

Our first issue was 14 years ago this month!

FRONTIER NEWS



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

We are FLamily!

FALL

OCTOBER

2014

#57

Carolyn
in 1980



Few people have served the FLamily as long and well as Carolyn Boller, DEN reservations agent, 1967 - 1986. When she retired several years ago, she started devoting her time to coordinating the annual DEN Frontier reunion which is a huge job. The mailing list, for example, has over 2,000 FLolks on it and the details to be managed for the affair number in the 100s.

More on page 3

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.



JAKE LAMKINS, Editor

The bad news is that there are now 1500 FLolks listed in our memorial files. All of them are posted on the Frontier website. The good news is that I have 4700 live FLolks in my FLamily files. Life being a fatal disease, one group will continue to grow and the other to diminish.

Some extra thanks to these FLolks for being so generous in their donations to keep the FLamily going in the newsletter and on the internet: Daryle Holte, Jim Kyte, Darwin Haudrich, Billy Walker, Richard Horn, Mike White and Frank Meyer. Ralph Beecham brought a full size FL arrival/departure board to the FYV-FSM Reunion and gave it to me for the Air Museum display. It's so big it hardly fit in a pickup truck. If anybody has the time/destination cards for such board, I could use them. THANK YOU to these FLolks and all of you for your help!

THE KANSAS CITY CV-580 CREW BASE

is a proud supporter of
THE FRONTIER NEWS &
OLD FRONTIER AIRLINES WEBSITE
at <http://OldFrontierAirlines.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.



FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

Visit the FL website and check out our page on Facebook. Just search for Old Frontier Airlines.

You can join the FL Club by emailing Jake at ExFAL@Yahoo.com

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Meet Carolyn Boller: Your New ALEA Secretary

After 14 years as a Frontier Airlines reservation agent (Denver), and six years as chairman of council No. 46, Carolyn Boller has been elected to the office of secretary of the Air Line Employees Association at the Fourth International Convention.

Boller replaces Connie LaPare, Miami, Florida, as Secretary of the Association. LaPare, an accountant with National Airlines, was elected to the post of secretary in 1975. She retired from the position this year.

Born in Iowa, Boiler attended Iowa Falls junior College and received professional training in Kansas City, Missouri prior to joining Frontier Airlines in 1966. She enjoys traveling, skiing and the Denver Broncos.

An intense worker, Carolyn relaxes with country western, rock and opera music as well as playing the piano for her own enjoyment.

Boller was active in the 1972 grievance against Frontier Airlines protesting the shift of reservation duties from airline reservation offices to travel agencies via the computer. She is concerned that the rapidly expanding computerization of travel agencies and the commissions paid to them is eliminating the reservation agent's function.

Our new ALEA secretary smiles and says, "We have a lot of work ahead of us in the '80s." (It's nice to have a hard worker like Carolyn with us.)

-ALEA magazine, Fall 1980

(Carolyn was elected FL/ALEA Master Chairman in April, 1984 and was very active in trying to save Frontier via the Employees Coalition. I have asked her to write an essay about those days for our Frontier history webpages. She continued to help the ALEA group after bankruptcy. One major accomplishment was the complete preservation of the ALEA retirement and pension funds which are 100% vested at Principle Insurance Co at DSM.)



Carolyn in 1974

Birthday Greetings to the FL Niners:

GEORGE CESHKER, Age 98

GSW DAL DFW pilot

DOB 10/6/15

DOH 8/14/50

JOE CLAFFY, age 97

FTW GSW DEN dispatcher

DOB 5/31/17

DOH 3/17/51

SAM GRANDE, age 96

SLC DEN pilot

DOB 3/16/18

DOH 3/5/47

WILLIE HURT, age 96

DEN pilot

6/19/18

8/20/46

JIM MONTGOMERY, age 95

DEN manager

DOB 1/26/19

DOH 4/16/47

GEORGE SIMS, age 93

PHX pilot

DOB 2/11/21

DOH 6/1/47

DICK ORR, age 93

DEN vp flight ops

DOB 5/1/21

DOH 11/15/48

BILL HAYS, Age 93

PHX DEN pilot

DOB 6/4/21

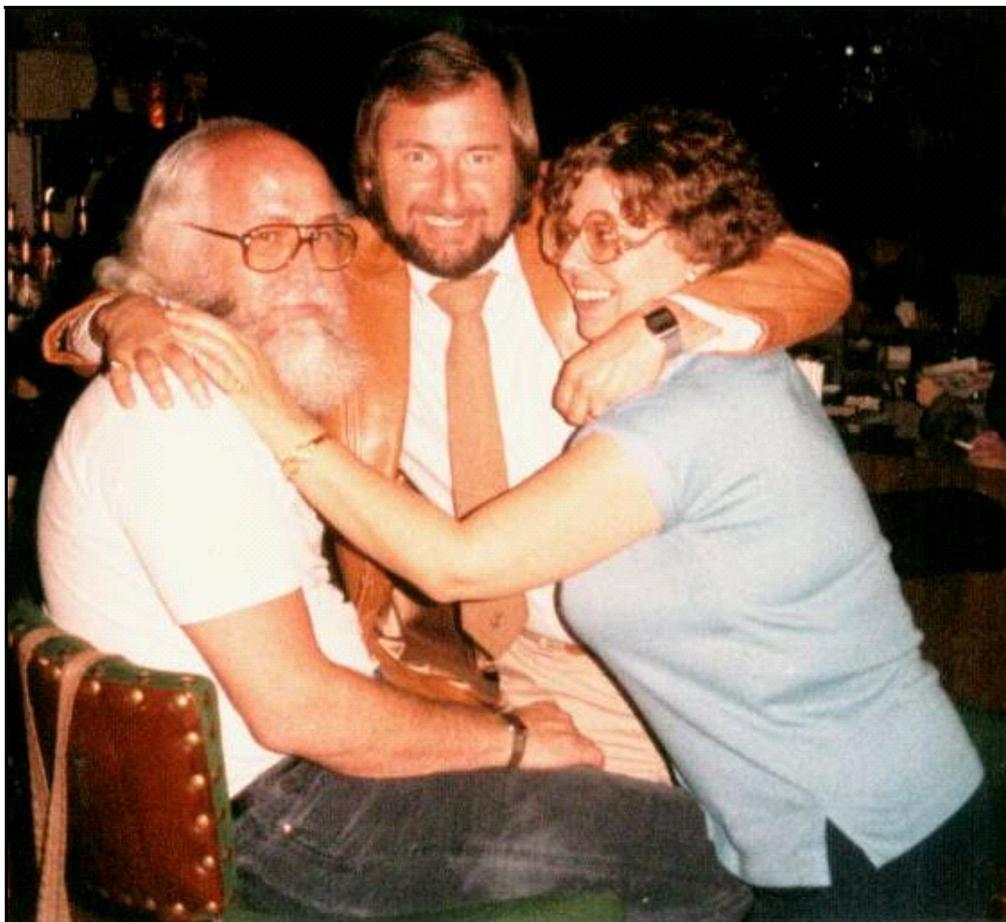
DOH 12/3/46

ROBERT WEEKS, Age 93

DEN aircraft mechanic

DOB 1921

DOH 4/7/78



Carolyn in 1982 with Jake Lamkins and Paul Farris

**REUNIONS TIMETABLE**

This is the information we currently have.

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

More info at <http://OldFrontierAirlines.com>

DEN FLIGHT CREWS

Luncheon, monthly, 4th Tuesday, 11:30am at
Perfect Landings located in the terminal of Centennial Airport.
Contact:

Lynn McEwan, 303-954-0864, 4smcewan@comcast.net

DEN MAINTENANCE PICNIC

Held Thursday, June 19th at Squires Park, 99th and Lowell
Blvd., Westminster at 11:00 a.m.

Contact:

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

DEN MAINTENANCE CHRISTMAS PARTY

Nov 6, 2014 - 11:30 a.m. - 1:00 p.m.

The Country Buffet, 8685 Sheridan Blvd., Westminster, CO.

Contact:

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

DEN PILOTS

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

Contact:

Bonnie Dahl, 720-747-7610, BCDahl777@gmail.com

DEN REUNION PICNIC

Saturday, August 22, 2015

Wings Over the Rockies Air & Space Museum

Contacts

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

Julie Dickman, jldickman@gmail

Sue Lehotay, suelehotay@msn.com

Barb Monday, bandbmonday@comcast.net

DFW PILOTS

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

Contact:

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

FYV-FSM MEMORIAL PIGNIC

Sat, Sep 5, 2015, 11am-3pm, FSM Burford Pavillion

Contact:

Phil Green, 479-783-2981, nsbhg@att.net

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

LNK REUNION

No info on a 2014 event

Contact:

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

Mike Macek, mikemacek@windstream.net

MCI FLIGHT CREW LAYOVER

2014 event cancelled

Contact:

Phil Stallings, RedRyder@tx.rr.com, Cell: 816-668-6294

JoDelle (Davidson) Burwell, jodelleburwell@comcast.net

MKC/KCK/MCI REUNION

Luncheon, third Sat of every odd month, 11:00 am

HyVee Grocery, 5330 NW 64th St., Kansas City, MO 64151

ALL FL personnel invited.

Contact:

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

PHX PICNIC

Sun, November 9, 2014, 11:00 AM,
Desert Breeze Park in Chandler.

Contact:

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

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

SLC PILOTS

Luncheon, monthly, every third Thursday,
11:30 am at Chuck Arama Buffet, 744 East 400 South, SLC

Contact:

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

SLC REUNION

No info on a 2014 event

Contacts:

Suspended pending new coordination

REUNION REPORTS

The FYV-FSM FL Reunion PIGNIC on Sep 13th was a great success. Attending were station agents Ralph Beecham, Jack Chambers, Phil Green, Richard Horn, Ed Jones, Jake Lamkins, Joe Keys, Tony Worden and Noel Holloman. TCAs were represented by Paul Farris and management by Harold Maxwell. Pilots joining us were Phil Stallings, Rusty Lambert and Bob Erdmann. Mechanics Darwin Haudrich, Bill Guthrie and Bob Matlock were there too. Family and friends swelled our numbers to nearly 30.

We feasted on BBQ, beans, potato salad and all the fixin's. Lots of great desserts too along with terrific fellowship with old friends and co-workers. This was the 47th year we have had a FYV-FSM gathering. We started back in 1968 when nobody dreamed that someday our picnic would be a memorial reunion of a dead airline.

-Jake Lamkins

We only got a few pictures this year. (*Jack's and my pix are posted at our Facebook page.*) Too busy talking I guess. I had a great time. Good food, good fellowship, good friends.

It doesn't get any better. Phil Stalling being there made it special And I never expected to see Bill Guthrie. He goes way back to Central days too. I think he started in 1957 when I did. One of the first mechanic I met.

Thanks again old friend for keeping it going. Let's dance as long as the music plays.

-Jack Chambers

We had a good turnout today....19 in all. It is a beautiful Fall day in KC, and much going on...with the Plaza Art Fair and Royals Baseball claiming some of our FLOlks.

In attendance were: Gary and Brenda Wise, Ron Gallop, Ken Mast, Gary and Rosalie Summers, Richard and Kathy Metz, Reva Burke, Dan Donovan, Jim Asplund, Phillip Montgomery, Clay Riecker, Gene (Tiger) Iverson, Vic Preter, Norm and Kay Loehr, and Mike and Rose Dragen.

One more gathering this year...November 15th is our last gathering for this year.

Our thoughts and prayers are with those who could not be with us due to health concerns.

Hope to see you in November.

-Rose Dragen

MKC/KCK/MCI Reunion Committee

Our 28th annual reunion was a great success---we had 266 sign in for the reunion. The Wings Over the Rockies is a great space to have an event and everyone asked that we have it there again.

So we are booking the Wings over the Rockies for August 22, 2015 (Saturday) with the same times...and I will be signing the contract next week. It is by popular demand---folks loved it there so we will make a home hopefully.

-Carolyn Boller

Employees of the first Frontier Airlines stage 28th reunion: How close are the employees of your company? At the original Denver-based Frontier Airlines (1946-1986), they still get together once a year to talk about old times, who's where now and who's no longer with us. Some 270 ex-Frontier pilots, flight attendants, customer service and reservations agents, mechanics and other staffers held their 28th annual reunion this weekend – fittingly, at Denver's Wings Over the Rockies Air & Space Museum.

They had a lot to reminisce about. All told, their airline carried 87 million passengers 49 billion miles over its 40-year lifetime and earned the best safety record of any airline for that period. At its peak, Frontier's routes linked Denver to cities across the country including points like Los Angeles, New York, Chicago and Atlanta, plus major destinations in Mexico and Canada.

Frontier's all-coach inflight service – from its extra legroom to its complimentary steak and lobster dinners (served with a bottle of Mateus wine, also on the cuff) -- is still a legend among veteran travelers.

"It's amazing how many employees show up for the reunion every year," noted Carolyn Boller, one of the event's organizers, "although some of us are getting a little long in the tooth." Boller, a former reservations agent for the airline, said there were 2,500 employees at the first reunion in 1987.

Among ex-employees at this year's get-together was Emily Warner, who became the first woman pilot for a U.S. airline when she joined Frontier in 1973 (and three years later became the industry's first female captain when she was elevated to that rank on Frontier).

Monarch of the western skies: Frontier, at first named Monarch Airlines, was one of two dozen "local service" airlines created by Uncle Sam in 1946 to handle a huge upswing in regional air travel in the roaring post-war economy.

Monarch changed its name to Frontier a few years later when it absorbed two of the other new kids on the block. Their combined routes – mostly short hops flown with war surplus DC-3 "gooneybirds" -- linked Denver to 40 cities in seven states.

Like the baby boomers, Frontier grew up over the next 25 years. It painted its colors on yet another airline in 1967, enlarged its route network to 94 cities in

26 states and swapped its smaller propeller planes for jets.

