

# FRONTIER N E W S



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

We are FLamily!

**SPRING**

**APRIL 2015**

**#59**



Jim Montgomery was one of the longest serving employees at Frontier Airlines. Jim started as a Challenger Airlines station agent at CYS on April 16, 1947. Within a year he was station manager there and went on to fill numerous management positions with Challenger and then Frontier. He was DEN asst manager-ramp services in August, 1986 when the end came.

*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 FLfamily.

We also want to publicize ALL "old" Frontier gatherings. Be sure to notify us with details: place, date, contact and so forth. They will be published in the "Timetable".

Subscriptions are \$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.

## THE KANSAS CITY CV-580 CREW BASE

is a proud supporter of  
THE FRONTIER NEWS &  
OLD FRONTIER AIRLINES WEBSITE  
at <http://OldFrontierAirlines.com>  
Jake Lamkins, Webmaster,  
[ExFAL@Yahoo.com](mailto:ExFAL@Yahoo.com)  
and <http://www.KansasCityCrewBase.com>  
Capt'n Phil Stallings, Webmaster,  
[RedRyder35@att.net](mailto:RedRyder35@att.net)  
Check the websites for FL news,  
notices on upcoming events,  
pictures and stories from the past.



It just hit me recently that our time with the real Frontier was last century! No wonder I have trouble remembering.

The April 1973 issue of the FL News with lots of employee information is featured on pages 22 and 23. I plan to make this a regular feature.

The flights west take up a lot of space again this issue. We have been averaging about ten flights per month - 31 of them. There are 1555 FLolks flown west that I know about. I'm sure there are many more that we do not know about. Please let me know if you hear about one of our FLriends flying west so we can memorialize them.

Thank you to Judi Fenton Plumer and Freddy Aiken for sending FL memorabilia. Some will go to the Air Museum.

## FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

Visit the FL website and check out our page on Facebook. Just search for Old Frontier Airlines. You can join the FL Club by emailing Jake at [ExFAL@Yahoo.com](mailto:ExFAL@Yahoo.com).

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**JIM MONTGOMERY****1947 - 1986****ASSISTANT MANAGER-RAMP SERVICES  
DEN***[http://FAL-1.tripod.com/Jim\\_Montgomery.html](http://FAL-1.tripod.com/Jim_Montgomery.html)*

Dearest FLamily and FLriends, My Dad's 96th Birthday Party on January 26th turned out to be his Celebration of Life/Wake as well. Some of us were lucky enough to say goodbye then. He passed away yesterday evening. His many Frontier Airlines friends will say he has "gone west".

He "did it his way". He was healthy and happy and busy for 95 and a half years, or maybe even a little bit longer. He loved his family and friends. He had more friends...from family...from Frontier...from the neighborhood...from many, many of Denver's finest musicians...more friends than anybody else I ever knew.

His health and strength have been failing fairly rapidly for about the last 6 months and he was bed bound for about the last 2 plus months. You know how much he didn't like that. He had some wonderful hospice care that made it bearable, but by yesterday he was very tired and ready to go find my mom and be free from this life.

All of us who knew and loved him are forever richer for it. Thanks, Dad!!

**-Dalyce Montgomery**

OBITUARY: James B. Montgomery, January 26, 1919 - January 27, 2015. Resided in Denver, CO. Beloved father of Dalyce and Doug Montgomery. Brother of Robbie and Harriet. Grandfather of Stacey, Richard, Tangie, Zachary, Jonathan and Cameron. Great grandfather of seven. Private burial with Navy honors will take place at Fort Logan National Cemetery.

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

How sad. As I said a couple of days ago on his birthday, he was one of the great ones. He will be missed.

**-Buck Hawk**

So sorry to hear this news. I first met Jim about 55 years ago. I remember it like it was yesterday. He was such a nice man. RIP Jim.

**-Tom Schmidt**

A long life & very long career with FL. Greatly respected & a Gentleman.

**-Jim Mustain**

Such sad news! Jim was truly one of the nice guys!

**-Joanne Griffin**

Wonderful person who started me with Frontier interview. God Bless you Jim..God needed your harmonica in heaven to add to his orchestra..Your gentle soul is at rest but your spirit is free to enjoy the heavens. You were a very special person..one of the greats that I'll remember in my reflections of Frontier.

**-Rosemary Wirth VanEpps**

A good guy...RIP.....

**-Frank Lummie**

Condolences to all his family and friends. I Can't say I knew him but with his approval I was hired in 1967 and that changed my life forever. Thank you Jim Montgonery and rest in peace.

**-Kathleen Dionne**

My thoughts and prayers are with the Family. Jim, I'll always remember you as The Best!

**-Connie Mcalister**

**James B. Montgomery** — Manager of Inflight Services. Veteran of over 18 years with FAL in customer relations. Responsible for an expanded program of cabin and inflight services for Frontier's new B727 operations. Will coordinate stewardess selection and training along with commissary cabin passenger services for the entire system.

Feb 1966 FL News

Jim was such a professional in any position he held at FL. A good guy that was a big part of the FL heart. God bless him and his family.and that changed my life

**-Mike White**

Enjoyed working with Jim, great man great loss.

**-Jim Meade**

I am so glad to hear that Jim lived so long and well. He was great. As a young man of only 19 or 20, Jim always treated me well. People like him were and are great role models and know that I and others will do well to carry that torch. Heck, he seemed like he was old way back then.

**-Bill Hoermle**

A wonderful life seeing so much with his airline career, music, family and friends. Had great times working with him.

**-Judi Fenton Plumer**

Jim Montgomery was a wonderful person.

**-Roger Wallace****EULOGY TO JIM MONTGOMERY**

Jim as a Manager at Frontier Airlines was a class act. He was dedicated to the employees and our Airline. I remember one time getting involved in a crew write up that left a warning letter in our file. I went into talk to Jim, explaining my part and he listened and took letter out of my file. I always remembered that.

He would come out and join us once in a while for a cocktails and add to our fun. And always talked about his beautiful Wife and 2 kids. He was always a sharp dresser.

I was so surprised in the 1990's through early 2000's, Jim was always cooking the hot dogs at the Frontier reunion picnic. He was always there since late 1940's at Frontier till the end, then always there at the reunions.

I ran into Jim more closely when doing book on Frontier. I got to meet his family and see his beautiful, quaint home located near Cherry Creek behind the Denver Country Club. When he was 85, he built a gazebo, 8 sided I think. Everyone told him he couldn't make it 8 sided and he did. It was really cool, glass and all, still standing & shining.

Then for the past 20 years or more Jim played his harmonica with his band group, doing gigs 6 nights a week, What a guy!

I take my hat off and salute you Mr Montgomery! Goodbye my friend.

**-Bonnie Dahl**

**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**

Tue, June 16, 2015 at Squires Park, 99th and Lowell Blvd., Westminster at 11:30 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**

Sat, Aug 22, 2015, 10:30 am - 3:30 pm, \$15 admission

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, 2014, 11:00 am

Beacon Cafe on Hicks Field near Fort Worth.

Contact

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

**DFW PILOTS**

Luncheon, every odd month, 3rd Monday, noon @ Ernies,

8206 Bedford-Euless 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 2015 event

Contact:

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

Mike Macek, mikemacek@windstream.net

**MCI FLIGHT CREW LAYOVER**

Fri - Sat - Sun, Sep 18-19-20, 2015.

Contact:

Phil Stallings, redryder35@att.net, 816-668-6294

(See ad on the back page.)

**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

No 2015 event planned - 2016 TBA

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 2015 event

Contacts:

Suspended pending new coordination

**REUNIONS NEWS**

To all past Frontier flight attendants of Old Frontier Airlines:  
Great news about the upcoming **Silent Flyers Luncheon!**

Friday, May 15, 2015 at Renaissance Denver Hotel (I-70 & Quebec) 3801 Quebec St. Denver, CO

Guest Speaker: Emily Warner, The First Woman Pilot to be hired by a US Airline, Frontier Airlines in 1973. She was the First Woman to then become a US Airline Captain.

All former FL flight attendants are invited. Please send a reply to Marcia Crump, Silent Flyers, ( alumni Old Frontier Airlines flight attendants). Guests are welcome. Emily would like to see as many of us as she can who remember flying with her. Also can email me at Crumpy6204@aol.com. Thanks,

**-Marcia Glasrud Crump**

The **29th Denver Annual Frontier Airlines Reunion Picnic** will be Aug 22, 2015. The Saturday picnic will be held inside at the Wings Over the Rockies Air & Space Museum, 7711 East Academy Blvd, Denver, CO 80230 (the former Lowry AFB) from 10:30am to 3:30pm.

We will have a catered BBQ for this year's event. Admission will be \$15 per person and children under 10 free. This charge covers admission to the Museum, the food (BBQ ribs, brisket and chicken with all the trimmings) plus ice tea, lemonade and water. Food will be served from 12 noon to 1:30pm. The fee also helps defer other costs (facility rental, paper, printing, mailing, prizes, etc.). We will most likely mail the flyers in June.

**-Carolyn Boller**

The annual **DEN Frontier maintenance picnic** will be held Tue, Jun 16, 2015 at Squires Park, 99th and Lowell, Westminster at 11:30 am.

