, 1979 and service to YQR on May 1, 1981. Ian worked for us sometime between July 1979 to August 1986. And I'm not sure if he worked both YVR and YQR or just one of them. I don't think the Canadian station agents were under ALEA so would not be on the ALEA seniority lists. I looked anyway but did not find Ian.)

LEE ROSER**1959 - 1984****PILOT****DEN***(http://FAL-1.tripod.com/Lee_Roser.html)*

NAME: L K ROSER, ALPA #0201939, DOB 08/31/27, DOH 04/14/59, CLASS DE, CLA DATE 02/24/01.

- FL ALPA Pilot Roster

(L K ROSER, Pilot seniority date of 4/20/59, per the 9/1/81 FL/ALPA Seniority List. He is not on the 85 list.

LEDO ROSER, PHX copilot, DOB 8/31/27, DOH 4/26/59, per Feb 1960 FL Roster.

L K ROSER, DEN 737 captain, Seniority #88, per the 5-84 FL Pilot

Domicile List. He is not on the 5-85 list. I will show him retiring in 1984 until I have a firmer date.)

Lee K. Roser: Social Security Death Index

Name:	Lee K. Roser
State of Issue:	Tennessee
Date of Birth:	Wednesday August 31, 1927
Date of Death:	Saturday February 24, 2001
Est. Age at Death:	73 years, 5 months, 24 days
Confirmation:	Verified
Last known residence:	
City:	Springfield
County:	Greene
State:	Missouri
ZIP Code:	65804

WILLIAM POE**1968 - 1972****PILOT****SLC***(http://FAL-1.tripod.com/William_Poe.html)*

NAME: W A POE, ALPA #0413583, DOB 03/31/37, DOH 01/01/68, CLASS DE, CLA DATE 03/31/72.

-FL ALPA Roster

(Not on the 1967 OR 72 FL/ALPA Seniority Lists. W A POE SLC 737 FO, per the 5/1/71 FL Pilot Domicile List. Seniority # 461, between RE Herman 458 and GA Paul #463. He is not on the 3-72 FL Pilot Domicile List. Per the 9/1/72 FL/ALPA Seniority List, Herman's seniority date is 2/19/68 and Paul is 2/26/68 so William's seniority date would be in that period. Nothing in company newsletters about his death.)



GONE WEST MANAGEMENT & OTHERS

Bill Acker, DEN manager-line maintenance, 4/20/09, age 91
 Wally Adams, DEN credit union manager, 11/22/83, age 54
 C. Whitcomb Alden, DEN board of directors, 4/7/98, age 82
 Dex Alger, SLC sales manager, Nov83, age 57
 Claire Almquist, DEN director of tariffs, 10/12/07, age 96
 Virgil Alvey, DEN director-ground support service, 3/10/97, age 77
 Lyle Anderson, DEN reservations supervisor, 7/26/09, age 73
 Bea Aragon, DEN manager-voice communications, 8/27/07, age 65
 Robert Baker, need more info
 Mervin Bagan, FTW lawyer, 4/10/82, age 62
 Harvey Barnard, DEN vp-operations, 2/6/10, age 96
 Bill Bates, DEN manager-reservations control, 5/16/00, age 71
 Ray Beall, DEN manager-line maintenance, Mar86, age 65
 William Beck, GSW superintendent-quality control, 5/2/01, age 78
 Lou Berets, GJT station manager, 9/8/78, age 53
 Les Bergstrom, DEN manager-engineer programs, 12/10/01, age 79
 Arlee Bethel, DEN manager-overhaul shop, 3/7/06, age 73
 Doug Black, DEN manager-general ledger, May81, age 71
 Phil Blackwell, BFF BIL maintenance manager, 9/28/03, age 73
 Clay Blaylock, DEN director-military sales, 3/14/99, age 70
 Jim Bogan, DEN manager-station training, 8/7/07, age 64
 Fred Bonfils, DEN co-founder-Monarch Airlines, 3/21/58, age 62
 Orval Bowen, DEN director-futures scheduling, 2/18/07, age 74
 Fentress Bracewell, DEN board of directors, 6/13/07, age 85
 Jack Bradford, CN owner/chairman of board, need info
 Bill Bray, FTW legal, 9/15/87, age 84, heart attack
 Dan Brock, DEN vice president-traffic & sales, 5/29/05, age 89
 Don Brooks, DEN cargo sales representative, 10/12/02, age 71
 Lorie Brown, SLC, need info, 5/1/09, age 48, cancer
 Chuck Buckingham, DEN operations manager, 9/9/11, age 85
 Johnny Bulla, AZ Airways founder, 12/7/03, age 89
 Jack Burnell, DEN director of maintenance, 8/22/92, age 89
 Dave Burr, DEN director-properties & facilities, 4/9/97, age 68
 Royal "RJ" Burt, DEN TUS station manager, 3/22/09, age 85
 Jim Butler, TUS PHX manager, 3/19/06, age 85
 Tom Byrne, CN board member, 5/24/62, need info
 Sam Cales, PHX station manager, 6/20/02, age 67
 Vern Carlson, DEN vice president-public affairs, May76, age 53
 Carolyn Carrier, DEN coordinator-personnel, 6/15/10, age 72
 Ray Chanuad, DEN director-communications, 3/3/04, age 85
 Dick Chouinard, DEN corporate safety engineer, 11/8/05, age 74
 Gordon Christensen, SLC CHA assistant treasurer, 8/17/04, age 80
 John Clark Coe, DEN vp-economic planning, 10/24/06, age 82
 Ralph Cole, DEN manager-passenger sales, 7/20/78, age 62
 Mike Conner, DEN staff manager, 2/29/00, age 63, lung failure
 Dallas Copen, DEN director-schedules, 2/2/05, age 67
 Jeffrey Corsiglia, Need info, 4/19/04, age 56
 Ted Couchman, DEN reliability analyst, 12/15/73, age 70, heart
 Claude Covington, GSW supervisor-inventory, 9/12/02, age 66
 Tom Crary, DEN reliability analyst, 5/6/12, age 76
 Edith Cummings, DEN, need info, 12/19/04, age 86
 Dick Cummins, station manager, 5/14/93, age 59
 Wally Dahl, DEN manager-maintenance, 11/24/04, age 60, cancer
 Frank Davidson, DEN director-fuel, 5/29/03, age 86
 Hal S. Darr, MON & DEN president, 6/21/55, age 61
 Hoadley Dean, RAP board of directors, 12/27/89, age 71
 Ken Dedrick, DEN director-telecommunications, 3/23/06, age 77
 Roy Deeming, DEN manager-avionics, 9/6/07, age 84, cancer
 Chuck Demoney, DEN vp-sales&service, 2/26/11, age 72
 Christy Denning, STL marketing rep, 12/13/79, age 32
 Ernie DeSoto, manager-system communications, 7/12/90, age 68
 Bruce Dietrick, DEN personnel manager, 3/10/10, age 78
 Bob Dirksen, STL assistant station manager, 11/8/87, age 52