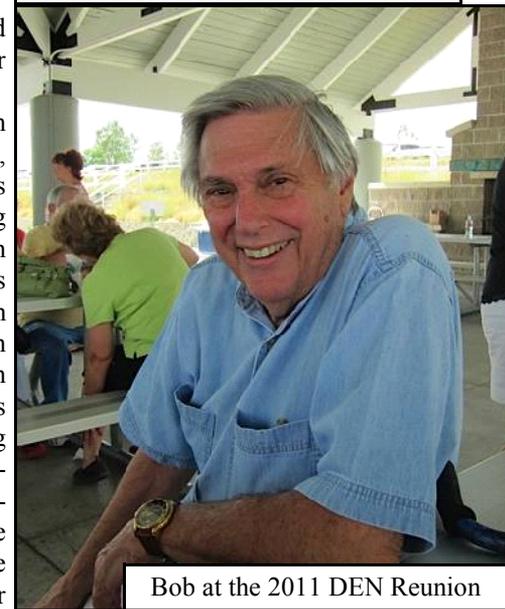
Frontier's golden era: In the early 70s, Frontier debuted its legendary operating philosophy: "Run on time, tell passengers the truth and give them better service than they expect from an airline." From this came the 10-year-long "golden era" of Frontier, when its customers enjoyed the added legroom, the comp steak and lobster dinners and all the other perks they never expected from an airline.

The good times came to an end in the shockwaves of airline deregulation, when in Congress' zest to free the skies for competition it also unleashed the multi-billion-dollar clout of the big airlines against the little guys. Guess who won?

Frontier folded its wings on Aug. 24, 1986. At the time it had 4,750 employees and a fleet of 42 jets, including 38 Boeing 737s and four McDonnell Douglas MD-80s. It was serving 56 cities in 22 states.

-Bob Schulman

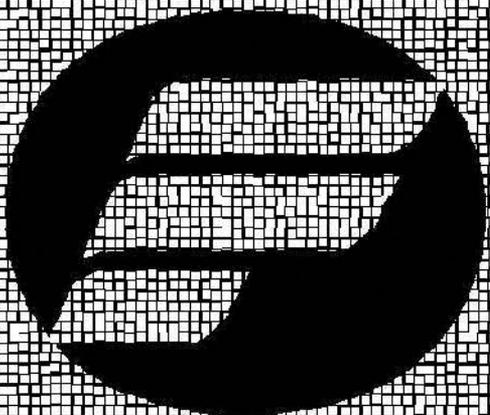
(Bob, who was FL's director-public relations from 1975 until 1985, wrote this article for a DEN travel publication.)



Bob at the 2011 DEN Reunion



Former Frontier flight attendants recall the good old days: L-R: Kathy Fahrenholz, Bonnie Dahl, Kathy Norris, Joanne Griffin, Ellen Quinn with Patty O'Neill in front



FRONTIER AIRLINES

GONE WEST

We salute these FLriends on their final voyage.

They are not dead until we forget them.

More information at <http://OldFrontierAirlines.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 SINCE THE SUMMER 2014 ISSUE

Fred Aerni, OMA DEN station agent, 7/7/14, age 78
June Aldrich, DEN executive secretary, 7/23/14, age 84
Milt Altmark, GSW MKC MCI DEN pilot, 7/20/14, age 83
Bill Blackmon, GSW DAL DFW DEN pilot, 8/2/14, age 90
Sue Brown, FSM reservations agent, 4/10/14, age 79
Marge Bayliss, Need info, 4/13/07, age 66, pancreatic cancer
Ferd Castrop, EAR OKC station agent, 7/4/14, age 84
JoAnn Colbert, STL aircraft cleaner, 7/24/14, age 86
Karen Gwaltney, DEN need info, 9/2/13, age 76
Jackie Racine Hoffman, DEN flight attendant, 7/17/14, age 86
Bettye Hunter Elrod, GSW flight attendant, 1/25/10, age 76
Ben Gutierrez, DEN senior station agent, 6/12/14, age 77
Marie Hardwick, PHX ticket counter agent, 9/10/04, age 72
Ken Holmes, DEN inspector, 8/23/14, age 95
Barbara Babcock Kramer, GSW flt attendant 7/3/14, age 67
Linda Larche, DEN flight attendant, 12/4/90, age 38
Jack McGee, BFF station agent, 1/2/86, age 66
Paul Miller, DEN aircraft mechanic, 11/28/13, age 71
Sue Paul, DEN secretary, 11/1/13, age 65
Kay Ambabo Pedersen, DEN res supervisor, 11/24/95, age 49

Murry Price, PHX ticket counter agent, 6/26/14, age 91
Harold Ruppel, DEN director-inspection, 7/31/14, age 90
Ellen Foster Russell, need info, 8/6/14, age 80
Jack Schade, SLC pilot, 6/25/14, age 93
Eva Schiele, DEN secretary, 4/30/91, age 66
Baird Smith, LAR station agent, 5/8/12, age 88
Ivan Spencer, COS station agent, 12/1/13, age 78
Billy Towns, MEM station agent, 12/1/94, age 62
Don Turner, OKC GSW pilot, 8/6/14, age 82
Kay Knudson Undlin, DEN flight attendant, 7/3/11, age 70

JACK SCHADE

1947 - 1981

PILOT
SLC DEN

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

OBITUARY: Jack Bering Schade, January 7, 1921 - June 25, 2014 at age 93 years.

"How come I'm so lucky?"

A brave and gallant warrior has taken his last flight west.

Jack Bering Schade, our father, grandfather, great grandfather, uncle and beloved friend passed away June 25, 2014 at his home.

He met his sweetheart, Mary Alene Rosenkrantz at age 14 and he married her on November 23, 1944.

He left home at age 18 to join the Army Air Corps. His first stop was Albrook Field in Panama. Shortly after he arrived, World War II began.

That part of the war he didn't talk about much because his more profound experiences came later. In 1944 he trained to fly the Boeing B-29 the giant aircraft of the time. Based out of Guam he flew 25 combat missions.

After returning home, he began his commercial airline career. The majority of his flying time was spent with Frontier Airlines where he flew for 35 years. There he gained lifelong friends and developed a camaraderie that lasted to his last days.

He also cherished his friendships with his fellow pilots both from WWII and Frontier. Nothing pleased him more than to visit and share old stories.

He is survived by his daughters Anne, Jill (Doug) Dredge, granddaughters Jennifer Dredge and Julio Amarillo, Jamie (Wyatt) West and two great grandchildren Colin and Lydia. Also surviving are his nephews Shurl (Kathy) Scott, and Kevin (Kitty) Rosenkrantz.

Funeral Services will be Tuesday, July 1, 2014. The viewing will be held at noon at Larkin Mortuary, 260 East South Temple, SLC. The funeral will follow at 1:00 p.m. Interment: Salt Lake City Cemetery.

-Salt Lake Tribune from June 28 to June 29



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BEN GUTIERREZ**1958 - 1969?****SENIOR STATION AGENT, OPERATIONS MANAGER
DEN**http://FAL-1.tripod.com/Ben_Gutierrez.html

Just wanted to tell you that Ben passed away last month. David, our son and his family and myself went out for the funeral. He was 77, lots of health issues, but congestive heart failure is what took his life. You can pass on to others

-Donna Pendry Gutierrez

I just heard from Bev Cumiskey that Ben Gutierrez passed. Ben was an agent in Denver in the late 60's. The service was at Ft Logan on June 23 but there is no obit or burial rec that I can find.

-Linda Casey Hamala*(Not on the 6/1/70 DEN Ros-*

ter. Station agent seniority date of 6/5/58 per the 8/1/66 FL/ALEA Seniority List. Not on the 1974 list. Article from 1968 shows him going into management. Not in the 1970 FL telephone directories.)

BETTYE HUNTER ELROD**195? - 195?****FLIGHT ATTENDANT
GSW?**http://FAL-1.tripod.com/Betty_Hunter_Elrod.html

Bettye Elrod, 76, passed away Monday, Jan. 25, 2010, after a brief illness. Bettye was born May 24, 1933, in Paris, Texas, to Elbert Johnson Hunter and Grace Vest Hunter.

She graduated from Texas Christian University in 1953. Surely the most exciting job she ever had was her two years as a flight attendant for Central Airlines.

She retired from TCU after 25 years and then gave 10 more as a volunteer and part-time employee at Baylor All

Saints Hospital.

Survivors: Son, Steven Alan McGaw; daughter, Carolyn Michelle Suttmiller; son, Robert Elrod and wife, Melisa Rodriguez Elrod; and grandchildren, David Reed Suttmiller, Shannon Renee Suttmiller and Johnson Hunter Elrod.

-findagrave.com**BILLY TOWNS****1961 - 1986****STATION AGENT, SENIOR STATION
HUT LAS MEM**http://FAL-1.tripod.com/Billy_Towns.html

Billy J Towns - Death Record, Southaven, Mississippi Billy J

Towns was born on February 22, 1932 and died on December 01, 1994 at the age of 62. Billy last resided in Southaven, Mississippi in DeSoto County. Name Billy Towns, Date of Birth February 22, 1932, Date of Death December 01, 1994, Age at Death 62

-http://death-**records.findthebest.com**

Bill was Senior Agent along w/Jack Payne all 8 yrs I was Mgr in MEM. Great team!!

-Jim Mustain

(B J TOWNS, Emp# 08512, Station agent seniority and date of hire 9/25/61, DOB 2/22/32, ORG# 3435 - MEM per the Oct 1986 FL/ALEA Seniority List. Still need a better photo and obituary for Billy.)

**DON TURNER****1964 - 1965****PILOT
OKC GSW**http://FAL-1.tripod.com/Don_Turner.html

OBITUARY: Donald C. Turner, 82, passed away Wednesday, Aug. 6, 2014. Funeral: 9:30 a.m. Tuesday in Greenwood Chapel. Interment: Greenwood Memorial Park. Donald started early in life in the field of aviation.

He started his aviation career with Central Airlines then moved on to Braniff. He retired as a structural engineer for Dalfort Aviation. His family, his children and aviation were his passions. Donald was preceded in death by his wife, Mary. Survivors: Sons, Ike Turner and Scott Turner; daughter, Susan Sims; sister, Brenda Warg; stepmother, Sally Turner; and four grandchildren.

-Fort Worth Star-Telegram on Aug. 10, 2014

HARRY RUPPEL

1947 - 1986

MANAGER-QUALITY CONTROL, MANAGER-INSPECTION, DIRECTOR-INSPECTION**DEN**http://FAL-1.tripod.com/Harold_Ruppel.html

Harold Ruppel was born in Sheboygan, Wisconsin on Sept 6, 1923 to David and Emily (Biel) Ruppel.



Gymnastics and ice skating were some of his hobbies as a young man.

After learning aircraft maintenance in the Army he settled in Denver working for Monarch Airlines, followed by Frontier Airlines. As director of inspection he made sure that no airplane left the hangar until it was safe and repaired right.

He enjoyed rebuilding damaged small airplanes in his backyard. Harold married Fern, and together they raised 2 children, Bill and Beth. He was a loving father,

quiet but strong and gentle. Harold will be greatly missed by all who knew and loved him.

-Burial Note**JACKIE RACINE HOFFMAN**

1950 - 1953

FLIGHT ATTENDANT**DEN**http://FAL-1.tripod.com/Jackie_Racine_Hoffman.html

OBITUARY: Jacqueline R. Hoffman Dec. 4, 1927 - July 17, 2014, 86, of South Bend, IN passed away Thursday, July 17, 2014, in Memorial Hospital. Jacqueline was born December 4, 1927, in Blue Island, Illinois, to the late Gilbert and Agnes (Bartsch) Racine. She was also preceded in death by her son, John T. Hoffman in 2011, sister, Jean Racine, and brother, Gilbert Racine. On April 11, 1953, in South Bend, Jacqueline Racine married John J. Hoffman, who survives along with sons, Michael (Jennifer) Hoffman of Granger, IN, and Andrew (Tracie) Hoffman of



Latrobe, PA. Always the traveler, she was one of the first female flight attendants after WW II for Frontier Airlines based in Denver, CO

-<http://www.legacy.com>**JUNE ALDRICH**

1973 - 1986

SECRETARY, EXECUTIVE SECRETARY**DEN**http://FAL-1.tripod.com/June_Aldrich.html

OBITUARY: June Aldrich June 14, 1930 - July 23, 2014

Resided in Aurora, CO passed away July 23, 2014. She was born the 4th child of William J. and Bessie C. (Hebrink) Slagter June 14, 1930 in Roseland, Minnesota. June is survived by her daughter Linda R. A. Lackey; daughter-in-law Delma Aldrich. She was preceded in death by her parents; her husband of 51 years Robert G. Aldrich; their son Lyle Aldrich; son-in-law Gordon Lackey; grandson John Patrick Lackey; and siblings Alma Ulferts, Willis Slagter and Angeline Boersma.



A Committal Service will be at Fort Logan National Cemetery, Denver, CO. A reception will follow. The family suggests that contributions in June's memory be made to The Denver Hospice, 501 S Cherry Street, Suite 700, Denver, CO 80246.

-<http://www.horancares.com/obituary/June-Aldrich>**MILT ALTMARK**

1964 - 1986

PILOT**GSW MKC MCI DEN**http://FAL-1.tripod.com/Milt_Altmark.html

OBITUARY: Milton J. Altmark of Sarasota, FL, passed away quietly on July 20, 2014, at the age of 83. Beloved husband of Shirley Altmark of 55 years; father of Alan (Karen Miller) and Barry Altmark and grandfather of Ethan and Annabelle Altmark.

Milton's life was shaped by his love of flying.

Born in the Republic of Panama, he graduated from Cristobal High School, Canal Zone, in 1949 with his private pilot's license in hand. He worked as an airplane mechanic and flight instructor until 1964, when



he went to work as a pilot for Central Airlines, which later merged with Frontier Airlines. He spent the remainder of his career in Kansas City, MO, retiring in 1986 as a captain of the Boeing 737. He spent the remainder of his life in Sarasota, FL. Private services will be held.

