

FRONTIER NEWS



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

We are FLamily!

WINTER

JANUARY 2015

#58



Our own Captain Emily Howell Warner was inducted into the National Aviation Hall of Fame on Saturday, October 4, 2014. The announcement of her selection read, "Emily Howell Warner – Warner was an experienced Colorado flight school manager, flight instructor and FAA designated flight examiner holding multiple ratings when she was hired by Frontier Airlines in 1973, earning her additional distinction as the first female captain of a scheduled, jet-equipped U.S. airline. She amassed more than 21,000 flight hours over her career." (See 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.



I need info on Frontier pensions for page 26. I seem to have lost my file on the groups other than ALEA. Let me know the phone number to use for your group.

People outside our group do not understand what we had at Frontier. I got a thank you email from the bank handling our ESOP (page 5) and it said, "It was a labor of love or something..." WOW! You had to be there to understand! I kinda feel sorry for people that never experienced that feeling. It never leaves - thank goodness. And time is soothing the bitterness which will never go away either.

A big thank you to Frosty! No, not the snowman but the CN/FL pilot aka H. A. Frost. I've known him since 1964 when I started. He was always so friendly and cheerful when he came thru FYV. He sent me two boxes of manuals which include such treasures as a CN DC-3 Operating Manual. THANK YOU!!!

THE KANSAS CITY CV-580 CREW BASE

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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 heck 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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The first time I met Emily Warner, at that time Emily Howell, I was hanging out at Clinton Aviation Company, an FBO in Denver, Colo. At that time, Emily was a flight instructor and an FAA-designated examiner. She was already in the "big time," from my perspective. I was more than a little awestruck by her. Although I never had the privilege of flying with her, I enjoyed meeting her and talking to her.

Long after we had both evolved from Clinton Aviation Company, we met again at Frontier Airlines. Emily had been hired just before me and would forever be senior to me. As we were close in seniority, we never flew together. Her reputation at Frontier as a pilot and as a person was impeccable. I was proud that Frontier had the foresight to hire somebody like Capt. Emily Warner.

My wife, Allyson, was a flight attendant for Frontier during these years. She has often commented on how well the cabin crews accepted Emily. She was not only a very nice person to be around, but extremely professional as well. The fact that she had been the "first" was soon irrelevant to those who knew her.

Years later, Emily and I crossed paths again. Emily was the FAA's B-737 aircrew program manager for United Airlines, and I was a United Airlines A320 captain. I am still just a little awestruck when I talk to Capt. Warner. I am proud to have called her both a colleague and friend for these many years.

- Rick Wise

Billy Walker has written an essay about Emily and it's posted at http://LAMKINS.tripod.com/Emily_Howell_Warner.txt

Her biography, WEAVING THE WINDS, Emily Howell Warner by Ann Lewis Cooper is available at Amazon Books:

<http://www.amazon.com/WEAVING-WINDS-Emily-Howell-Warner/dp/1410754464>

Frontier hired its first black pilot, Bob Ashby, the same day Emily started on January 29, 1973. He was senior to Emily because he was older. Bob was the last pilot to retire before Frontier closed down August 24, 1986.

Emily and co-pilot Barbara Cook make history on June 16, 1984 by being the first all-female U. S. commercial airline flight crew, on a flight from Denver to Lexington, Kentucky.

-Jake Lamkins

I was the stewardess who brought Emily up to the cockpit when she was flying on the DC-3. I was in the same Frontier uniform as this photo. I'll never forget the look of excitement when I told her the pilot said I could bring her up to talk to them about flying. She was my only passenger and it was before this wasn't permitted.



I remember reading about her in the late 1970s in the newspaper that she was the first woman pilot. I was busy teaching then and of course no computers. I knew immediately it was my former passenger and was delighted for her but didn't know how to contact her.

Oh, thank you, thank you,, for Emily's address, I wanted to contact her for a long time. I deeply appreciate your help. She responded immediately.

-Barbara Caganich Strizic



At the 2014 DEN Frontier Reunion

AWARDS AND HONORS

She earned the Amelia Earhart Award in 1973 as outstanding woman in US aviation.

She was a featured speaker for the United Nations' International Women's Year.

Her pilot's uniform hangs in the Smithsonian Institution's Air and Space Museum in Washington, D.C.

In 1974 she was the first woman given membership in the Air Line Pilots Association.

In 1976 Emily became the first female US airline captain.

In 1983 she was inducted into the Colorado Aviation Hall of Fame with fellow Frontier pilot Ev Aden.

In 1992, Warner was inducted into the Women in Aviation International Pioneer Hall of Fame.

Her name was installed in the International Forest of Friendship in 1993.

The Emily Howell Warner Aviation Education Resource Center was established in the Granby Public Library in 1994.

Colorado Senate Resolution 94-29: Honoring Capt. Emily Warner for her achievements in aviation history in 1994.

She was inducted into the Colorado Wings over the Rockies Museum in 2000.

She was a 2001 inductee into the National Women's Hall of Fame.

She became a member of the Colorado Women's Hall of Fame in 2002.

Warner was inducted into the National Aviation Hall of Fame in 2014.

The Granby, CO airport has been renamed Emily Warner Field. **Many, many thanks, Emily, for all you've done for us.**


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 MAINTENANCE PICNIC

Held Thu, June 19, 2014 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

Was 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

Met Sat, August 23, 2014

Wings Over the Rockies Air & Space Museum

Contacts

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

Julie Dickman, jjdickman@gmail

Sue Lehotay, suelehotay@msn.com

Barb Monday, bandbmonday@comcast.net

DFW MECHANICS GET-TOGETHER

Done on Sat, Oct 31, 2015, 11:00 am

Beacon Cafe on Hicks Field near Fort Worth.

Contact

Sam Warriner, need contact info

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

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

Contact:

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

PHX PICNIC

Was held 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:

New contact needed

SLC REUNION

No info on a 2014 event

Contacts:

Suspended pending new coordination

REUNIONS NEWS

DFW: Had our Central/Frontier mechanics' get-together Saturday, October 25th at the Beacon Cafe on Hicks Field in north Fort Worth. Had a nice turn out of 22 old friends. Guests were Delbert White and wife, Brady & Dorothy White, Ken & Carol Fuqua, Earnest Fuqua, Larry & Sue Brogdon, Kirby & Edit Rankin, Vant & Karen Vickers, Harold Blood, Guy Blood, Carl Simpson, Tom DeWoody, Jay Hayes and Cookie & Wayne & Judy Mercer.

Weather perfect for a change. Food always good. Special thanks to Karen Vickers and her mom for my annual home made chocolate chip cookie fix.

Hope to do it again next year the last Saturday in October.

Merry Christmas to all.

-Sam Warriner

DEN MX: Our luncheon was held yesterday the the Country Buffet at 80th and Sheridan. We had about 49 people there and we all very much enjoyed visiting and reminiscing. Then we all filled our plates, sometimes 2 and 3 times. (and may some of them did 3 turns) We then had a drawing where many Christmas gifts were passed out to those who had the winning drawing stubs. In all, we had a lot of compliments and all are looking forward to doing the same thing at the same place next year.

Our next function will be our annual picnic, probably sometime along the end of June. I'll keep you posted.

-Shirley Drnovsek

PHX: Wonderful turnout and everyone had a great time, enjoyed good barbeque, had beverages of beer, soda and water. Here are those that attended: Cyndy Camomile, Ginger Treptow (hosted), Larry Baker, Carol Baum, Greg Davis, Betty Flowers and daughter Terri Keever, Jim and Lois Taylor-Appleby, Janet Avakian, Doug and Caron Avakian, Bonnie Dahl, Gary and Sandy Faulstitch, Arnold Hadler, Linda Hamala, Jim and Sher Haxby, Scott and Carol Hein, Larry Kramer, Pat Harter-Williams, Al and Carol Hedgepeth, Denise Hurd, David and Sally Hyde, John Koehler, JoAnn Makedonsky, Joy Potter-Trudeau and Steve, Ellen Quinn, Richard Paul, Bob Pixler, Dan Price, Dave Ross, Jerry Olsen, George Sims, Billy and Cheryl, Albert and Ruby WellsVern and Margaret Crawley, Jess and Carole Wright, Wanda Crawley and daughter Kimberly Sappington, Larry and Susan Elliott, Weston and Suzanne Mc Ewan and Mr. and Mrs. Jim Lane.

Just a great crowd and saw people I had not met in my years

with FL. We did a balloon release for those that have "Gone West" from the Phoenix Station and that added something special to the day. We apologize if we missed anyone and with some time maybe we can do another one in 2016. As of now we are thinking that will be the last one for the Phoenix Station but can only wait and see.

-Ginger Treptow

MCI: Merry Christmas.....no info. from the Nov. meeting...I could not attend. Mike dropped in and said there were about 20 people, but no roll is available. We will resume in March....and will give you updates then. Thanks,

-Mike and Rose Dragen

ESOP LOST LIST

The DEN Wells Fargo Bank has notified me that they are making one last effort to locate Old Frontier Airlines employees who have unclaimed money in the ESOP funds they hold.

We have been trying to locate these FLOlks since at least 2002 when I got involved.

I'm not sure when the late Bob Reisig got involved but he is the one who was doing it in 2002.

After this last effort by the bank using a "participation location service", the remaining funds will be turned over to the state as unclaimed property via the escheatment process.

I will be making an adjustment to our website and deleting the info regarding the ESOP Lost List.

We gave it our best shot but I still regret we didn't get everybody who had money coming to them.

-Jake Lamkins

AIR EXPRESS HISTORY

Early in 1860 the Pony Express concept was formed and operated from St. Joseph, Missouri to Sacramento, California. The end of the Pony Express came in 1861 when the telegraph line connected Omaha and San Francisco and officially ended on Oct. 26, 1861.

In 1860 there were three principal transcontinental mail and express routes: the first route was by ship from New York to Panama then by portage across the Isthmus to the West Coast and finally back to sea for the last leg to San Francisco; second, the Butterfield and Fargo Stage line operating from St. Louis through the Indian Territory along the Santa Fe Trail and up to Los Angeles to San Francisco; and third, the stage line of Russell, Majors, and Waddell, which traveled from Ft. Leavenworth, Kansas to Denver, then over the Rocky mountains to Salt Lake City and California terminating in San Francisco.

On November 1, 1866 Wells Fargo & Co. purchased the stage and Pony Express operations from Ben Holladay. At this time, there were several express companies; however, by 1914 there were only seven. During World War I these seven companies were consolidated at the direction of the Federal Government into one nationwide organization, the American Railway Express Agency. In 1929 the nation's railroads bought the express business and changed the name to Railway Express Agency, Inc. In October 1960 acquired Fast Service Shipping Terminals Inc.

In November 1960 REA Express was adopted as the Company's trade name. In January 1961 formed REA Leasing Corp a trailer leasing company.

In February 1965 formed with Seven Arts Associated Corp. and Travel Theaters Inc. REA Express-Seven Arts Transvision, Inc. In 1965 sold 32 terminals and leased them back. In April 1967 formed REA Express Canada, Ltd. In May 1967 formed Rexco Supply Corp. to conduct tire recapping and automotive parts distribution business. In February 1970 formed The Express Co., Inc. as a subsidiary of REA Holding Corp to conduct an international air freight forwarding business.

It was founded by the U.S. government as the American Railway Express Co. in 1918, when the nation's major express carriers—Adams & Co., American Express Co., Wells, Fargo & Co., and Southern Express Co.—were merged into a public corporation. An association of railroads bought out the business in 1929 and began to operate it as the Railway Express Agency.

Its name was changed to REA Express in 1970. Poor management, strikes, and competition led to heavy losses, and REA filed for bankruptcy in 1975.

Another history says when World War I ended, the reality of a declining business competing with the Post Office [for parcel shipments] and overseen by government regulators forced Wells Fargo and six other express companies to the bargaining table for the creation of the Railway Express Agency (REA).

For over 56 years, the REA moved the nation's packages and freight. Its green trucks and rail cars were a welcome sight to anyone expecting a package. It was the railroad equivalent of today's modern package delivery companies, such as UPS and FedEx.

In 1929, the nation's railroads bought the express business. In return for a monopoly on the movement of traffic on passenger trains, the express company was obligated to accept any and all shipments destined anywhere in the U.S. In its peak of success, REA employed over 45,000 people in 23,000 offices and operated over 190,000 miles of railway lines. In addition, over 14,000 miles of shipping lines, 91,000 miles of air routings and

(Continued on page 27)





FRONTIER

FLights West

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 FALL 2014 ISSUE

Gerald "Andy" Anderson,

DEN aircraft mechanic, 10/19/14, age 81

Jerry Baker,

PUB DEN station agent, 8/28/14, age 65

Sandy Regan Berry,

OMA flight attendant, 12/6/14, age 76

Dan Cady,

DFW DEN pilot, 10/26/14, age 72, cancer

Max Carr,

DEN supervisor-accounting, 9/17/13, age 73

Lou Dionne,

DEN pilot, 11/5/14, age 87

Blaise Engelking,

FSM station agent, 12/16/14, age 83

Don Enos,

FYV CPR station manager, 10/5/14, age 82

Helen Etzel,

SLC flight attendant, 9/9/14, age 90

Mac Howe,

GSW DAL DFW DEN pilot, 11/12/14, age 90

Bessie Couzin Juroszek,

DEN flight attendant, 10/20/14, age 90

Barry Kankel,

DEN pilot, 10/10/14, age 72

Don Koughn,

HLN RNO station agent & manager, 10/15/13, age 83

Hugh Lucht,

DEN aircraft mechanic, 10/3/14, age 82

Harlan Muehring,

DEN director-revenue accounting, 9/4/14, age 92

Carolyn Jo Blythe Moyes,

DEN flight attendant, 1/20/04, age 63

Bev Roberts Neal,

PHX DEN flight attendant, 11/3/14, age 84

Bettina Tyson Newton,

DEN flight attendant, 6/4/12, age 50

Lyn Nofziger,

DEN board of directors, 3/27/06, age 81, cancer

Jim Poremba,

DEN aircraft mechanic, 10/21/14, age 81

Ron Rasmussen,

BIL SLC DEN pilot, 11/22/14, age 82

Dan Recknor,

DEN aircraft mechanic, 7/26/11, age 84

David Root,

DEN OMA station agent, 9/3/10, age 87

Archie Showell,

DEN pilot, 10/10/14, age 84, cancer

OLDEST FLOWN WEST BY CRAFT

Aircraft Dispatcher

Bill Hilbert, DEN aircraft dispatcher, 2/24/11, age 92

Aircraft Mechanic

Lee Gregory, DEN lead aircraft mechanic, 8/19/2013, age 100

Clerical

Peg Youngs, DEN clerk, 7/13/1996, age 95

Flight Attendant

Bessie Couzin Juroszek, DEN flight attendant, 10/20/2014, age 90

Management

Al Carlsen, DEN board of directors, 2/6/2008, age 97

Pilot

Jim Lankton, GSW DAL DFW pilot, 4/28/2013, age 96

Reservations Agent

Ann Latimer, PHX DEN reservations agent, 12/4/2007, age 90

Station Agent

Harry Werbelow, COD station agent, 3/3/2009, age 95

Ticket Counter Agent

Ouita Elliott, GJT senior ticket counter agent, 1/23/2011, age 93

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DON ENOS**1956 - 1986****STATION AGENT, STATION MANAGER
ADM BVO JLN MLC TUL SWI FYV CPR**http://FAL-1.tripod.com/Don_Enos.html

OBITUARY: Don A Enos, 82 years old, from Rogers, Arkansas, passed away at the Fayetteville Home for Veterans, Sunday October 5, 2014.