Jim Dixon, DEN vice president-schedule&traffic, 10/12/06, age 84
 Donald A. Duff, CHA president, FL vp., 11/14/52, age 47
 Ed Dunaway, DEN vp-marketing services, 12/8/99, age 62
 Bill Durlin, DEN vp-engineering & quality control, 8/1/08, age 82
 Lew Dymond, DEN 4th president, 7/28/08, age 88, pneumonia
 Bob Eakle, DEN manager-electrical shop-EOS, 8/15/97, age 85
 Fred E. Elliott, DEN director-maintenance, 8/2/94, age 81
 Liz Enright, DEN buyer-purchasing agent, 5/31/03, age 72
 Al Feldman, DEN president, 8/9/81, age 53
 Gene Finkelstein, DEN director-advertising, 5/12/83
 Richard Fitzgerald, DEN DCA vp-general counsel, 5/22/99, age 85
 George Forbes, LAR president-summit airways, 5/21/79, age 82
 Barney Foster, DEN director of purchasing, 5/7/88, age 75
 Carl Foster, 6/26/98, SLC DEN regional manager, age 75
 Jerry Fox, DEN station manager, 1/5/88, age 62
 Oliver Frigon, DEN manager heavy maintenance, 6/13/88, age 74
 Clarence Fuller, DEN director maintenance planning, 6/2/00, age 80
 Bob Gallaway, DEN executive vice president, Oct86, age 52
 Eli Gallegos, DEN manager-maintenance, 2/9/05, age 82
 Charlie Gayles, DEN manager-maintenance spares, 8/8/81, age 25
 Ed Gerhardt, DEN vice president public relations, 3/7/98, age 81
 Larry Gilbert, FSD station manager, 8/4/09, age 62
 Ron Gildea, regional manager, 3/20/90, age 62
 Marvin Glantz, DEN purchasing, 10/4/87, age 56
 Lee Glasgow, GSW CN president, Nov83, age 79
 Tollie Graves, DEN superintendent of air mails, 2/20/87, age 93
 Paul Glidewell, DEN supervisor-agency sales, 4/19/11, age 77
 Paul Glover, DEN director-quality control, 9/19/04, age 81
 Bob Goldwater, board of directors, 11/4/06, age 96
 Dan Goodyear, DEN manager travel agency, 5/27/03, age 63
 John Griffiths, DEN director-properties, Apr85, age 71
 Elaine Cornelio Guinn, need info, 1/20/06, age 75
 Don Hatfield, DEN director-industrial relations, 1/15/96, age 62
 Ham Hamilton, DEN purchasing, 6/27/99, age 85
 Wes Hamilton, SLC board of directors, 11/12/94, age 83
 Bill Heath, DEN manager-special projects, 9/24/81, age 55
 Bud Herring, GSW CN vp-customer service, 9/30/11, age 88
 Charlie Hirsig, LAR founder-Summit Airways, 1/15/45, age 34
 Pete Howe, FTW ACF GSW CN executive vp, 9/8/97, age 80
 Paul Hult, TUS manager, 10/23/93, age 71
 Sylvia Hurt, need more info
 Tom Hushka, DEN senior buyer, 3/26/02, age 74
 Fred Ireland, COS CN station manager, 1962, need info
 Bob Johnson, DEN regional manager, 11/6/10, age 56, heart attack
 Danny Johnson, AMA station manager, 1/24/05, age 65
 Doyle Johnson, OKC station manager, 12/20/96, age 61
 Duane Johnson, DEN manager-ground mx, 5/10/99, age 61
 Wayne Johnston, DEN payroll manager, 12/6/64, age 26
 Paul Jones, CN/FL vice president, 4/26/97, age 72
 Keith Kahle, founder&president-Central Airlines, 7/4/97, age 87
 Les Keely, DEN vice president-operations, 11/17/97, age 81
 Georgie Kern, position unknown, 3/6/09, age 77
 Arnie Kihl, DEN STL maintenance supervisor, 6/9/07, age 68
 Dan Kimball, DEN board of directors, 7/30/70, age 74
 Earl Kimmel, DEN sales manager, 4/9/87, age 73
 Jerry Kitchen, DEN director-public relations, May87, age 74
 Errol Klein, MKC sales representative, 11/23/08, age 71
 John Kosmicki, DEN manager-maintenance, 10/18/06, age 81
 Gene Lamansky, DEN assistant treasurer, Jul78, age 49
 Tom Lamb, DEN vice president-schedules, 2/15/05, age 76
 Bob Landon, manager maintenance station, 6/27/03, age 67
 Fred Lang, DEN auditor, 2/27/90, age 68
 Buz Larkin, DEN senior vp-administration, 7/15/93, age 60
 Marv Larson, DEN director-accounting, 1/25/09, age 85
 Floyd Lauderman, DEN manager of stores, Jul82, age 70
 Jean Lawless, DEN industrial nurse, 4/25/08, age 81

John Leavitt, DEN security investigator, 5/31/06, age 88
 Dick Lehmann, MSO station manager, 11/19/10, age 73
 Bobbie Lenahan, DEN director-stewardesses, 12/18/10, age 87
 Karl Leonard, DEN supervisor-cargo accounting, 2/26/12, age 92
 Mike Leonard, DEN director-marketing distribution, 7/6/09, age 67
 Louis Leverone, DEN chairman of the board, 3/15/57, age 76
 Blaine Liles, DEN director- budget & cost analysis, 3/11/96, age 65
 John Lindsay, DEN vice president traffic&sales, 7/17/92, age 79
 Clyde Longhart, DEN director avionics, 9/24/89, age 76
 Boyd Loucks, GSW crew schedule superintendent, 11/28/96, age 64
 John Love, DEN board of directors, 1/21/02, age 85
 Chet Lubben, DEN director of sales, 6/17/04, age 95
 Ron Macleod, DEN manager-traffic, 6/78, age 57
 Jeff Mahan, DEN GSW vp-operations, 10/13/06, age 83
 Mac Maholland, DEN manager-technical analysis, 3/5/94, age 73
 George Maillet, DEN manager-flight simulator, 3/29/88, age 66
 Tom Makurat, DEN director of sales, May84, age 55
 Guy Marchant, OKC FTW CN president, May76, age 80
 Marty Martin, LAS station manager, 6/5/07, age 66
 Frank Masi, DEN manager-traffic procedures, 11/8/95, age 70
 Bud Maytag, DEN owner/president 1959-62, 9/23/90, age 64
 Tom McCartin, DEN vice president-materiel, 6/18/09, age 83
 Edwin McDonald, board of directors, 7/14/72, age 75
 James McEldowney, Arizona Airways co-founder, 2/26/99, age 84
 Bill McKenney, DEN regional marketing manager, 6/25/02, age 77
 Norma McLean, DEN log & inspection office, Jul82, age 51
 Bob Meisenbach, DEN director-base overhaul, 2/10/06, age 86
 Merle Mennenga, DEN manager-radio overhaul, 5/13/08, age 76
 Glendora Miller, need more info
 Ray Minniear, DEN vice president-operations, 5/25/97, age 83
 Bill Mitchell, DEN vice president-sales & service, 4/5/90, age 71
 Mitch Mitchell, DEN operations manager, 6/22/80, age 59
 Nancy Hedrick Mitchell, MCI secretary, 8/22/00, age 53
 John Morgan, KCK manager-reservations, 7/17/03, age 64, heart
 Jim Moran, DEN board of directors, Jul83, age 61
 Dallas Mortensen, DEN director-quality assurance, 5/27/09, age 77
 Diane Lewis Moore, DEN senior buyer, 1/9/04, age 51, leukemia
 Jim Moore, OKC DEN regional director, 6/15/99, age 66
 Charlie Murphy, DEN counsel to the president, 8/28/83, age 74
 Lamar Muse, GSW CN president, 2/5/07, age 86, cancer
 Donna Myers, DEN executive secretary, 1/23/01, age 85
 Mac Myhre, DEN president, 12/23/82, age 71
 Bill Nail, GSW CN superintendent-stations, 1956?, need info
 Bud Naylor, DEN vice president maintenance, 5/26/97, age 76
 Rocky Nelson, AZ Airways founder-president, 3/6/51, age 46
 Larry Nienstiel, LAS station manager, 7/1/11, age 73, heart failure
 Tim O'Connor, AZ Airways co-founder, 11/4/08, age 88
 Pappy O'Drain, DEN manager-properties/contracts 12/4/95, age 72
 Joe O'Gorman, DEN president, 8/10/02, age 59, heart attack
 Jerry O'Neil, DEN board of directors, 8/18/09, age 87
 Tom O'Neil, DEN board of directors, 3/14/98, age 82
 Al Olinger, DEN manager tech services training, 7/30/05, age 79
 Murray Parker, DEN security guard, 11/21/80, age 57
 Jim Pliler, DEN sales representative, 2/18/05, age 70
 Lenda Persiko, DEN FA manager, 11/28/07, age 86
 Karen Pollak, DEN executive secretary, 10/17/08, age 64, diabetes
 John Poor, DEN board of directors, 10/3/95, age 80
 John Pratt, DEN manager-powerplant engineering, 9/24/91, age 67
 Eleanor Randall, DEN vice president-revenue, 11/7/02, age 82
 Byers Rathbone, DEN director-budgets & analysis, 9/4/98, age 85
 James Ray, OKC FTW CN president, 5/15/66, age 69
 Fred Rice, LAR sec/treasurer-Summit Airways, Jun89, age 85
 Floyd Rollins, LAW ABQ station manager, 9/15/89, age 53
 Bob Rogers, DEN supervisor maintenance, 12/20/94, age 73
 Harry Russell, 4/11/03, DEN maintenance superintendent, age 89
 Charlie Schenck, DEN manager-quality control, 11/13/04, age 73