-<http://obits.dignitymemorial.com>

MURRY PRICE**1962 - 1985****RESERVATIONS AGENT, TICKET COUNTER AGENT
PHX**http://FAL-1.tripod.com/Murry_Price.html

OBITUARY: Muriel Winifred Price, 1922 - 2014, 91, died peacefully in her sleep on the 26th of June, 2014 in Tempe, Arizona. Murry was born on the 13th of September, 1922 in St. Paul, Minnesota to Herbert and Lillian Maas. Raised in Fargo, North Dakota later moved to Seattle, Washington where she met Richard L. Price. They celebrated 61 years of marriage this year on the 29th of May. Together they raised four children, Steven, Sharon, Dianna and Johnny.

Muriel enjoyed a long career with the airline industry, working for Frontier Airlines for 23 years. Murry's smile and generous spirit will be greatly missed by her husband, family, five grandchildren and her dear friends. A Memorial Mass will be held at St. Theresa Catholic Church, 5045 E. Thomas Road in Phoenix, July 28th, 2014 at 10AM.

- <http://www.legacy.com>**BARBARA BABCOCK KRAMER****1967? - 1969?****FLIGHT ATTENDANT
DEN?**http://FAL-1.tripod.com/Barbara_Babcock_Kramer.html

Barbara Ann Kramer, Kimberling City, Missouri, daughter of Bruce and Helen Babcock, was born February 27, 1947 in Rapid City, South Dakota and departed this life on July 3, 2014 at the age of 67.

Barbara had been a resident of the area for eleven years. She was a teller with Bank of America. She was a proud member of the Our Lady of the Cove Catholic Church in Kimberling City, Missouri.

Survivors include: her husband, Joe Kramer of Kimberling City, Missouri; two sons, James and his wife Karyn Kramer of Houston, Texas; Mike and his wife Lisa Kramer of Santa Fe, Texas; one daughter, Theresa and her husband Fred Rebolledo of Sugar Land, Texas; brother, Joe Babcock of Lake Andes, South Dakota; sister, Paula Crawford of Yuma, Arizona; four grandchildren, Zachary, Kaitlyn, Emma, and Lucas and a host of other family and friends.

Visitation will be held Sunday, July 6, 2014 at Stumpff Chapel South, Kimberling City, Missouri. Service will be held on Monday, July 7, 2014 at 11:00 a.m. with a visitation from 10:00 to 11:00 a.m. in Our Lady of the Cove Catholic Church, Kimberling City, Missouri with Father Shuresh officiating.

- <http://www.stumpfffuneral.com/>

(Wife of DEN aircraft mechanic Joe Kramer.)

SUE PAUL**1974 - 1986****SECRETARY
DEN**http://FAL-1.tripod.com/Sue_Paul.html

Suzanne e. Paul: I got a note from Michael Pal to remove Sue from the list as she passed away November 2013 after struggling with MS for 33 years. NO other information at this point.

- **Carolyn Boller**

OBITUARY: Suzanne E. Paul, November 20, 1947 - November 1, 2013, Fruita, Colorado. Suzanne was born on November 20, 1947 and passed away on Friday, November 1, 2013. Suzanne was a resident of Fruita, Colorado.

- <http://www.tributes.com>

(SUE PAUL, DENSR no title, Her phone contact same as Stan Larson, director-market research per the Nov 1977 - Dec 1979 FL Quick Reference Directory.

SUE PAUL, DENSR secretary per the Dec 1980, Jan 1982, Jan 1983 QRDs.

S E PAUL, F, DOB 11/20/47, DOH 6/19/74 per the Dec 1984 FL Pension Records.

S E PAUL, Emp# 12103, Secretary seniority date of 6/19/74 per the 7/1/84 FL/ALEA Seniority List.

She is shown on the 1/1/86 list with 10 yrs 11 mos 21 days retained secretary seniority.

Still need a photo of Sue and a better obituary. Nothing at SSDI or FindAGrave)

IVAN SPENCER**1958 - 1986****STATION AGENT, STATION MANAGER
MKC GLD COS**http://FAL-1.tripod.com/Ivan_Spencer.html

My father, Ivan Spencer, died December 1, 2013. Attached is his obituary/eulogy. We did not go into the details of his career with Frontier but here is what I remember.

Ivan worked for Central Airlines in Kansas City, KS and Colorado Springs, CO until they merged with Frontier. We moved to Goodland, KS in 1967 where he worked as the station manager. In 1974 we moved back to Colorado Springs. There Ivan worked both in operations/ramp and as a ticket counter agent. I know he enjoyed working with the Frontier employees and missed all his co-workers following the bankruptcy.

- **Susan Spencer**

Ivan Kirklin Spencer died December 1, 2013. He was born to Lloyd and Nellie Spencer on August 12, 1935 in Trinidad, CO. He was the youngest child in the family.

Ivan is survived by his wife, Leola; Sons: Kirk and wife Evelyn of Houston, TX, Jeff and wife Janet of Colorado Springs, CO, and Daniel of Houston TX; Daughter Susan of Akron, CO.



PAUL MILLER
1964 - 1986
AIRCRAFT MECHANIC
DEN

http://FAL-1.tripod.com/Paul_Miller2.html

OBITUARY: Paul K. Miller (February 1, 1942 - November 28, 2013) of New Braunfels, TX passed away on Thursday, November 28, 2013 at the age of 71. He was born to parents Leslie B. and Rose Miller in Quincy, IL on February 1, 1942. He joined the U.S. Air Force in 1960, and then in 1965 he married his beloved wife, Lawana Sue (née Newell) in Kansas City, MO.

He worked for Central, Frontier, and U.S. Airways until his retirement in 2005. His hobbies included woodworking, going to auctions, and shopping.

Paul is survived by his loving wife, Lawana Sue Miller; children, Brent Miller and wife Joyce of North Carolina, and Wendy Wales and husband John of New Braunfels; Grandchildren, Michelle Miller, Jessica Rodriguez, and Danielle Wales; Great-grandchild, Aiden Rodriguez; and siblings James Miller, Doris Billings, Patricia Miller, and Arlys Miller.

Funeral services will be held on Thursday, December 5, 2013 at 11:00 A.M. at Doeppenschmidt Funeral Home in New Braunfels. Private burial will be held later the same day at Ft. Sam Houston National Cemetery in San Antonio, TX.

In lieu of flowers, donations may be made to the Salvation Army, Paul's favorite charity.

-<http://www.doeppenschmidtfuneralhome.com>

(P MILLER: Aircraft mechanic seniority date of 12/21/64 per the May 1986 FL/IAM Seniority List.)

ELLEN FOSTER RUSSELL
1950s

NEED INFO

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

OBITUARY: Sarah Ellen Foster Hadorn Russell passed away

on August 6, 2014. She is preceded in death by her parents; Viva and Cecil Foster and her stepfather, Alvis Blackburn. Ellen was born June 24, 1934 in Giles County, Tenn.

She worked for American and Frontier airlines after high school. She married Rene Hadorn in 1960 and they moved to Phoenix, Arizona. They had two children, Jacqueline (Patrick) and Alain (Margaret). She later married James A. Russell and they have been married for 24 years. Ellen was vivacious and quick to

smile. Always a lady, she had a style and class that set her apart.

She and Rene owned a printing company for several years. She later worked as an executive secretary for Imperial Lithographics. Services will be held at Phoenix Memorial Park and Mortuary on Friday, August 8, 2014.

-<http://www.legacy.com/obituaries/azcentral>



FRED AERNI
1967 - 1986
STATION AGENT, SENIOR STATION AGENT
HYS OMA DEN

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

Fred Aerni, 78, of Columbus, Nebraska, died Monday, July 7, 2014, at Bryan LGH West, in Lincoln, Nebraska. Fred was born February 4, 1936, in Columbus, Nebraska, to Fred L. and Lucile (Lutz) Aerni. He graduated from Kramer High School in 1954, and then attended the University of Nebraska.

On November 11, 1967, Fred was united in marriage to Linda German. To this union two children were born, Brian and Robyn.

Fred then went to work for Frontier Airlines from 1967 until 1986. They were stationed in Fort Hayes, KS,

Denver, CO, and Omaha, NE. He retired from Frontier in 1986 and they returned to Columbus where Fred went to work for Appleton Electric until he retired from there in 2000.

Fred is survived by: Wife: Linda Aerni of Columbus, NE, Son: Brian (Bobbie) Aerni of Columbus, NE, Daughter: Robyn (Ross) Lammers of Fort Calhoun, NE

-<http://www.gasshaneyfh.com/obituary.php?obitid=9656>

EVA SCHIELE

1973 - 1986

SECRETARY

DEN

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

OBITUARY: Eva Schiele, Birth: Apr. 10, 1925, Death: Apr. 30, 1991. Burial: Saint Joseph's Catholic Cemetery, Devils Lake, Ramsey County, North Dakota,

-<http://www.findagrave.com/>

Name: Eva M. Schiele, State of Issue: North Dakota, Date of Birth: Friday April 10, 1925, Date of Death: Tuesday April 30, 1991. Est. Age at Death: 66 years, 20 days

-SSDI

(Eva M. Schiele, deceased, per the Aug 2014 ESOP Lost List dated 5/1/10. Eva's name is used in a FL bankruptcy lawsuit.

E SCHIELE, Group K, secretary, seniority date of 4/23/73 and DOH 4/23/73, DOB 4/10/25, emp# 11456, per the Oct 1986 FL/ALEA Seniority List.)

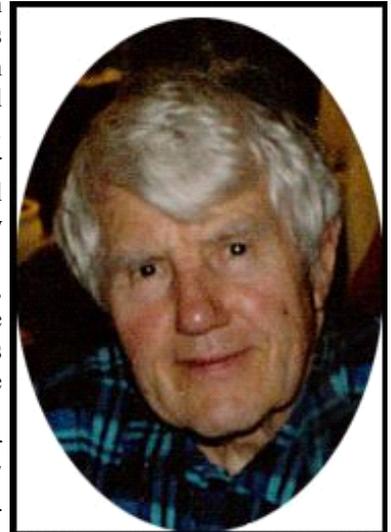
MARGE BAYLISS

NEED INFO

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

OBITUARY: Margaret Rose "Marge" Bayliss, Birth: Oct. 15, 1940 and passed away April 13, 2007 from cancer of the pancreas. She is survived by her mother, Dorothy Bayliss (97); beloved brother, Ted Bayliss; life-partner, Nancy Strange; and daughter, Sherri.

Her airline career included Frontier Airlines, Bonanza, Hughes



Air West, and World Airways. Positions ranged from ticket counter to reservations, to systems manager.

Family and friends are invited to the Funeral Service, Thursday, April 19, 2007 at 7:00 PM at CHAPEL OF THE CHIMES MEMORIAL PARK AND FUNERAL HOME, 32992 Mission Blvd. Hayward, CA, Visitation, 5:00 PM until time of service.

-<http://www.findagrave.com>

(Hardly any info on Marge. Not sure where/when she worked at Frontier. Her obit mentions ticket counter, reservations and systems manager.)

KAY KNUDSON UNDLIN

1961 - 1961

FLIGHT ATTENDANT

DEN

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

OBITUARY: Kay E. Knudson Undlin, 70, Minot, died Sunday, July 3, 2011 in a Minot hospital. Kay Knudson was born February 18, 1941, in Aberdeen, SD, to Douglas and Janet (Jones) Knudson. She graduated from Aberdeen High School and moved to Minot, where she attended Minot State College.



Kay worked as a flight attendant for Frontier Airlines for several years and raised her two sons, Doug and Scott. In 1981 she married Roger Undlin.

Those who shared in her life, Husband, Roger,

Minot; sons, Doug (Jayne) Haynie, Houston, TX, and Scott (Jenean) Haynie, Sharpsberg, GA. Kay was preceded in death by her parents, Douglas and Janet Knudson. Funeral: Thursday, July 7, 2011 at 11:00 a.m. at Zion Lutheran Church, Minot, ND.

-<http://www.findagrave.com>

MARIE HARDWICK

1968 - 1986

ACCOUNTING CLERK, TICKET COUNTER AGENT

DEN PHX

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

OBITUARY: Marie Hardwick, of Phoenix, AZ, passed away September 10, 2004. Visitation September 15, 2004 from 6-8pm with 7pm rosary at Carr Tenney Mortuary, 2621 S. Rural Rd, Tempe, AZ. Services Thurs, 10am at Church of the Resurrection, 3201 S. Evergreen, Tempe, AZ.

- The Arizona Republic on Sept. 14, 2004

Name: Marie J. Hardwick, State of Issue: Colorado, Date of Birth: Thursday December 03, 1931, Date of Death: Friday September 10, 2004, Est. Age at Death: 72 years, 9 months, 7 days, Last known residence: City: Phoenix, County: Maricopa, State: Arizona

-SSDI

(M HARDWICK, Accounting clerk seniority date of 3/25/68, emp# 03445, per the 1/1/74 FL/ALEA Seniority List.

Marie J. Hardwick, deceased, per the 5/16/13 FL ESOP Lost

List. M J HARDWICK, F, emp# 03445, DOB 12/3/31, DOH and TCA seniority date of 3/25/68 per the Dec 1984 Pension Records and Oct 1986 FL/ALEA Seniority List.)

KAREN GWALTNEY

NEED INFO

DEN

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

OBITUARY: Karen Lee Booth Gwaltney (1936 - 2013) was born on September 22, 1936 in Des Moines, Iowa to May Thompson and John Hoyt Booth. Karen died September 2, 2013. She moved with her family to Waterloo, Iowa in 1939 and attended Whittier elementary school and West Junior High School and graduated from West High School in 1954.



Karen attended Iowa State College in Ames. Following her graduation, she taught home economics for ten years. Karen married the Rev. Robert M. Gwaltney and they moved to Denver, Colorado in 1972.

In Denver, Karen worked at Frontier Airlines. She attended Colorado State University at Fort Collins, earning her Master's Degree in 1977.

A simple service will be held at the Danway Cemetery near Irwin, Iowa at 11:00 am on Saturday, August 9th.