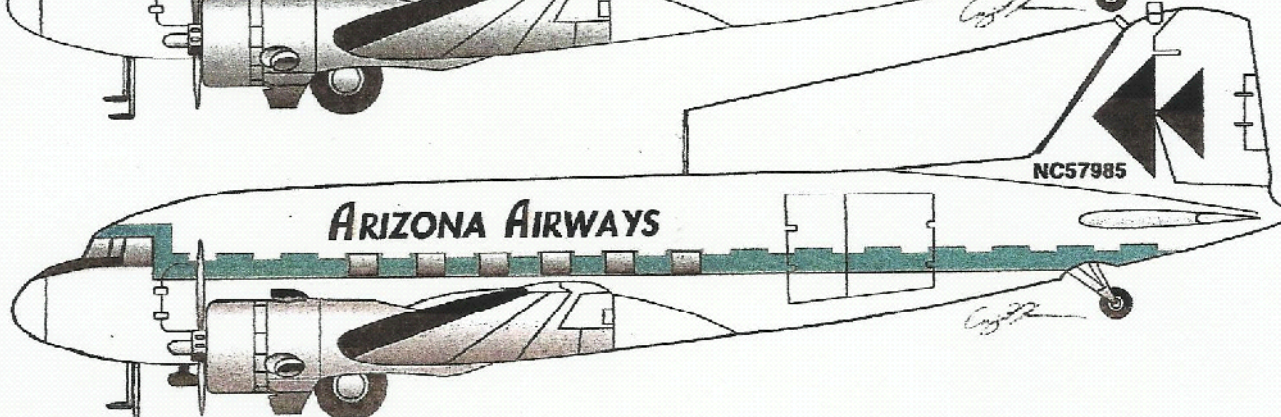
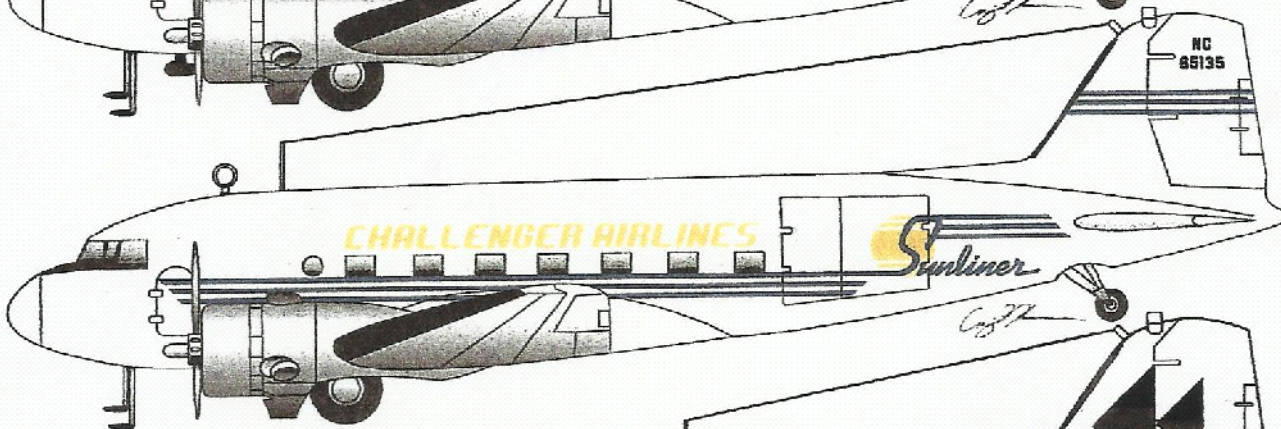
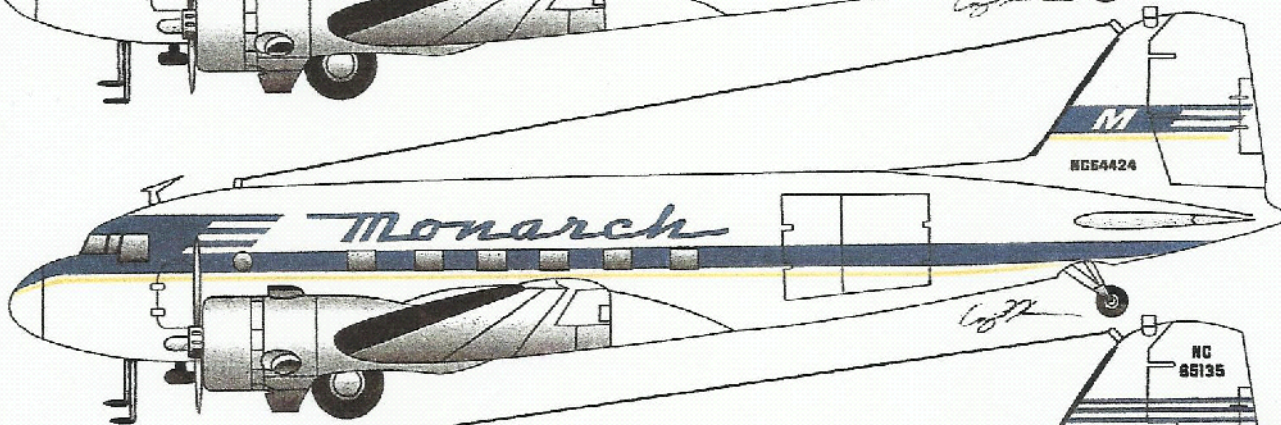
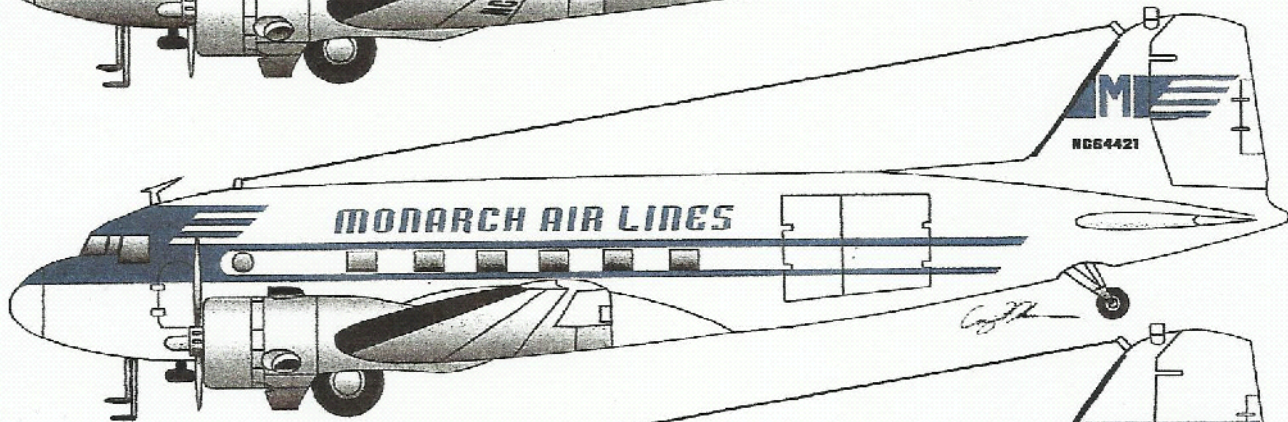
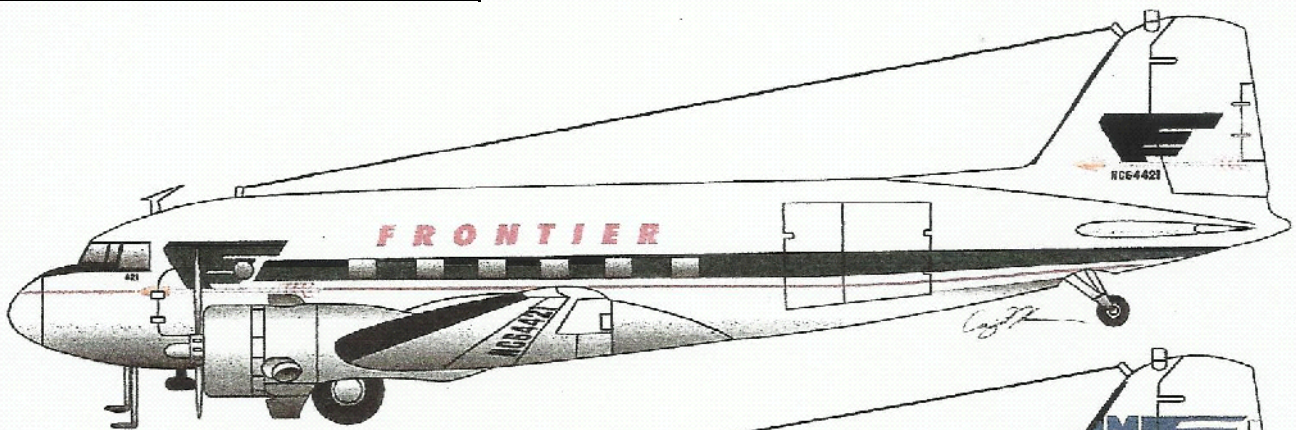
We will probably send out a flyer in the middle of May and then will follow up with another one when it gets closer to the date.

**-Shirley Drnovsek**

*(The number of reunions continues to decrease. It's a shame we have lost SLC, TUS, STL, DFW and BIL. But MCI has come back strongly with bi-monthly meetings. Maybe some FLolks at those stations will get something similar going. It doesn't have to be a big deal that requires lots of volunteer work. Just set a date and time and everybody invited to come dutch treat. Or reserve a pavillion or park space and invited everybody for a picnic - bring your own. Our numbers are steadily decreasing and every FL gathering is more important than ever.)*



Thanks to Craig Hansen for these sketches







# 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 Winter 2015 issue

**Jay Abbott,**

DEN pilot, 1/29/15, age 67, bicycle accident

**Carl Ade,**

GSW DAL DFW DEN pilot, 2/19/15, age 81, stroke

**Dottie Bingham,**

DEN accounting clerk, 10/7/07, age 61

**Billy Bonds,**

GJT DEN station agent, 1/6/15, age 67

**Leroy Bowman,**

DEN SNY STL station agent, 1/15/05, age 59, diabetes

**Jack Burt,**

DEN pilot, 2/11/15, age 79, aircraft crash

**Willie Brown,**

MKC DAL DFW DEN pilot, 1/5/15, age 78

**Laudie Chorne,**

ISN BIS station agent, 10/5/13, age 84, COPD

**Alling Cole,**

CN need more info, 1/16/80, age 57

**Mikki Kitzman Considine,**

DEN flight attendant, 2/16/15, age 85

**Nancy McClung Deadrick,**

need info, 2/4/94, age 61

**Sam Grande,**

SLC DEN pilot, 2/11/15, age 96, stroke

**Doug Hamblin,**

PRC station agent, 12/29/14, age 86

**Elsie Clapp Hansen,**

DEN flight attendant, 5/30/11, age 83, Parkinson's disease

**Jesse Heidrich,**

GJT senior station agent, 2/24/15, age 90

**Ike Isaacs,**

SLC DEN pilot, 2/27/15, age 91

**Jim Keding,**

GSW maintenance supervisor, 12/17/14, age 88, heart attack

**Jim Lengyel,**

DEN aircraft mechanic, 2/14/15, age 70

**Jim Montgomery,**

DEN assistant manager-ramp services, 1/27/15, age 96

**Joe Nale,**

DEN lead aircraft mechanic, 4/1/13, age 95

**Ray Orr,**

DFW ticket counter agent, 12/28/14, age 76

**Jerry Parkhill,**

FYV HRO HOU SGF station agent/manager, 1/14/15, age 83

**Dean Reynolds,**

VEL station agent, 2/6/15, age 91

**Walt Sayre,**

DRO COS FCA station agent, 1/6/15, age 77, stroke

**Rosemary Sullivan Schuster,**

DEN secretary, 12/29/14, age 87

**Greg Swanson,**

DEN sales representative, 3/11/15, age 59, heart attack

**Lyle Swedberg,**

CYS station agent/manager, 9/29/13, age 88

**Max Thompson,**

DEN mechanic, 9/8/13, age 64

**Sam Warriner,**

GSW DAL DFW DEN PHX STL ground mechanic, 3/8/15, age

66, brain aneurysm

**Betty Watson,**

DEN secretary, 12/21/14, age 83

**Doug Woodham,**

DEN marketing representative, 1/17/15, age 79

### In Memoriam

Apr 1979 FL News

**Captain Wayne Aspinall Jr.,** a veteran Frontier pilot for 30 years, died suddenly in Lake City, Texas, on Jan. 26. A captain since 1954, Aspinall logged many hours for Frontier and held a number of positions with ALPA before his retirement in 1978.