Jeuel Schmidtke, DEN director-purchasing, 9/24/11, age 88
 Paul Schreiber, 7/23/77, DEN director-futures planning, age 49
 Warren Schuling, vice president-maintenance, 9/17/95, age 73
 Dey Scott, DEN warehouse supervisor, 2/12/58, age 64
 Walt Scott, 2/11/04, DEN manager-base shops, age 78
 Bill Shepherd, DEN buyer, 8/31/89, age 61
 Jim Shores, DEN director - stations, 7/6/84, age 60
 Robin Shrock, DEN reservation supervisor, 12/24/11, age 55
 Bob Sicard, GSWCN vice president-maintenance, 2/20/06, age 89
 Larry Sills, DEN vice president-sales & marketing, Nov71, age 39
 Rudy Skeen, DEN manager-station operations, 4/30/01, age 68
 George A. Smith, DEN vice president-finance, 11/20/96, age 83
 Ken Smith, DEN assistant to the president, Jul84, age 72
 Elton Snoke, DEN superintendant of stations, 1/15/73, age 51
 George Snyder, SLC Challenger president, 5/11/83, age 65
 Ken Stemler, DEN director-sales planning, 10/6/11, age 73
 James Stewart, CN Board of Directors, 7/2/97, age 89
 Ken Stevenson, DEN director-maintenance, 9/16/05, age 96
 Mattie Stibrich, need more info
 Bill Stohilton, DEN director-schedules, 7/28/05, age 66, cancer
 Ed Stone, GFK station manager, 8/27/05, age 55
 Doug Sullivan, DEN reservations manager, 11/30/05, age 59
 Walter Swan, DEN vice president, Jul78, age 71
 George Swonger, DEN supervisor maintenance 11/7/76, age 60
 Clark Terrill, GSW director-purchasing, 8/11/09, age 87
 Larry Thomas, FSM station manager, 5/2/12, age 72, heart attack
 Lowell Thomas, DEN board of directors, 8/29/81, age 89
 Troy Tigner, need more info, 4/2/12, age 83, cancer
 Sid Tolbert, ICT station manager, 12/5/72, age 37
 Stan Trudeau, DEN SATO manager, 10/29/74, age 37
 Lee Urquhart, GSW CN director-purchasing, 12/24/98, age 76
 Anne Vanderpool, COD security, 11/1/08, age 84
 Dave Vaughan, GSW director of maintenance, 1/8/99, age 88
 Joyce Olson Vesledahl, Need info, 8/14/06, age 77
 John Vittal, DEN manager reservation services, 8/24/03, age 86
 Russ Wageneck, GSW vice president operations, 5/6/85, age 75
 Pres Walker, GJT board of directors, 5/28/70, age 57
 Bill Wayne, DEN executive vice president, 3/26/11, age 84
 Stormy Weathers, DEN manager line maintenance, 1/6/95, age 69
 Sue West, DEN assistant credit union manager, 7/28/78, age 63
 Jim White, DEN director-production control, 1/25/05, age 87
 Harry Williams, DEN manager of purchasing, 3/1/03, age 80
 Ray Wilson, DEN Monarch founder-president, 5/11/79, age 78
 Bob Wood, CN board of directors, 7/1/93, age 82
 Irma Wood, DEN director-marketing development, 5/18/11, age 70
 Ray Woody, DEN executive vice president, 3/27/77, age 59
 Charlie Wunder, DEN photographer, 7/29/58, age 51
 Elmajene Yantorno, DEN manager-psgr revenue, Jan85, age 55
 Ann Yanulavich, DEN manager-consumer affairs, 12/19/04, age 65
 Elaine Lillo Yarish, need info, 9/18/11, age 83

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

MUSEUM HOME

The Wings Over the Rockies Air and Space Museum is located on the former grounds of Lowry Air Force Base in Denver, Colorado.

In 1997, the Colorado State Legislature passed House Bill 1269 that made the Wings over the Rockies Air and Space Museum the official state air and space museum.

It's another place FLolks might find a home for their FL collections.

BUD KNUDSON
1949 - 1970
STATION MANAGER
DUG ABQ

http://FAL-1.tripod.com/Bud_Knudson.html

(I just discovered Bud died back in 1979 after retiring in 1970. He started with Monarch in 1949 and was ABQ manager for 20 years.)



Mrs. Opal Knudson passed away Wednesday, September 11, 2002 in Sears Methodist Retirement Center in Abilene, Texas. She was born February 26, 1908 to J.F. and Modena Mallow Milner in Blanket, Texas.

Opal married Euell (Bud) Knudson January 18, 1959 and they lived in Albuquerque, New Mexico. Bud died November 15, 1979. She lived in Brownwood from 1993 until 2000 and in Abilene for the past two years.

[-http://www.texnews.com](http://www.texnews.com)

YOU ARE INVITED
45TH
FSM FYV FL
MEMORIAL
PIGnic

Saturday, September 15, 2012
Burford Pavillion
Near the FSM airport
11:00 a.m. - 5 p.m.

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

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

All ex-FL employees, families & friends invited.

A donation for expenses is appreciated.

For info and/or directions:

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

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

E. E. KNUDSON
 ABQ station manager
 per 11/4/55 FL Roster.
 E. E. KNUDSON
 ABQ station manager
 DOB 9/4/05
 DOH 6/15/49
 per Feb 1960 FL Roster.

E. Knudson: Social Security Death Index

Name: E. Knudson
State of Issue: New Mexico
Date of Birth: Monday September 04, 1905
Date of Death: November 1979
Est. Age at Death: 74 years, 2 months
Last known residence:
 City: Albuquerque
 County: Bernalillo
 State: New Mexico
 ZIP Code: 87110
 Latitude: 35.1073
 Longitude: -106.5774
Location of Last Benefit Paid:
 City: Albuquerque
 County: Bernalillo
 State: New Mexico
 ZIP Code: 87110

give you a better heads up next year. Or maybe you can even come and see what it's all about.

-Shirley Drnovsek

Re: DFW Bash: Not much to tell. Only 12 showed up but we did have a very good time. Austin and Sharon Henry, Paul and Kate Allen, Gary Mackie, Terry Quiggle, Paul Farris, Richard Womack, John Spivey, Jeff Spivey, Paul Lambert, Pat Lambert. Weather was great, the golf course is rapidly repairing its self and the food was great.

-Rusty Lambert

REUNION
NEWS



Re: SLC Reunion: Just finished our SLC reunion. Great attendance ! Great stories told by and with old friends. Much was enjoyed by all in attendance. FL employees came from Arkansas, Colorado, Arizona, Oregon, Montana, and Utah. Good to see everyone until next year.

-Stan Covington - Frontier 1960 - until the end.

Re: DEN MX Picnic: We had 57 people there at Squires Park in Westminster on June 14th. Many of them came from out of town. Thanks to your newsletter. We are in the process of updating our list, so hopefully will be able to contact a lot more. We had a nice picnic with fried chicken and all the picnic fixins. Had cole slaw, beans and potato salad and after that we did a mighty fine job of getting rid of a big cake. That is about it. Juanita took a lot of pictures. Don't know if she would want to forward some of them. Doesn't sound like she would have time to do that.

Sorry that this isn't newsier (is that a word?), but will try and



Capps receives AFA award.

Connie Capps believes passenger safety is a flight attendant's primary responsibility.

The Denver-based flight attendant, in her fifth year as Frontier's safety chairman, was recently awarded the National Air Safety Award by the Association of Flight Attendants. The award is given annually to the flight attendant who contributes the most to the airline industry in the area of inflight safety.

Hank Lund, vice president-sales and service, presented the award to Ms. Capps during ceremonies in Washington, D.C.

Ms. Capps' contributions to inflight safety are numerous. She recently worked with Frontier management to place a window in the partition dividing the jump seats and the passenger cabin on Boeing 737s.

"Flight attendants will now be able to watch the passengers while sitting in the jump seats," Ms. Capps says. "We will see someone standing during landing or takeoff, an ill passenger, or any other situation requiring our assistance."

After the 737s were converted to 106-passenger cabins, flight attendants reported problems reaching the emergency equipment located behind the last row of seats. Ms. Capps alerted Frontier management of the problem which was quickly corrected.

"Frontier management is extremely safety



Hank Lund, vice president-sales and service, presents a Boeing 737 model to Connie Capps.

conscious, which makes my work as safety chairman very pleasant. In fact, Frontier sets many safety standards before there are FAA requirements."

According to Ms. Capps, Frontier decided to relocate the attach points of flight attendant seat belts on the 737s based on a National Transportation Safety Board recommendation, before a formal requirement was released. "This indicates management's concerns for passengers and flight attendants," she says.

Originally from Cheyenne, Wyo., Ms. Capps started with Frontier in 1967. She has served on flight attendant committees on scheduling, professional standards, contract, safety and grievances. Her recent projects have included investigation of the beverage carts, changes in the galley, new serving procedures for the 106-passenger configuration and revisions in the flight attendant manual.

"Carry-on luggage is another of my concerns. It impedes the passenger's ability to exit the aircraft in case of emergency. If an accident should occur, the heavy items in the overhead racks could injure passengers."

Ms. Capps advises Frontier employees and their families to listen to flight attendant announcements and read instruction cards carefully when flying; be familiar with the emergency exits and operation of the aircraft; and watch the amount of carry-on luggage brought on board.

Pleased with her duties as safety chairman, Ms. Capps looks forward with enthusiasm to future projects. "My work is important to me. I love being a flight attendant. My work with AFA is very satisfying. AFA is the only group with an active safety department. Representatives on Capitol Hill in Washington know the AFA. I am very pleased with the positive response I receive from Frontier management.

"I always laugh and say I am a natural to be the safety chairman. After all, I spent three-fourths of my childhood in emergency rooms. Since I started flying I have suffered two sets of broken ribs, a torn ligament in the knee, sprained neck and back, a dislocated finger and a fractured vertebra.