-<http://www.legacy.com/obituaries/>

(Do not have any info on where or when Kay worked at Frontier. It would have been in the 1972 to 1979 period.)

KEN HOLMES

1948 - 1980

AIRCRAFT MECHANIC, INSPECTOR

DEN

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

I wanted to let you know of the death of DENMM Kenny Holmes Aug. 30, 1918 --- Aug. 23, 2014, Memorial Service will be September 20, 2014 from 1:30pm to 3:00pm at Eagle View Adult Center, 1150 Prairie View Center Parkway, Brighton, CO

-John Hines

(K R HOLMES, DEN mechanic per the Nov 1955 FL Roster.

K R HOLMES, DEN inspector, DOB 8/30/18, DOH 4/14/48 per the Feb 1960 FL Roster.

Ken is not on the Jul 1948 Challenger Roster so he was a Monarch employee.

No obit at DEN Post.

He is not on the Nov 1984 FL Roster.

K R HOLMES, Emp# 03711, No address shown, per the Aug 1990 FL Roster.

Shown as an inspector on the Nov 1980 FL/IAM Seniority List.

A line is drawn through his name so he may have retired in 1980 when he was 62.

He is not on the 1986 seniority list. Still need an obituary and photo for Ken.)

JOANN COLBERT**1974 - 1985****AIRCRAFT CLEANER
STL**http://FAL-1.tripod.com/JoAnn_Colbert.html

OBITUARY: JoAnn F. Colbert, 86, of Festus died July 24, 2014, at Mercy Hospital Jefferson in Crystal City. Mrs. Colbert was a custodian with Frontier Airlines and later worked as a dietitian for Jefferson Memorial Hospital in Crystal City, retiring in 2000. She was born April 3, 1928, in Shirley, the daughter of the late Helen (Hill) and Arthur H. Engler.



She is survived by two daughters: Paula Marmaduke of Crystal City and Sandy (Rick) Earls of Crystal City; a brother: Fritz (Norma) Engler of Festus.

She was preceded in death

by a daughter: Karen Allen; a granddaughter: Kimberly Allen; and a sister: Mary Ellen Patek.

-<http://www.myleaderpaper.com>

(JoAnn was the mother of STL TCA Karen Allen and mother-in-law to STL SSA Wiley Allen.)

BAIRD SMITH**1948 - 1949****STATION AGENT
LAR**http://FAL-1.tripod.com/Baird_Smith.html

OBITUARY: Baird Manchester Smith, Born: Friday, September 7, 1923, Died: Tuesday, May 8, 2012.

In 1947 he was employed at Mid-Continent Airlines in Minneapolis as a cargo handler, he was promoted to Station Agent where he met his future wife Opal Marjorie Johnson (she was working as a reservation agent)

In July of 1948, Marge learned that she was pregnant with Sandy. Baird accepted a job with Challenger Airlines in Laramie as a station agent, teletype operator (two man station), Sandy was born on December 5, 1948 while Baird was on duty.

Baird and Marge felt that Laramie was not a suitable place to raise children or have a job so they returned to Denver and accepted a job with an Air Freight Airline at Stapleton as a station agent. There were 8 airplanes, family owned, WWII C-46 Army surplus airplanes. Planes flew from San Francisco to Los Angeles, St. Louis and Newark, New Jersey. Slick Airlines - 6 employees, Slick rented property at Stapleton. Their cargo consisted mainly of flowers from florists sending to the east coast and replacing animals to zoos that had been closed down during the war. When the airline closed their office in Denver, he stayed in Denver and worked at Continental Airlines as a Radio Operator at Stapleton Field.

Baird left the airline field and went to work for the City of Aurora as a Water Department employee in 1950.

-<http://www.bullockmortuary.com>

KAY AMBABO PEDERSON**1967 - 1986****RESERVATIONS AGENT AND SUPERVISOR
DEN**http://FAL-1.tripod.com/Kay_Ambabo_Pedersen.html

Kay Chisholm Ambabo Pedersen was born October 7, 1946 in Albuquerque NM. She was a Harvey Girl at the ABQ airport and in 1967 she made the move to come to Denver and started with Frontier in Reservations. Kay was my roommate from 1967 until her marriage to Charles LeeRoy Pedersen in 1970s.

Kay traveled the world with every trip she could manage and loved every minute of it. She transferred out of Reservations into CRC where they managed the passenger loads on each aircraft.

In about September of 1994, Kay was diagnosed with brain cancer and was expected to live only 6 months, however, she survived for 13 months and the doctor said it was due to her desire to live.

Kay and Leeroy had one daughter, Erin. She has two surviving brothers who still live in ABQ.

-Carolyn Boller

I remember the last time I saw Kay. We were at the Taste of Colorado, I was not aware that she was ill until I saw her with her husband, she was in a wheelchair but very upbeat.

-Trish Swanson-Hawk

Kay was a good employee and a fine person. She will be missed.

-Dick Rohrmann

(K AMBABO: Reservations agent seniority date of 8/28/67, emp# 00364 per the 1/1/74 FL/ALEA Seniority List.)

LINDA LARCHE**1974 - 1986****FLIGHT ATTENDANT
DEN**http://FAL-1.tripod.com/Linda_Larche.html

FLfacebook - FL Club: LINDA K LARCHE - Deceased per Aug 2014 FL ESOP Lost List.

DEN employee Linda Larche's memorial webpage has been posted. Have hardly any info on Linda. Need obituary, photo and where/what she worked at FL. Post any info you have on Linda.

-Jake Lamkins

I know that Linda was a flight attendant. Hired in sometime between July and Dec. of 1974. Sorry that's all I know. I was so sorry to hear about Linda. I loved flying with her. Very sad. I wonder what happend to her at such a young age??

-Carolyn Lutz

LINDA K LARCHE: State of Issue: Colorado, Date of Birth: Monday November 17, 1952, Date of Death: Tuesday December 04, 1990, Est. Age at Death: 38 years, 17 days.

-SSDI

Marriage Records for Linda Larche: Joseph P Mantelli, Linda K Larche, 04/26/1979, Arapahoe CO.

-<http://www.peoplefinders.com/marriage-records/linda+larche>
(L K LARCHE, F, DOB 11/17/52, DOH 10/26/74, per the Dec 1984 FL Roster.

L K MANTELLI: Flight attendant seniority date of 10/26/74 per the 8/1/81 FL/AFA Seniority List. She is not on the 2/1/86 list.)

FERD CASTROP**1955 - 1986****STATION AGENT, STATION MANAGER
FLG IML EAR OKC**http://FAL-1.tripod.com/Ferd_Castrop.html

OBITUARY: Ferdinand G. "Ferd" Castrop, age 84 was born Sept. 28, 1929 in Freeburg, MO, and passed away July, 4, 2014 in Yukon OK. He graduated from Freeburg High School in 1947, married his high school sweetheart, Rosemary in 1951. He attended St. Benedict's College in Atchison, KS and the University of Missouri in Columbia MO. He served 2 years active duty in the U.S. Army during the Korean War.



He was employed by Frontier Airlines for 33 year as a station manager having lived in Flagstaff, AR, Imperial, NE, & Kearney, NE,

then moving to Yukon in 1979. After retirement he became active in volunteer work. He is survived by wife of 62 years Rosemary of the home; three sons, Mark of Jefferson City, MO, Sam & wife Carla of Olathe, KS, and Damon of Noel, MO; three daughters, Geri and husband Kalon Degenhardt of Tablerock, MO, Lori Scott of Oklahoma City OK and Nan & husband John Holt of Tulsa, OK. Wake Service will be held at 7 pm, July 8.

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

SUE BROWN**1958 - 1968?****RESERVATIONS AGENT
FSM**http://FAL-1.tripod.com/Sue_Brown.html

Mary "Sue" Brown, passed away, Thursday, April 10, 2014. Loving mother of Bradley (Jane) Brown. Dear grandmother of Bryan (Kelli) and Wesley Brown. Beloved daughter of the late John and Arzella Price. Sister of the late Pauline Price, Wanda Lee Lobdill, Wesley Price, and Stanley Price.

Sue was a proud employee of Central Airlines, Maritz Travel Company, and MetLife.

Services: Private memorial service was held at the SCHRADER Funeral Home and Crematory, 14960 Manchester Road at Holloway, Ballwin.

[-http://schrader.com](http://schrader.com)

Sue Brown was the senior reservationist at FSM, along with Pat Haynes, and a third girl (Zelma?), when I transferred to FSM in 1962. She was an excellent employee for Central Airlines.

-Joe Max Johnson

(MARY S BROWN, FSM reservations agent with a seniority date of 8/4/58 per the 1/1/62 CN Agent Seniority List.

Do not know when she left the company. She may have left the company when the reservations function at FSM was remoted to the Fort Worth reservation center in 1967 or 1968 and FSM no longer staffed reservations agents.)

BILL BLACKMON**1952 - 1984****CN/FL PILOT
GSW DAL DFW DEN**http://FAL-1.tripod.com/Bill_Blackmon.html

OBITUARY: William W. Blackmon, Birth: Apr. 14, 1924, Oklahoma, USA, Death: Aug. 6, 2014, Tarrant County, Texas.

Spouse: Jo Ann "Jody" Blackmon (1925 - 1993), Burial: Saint Vincents Cathedral (Anglican) Columbarium, Bedford, Tarrant County, Texas.

-FindAGrave.com

He was a true gentlemen. I smoked a cigar with him a week before his 60th BD. He was telling me all his plans for retirement. RIP my friend.

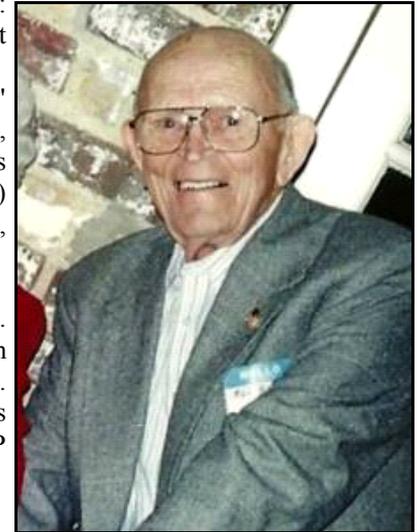
-Kevin Porreco

Bill hired me when he was Ass't Chief Pilot with Central Airlines ... I feel I owe my airline career to this great man, pilot and friend.

-Phil Stallings

My dad thought alot of Mr. Blackmon. He was a really sweet man. Prayers go out to his family.

-Kelly Coggeshall

**JACK MCGEE****1959 - 1963?****STATION AGENT
BFF**http://FAL-1.tripod.com/Jack_McGee.html

OBITUARY: Jack McGee, Birth: Jul. 1, 1919, Death: Jan. 2, 1986, Burial: Highland Cemetery, Ottawa, Franklin County, Kansas.

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

Jack was Claire Creviston's brother-in-law. Before he came to Frontier Jack McGee played trumpet in a dance band. He had heart trouble and the doctor told him he would have to give up the dance band life, so he went to work for FAL. It seems to me that he died, but I can't say for sure and I don't have any details.

It is amazing the number of people who worked in BFF in 1960-1961 that have "gone west".

-Jim Wilds

(JACK MCGEE, BFF station agent, DOB 7/1/19, DOH 3/28/59 per the Feb 1960 FL Roster.

J. W. MCGEE, Station agent seniority date of 3/28/59 per the 3/1/62 FL/ALEA Seniority List.

He is not on the 2/1/65 seniority list. He must have left the company about 1963.)



**OLDEST FOLKS
GONE WEST BY AGE**

Lee Gregory, DEN lead aircraft mechanic, 8/19/2013, age 100
6/23/1923 - 8/19/2013
100 yrs, 1 mo, 27 days

John Brennan, DEN lead aircraft mechanic, 11/2/2013, age 98
4/27/1915 - 11/2/2013
98 yrs, 6 mos, 27 days

Harold "Frenchy" French, DEN inspector, 9/26/2008, age 98
7/7/1910 - 9/26/2008
98 yrs, 2 mos, 19 days

Graham Butler, DEN aircraft mechanic, 5/11/2013, age 97
7/12/1915 - 5/11/2013
97 yrs, 9 mos, 29 days

Al Carlsen, DEN board of directors, 2/6/2008, age 97
6/29/1910 - 2/6/2008
97 yrs, 7 mos, 10 days

Harvey Barnard, DEN vp-operations & maint, 2/6/2010, age 96
9/19/1913 - 2/6/2010
96 yrs, 4 mos 18 days

Bob Goldwater, PHX FL board of directors, 11/4/2006, age 96
7/4/1910 - 11/4/2006
96 yrs, 4 mos

Ken Stevenson, DEN director-maintenance, 9/16/2005, age 96
6/10/1909 - 9/16/2005
96 yrs, 3 mos, 6 days

Pappy Russell, DFW aircraft mechanic, 10/11/2005, age 96
7/7/1909 - 10/11/2005
96 yrs, 3 mos, 4 days

Jim Lankton, GSW DAL DFW pilot, 4/28/2013, age 96
2/1/1917 - 4/28/2013
96 yrs, 2 mos, 27 days

Claire Almquist, DEN director-tariffs, 10/12/2007, age 96
9/8/1911 - 10/12/2007
96 yrs, 1 mon, 4 days

Chet Lubben, DEN manager-sales, 6/17/2004, age 95
6/18/1908 - 6/17/2004
95 yrs, 11 mos, 30 days

Ken Holmes, DEN inspector, 8/23/14, age 95
8/30/1918 - 8/23/2014
95 yrs, 11 mos, 24 days

Paul Liscomb, GSW DAL DFW pilot, apprx 5/1/2012, age 95
6/1/1916 - 5/1/2012
95 yrs, 11 mos

Harry Werbelow, COD station agent, 3/3/2009, age 95
5/30/1913 - 3/30/2009
95 yrs, 10 mos

Jim Murphy, PHX AZ board of directors, 5/16/2007, age 95
1/17/1912 - 5/16/2007
95 yrs, 3 mos, 29 days