**First Officer Dennis Klock** was killed in the crash of an Air National Guard fighter near Denver on Feb. 28. A member of the 120th Tactical Fighter Squadron based at Buckley, Klock was just completing his first year with Frontier.

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**BETTY WATSON****1970 - 1986****SECRETARY****DEN**[http://FAL-1.tripod.com/Betty\\_Watson.html](http://FAL-1.tripod.com/Betty_Watson.html)

OBITUARY: Elizabeth T. Watson, 83, passed away peacefully on December 21, 2014 in Phoenix, Arizona. Born on February 21, 1931 in Fruitland Park, Florida, Betty was the youngest of the five children of Walter and Theresa Briles. Her family included Odilia, Cleo, Buster, and Babe (Glondolia).

At a young age she moved with her mother to Hanover, Kansas, and later to Denver. Elizabeth married Jack Watson in 1947 in Las Vegas, New Mexico, and they remained together for 45 years until his death in 1992.

In that time, they raised three boys, Gary, Tom, and Jack Jr.. Elizabeth married a second time in 1994, taking Richard Crites in a wedding performed by Cleo's husband, William Jolley, J.P., in Sheridan, Oregon. Richard passed away five years later.

Betty loved to travel. She enjoyed working in the aviation industry, and for many years served as president of the Frontier Airlines Employees Club.

Betty and Jack's ashes will be scattered together in the Pacific Ocean off the California coast on Valentine's Day. The family kindly suggests donations to Hospice of the Valley, [www.hov.org](http://www.hov.org).

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

**BILLY BONDS****1968 - 1986****STATION AGENT****GJT DEN**[http://FAL-1.tripod.com/Billy\\_Bonds.html](http://FAL-1.tripod.com/Billy_Bonds.html)

OBITUARY: Billy Myron Bonds passed away at the age of 67 on January 8th 2015. He was born November 5th 1947 in Burlington, Colorado. Billy attended Strasburg High School where he graduated in 1966.

Shortly after graduation, he married Juanita Poston and then moved to Kansas City, Kansas where Billy had attended airline school. They then returned to the Denver area and Billy joined the Air Force, where he was medically discharged.

Billy then landed a job at Frontier Airlines as a ticket agent, he was then transferred to work in Grand Junction where he remained under Frontier's employ for 12 years. Billy later returned to Strasburg and was employed at Stewart and Stevenson, BFI, and most recently ATEC as a heavy machinery technician and

welder.

In his younger years Billy enjoyed camping, fishing, bowling and taking trips with his family. In his later years he studied computers; enjoyed coin collecting and was an avid Denver Broncos fan and memorabilia collector.

Billy is preceded in death by his father Willis "Shorty" Bonds, mother Helen Bonds, brother Larry, half-sisters Margi Norris and Ginger Anderson, and daughter Tammy Alexander.

Billy is survived by his two sons Myron and Steven of Strasburg, CO, daughter Tracy Keen of Grand Junction, CO.; brothers Terry of Scottsdale, AZ, John; of Strasburg, CO and Jerry of Wheat Ridge, CO.; 5 grandchildren and 2 great-grandchildren; and several nieces and nephews.

Funeral services will be held On Friday, January 23rd, 2015 at 10:00 am at Strasburg Community Church, 56155 Sunset Ave., Strasburg, CO 80136.

-Sent by Ed Gonzales

**CARL ADE****1961 - 1986****PILOT****GSW DAL DFW DEN**[http://FAL-1.tripod.com/Carl\\_Ade.html](http://FAL-1.tripod.com/Carl_Ade.html)

Carl Aubrey Ade, 81, died Feb. 19, 2015 in Bowie, TX. A memorial service was at 5 p.m. Feb. 22 in the drawing room of The White Family Funeral Home. Graveside service will be at 2 p.m. Feb. 25 at the Dallas Fort Worth National Cemetery in Dallas, TX.

Ade was born Dec. 3, 1933 in Saint Louis, MO to Edwin and Audrey (Meador) Ade. He graduated from Missouri Military Academy in Mexico, MO and attended Texas A&M and Baylor University. Ade married Bette Barleben on Jan. 25, 1957 in Dallas, TX.

He worked as a pilot for Central and Frontier Airlines for 25 years and had extensive law enforcement background. They retired to South Padre Island, TX in 1986.

He is survived by his wife, Charlotte "Bette" Barleben Ade, South Padre Island; daughters, Evelyn Sorrels, Austin, Karla Howes, McKinney, and Karen Broussard, Bellevue; brother, Ed Ade, Arizona; sister, Mary Ade Rizzo, California; eight grandchildren; and 12 great grandchildren.

In lieu of flowers donations may be made to The Missouri Military Academy Scholarship Fund at 204 N. Grand Avenue, Mexico, MO 65265 or The Chapel By the Sea at P.O. Box 2478, South Padre Island, TX 78597.

-White Family Funeral Home of Bowie

Carl was not only a fine person, but a hell of a good aviator. He was a good friend to all he met - and a cut above in all other areas !!!

-John Winter



**ELSIE CLAPP****1951 - 1952****FLIGHT ATTENDANT****DEN**[http://FAL-1.tripod.com/Elsie\\_Clapp.html](http://FAL-1.tripod.com/Elsie_Clapp.html)

OBITUARY: Elsie Asten Clapp-Hansen-Faught, 83, of Fort



Collins passed away on May 30, 2011 after an 18-year management of Parkinson's disease. Elsie was born on September 29, 1928 in McCook, Neb. where she attended High School and graduated with honors in 1946. She attended Monticello College in Alton, Ill. and then transferred to the University of Nebraska in 1947. Elsie graduated from the University of Nebraska in 1951 with a Bachelor of Arts in philosophy and a minor in Spanish. After

graduation, she worked as a flight attendant for Frontier Airlines in Denver and then at Denver General Hospital, CO.

She married Richard Ray Hansen, M.D. at St. Alban's Episcopal Church in McCook, Neb. in 1952. Dr. Hansen enlisted in the USAF as a medical officer, during which service Elsie gave birth to surviving children, Richard Ray Hansen II, in Hawaii and Thomas (Tod) R. Hansen in Bangor, Maine (both currently in Fort Collins).

Dr. Hansen passed away in an airplane accident in 1982. Elsie re-married in 1989 to Thomas Faught and then re-located to Oakridge, Oregon where Thomas was head of logging operations for Pope and Talbot Logging Company. Following the death of Thomas Faught in 1992, Elsie moved to Steamboat Springs, Colorado.

Elsie also is survived by her brother, Hiram Cornell Clapp II (Flagler Beach, Florida); eleven grandchildren; and her stepson, Neil Faught (Oakridge, Ore.).

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

**DOUG WOODHAM****1973 - 1983****MARKETING REPRESENTATIVE****DEN**[http://FAL-1.tripod.com/Doug\\_Woodham.html](http://FAL-1.tripod.com/Doug_Woodham.html)

OBITUARY: Byron "Doug" D. Woodham, October 23, 1935 - January 17, 2015. Doug was born to Lee Woodham and Inez Scott in Odessa, TX in 1935 and was a 1953 graduate of Woodrow Wilson High School. He was active in boy scouts, achieving the rank of Eagle Scout. He was very proud to serve 4 years in the United States Navy.

Following his service in the Navy, Doug married Beverly Haddix, a classmate from Woodrow Wilson. After living in Florida, Oklahoma and Houston, they settled in Arlington, TX to raise their 3 children. Following their divorce after 13 years of marriage, Doug became employed with Frontier Airlines and began to pursue his passion of travel. He later opened a travel agency. He enjoyed many years of traveling around the world

with many different friends.

His most favorite activity though, was his civic involvement including the neighborhood crime watch, the Crime Watch Executive Board, the Dallas Police Department Citizens Police Academy and as an active member of the Community Emergency Response Team. He was instrumental in the formation of the Dallas Junior Police Academy. He loved having an impact on young lives and helping to keep his own neighborhood safe. Doug was loved by many and will be missed by his friends and family.

Doug is survived by his long time best friend, Randy Griffin, children: Laurie Newby, and her husband Matt of Royse City; Ricky Woodham and his wife, Deborah of Kaufman; Michele Neikirk and her husband Dan of Plano; 17 grandchildren and 14 great grandchildren; sister, Sonja Martin of Brenham; half-brothers, Kendall, Kenneth and Lee and half-sister, Kimberly; and numerous other family members and friends.

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

**MAX THOMPSON****NEED INFO****MAINTENANCE****DEN**[http://FAL-1.tripod.com/Max\\_Thompson.html](http://FAL-1.tripod.com/Max_Thompson.html)

OBITUARY: Larry Max Thompson, 64, passed away on September 8th at his home in Northglenn, Colorado. He was born on May 29, 1949 in Oil City, Pennsylvania to parents Joseph Claire and Lorean Rebecca Brinker Thompson. Max grew up in Pennsylvania and graduated from Keystone High School in Knox PA in 1967.

After high school he served in the Navy from 1970 to 1974, achieving the rank of Petty Officer, 2nd Class, attended the Pittsburg Institute of Avionics, worked as Chief

of Maintenance for several private companies including Braniff and Frontier Airlines. He became an A and P mechanic at United Airlines where he worked for 19 years.

Max married Rosanne Ruth Horning on January 14, 1983 in Westminster, Colorado and they were happily married for 30 years. Max was preceded in death by his parents Joseph Claire and Lorean Rebecca Brinker Thompson. Brothers-in-law James Horning, Joseph Horning. Memorial Services 10:30 AM Tuesday, September 17, 2013, at Crossroads Church 104th & Huron, Northglenn, CO.

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

**MORE GONE WEST**



## JACK BURT

1967 - 1986

PILOT

BIL DEN

[http://FAL-1.tripod.com/Jack\\_Burt.html](http://FAL-1.tripod.com/Jack_Burt.html)

OBITUARY: John Edward Burt (Jack), 79, passed away on



Feb. 11, 2015. Jack was born on Sept. 27, 1935 in Duquesne, PA to John & Elsie Burtosky and graduated from Conneaut Lake High School in 1953. He married Patricia Ann Flaugh in Meadville, PA on November 15, 1953.