"And I fell out the back door of a 737."

Notes From FLoks

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

I started in 1979 after originally with Western in the 60's for 3 years, got married, had kids and flew then as an Executive Stewardess for King Resources Oil Co. out of Denver on their Lockheed Electra. Fun. Then to Frontier for 8 years, merged with Continental and just retired after 30 years. Don't have my old FL uniforms but kept my Continental one. Yes, by far, Frontier was my best experience as a stew.

-Marcia Glasrud Crump

Just got back from AZ - thought I would get these magazines sent to you, sure would be better to have them in a museum than just throw them away. Looks like a good thing you're doing at the museum. Sure was hard to see FAL go down the drain.

-Morris Caldwell

I was in our local hospital & convalescent care facility from Dec 12, 2011 to March 18, 1912 (3 1/2 months) for a cancerous kidney removal, and just about everything else except a Dog Bite. It is wonderful to be back home, I do have a number of months ahead of me to get fully recovered from my hospitalization !! I am extremely appreciative to have wonderful friends like Maurine Cook concerned about my well being.....She has told me about your concern and I am tremendously comforted & most appreciative of your interest in my well being !! Thanks a Trillion to both of you for your treasured Friendship and concern. With people like you, no wonder "Frontier Airlines" was a rousing success !!

-Bob Pearson

In the summer of '63 I hired on in PHX as Penny Scott, worked in res and at the ticket counter. In Feb. of '65 I transferred into sales and worked at the Aspen offline sales office. When the streets rolled up after the ski season closed I enjoyed the Aspen summer and transferred to DEN at the Stapleton ticket counter. In August of '66 I married Paul Overdier, formerly with CN in DEN and came onboard with FL with the merger.

I left FL in '67 for a Monday through Friday days only job at Lakewood Travel for a couple of years and ultimately became a mother and full time homemaker. "Life is good" is an understatement! This coming Aug 6 we will celebrate our 46th wedding anniversary.

Paul has long subscribed to the printed newsletter and shares each issue with me. Through the newsletter I discovered that one of my long ago PHX roommates, Deanna Hinkle, lives in COS and ever since then we try to meet a few times each year in Castle Rock for a day of fun (Paul and I live in Westminster). I have so much enjoyed catching up with "who is where" via this awesome newsletter.

-Penny Scott Overdier

(See article on Penny on page 21.)

I was secretary to Claire Almquist, Director of Tariffs and was secretary of FL Employees Club for 15 years. Never went back to work. We were snowbirds for many years.

-Nancy Veitel

I like the electronic version of the FL newsletter much better than the printed one. I also love the new FL facebook site also. You are doing a good job of putting this together I appreciate you keeping the family together.

-Ken Wientjes

Hello all you original Frontier Airlines folks. I have worked for lots of companies, before and after Frontier, and I can

truthfully say that none of the companies can compare to our group as a whole.

The problem was that some of us did not realize what we had until we did not have it any more. Lots of ex-Frontier people told me that fact after the shut down when they were working for someone else. Lessons learned in life. So good memories to all of you and thanks for the opportunity to have worked with you in the glory days.

-Fred Schubel

Remember those concrete "fillets" in the letters on the hanger? In the winter of 1979-1980 I was standing below (near the hanger door) waiting for the shuttle bus when a LARGE chunk of ice fell off and hit me in the head. It almost knocked me to my knees. I was lucky it didn't kill me! Someone standing next to me offered to help and reported the problem to management. The top of the letters were "sloped" to prevent it from happening again!

My first airplane ride was on a Frontier DC3 from Glasgow to Wolf Point, "Non-stop". My Dad was a Scoutmaster and the number of people boarding in Glasgow had to be increased, so a bunch of us "kids" got tickets, followed by a ride home in station wagons.

That was in early 1960's, probably 1961. I used to "skip out" of high school in Glasgow to "help" Vic Wokal when Frontier landed in Glasgow. In January 1978 my dream came true, and Frontier hired me as a pilot! I *LOVED* Frontier!

-Al Beardsley

I started as a Twin Otter F/O in June 1978, and flew capt & F/O on the Otter, and F/O on the CV580 and B737. In Nov 1986, I was hired at Piedmont, which merged into USAir in 1989. I flew capt on the B737 and A320, and F/O on the B737, B757/767 and A320.

Retired in July 2007, and flew a Gulfstream G-200 for a little over 2 years. Got furloughed again, and after 18 months, went to work as a simulator instructor here in Denver in a Navy C-9B (DC-9-30).

My wife Marcia began her FAL career at the FL Credit Union in 1977, then F/A for several years. She continued her career at Continental as an inflight supervisor, then H/R at New Frontier and interviewed pilots at UAL from 1997 - 2001.

Now she is a manager of recruitment for McDonald's, hiring managers for the restaurants. Please send the CD with the back issues.

-Phil & Marcia Wolff

Remember JAN (Jackson MS)? We were there a year from 4/79 to 4/80. I think they closed it in 9/80. One flt per day tagged onto the DEN-LIT run. At first it was a mid day turn around, but they changed it to an overnight. We could not overcome the DL domination there. Judd Cannon was manager then.

-Gary Murrell

My first airplane ride ever was a OZ DC3 from SPI to MDW when I was about 8 yrs old. I told my dad that thing looks pretty old, is it safe? Dad said how do you think it got so old.

-Chuck Tiskos

First Airline ride I ever took was from Shepard AFB, Texas to DFW Texas 1957, leaving Air Force school to home on leave on a Brnaiff DC-3 and then a Brnaiff DC-7 to National Airport DC.

-Joe Crider

I would like you to know that I sure enjoy reading the Frontier News. I like to read all parts, even the sad parts, obits, and all. I wish more people would write in their stories and adventures. I'm sure they would be interesting; especially the real oldtimers from Monarch, Challenger and Arizona Airways.

My next door neighbor started with Monarch, I think in 1946. I guess they used to fly trips as stewards& work in the stations. I started when Frontier was a baby in 1950. We had to work six days a week back then for a whopping big \$175 per month, no overtime, maybe comp time off if you had to work late.

We had to take our own weather reports and monitor the H markers every hour. It sure got nerve wracking when you were working and the weather kept getting worse. Our minimums here in DRO were 2500' (ceiling) & 3 miles (visibility). When you are by yourself and no one to help make the decisions as to landing in DRO or sending the passengers to FMN for boarding there. It tends to make one very nervous.

Back in the 1960s, John Koehler of PHX & I decided we wanted to go coyote hunting so we contacted Bud Rea of Silver City and made arrangements to go there. We wrapped our rifles in blankets and hopped on the old DC-3 and went down. Imagine trying to that now-a-days. We never saw a coyote but we did explore an old copper mining ghost town & climbed all over the old mine. Very interesting.

-Vern Crawley

I have not forgotten that I promised you an essay on my time at Frontier. I have read some of the essays on the web site and have to admit that (in comparison) I'm not sure anything I have to say will be of interest to anyone! Even though I have been procrastinating, I will try and get something to you in the not too distant future.

-Larry Martin

My name is Bob Schneider and I worked for FL from 1979 until it's demise by Frank Lorenzo in 86. I worked at MOT late 79 temp for a few months, then offered a permanent position (yeh right, permanent) at MHK. Well, worked MHK for about 3 months and was ruffed and my only choice was the armpit of the world - DTW. Being young, stupid, and having a family to support, I figured what the hell and moved to DTW. The first thing I did was look for a paid move out of there.

I had a very good friend I met in DTW, Tony Boutwell and his lovely wife Linda, their children. Tony and I both wanted to get out of DTW so we looked at every new station opening where we could get a paid move. Finally after about a year, we both got an agents position in DSM since it was a new station. We found many friends in DSM and it wasn't a bad place to raise children, and I now had a wife and 3 daughters.

Well after about 3 or 4 years and finally getting settled in a good neighborhood with good friends, what do you suppose happened? You guessed it, another riff and the only choice was DEN, which was fine I guess, since I had friends there. But shortly thereafter, maybe a couple years, what do you suppose happens, yep, another riff and unemployment for a month or so. Then got called back to the ramp.

Fortunately, after being called back I saw an opening for a SATO agent in GFK which interested me since I'm from ND. Well, I interviewed with Clay Blaylock and was selected as the candidate for FL, interviewed locally, and was selected for the position. Now we're headed back home (this was still 1985

before Lorenzo tanked our great company) because that's where family was. One day in August 1986 FL was announced as bankrupt.

UMMM.....do I go to work at SATO or not? The answer I got from my boss was, well, if you come to work you may get a check, if you don't I can guarantee you won't. What do I have to lose? So I continue going to work and find later I took a 50% payout if I wish to continue employment. What the hell I figure, better than nothing. That's when you scale things back and decide if you can really afford that garden hose coupler that cost \$2.79. (Just bought a house so don't forget that mortgage payment which they pretty much require you to make good on)

But I busted my behind to make good and I did. I managed to bring my salary back, advanced in management to a good wage, only to have my position eliminated because they could hire someone cheaper and downsize management.