He was a veteran of the Korean War and served in the Navy as a machinist on the USS Talladega.

Born in Seminole Oklahoma on Aug 25, 1932, to parents Glenn and Mildred Enos, he graduated Seminole High School in 1951, attended Northeastern Oklahoma A&M College where he was a running back and played for the Golden Norsemen in the 1953 Junior Rose Bowl Championship game in Pasadena, CA.

He was, along with his team-

mates, inducted in to the NEO Hall of Fame in May 2009.

Don was preceded in death by his wife Phyllis in January 2008 and his daughter Debbie Donovan in June 2008. He is survived by his brother James Enos and his wife Judy of Winter Haven, FL, his children, Neil Don Enos and his wife Whitney of Loxahatchee FL, Becky Wingate and her husband Gale of Fayetteville, AR, 7 grandchildren; Phyllis Adrienne Lowe, Matthew Thomas, Travis Enos, Austin Enos, Grayson Enos, Charlie Don Haight and Amber Thomas Black and 4 great grandchildren.

There will be a grave side service at the Maple Grove Cemetery in Seminole, Oklahoma on Tuesday October 14th, 2014 at 2:30pm.

-Northwest Arkansas Times

Don Enos and I go back a long way - just over 50 years to be exact. When I showed up at the Fayetteville, Arkansas airport on August 25, 1964 for my new job at Central Airlines, I was introduced to him as my new boss. He and I filled out a lot of paperwork and he told me to come back the next day in black pants, shoes, socks and tie with a white shirt until he could get my uniform order processed. Next day when I arrived he put me to work shoveling pea gravel into canvas bags for use on the aircraft as ballast. I found out later this was traditionally done to new hires.

He would be my boss in Fayetteville for the next 17 years, except for a few years spent in St. Louis, Jackson and Lawton. We had our ups and downs after I became

the union representative but through it all we tried to keep our sense of humor and act professionally. Then I became ALEA master chairman in 1980 and Don worked very hard to make it possible for me to serve full time, agreeing to replace me with temporary help. By June 1981 Don had moved up to the Casper, Wyoming station manager position. We didn't see each other much after that.

One day sometime in 1983 I had spent a grueling day at the grievance boards in Denver. It had gotten particularly tense with a vice president of the company. Afterwards, as we were leaving, the vice president said to me, "Now I know why Enos is always bragging on you!" That made my day!

After Frontier died in 1986 I seldom saw Don. I returned to Fayetteville from Denver and he went to Florida for several years. Then he retired to Lake Beaver near Rogers and I was working nights at the Fayetteville post office. Opportunities to get together were rare.

Don quit coming to the annual Fayetteville - Fort Smith Reunions too. He had been a huge help in the Frontier days with the reunion. He and Larry Thomas prided themselves on having a bigger and better prize kitty than others. One year the grand prize was a round-the-world trip on Pan American World Airlines.

We had a great get-together in January 2000 that he attended. It marked 18 years since Frontier dropped service to Fayetteville. Don came for that and was the star of the gathering, telling jokes and remembering funny things we had gone through together. There were about ten of us at a restaurant and we had the good sense to get a photo of it. Half of those pictured have now passed away.

The last time I saw Don was when he came down to Fayetteville for one of our monthly lunches in July 2008.

It had been a horrible year for him losing both his wife and daughter. We all told him how sorry we were about his losses. We knew them both from company gatherings over the years. He had a car trunkful of old Central and Frontier Airlines memorabilia that he gave us and I got some great items for the display at the Air Museum. He gave Johnny Selph a large circular Frontier crescent logo which he turned into a beautiful card table.

After that we usually talked on the phone several times a year and I was always encouraging him to come to one of our lunches or the reunion. I also got a letter from him from time to time and it usually had some money in it for the Frontier newsletter or for gift subscriptions for Frontier friends.

Farewell old friend that I met when I was 21 years old and now at 72 years I say good bye. May you have tail winds and a soft landing on your journey.

-Jake Lamkins



HELEN ETZEL
1951 - 1965
FLIGHT ATTENDANT
SLC

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

OBITUARY: Helen A. Etzel, age 90, of Toledo, passed away Tuesday, September 9, 2014, in the Goerlich Center. Helen was a graduate of Central Catholic High School and the McConnell Airline School in Minneapolis. She was a flight attendant for Frontier Airlines for over 10 years. She loved to talk about her flying days and always said those years were the happiest of her life.



Helen was preceded in death by her parents, Nicholas and Amelia Etzel; brothers, Edward, Arthur and Robert; sisters, Gertrude (John) Palmer and Florence and niece, Barbara LaPlante. She will be missed by nephew, James LaPlante; great-niece, Jackie (Roger) Lewis; great-nephews, Kevin (Donna) LaPlante, Joe (Arlene) LaPlante and Jeff (Naomi) LaPlante; as well as 11 great-great-nieces and nephews.

Helen's family would like to thank the staff at the Goerlich Center and ProMedica Hospice for their loving care.

As was Helen's request there will be no visitation. Interment will take place on Saturday, September 13, at 1 p.m. in Resurrection Cemetery. Please view and sign the guest registry at:

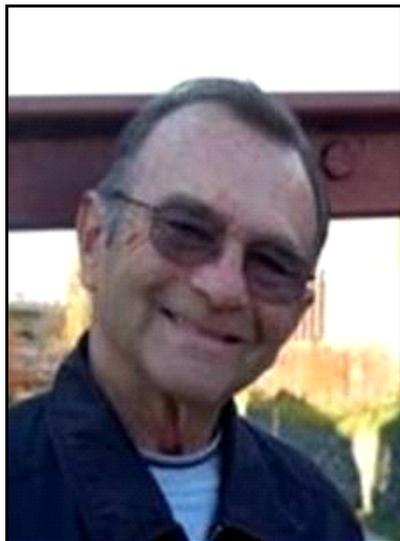
-CoyleFuneralHome.com

(At 90, Helen is our oldest flight attendant to fly west thus far.)

ARCHIE SHOWELL
1959 - 1986
PILOT
DEN

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

OBITUARY: Archie Albert Showell Jr., 84, passed away peacefully on October 9th at home surrounded by his devoted



wife of 63 years, Karen, and his three beloved daughters, Cindy Cusic, Jill Showell and Sherry Showell. Loving grandfather of Megan Cusic, Shannon Cusic and James Decker. Dear father-in-law of Rod Cusic and John Decker, and deeply respected by Howard Rosenstock.

Born in El Paso, Texas, Archie served his country proudly as a Naval aviator during the Korean War. He graduated from The George Washington University with a degree in Political Science. His passion was aviation.

He flew with Pan American Airlines in New York prior to moving to Denver where he had a 27 year career with Frontier Airlines.

He traveled extensively, especially in Africa, where he directed much of his charitable contributions. He read history voraciously, played tennis and golf with great skill and enthusiasm, and put in many miles on his bike.

Services will be held at a later date.

-<http://olinger-hampden-mort-cem.tributes.com>

DON KOUGHN
1953 - 1986

STATION AGENT, STATION MANAGER
PHX GUP LNK GJT TUS SLC HLN RNO

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

In Memory of Donald Eugene Koughn Sr., February 6, 1930 - October 15, 2013

Service Information: The Celebration of Life Service for Donald E. Koughn, Sr., Friday, October 18, 2013, 10:30am - 11:30am, Advantage Aurora Chase Chapel, Aurora, CO 80010

-<http://dignitymemorial.com>

I am the son of Donald Koughn who worked for The Old Frontier since the fifties.

He passed away last year and I wish to pass on some memories and be a part of the Old Frontier.

I grew up in Tucson with Frontier Airlines.

-Joseph Dail Koughn

(Don was the FL/ALEA Master Chairman during the CN/FL merger in 1967. Leon Smith was the CN/ALEA Master Chairman. They successfully merged the seniority lists with very few complaints afterwards. Don was later the HLN station manager then a RNO station agent.)

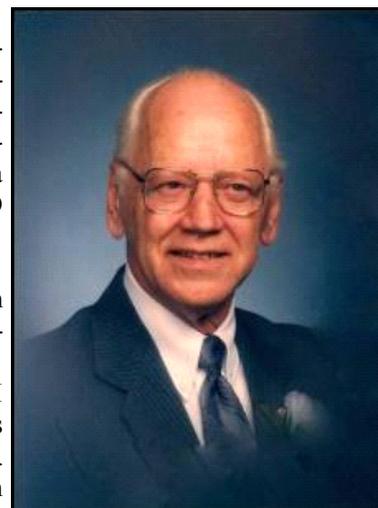
JERRY BAKER
1978 - 1986
STATION AGENT
PUB DEN

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

OBITUARY: Gerald F. "Jerry" Baker, formerly of Pueblo, passed away unexpectedly at his home in Aurora, CO, August 28, 2014. Born in Pueblo on March 15, 1949, he was the son of Floyd and Ellen Baker both of whom are deceased.

He graduated from Pueblo South High School in 1967 and earned a Bachelor of Science degree in Mass Communications from Southern Colorado State College in 1971. He was also an alternate to the United States Air Force Academy as nominated by Rep. Frank Evans in 1967.

In his youth, Jerry was very active in Boy Scouts earning both Eagle Scout and Order of the Arrow ranks. He also worked as a professional scout for the Calumet Council in Indiana for some time. He was an avid outdoorsman backpacking and jeeping with friends over most of the mountainous regions of Colorado as well as some of America's landmarks. One of his passions was the annual hunting trips he took with friends for 30 years. He



was a lifetime member of the North American Hunting Club.

He was employed by the original Frontier Airlines in both the Pueblo and Denver airports until the company ceased operation. He then worked in the telecommunications industry for 19 year first at AT&T which became Lucent Technologies and later Avaya as a tier three engineer.

Mr. Baker was a 33 degrees Mason, a member of the Pueblo Silver State Lodge #95 and a past member of the South Denver Lodge #93.

Mr. Baker is survived by his sister Cindy (Steve Robl) of Burlington, IA; nephew Christopher of Dothan, AL; niece Stephanie (Stephen Wensel); great-nieces Olivia and Isabella and great-nephew Matthew all of Franklin, MA; one aunt, Juanita Price of Astoria, OR as well as two cousins Penelope Matthews and Marcella Price.

At his request, Mr. Baker was cremated and a Memorial Service will be held on Saturday Oct. 11 at 2:00 p.m. at the South Denver Lodge, 350 S. Broadway, Denver, CO. The family respectfully requests in lieu of flowers that donations be made to a charity of your choice .

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

HARLAN MUEHRING

1968 - 1986

DIRECTOR-REVENUE ACCOUNTING
DEN

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

OBITUARY: Harlan Howard Muehring, 92, was "Promoted to Glory" on September 4, 2014. Harlan was born on April 5, 1922 to his parents Louis and Tillie (Schmidt) Muehring. He grew up on his parent's farm in South Haven, MN during the great depression.

He married his beloved Johanna (Beck) on January 13, 1946. They were married 66 years. That same year he was drafted by the US Army and served in occupied Japan. Upon his return he attended Business College in St. Paul, MN, on the GI Bill, studying accounting.



He then began two new assignments, father to Mark and Joy, and airline accountant. He initially worked for Northwest Airlines in the Twin Cities, but in 1968 moved his family to Arvada, CO, to work for Frontier Airlines. In 1986 he and Joanna retired to Tempe, AZ.

All their lives they enjoyed traveling together to exotic locales and the familiar. He also loved growing flowers (especially roses and geraniums), baseball and other sports, playing card games and collecting farm toys.

Harlan is survived by his son, Mark (Kris); daughter, Joy; sisters, Vernis (Alvin) Fischer, Vernone Wylie and Arnita (Curt) Rieger; brother, Dennis (Patricia); and many grand-children; great-grand-children; nieces, nephews and friends.

He was preceded in death by his parents; sister, Linda Hoffman; brothers-in-law, Rynold Hoffman, Walter Brunko, Wilbert

Wylie; sister-in-law, Gloriana (Beck) Dubbe.

Memorial Service at "The Meadow's" Clubhouse, in Tempe, AZ, Sunday, September 21, 2014 at 3 p.m .