Jack received his degree in Education from Slippery Rock State Teachers College. He entered the Army and became a pilot in various aircraft completing active duty flying the Grumman Mohawk. He retired as a Lt. Col. from the Army Reserves.

Jack joined Frontier Airlines in 1967 flying throughout the Rocky Mountain West. His airline career continued with Continental Airlines, and he retired as a 727 Captain. After retiring as a Captain he finished his career as a DC 10 Flight Engineer flying internationally until 1999.

Jack was a beloved grandfather, avid golfer and sports fan and his love of flying continued throughout his life. He is survived by his wife Pat; children Susan, Thomas, Kelly, Kristen; 9 grandchildren, and 1 great grandchild.

There will be a Memorial Service held in Jack's honor on Thursday, February 19, 2015 at 12 O'Clock Noon at the Horan & McConaty Family Chapel, 3101 South Wadsworth Boulevard, Lakewood, Colorado. A private family interment will be held at Fort Logan National Cemetery.

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

## DOTTIE BINGHAM

1974 - 1986

ACCOUNTING CLERK

DEN

[http://FAL-1.tripod.com/Dottie\\_Bingham.html](http://FAL-1.tripod.com/Dottie_Bingham.html)

OBITUARY: Memorial graveside services for Ronald L. White, who died on Sept. 13, 2012, and Dorothy "Dotty" E. Bingham-White, who died on Oct. 7, 2007, will be at 2:00 p.m. Saturday, May 25, 2013, at the Denison Cemetery in Denison, Kansas.

Ron White was born on March 12, 1954, at Siebert, CO, the son of Lou L. and Nellie N. White. He married Dorothy Bingham on May 6, 2005. He was preceded in death by his parents. Survivors include two brothers, Ray A. White and Donald L. White; and three sisters, Janet S. White, Glenna S. White and Merla J. White.

Dorothy "Dotty" E. Bingham-White was born on July 25, 1946, at Denison, the daughter of John Edwin and Anne Juanita Freeman Braum. She graduated from Central Heights High School at Lane, KS, in 1964. She attended college at Ft. Collins,

CO. Dotty had worked for Arlen's Department Store, Frontier Airlines and Diner's Club, all at Denver, CO.

She married Bob Bingham in 1968. They divorced in 1978. She was preceded in death by her parents.

Survivors include her son, Charles (Lisa) Bingham, Denver, CO; her daughter, Molly (Mark) Manuel, Aurora, CO; five brothers, Dan Braum, Shawnee, John Braum and Jim Braum, both of Denver, Phil (Victoria) Braum, Golden, CO, and Andy (Mary) Braum, Salina; a sister, Nancy (Curt) Luttrell, Wichita; six grandchildren.

Mercer Funeral Home in Valley Falls, Kansas is in charge of local arrangements.

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

## DOUG HAMBLIN

1950? - 1950?

STATION AGENT

PRC

[http://FAL-1.tripod.com/Doug\\_Hamblin.html](http://FAL-1.tripod.com/Doug_Hamblin.html)

OBITUARY: Douglas Hamblin, age 86, of Hayward, WI passed away on Monday, December 29, 2014 at St. Mary's Medical Center in Duluth, MN.

Douglas A. Hamblin was born January 21, 1928 in Chippewa Falls, WI the son of Frances and Vivian (Cressy) Hamblin. He moved with his family to Hayward, WI where he attended Hayward High School. Doug joined the U.S. Marines on May 9, 1946 in San Diego, CA and served until December 14, 1947. After his honorable discharge, Doug attended business school in Duluth, MN and then went onto Airline Training School in Kansas City, KS.

He went to work for Frontier Airlines in Prescott, AZ for a short time before taking a job with North Central Airline in Madison, WI as a flight superintendent.

On May 29, 1954 Doug was joined in marriage to Lillian Nellie Lamphear at the First Lutheran Church in Hayward. They lived in Bloomington, MN while Doug continued his work for the airlines. Doug retired from Republic Airlines in 1986.

Doug is survived by his wife of 60 years, Lillian; one son, Doug (Tammy) of Savage, MN; one daughter-in-law, Cary (Philip) Askvig of Burnsville, MN; five grandchildren; four great grandchildren; one brother, Bruce (Claudia) of Des Plaines, IL; and many nieces and nephews.

[-http://www.bratley-nelsonchapels.com](http://www.bratley-nelsonchapels.com)

## MORE GONE WEST



**RAY ORR****1962 - 1986****STATION AGENT, TICKET COUNTER AGENT  
DAL DFW**[http://FAL-1.tripod.com/Ray\\_Orr.html](http://FAL-1.tripod.com/Ray_Orr.html)

OBITUARY: Ray O'Daniel Orr, 76, passed away Sunday, Dec. 28, 2014, at a care center surrounded by his wife and daughter after a long battle with cancer.



Ray was born July 21, 1938, to Girlie Lovenia and Henry Sam Orr in Fort Spunky. After graduation from Glen Rose High School in 1957, he joined the U.S. Air Force in February 1958.

He married Lois Ann Hawkins on May 9, 1958, at Rock Creek Baptist Church. To this union, a daddy's girl, Virginia Lee, was born. While in the Air Force from 1958-1961, he refueled air-

craft at Ellsworth Air Force Base in Rapid City, S.D. After his service in the Air Force, Ray entered business school where his emphasis was on travel and transportation.

After graduation, he was employed with Frontier Airlines for 24 1/2 years. Ray and Lois finally settled in Euless, where he was very active with American Legion Post 379 and was a member of North Euless Baptist Church.

He was preceded in death by his parents and a brother, Bill Orr. Survivors: Wife of 56 years, Lois; daughter, Virginia Lee Nowicki and husband, Charles; grandson, Calvin Amadeus Nowicki; brother, Lowell S. Orr and wife, Betty; sister, Sandy Sue Koontz and husband, John; sister-in-law, Joan Orr; and a host of extended family and friends.

Funeral: 10 a.m. Friday at Lucas Funeral Home, Hurst. Interment: George's Creek Cemetery, Somervell County. Visitation: 9 a.m. Friday.

*-Fort Worth Star-Telegram on Dec. 31, 2014*

**ROSEMARY SCHUSTER****1949 - 1951****SECRETARY  
DEN**[http://FAL-1.tripod.com/Rosemary\\_Schuster.html](http://FAL-1.tripod.com/Rosemary_Schuster.html)

OBITUARY: Rosemary Therese Schuster, age 87, of Denver, passed away December 29, 2014. Survived by husband of 63 years, Leo; children Mark (Francine) Schuster, Steve (Connie) Schuster, Diane Garwood, David (Kelly) Schuster, Maureen (Ray) Rhode and Megan (John) Cicero; daughter-in-law Darlene Schuster; 7 grandchildren and 14 great grandchildren. She was preceded in death by son Leo J. Schuster and parents Les and Bernice Combs. Funeral Mass, Fri., 6:00 PM,

Most Precious Blood Catholic Church, 2250 S. Harrison, Denver with rosary preceding at 5:30 PM.

Committal will take place at Fort Logan National Cemetery at a later date. Contributions suggested to Catholic Charities, Arch-

diocese of Denver, Attn: Accounting, 4045 Pecos, Denver, CO 80211. Share condolences at Horan-Cares.com

Services: Date: Friday, Jan. 9, 2015 Time: 5:30 PM Location: Most Precious Blood Catholic Church 2250 S. Harrison, Denver, CO.

Funeral Mass:

Date: Friday, Jan. 9, 2015 Time: 6:00 PM, Most Precious Blood Catholic Church, 2250 S. Harrison Denver, CO.

*-Denver Post on Jan. 4, 2015*

Leo and I were married in 1951 and I quit Frontier shortly after that because someone told me I had to or Leo would lose his job. I can't remember who told me that married couples were not allowed to work at Frontier but I believed him or her. I later wondered about John and Donna Meyers and wished I'd looked into the matter.

*-Rosemary Schuster via email Apr 27, 2009*

**WILLIE BROWN****1961 - 1981****PILOT  
MKC DEN**[http://FAL-1.tripod.com/Willie\\_Brown.html](http://FAL-1.tripod.com/Willie_Brown.html)

OBITUARY: William Joseph Brown (October 7, 1936 - January 5, 2015) On January 5, 2015, William Joseph "Willie" Brown passed away at the age of 78.

He leaves behind his best friend and wife, Gretchen Brown; five children; five grandchildren; one great-grandchild; and his sister.

Willie was a pilot for the original Frontier Airlines, retiring after 20 years as a captain.

William was a loving father and true gentleman who through example taught his children what it meant to be a loving husband. He showed us all what it meant to be a man of true grit. A memorial will be held at a later date.

*-The Peninsula Daily News on Jan. 16, 2015.*

Willie Brown passed away Jan. 5. He and Gretchen were our neighbors in Flower Mound, TX for 22 years and they introduced us to this area of WA. We both moved here the same summer of 1997 so have continued a very close friendship with them. He and Gretchen were part of my support group when Lou died and it is surreal that now Gretchen is also going through it just two months to the day.

*-Kathleen Dionne*





## JOE NALE

1947 - 1986?

LEAD AIRCRAFT MECHANIC  
DEN

[http://FAL-1.tripod.com/Joe\\_Nale.html](http://FAL-1.tripod.com/Joe_Nale.html)

OBITUARY: Joseph S Nale, Sr., Birth: Oct. 8, 1917, Death: Apr. 1, 2013, US Army Air Forces, World War II, Burial: Fort Logan National Cemetery, Denver, Colorado, USA, Plot: Section 35, Site 125

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

I worked with Joe when I was a new mech in the 60s, great guy!

**-Jack McLaughlin**

Joe was my lead for a long while. Great guy.

**-Stu Hammersmark**

We were friends with his son, Ron, who also was a mechanic. Joe passed away

2 years ago. Ron, went to school with my husband and was best man at our wedding. FYI...Joe's wife, Florence is now in assisted Living care and not doing well. We see Ron once in awhile...

**-Lana Kelley**

I remember Joe Nale. I think he was a lead mechanic back then.

**-Paul Ruberg**

JOSEPH S NALE was born 08 October 1917, received Social Security number indicating New Mexico, died 01 April 2013.

**-SSDI**

## NANCY MCCLUNG DEADRICK

1952? - 1953?

CLERICAL OR RESERVATIONS?

GSW?

[http://FAL-1.tripod.com/Nancy\\_McClung\\_Deadrick.html](http://FAL-1.tripod.com/Nancy_McClung_Deadrick.html)

OBITUARY: Nancy Patricia McClung Deadrick, Birth: Oct. 9, 1932, Death: Feb. 4, 1994.