Peg Youngs, DEN clerk, 7/13/1996, age 95
3/31/1901 - 7/13/1996
95 yrs, 3 mos, 13 days

Dave Cannon, SLC pilot, 8/28/2012, age 94
5/11/1918 - 8/28/2012
94 yrs, 3 mos, 17 days

Paul Burke, DEN president, 6/13/2012, age 94
4/5/1918 - 6/13/2012
94 yrs, 2 mos, 8 days

Elsie Ballard, DEN clerk, 5/5/2000, age 94
3/4/1906 - 5/5/2000
94 yrs, 2 mos, 1 day

Earl Thrush, BIL aircraft mechanic, 9/5/2012, age 94
8/23/1918 - 9/5/2012
94 yrs, 13 days

Pop Burnell, DEN machinist, 10/1/1972, age 93
10/20/1878 - 10/1/1972
93 yrs, 11 mos, 12 days

Ethel Field, DEN supervisor-sales audit, 4/23/2012, age 93
5/11/1918 - 4/23/2012
93 yrs, 11 mos, 12 days

Bill Groody, DEN vice president - treasurer, 1/23/2013, age 93
7/22/1919 - 1/23/2013
93 yrs, 6 mos, 1 day

Jack Schade, SLC pilot, 6/25/2014, age 93
1/7/1921 - 6/25/2014
93 yrs, 5 mos, 18 days

Tollie Graves, DEN superintendent-air mail, 2/20/1987, age 93
12/18/1893 - 2/20/1987
93 yrs, 2 mos, 2 days

Milford Olson, MOT station agent?, 2/18/2006, age 93
12/28/1912 - 2/18/2006
93 yrs, 1 mon, 21 days

Ouita Elliott, GJT ticket counter agent, 1/23/2011, age 93
12/31/1917 - 1/23/2011
93 yrs, 23 days

Bill Bailey, PHX aircraft mechanic, 9/21/1996, age 92
10/25/1903 - 9/21/1996
92 yrs, 10 mos, 27 days

Karl Leonard, DEN accountant, 2/26/2012, age 92
6/13/1919 - 2/26/2012
92 yrs, 7 mos, 13 days

Bill Hilbert, DEN operations manager, 2/24/2011, age 92
9/12/1918 - 2/24/2011
92 yrs, 5 mos, 12 days

Bea Holland, DEN need info, 3/15/2013, age 92
11/19/1920 - 3/15/2013
92 yrs, 4 mos, 25 days

Fred Klatt, DRO station agent/manager, 7/28/2012, age 92
3/3/1920 - 7/28/2012
92 yrs, 4 mos, 25 days

Jim Hanson, DEN pilot, 7/2/2013, age 92
2/12/1921 - 7/2/2013
92 yrs, 4 mos, 20 days

Angello George, SLC aircraft mechanic, 7/27/2011, age 92
3/10/1919 - 7/27/2011
92 yrs, 4 mos, 17 days

John Shaffer, DFW aircraft mechanic, 7/27/2004, age 92
4/8/1912 - 7/27/2004
92 yrs, 3 mos, 19 days

Vic Wokal, GGW station manager, 1/15/2006, age 92
10/3/1913 - 1/15/2006
92 yrs, 3 mos, 12 days

Dewey Penley, FMN MTJ DFW station agent, 9/8/2013, age 92
6/2/1921 - 9/8/2013
92 yrs, 3 mos, 6 days

Floyd Ririe, SLC DEN pilot, 3/4/1999, age 92
12/4/1906 - 3/4/1999
92 yrs, 3 mos

Leonard Stuart, DEN lead inspector, 4/15/2000, age 92
2/9/1908 - 4/15/2000
92 yrs, 2 mos, 6 days

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

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

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

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

Murry Price, PHX ticket counter agent, 6/26/2014, age 91
9/13/1922 - 6/26/2014
91 yrs, 9 mos, 13 days

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

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

Hank Lund, DEN president, 1/9/2013, age 91
5/3/1921 - 1/9/2013
91 yrs, 8 mos, 6 days

Jay Curtis, SLC DEN pilot, 9/23/2011, age 91
4/16/1920 - 9/23/2011
91 yrs, 5 mos, 7 days

Dick Adair, DEN pilot, 12/8/2011, age 91
8/22/1920 - 12/8/2011
91 yrs, 3 mos, 16 days

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

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

Vern Gulliksen, DEN inspector, 7/30/2011, age 91
5/31/1920 - 7/30/2011
91 yrs, 1 mon, 30 days

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

Hank Lux, PHX OMA SLC DEN pilot, 3/19/2014, age 91
2/20/1923 - 3/19/2014
91 yrs, 27 days

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

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

Mac McManis, DEN aircraft mechanic, 6/24/2003, age 90
7/2/1912 - 6/24/2003
90 yrs, 11 mos, 22 days

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

Harold Ruppel, DEN director-inspection, 7/31/2014, age 90
9/6/1923 - 7/31/2014
90 yrs, 10 mos, 25 days

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

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

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

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

Bill Blackmon, GSW DAL DFW DEN pilot, 8/6/2014, age 90
4/14/1924 - 8/6/2014
90 yrs, 3 mos, 22 days

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

John Wilton, DEN lead aircraft mechanic, 4/24/2014, age 90
1/18/1924 - 4/24/2014
90 yrs, 3 mos, 6 days

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

Al Schmidt, DEN director-industrial relations, 8/8/2012, age 90
6/23/1922 - 8/8/2012
90 yrs, 1 mo, 16 days

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

Warren McLellan, MKC DEN pilot, 8/24/2011, age 90
8/13/1921 - 8/24/2011
90 yrs, 11 days

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

Paul Van Buskirk, DEN lead janitor, 4/19/2011, age 89
6/26/1921 - 4/19/2011
89 yrs, 9 mos, 24 days

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

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

Harry Russell, DEN maint superintendent, 4/11/2003, age 89
6/27/1913 - 4/11/2003
89 yrs, 9 mos, 14 days

Clyde Burnaugh, DEN mechanic, 10/11/1989, age 89
1/1/1900 - 10/11/1989
89 yrs, 9 mos, 10 days

Loy Fasold, DEN photographer, 7/10/2010, age 89
10/25/1920 - 7/10/2010
89 yrs, 8 mos, 15 days

Harry Miller, DEN lead mechanic-EOS, 6/9/1988, age 89
10/30/1898 - 6/9/1988
89 yrs, 7 mos, 10 days

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

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

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

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

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

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

Pretz Prellwitz, OLF BIL station agent, 4/16/2013, age 89
12/5/1913 - 4/16/2013
89 yrs, 4 mos, 11 days

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

Bill Vance, GSW DAL DFW pilot, 6/28/2012, age 89
3/11/1923 - 6/29/2012
89 yrs, 3 mos, 18 days

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

Joe Umerski, DEN inspector, 3/21/2006, age 89
12/22/1916 - 3/21/2006
89 yrs, 2 mos, 27 days

Bill Wayland, DEN pilot, 4/15/14, age 89
1/26/1925 - 4/15/2014
89 yrs, 2 mos, 20 days

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

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

George Meshko, DEN pilot, 4/15/2014, age 89
3/20/1925 - 4/15/2014
89 yrs, 26 days

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

Jim Willey, DEN manager-quality control, 9/15/2012, age 89
9/11/1923 - 9/15/2012
89 yrs, 4 days

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

Bob Rich, PHX DEN pilot, 5/18/2009, age 88
7/24/1920 - 5/18/2009
88 yrs, 9 mos, 25 days

Jeuel Schmidtke, DEN director-purchasing, 9/24/2011, age 88
12/14/1922 - 9/24/2011
88 yrs, 9 mos, 10 days

Mike Smith, OKC FTW GSW DAL pilot, 11/15/1998, age 88
2/28/1910 - 11/15/1998
88 years, 8 mos, 16 days

Baird Smith, LAR station agent, 5/8/2012, age 88
9/7/1923 - 5/8/2012
88 yrs, 8 mos, 1 day

Howard Barber, DEN janitor, 12/10/1995, age 88
4/16/1907 - 12/10/1995
88 yrs, 7 mos, 24 days

Art Benson, DEN aircraft mechanic, 6/4/2009, age 88
10/11/1920 - 6/4/2009
88 yrs, 7 mos, 24 days

Red Ralston, DEN lead mechanic, 6/16/1997, age 88
5/28/1909 - 6/16/1997
88 yrs, 7 mos, 19 days

Bill Monday, DEN director-reservations, 1/9/2014, age 88
5/25/1925 - 1/9/2014
88 yrs, 7 mos, 15 days

Earl Fischer, DEN inspector, 3/27/2005, age 88
8/13/1916 - 3/27/2005
88 yrs, 7 mos, 14 days

Joe Coopersmith, DEN lead mechanic, 9/25/2002, age 88
2/15/1914 - 9/25/2002
88 yrs, 7 mos, 10 days

John Leavitt, DEN security investigator, 5/31/2006, age 88
11/24/1917 - 5/31/2006
88 yrs, 6 mos, 7 days

Bert Clark, DEN pilot, 12/27/1998, age 88
4/22/1910 - 10/27/1998
88 yrs, 6 mos, 5 days

Bud Herring, GSW CN vice president, 9/30/2011, age 88
3/31/1923 - 9/30/2011
88 yrs, 5 mos, 30 days

Les Schaffer, DEN pilot, 8/10/2005, age 88
3/31/1917 - 8/10/2005
88 yrs, 4 mos, 10 days

Ernie Mickalson, DEN machinist, 5/25/2008, age 88
1/15/1920 - 5/25/2008
88 yrs, 4 mos, 10 days

Margaret Allspach, DEN secretary, 10/25/2006, age 88
6/21/1918 - 10/25/2006
88 yrs, 4 mos, 4 days

Tim O'Connor, PHX AZ Airways founder, 11/4/2008, age 88
7/10/1920 - 11/4/2008
88 yrs, 3 mos, 25 days

Rick McCoy, DEN pilot, 3/14/2014, age 88
11/19/1925 - 3/14/2014
88 yrs, 3 mos, 23 days

Frank Crowell, DEN aircraft mechanic, 9/1/2011, age 88
5/27/1923 - 9/1/2011
88 yrs, 3 mos, 5 days

Dick Wentzel, DEN aircraft mechanic, 11/16/2011, age 88
8/18/1923 - 11/16/2011
88 yrs, 2 mos, 29 days

Dave Vaughan, GSW director-maintenance, 1/8/1999, age 88
10/22/1910 - 1/8/1999
88 yrs, 2 mos, 17 days

Don Armstrong, OMA SLC station agent, 10/1/2013, age 88
7/25/1925 - 10/1/2013
88 yrs, 2 mos, 6 days

Robert Krieger, DEN inspector, 1/19/2012, age 88
6/27/1924 - 8/19/2012
88 yrs, 1 mo, 23 days

Garland Miller, GSW aircraft mechanic, 7/24/2009, age 88
6/15/1921 - 7/24/2009
88 yrs, 1 mon, 9 days

Bill O'Meara, PHX pilot, 10/1/2006, age 88
8/27/1918 - 10/1/2006
88 yrs, 1 mon, 4 days

Lew Dymond, DEN president, 7/29/2008, age 88
6/28/1920 - 7/29/2008
88 yrs, 1 mon, 1 day

Muriel McKenney, DEN secretary?, 9/4/2011, age 88
8/26/1923 - 9/4/2011
88 yrs, 9 days

Emmett Spinks, FTW ACF GSW DAL pilot, 7/11/2004, age 88
7/5/1916 - 7/11/2004
88 yrs, 6 days

TOTAL: 125 FLOlks who were 88 years old or older when they flew west.

FRONTIER AIRLINES 1946 - 1986

Postings at FFacebook on August 24, 2014

Jake Lamkins

28 years ago today our Frontier Airlines ceased operations!

Joanne Griffin

It was such a sad day in our relatively young lives! The end of the best airline ever but not the end of our "family". We continue to stay connected - thankful for the reunions we can attend.

David Rice

Yes, 1 week before I turned 50!

Sheril D Rodgers

Yes---It was such a sad time---I really do not think there has been another airline since then that provided the service to the passengers that Frontier did---and.....the "family" atmosphere was wonderful.

Gary Wingert

Wow, exactly a half a lifetime ago for me. How time flies. Was just telling someone the other day about our little airline. I always make sure to tell them, "Best job I ever had". *sniff*

Patty Benton

Yes I miss Frontier Airlines A LOT!

Marcia Glasrud Crump

I remember the day so well. Very sad. I was lucky to have the memories of working for the old Frontier!

Doug Berkey

We were all so lucky to have been part of the FLamily, the industry is so different today, on the ground and in the air, and not for the better! But, people have cheap flights and for most thats all they care about. More and more, the passengers on my flights have no memories of how nice it used to be to fly, especially on FL!



Larry Harms

Most of us knew it was coming just from what the Some other airlines were doing to us and our routes and the big money boys but us little people loved the airline and always will.

Ray Marney

Remember very well

Karen Maybay Woodward

Frontier was a fun airline... sure miss it! that was a shocking day

William Leis Jr

Very sad day had a great while it lasted

Joe Barker

I remember it well - stuck in DEN with a travel agent and manager of the Billings Sheraton and their spouses. Had to buy full fare FC tickets for. 6 of us to get home to BIL. What we all would give to still be working for the best little airline in history

Dan Price

Forty-one at the time...sixty-nine now. Wow! Hats off to greatest people and the greatest airline ever!

Karen Ward Berry

I have always been proud of my time with Frontier and smile at the memories.

Trish Swanson-Hawk

Above and beyond the best company with the best people to work with and I still talk about the ole airline to anyone that will listen. To each and everyone of you THANKS!!

Martie Palser

It still gives me a catch in my throat, and my eyes tear up. I loved my job, and I was so proud to say I worked for Frontier Airlines.

Brian Grandy

I prefer to call ours the "Real" Frontier Airlines. The new imposter can't even come close.