Fine, I'm now unemployed and no-one cares except myself and my family. Taking things in stride I did some various work and continued on for a few years until my very good friend Gary Lee who worked SATO at GFK passed away. That was a decision I had to make and decided I'd accept that "job" for half of what I was making. No matter, I took the job and I'm still doing it and will continue as long as things go well.

I have 3 daughters aged 28 to 35 and 3 grandchildren between 1 and 8 years old. I'm very sad my wife of 35 years was diagnosed with leukimia in August of 2011 and passed away January of 2012, that hurts a lot and probably gave me time to find my "old FL" friends on the internet. You are too many to name for as many stations I've worked with FL, but if you remember me, please contact me. I have lots of names but don't want to publish them in fear of leaving someone out. Appreciate your time. I love the old FL. Why could this have happened?

-Bob Schneider

Bob, Seems I remember you on the flight lines, running bags. While I was working on your tug over at gate D6. Or was it when DTW when the beltloader got hid under the end of the concourse off the lake by some UAL employees. Of course it was in the dead of winter. Frozen solid. Even the gas was frozen. Took four days to thaw out under the heaters in air freight.

Anyway, you are right, those were the days of a career not just a job. When I started in 1968 every January it was riff. First time for 3 months, next year it was two months, third year a month. Then never saw a riff again. Miss the days of Frontier, mostly the people. If you get a chance look thru MoJo's pictures at the FL website. Will really bring back memories..

-Pat Kern

Just thought that you would all get a kick out of this; Buck and I went to a flea market in Norman, OK and lo and behold we found Mateus Rose bottled expressly for Frontier Airlines; of course, we bought it and the best part the seal was not broken. Who would of thought here in Oklahoma.

-Trish and Buck Hawk

I have several of those mini-Mateus bottles....one still has the labels. I use them as bud vases. Fun to recall those good old days when we flew standby, but still got lobster and steak dinners if they hadn't run out. My husband Tom Harding (DEN Station Agent) didn't care for lobster, so I'd trade him my steak for his lobster; that way each got two of what we liked best.

-Yvonne Harding



Captain Emily Warner, left, and First Officer Barbara Cook make final preparations before flying their Frontier Airlines Boeing 737 flight 244 to Lexington, Kentucky out of Denver's Stapleton Airport on Saturday, June 16, 1984. According to Frontier, it was the first U. S. commercial flight in history made with an all-women cockpit crew. Frontier spokesman Bob Schulman said the pairing was a matter of chance. The two simply turned up on the rotation to take Saturday's flight, he said.

-Compiled from newspaper accounts

The photo of Capt. Emily & F/O is on the way. FO Barbara Cook is whom you are looking for. - It is the newspaper article with the photo. You will see that Emily & Barbara both autographed it with Emily writing, "Frank, aren't you proud of the GOLDDUST TWINS?".

I sure was and still am proud of them and being their ground school instructor was an honor. Every lady pilot of Frontier that I was involved with as their instructor excelled in the training. They put in lots of study hours. I know how the flying bug gets you - I've had it since I first saw an airplane and women that want to fly have that same feeling. The flight deck belongs to whomever has the desire.

-Frank Meyer

Posted at Facebook: This Saturday, Jun 16, will mark the 28th anniversary of another FL historical event. The first all female cockpit crew of an American commercial airline,

Emily Warner and Barbara Cook flew flight 244 DEN - LEX in 1984 and two of the three flight attendants on the flight were

male, Tim Griffin and Mark Becker - the other being Ashley McQueen.

-Jake Lamkins

I was working STL station that night when the flight came thru. At least one STL TV station news crew met the flight and interviewed the FAL crew.

-Chuck Tiscos

I loved working with Emily, she always treated Maintenance with respect.

-Don White

I remember flying with Emily...It was such a great thing during that time as female pilots were like a novelty....what a great lady and what a great legacy!

-Christina Bonatti

Emily was great to fly with. I flew many times with her on the fluf.

-Frank Malone

I love it! I enjoyed "pulling gear" for Captain Emily!

-Al Beardsley

SKIING FRONTIERLAND

Frontier Airlines Opens New Ticket Office In Aspen

Skiers at Aspen may now be ticketed directly by Frontier Airlines in the carrier's new city ticket office in the Colorado ski resort town. Located on Main Street in the Aspen Times Building next door to the Jerome Hotel, it is managed by Miss Penny Seymour-Scott, Sales Representative for the airline. Office hours are from 9 a.m. to 5 p.m. Thursday through Monday. The office is open all day on Saturday and Sunday to accommodate weekend visitors to the famed Colorado ski resort.

Opening of the city ticket office in Aspen follows closely on Frontier's recently advertised and promoted designation of Grand Junction, Colorado as the new gateway to Aspen. The airline has nine daily round trip flights through Grand Junction with connecting Hertz Rent-A-Car services from the Grand Junction airport terminal to Aspen. There are 4 daily round trip flights to and from Denver—three are flown with non-stop, jet-powered, 52-passenger Convair 580s and one with a Convair 340. Between Grand Junction and Salt Lake City there are 3 daily flights—two are flown with non-stop, 52-passenger Convair 580s and one with a Convair 340. Connections are made at both Denver and Salt Lake City to and from all sections of the U.S.A. In addition, Frontier schedules multiple daily round trip flights between Grand Junction and Albuquerque and additional service to and from El Paso, Texas and major Arizona cities.

Rental cars at Grand Junction are "Skierized". They are new cars equipped with ski racks and snow tires for the 130 mile drive between Aspen and Grand Junction.

In opening a sales office in Aspen on a year-around basis Frontier Airlines plans to promote a four-season vacationland program. Besides the excellent winter skiing which has made Aspen world-famous. Frontier is vitally interested in the ac-



NEW TICKET OFFICE in Aspen, managed by Miss Penny Seymour-Scott, promotes Frontier's fly/drive package to the famed ski resort served by the airline through Grand Junction.

claimed Aspen Music Festival and concerts, the art shows, the Aspen Institute for Humanistic Studies, the superb trout fishing and big game hunting which attracts visitors to Aspen year-round.

I read with interest the spring 2012, Frontier News and as always it is good to see and relive some of those exciting times. Fun times when air travel was enjoyable and unencumbered by TSA. All the personal stories of the FLfamily give it an aura that is hard to explain.

After reading the Female Flirsts section about the first pilot and the first aircraft mechanic, I would like to add that the first female Sales Representative was Penny Seymour-Scott. She started her career with Frontier on the ticket counter in Phoenix before being chosen for the Sales Rep job in Aspen.

Up to this point the Sales Representatives had all been male. Lew Dymond recommended her after his travels through Phoenix and other stations around the system. I have copied the pictures and story submitted to the trade publications for the travel and ski markets from Penny's personal memories album for use in Frontier News. I think it is an important mile stone in the history of first ladies for Frontier Airlines and should be noted.

After seeing the "first stories" in the last newsletter she made some comments about being overlooked for her first with Frontier. When I mentioned that maybe she should speak up and her answer was "she was not one to blow her own horn". This part of her life happened long before we met late in 1965 in Denver.

Well, she still has a photo album with the info that I copied and sent to you. I know dates are important so maybe I can add a few. I found these attachments from the Aspen Times and a memo from Ed Gerhart to help with that time line.

I do know she first went from SAN to PHX to go to work for Apache Airlines about 1963 and then joined Frontier later that same year. Anyway she left PHX to ASE and became a part of the sales force. She was there for the entire winter ski season before rejoining the agents in DEN.

She was called into DEN for the Sales Representatives meetings while in Aspen. The story goes that at the first meeting the men were cautioned to watch their language since this was the first time a women had joined the group.

I do know that there was some wrangling about putting her back in the seniority list after she left the sales force.

-Paul Overdier

P. SEYMOUR-SCOTT: Ticket counter agent seniority date of 11/4/63 per the 2/1/65 FL/ALEA Seniority List.

P S SCOTT: Ticket counter agent seniority date of 11/4/63 per the 1/1/66 FL/ALEA Seniority List.

FRONTIER BANKRUPTCY: A FINAL PERSPECTIVE

http://FAL-1.tripod.com/FL_Death.html

(By ALPA circa 1986, reprinted with permission from the August 2008 FARPA Newsletter, Ace Avakian - Editor)

INTRODUCTION

Since the rebirth of "New Continental", United Air lines has had a long and difficult struggle to make it's second largest hub in Denver profitable. The existence of two low cost competitors, Continental and Frontier Air Lines, made it almost impossible for United to raise airfares to a level that would guarantee an acceptable return on its investment.

This situation gives credence to the position of most airline analysts that a major hub such as Denver cannot support more than two strong competitors.