Nancy P. Deadrick, 61, of 122 Sunbright Drive, Bridgewater, PA died Feb. 4, 1994, at Rockingham Memorial Hospital in Harrisonburg.

Mrs. Deadrick was born Oct. 9, 1932, in St. Joseph, Mo., and was the daughter of the late Stuart and Fannie Kerns McClung.

Earlier in life, she was employed by the Braniff and Central Airlines and moved here from South Dakota in 1955.

She was a member of Harrisonburg Baptist Church. On Jan. 1, 1953, she married Joseph Dewey Deadrick Jr., who survives.

Also surviving are three sons, Kevin Deadrick of Kentucky, and Kirk and Kynn Deadrick, both of Roanoke; two sisters, Anna Lee Robinson and Linda Barker, both of Texas; and three grandchildren.

Dr. Thomas Reynolds will conduct the funeral at 11 a.m. Tuesday at the Kyger & Trobaugh Funeral Home in Harrisonburg. A private burial will be in Eastlawn Memorial Gardens. The family will receive friends 7-8 p.m. today at the funeral home.



## MORE GONE WEST

Memorial donations may be made to the Intensive Care Unit of Rockingham Memorial Hospital.

Family links:

Spouse:

Joseph Dewey Deadrick (1931 - 2007)\*

Children:

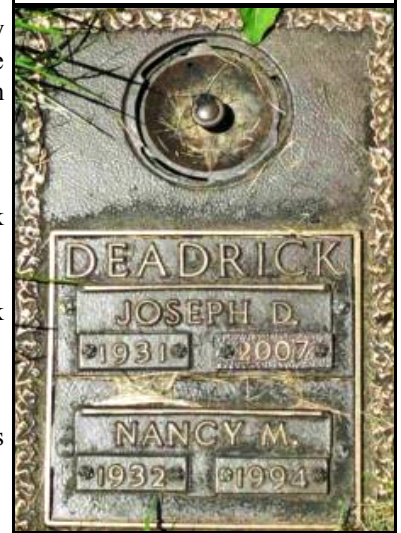
Kevin Scott Deadrick (1955 - 2004)\*

\*Calculated relationship

Burial:

Eastlawn Memorial Gardens  
Harrisonburg  
Rockingham County  
Virginia, USA

**-Harrisonburg Daily News Record**



## LAUDIE CHORNE

1954 - 1960

STATION AGENT

ISN BIS

[http://FAL-1.tripod.com/Laudie\\_Chorne.html](http://FAL-1.tripod.com/Laudie_Chorne.html)

Laudie J. Chorne, 84, Bismarck, ND, died October 5, 2013, at his home, ending his battle with COPD. A Mass of Christian Burial will be held on Wednesday at 11:30 AM at Church of St. Mary in Bismarck. Burial will be at St. Mary's Cemetery. Visitation will be Tuesday from 4:00 – 7:00 PM at Eastgate Funeral Service in Bismarck.

Laudie was born on May 30, 1929, to John and Agnes (Karsky) on a farm near South Heart, ND. He graduated from South Heart High School after which he attended Bismarck School of Business and later studied

journalism at the University of North Dakota. Laudie married Verna A. Kudrna on October 2, 1950, at Sts. Peter and Paul Catholic Church in New Hradec, ND.

In 1954, he joined Frontier Airlines and was employed as a public relations representative until 1960. Laudie opened his own travel agency, All American Travel, in Dickinson, ND. After selling the agency, he moved to Bismarck where he taught school at the Travel Career Institute for a few years and began writing for many historical magazines and newspapers. In 1997, Laudie published a book, "Following the Custer Trail of 1876".

Laudie is survived by his wife, Verna of Bismarck; his adopted children, Donna Kedish and Bernard Chorne both of Idaho; two sisters, Louise Gilbert of Warrenton, OR, and Janet Frank of Dickinson, ND; one brother, Raymond Chorne of South Heart, ND; and one grandson, Ashley Fleck of Chicago, IL. Memorials may be made to the Indian Mission at Fort Yates.

**-http://www.findagrave.com**



## JERRY PARKHILL

1955 - 1986

STATION AGENT, STATION MANAGER  
FYV HRO HOU SGF

[http://FAL-1.tripod.com/Jerry\\_Parkhill.html](http://FAL-1.tripod.com/Jerry_Parkhill.html)

OBITUARY: Jerry Lynn Parkhill, February 28, 1931 - January 14, 2014, a resident of Harrison, died at Fayetteville, January 14, 2015. He was 83 years old.



Memorial service will be at 10:00 a.m. Saturday, January 17 at Holt Memorial Chapel with Mel Harness officiating. He was born February 28, 1931 in Oakdale, LA, a son of William Smith Parkhill and Lula Belle (King) Parkhill.

He was a veteran of the U.S. Navy and arrived in Harrison in the Mid 50's as local manager of Central Airlines and later Frontier Airlines.

Jerry was a member of First United Methodist Church and its Fellowship Class. He was very active in Boy Scouts of America earning the rank of Eagle Scout and was the recipient of the Order of the Arrow and Silver Beaver Awards.

He was Scout Master of Troop 129 sponsored by First Presbyterian Church and also worked with the Cub Scouts. His hobbies were gardening, hunting, fishing, floating the Buffalo River, and hunting arrowheads. He, and his wife, Virginia, enjoyed volunteering in the local school system where they lead reading groups and Jerry taught Chess.

He was preceded in death by his wife, Virginia Ruth (Davis) Parkhill, and his parents.

Survivors include his son, Bob Parkhill and his wife, Pam; daughter, Susan Parkhill; stepdaughter, Virginia Troy Brown; two grandchildren, Kristin Dooley and Erica Cason; and three great grandchildren.

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

## ALLING COLE

19?? - 19??

NEED MORE INFO

[http://FAL-1.tripod.com/Alling\\_Cole.html](http://FAL-1.tripod.com/Alling_Cole.html)

OBITUARY: Alling Cole, 57, of 313 N. George St., semi-retired airline maintenance engineer and vocational teacher, died today, January 16, 1980, in Rome Hospital, where he had been a patient since January 3.

He was born on December 28, 1922 in Toledo, Ohio, son of Alling and Virginia Kennedy Cole. On June 27, 1947, in Northminster Presbyterian Church, Washington, DC, he married the former Millicent McWilliam.

Mr. Cole was a graduate of Cleveland Technical High School, Cleveland, Ohio, in 1941, and served in the Pacific during World War II with the Army Air Corps.

He attended Mohawk Valley Community College and was a graduate of Barton School of Aeronautical Engineering. He also

studied vocational and adult education at State University College at Oswego.

At one time he was employed by Pan-American Petroleum and Central Airlines, and owned his own business, Mack Tool Distributors in Tulsa, Oklahoma.

He came to Rome in 1962 and was employed by Mohawk Airlines. In 1964 he established the manpower program at Griffiss Air Force Base. He also taught at Riverside School of Aeronautics, and later, after he was semi-retired, he was assistant sevice manager at Sid Stockholm Ford.

Mr. Cole was a Boy Scout troop leader for 28 years and held the Order of the Arrow.

Surviving besides his mother and wife are a daughter, Sandra M. Cole, Rockville Centre, two sons, John A. Cole, Rome, and Willaim A. Cole, Los Angeles, a halfsister, Mrs. Frank (Anita) Yancy, Kentucky, two halfbrothers, Allen Cole and Albert Cole, both of Paduch, KY, and a grandson.

Funeral services will be held in the First Presbyterian Church.

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

## SAM GRANDE

1947 - 1978

PILOT

SLC DEN

[http://FAL-1.tripod.com/Sam\\_Grande.html](http://FAL-1.tripod.com/Sam_Grande.html)

OBITUARY: Sam Grande, 1918 - 2015, 96, of Denver, passed away Feb. 11, 2015. He is survived by children, Susan, Robyn, Anne and Mike; 8 grandchildren and 5 great-grandchildren. In honor of Sam please make a donation in his name to Kidsight-colorado.org

-*Denver Post on Feb. 15, 2015*

I was flying co-pilot with Captain Sam Grande, DC-3, when the Union Pacific Railroad was shut down between Rock Springs and Rawlins, Wyo by the blizzard conditions that stacked snow so high and deep the east-bound and west bound trains were unable to move.

Challenger was authorized by the CAA [FAA] to ferry supplies from each city involved like a freight operation. I don't remember how many trips we flew before going on into Salt Lake.

This is such a long time ago that I remember Sam and I lived in the same neighborhood. He had a car and we drove to within about a mile of our homes when we were stopped by wind, snow and icy roads.

When I reached my home, the wind had blown snow around my front door and into the entry hall. The Air Force from Hill AFB made air drops of hay, etc to the stranded animals wild and domestic. I remember that the braking conditions were very dicey for stopping and taxiing the airplane.

-*Jack Schade (7/13/09)*

Always a great Captain to fly with, a true gentleman!

-*Jack McLaughlin*





**JAY ABBOTT****1974 - 1983****PILOT****DEN**[http://FAL-1.tripod.com/Jay\\_Abbott.html](http://FAL-1.tripod.com/Jay_Abbott.html)

OBITUARY: James "Jay" Abbott, passed away on Thursday, January 29, 2015 at Harborview Medical Center in Seattle Washington. He was born on September 15, 1947 and was 67 years of age.



Abbott, the coach of Bainbridge's middle school mountain bike team, was 67. Abbott was briefly in a coma after crashing during a recent team mountain bike training ride in the Grand Forest.

An outdoor Memorial Service and Celebration of Life will be held in April and will be announced on the funeral

home website. Casual dress please. Arrangements are entrusted to Cook Family Funeral Home.

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

Thank you to all who have posted their thoughts and prayers for Jay. The love and support expressed here is profoundly meaningful and comforting for us all.

In the past 24 hours, with the tireless support of Jay's medical team, we now know that Jay will not survive his injuries. His spinal cord injury is termed 'complete'. He will not recover to move, swallow or breath on his own again. The accident and associated anoxia caused irreparable brain damage.

To you all, near or far, new friend or 'old', biker or sailor, skier or runner, Jay loved his life with you in it. We know this and appreciate every one of you!

[-http://www.caringbridge.org/visit/jayabbott](http://www.caringbridge.org/visit/jayabbott)

**JESSE HEIDRICH****1951 - 1986****STATION AGENT, SENIOR STATION AGENT****GJT**[http://FAL-1.tripod.com/Jesse\\_Heidrich.html](http://FAL-1.tripod.com/Jesse_Heidrich.html)

OBITUARY: Jesse Claude Heidrich, May 26, 1924 - February 24, 2015, passed away on Tuesday under the care of HopeWest in Grand Junction.

Jesse was a lifelong resident of the Western Slope. He was born in Hotchkiss, to James Elmer and Katherine (Allspaugh) Heidrich.