Penny Tritthart

I miss our little airline with a big heart. Those truly were the good ole days except for the end.

Mildred Jackson

I am always a little sad on my birthday. I went to work at 530am on the 24th to find our airline was, no more! However, I have worked with a lot of wonderful people since then. But the relationship with the companies will never be the same as our FL family.

Judi Fenton Plumer

Where have the years gone..oh yeah they have flown by!

Jolie Haas Larder

That doesn't seem possible:-)

Mary Beth Henderson Hardey

Working at Frontier was the best job I ever had with the best people! Wanted to retire there! Still so sad...

David Rice

I commuted from BFF to DEN for almost 3 years because I could see the writing on the wall. I liked the "Old Frontier" it was a great carrier. It should never have happened the way that it did. It was purely a greed purged carrier and they committed murder and got away with it.

Jerry Turner

Seems hard to believe it has been that long.

John Shelburne

I sat on runway in BIL watching last flight (mid-day) thru the station (GTF-BIL-DEN)... that day :(

Anita Gunderson

Greed is a terrible thing ! Especially when we worked and gave 100% to build a great company. I recall Diamond left with 7 Million after only a few year's, I'm sure it continued with the next President !

Lanette Duncan

I will forever miss it. Life has never been the same.

Sylvia Rau

I remember how proud I was to serve steak and lobster to

the whole cabin...as it was ALL first class! Wine on the tray...linen napkins, real silverware...extra legroom for all! Only 97 passengers on a 737! We worked our tails off..but it was worth it! 45 years...and then to go under like that...what a shocker that was!

Jennifer Stuerke

What a wild fantastic life that was for me! Thank you Jake for continuing to share it with us!

Lana Wiehe

Remember that day like it was today.



Jed's tombstone is just great. I found this photo by accident while searching on the internet for something else. It says something about a company when it's employees put it on their tombstones. More on Jed at http://FAL-1.tripod.com/Jed_Mackenroth.html

YOUNGEST FRONTIER PILOTS

Jim Appleby DOB 8/3/39 DOH 4/1/60 20 yrs, 7 mos, 29 days	Al Mooney DOB 10/30/25 DOH 7/1/47 21 yrs, 8 mos, 1 day
Jack Metzker DOB 7/14/30 DOH 6/4/51 20 yrs, 10 mos, 21 days	Allen Ross DOB 2/22/35 DOH 6/21/57 Age 22 yrs 4 mos
Gary Paul DOB 7/30/46 DOH 2/26/68 21 yrs, 6 mos, 27 days	Larry Udlehoven DOB 11/8/44 DOH 6/19/67 22 yrs, 7 mos, 11 days

Anyone knowing of other Frontier pilots who would slot into his group, please let me know with details.

Re the Aer Lingus 737 flown by FL: Air Fungus! We had an aborted takeoff and emergency evacuation with only the 4 FA's and crew on board at Love Field the last day those were in service if I remember correctly. The plane landed there the night before because of weather. We were told to go pick up the plane in Dallas. They finally decided to fly it to DFW before we left to go to DEN. Because of the weather, I decided to roll my hair in my heated rollers and went to sit on the front jump seat for takeoff. The other 3 were spread out in the back of the plane (oh yeah, they were not on the jumpseat)! We were on the runway when the crew bell went off. I thought we were ready for takeoff. Instead a few seconds later the others came running up to the front into the cockpit. The crew told us to open the door and lower the stairs and get off the plane. Well, we didn't have any power to do that. I was ripping the curlers out of my hair and pitched them into the front row before they gave us the power to lower the stairs after they told us not to pop the slide.

We left and ran a safe distance from the plane while the fire trucks came racing towards us. The crew never got off, false engine fire or something. After a while, we were waved back to the plane. When we got back to the plane, I was mad as hell because one of the FA's had gone off balance and could have fallen from the top of the entryway while we waited for the stairs to finally lower before we got off.

I was raising hell about it with the crew when one of them looked at me and said, "Hey, I just want to know who had their hair in rollers?" With that, we all started laughing. We went to the terminal and later dead headed to DEN for the rest of our trip.

-Carol Bartley

Here's a check for the B&W newsletter subscription. Prefer to sit in my big old recliner to read.

In the way of an update: Retired now for five years from UPS. Really enjoying it. Have been traveling a lot. Spent seven weeks touring southeast Australia with a camper the autumn of 2013. It's a big place. Scheming to go back and see some more this year. Carol retired laste last year from United. She was on a long term medical leave from Continental when those two companies merged and she ended up retiring from United without ever even working a United flight. She was OK with that.

-Dean & Carol Bristol

Thanks for all your work. Nice to remember the Best time & mostly people that I worked with at a job that really wasn't work but just a good time. Hate seeing all the great people that have gone west. Very Sad. Thanks again,

-Jack Dailey

Joined FAL in Dec 1965. Worked heavy transportation and stockroom to production planner. Grass looked greener on outside of FAL at Empire Welding Supply. Came back to FAL as cleaner in steam room. From there to airframe school while working graves. Finally got an "A" license and upgraded to mechanic on the ground prox mod on the 580 a/c. Back to line cleaner, to sheet metal shop as mechanic.

Asst supvr on graves when CAL closed down DEN. Had a choice between EWR or IAH. Took IAH and line sheet metal. Spent 18 months in Houston, then retired with 10 years with CAL, in April of 1997. Took social security at the same time. Odd jobs to help with the fixed income problem. Been a happy camper since retirement. 37 years now at the same home address. No email just snail mail. You can reach us at 303-690-

2735. Would love to hear from you as we celebrate our 50th wedding anniversary July 2014.

-Al & Karen Duffy

My name is Faye (Shields) Duff. In September, 1946, I was hired by Monarch Airlines as Secretary to the Sup't of Mtn, Jack Burnell. At that time, I was a student at a Business School and met a lady, Fay Cox, who knew Ray Wilson. I made an appointment to interview, and the rest is history. I was 17 at that time.

I worked with Harry Russell, assistant to Jack, and remember, fondly, knowing Harry Summerton, Conrad Greenemier, Tunie Bergen, 'Pop' Burnell, Jerry Kimmel, Carl Willman, Jack Mericle, Charles and Dorothy Meisenbach, Florence and Walter Dyess, Swede, Bill Hayes, so many more good, great people... all pioneers.

At that time, Monarch was not an 'operational airline'. The DC-3's were being converted from military C-47's. Before Monarch was certificated to operate, it was necessary to have 'weight and balance' and 'check' rides and the employees, bravely, loaded into the aircraft, and off we went, flying out of the old Stapleton Field. This gave the pilots and 'stewards' an opportunity to 'practice'. Many of the pilots, mechanics, and other employees were WW2 vets. A steward's job was serving the passengers, as well as helping the ground personnel to handle cargo, etc. Stewardesses were hired much later.

Eventually, Monarch Airlines, Challenger Airlines (Salt Lake), and Arizona Airways all merged becoming Frontier Airlines.

Inasmuch as, after the War, the Air Force was downsizing its 'aircraft and parts', Conrad Greenemier, Harry Duff, Jr., and Dick Flieder were hired early in 1946, to obtain parts from Military Surplus sources, etc., and set up the aircraft parts department.

It was, at this time, I met Harry Duff, and in October, 1948, we were married. Harry left the airlines several years later, to work with his brother, Bill Duff, (a former Challenger-Denver employee) and, together, they formed the largest surplus aircraft parts company in the United States.

I am not sure how many 'items' that the "Faye and Harry Duff Family" or "J. W. Duff" has 'loaned' to the Wings Over the Rockies Museum, or how many things the Museum has on display at this time. However, we have loaned for viewing, a very rare aircraft engine, radio and miscellaneous aircraft parts, etc. and if/when space allows, a small plane is available for loan to the Museum and place on display.

Needless to say, as we all were a part of the new 'Airline Business', we thought we were 'hot stuff'...and we were. That was approximately 65/67 years ago. I know there must be a few of us still around from the FAL-1946-era.

AAAH ! !
M E M O -
RIES... Those
were the good
old days...

-Faye Duff, (85)



My career at Frontier began September 5, 1967 following my retirement from the USAF August 1, 1967. In my 20 years in the USAF my total time was 6,000 hours of which 4,800 was in jet fighters. I applied to all the airlines and was rejected with the reply "your credentials are impressive. However due to your age, etc." My wife's sister's husband is Larry Burson. Thru Larry's Dad Elmer I was hired on as a B-727 Ground Training Instructor.

My record as an instructor was rewarded when Capt. Billy Walker notified me that I was awarded as an Honorary Frontier Captain. I enjoyed working with all the Pilots.

When Frontier closed American Eagle offered me the position, Director of Crew Training, which I accepted. I was sent to Lynn, Massachusetts to attend the Saab 340 power plant school. One night I got a phone call from George Fay asking me if I would like to work for UPS as Director of Crew Ground Training. I said yes.

UPS was starting their own airline and ending the contracts with 5 air carriers. I hired top notch instructors and after the ground schools were operating I was assigned to organize the flight crew records department. I was at that job 2 years.

I had a meeting with Lee Wallace who was the Director of Flight Operations to have a flight assignment. I was age 60 so my only position could be a Flight Engineer. I had my FE rating and was assigned to the B-727 Flight Test section in San Antonio.

UPS was re-engining forty-three 727s with Rolls Royce Tay engines to meet noise abatement requirements. The FAA required that all the testing be what it took to have the 727s certified back in the 1960s. As each 727 completed the conversion we delivered it to Flight Ops. We delivered 14 B-727QFs to Germany and Italy.

-Frank Meyer

The last "Gone West" list was so hard to accept! So many that were so fine are gone! It doesn't seem real...I sat next to George Meshko at the pilots meeting here in DEN just days before he "passed". These fellas raised me...

-Patty O'Neill

I am immensely impressed with the amazing transformation you have made to the format & layout of this wonderful publication. The new paper stock that you are using for the "News" is a radical improvement over the previous stock used.

The new stock makes the photos which you included in issue # 56 (and in all future issues) appear far more "print worthy" than the previous paper stock you had used. I greatly endorse you mailing these publications "flat" instead of folded.

Once again you & the "Frontier News" have stepped up to the plate & have knocked this "Horsehide" smack out of the Park !! Congratulations

-Bob Pearson

FL: Mgr base o/h shops, director-tech services, vp-maintenance, vp maintenance & engineering, senior vp operations and chief operating officer.

After FL I was at Alaska Airlines in SEA. Retired to work for Dyn Air in PHX, then to Matrix in Tjunana, MX. Dee Howard in SAN, TWA in KC, Boeing in SEA and now consult for Airtransport Business Development in Santa Monica. What a wild and crazy ride.. FAL was always the best. I now live on an Alpaca Ranch in Rochester WA. Cheers,

-Fred Schubel

Started in reservations, 12/11/1967, Transferred to ticket counter and CTO, Left in 1986, Went to work with America West Airlines 1987, Retired 2007.

-Diane Torrey Bowling

I really like the new "hard copy." It's GREAT!!! Also, I appreciate your many hours of time and effort in this wonderful endeavor to help keep our FLfamily together through the years.

Thanks a BUNCH!!

-Eddie Townsend

Please renew my subscription for two more years. I was going to renew it for three, but at my age you never know. You know what I mean?

In the "Gone West" section I saw a couple of people I knew (well, actually a lot more than "a couple", I'm afraid) but a couple caught my eye.

Number one is John Scott. I saw that he was murdered. I had heard rumors of this in the past, but had never been to able to verify it. When John was Master Chairman of FAL ALEA, I was his vice chairman, and really liked and respected him. It happened while I was working for the FAA in Denver but I don't remember reading, or hearing, about it at the time. Was it ever solved? (*See http://FAL-1.tripod.com/John_Scott.html*)

The other name was Claire Creviston. I worked with him in BFF in 1960-61 and he was one of the funniest, and craziest, characters I ever knew. His brother-in-law, Jack McGee, also worked with us. BFF was a transfer station and almost everyone worked "split shifts". Four hours in the early morning, then off for awhile, then four more hours later.

Because of the crazy hours we worked, most of our socializing was done with our fellow workers and their families. We got together at night, at someone's house, and played games, or cards, while the kids ran around like maniacs and would finally fall asleep on a couch or the floor.

One night we were at Jack McGee's and his wife's house. They had just gotten a new little flizzy dog, and Jack thought he was just the neatest little thing, EVER! Claire, being Claire, had come prepared. He had brought along one of those rubber fake little pile of let's say doggie doo-doo.

He put it in a corner of the kitchen, then said, "Oh look, Jack, what your new little doggie has done." I don't know if Jack was angry or embarrassed — probably both. He grabbed that poor little dog, opened his back door, and threw the dog into the back yard. When the shock and laughter died down, we all went back to our games, but Jack didn't talk to Claire for the rest of the evening.

Keep up the good work.

-Jim Wilds

Retired sheet metal shop after 7.5 years. Active at senior center and NAW meetings.

After death of my wife Kathy starting to attend reunions of the USS Randolph. Put her in commission 1943.

Reunions are held every year in September. At home I have a wood shop and take care of rose gardens and vegetable gardens.

Do real well for 93 years.

-Robert Weeks

Thank you for doing all that you do for the Frontier Site. It is very interesting and I enjoy seeing where people are. Even the dead ones. The obituaries are also very interesting. I hired on in DEN then went to GTF, then STL, then to SLC - from 1969-72.