At the conclusion of the United pilot strike, corporate management proceeded with a plan to squeeze out the competition in Denver. In fact, Richard Ferris hailed his new pilot contract as the competitive agreement that UAL needed to flex it's muscle and eliminate some of its low cost or financially troubled competitors. The Denver market became one of United's main focal points in its war to become the undisputed giant of the airline industry.

United's strategy worked well - so well in fact that management from People Express Airline approached United management hoping, at first, to sell its 747 fleet to United to raise cash to offset huge losses at Frontier.

When United managers saw the high level of debt secured against PEX wide body fleet, they refused to even bid for the aircraft. Desperate for cash, PEX then offered to sell its subsidiary, Frontier Air Lines, to United. At last United could realize its dream of control of the Denver hub. The only question remaining was how best to use the Frontier deal.

The following will show how United's managers executed a well thought out plan to eliminate a competitor in DEN; strip away Frontier's assets; financially cripple People Express; and to cast off Frontier employees, creating a pool of qualified applicants to be hired as new employees at "B" scale pay rates.

THE PROPOSAL

Originally, United agreed to pay People Express \$146 million for Frontier Air Lines. The purchase price included all frontier facilities and, ostensibly, it's 4700 employees. The net asset value of equipment and facilities was about \$64 million. The balance of \$80 million was a business consideration for "good will", an intangible value placed on a business entity, which takes into account name recognition, passenger loyalty, advanced bookings, etc.

A primary condition of the agreement was that United reach an accord with each of its unionized labor groups by August 31, 1986, a condition that would lead to the eventual demise of Frontier and seriously threaten the future of People Express.

SUMMARY OF NEGOTIATIONS

From the beginning, United management took the position that they would not negotiate with other labor groups until an acceptable agreement was reached with the Air Line Pilots Association. Indeed, formal talks with ALPA did not begin until July 25th.

Faced with the certainty of long membership ratification procedures required by other unions it is still uncertain how management planned to complete all required contract ratifications by the end of August.

Prior to beginning direct negotiations with United's pilot negotiators, United management spent several days talking with Frontier pilot negotiators. However, the company did waste several days in discussions with Frontier pilots, thus giving the impression that there was no real time pressure on management.

JULY 25th

United pilot negotiators met with a management team at EXO. John Zeeman, Senior Vice President of Marketing, gave a short presentation outlining how the deal came into being. He also stated how this deal could enhance United's overall market strength throughout its entire route system. United Airlines had no plans to operate Frontier as a separate airline in Denver, rather the plan was to redistribute the Frontier assets and employees throughout United's present domicile system.

Clearly, Frontier as an entity would cease to exist. The airline that was losing \$10 million a month would be disassembled and it's parts moved nation wide to strengthen other United hubs, while removing a low cost competitor in Denver.

At this meeting, management made a proposal to the pilots outlining how the Frontier pilots were to be paid. Their offer called for Frontier pilots to remain at their current levels of pay for five years and then receive raises equal to one third the difference between their rates and United rates over the next three years. Basically, it would take them eight years to reach parity. The meeting adjourned.

JULY 29th

In conjunction with Frontier negotiators, United pilots constructed a proposal that not only dealt with pay, but included other items relative to the transition of Frontier pilots to United's property. The pay section, however, called for the Frontier pilots to immediately be paid United pilot rates for working as pilots for United Airlines. This proposal reflected exactly the treatment offered Pan American pilots when they transferred to UAL.

JULY 30th

Management proposed that the Frontier pilots reach parity in six years, and failed to respond to other transition items outlined in the pilot's proposal. At this meeting, Mr. Pringle stated that UAL would not request an extension from the D.O.T. This was viewed by ALPA's negotiators as the first clear indication that United was willing to dump the whole deal.

JULY 21st

ALPA proposed 50% of the pay difference for the Frontier pilots immediately and then another raise to parity in six months. Management then verbally proposed pay raises of 6% per year until FAL pilots reached parity. The meeting broke for lunch. UAL management stated that they would have a written formal proposal after the break.

The formal proposal was amended to give 7% annual raises until parity. Under this plan, assuming no raises for current UAL pilots, parity would be reached by mid 1990s! The pilots then proposed that FAL pilots reach parity by 3-31-88. Pay raises in the interim were to be negotiated. The meeting recessed.

AUGUST 14th

United management proposed that FAL pilots maintain their current rates of pay for five years and then jump to parity.

AUGUST 15th

ALPA proposed three equal pay raises roughly six months apart to reach parity on 3-31-88. Management rejected this offer. Management then opened discussions concerning new hire rates of pay. They indicated they would sign a nonprejudicial letter attesting to the purity of their offer that the FAL pay issue would not be a topic of discussion during the "B" Scale arbitration. This arbitration is scheduled, by contract, to occur in early 1990. Management also offered to consider dispensing with the arbitration of the "B" Scale pay rates in 1990 and review our competitors' costs and rates of pay and then consider adjusting our "B" Scale pay rates in 1990 and review our competitor's costs and rates of pay and then consider adjusting our "B" Scale accordingly. This position was the company's last "B" Scale offer prior to the strike in 1985!

AUGUST 24th

This round of discussions resulted from the efforts of Colorado Congressman Tim Wirth to bring the two parties to the table. The meeting convened in the afternoon on Sunday and lasted until approximately 3 :AM on Monday. Because management refused to budge from its last proposal, ALPA finally presented management with three possible options.

The first offer was the previous proposal of Aug. 1 5th, which called for parity on 3-31-88.

The second option was to merge the FAL "A" Scale pilots to parity on September 1, 1988. Further, both United and Frontier "B" Scale pilots would be paid according to Delta's recently agreed to "B" Scale rates. There are approximately 115 pilots at FAL on their "B" Scale. These rates of pay would be consistent with "B" Scales recently negotiated or arbitrated on not only Delta but USAir, Aloha and Alaska.

The third proposal called for all pilots, both "A" and "B" scalars to merge to United's "A" Scale on December 31, 1989.

The purpose of the last two offers was to clearly demonstrate that the pilots were, indeed, ready to negotiate and to discuss various ways of resolving the differences between the two parties. However, not only did management refuse to accept any of the three offers, they steadfastly refused to even discuss them. Even more disturbing, they refused to offer any change in their offer of August 14th made over ten days earlier!!! Starting at eleven o'clock in the evening, company negotiators began to press to leave the negotiations stating that they saw no productive reason to stay. Obviously, if they did not want to reach settlement, then the entire evening's work was never going to be productive.

AUGUST 25th

Roger Hall called United President and Chief Executive Officer, Mr. James Hartigan, in an attempt to bring the parties closer together. Mr. Hartigan refused stating that the company had moved as far as it would in offering the five years at current rates and then a jump to parity. Included in this deal was the assurance that any raises that United pilots negotiated in the interim would be passed on to the FAL pilots. Again, the company's bottom line remained unchanged.

AUGUST 28th

After a two day special meeting of the United pilot leadership in Chicago where a presentation was made by Captain Walker, Chairman of the Frontier pilots and Don Osmundson,

President of the Frontier Labor Coalition, ALPA again developed another way to break the deadlock.

A final phone call was made to management by the Chairman of the United pilot negotiating team, Captain Pat Austin. Captain Austin contacted Mr Pringle to offer to meet to propose an arbitrated settlement to the dispute. This plan centered around the position that both parties would take their final proposals to a neutral party who would resolve the remaining issues. In such cases, the arbitrator would have the ability to impose a solution that would be binding on both parties. Each side would have the right to defend its position, based on economic facts. Again, the arbitrator could award the decision to either side, or craft an award which could be viewed as somewhere in the middle. The bottom line of the pilots' offer was that the Frontier pilots would come to work for UAL immediately, at their current rates of pay, until the arbitrator decided as to the length of time it would take for the FAL pilots to reach parity.

Additionally, in an attempt to represent and protect new hire United pilots on our "B" Scale, ALPA proposed that the 1990 arbitration relative to their merge to take place at this time. Please be aware that this position could have resulted in management being awarded a five year merge. ALPA's position could have been rejected completely by the neutral. Incredibly, even this offer to meet was refused.

At 4:45 PM Mountain Daylight Time, Chapter 11 bankruptcy papers were filed in Court in Denver.

ALPA'S POSITION

First, why would ALPA attempt to bring Frontier pilots to parity at such a rapid pace? If United management planned to operate Frontier as a separate entity, then a case could be made to maintain pay rates at current levels. However, because of the route duplication between UAL and Frontier, approximately 60% overlap, management planned to shut down Frontier and redeploy its assets. At that point all Frontier employees transferring to United would become a part of an immediate expansion of UAL and commence generating revenues for this company. Therefore, those employees should expect to be compensated at United rates of pay. After all, isn't that what happened to the PAN AM people that joined us?