Graduating from Hotchkiss High School in 1942, he enlisted in the U.S. Navy in 1943. Jesse served as an Aviation Radioman in the Asiatic Pacific, and flew on the Navy's long-range patrol bomber PB4Y-2 Privateer until 1946.

After his service in the military Jesse moved to Grand Junction and attended Mesa College. His military service and interest in airplanes inspired him to work in the airline industry. He was employed by Frontier Airlines for 35 years at Walker Field, now the Grand Junction Regional Airport.

Jesse was an avid rock collector and enjoyed hiking, fishing,

and camping. His interest in geology was an outgrowth of his father's and grandfather's gold mining endeavor at the Heidrich Mine in Mountain Home, Wyoming.

Jesse is preceded in death by his parents; brother, James, and sister, Emma.

He is survived by son, Jeff (Mary Marchun); daughter, Lisa (James Kresl); and three wonderful grandchildren: Grey Heidrich, Elise Kresl and Braelyn Kresl.

Services will be at the Veterans Memorial Cemetery of Western Colorado.

*-The Daily Sentinel on Mar. 1, 2015*

**WALT SAYRE****1966 - 1986****STATION AGENT****DRO COS FCA**[http://FAL-1.tripod.com/Walt\\_Sayre.html](http://FAL-1.tripod.com/Walt_Sayre.html)

OBITUARY: Walter Sayre was born in Cortez, Colo. on April 23, 1937 and died January 6, 2015 in Whitefish, Mont..

He graduated from high school in Durango, Colo. and joined the Navy immediately after, spending two years in Italy with NATO on attaché duty.

Walter worked for Frontier Airlines for more than 20 years and transferred to the Flathead valley in 1979.

He had a lifelong love affair with books, collected a large library, and loved to read and had a special interest in history.

After developing rheumatoid arthritis, he volunteered his time with local nonprofit organizations and fell in

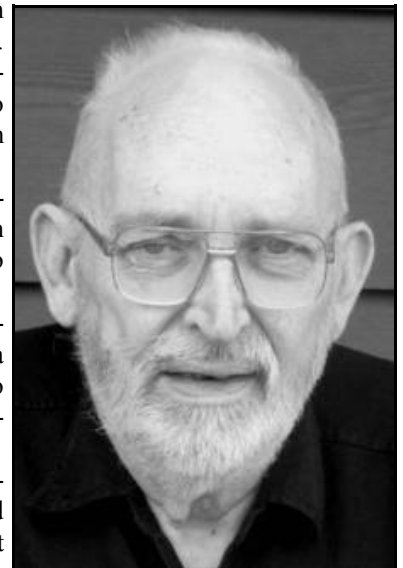
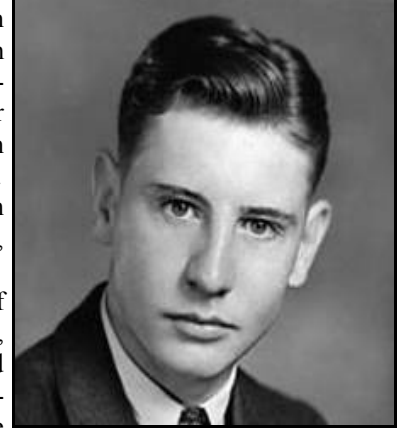
love with the Stumptown Historical Society. He served as president of the historical society for a number of years and truly enjoyed visiting with people who came in to visit the museum.

Walter researched information for the Looking Back column in the Whitefish Pilot and for a book entitled "Looking Back" for the historical society.

Walter had a unique sense of humor which will be missed. He loved people, telling stories and listening to the stories of others. Walter is survived by his wife, Anna; his son, Roger of Kalispell; his brother-in-law, Lynn Dean of Whitefish; his sister-in-law, Doris and brother-in-law, Marvin Guymon of Durango, Colo.; and his nephew Marvin Guymon Jr. of Denver.

He was preceded in death by his mother, Murriel Sayre and his father, Bruce Sayre.

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



**IKE ISAACS****1950 - 1984****PILOT****SLC DEN**[http://FAL-1.tripod.com/Ike\\_Isaacs.html](http://FAL-1.tripod.com/Ike_Isaacs.html)

Sadly, Ike has Gone West early this morning. No doubt



Captain Jack Schade was there to greet him along with many friends and family...

There will be a private grave-side service at the National Veterans Cemetery in Phoenix with a memorial service in SLC later this spring or summer.

Col. Seymour W. "Ike" Isaacs was just 18 years old when he went to war as a command pilot of the Boeing B-17 "Flying Fortress." Ike flew more than 50 missions during WWII, Korea, and Vietnam. Much of his

post WWII flying was with the Air Force Reserves and the Utah Air National Guard all while being an active pilot for the historic Frontier Airlines.

Imagine, being 18, never having driven an automobile, and becoming the pilot in command of America's four engine heavy bomber, the B-17. Ike's story was not all that uncommon for those dark days of our country's history. Frontier pilot, Ace Avakian, also grew up in New York and learned to drive AFTER WWII. (Ike was 91 years old.)

**-Billy Walker**

They laid Ike Isaacs to rest today and at 5 pm on channel 3 news in Phoenix the man who flies the news chopper gave him the nicest tribute.. A history of his war years a beautiful pic of a Frontier 727 in blue and gold of course and then the Stearman bi-planes with Billy flying 934 and talking to the news guy did a missing man flyover and THEN they flew the Flying Fortress over. The same plane he flew 50 missions in WW2. It was wonderful and a great tribute to a member of the greatest generation!

**-Linda Casey Hamala**

**SAM WARRINER****1966 - 1986****AUTOMOTIVE MECHANIC****GSW DFW**[http://FAL-1.tripod.com/Sam\\_Warriner.html](http://FAL-1.tripod.com/Sam_Warriner.html)

OBITUARY: September 14, 1948 - March 8, 2015, Samuel Eugene Warriner, 67, went to be with the Lord on March 8, 2015. His death was sudden and unexpected, but his memory and the character that describes this man will live long after his passing.

Service: 1:00 p.m. Thursday at Biggers Funeral Chapel. Committal: 1:00 p.m. Friday at Glen Rest Cemetery in Big Lake, Texas.

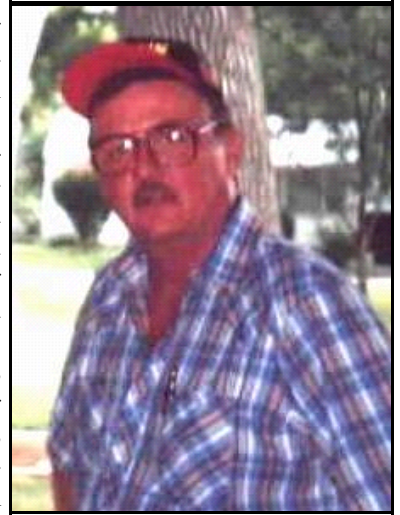
Sam's many friends and all have narrated and understood that he touched so many and their lives were made better by knowing this wonderful and giving man. The family can attest, certify and

declare that there was never a more loving and wonderful brother ever placed on this earth.

We will all miss his laughter, his smile and his impeccable heart. We hold you forever in our hearts and long for the day to see your smile again. Love you brother.

Survivors: include his daughter, Susan K. Warriner of Whitney; brother, James R. "Jim" Warriner of Whitney; grandchildren, Sam Master, Jacob and Erin Moore; and the one who loved him most, Linda Ball.

**-http://www.mybiglake.com**

**DEAN REYNOLDS****1953 - 1984****STATION AGENT****VEL**[http://FAL-1.tripod.com/Dean\\_Reynolds.html](http://FAL-1.tripod.com/Dean_Reynolds.html)

OBITUARY: Dean B Reynolds Age 91, Born in Salt Lake City, Utah, on September 19, 1923., Died February 6, 2015, at his home in Vernal, Utah.

He was preceded in death by his loving wife Donna Ray Lewis, parents Lynn and Crystal Beers, his brother Loran, and grandson Darin Helco. He is survived by two sisters, Eva York (Raymond) and Hazel Haws. He is survived by his three children, Jeri Helco (John), Bill (Bev), and Joyce Gardiner (LD).

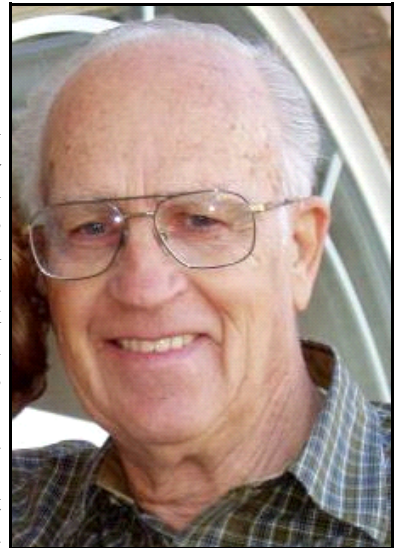
He attended school at Maeser Elementary and Uintah High School. He was drafted into the Army on January 27, 1944 and was then shipped overseas to England and attached to the Thirtieth Infantry Division as a Rifleman.

His unit landed on Omaha Beach in Normandy, France, on June 14, 1944. They participated in five major campaigns through France, Belgium, Holland, the Siegfried Line and Battle of the Bulge, fighting their way across Germany until meeting up with the Russians on the Elbe River at Magdeburg.

After the war, he was employed by Ashton Brothers from 1947 until 1952. Following this, he worked for Frontier Airlines for the next 30 years.

He was a member of The Church of Jesus Christ of Latter Day Saints. Funeral services will be held Tuesday, February 10, 2015 at 11 A.M. at the Maeser Stake Center. Interment will be in the Maeser Fairview Cemetery with military honors.

**-http://www.findagrave.com**





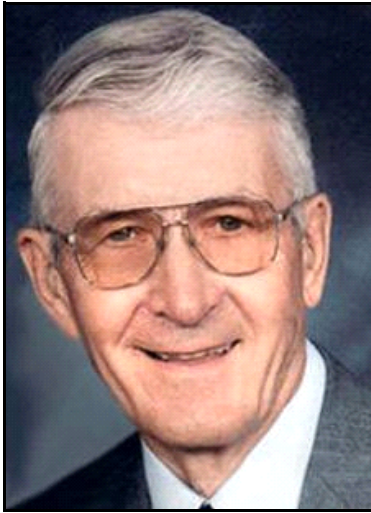
## LYLE SWEDBERG

1948 - 1949?

STATION AGENT  
CYS

[http://FAL-1.tripod.com/Lyle\\_Swedberg.html](http://FAL-1.tripod.com/Lyle_Swedberg.html)

OBITUARY: Lyle Theodore Swedberg, 88, died Sunday, September 29, 2013 at his residence at Windmill Ponds in Alexandria.