-Jerry Turner

FRONTIER AIRLINES BOEING 737 FLEET AS OF JUNE 10, 1982

FRONTIER AIRLINES, INC.
B-737 DELIVERY AND NUMBER RELATIONSHIPPage 1
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FLA# NOTE	FL REG. NUMBER	MODEL	PROD. BLOCK	MANUF. SER. NO.	AIRFR. TAB NO.	PREVIOUS REGIS.	PROD LINE NO.	IPC EFF. CODE	DELIVERY DATA			PREVIOUS OPERATOR
									DATE	OPERATOR	SEQ. TO FL	
1 & 2	N7340F	B737-2A1	PK201	21597	P3759	NONE	510	76	3/30/78	TO FRONTIER	23	NONE
1 & 2	N7341F	B737-2A1	PK202	21598	P3761	NONE	512	77	4/12/78	TO FRONTIER	24	NONE
1 & 2	N7342F	B737-291	FL010	21747	P3800	NONE	555	61	2/19/79	TO FRONTIER	33	NONE
1 & 2	N7343F	B737-291	FL011	21748	P3803	NONE	558	62	3/7/79	TO FRONTIER	34	NONE
1 & 2	N7344F	B737-291	FL012	21749	P3814	NONE	569	63	4/30/79	TO FRONTIER	35	NONE
1 & 2	N7345F	B737-291	FL013	21750	P3817	NONE	574	64	5/21/79	TO FRONTIER	36	NONE
1 & 2	N7346F	B737-291	FL014	21751	P3818	NONE	575	65	5/24/79	TO FRONTIER	37	NONE
1 & 2	N7347F	B737-291	FL015	21980	P3836	NONE	596	66	9/21/79	TO FRONTIER	38	NONE
1 & 2	N7348F	B737-291	FL016	21981	P3939	NONE	601	67	10/2/79	TO FRONTIER	39	NONE
1 & 2	N7349F	B737-291	FL017	22089	P3865	NONE	633	68	2/15/80	TO FRONTIER	40	NONE
1 & 2	N7350F	B737-291	FL018	22583	P3942	NONE	713	69	11/6/80	TO FRONTIER	41	NONE
1 & 2	N7351F	B737-291	FL019	22384	P3947	NONE	718	70	11/26/80	TO FRONTIER	42	NONE
1 & 2	N7352F	B737-291	FL020	22399	P3952	NONE	723	78	12/15/80	TO FRONTIER	43	NONE
1 & 2	N7353F	B737-291	FL021	22456	P3969	NONE	740	79	2/25/81	TO FRONTIER	44	NONE
1 & 2	N7354F	B737-291	FL022	22457	P3985	NONE	757	80	4/22/81	TO FRONTIER	45	NONE
1 & 2	N7355F	B737-291	FL023	22741	P4095	NONE	871	81	5/12/82	TO FRONTIER	46	NONE
1 & 2	N7356F	B737-291	FL024	22742	P4099	NONE	875	82	5/24/82	TO FRONTIER	47	NONE
1 & 3	N7357F	B737-291	FL025	22743	P4132	NONE	909	83	TBD	TO FRONTIER		NONE
1 & 3	N7358F	B737-291	FL026	22744	P4146	NONE	923	84-99	TBD	TO FRONTIER		NONE
1 & 3		B737-291	FL027			NONE			TBD	TO FRONTIER		NONE
1 & 3		B737-291	FL028			NONE			TBD	TO FRONTIER		NONE
	N7363F	B737-247	PG229	20133	P2638	N4529W	176	75	6/9/69	TO WAL		WAL
									3/2/78	TO FRONTIER	22	
5	N7370F	B737-2C0	PG624	20073	P2613	N5736B	142	04	3/13/69	TO GATX/BOOTHE		ALOHA
									12/10/69	TO FRONTIER	8	
5	N7371F	B737-2C0	PG625	20074	P2633	N5746B	170	05	5/26/69	TO FRONTIER	1	NONE
5	N7372F	B737-2C0	PG623	20072	P2607	N5726B	136	03	3/4/69	TO GATX/BOOTHE		AIR CAL
									6/26/69	TO FRONTIER	2	
5	N7373F	B737-291	PG626	20361	P2664	NONE	209	06	10/7/69	TO FRONTIER	3	NONE
5	N7374F	B737-291	PG627	20362	P2669	NONE	216	07	10/27/69	TO FRONTIER	4	NONE
5	N7375F	B737-291	PG628	20363	P2670	NONE	218	08	11/7/69	TO FRONTIER	5	NONE
	N7376F	B737-291	PG629	20364	P2671	NONE	219	09	11/14/69	TO FRONTIER	6	NONE
	N7377F	B737-291	PG630	20365	P2672	NONE	220	10-30	12/5/69	TO FRONTIER	7	NONE
5	N7378F	B737-2C0	PG621	20070	P2596	N5706B	124	01	1/31/69	TO GATX/BOOTHE		ALOHA
									1/27/70	TO FRONTIER	10	
5	N7379F	B737-2C0	PG622	20071	P2602	N5716B	131	02	2/11/69	TO GATX/BOOTHE		ALOHA
									1/20/70	TO FRONTIER	9	

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FLAG	FL REG. NUMBER	MODEL	PROD. BLOCK	MANUF. SER. NO.	AIRFR. TAB NO.	PREVIOUS REGIS.	PROD LINE NO.	IPC EFF. CODE	DELIVERY DATA			PREVIOUS OPERATOR
									DATE	OPERATOR	SEQ. TO FL	
	N7380F	B737-214	PG431	19681	P2556	N378PS	068	31	9/20/68	TO PSA		PSA
									5/16/72	TO FRONTIER	11	
	N7381	B737-2H4	PG442	20369	P2709	N20SM	276	41-50	6/1/71	TO SW		SW
									6/23/72	TO FRONTIER	12	
									6/2/71	TO MSA		MSA/SIA
1	N7382F	B737-212	FL711	20492	P3601	9V-BCR	281	51	12/18/72	TO FRONTIER	13	
	N7383F	B737-222	PG037	19075	P2581	N9037U	97	71	11/23/68	TO UAL		UAL
									6/19/73	TO FRONTIER	14	
	B7384F	B737-247	PG225	20129	P2623	N4325W	154	72	4/14/69	TO WAL		WAL
									7/26/74	TO FRONTIER	15	
1	N7385F	B737-291	PL001	21069	P3679	NONE	415	52	5/27/75	TO FRONTIER	16	NONE
	N7386F	B737-214	PG441	20368	P2707	N988PS	264	32	3/1/71	TO PSA		PSA
									11/7/75	TO FRONTIER	17	
	N7387F	B737-214	PG432	19682	P2563	N379PS	78	33	10/5/68	TO PSA		PSA
									5/31/76	TO FRONTIER	19	
	N7388F	B737-214	PG433	19920	P2563	N380PS	100	34-40	11/25/68	TO PSA		PSA
									3/5/76	TO FRONTIER	18	
	N7389F	B737-222	PG056	19937	P2618	N9056U	148	73	4/9/69	TO UAL		UAL
									7/15/76	TO FRONTIER	20	
	N7390F	B737-222	PG064	19945	P2646	N9064U	185	74	7/8/69	TO UAL		UAL
									9/5/76	TO FRONTIER	21	
1	N7391F	B737-291	PL002	21508	P3765	NONE	518	53	5/12/78	TO FRONTIER	25	NONE
1	N7392F	B737-291	PL003	21509	P3767	NONE	521	54	6/9/78	TO FRONTIER	26	NONE
1	N7393F	B737-291	PL004	21544	P3769	NONE	523	55	6/23/78	TO FRONTIER	27	NONE
1	N7394F	B737-291	PL005	21545	P3771	NONE	525	56	7/19/78	TO FRONTIER	28	NONE
1	N7395F	B737-291	PL006	21546	P3773	NONE	527	57	8/4/78	TO FRONTIER	29	NONE
1	N7396F	B737-291	PL007	21640	P3781	NONE	536	58	10/19/78	TO FRONTIER	30	NONE
1	N7397F	B737-291	PL008	21641	P3783	NONE	537	59	10/26/78	TO FRONTIER	31	NONE
1	N7398F	B737-291	PL009	21642	P3786	NONE	540	60	11/15/78	TO FRONTIER	32	NONE

DC-9 DELIVERY AND NUMBER RELATIONSHIP

FLAG NOTE	FL REG. NUMBER	MODEL	MANUF. SER. NO.	PREVIOUS REGIS.	FUSELAGE LINE NO.	IPC EFF. CODE	DELIVERY DATA			PREVIOUS OPERATOR
							DATE	OPERATOR	SEQ. TO FL	
4	N9801F	DC9-82	49116	NONE	1061	101	4/22/82	TO FRONTIER	1	NONE
4	N9802F	DC9-82	49117	NONE	1063	102	5/4/82	TO FRONTIER	2	NONE
4	N9803F	DC9-82	49118	NONE	1065	103	5/13/82	TO FRONTIER	3	NONE

FLAG NOTES: 1 ADVANCED MODEL
2 -17 ENGINES
3 -17A ENGINES
4 -217 ENGINES
5 LEASED FROM GATX-800THE (8 ea.)

CARL WILLMAN - 5181

THE LOVE OF FLYING

By Frontier pilot Bob Williams

Part 3, continued from page 25 of the Summer 2014 issue.

Sure enough, the Captain was right and we broke out of the clouds as we climbed, but just as we were clearing the top of the clouds an Eastern Lockheed Electra filled our windshield and we almost had a midair collision. After a short pause in the radio New York air traffic control gave us a heading taking us out to sea and away from traffic and then later he vectored us for an approach. We were met on the ground by the FAA who wanted proof that our radios were on the blink.

The next day after we had the radio's repaired we picked up a load of passengers from the Pulaski Foundation and headed for Warsaw, Poland. The trip back was less eventful and we made fuel stops in Gander, Newfoundland; Shannon, Ireland; Copenhagen, Denmark and then Warsaw. Because Warsaw was an "iron curtain country," we had to be very careful, once we had crossed their boundaries, to stay on course and were watched, on radar, to make sure we did.

B.O.A.C. STRIKE (Now British Airways)

In the middle of July the domestic crew for BOAC airlines decided to go on strike, but their international crews continued to operate. As a result my airline got a contract to pickup the international passengers and shuttle them between London (Heathrow airport) and Preswick, Scotland. So for about two weeks I flew with Captain Ed Reimers, reserve Captain Mel Thompson back and forth in England to Scotland with occasional stops in Manchester, England.

It was on one of these trips that when our crew walked into the operations office for BOAC, in London, cheers went up for the Americans, because "our man" (Alan Shepard) had just completed the first man ride into space. We were all humbled, but tried to act as if we personally had something to do with its success.

BERLIN AND THE WALL

On one of my trips to Frankfurt I met a Pan American stewardess who lived in Berlin, Germany. She invited me to come to Berlin and she would show me all the sights, so on August 6th, 1961 I arrived in Berlin on a Pan American DC-6 at Templehof airport.

We spent the afternoon and evening in the Eastern Sector of Berlin that was controlled by the Communists. There was quite a contrast between the Eastern sector and the Western sector. We had dinner at a restaurant on the main boulevard, which was called, at that time, "Stalin Allie." It was meant to be a showplace, but you could walk ½ of a block in any direction and find bombed out buildings, left over from World War II, that people were still living in. After dinner we took the subway back to the Western side of Berlin and we could tell by the crowds and the amount of suitcases they were carrying that something was going to happen. The next night we went to see the American Broadway Company of "West Side Story."

I left Berlin on August 7th, 1961 and three days later on August 10th the city woke up to a wall that had been erected separating the two cities. The "Berlin Wall" took over 30 years to come down and only after the Communists had failed in the U.S.S.R. and the Eastern European countries.

TRANSPORTING GOLD BULLION WITH FIRE

I had a cargo trip that left Luxembourg on August 19th and

first went to Zurich, Switzerland to pick up a load of fertilizer to take to Cairo, Egypt. Then back to Zurich to pick up a load of raincoats to take to London, England.

Our dispatcher told us that we had a load out of London, but he couldn't tell us what it was until we got there. After we waited for several hours we looked out and saw a line of armored cars pull up next to our airplane. Out came several armed guards and they started loading 4.5 million dollars (now worth over 45 million at today's gold rate) worth of gold bullion bars into our airplane. They laid them out as one layer on the floor of the airplane and completely grossed out the weight of the airplane. It was really weird to look back into the back of the airplane and see what looked like an empty airplane, but we took a lot of runway to get into the air on takeoff.

The banks that were transferring the gold, put one Swiss guard on board the return flight. He couldn't speak any English, so Captain Roybal and myself talked about what we could do with 4 and ½ million dollars in gold and then we would smile at the guard who would just wave. Everything was going fine and we broke out of the clouds on descent into Zurich and started circling over the airport. As we grew nearer the tower said he could see smoke coming out of our left inboard engine. I was flying, so the Captain suggested we advance the power on #2 and see if that would clear out the smoke. I did and the tower reported that they couldn't see any more smoke. Just as we were coming across the end of the runway for landing the fire warning bell went off for the #2 (left inboard) engine. I completed the landing and we took the first exit off the runway and as we did the Reserve Captain came running forward and said the whole engine and the tires were on fire. The Captain fired the first bank of fire bottles into the fire, but it didn't even faze the fire, so he immediately fired the remaining three bottles. The Reserve Captain again reported that it was burning faster than ever. About the time when the Captain ordered us to abandon ship we heard the loud noise of water and foam being squirted from fire trucks that had surrounded the airplane. Within a short time the fire was out and we taxied to the cargo ramp area. We talked to the tower operator on the phone and he said he was the one who called out the fire trucks when he saw the fire come up from the engine.

During all the excitement we all noticed that the guard, for the gold, was standing over the gold bullion trying to decide what he was going to do to save the gold. We assured him later, through an interpreter, that even if the airplane burned to the ground his gold would still be there, albeit in one big lump.

After talking to our company and having a local maintenance man look at our airplane it was decided to 3-engine ferry back to Luxembourg.

IX. END OF AN ADVENTURE

It was a few weeks later that our company called all the employees into our hanger and told us that the company had gone bankrupt and they were closing the doors. We were all stunned and in shock, but because I was the senior First Officer at the company I was assigned the last flight back to the United States.

So on September 13th, 1961 the crew rode by cab from Luxembourg to Zurich, Switzerland to pick up the airplane to fly 75 Indian students to Detroit, Michigan. We made fueling stops at Keflavik, Iceland, Gander, Newfoundland and then Detroit.