Why were the Frontier pilots working for rates so much lower than United pilots? For several years, Frontier has been caught in a competitive vice between United and Continental. Their employees banded together and attempted to save their company. They reduced their direct wages to assist management. In return for their cash concessions, they were given ownership in their company, so their total compensation package remained strong if their company survived or was purchased. United was unwilling to compensate them for their ownership positions when Frontier was purchased and further, United management was unwilling to continue the Frontier pilots' profit sharing agreement. UAL managers were only willing to let them maintain their lower rates of pay and treat them as second class citizens.

Why couldn't ALPA accept the company's final offer? Many will remember that the strike in 1985 occurred because both parties could not agree on the terms of a "B" Scale for new hire pilots. ALPA had no interest in a long term scale that would greatly reduce the income for new pilots.

The company desired a seventeen year reduced salary level for the new hires. Regardless of how emotional the strike

became, one should remember that the "B" Scale issue and in fact all outstanding issues were resolved by the fourth day of the strike. In this case, United management was willing to submit the "B" Scale issue to a neutral party for binding arbitration, if the two parties fail to reach accord on the issue of parity with "A" Scalars by the end of 1989. It continues to puzzle us as to why management was unwilling to take the same position concerning the FAL pay issue.

Further, accepting the final offer from the company would have introduced another factor into the pay equation, specifically a "B" Scale Captain. Clearly, management desired to open up issues supposedly resolved at the beginning of the last contract. Now with no valid justification, management was trying to revisit issues well beyond the scope of the Frontier situation.

Also, using Frontier pay to place a wedge between our current "B" Scale and "A" Scale pilots would, in our view, put the 1990 arbitration at risk. Placing the over 1200 United new hire pilots future at risk after the strike of 1985 would be unacceptable. By offering merge dates beyond the scheduled arbitration, management knew that they stood to undermine the effect of this arbitration. An offer to write a side letter to exempt the Frontier pay from the arbitration was an empty gesture, as the Railway Labor Act, the law which governs our contracts with UAL, specifically limits the effectiveness of this type of approach.

Lastly, Mr. Pringle, Senior Vice President of Human resources, has continually stated that he intends to reduce pilot pay over the next few years. Obviously, the introduction of a third pay scale a few months prior to the resumption of negotiations would serve as a very effective wedge to weaken the collective bargaining strength of the pilots. As to ALPA's proposal calling for a merge to parity by 3-31-88: Despite Pan Am employees gaining parity immediately, ALPA ultimately proposed this concessionary solution. Was this offer too expensive for management to accept?

Consider that if all Frontier employee groups accepted the pilots concept for an eighteen month merge to parity with their UAL counterparts, the total savings in direct employee costs to management would have been \$156 million. That savings would have exceeded the total purchase of price of Frontier by \$10 million!!!! We think that an offer that would have recouped United's total investment in eighteen months, plus a \$10 million bonus, coupled with the fact that these employees and equipment would almost immediately be out generating revenue for a stronger United Airlines, is one hell of a deal for any manager. Yet, UAL management dismissed this offer as too expensive. Why?

Subsequent offers by ALPA which were immediately dismissed by management without discussion, made it more and more evident that management had another agenda, one far beyond the negotiating table.

WHY THE DEAL FAILED

It is the belief of the United pilots that the deal United management truly wanted did not fail! The agreement between People Express and United management consists of two distinct parts. One section called for the transfer of Frontier assets for a cash advance to a struggling People Express and the rest of the deal hinged on reaching successful accords with labor groups.

A clear understanding of this situation would explain

why United management refused to progressively advance any counter proposals at the bargaining table. In the last week of July, the Denver City Council approved the transfer of Frontier's most valuable assets to United Airlines for the cash sum of approximately \$56 million. Interestingly, because People Express' plight had become so acute, the Newark based carrier had also been willing to sell to United additional landing slots in Chicago and Washington, D.C., specifically, 154 PED slots at DCA, 212 PEX slots at ORD and 14 Britt slots at ORD. There was an additional slot sold to UAL that PEX evidently owned but did not operate. There is speculation that the airlines management did not know that it owned the slot until United offered to purchase it! These slots sell on the average of \$250,000 each and are the life blood of airlines operating out of slot controlled airports.

The sale of the slots signaled just how critical the low cost carrier's position was. By delaying the complete purchase of Frontier, United stood the chance of not only removing Frontier from the picture in Denver but also severely crippling the "source" of many of the low cost fares across the country. With the asset transfer UAL controlled six FAL gates in DEN. The rest were sold to the city of Denver to speed the transfer of asset approval and also, to reach an accord with the city over a noise problem. UAL acquired eight FAL Boeing 737-200's, five slots in ORD, two MD-80 production line slots, two hangars in DEN where United will create a mid-continent aircraft maintenance center, assorted spare parts, three gates at DFW and five People Express 737-200s which will be leased back to PEX for \$150,000 per month. PEX does have the right to buy these planes back as soon as can raise the cash. These are major assets that United truly was interested in.

All that remained of Frontier was a fleet of aircraft leased from other companies. Because of huge losses the Frontier name was being identified as a loser by the combined managements of PEX, UAL and FAL in the press. Travelers started to book away from Frontier as the rumors spread about its pending demise. United had won in court the right to a joint marketing agreement with the failing carrier. This agreement allowed United to move up FAL flights in the Apollo computer reservation system, thus creating a link in the minds of travel agents between the two carriers. Additionally, the computers told United everything it needed to know about future bookings on Frontier. The Frontier identity was almost gone!

The completion of the acquisition called for the transfer of over \$80 million to People Express. The question now becomes, "For What!" Frontier had been all but eliminated with the transfer of assets. The money to be paid PEX would only go to aid that airline in restructuring its aircraft to try to appeal to business travelers. Naturally, United management did not want to aid People Express in its attempt to attract one of UAL staples, the business traveler that pays a premium for short notice travel. It was clearly United's desire to eliminate, not assist, PEX. Is the plan working? On September 5th, 1986 the ratings on all People Express debt was drastically lowered. The rating service noted the failure to secure a cash infusion from the failed United acquisition of Frontier Airlines.

With the asset transfer complete, what was truly left for United to buy? Unfortunately, in the eyes of United management, nothing. Clearly, employees are not the concern of money managers.

PAUL BURKE**1968 - 1971****PRESIDENT****DEN***http://FAL-1.tripod.com/Paul_Burke.html*

Dear Friends of Dad, I am sorry to tell you that my Dad passed away on Wednesday June 13. He was at home in his apartment at La Loma and went peacefully sitting in his favorite chair. As you may or may not already know he has been in declining health but still very strong mentally and able to stay in his own apartment with some assistance from two caretakers that came in mornings and evenings. In February he finally agreed to get a "little red Ferrari" (mobility scooter) that helped him with any long distance walking. His biggest challenge was breathing and hearing but his mind was still quite sharp!!

The family was here for his 94th Birthday in early April. I returned on Fathers Day as I had planned but now here to make the arrangements and begin the task of going through the enormous amount of personal memorabilia along with the normal household belongings. I am struggling through this with much emotion but I take great comfort knowing he lived a long and happy life with many life long friends who always stayed in touch.

There will be no formal memorial service but a celebration of life reception here at La Loma later this week ..TBA (awaiting other family members to arrive). His wishes were to be cremated and then my brother and I will take mothers and dads ashes to be interred probably in Salina Kansas where he was born.

I tried to convince him that we could put them on the space shuttle to be scattered over the universe but he thought I was nuts :) I am still in the process of writing the obituary but since it may not appear in your local paper I will aim to send you all a copy by e-mail.

-Mindy Burke Eiteljorg

I had the honor and privilege of working with and being a friend of Paul. When your dad left TWA after Arthur Anderson turned it upside down and became President of Frontier, he and I became life long friends. I was his sales manager until he left and went to Johns-Manville and I went with him.

It was at that time that Ozark Airlines wanted him as President and I said I would go with him but it didn't work out. Paul and several of us started up a new airline called Sun Valley Key to serve Sun Valley and a property called Elkhorn which J-M owned.

After retirement I kept in touch with Paul as best I could directly and through my dear friend and fellow employee Jim Jeppesen.

Your father was the epitome of professionalism and all of us younger executives who knew him wanted to emulate him in every way.

I wrote a novel about Johns-Manville and I gave your father the 1st copy which he said he would always remember me through that book. He said he enjoyed all 5 of my novels and I consider his compliments on each one dearly.

Please accept this as a confession of my affection for Paul.

-Art Giffin

(Paul is not well known with the FLamily, sandwiched as he was between the two bigger-than-life FL presidents Lew Dymond and Al Feldman.)



On February 6, 1969, E. Paul Burke was elected President of Frontier Airlines, Inc. This followed his election to the Board of Directors and Acting Chairman. Prior to joining Frontier in August 1968 as Senior Vice President, Sales and Service, Mr. Burke was with Trans World Airlines 29 years, most recently as Vice President, Transportation in New York.