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

DAN RECKNOR

1967 - 1986

AIRCRAFT MECHANIC
DEN

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

My father, Dan Moody Recknor, worked from July 1967 to closing. He was an avionics technician. He worked on radar and directional metering equipment. I recall one of his co-workers was Carl Cash.

I am sorry to say he flew west a couple of years ago at age 83. I hope maybe some day I will bump in to some one here who knew him.

-James Recknor

OBITUARY: Dan Moody Recknor, 84, of Terre Haute, and formerly of Denver, Colo., passed into Heaven July 26, 2011, after a lengthy battle with Parkinson's. He passed while being surrounded by family in his home. He is survived by wife, Janet. Burial: Roselawn Memorial Park, Terre Haute, Indiana.

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



BARRY KANKEL

1974 - 1986

PILOT
DEN

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

I just got a really bad phone call. Barry Kankel? Pilot, married to FA Sharri Kankel, is in the hospital, they just found two brain tumors & have given him 72 hrs to live. He's been battling cancer but they thought it was all behind them now.

-Phil Stallings

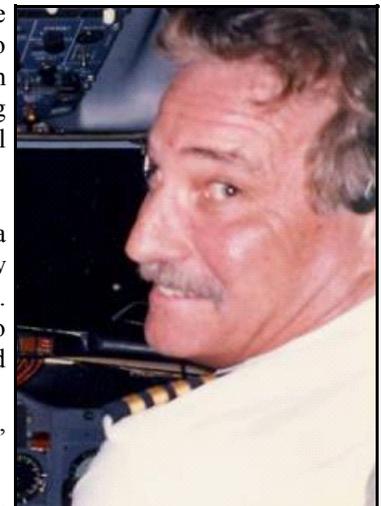
I spoke with both of them a couple of months ago and knew they were fighting a tough battle. Sorry to hear Barry is so close to his Flight West. Such a good fellow!

Barry and Sharri in the 580, they were a blast to fly with.

-Billy Walker

Captain Barry Kankel passed away around 4:30 this am, October 10, 2014. Sharri is planning a service to celebrate his life several weeks from now. To be determined. I will let you know as soon as I find out more. I am also trying to come up with Sharri's PHX mail address.

-Phil Stallings



DAVID ROOT**1959 - 19??****STATION AGENT****DEN OMA**http://FAL-1.tripod.com/David_Root.html

OBITUARY: David Root, 87, died Friday, September 3, 2010

at Perry Lutheran Home in Perry. Funeral services will be held 11 am Thursday, September 9, at Iles Funeral Homes -Brandt Chapel in Dallas Center, where the family will receive friends one hour prior to the service. Burial will follow at Brethren Cemetery near Dallas Center.

David was a part time farmer and former employee of Frontier Airlines and Monarch Manufacturing.

David is survived his siblings, Olive Haldeman of Dallas Center, Eva Mae Skinner of Gordonville, TX, and Wilbur (Betty) Root of Great Bend,



KS. He was preceded in death by his parents, three brothers and two sisters.

Memorial contributions may be made to Dunkard Brethren Church in Dallas Center.

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

He was in my class 2/59 and worked DEN counter for a while!

-Jim Oby

(D. C. ROOT: Station agent seniority date of 2/7/59, per the 3/1/62, 2/1/65 and 8/1/66 FL/ALEA Seniority Lists. He is not on the Feb 1960 FL Roster though. He is not on the 6/1/70 DEN Roster. He is not on the 1/1/74 FL/ALEA Seniority List. DEN station agent per the 8/15/63 Sales & Service Roster. OMA station agent per the 7/15/66 Sales & Service Roster.)

GERALD "ANDY" ANDERSON**1962 - 1986****AIRCRAFT MECHANIC****DEN**http://FAL-1.tripod.com/Gerald_Andy_Anderson.html

OBITUARY: Gerald Fulton Anderson, July 31, 1933 - October 19, 2014, Resided in Northglenn, CO

Gerald, aka: Jerry, Andy, Popo Anderson passed away peacefully on October 19, 2014 at this home in Northglenn. Jerry was born to Richard Alvin Anderson and Treva (Carson) Anderson on July 31, 1933 in Atlantic, Iowa. He was the fourth eldest of nine children. He graduated from Atlantic High School in 1952. Jerry served in the Army from 1953 to 1955 at Fort Leonard Wood in Missouri.

On September 15, 1957 he married Norma Jean Rathman. He attended Spartan School of Aeronautics in Tulsa, Oklahoma, earning an A&E license in 1958.

When Jerry was hired by Frontier Airlines, he and Norma moved to Denver, Colorado. They were blessed with a son, Gregory in 1960 and a daughter, Terri in 1961. They bought a new home in Northglenn and lived there from 1961 to present

day. Jerry worked for Frontier Airlines for 28 years as an airline mechanic until the company filed for bankruptcy in 1986. He then was employed by Aspen Airlines for our years and Continental Airlines for two years.

He retired from the airline industry in 1993. Norma and Jerry took advantage of their airline passes by travelling all over the world.

Left to celebrate his memory are his wife Norma; son Gregory (Sue) Anderson of Evergreen; daughter Terri (Greg) Debin of Golden; grandchildren Grady Debin, Meghan Carpenter, Andi Carpenter, Emily Debin, Victor Anderson, William Anderson and Samuel Anderson; brothers Russell (Terry) Anderson of Anita, Iowa, Gary (Marcia) Anderson of Atlantic, Iowa; sister Peggy (David) Walton of Atlantic, Iowa; many other relatives and friends.

A memorial service for Gerald will be held on Saturday, October 25, 2014 at 10:30 in the morning at Gethsemane Lutheran Church, 10675 Washington Street, in Northglenn. A luncheon will follow at the church.

-Internet

DAN CADY**1973 - 1986****PILOT****DFW DEN**http://FAL-1.tripod.com/Dan_Cady.html

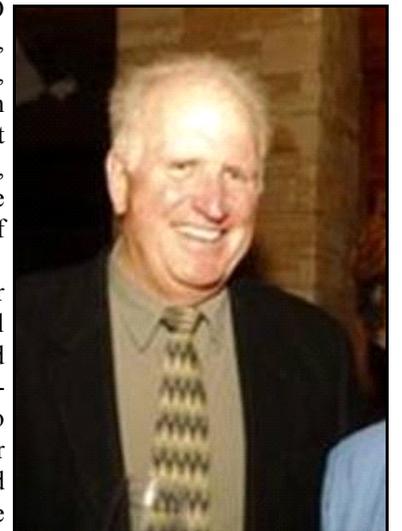
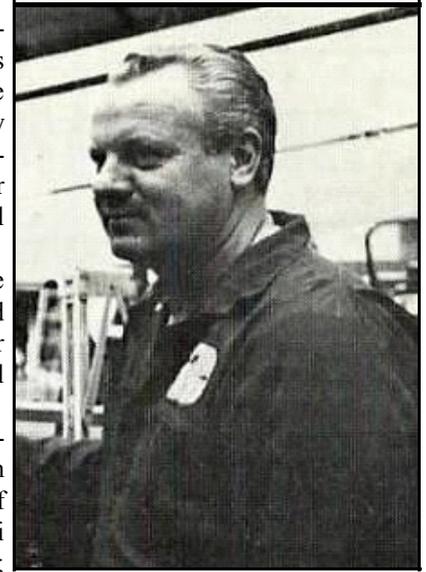
OBITUARY: Dan J. Cady, March 8, 1942 - October 26, 2014, 72, of Centennial, CO passed away on October 26, 2014. His wife, Marla, and son, Tanner were at his side. Dan was born in Longmont but raised in Salida by his parents, Jack and Jerry Cady, long time Salida residents and owners of Cady's Hardware on F street.

Dan enjoyed a long 30 year aviation career as a commercial pilot for Frontier Airlines and US Airways. An avid outdoorsman and love for Colorado mountains with a passion for snow skiing, golf, hiking and sailing. Dan was proud to have been a piece of history being

one of the original Vail Ski Patrolman and honored to have a ski run on the mountain in his name, "Cady's Café".

He is survived by his wife, Marla, and son Tanner and sister, Christine Johnson, a niece Kara, a nephew Matt with a large extended family and following of friends.

Memorial service to be held at Horan & McConaty 5303 E. County Line Road Centennial, CO 80122 on November 6, 2014



at 2:00 PM. In lieu of flowers the family requests that donations be made "in Dan Cady's memory" to the Alzheimers Association of Colorado or the Cancer League of Colorado

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

HUGH LUCHT

1958 - 1986

AIRCRAFT MECHANIC

DEN

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

I started in overhaul, then went to line service with DC-3's, returned to overhaul with Con-
vair 340's, worked in overhaul & heavy check on 340's and 580's.

I spent the last years on line service. I was always in Denver. My whole aircraft career was at Stapleton.

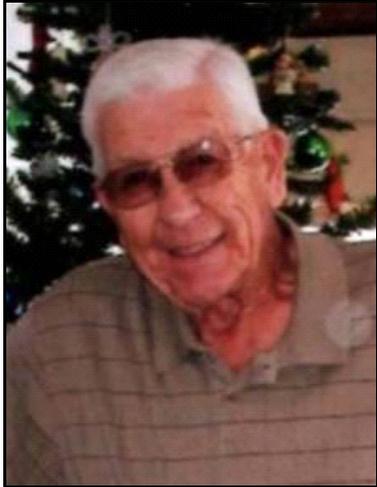
-Hugh Lucht, in 2012

Hugh died October 3, 2014, two days after his 82nd birthday. He was one of 12 children, and was born near Natoma, KS to Albert Gustaf and Ella Marie Lucht. He is survived by two sisters, his wife Nancy, sons Brian (Jill) Lucht and Jonathan (Shell) Lucht, and three grand-

children: Evan, Joanna and Connor. After serving in Korea he began his career with Frontier, and then stayed five years with Continental as an inspector.

I've been wondering how to let people know about Hugh. He didn't want me to put an obit in the paper, and I'm sorry now that I didn't. Thanks for all you do -- we looked at the Old Frontier list often.

-*Nan Lucht*



LOU DIONNE

1959 - 1984

PILOT

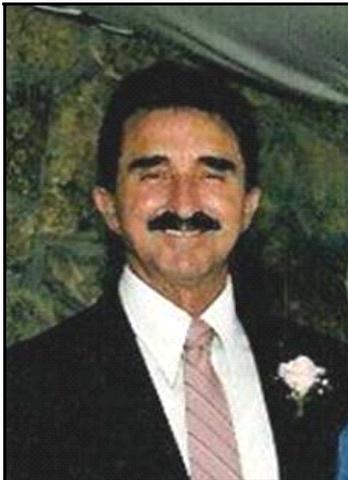
DEN

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

Had a call from dear friend Kathleen Dionne, yesterday, letting me know her beloved Lou had passed earlier in the day. Complications from falls, due to his Parkinsons disease, his health had declined over the last month.

They live in a beautiful home in Port Angeles, WA and Lou passed away there with Kathleen and family. Kathy and Lou had a love not many get to witness. His health, with Kathy's help, kept him up and on the road.. they even spent a few weeks in Sweden in late summer, attended the FL reunion in Denver and headed on to their next function.

Lou and Kathy shared sail boats and many international travels to visit friends. Even tho Lou was slowing down, Kathy, God



bless her, vowed to keep meeting relatives and connecting those ties.. Comfort to Lou Dionne's family.

-Rosemary Wirth VanEpps

Thank you to all who have posted with their thoughts and prayers. I appreciate your remembrances. I have so many wonderful memories and each of you are a part of many of them.

Lou & I have been so very happy together and celebrated our 34th wedding anniversary in Oct. I will always miss him even as I learn to focus on being thankful for all my memories instead of these feelings of loss.

-Kathleen Dionne

BETTINA TYSON NEWTON

1983 - 1986

FLIGHT ATTENDANT

DEN

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

OBITUARY: In Memory of Ms. Bettina Newton, 1962 - 2012, mother of Roy Newton, Jordan Newton of Aurora, CO., and Terence Tyson of Denver, CO., Daughter of Yvonne Fields of Denver, CO., Sister of Terence (Stacy) Fields of Aurora, CO. A host of other relatives

Service Details: Full Name Bettina Newton, Date of Birth Friday, January 12th, 1962, Date of Death Monday, June 4th, 2012, Place of Death Denver, CO

Service Information: When Friday, June 15th, 2012, 11:00am, Location Scott United Methodist Church, Address 2880 Garfield, Denver, CO, Private Cremation

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

I will never forget you Tina!!! My memories of you go back to our old Frontier days. You were one of my favorite people to see. We would laugh until our face hurt at such outrageous stories. Your gentle spirit, infectious laughter and such sweet nature we couldn't help but love you dearly.

That patchouli you used to wear to this day reminds me of you. No doubt you will be God's lead angel. Until we meet again it's relief to know that you're free of all your aches and pains. Flying without you will not be the same.

Hopefully your spirit will come and visit if you're not too busy. God Bless your family and friends as they grieve. Our thoughts and prayers are with you all.

-Ashly McQueen

Message to the Family: We are so sorry to hear of your loss. Tina and I worked together at the old Frontier and were in the same class at United. Charlie had her on a lot of his flights at Frontier and always remembered her smile.

Tina you will be missed. I am still smiling about the last time I saw you. You always made me laugh. Enjoyed knowing you and I know with you and Bonnie up there in heaven you have everything under control. Keep the rainbows coming....

-Charlie and Mary Seefluth



MAC HOWE**1955 - 1984****PILOT****FTW GSW DAL DFW DEN**http://FAL-1.tripod.com/Mac_Howe.html

OBITUARY: Henry McAfee Howe, beloved husband, father and grandfather, passed away Wednesday, Nov. 12, 2014, in Mount Pleasant, surrounded by his family. Service: 10 a.m. Saturday at First United Methodist Church in De Kalb. Interment: 4 p.m. Saturday in Medlin Cemetery in Trophy Club.