Lyle was born on June 26, 1925, in Fergus Falls, MN, to Theodore and Ruth (Hoff) Swedberg. He grew up on a farm near Battle Lake. In October of 1943 at age 18 Lyle enlisted in the U.S. Army and was stationed in Hawaii, Canton Island and Japan before his honorable discharge in February, 1946.

Lyle and Lorraine married on June 5, 1948, at Lorraine's parents' home in rural Battle

Lake and celebrated their 65th wedding anniversary this year.

In 1948, Lyle attended airline school in Kansas City, MO, followed by employment at Challenger Airlines in Cheyenne, WY, and Western Airlines in South Dakota and Minneapolis. In 1962 Lyle trained to be an air traffic control specialist and was assigned to the Pierre, SD, airport. After two years he transferred to Alexandria where he worked for 21 years until retiring in 1985.

Lyle is survived by his wife, Lorraine; children, Joyce (John) Cordes of Henning, Janet (Doug) Lundstrom of Owatonna, Judy (Rod) Skramstad of Alexandria, Jim (Diana) Swedberg of Alexandria, Jon (Karen) Swedberg of Marina, CA, Jerry (Lynette) Swedberg of Alexandria.

Visitation is at the Anderson Funeral Home in Alexandria on Saturday, October 5, from 9:00 a.m. to 12:00 noon and burial follows at Kinkead Cemetery in Alexandria.

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

## JIM KEDING

1949 - 1967

MAINTENANCE SUPERINTENDENT  
GSW

[http://FAL-1.tripod.com/Jim\\_Keding.html](http://FAL-1.tripod.com/Jim_Keding.html)

OBITUARY: James C. Keding (1926 - 2014), 88, passed away Wednesday, Dec. 17, 2014. Funeral: 9:30 a.m. Tuesday in Mount Olivet Chapel. Interment: Dallas-Fort Worth National Cemetery. Visitation: 3 to 5 p.m. Sunday at Mount Olivet.

Memorials: In lieu of flowers, donations may be made to Cornerstone Assistance Network. James was born Nov. 11, 1926, in Wisconsin Rapids, Wis.

He was preceded in death by his parents. Survivors: Wife, Betty Jo Keding; son, Robert Charles Keding; daughter, Linda Kay Keding and husband, Mike; grandchildren, Ryan and April Simpson, Jodi and David Carpenter, Rebecca Keding and Miranda Coffman; and great-grandchildren, Samuel, Grace, Lily, Brooke, Abigail and Landon.

-Fort Worth Star-Telegram on December 21, 2014

## MORE GONE WEST

I phoned Jim Keding's house to tell him about the death of Sam Warriner. Jim's wife told me he died last December. He was 88 years old and had a heart attack.

Jim was our boss at Central at GSW - he was the maintenance superintendent. He had been an aircraft mechanic and foreman before that. I don't think he came to Frontier in 1967 when we merged.

**-Brady White**

(Jim was in the first group of Central employees hired in August, 1949 when the airline started service.)



## MIKKI KITZMAN CONSIDINE

1950 - 1954

FLIGHT ATTENDANT  
DEN

[http://FAL-1.tripod.com/Mikki\\_Kitzman\\_Considine.html](http://FAL-1.tripod.com/Mikki_Kitzman_Considine.html)

OBITUARY: Virginia Mae "Mikki" Considine, also known as GG, 85, of Mankato, died Monday, February 16, 2015, at Cottagewood Senior Communities, Mankato.

Mass of Christian Burial will be 11 am, on Saturday, February 21, 2015 at St. Joseph the Worker Catholic Church in Mankato. Visitation will be one hour prior to mass at the church. An Irish wake will be held Friday, 6 pm, at Charley's Restaurant, 920 Madison Ave, Mankato.

Mikki Kitzman was born February 19, 1929, in Toledo,

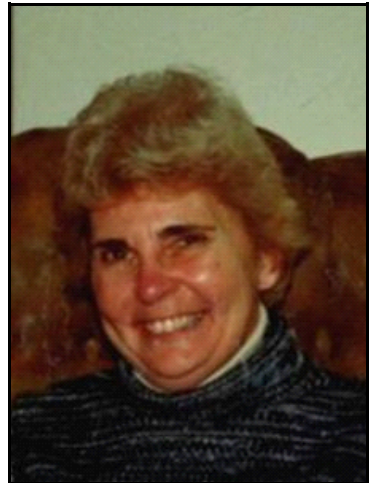
OH, and was named after her father's favorite boxer. She graduated from DeVilbiss High School and Toledo University in Education, and taught high school physical education for a few years. She moved to Boulder, CO, to pursue a graduate degree and met the love of her life, John Considine, Sr.

While in Colorado, she was one of the first airline stewardesses for Frontier Airlines

On January 30, 1954, Mikki and John were married in Chapel 2 at Lowry AFB.

Mikki is survived by her husband of 61 years, John, and three of their four children: Jack (Kristine Madsen) of Mankato, Margaret of St. Petersburg, FL, Daughter-in-law, Cindy Considine of Crosby, MN, and Michael (Rita) of Apple Valley, MN; seven grandchildren, John III (Mari) of Mankato, Kourtney of Mankato, Rory (Molly) of Billings, MT, Paul (fiancé Alyse Johnson) of Billings, MT, Ryan of Chelsea, VT, Sean of Mankato, and Rose of St. Cloud.

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



**LEROY BOWMAN****1969 - 1971****STATION AGENT****DEN SNY STL**[http://FAL-1.tripod.com/Leroy\\_Bowman.html](http://FAL-1.tripod.com/Leroy_Bowman.html)

Leroy Bowman and I went to school and church together. We



worked 7 different jobs together, we both went to AZUSA Pacific College in Southern California, and were very close.

He had Diabetes, and had a toe removed, then a foot, but it killed him. He has been gone for 10 years or so.

We both started in Denver, but he went to Sidney, Nebraska, and I went to GTF, but both of us ended up in STL. Then I went to SLC and he went with Western Airlines, then Braniff then Eastern.

I live in Spokane, WA. and Leroy lived with his older brother in Florida. He was living in Florida when he died. I understand he was cremated. His brother Duane is the one who called me to tell me of his death years ago. Both of his folks died just a little earlier than Leroy. I knew them very well. Leroy had two older brothers.

One who lived in Littleton Colorado (Gordon Bowman). Gordon had a family but he was in poor health most of the years I knew him, and I am sure he has passed on by now.

The brother in Florida (Duane Bowman) never married, (neither did Leroy).

Duane & Leroy always went to the Indy 500 and the big races in Florida.

This is a picture of what Leroy looked like. Probably taken about 1980 is my guess.

Leroy's nick name was "Peanuts". He was quite a jokester, and could keep you in stitches all day long. A very funny guy.

-Jerry Turner

**JIM LENGYEL****1973 - 1986****AIRCRAFT MECHANIC****DEN**[http://FAL-1.tripod.com/Jim\\_Lengyel.html](http://FAL-1.tripod.com/Jim_Lengyel.html)

OBITUARY: James "Jim" A. Lengyel, 70, of Gastonia, NC, passed away unexpectedly on February 14, 2015, at his residence. He was born in Cleveland, OH, on April 1, 1944.

He spent his professional life working for Frontier Airlines and US Airways before retiring after 37 years service in Charlotte, NC. Jim loved to joke and always wore a smile.

He was predeceased by his older brother Robert and his parents Andrew and Ann Lengyel. He is survived by his two beloved sons, Joel and Westin, three grandchildren, Seann, Ian and Kalli and two sisters, Marianne Kaput and Lois Lengyel.

The family will be conducting a Life Celebration Service for Jim at 3:00 PM Saturday, May 23rd, at the home of his son Westin in Kernersville, NC.

-Charlotte Observer

I worked with Jim in DEN and he was one of the first FL mechanics hired with Piedmont Airlines after the 1986 shutdown. They were so impressed with him that it opened the door for many more mechanics to get hired on with Piedmont. Jim retired about a year ago at age 69. He frequently visited Colorado all of these years. I have attached a copy of the Gastonia Gazette obituary. I will try to find a picture and send it or maybe one of the other guys here at Piedmont/Usairways/American airlines has one.

-Paul Ruberg

**GREG SWANSON****1978 - 1985****TCA, SALES REPRESENTATIVE****DEN**[http://FAL-1.tripod.com/Greg\\_Swanson.html](http://FAL-1.tripod.com/Greg_Swanson.html)

OBITUARY: Gregory Swanson, 59, of Placitas, NM (born in Oakes, ND) passed away unexpectedly on March 11, 2015.

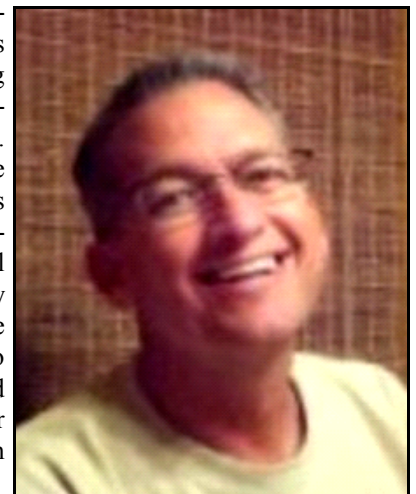
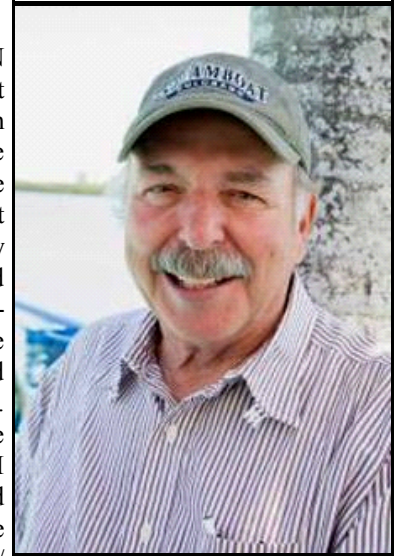
He lived and grew up on his family farm in Stirum, ND graduating from North Sargeant Central HS, Gwinner, ND. After completing travel school, he managed Ohlhauser Travel in Bismarck.

Later he moved to Frontier Airlines working his way into the marketing dept. From there he transferred with Frontier to St. Louis and then Denver. He joined AAA Colorado as Marketing VP and eventually started his own Travel Showcase/Travel Boy agency. Greg sold the agency after deciding to move to Placitas and worked as sales manager for a local construction company.