It was good to be back in the good old USA. In the nine

months that I was gone I had traveled through 36 different counties and nothing can compare to the wonderful country that is my home.

X. SLICK AIRWAYS, INC.

After spending a few months with Mom and Bill I got hired by a company out of San Francisco called Slick Airways, as a First Officer. I was based out of Alameda Naval Air Station flying on a DC-6 flying Navy air freight on what is called "Quicktrans." We hauled freight from one Navy base to another.

I would takeoff about 11 pm and fly to San Diego (Navy North Island) and then on to Navy Dallas (Hensley Field). About the time the sun would come up we would land and go to the hotel until the next night. The next night we would fly to Pensacola, Florida (Naval Air Station) and then on to Jacksonville, FL.

Within a few months I was promoted to First Officer on the Lockheed Constellation (1049H) and so I went to ground school for 6 weeks in San Francisco. After my graduation I flew on the "Connie," doing the same "Quicktrans" freight and some commercial freight from coast to coast. I flew several trips from San Francisco to Dallas and then to New York (Idlewild airport, later changed to JFK airport).

After about a year of flying with Slick I got furloughed because they had lost a military contract and so they had to cut back.

XI. THE WILD FRONTIER (AIRLINES) AND SUE.

While waiting to be recalled with Slick I put in an application with a local airline called Frontier Airlines. They had a base in Salt Lake, with their home office in Denver. I passed all their requirements and was hired on May 10th, 1963 and assigned as a First Officer on the DC-3 based in Denver. After 3 weeks in school I was a brand new co-pilot and in June I was assigned a 3 day trip up to North Dakota with Captain Pete Lamkin and a cute stewardess named Sue Howard. Little would I know that my life would change after this fateful trip.

We flew up to Rapid City, SD and then on to Bismark, ND and on to Minot, ND. We spent the night in Minot and we as a crew went to dinner that night. The next morning was an early departure and Sue was sitting on her suitcase in the back area behind the ticket counter. As I saw her sitting there, without any previous thought or discussion, I walked up and gave her a kiss on the lips. She was as surprised as I was, but she didn't push me away or slap me, so I guess she thought I was okeh.

There are some who say that love at first sight is just a dream, but I am here to testify that it was true in my case, because 6 days later I asked Sue Howard to marry me. We were on our first date up to Central City to see the opera called "Don Giavonta" and I asked her if she would marry me. She too knew that we were meant for each other, but she wanted to think about it. It was the next night, or 7 days after we had met, that she accepted my proposal and said she would marry me.

Chaplain Drumhiller married us on December 7th, 1963 in the base chapel on Lowry AFB in Denver, Colorado. Sue's stepfather was in charge of the Officer's Club on base, so we had our wedding reception there with all the trimmings. My friend, Earle Morris was my best man and Captain Pete Lamkin was my usher. That was 50 years ago and I have never regretted that decision to marry Sue Howard.

XII. ALONG CAME CONTINENTAL AIRLINES

In the last ten years of my airline flying career there were a lot of changes in the industry. In 1978 the U.S. Congress passed the

Airline Deregulation Act, which changed not only the airlines but the individual lives of the employees.

I had been asked to serve on our union (Air Line Pilots Association) as a member of the pilots negotiation committee. It was a difficult time, because of deregulation all the airlines were trying to become more competitive and reduce cost, which included employee concessions. After about two years on the committee I was asked to become the chairman of the pilot negotiation committee. Little did I know of what was coming and the demands that it would make.

Within a few short years (1984-85) the principle stockholder of Frontier Airlines decided he wanted to get out of the airline business. So rather than let our company go down the tubes the employees tried several things to save our jobs and life styles. Rather than bore you with all the details I will tell you that I learned a lot about the business world, binding arbitration and seniority negotiations.

Finally, after trying to save the jobs of all of our people we ended up being acquired by Continental Airlines, who at the time, was the most hated airline in the industry, because of it's owner and president. As a result of this "merger" I ended up being on two seniority arbitrations that lasted for over 3 years. The last one was held in Washington, D.C. and so I spent much of the time in the nation's capital trying to defend the former Frontier pilots rights and seniority. Again, I learned more than I ever wanted to know about lawyers and the legal system.

We didn't do to well in the arbitration and as a result I ended up going to the bottom of the Captain's seniority list, which meant that I would be flying out of our most junior base of Newark, New Jersey. I was still a Captain on the MD-80, but on reserve. Our family still lived in Denver, so I commuted to Newark to be on standby to be called out at a moment's notice and spend the rest of my time in an apartment with several other commuters. This was probably the lowest time of my flying career, so as soon as I could I bid out of Newark to Cleveland, Ohio to be a Captain on the DC-9, I did so. I could hold a scheduled line of time and it made the commuting a lot better.

It was while flying out of Cleveland that I received a call from an old friend (Joe Abel) to ask me if I would be interested in coming into the training department as a pilot instructor on the DC-9 and MD-80. I had been in the training department at Frontier on the CV-580, so I accepted the offer and soon I was commuting to Houston, Texas where our training facility was located. Within a year, Sue and I decided that I had had enough of commuting and so we moved to the Houston area, so I could drive to work.

I remained in the training department as a check-airman until I retired in April of 1999. I enjoyed the job of instructing new pilots and checking to maintain the standards of the older pilots. I felt like I was giving something back to an industry that I loved so much. I loved it so much that I stayed on for another year after my retirement and then I left Continental.

Continental Airlines turned out to be a great airline. We went through many leaders until we found one that knew how to run an airline and knew how to treat employees. On my last trip, serving as a Captain, I was allowed to choose where I wanted to fly and whom I wanted as my crew. The company allowed for me to have 15 members of my family ride with me on my last trip for free and then they paid for a party on my layover in Salt

(Continued on page 27)

FRONTIER REPORTS FOR SALE

(Costs are 20¢ per page to cover expenses for envelopes, postage & copying.)

Air Mail Route Info, excerpt from 1978 book, 20 pages
 AZ Brief To CAB 1946, 42 pages
 AZ-Monarch Merger Application 1949, 52 pages
 AZ-Monarch Merger Application 1950, 32 pages
 AZ Stock Offer 1948, 23 pages
 Challenger Airlines Employees Directory, 7/15/48, 25 pages
 Challenger Airlines Prospectus, 9/3/47, 37 pages
 Challenger Airlines Prospectus, 8/4/48, 40 pages
 Challenger Airlines Stockholders Report, 9/30/49, 8 pages
 CN ALEA Seniority List, 1/1/62, 9 pages
 CN Corporate History, Boards of Directors 1944-67, 66 pages
 CN Files on a CD, \$5
 CN Inauguration Brochure, Dec 1954, 5 pages
 CN Open House Brochure, Sep 1959, 5 pages
 CN Packet, Articles & seniority list, 75 pages
 Convair Aircraft Packet, Articles & charts, 73 pages
 DC-3 A/C Roster (inc. predecessors) & Check List, 11 pages
 DEN Accident (12/21/67) Report & news clippings, 11 pages
 DEN station roster, 6/1/70, 5 pages
 DEN station roster, 8/9/86, 12 pages
 FLamily files on a CD, \$5
 FL 1955 Timetable/Srty-Personnel Lists, 43 pages
 FL AFA Seniority List, 2/1/81, 17 pages
 FL AFA Seniority List, 2/1/86, 15 pages
 FL ALEA Seniority List, 2/1/65, 7 pages
 FL ALEA Seniority List, 1/1/66, 8 pages
 FL ALEA Seniority List, 8/1/66, 10 pages
 FL ALEA Seniority List, 1/1/74, 30 pages
 FL ALEA Seniority List, 7/1/84, 55 pages
 FL ALEA Seniority List, 1/1/86, 48 pages
 FL ALPA Seniority Lists, 1955-72-81-85 37 pages
 FL ALPA Seniority List, 10/28/67, CN/FL merger, 6 pages

FL ALPA Seniority List, 9/1/86, 11 pages
 FL-CO Job Preservation & Litigation packet, 10/2/86, 66 pages
 FL Files on a CD, \$5 each
 FL History & Stuff on a CD, \$5
 FL History, articles, photos, etc. , 49 pages
 FL IAM Personnel Roster, 7/1/67, 6 pages
 FL IAM Seniority List, 11/1/74, 22 pages
 FL IAM Seniority List, 11/1/76, 26 pages
 FL NEWS printed back issues, \$3 each
 FL NEWS back issues copied on a CD, \$5 each
 FL NEWS, May & Aug, '69 introducing 737s, 20 pages
 FL Obituaries on a CD, \$5
 FL TWU Seniority Lists, dispatchers 1966-68 , 7 pages
 FL's Death, articles & essays, 63 pages
 GRI Accident (12/21/62) Report & news clippings, 19 pages
 GXY Incident (11/24/71) Beech 99 engine lost, 16 pages
 Ken Schultz' Obituary List (Rev. 3/22/08), 11 pages
 MLS Accident (3/12/64) Reports, news clippings, 41 pages
 MLS Accident (3/12/64) Reports on a CD, \$5 each
 Personnel Roster, Stations-Sales-FAs, 8/15/63, 6 pages
 Personnel Roster, Stations-Sales-FAs, 9/15/63, 6 pages
 Personnel Roster, Stations-Sales-FAs, 10/15/63, 6 pages
 Personnel Roster, Stations-Sales-FAs, 12/15/63, 6 pages
 Personnel Roster, Stations-Sales-FAs, 1/15/64, 6 pages
 Personnel Roster, Stations-Sales-FAs, 2/15/64, 6 pages
 Personnel Roster, Stations-Sales-FAs, 3/15/64, 6 pages
 Personnel Roster, Stations-Sales-FAs, 4/15/66, 6 pages
 Personnel Roster, Stations-Sales-FAs, 7/15/66, 7 pages
 PHX Accident (4/21/57) Report & news clippings, 30 pages
 PHX Accident (4/21/57) Reports on a CD, \$5 each
 Quick Reference Directory, Nov 77, 13 pages
 Quick Reference Directory, Jan 83, 18 pages
 Telephone List, 6/12/67, 5 pages
 Telephone List, 11/25/85, 6 pages

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(Continued from page 25)

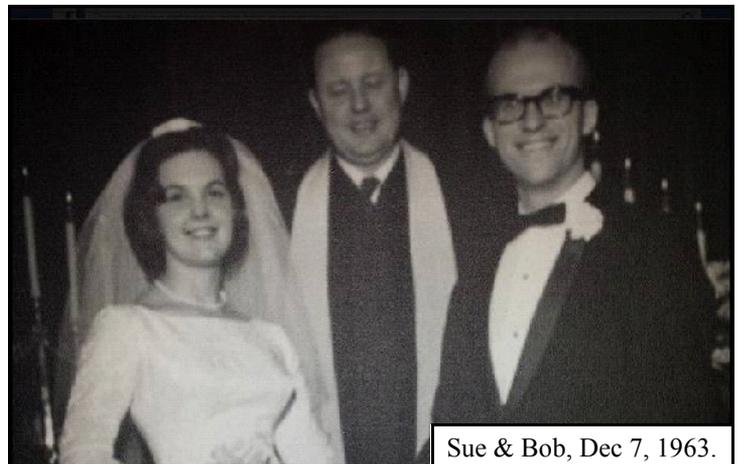
Lake. On my departure out of Salt Lake the company had arranged for the fire trucks to form an arch of water that I taxied under on my way to the departure end of the runway. Continental provided a personalized cake and champagne for all the passengers on my last flight and then on my arrival in Houston the fire trucks were there also to form another water arch for me to taxi under as I made my way to the gate for the last time.

As we flew at 33,000 feet the flight attendant came up to the cockpit and asked if I could step back into the cabin for a moment. She had arranged with all the passengers to sing happy birthday to me as they passed out the cake and champagne.

Also one of the highlights of my last trip was Continental Airlines had arranged for my son "Woody" to ride jump seat (in the cockpit) on my last flight. We made it a tradition that in passing the baton from one pilot to another he raised and lowered my landing gear for the last time. Also, I had my Grandson's (Benton) help me start the engines, for the last time.

It was a wonderful career! I loved flying and for all the

adventure it brought into my life. Sure there were some ups and downs, but through my flying I met my wife and saw things and met people that others only dream about.



Sue & Bob, Dec 7, 1963.

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A newsletter for the ex-employees, families and friends of the old Frontier Airlines: 1946 - 1986

A Dirty Little Secret is a memoir by Kevin Porreco. An exciting account about an adopted child taken into the home of two people that are not emotionally or psychologically ready to provide for a safe, stable, and loving home. Always knowing of his adoption, his life long dream is to find his biological parents, and siblings. Kevin will take you on an emotional roller coaster, filled with peaks, valleys, and tight turns, on his search and discovery, all of which come at a much higher price than ever envisioned. He will share his story of abuse, resiliency, and success.

No stranger to tough circumstances, Kevin opens up to his 17 year struggle living with multiple sclerosis. A cruel and devastating disease that strikes, just as people enter the prime of their life. Having been a bi-coastal patient of some of the most respected names in multiple sclerosis research, Kevin takes the reader into his never ending search to halt the progression of his disease, along with his diligent research that leads to difficult decisions affecting his treatment and physical well-being.

A DIRTY LITTLE SECRET

KEVIN A. PORRECO

A DIRTY LITTLE SECRET

*My Journey of Finding My Biological Parents,
a Dysfunctional Childhood,
and Living with Multiple Sclerosis*

KEVIN A. PORRECO



**Written by a Frontier Airlines provisioning agent, station agent and dispatcher, 1979 - 1986, who worked in LAX and DEN.
Available now in paperback, Kindle, or e-book at AMAZON.COM.**

I bought this book as soon as it came on the market in September, 2014. Kevin and I have been FLriends for many years and he has always supported my efforts to keep the FLamily connected. I was eager to read his book as he had kept me advised as he went through the publication process. I recommend it highly as it is the tale of a fellow Frontier employee who has overcome great adversities to reach this point in his life. It is both sad and inspiring and you will be glad you read it. -Jake Lamkins