Mac was born Aug. 7, 1924, the only son of Henry and Maude McAfee Howe in Roanoke. He entered his first farming venture at age 16, graduated from Roanoke

High School, then attended Texas A&M until he enlisted in the Navy on Dec. 7, 1942. Mac entered the U.S. Navy Pilot Program and served as a torpedo bomber pilot. Mac and Inez Cannon married June 10, 1944, in Fort Worth and began their great adventure together.

At the end of World War II, Mac and Inez returned to Roanoke, where they made their home, started their family, established a farm and were active in the community.

In 1955, Mac began a 28-year career as a commercial airline pilot for Central/Frontier Airlines, enjoying many friendships with his colleagues. In 1963, Mac and Inez started farming and ranching in De Kalb and moved to the De Kalb/Simms area in 1979.

Survivors: His loving wife of 70 years, Inez; children, Mary Lois and husband, Jack Knowles, Linda Harden, Helen and husband, Phil Carter, and Mark and wife, Carol Howe and many grandchildren.

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

BESSIE COUZIN JUROSZEK**1950 - 1953****FLIGHT ATTENDANT****DEN**http://FAL-1.tripod.com/Bessie_Couzin_Juroszek.html

OBITUARY: Bess Juroszek, age 90, passed away on October 20, 2014, at home with her loving family near her. She was the beloved wife of Oscar Juroszek. Bess was born in Tabernash, Colorado on January 14, 1924 to Evelyn and Frank Couzin. The family moved to Denver where Bess grew up.

She attended St. Joseph Catholic schools, graduating in 1942. Bess graduated from Barnes Business College in Denver, Colo.

In 1950, Bess became one of the first stewardesses for Frontier Airlines. This was a turning point in her life. She met the love of her life, Oscar, in Billings, Montana through mutual friends who

introduced them on a layover from one of her flights and on June 21, 1953, they were married.

Bess and Oscar lived in Worland for one year before moving back to Sheridan where they lived happily for over 60 years. She welcomed into the world her four children whom she loved and cared for dearly.

Bess is survived by her husband Oscar, her son John (Christine) Juroszek; daughter Regina (Dan) Juroszek-Smith; son Steve (Sheri) Juroszek; and daughter Susan Brophy; and four grandsons.

Preceding her in death were her parents, sister Ellen Couzin Stratigos, and brothers Mike and Pete Couzin. A Visitation will be held at 6:00 p.m. with a Rosary following at 7:00 p.m. on Friday, October 24, 2014 at Kane Funeral Home.

- *The Sheridan Press*

News item from 1950

**New Stewardesses for Frontier**

Denver Post Photo.

Irene Replogle, chief stewardess and supervisor of Frontier Airlines passenger service, inspects ten new stewardesses in their smart new brown uniforms Wednesday before the girls took off to take their stations in various reaches of the Rocky Mountain Empire. They are part of the more than twenty stewardesses employed recently by the airline to staff Frontier flights from Canada to Mexico. The girls are (top, left to right) Joyce Hedges of Courtland, Kan.; Shirley Folkert of Greenville, O.; (second row) Helene Schulte of Burlington, Ia.; Betty Snyder of Woodstown, N. J. (third row) Jane Roney of Devon, Pa.; Patricia Connell of St. Joseph, Mo.; (fourth row) Rose Marie Korsak of Manchester, Conn.; Lucille Mallan of Austin, Minn.; Bessie Couzin of Denver, and Donna Mans of Mankato, Minn.

RON RASMUSSEN**1959 - 1986****PILOT****BIL SLC DEN**http://FAL-1.tripod.com/Ron_Rasmussen.html

OBITUARY: Ronald C. Rasmussen passed away peacefully at his farm in Castle Dale, Utah, on the 22nd day of November, 2014. He was born on November 13, 1932 in Castle Dale to Merrald and Mildred Van Buren Rasmussen.

Aside from family, Ronald's great love was aviation. He became a pilot for the United States Air Force right after the Korean Conflict and continued flying for Frontier Airlines after his military service ended. He tried to get into the air as often as he could, even after retiring from Frontier.



Ronald's military career took him to Shreveport, Louisiana where he met and married his sweetheart Wanda Lou Turner on the 27th of June, 1957. Ronald and Wanda had three children, Michael L. (Lori) Rasmussen of Murray, Utah, Cynthia Rasmussen -Naylor of Centerville, Utah and Kirk Rasmussen of West Valley City, Utah.

Ronald is survived by his wife Wanda, his three children, 15 grandchildren and four great grandchildren. He is also survived by a brother, Elwin (Juanita) Rasmussen of Castle Dale, Utah and a sister, Colleen (DeLore) Beach of Wisconsin. Preceded in death by his parents and two brothers and their wives, Kenneth (Shirley) Rasmussen and Keith (Bonnie) Rasmussen.

A viewing will be held Saturday, November 29, 2014 at the Castle Dale Stake Center, (Main and Center) from 12:30 p.m. to 1:30 p.m. followed by funeral services beginning at 2:00 p.m. Interment will follow in the Orangeville City Cemetery.

-Salt Lake Tribune

JIM POREMBA**1965 - 1986****AIRCRAFT MECHANIC****DEN**http://FAL-1.tripod.com/Jim_Poremba.html

OBITUARY: JAMES POREMBA, 1933 - 2014, A Memorial Mass will be held November 15, 2014 at 1:00 at Mother of Sorrows Church in Murrysville, PA for James Poremba, 81, who died Tuesday, October 21, at home.

James was born April 12, 1933, in Cleveland, to John and Anna (Kosar) Poremba. He attended Thomas Edison High School and was a Veteran of the U.S. Marine Corps. during the Korean War.

James worked as an airline machinist for over 30 years for Continental and Frontier Airlines.

His wife, the former Josephine Donasewicz, whom he married July 21, 1957, died Feb. 6, 2012. James is survived by his daughter MaryAnn (Richard) Hoff of Murrysville, PA; two sisters, Eleanor (John) Nemeth of Cleveland, and Ruth (Bob) of Cleveland; and two grandsons, Adam and Ethan Hoff. He was

also preceded in death by three brothers, Edward, Robert and John "Jack" Poremba.

Material tributes may take the form of donations to The Wounded Warriors, PO Box 758517, Topeka, Kansas 66675.

Professional arrangements are being handled by the Higgans-Reardon Funeral Homes, Boardman-Canfield Chapel.

-Cleveland Plain Dealer

(J POREMBA: Aircraft Mechanic seniority date of 10/18/65 per the May 1986 FL/IAM Seniority List)

**BEV ROBERTS NEAL****1950 - 1952****FLIGHT ATTENDANT****PHX DEN**http://FAL-1.tripod.com/Bev_Roberts_Neal.html

OBITUARY: Beverlee Ann Neal, August 18, 1930 - November 3, 2014, age 84, passed away November 3, 2014 in Wheat Ridge, CO. She was born August 18, 1930 in Albuquerque, NM to Johnny and Peggy (Neal) Roberts.

Beverlee was a local talent as a tap dancer, singer, majorette and member of Job's Daughters while growing up. In 1952 she married Dick True, moving to Denver in 1956 with Dick and daughter, Lorree; daughter, Jana Lee was born in 1957.

Beverlee was a Frontier Airlines stewardess, active in hotel sales and public relations. In 1970 she married Tommy Neal, together they enjoyed life and traveling until his death in 1999. Beverlee was an active widow who enjoyed her family.

She will be dearly missed by her loving family: daughters Lorree and Jana, step-children Tina, Reenie and Fitz, four grandchildren and two great grandchildren. Memorial service will be Monday, November 10, 2014 at 1:00 P.M. at Shepherd of the Hills Presbyterian Church of Lakewood.

Donations preferred to Lutheran Hospice 303-467-4800 or the American Cancer Society.

-http://obits.dignitymemorial.com

(I started my career with FAL in the fall of 1950 and started down in PHX where they were replacing the male attendants with us girls. I flew out of PHX and DEN until I had to quit because I got married. I am 80 years old now but still remember the great times we had. My daughter Jana and her husband were both "flight attendants" for FAL in the early 80s and flew out of SLC and DEN.

-Beverlee Neal (former "stew" Bev Roberts on 2/7/2011)



SANDY REGAN BERRY**1958 - 1960****FLIGHT ATTENDANT****OMA**http://FAL-1.tripod.com/Sandy_Regan_Berry.html

OBITUARY: Sandra A. Berry, 76, of Springfield, IL passed away at 8:40 a.m. on Saturday, December 6, 2014, at her residence.

Sandy was born on May 20, 1938, in Springfield, the daughter of John H. and Marcella A. Metz Regan. Sandy graduated from Sacred Heart Academy in 1957. She was married to John J. "Jack" Berry at the Cathedral of the Immaculate Conception on June 18, 1960, by her cousin, the Rev. Jay Carrigan.

After graduation, she became an airline stewardess for Frontier Airlines. She was the Felony Victim/Witness Director at the time of her retirement

from the Sangamon County State's Attorney's Office after 20 years of service.

She was preceded in death by her parents and her three brothers, Jack Regan, Bill Regan and Denny Regan. She is survived by her husband, Jack; one son, Jack II; three daughters, Kelly (Rusty) Reed, Karen (Allan) Berggrein, and Jennifer (companion, Doug Parisotto) Ealey; eight grandchildren, three great-grandchildren and one on the way; step-grandchildren; and several nieces, nephews and cousins.

Visitation: Family will receive friends from 4:00 to 7:00 p.m. on Friday, December 12, 2014, at Kirlin-Egan & Butler Funeral Home in Springfield. Visitation will begin with a prayer service at 4:00 p.m.

Funeral Mass: 10:00 a.m. on Saturday, December 13, 2014, at Blessed Sacrament Catholic Church, 1725 S. Walnut, Springfield, with the Rev. Jeff Grant, celebrant. Burial will follow at Calvary Cemetery.

Memorial contributions may be made to: Blessed Sacrament Catholic Church, 1725 South Walnut, Springfield, IL 62704.

- The State Journal-Register

LYN NOFZIGER**1982 - 1985****BOARD OF DIRECTORS****DEN**http://FAL-1.tripod.com/Lyn_Nofziger.html

OBITUARY: FRANKLYN "LYN" CURRAN NOFZIGER On Monday, March 27, 2006, LYN NOFZIGER, age 81, entered his eternal rest. Lyn was the husband of Bonnie Foster Nofziger, father of daughters Susie, who preceded him in death, and Glenda, and grandfather to Jacquelyn, Matthew and Zachary. In addition to his wife, daughter and grandchildren, Lyn is survived by his sister Rosemary Will, and was also preceded in death by a brother, James.

On Saturday, April 1, at 11 a.m. there will be an assembly at Murphy' Falls Church Funeral Home, 1102 West Broad Street.



The procession will move to National Memorial Park, 7400 Lee Highway, Arlington, at 11:30 a.m. for a graveside committal service. A memorial service will be held at 1 p.m. at St. Mary's Episcopal Church at 2609 N. Glebe Road in Arlington, Virginia.

Reception will follow services in the church fellowship hall. Memorial contributions may be made to the Lyn Nofziger Fellowship in Journalistic Excellence in care of Kenneth Cribb, Intercollegiate Studies Institute, 3901 Centerville Road, Wilmington, Delaware, 19807.

-Washington Post on Mar. 30, 2006

MAX CARR**1966 - 1986****SUPERVISOR-ACCOUNTING
DEN**http://FAL-1.tripod.com/Max_Carr.html

OBITUARY: Monte Vista, Colorado resident Max Eugene Carr, 73, passed away on September 17, 2013 in Monte Vista, Colorado. He was born on December 8, 1939 in Champaign-Urbana, Illinois to William "Bill" Carr and Marian Armstrong Carr.

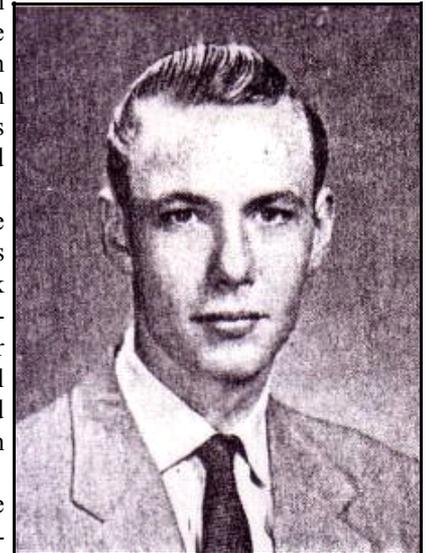
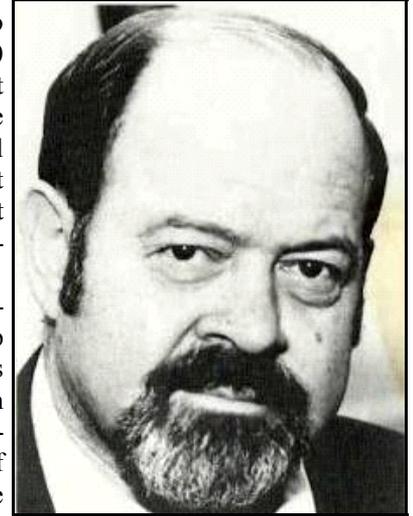
As an accountant he worked with Frontier Airlines where he enjoyed the work and travel. He was an advocate and swimming trainer for the children's Special Olympics, a tutor at Red Rocks Community College in retirement.

He was a member of the Kiwanis and an avid participant at Bronco games for many years. He supported the Conour animal shelter. Max truly loved God and his family. He enjoyed golf, sharing his gift of voice in many choirs over the years, ballroom dance, playing chess, classical music and playing his saxophone. His kindness and gentle strength will be missed.

Max is survived by his wife Rose Brittain of Monte Vista, his children; Cynthia Carr of Lakewood, Colorado and Jon Carr of Lancaster, Ohio as well as his sister Jocille Quick of Lakewood, Colorado. He was preceded in death by his parents. Cremation was selected and a private family service will be held at a later date.