BILL TRIMBLE**1964 - 1982****PILOT****GSW DAL DFW***http://FAL-1.tripod.com/Bill_Trimble.html*

Please put a note in your news letter to let the old Frontier people know where I am. I live in El Fuerte, Sinaloa, Mexico "The Gateway to The Copper Canyon". I have a RV park. Maybe someone will come to see me, we can talk airplanes and I can practice English- I'm about to forget.

I'd like to say hello to every one. Send me some e-mails and update me on the gossip. You can write them in Spanish if you want.

-Bill Trimble (2005)

Just received a phone call from Jim FordBill Trimble flew West on June 16th it was just a couple lines in the Weatherford, TX paper no info about his age, services, etc. Bill was in my new hire class in May 1964 with Central Airlines. He had lived the past several years in Mexico .. I understand that he recently moved back to Weatherford due to health issues.

Sorry, but that's all we know at this time.

-Phil Stallings

OBITUARY: William F. "Bill" Trimble (1937 - 2012) died Saturday, June 16, 2012, in Weatherford. Survivors: Sons, Tony Trimble of Weatherford and Chris Trimble of Sweetwater; seven grandchildren; sisters, Cathrine Sanders of Albuquerque, N.M., and Vickie Trimble Blend of Fort Worth.

- Fort Worth Star-Telegram on June 17, 2012

Bill's flight West departed about 9.15 Sat. morning (June 16th). Bill's son said he will be cremated and no service at this time is planned. Bill was 74 and had been back here for 18 months.

-Ed Trimble

NORTH PLATTE STORY

by Billy Walker

You may be interested in a story about Jack Knight. He was a close friend of my father and Ralph Johnson (former UAL Chief Test Pilot). Shortly before succumbing to pneumonia in 1945, Jack played poker in our basement in Cheyenne. He left his old leather flying jacket, the one he wore on his famous 1921

all night airmail flight, with my Dad and Ralph for safe keeping.

I ended up with it and offered it to the Smithsonian. They turned it down due to a couple of tears in the leather.

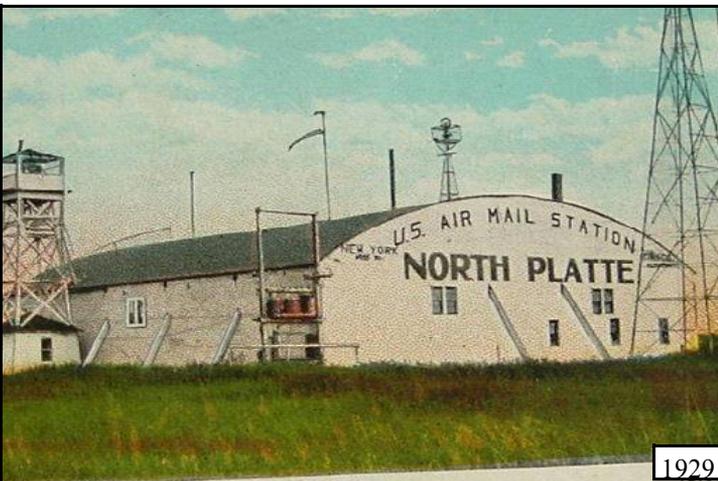
I gave it to Dan Todd, then

Frontier VP, who presented it to the City of North Platte, Neb. The last I knew, it was prominently displayed in the foyer of the LBF terminal. I am copying-in the LBF airport folks in hopes they'll send a photo of Knight's jacket.

Floyd Ririe was the #1 seniority captain at Frontier and had flown with Jack Knight at Boeing Transport in the airmail days. Frontier captain, Chick Stevens, published the Frontier in-flight magazine. He did a marvelous story on the early air mail days. A photo of Floyd was used in that piece.

North Platte Field was constructed in 1921 with private funds to serve the needs of the U.S. Air Mail Service. The first terminal and hangar buildings were constructed on the east side of the North Platte River, near the river bridge, just south of Highway 30. Twenty years later the airport name was changed to Lee Bird Field. Lee Bird was the son of a North Platte pioneer family. He was killed on a training flight just prior to the end of WWI. In 1992 they added North Platte Regional Airport Lee Bird Field to the moniker.

The airfield became the site of the first night airmail flight on February 22, 1921, when the daring Jack Knight flew a night segment of the first transcontinental airmail flight. They used burning oil drums to line the field for visibility. This historic flight originated on the west coast when two airmail planes left San Francisco at 4:30 a.m. heading east. Shortly after takeoff one of the planes crashed, leaving the other to carry on eastward. After several fuel stops and three changes of pilots, the plane landed in North Platte at 7:48 p.m. where Jack Knight was waiting to take his turn in piloting the mail to Omaha. Knight



1929



2012

had to wait until 10:44 p.m. while mechanics repaired a broken tail skid before guiding the big De Haviland (DH-4) aircraft into the sea of darkness and heavy clouds toward Omaha.

Without any modern navigation aids, Jack landed in a wintry-cold Omaha at 1:15 a.m., where he was informed by the Omaha field manager that the plane and pilot which was to have met him in Omaha had been grounded by snow somewhere between Omaha and Chicago. Not wanting the transcontinental flight to end in failure, Jack decided to challenge the 435 miles of unfamiliar territory to Chicago. He left at 2 a.m. with a road map, and one and one-half hours later arrived in Des Moines in a driving snow storm. From there, barely skimming over the



earth, he finally located Iowa City with only ten minutes of gas remaining but couldn't find the airport. The ground crew, having thought all flights were cancelled, had gone home. Only the night watchman remained and had the sense to run to the center of the airfield and light a red flare or Knight would not have been able to land, refuel, and continue his daring flight to Chicago.

Jack finally arrived in Chicago at 8:40 a.m., after flying over 700 miles - mostly in total darkness. From there the mail was flown into Cleveland and then to Long Island just thirty-three hours and twenty minutes after having left San Francisco. All because of Knight's incredible bravery and perseverance.

The City of North Platte bought the airfield in 1929. They leased it to the Boeing Transport Company, later one of the carriers merged to form United Airlines. In 1941, additional runways were constructed and the airfield became the site of a B-17 training command during WW II.

(May 31, 1982 - Last FL CV580 flight made, FL had flown them since 1964 - 18 years, FL935 OMA-LNK-LBF-BFF-DEN terminating 7:30 pm crewed by Capt. Jerry Hagen, FO Tom Sponser, FA Marisa Zamora. Oct 1, 1980 - FL jet service starts at LBF. FL dropped service to LBF between Jun 1984 and Apr 1985, per route maps.)



FRONTIER AIRLINES

26th DENVER ANNUAL REUNION PICNIC

Sunday, August 26, 2012, 10:30 am to 4:30 pm

Come one, come all to the 26th Denver Annual Frontier Airlines Reunion Picnic. Spread the word!! Please note the change in location. We have reserved the shelter at Del Mar Park in Aurora, Colorado. The Park is located at 12000 E 6th Ave (6th and Peoria). The shelter seats 70 but holds up to 200, so be sure to bring your lawn chair.

As in the past we will have a catered BBQ for this year's festivities. Admission will be \$15 per person and children under 10 free. This charge covers your food (BBQ ribs, brisket and chicken with all the trimmings) plus ice tea, lemonade and water. Food will be served from 11:30 AM - 1:30 PM. The fee also helps defer other costs (facility rental, paper, printing, mailing, prizes, etc.). For planning purposes, payment in advance is greatly appreciated. Tickets are not required. Make checks out to Frontier Airlines Picnic Fund.

Parking is available at no cost. Park restrictions prohibit any alcohol beverages. The drawing for prizes is always successful and we will do it again this year. Coupons for the drawing will be \$2 each, 3 for \$5, or 7 for \$10 and will be available at the Shelter. The drawing will take place at 2:15 PM.

A big THANKS again to all of you that attend the function and those of you that have mailed in donations. We couldn't continue if it were not for your generosity and support. Feel free to donate any items of "nostalgia" for auction, and/or sale. All proceeds from the auction or sales shall be donated to the Picnic Fund.

Finally, it is extremely important that you advise if you will attend by completing the section below and mailing it by August 12th. This is needed for an accurate food count.

Your Committee:

Carolyn Boller, 1293 Revere St., Aurora, CO 80011 303-364-3624 ckboller@comcast.net

Julie Dickman, 15501 E 112th Ave Apt 24A 303-288-2127 jjdickman@gmail.com

Sue Lehotay 4622 S Fraser Cir # D, Aurora, CO 80015 303-766-0092 suelehotay@msn.com

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

____ I will attend this year. Number in my party _____ \$ _____

Enclose \$15.00 per person. Make checks payable to Frontier Airlines Picnic Fund.

____ Sorry, I cannot attend this year, however please keep my name on your list.

A donation is appreciated for continued mailings.

____ Enclosed are names of my friends who may be missing from your list. Please put on a separate sheet.

My Name _____ Address _____

City _____ State _____ Zip _____

Email _____ Phone _____

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