-<http://www.meaningfulfunerals.net>

(Max E. Carr is shown as supervisor-accounts receivable in the 1/1/70 FL phone directory and is shown as supervisor-sort/survey-lifts in the Jan 83 directory.)



BLAISE ENGELKING**1955 - 1985****STATION AGENT****FSM**http://FAL-1.tripod.com/Blaise_Engelking.html

OBITUARY: Blaise Patrick Engelking, 83 of Fort Smith, died

December 16, 2014 in Fort Smith. He was born January 2, 1931 in Lonoke, AR. He was of the Catholic faith, was a former employee of Frontier Airlines and Harry Robinson Pontiac GMC, and he was a US Air Force veteran serving in the Korean Conflict.

Graveside Service will be 1:00 PM Friday, December 19, 2014, at US National Cemetery in Fort Smith, under the direction of Edwards Funeral Home.

Blaise is survived by numerous cousins, including Father Gregory Pilcher OSB, of

New Blaine, AR, Mark Pilcher of Burleson, TX, Keith Pilcher of Knoxville, TN, and Charleen Costes of Fort Smith.

[-http://obits.dignitymemorial.com](http://obits.dignitymemorial.com)

(Station agent seniority date of 6/22/55, emp# 02395, on the 7/1/84 FL/ALEA seniority list. He's not on the 1/1/86 seniority list - may have taken early out.)

CAROLYN JO BLYTHE MOYES**1960 - 1961****FLIGHT ATTENDANT****DEN**http://FAL-1.tripod.com/Carolyn_Jo_Blythe_Moyes.html

OBITUARY: Carolyn Jo Blythe Moyes, 63, of Miami, FL died Tuesday January 20, 2004, in her home. She was born in Henderson County, NC and moved to Miami in 1968.

She was a daughter of the late Coy L. Blythe and Goldia Banks Blythe and a graduate of Etowah School.

She attended Furman University. After attending airline training school in Minneapolis, Minn., she was a flight attendant for Frontier Airlines.

Surviving are her husband of 42 years, Jim Moyes; two daughters, Heidi M. (Robert) Nevar and JoHannah Moyes. Her sister, Doris (Furman)

Gossett. Memorial Services 4:00 PM Saturday (2/7/04) at Immanuel Presbyterian Church (6605 N. Kendall Drive).



-Miami Herald on Feb. 5, 2004

YOUNGEST FOLKS**GONE WEST BY AGE**

Celeste Reid, MLS station manager, 4/17/81, age 21, aircraft crash

5/20/1959 - 4/17/1981

21 yrs, 10 mos, 28 days

Dorothy Ruth Reif, BIL flight attendant, 3/12/64, age 22, DC-3 crash at MLS

?/?/1941 - 3/12/1964

22 yrs, ? mos, ? days

Carol Johnson, DEN flight attendant, Jan71, age 23, auto accident

?/?/1948? - 1/?/1971

23 yrs. ? mos, ? days

Barbara Petty, DAL flight attendant, 3/21/73, age 23, heart failure

4/7/1949 - 3/21/1973

23 yrs, 11 mos, 14 days

Dan Jacoby, GSW pilot, 4/10/63, age 24, aircraft crash

4/17/1938 - 4/10/1963

24 yrs, 11 mos, 23 days

Ray Horrell, SLC reservation agent, 2/2/85, age 25

12/29/1959 - 2/2/1985

25 yrs, 1 mon, 4 days

Charlie Gayles, DEN manager-spares planning, 8/8/81, age 25, auto accident

1/9/1956 - 8/8/1981

25 yrs, 6 mos, 30 days

Dan Gough, BIL pilot, 3/12/64, age 25, DC-3 crash at MLS

?/?/1938 - 3/12/1964

25 yrs, ? mos, ? days

Wayne Johnston, DEN payroll manager, 12/5/64, age 26, auto accident

9/7/1938 - 12/5/1964

26 yrs, 2 mos, 28 days

Gayle Bussinger, MLS station agent, 3/12/64, age 27, DC-3 crash at MLS

1/21/1937 - 3/12/1964

27 yrs, 1 mon, 19 days

Jay Shah, DEN mechanic, 2/13/80, age 27, ramp accident

6/11/1952 - 2/13/1980

27 yrs, 8 mos, 2 days

Bernie Kersen, DEN mechanic, 3/15/72, age 28, auto accident

8/29/1943 - 3/15/1972

28 yrs, 6 mos, 15 days

Cindy Donielson, AMA MKC DEN flight attendant, age 28

6/8/1945 - 2/15/1974

28 yrs, 8 mos, 7 days

Karen Allen, STL ticket counter agent, 10/28/76, age 29, during childbirth

9/16/1947 - 10/28/1976

29 yrs, 1 mon, 12 days

Will Pliska, MCI reservation agent, 9/7/76, age 29, motorcycle accident

11/4/1946 - 9/7/1976

29 yrs, 10 mos, 3 days

Ernie Alderete, DEN flight attendant, Jun 1981, age 29

9/7/1951 - 6/1981

29 yrs, 9 mos

Dan "Smitty" Smith, DEN station agent, 9/2/86, age 30, motorcycle accident

11/27/1955 - 9/2/1986

30 yrs, 9 mos, 6 days

Bill Kilian, DEN station agent, 11/24/76, age 31, killed by gun in luggage

2/10/1945 - 11/24/1976

31 yrs, 9 mos, 14 days

Duane Dillard, DEN pilot, 11/19/74, age 32

12/31/1942 - 11/19/1974

31 yrs, 10 mos, 19 days

Harold Worrell, DEN mechanic, Apr84, age 32

1/3/1952 - 4/?/1984

32 yrs, 3 mos

Christine Denning, STL marketing rep, 12/13/80, age 32

7/17/1948 - 12/13/1980

32 yrs, 4 mos, 26 days

Jimmy Fanning, FSM DEN cleaner, Jun84, age 32

11/2/1951 - 6/?/1984

32 yrs, 7 mos

Morris Leach, DEN mechanic, 6/30/58, age 32, ramp accident

??/1926 - 6/30/1958

32 yrs, ? mos

Dennis Klock, DEN pilot, 2/28/79, age 33, air crash

10/30/1945 - 2/28/1979

33 yrs, 3 mos, 29 days

Rick Cochran, DEN 12/21/67, age 33, DC3 crash at DEN

6/28/1934 - 12/21/1967

33 yrs, 5 mos, 23 days

Don Jansen, TOP station manager, 5/21/68, age 33, auto accident

11/25/1934 - 5/21/1968

33 yrs, 5 mos, 26 days

Marty Favor, MKC mechanic, 5/6/66, age 33

10/7/1932 - 5/6/1966

33 yrs, 6 mos, 29 days

Andy Andersen, DEN aircraft mechanic, May89, age 33

8/10/1955 - 5/?/1989

33 yrs, 9 mos

Joe Hill, PHX pilot, 2/24/59, age 33, cancer

5/3/1925 - 2/24/1959

33 yrs, 9 mos, 21 days

Mickey Ishida, DEN clerk, 1/21/62, age 33, heart disease

2/8/1928 - 1/21/1962

33 yrs, 11 mos, 13 days

Charlie Hirsig, founder-Summit Airways, 1/15/45, age 34, aircraft crash

1/11/1911 - 1/15/1945

34 yrs, 4 days

Denny Meyer, pilot, 1/18/78, age 34, Otter crash at PUB

12/7/1943 - 1/18/1978

34 yrs, 1 mon, 11 days

Fred Van Weerd, SLC cleaner, 10/8/72, age 34, heart attack

8/8/1938 - 10/8/1972

34 yrs, 2 mos

Rocky Crane, pilot, 12/21/67, age 34, DC3 crash at DEN

7/7/1933 - 12/21/1967

34 yrs, 5 mos, 14 days

Diane McLaughlin, flight attendant, 8/2/85, age 34, aircraft crash

2/2/1951 - 8/2/1985

34 yrs, 6 mos

Dave Allison, DFW station agent, 7/11/80, age 34, motorcycle wreck

9/24/1945 - 7/11/1980

34 yrs, 9 mos, 17 days

Lee Smart, DEN flight attendant, age 35

11/18/1954 - 12/16/1989

35 yrs, 28 days

William Poe, SLC pilot, 5/27/72, age 35

3/31/1937 - 5/27/1972

35 yrs, 1 mon, 27 days

Dale Glenn, pilot, 1/18/78, age 35, Otter crash at PUB

10/12/1942 - 1/18/1978

35 yrs, 3 mos, 6 days

John Montgomery, DEN flight attendant, age 35

11/11/1956 - 4/21/1992

35 yrs, 5 mos, 10 days

Jack Griffin, pilot, 10/4/74, age 35, aircraft crash

2/13/1939 - 10/4/1974

35 yrs, 7 mos, 21 days

Jim Booth, DEN JAC RNO station agent, 6/12/82, age 35, cancer

10/19/1946 - 6/12/1982

35 yrs, 7 mos, 24 days

Dale Epperson, aircraft mechanic, 11/25/82, age 35

1/26/1947 - 11/25/1982

35 yrs, 9 mos, 30 days

Doug White, DEN mechanic, 4/9/77, age 35, drowning

4/29/1941 - 4/9/1977

35 yrs, 11 mos, 11 days

Total of 44 FLOlks who were under 36 years old when they flew west.

NOTES FROM FLOLKS

There is a big article about Emily Warner in Sunday's Denver Post. I'm going to meet her for lunch on Thursday at Centennial Airport. She was in Dayton on Oct 1st for her award.

I enjoyed update about Ellie Bastar, she was my Chief Stew when I started out as a F/A in BIL base, 1962, I was scared to death of her and afraid she would fire me, as we were on probation for 6 mos. She used to come out and check the DC-3 on inbound flights to see if we cleaned the airplane. And man you had better be wearing that F/A hat or you were in trouble. Red fingernail polish in the Winter and coral in the Summer. It was so cold flying that highline up there, one day stopped in Havre, Mt, agent told me it was -15, warmest it had been in 3 weeks. (I'm from Montana), I used to soak my hands in warm water so I could open instant coffee, hot chocolate etc. Only had cold and hot water containers. When Ellie went on flight to check ride you, she stayed in the room with you.

But I made it through my 6 mos. so we became friends. Then I came back to DEN to face another tough lady, Marg Bussell. We were afraid of the chief stews and supervisors our whole career. It come with the job.

-Bonnie Dahl

(Ellie quit flying and became a DEN crew scheduler and Marg also quit and was a STL senior ticket counter agent for many years.)

A reflection on Frank Meyer: In early June of 1976 I was upgrading to CV-580 captain along with Gary Winn. I had worked with Frank Meyer to prepare for my oral on the Convair. I knew the airplane pretty well as I had flown F/O for 8 years in the CV-580 prior to my upgrade. Frank assured me that I would have no problems. On the appointed day the FAA arrived and the inspector they sent was brand new in the DEN FAA office.

We went back and forth for over three hours and he was determined to catch me on something but fortunately he never did. Frustration finally set in on a performance problem he had posed and he said my answer was wrong and said that if I didn't agree with him then he would fail me on my oral. I stood my ground and told him he was wrong and the sparks flew.

All during my oral, Frank had been monitoring in the back of the room. As the inspector and I came to loggerheads, Frank jumped up and left the room for about five minutes and returned to monitor our argument as it progressed. About five minutes after that, Del Gregg who was a senior inspector at the FAA arrived and courteously asked the new inspector to 'go on back

to the office, I'll finish this'. Del Gregg was a consummate gentleman and asked me what was the question that we were hung up on. I told him. He asked my answer to the question and agreed with my answer. He filled out the paper work, apologized for the trouble, shook my hand and left.

Of course, Frank had called Del and asked him to come over. I will always respect Frank Meyer for standing up and refusing to let anyone badger his student. He is the epitome of a good instructor and a gentleman. I feel fortunate to have had the privilege to study and work with Frank Meyer and Del Gregg. The new inspector was assigned the next day to Toledo.

As it turned out, the new inspector was right and so was I! He had just graduated from the FAA 580 program and their performance was figured a lot different than ours. Del Gregg told me that much later.

-Ron Gallop

I enjoy the newsletter but little hard to read the Gone West part. But it is life. I started in 1960 for 25 years & in different departments, so I knew a lot of great fellow workers. Good memories for sure. I go back to DEN for the picnic in the Summer.

-Jim Hartzler

I remember the JAC terminal basement because I went down there one time with Lou Maytag (our old FL President) and he had a lot of stuff down there and he gave me some insulated pants for me to use on my motorcycle. He had used them for flying in airplanes without heat back in the day. Boy they were the best warm pants ever.

-Ron Herring

(Maytag had a ranch at JAC back then in 1960)

I hired on with Frontier Feb 1968 as a station agent in SLC. Became a FL pilot in 1970. Flew the Otter - CV580 - and retired B737 captain. Enjoying my retirement. Keep up the good work.

-Dennis Lucy

Great job on the publications! They remind me of good times and great people. Thanks very much for your hard work.

-Rod Prentice, buyer in the Purchasing Dept, 1978 - 1986

Keep up the good work! Really enjoy Frontier News. Makes you remember people that are now gone. Gerald F. Anderson is the last that I know that has gone west. We had Thanksgiving dinner with Bob Sramek. Same old Bob and doing OK.

-John Sramek

Just retired @ age 65 (on Aug 19th) @ USAirways (Aka American) as an Airbus captain in CLT, Thank you sooo much for all you've done for our FAL Family.

-Jim Webster

I recently found your website regarding Frontier Airlines while searching for the late Dave Norland and his P-51D. I was in touch with Dave through phone back 20+ years ago, hoping to one day be able to see his beautiful maroon Mustang. This unfortunately never happened before the plane was sold. Another of your pilots I have doing some research into is the late John Deahl, who died in his P-38 fighter in Salt Lake City. I have a scanned copy of his obituary from a Denver library that were kind enough to supply me with it. Since you have a note on the remembrance page that you need a photo and obituary, please find it enclosed here. You even have a post I made on Warbird Information Exchange regarding Deahl/ Norland as part of the remembrance page.

-T J Johansen, Oslo, NORWAY



Frontier Daily

Good Morning ... This is Thursday, October 10, 1985

PEOPLE EXPRESS ACQUISITION OF FRONTIER AIRLINES

A press conference was held yesterday at the Denver general offices at 10:00 a.m. Joe O'Gorman made the following statements: "The acquisition by People Express of Frontier is a good fit, and beneficial for both airlines. We believe that the two airlines can combine to form a strong major carrier. We plan to operate independently with our existing structure and coordinate schedules on a marketing basis." According to Joe, it's conceivable that we would provide joint feed for one another. As People Express makes money, so does Frontier. Joe stated, "It's a good, successful match-up of two different kinds of companies." According to Joe, we will continue to operate as a high quality carrier.

Before the acquisition can be completed, several steps must be taken. Among these steps are a SEC filing, a shareholders meeting and approval, approval by the Department of Transportation and ratification by four of Frontier's labor unions. Joe added, "We expect these steps will be accomplished and project completion of the process before January 1986.

There will understandably be many questions evolving from recent activity. FRONTIER DAILY will address questions that are referred from department heads and will make every effort to keep employees informed in a timely manner.

- Q. What will happen to Frontier's current management and support structure?
- A. Nothing. Frontier will continue to operate as a separate entity with its current structure intact.
- Q. How will the People Express purchase affect snapback?
- A. As part of the acquisition package, the Coalition has agreed that the existing contracts would be extended for four years with wage negotiations reopening in two years.
- Q. How will People's purchase of Frontier affect pass benefits and the payment agreed to for early-out?
- A. The purchase will not affect the early retirement and early-out nor will it affect our pass benefits.

Corporate Communications
DENGP



Frontier Daily

Good Morning ... This is Friday, October 11, 1985

PEOPLE EXPRESS AND FRONTIER AIRLINES

Q. Will Frontier Airlines become a "no-frills" carrier?

A. No, Frontier will continue to maintain and upgrade its high standards of service -- on the ground and in the air. We are going forward with our first class service for 1986.

Q. Will People Express buy 100% of the stock?

A. Yes. But Frontier employees will be able to participate in People Express' stock programs. Details are now being worked out.

Once third parties became involved in the takeover process at higher prices, the ESOP program and employee ownership programs were no longer possible. The trade-off for the wage concessions then became job security, through teaming up with a larger, stronger carrier, and an association with a company that could be dealt with in a fair and employee-sensitive manner.

Q. What is the time-frame for the final takeover?

A. We are optimistic that all procedures will be completed by the end of November and no later than the close of 1985.

Q. Will we have an interline ticketing and baggage agreement with People Express?

A. Eventually we may provide interline and reservation services, though many details have yet to be finalized.

Q. How are our accounts at Frontier Airlines Federal Credit Union affected?

A. Not at all. The Credit Union is a separate corporate entity, owned by its 21,000 members. The Credit Union is not owned by Frontier Airlines or any other company.

AND IN OTHER NEWS....

VOLUNTEERS MEETING SCHEDULED

Registered and unregistered volunteers for the Frontier Film Footage run will hold a meeting at 5:15 p.m. Tuesday, Oct. 15 in the Denver RES lunchroom. Volunteers will receive instructions, assignments and their 1985 T-Shirt. If you are unable to attend this meeting, please report to Larimer Square, October 20th at 7:30 a.m. for your orientation.

Corporate Communications DENG P

MY LIFE AND TIMES

by Bill Wayland

(Bill flew west on April 15, 2014 at age 89. His widow, Adeline, sent me his memoirs and agreed to share them with the FLamily. Adeline was once a FL clerk-typist and we thank her for sharing this wonderful tale. I will be publishing excerpts but the full 31 page memoir is posted at Bill's memorial webpage: http://FAL-1.tripod.com/Bill_Wayland.html)

THE FRONTIER YEARS

1959-1984

With the advent of the B-707 at Pan-Am in Dec. 1958, about 800 pilots were furloughed. Charlie Wiggs and I went all over Calif., looking for corporate jobs. None were available. I worked in the Modesto post office for three weeks while Charlie went checking airlines across the states. In Jan. 1959 he called me from DEN and said Frontier was hiring. I called and got my interview.

I flew to DEN Jan. 30, 1959 for my interview. One link trainer ride with Swede Nettleblad. Then Gordon Schaffer and I discussed B-24 doings. Came back to Calif. and sold the house, packed the stuff, and with Adeline, three year old Debbie, and now with one month old Clifford, headed to DEN. Kenneth came along Feb. 5, 1961.

We left most of our stuff in storage. Later I rented a trailer, took Debbie and went out to pick it up. On that trip we acquired Brownie, the dog.

On Feb. 16th took another link trip and headed for the DC-3 with Capt. Ben Stuart. We started the engines and Ben said let's go. I pushed the throttles forward and we moved straight toward another DC-3. Ben told me to unlock the tail wheel. I asked where is the lock. He asked if I had ever been on a DC-3 before. I said no. Things got better and after one more ride with Ben they turned me loose as a copilot.

My first flight at Frontier was with Capt. Dick Hoffman. Denver to Omaha through approx. eleven stops. The ice was so bad the boots would not break it. We used broom handles at each stop to beat the ice off the wings.

In late 1959 Capt. Ed O'Neill was Chief Pilot. He asked Capt. Ed Walker to check me out for left seat flying. Between Denver and Cheyenne, my flying was bad. Capt. W told me on the ground at Cheyenne, hell you can't even fly from the right seat. Nevertheless he okayed me and we became good friends. We still had a few altercations later.

By November 1959 I was senior enough to hold a copilot slot on the CV-340. That training and checks were done in both the simulator and the aircraft. Capt John Meyers checked me out in this plane. From then until 1963 I flew copilot on both the DC-3 and CV-340.

This would probably be a good place to throw in a few Wayland and Ed Walker antics. On one of my early trips with Ed, we had landed at Laramie, Wyoming. Laramie lay in a valley surrounded by hills and mountains. The ATC required an estimated crossing altitude of the VOR, before going on course. We were going back to Denver. After take-off, I gave the off time and estimated Denver next Ed grabbed the mike and gave the off time, estimated 10,000 feet over the VOR, Denver next. He said, tomorrow you better know everything on that chart. The next night I met him at the hanger door. When he walked up, I

jammed the chart into his stomach and said, now ask me anything on that goddamned chart. Ed smiled and said, I just want you to be the best pilot you can.

Having taken the written exams for my Air Transport Pilot rating before I left Pan-Am, Frontier required you to pass the flight test soon after employment. On my first attempt I failed stalls and slow flight in the DC-3. The next day Ed and I were scheduled on a trip to Farmington, New Mexico. When he heard I had flunked the check, he said get in the left seat. He then said if you get fifty feet off altitude or five degrees off heading, I'm going to chew you out. Capt. Ed Walker taught me to fly the DC-3.

After the CV-340 came along, Ed and I were flying a DC-3 out of Cheyenne just ahead of a CV-340. Ed said I'm going to beat that Convair to Denver. With the old Gooney on the step, we did. After we had both moved up to the 340, we were coming back to Denver from Kansas City. Ed said let's play a trick on the trainee stewardess. I got a chart out and spread it across the glare shield. Ed called the trainee up. When she entered the cockpit Ed asked me if we had enough fuel to make Denver. I answered, there's Pikes Peak ahead, but I don't know. We'd better look for an emergency field. The poor girl left and told the stewardess in charge that we may have a problem. She came roaring into the cockpit and asked what in the hell we were doing.

On Sept. 23, 1963 I took off with Captain George Meshko on a charter trip. We picked up a group of business men in GJT and flew them to FTW. They brought along a trunk of whiskey and the stewardess served it to them as they ordered. We stayed in FTW until they concluded their business. On the way back we stopped in ABQ for fuel and food; They asked if we could take them to Reno, Nev, To gamble. We called DEN but they said no, they needed the plane. When we left the passengers in GJT, they left us two bottles of scotch. We put the girl on an oxygen tube and got a clearance direct to DEN at 17,000 ft. We asked the girl to bring two glasses of scotch to us the minute the gear touched the ground in DEN. We landed at about two am and the door opened and there was our scotch as we taxied in.

On August 2, 1963 I had passed my upgrade on the DC-3 with Capt. Nicholson.

On Sept., 1960 with Capt. Swede Nettleblad I flew a turn to Riverton, Wyo. On the way back on takeoff from CPR, we were cleared into position on runway 21. 35, 21, and 30 runways intersected near the north end of the field. We were cleared to go. Instead of lining up on 23, we started up 30. As the tail rose the tower advised, okay Frontier, you are cleared to go on 30.

On Oct. 15, 1960 with Capt. Willie Hurt we were flying between OMA and MKC between layers. I was smoking my usual cigar although it wasn't lighted. Willie drug a pair of large shears from his briefcase and whacked my cigar. He bought me another when we arrived. On this same trip we met a goose going the opposite direction. It hit the windshield post in front of me. No damage.

In 1960 Frontier was operating DC-3 for the Denver Bears baseball team. Capt. Jim Carney and I left Denver after the game and flew to Houston, Texas with the team. Deep in the night over Texas I lighted my pipe. I was smoking a pipe prior to cigars. Jim said how the hell can we see where we are with you lighting that damn pipe. I pointed out a small town east of Waco

and told him that was where I was born. The next little town was where my cousins lived. Jim always carried his charter kit (Jim Beam) along on the charters. After landing in Houston, he had me put the control locks on. We went to the hotel and had a few. He watched the game the next two days and I went to Galveston to visit my aunt and uncle. He called me in Galveston and said the tower called and said both ailerons were sticking straight up in a wind storm. Nothing was damaged. I put the elevator locks on the aileron and vice versa.

I had jump seated on Trans Texas to Galveston. Coming back to Houston my aunt drove me. The plane I had intended to ride back on the jump seat was taxiing in and struck by the wing of a DC-7 and the copilot was killed.

From Houston we proceeded to Charleston, West Va. We watched the game one night and went to a club for a drink the next. The day we were supposed to leave after the game, we were sleeping and Jim smelled smoke. He banged on my connecting door and woke me up. I opened the door to the hall and smoke was billowing from a room down the hall. Jim called the desk while I drug the huge hose from the wall and started down the hall. While we were trying to turn on the water, the manager came screaming with a portable extinguisher. He said don't turn that on, you'll ruin the entire floor. Some guy cleaning tile in the room and smoking had started the fire. The rest of the trip was uneventful. The day after we returned, Jim called me to come help him figure out what we spent all the company money on.

On one DC-3 trip with C.K. Logue in the dead of winter. We parked the plane for the night. The mechanic installed the oil heaters. We went to town, bought a pint of whiskey, and started to the hotel. The whiskey was in my coat pocket. I slipped on the ice and fell. C.K. said you didn't break the whiskey did you. No, I just hurt my leg. The next day when we arrived at the airport we tried for a couple of hours to start the engines. The left started, but the right never did. The temperature was -48 degrees in Bismark, N.D.

In the summer of 1959 I flew a trip to Bismark, N.D. with Max Schow. The watering holes in Bismark closed at midnight. Mandan across the river was MST and closed an hour later, so we paid a visit there. The next day on the way to RAP we were a little tired. Our stewardess was Lina Schow, (no relation to Max). She had a D-C 3 rating. We put her in the cockpit to fly while we rested. No passenger's on board. We got back on the flight deck and landed at RAP.

Then there was Capt. Dale Welling. We were on a flight between Dickinson and Bismark one dark night. In the distance on each side of the plane you could see the airways beacons flashing. We called the stewardess up and pointed them out. We advised her that the flash on the right was the missile being fired. Then we'd point to the beacon on the left and tell that was where it landed. Another trip with these two we pulled the bulb out of the left engine fire warning and called her up. I was in the left seat. When she opened the door, I put the fire test switch up with my toe. Only the right engine lighted up. Dale said "bring me a cup of water quick." He opened the window and threw the water out. After about the third cup she asked what we were doing. Dale told her she helped put out the engine fire. As soon as he threw the third cup out, I released the switch. The light went out. The girl was Joy Robinson and I think she never doubted us.

On early trips with Capt. Art Ashworth we still landed in

Monte Vista, CO. It was a gravel strip with many rabbits. I would make the landing and while taxiing back, Art would pull out his pistol and shoot at the rabbits. Later on the CV-340s I would see Art yapping on the P.A to the passengers. One day I ask him what on earth he was talking about. He said he was explaining all about the Indians over Nebraska, Colorado and Wyoming. He said they will never know if I know what I'm talking about or not.

On a trip with Capt. Warren Heckman, Birdie Nelson was the stewardess. At that time the stewardess's carried a small brown case for supplies. While on the ground in Alamosa, CO., we hid the case in the forward cargo bin. After take-off Birdie missed the case. We told her we would call the Alamosa station and have them put it on the narrow gauge train to Durango, and she could pick it up. After landing in Durango we handed the case out the window to the agent. When he opened the door, he handed her the case. She never believed us, but we never told her what we did. Another trip with Heckman. Over the RAP VOR as we turned toward Dickenson, N. Dak. we spied a tornado about thirty miles out. We turned and went straight to Bismark, ND.

Capt. Brad Hurd and I took off from RAP bound for Dickinson. With no passengers on board we decided to do a little hedge hopping. Jumping fences and phone wires away we went. We came upon a ridge about 100 foot high and soared over it. As we pointed the nose down on the other side we were looking at about a hundred people in a ranch yard at a cattle sale. We pointed the nose straight up and hoped no one reported us. They didn't.

On a trip with Capt. Al Mooney out of Pueblo, we were flying through Laveta pass west of Walsenburg at 10,000'. We had a Pan-Am pilot on the jump seat. Solid instruments. He asked how we were navigating. We showed him the two ADF needles tuned to LaVeta and Ft. Garland. We said just keep them lined up. Then we hit turbulence that almost turned us upside down. Popped a few rivets but on inspection on the ground we could continue. The Pan-Am guy said, Jesus Christ, and they call us the worlds most experienced airline.

One night over Gunnison in a CV-340, solid instruments, with Capt. Jack Kettler. Our airspeed was requiring more and more power. Jack asked me to shine my flashlight on the windshield. We were encased in ice. We started letting down toward GJT and as we got lower, the ice started coming off in chunks. It was still falling as we landed.

My upgrade ride on the D-C 3 was on Aug. 2, 1963. First real captain trip was a test hop on Oct. 26, 1963. Copilot was Thayer. Checked out as copilot on CV-580 May 10 & 11, 1964. First 580 copilot trip with Capt. Gus Nettleblad, DEN-GJT-DEN. Between 1963 and 1965 I flew copilot on both Convairs and Capt. on the DC-3.

On one of my first Captain trips on the 3, we took a lightning strike on the nose. A large ball of fire rolled down the aisle. After we landed all we could find was a small hole in the nose and a very small hole in the tail where it exited. *(to be continued)*



FRONTIER AIRLINES DIRECTORS AND EXECUTIVE OFFICERS

Per the 1981 SEC Form 10 K

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Glen L. Ryland, age 57, is Chairman of the Board, President and Chief Executive Officer of the Company. He joined the Company in 1971, became Vice President—Finance and Chief Financial Officer in May 1971, Executive Vice President in 1973, Chief Operating Officer in February 1976, and President and Chief Executive Officer in 1980. He was elected to the additional position of Chairman of the Board in November 1981. Prior to joining the Company he was employed by Aerojet—General Corporation for 14 years, most recently as Controller of Aerojet—Nuclear Systems Company. He has been a Director of the Company since 1971.

William D. Wayne, age 55, is the Company's Executive Vice President. He was employed by the Company in 1971 as Manager—Local Service Marketing. He was elected Vice President—Local Service Marketing in 1971 and Vice President and Manager of Operations in 1973. In November 1981 he was elected to his current position, at which time he was also made a Director of the Company. Prior to his employment with the Company he was employed by Aerojet—General Corporation for 11 years, most recently as Vice President for Aerojet—Nuclear Systems Company.

John Ahlquist, age 51, was elected Vice President—Field Sales and Service, in November 1981. Prior to that position, he held the position of Senior Director—Field Marketing since March 1981. He joined the Company in 1973 as Director of Special Projects—Sales and Service. Prior to joining the Company, he was District Manager for Northwest Airlines at Chicago's O'Hare Airport.

Larry A. Bishop, age 45, was elected Vice President—Corporate Communications in February 1978. He had been Director of Corporate Communications for the Company since August 1974, prior to which he had been Director of Corporate Communications with Hoffman Electronics Corp.

John S. Blue, age 35, joined the Company in 1971 and since then has held various positions in the Economic Planning and Finance Departments, becoming Director of Budgets and Analysis in 1978. Most recently he was Executive Assistant to the President, a position he held from February 1980 until his election to Treasurer in August 1981.

David N. Britson, age 45, is Vice President—General Counsel and Secretary of the Company. He joined the Company in 1967 as an Attorney, became Assistant Secretary in 1969, Associate General Counsel and Assistant Secretary in 1970, Associate General Counsel and Secretary in 1971, and Vice President—Legal and Secretary in 1978. He was elected to his current position effective January 1982.

John Clark Coe, age 58, joined the Company in 1947. In 1965, he became Director of Economic Planning. He was elected Staff Vice President—Economic Planning in 1967 and promoted to his current position, Vice President—Economic Planning, in 1969.

Charles L. Demoney, age 43, is Senior Vice President—Market Planning for the Company. He was employed by the Company in 1956. In 1969, he became Director of Agency and Interline Sales, and was promoted to Vice President and Assis-

tant General Manager—Sales and Service in February 1975 and Vice President—Market Planning in 1979. He has held his present position since November 1981.

Edwin L. Dunaway, age 44, is the Company's Vice President and Assistant General Manager of Sales and Service. He began his career as a Station Agent in 1957 with Central Airlines with whom the Company merged in 1967. He has held the positions of Station Manager, Regional Sales Manager, Manager Transportation Services, Director Field Marketing, Director Consumer Services, and, most recently, Senior Director and Assistant General Manager, Sales and Service. He was elected to his present position in November 1981.

William B. Durlin, age 55, is the Company's Vice President—Engineering and Quality Control. Mr. Durlin joined the Company in 1948 and became Director of Engineering and Quality Control in 1970. He has held his present position since February 1975.

Thomas H. Lamb, age 53, is Vice President—Schedules for the Company. In 1953, he joined Central Airlines with whom the Company merged in 1967. In 1969 he became Director of Customer Planning and Procedures for the Company, was promoted to Director of Schedules and Tariffs in 1971, and was elected Vice President—Schedules and Tariffs in 1972. He has held his present position since May 1979.

Allan C. Larkin, age 49, is the Company's Senior Vice President—Administration. He joined the Company in 1973 as Vice President—Administration and was promoted to his present position in November 1981. Prior to joining the Company, he had been Vice President—Industrial Relations, Chemico Construction Corporation, from March 1973 to December 1973. From December 1970 to March 1973 he was Vice President—Industrial Relations of Aerojet Liquid Rocket Company.

Joseph A. Lorenzo, age 43, joined Frontier in May 1979 as Vice President—Pricing. Prior to joining Frontier, Mr. Lorenzo was employed as Director of Pricing and Tariffs at Continental Air Lines, a position he held since June 1977. At Continental, Mr. Lorenzo was responsible, among other matters, for the development of that company's pricing policies and strategies. Prior to that, Mr. Lorenzo was employed by Trans World Airlines for twelve years. From 1972 to 1977, he was Director—Domestic Passenger Pricing at TWA where he performed essentially the same functions as those performed for Continental.

M. C. Lund, age 60, is the Company's Senior Vice President—Sales and Service. He was first employed by the Company in 1967 as Manager of Station Services. He was elected Vice President of Transportation Services in 1969, Vice President of Regional Marketing in 1972 and Vice President—Sales and Service in 1974. He has held his present position since November 1981.

Thomas J. McCartin, age 56, is Vice President—Materiel for the Company. He was first employed by the Company in 1972 as Director of Materiel and was elected to his present position in February 1974. Prior to his employment with the Company, he was Director of Materiel for Collins Radio Company from 1967 to 1971.

Charles S. Murphy, age 72, was named Counsel to the President of the Company effective January 1, 1982. Since 1971, he had been the Company's General Counsel. Between 1969 and

January 1, 1982 he was affiliated with the Washington, D. C. law firm of Morison, Murphy, Abrams & Haddock and later with the law firm of Baker & Hostetler of that same city. Prior to that time he was Chairman of the Civil Aeronautics Board between 1965 and 1968.

James T. Murphy, age 47, is Vice President—Controller. He joined the Company in 1970 as Controller. Prior to that time he was employed as Manager of Accounting for Trans World Airlines from 1964 to 1970. He was elected to his present position in February 1978.

B. R. Naylor, age 62, is Vice President—Maintenance. He was employed by the Company in 1972 as Director of Aircraft Maintenance and was elected to his present position in May 1974. Prior to his employment with the Company, he was employed by American Airlines, Inc. for 26 years, most recently as Maintenance Director of the Western Region.

Robert G. Oatley, age 53, joined Frontier in September 1980 as Vice President—Finance and Chief Financial Officer. Prior to joining Frontier, Mr. Oatley was Vice President—Financial Controls for Texas International Airlines. In this capacity he was responsible for the controllership function, data services, and budgeting and financial planning. Prior to that, Mr. Oatley spent five years, from 1974—1979, as Senior Vice President—Finance and Chief Financial Officer for the F. & M. Schaeffer Corporation. In this capacity he had the Treasury, Controller, Planning and Budgeting, and Data Services functions reporting to him.

R. J. Orr, age 61, is the Company's Vice President—Flight Operations. He joined the Company in November 1948 as a pilot and assumed the position of Assistant Division Chief Pilot

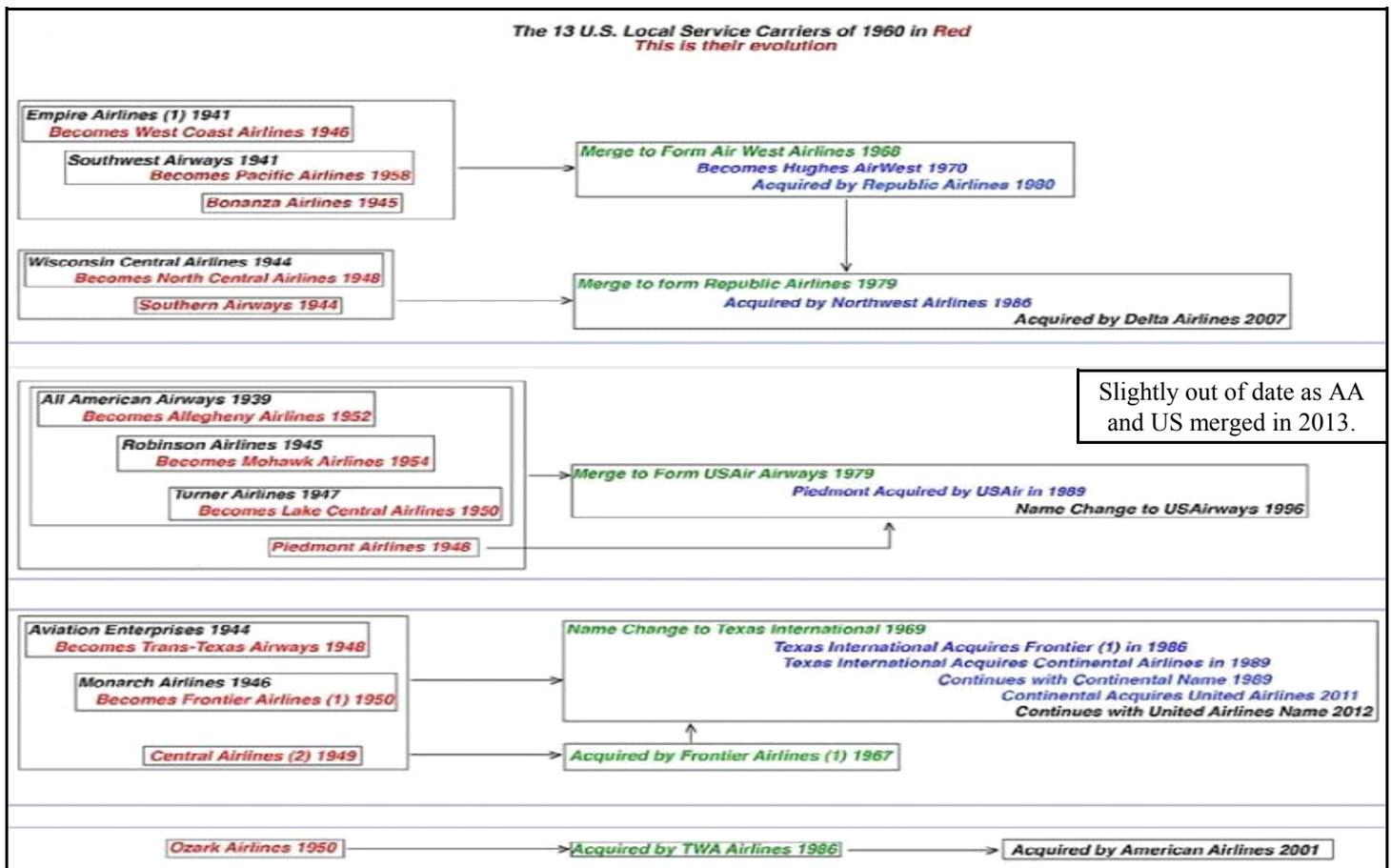
in November 1968, Division Chief in September 1969, Manager—Flight Operations in 1969, Regional Director—Flight Operations in 1971, and was elected to his present position in October 1975.

Webster B. Todd, age 43, joined the Company in February 1978 as Vice President—Public Affairs. Prior to that time he was Director of Engineering and Air Safety for the Air Line Pilots Association from September 1977 to February 1978. From February 1976 to September 1977, Mr. Todd was Chairman of the National Transportation Safety Board. From May 1974 to January 1976, Mr. Todd was Inspector General of Foreign Assistance, with rank as Assistant Secretary. From February 1973 to April 1974, Mr. Todd served on the White House staff first on detail from the Department of Transportation and secondly as Deputy Special Assistant to the President for Personnel.

None of the above—named individuals has any family relationships of first cousin, or closer, by blood, marriage or adoption, with any of the other above named individuals.

Approximately 54% of the Registrant's voting securities are owned by RKO General, Inc. RKO is a wholly-owned subsidiary of The General Tire & Rubber Company.

Noted elsewhere in the Form 10 K
As of January, 1982, Frontier employed 5,803 people:
of whom 85% were represented by five unions
AFA - 760 flight attendants
ALEA - 2620 station, reservation and clerical
ALPA - 633 pilots
IAM - 930 aircraft mechanics
TWU - 45 dispatchers



CHIEF OF FRONTIER RESIGNS

Glen L. Ryland, chairman, chief executive officer and president of Frontier Holdings Inc. and its subsidiary, Frontier Airlines, resigned all his positions at both companies yesterday, ending a career that began in 1971.

Named to replace the 59-year-old Mr. Ryland as president of Frontier Holdings and Frontier Airlines was M.C. Lund, 63, president of Frontier Horizon Airline, a subsidiary. Bob Schulman, the director of communications for the company, said there were no immediate plans to fill the positions of chairman and chief executive officer.

Sources at the company said Mr. Ryland had been forced to resign as a result of dissatisfaction over a memorandum he issued last month warning the carrier's union workers that if they did not make further wage concessions the airline and its holding company would be liquidated.

These sources said that one director, Gerald O'Neil, was chiefly behind Mr. Ryland's ouster. Mr. O'Neil is chairman of Gencorp Inc., the parent company of RKO General Inc., which owns 46 percent of Frontier's stock. He joined the board Sept. 11, the day the memo was written. It had not been approved by the board. The resignation is effective immediately, although it must be approved at the next board meeting on Nov. 13.

'A Worst-Case Option'

Mr. O'Neil, in a news conference at Stapleton Airport in Denver, said, "The concept of liquidation has been given more attention than it deserves."

"Liquidation is a worst-case option," he continued, "and we plan to work for the future of Frontier, not for its demise. I have headed Gencorp as chairman and chief executive officer for 24 years and although we have sold plants and closed operations we have never liquidated a company."

Mr. Lund, whose appointment must be confirmed by the board, said that one of his first goals would be to re-establish the confidence of the travel agents. Asked about the threat of liquidation, Mr. Lund said at the news conference, "I don't want to hear that word anymore and I don't intend to talk about it."

Mr. Lund joined Frontier, which has its hub in Denver, in 1967 after 26 years with Northwest Airlines. Frontier Horizon Inc., which he has headed, is a non-union carrier that began operations last January.

Talking With Unions

Mr. O'Neil said that Frontier Airlines, which has 5,300 employees, had begun discussions with its five unions in an effort to lower costs and become competitive with the lowest-cost carrier. People Express has recently begun service to Denver, and low-cost carriers compete on about 70 percent of Frontier's routes.

Mr. O'Neil also said that the company was exploring with the unions the possibility of establishing an Employee Stock Ownership Plan, or ESOP.

"It is a procedure," he added, "in which Frontier borrows enough money to buy out all shareholders. ESOP has certain tax advantages which might make this a possibility."

The unions have said they were considering a bid for the airline. During the first nine months this year Frontier Holdings lost \$10 million, compared with a loss of \$14 million in the period a year ago.

-The New York Times on November 6, 1984



Glen Ryland tells press conference Monday he has resigned as chairman and president of Frontier Holdings Inc., parent firm of Frontier Airlines.

A BOB BANTA STORY

by Billy Walker

When I was still a copilot with Frontier my "full-time" job was flying for Allied Aircraft (TUS). It was a glorious time flying a plethora of old war birds in and out of Davis-Monthan AFB and Navy Litchfield (Goodyear), AZ.

I flew some interesting types such as the Navy P2B-1S (B-29) that Banta ended up flying from Litchfield to Tucson when I had to return to my FAL schedule. Other aircraft, such as the North American AJ "Savage," Douglas DC-B-26 (A-26), Navy SNB-5 (twin Beech), North American T-28, DC-7C, DC-6A, Convair 340/440/580, were all fun projects. I flew a bunch of T-28s to TGU (Tegucigalpa, Honduras), and numerous SNB's to trade schools, museums, and even to a city park in Americas, GA. I did not know, then, that it wasn't smart to climb into airplanes and fly off without a check out! I was young, dumb, and full of fun! ...and lucky!

...for sure very lucky! One lucky part was having Jack Kern as the guy who made the airplanes near trouble free. He was terrific until we lost him. He got tangled up in a nose wheel of a DC-6 during a push or pull... Damn!

One interesting project was to move a former Braniff Convair 340 from TUS to Daggett, CA. At the time I did not have a CV-240-340-440 type rating. No problem back then. I would walk into the FISDO and walk out with an LOA authorizing me to fly the airplane from point A to point B with essential crew only.

This was before the Wichita Football Team crash in the Martin 404 near Silver Plume west of Denver in 1970. That ended the easily obtained LOAs.

The Braniff Convair looked pretty forlorned. Paint peeling, no cabin floor-boards and the belly was full of old oily rags. If it had caught fire it would be burnin' yet today!

A Braniff crew, inbound to DSM had an engine fire in the #2 engine. On landing the engine literally fell off! The fire did not

(Continued on page 28)

SLC STATION ROSTER SEP 1979

Maxwell, Harold - Station Manager
 Koughn, Don, Asst. - Manager
 Steffen, Dan, Asst. - Manager
 Hansen, Ruth Mary - Secretary
 Anderton, Don R. - STCA
 Covington, Stanley - SSA
 Hendreschke, Gene - SSA
 Higley, Robert R. - STCA
 Loucks, Rodney - SSA
 McCarrel, Gary - SSA
 Noble, Robert H. - STCA
 Page, Terry L. - SSA
 Williams, Larry D. - SSA

STATION AGENTS

Aguiar, Ronald E.
 Barney, Kevin B.
 Batchelor, David M.
 Bloch, Ron
 Bollschweiler, Gary
 Borchard, Roger A.
 Bost, Gordon H.
 Buethe, Dean
 Carlson, Alvin E.
 Carlson, Bryce H.
 Carpenter, H. Glade
 Clark, David C.
 Crabtree, John P.
 Davies, Brent K.
 Field, Allen B.
 Puller, Todd P.
 Hays, Wayne
 Hazard, Rodney G.
 Hernandez, Marty L.
 Hill, Ronald W.
 Hobbs, George E.
 Humbracht, Gerald
 Jensen, Bud M.
 Klouzos, John G.
 Langford, James R.
 Lawrence, Ronald W.
 Marlowe, Stephen L.
 Ness, John W.
 Perez, Michael T.
 Peters, Coleman
 Stillman, Clyde S.
 Tanner, Clay
 Taylor, David A.

Thompson, Royal H.
 Tingey, Jeff R.
 Whitehead, Gerald

TICKET COUNTER AGENTS

Bartlett, Linda L.
 Blum, Norman
 Caraway, Morris J.
 Dixon, John S.
 Farris, Paul A.
 Gardner, Harry M.
 Harland, Preston
 Harper, Charlene
 Harris, Marlana
 Housholder, Thomas W.
 Jensen, Marlene
 Palmer, Mary Lynn H.
 Slivka George
 Stephens, Kerry
 Suazo, Karen L.

AIRCRAFT TECHNICIANS

Anello, Michael S.
 Barreith, Wm. A.
 Duenas, Dennis
 Edwards, Roger S.
 Fehse, Gene (Foreman)
 George, Angello G.
 Green, Michael E.
 Horne, Gary D.
 Kempner, E. Maurice
 Peterson, Kenneth J.
 Thiese, H. M.
 Thomas, Wm. E.
 Weibl, Louis L.
 Guthrie, Wm.

CLEANERS

Herold, Tracy
 Lanier, John
 LaRue, Peter A.
 Siebert, John J.
 Silcox, Carl K. (Lead)
 Van Minde, Wm. B.

TEMPORARIES

Linda Kay Hatch, TCA
 Kirt S. Liston, SA
 Bruce K. Richardson
 Mark M. Thiese

**THESE TWO FINE GENTLEMEN WERE INADVERTENTLY LEFT OFF
LAST ISSUE'S FL NINERS ON PAGE 3**

LES HARPER, Age 98
FTW ACF GSW DAL DFW pilot
DOB 4/6/16
DOH 6/16/50

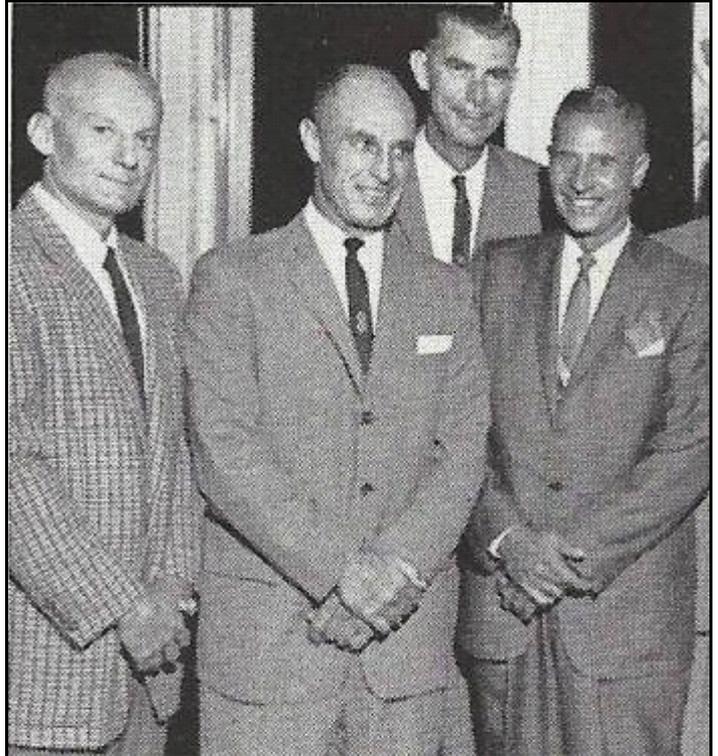
BILL HAYS, Age 93
PHX DEN pilot
DOB 6/4/21
DOH 12/3/46

December, 1963



*. . . and a Happy
New Year*

*The carolers on the cover
singing their Christmas
wishes to Skywriter
readers are Captain
Les Harper, Stewardess
Jan Weatherly and
First Officer
Don Heyden*



August 1961 article
Captains wearing their 15-year pins are
Bill Hays, Joe Romano, John Myers and Floyd Ririe.

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 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
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 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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Ad fees and all income help keep the subscription rates low and pay for internet charges for our websites. Thank you.

(Continued from page 5)

15,000 miles of trucking lines were traveled by REA shipments. Seventeen thousand trucks handled over 300,000 separate shipments daily, ranging from small packages to carload-sized lots.

The airlines carried their freight as Air Express and it was primarily live animals dog size and smaller along with high

priority small packages. All stations were familiar with the 4" X 4" orange airbills attached to their shipments.

Despite REA's early successes, the railroads became less relevant to express delivery and REA did not change its business model to adapt. On February 21, 1975, the Company filed for bankruptcy protection. REA stated several reasons for the bankruptcy petition, including losses created by years of railroad domination, a high rate of inflation, a recent decline in express shipments, and limited availability of credit.

On February 21, 1975 the Company filed a petition under Chapter XI of the Bankruptcy Act in Federal Court in New York County listing assets of \$41,000,000 and liabilities of \$55,000,000. The Company said the reasons for the petition included losses created by years of railroad domination as well as high rate of inflation, a recent decline in express shipments, and limited availability of credit.



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

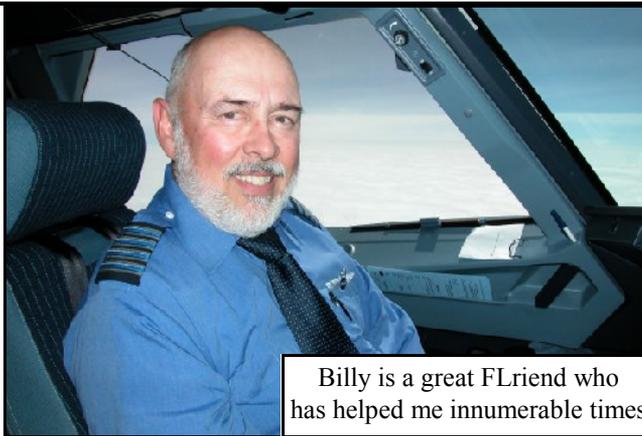
(Continued from page 24)

get back of the stainless steel fire-wall, so the spar was intact.

Someone hung a CB-17 engine on the right side. So, now it had a CB-16 on the left side and NO Beaver Tail; CB-17 on the right with a CV-440 augments and Beaver Tail. I don't recall who or how it made it to TUS. It looked absolutely terrible.

It was my deal, so Bob Banta went along as co-pilot albeit he was rated in the airplane. Like I said, interesting times.

As bad as that airplane looked it flew unbelievably good. To date it is the ONLY Convair I have been able to trim up for hands-off! 2 hours and 2 minutes later we landed in Daggett (Mohave Desert) about half-way from LA to the eastern border of California.



Billy is a great FLriend who has helped me innumerable times

travelled across the Mohave Desert in air-conditioned comfort. UNTIL the bus slowed and pulled off to the side of the highway. The driver got out. ...followed by, yup, Banta.

10 minutes or so later the driver and Banta climbed back on board. Banta sat down wiping grime from his hands that was, miraculously, absent from his Sunday Go-To-Meetin' clothes!

He explained that he had to show the driver how to jury-rig fan belts as one busted. Apparently, at one time,

Banta owned and operated a bus line in Billings when he was based there.

Off we went. Coming to the California/Nevada state line, the bus again pulled over. This time there would be no miracle fix. I was starting to sweat from both the desert heat and worryin' about missing my trip the next day!

I looked around for Banta and spied him flaggin' down the 2nd bus. He had coaxed the driver into letting us on standing up for the rest of the trip into LAS.

Eventually, we arrived into LAS and pulled up to a stop light. Next to us was a cab. Off we went into the cab and Banta actually talked the driver into entering on the FBO's west side of the field and cutting across the field and the north/south runway (just one back then).

The cab pulled up to the Frontier 727 stairs just as the agent was closing the door. My mouth was still agape from the start of Banta's maneuvering earlier. Even more now as he talked the captain into taking us aboard with the promise of making the paperwork right when we got to DEN.

To wrap up this tome, I made my SLC commute and my flight the next day. I will NEVER never forget that amazing trip with Robert Banta. We had others but none more memorable.

If you see him, pass along my warm regards. Tell him I often think of him and his black ass! ...his ol' black mule. Often on dark nights, when I'd hear his very recognizable voice over the radio I would say "How's your Black Ass?" He'd always get a chuckle...

I was on a tight schedule to get to Las Vegas to catch Frontier to DEN and another FAL flight to SLC for a trip scheduled the next day.

Banta and I shed our flight suits and caught a cab to the Greyhound Bus Station. Damn! The bus was already scheduled out full! It would be tight, but we might make the next bus.

Next thing I knew Banta had hornswoiggled us standing room on the 2nd bus. Soon, he had us on the first bus, and, then, seats; and then seats together. I was witnessing a master at work and it didn't end there!

All was going well as we



Bob is irrepresible!