He is survived by Kurt Roe, his partner of twenty years, brothers Lee (Sandy), Don (Dianne), three nephews Dean, Dana, Eric and niece Christine, grandnieces and grandnephew. He was preceded in death by his parents Harvey & Vivian, and several uncles and aunt.

A celebration for Greg will be held in Placitas on Saturday, March 28, 2015 from 3:00-7:00 PM. Please RSVP for details by calling 505-235-1133. Memorials may be made to the Alzheimer's Association (alz.org) or Watermelon Mountain Ranch (wmranch.org). Arrangements entrusted to Riverside Funeral Home, 225 San Mateo NE, (505)764-9663.

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



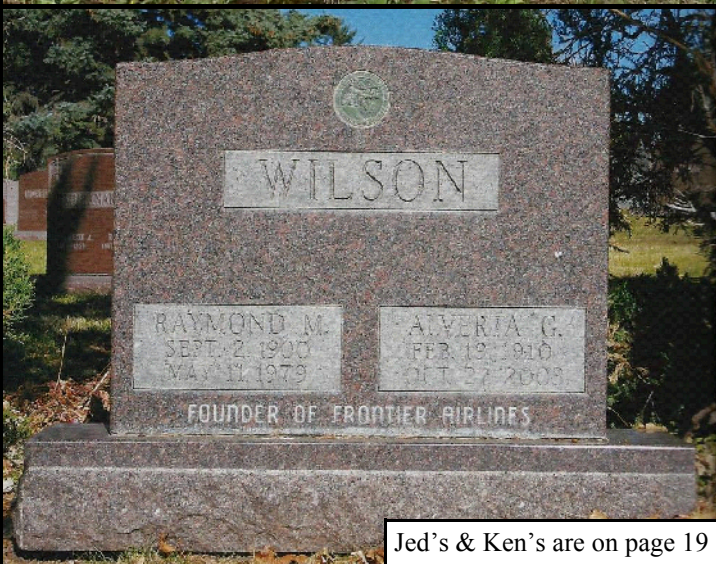




## FRONTIER TOMBSTONES

FLolks with something FL on their gravestones include Jack Kettler, Stu Marks, Ray Wilson, Dan Gough, Mo Osborne, Jed Macenroth, Logan Wilmoth, Ken Gieck and Lou Berets.

How many other companies have employees so proud that they put the company on their tombstones?





## GONE WEST FLIGHT ATTENDANTS

Alice Bordelon Adams, 12/13/11, age 67  
 Liz Freeman Adams, SLC? flight attendant, 4/19/11, age 80, Parkinson's  
 Dennis Aguilar, DEN flight attendant, 9/7/10, age 52, motorscooter accident  
 Willie Edwards Ahrens, DEN, 3/9/09, age 78  
 Ernie Alderete, DEN, Jun 81, age 29  
 Carolyn Jackson Appleby, 2/24/10, age 70, cancer  
 Jo Ann Arnett, flight attendant, 11/22/13, need info  
 Ellie Bastar, flight attendant, crew scheduler, 10/14/87, age 63, hit & run accident  
 Celia Owen Beardsley, DEN flight attendant, 3/16/13, age 72, COPD  
 Lee Kangieser Beck, 1/6/09, age 78  
 Darrel Behrend, DEN Monarch steward, 4/21/06, age 81  
 Sonya Lee Manweiler Benge, GSW CN flight attendant, 12/12/05, age 72  
 Sharon Berg, 8/18/09, age 65, cancer  
 Sandy Regan Berry, OMA flight attendant, 12/6/14, age 76  
 Jody Lohse Binkley, 5/29/99, age 65  
 Ginney Booth, 2/19/02, age 69  
 Melanie Boyd, 8/8/95, age 37  
 John Bramley, 9/11/09, age 55  
 Jeanie Merriott Breining, SLC flight attendant, 1/21/12, age 83  
 Marg Bussell, flight attendant, ticket counter agent, 11/18/10, 78, heart attack  
 Doug Calvird, station agent and DEN flight attendant, 12/25/13, age 64  
 Juanita S. Campbell, 7/14/02, age 77  
 Connie Capps, DEN flight attendant, 4/29/12, age 65  
 Leone Newby Carter, ACF flight attendant, 1973, age 40  
 Nancy Tipton Clopton, MKC GSW DAL flight attendant, 5/27/00, age 53, aneurysm  
 Lucy Michel Cooley, DEN flight attendant, 5/30/12, age 79  
 Sandy Murray Crowe, 3/16/05, age 61, cancer  
 Janet Crumpler, BIL OMA, 7/31/01, age 67, need more info  
 Janet Cupps, DEN, 5/7/90, age 51  
 Nancy Wilson Dailey, GSW, 3/8/09, age 67  
 Lori Espinoza Day, MCI DEN, 8/27/09, age 58, stroke  
 Cindy Donielson, AMA MKC DEN flight attendant, 2/15/74, age 28  
 Thelma Doyle, FTW GSW chief flight attendant, 6/8/84, age 58  
 Debby Grozier Ellenwood, DEN flight attendant, 11/1/13, age 60  
 Bettye Hunter Elrod, GSW flight attendant, 1/25/10, age 76  
 Karen McBride Erenfeld, SLC DEN, 5/26/02, age 49  
 Helen Etzel, SLC flight attendant, 9/9/14, age 90  
 Devar Fairbourn, DEN flight attendant, 10/21/05, age 50  
 Linda Fechner, MCI DEN flight attendant, 10/19/05, age 48  
 Jerry Fox, DEN chief steward, 1/5/88, age 62  
 Prensy Marshall Franco, 7/12/04, age 57  
 Elaine Carlson Fillmore, DEN?, 10/8/11, age 82  
 Pat Fackenthall Forehand, 5/12/00, age 61  
 Donna Garland, flight attendant and pilot, 9/1/99, age 50  
 Barbara Eastus Goode, GSW, 11/2/12, age 79  
 Mazie Graham, 3/3/09, age 66  
 Diane Hall, DEN, 3/9/06, age 63  
 Tom Hampton, DEN, 11/6/90, age 36, cancer

Elsie Clapp Hansen, DEN flight attendant, 5/30/11, age 83, Parkinson's disease  
 Penny Dearing Hansen, 7/23/09, age 57, cancer  
 Susan Hansen, need info  
 Rebecca Herbert, 2/5/02, age 55  
 Dana Hoch, 8/23/97, age 45  
 Jackie Racine Hoffman, DEN flight attendant, 7/17/14, age 86  
 Carol Johnson, DEN flight attendant, Jan 71, age 23, automobile accident  
 Bessie Couzin Juroszek, DEN flight attendant, 10/20/14, age 90  
 Cheryl Frederick Kardell, 10/8/06, age 60, stroke  
 John Kelly, 11/9/04, age 54, heart attack  
 Barbara Babcock Kramer, 7/3/14, age 67  
 Stephanie Hooter Kraus, DAL DFW DEN, 11/30/10, age 62, cancer  
 Marsha Ladewig, 12/1/04, age 60  
 Fred Lang, steward and auditor, 2/27/90, age 68  
 Elaine Langloss, 3/24/91, age 43  
 Linda Larche, DEN flight attendant, 12/4/90, age 38  
 Elaine Foos Lewis, 5/3/04, age 72  
 Virginia Ginn Marshall, DEN, 3/6/14, age 85  
 Rosalind Fells Matthews, MCI DEN, 11/16/98, age 46, automobile accident  
 Kathy McCormick, DAL DFW DEN, 5/23/02, age 53, breast cancer  
 Ruth Agnew McDonough, SLC, 7/11/04, age 67, cancer  
 Suzanne DeMier McGlashan, 4/8/09, age 54  
 Verna Beattie McGoey, 8/11/00, age 58, cancer  
 Deanna McKenna, 10/12/93, age 46  
 Diane McLaughlin, 8/2/85, age 34, DFWDL crash  
 Susie Landis Meyer, 8/24/06, age 65, cancer  
 Donna Togerson Miller, DEN flight attendant, Need Info, cancer  
 Helen Coons Miller, 7/28/96, age 62, cancer  
 Sally Schumann Milligan, DEN, 1/20/08, age 69  
 John Montgomery, MCI DEN, 4/21/92, age 35  
 Carolyn Jo Blythe Moyes, DEN flight attendant, 1/20/04, age 63  
 Gayle Deedman Muhlenkamp, DEN, 6/18/12, age 71, cancer  
 Michael Murphy, SLC DEN, Need Info  
 Bev Roberts Neal, PHX DEN flight attendant, 11/3/14, age 84  
 Bettina Tyson Newton, DEN flight attendant, 6/4/12, age 50  
 Lela Williams O'Connor, DEN flight attendant, 1/3/96, age 50, cancer  
 Kathy Schwartz Pafford, BIL, 12/28/11, age 68  
 Gerri Parish, GSW, 8/4/07, age 68, Lou Gehrig's disease  
 Rita Smith Perrin, CHA/FL, 2/25/05, age 76, cancer  
 Lavonne Peterson, 5/16/95, age 60, cancer  
 Barbara Petty, Mar 74, age 31, heart failure  
 Scott Ponton, 3/22/94, age 42  
 Mary Warhover Pover, DEN flight attendant, chief clerk, 9/23/75, age 52  
 Vi Lester Powell, DEN chief flight attendant, 10/9/01, age 68  
 Betty Green Pratt, GSW flight attendant, 8/26/12, age 76  
 Dorothy Reif, 3/12/64, age 22, DC-3 crash at MLS  
 Sonje Fredericksen Rogers, MKC MCI DEN, 8/11/09, age 62  
 Linda Jones Rosenlund, SLC flight attendant, 10/24/07, age 65  
 Alana Rua-Schubert, DEN flight attendant, 1/26/13, age 58, cancer  
 Terri Portlock Rutherford, DEN flight attendant, 1/5/13, age 53, heart attack  
 Grace Twite Scantlin, 4/14/11, age 71, cancer  
 Paula Locke Schkade, GSW DEN DAL DFW, 2/19/02, age 61

Joyce Darby Schmid, 10/11/03, age 64  
 Gene Schroeder, DEN flight attendant, 1/15/91, Age 39  
 Ruth Mogenson Sheridan, SLC flight attendant, 8/12/13, age 76  
 Pat Larsen Sherwin, PHX DEN CHA/FL flight attendant,  
 10/16/07, age 78  
 Carolyn Ann Pittman Selinger, 6/6/11, age 72  
 Lee Smart, DEN, 12/16/89, age 35  
 Julie Lemer Smith, 10/30/03, age 45, cancer  
 Karla Friedman Sobelman, MCI DEN flight attendant,  
 10/14/13, age 56  
 Carol Specht, 1/10/11, age 85, lung cancer  
 Darlene Wiley Sprenger, DEN communications operator,  
 reservations agent and flight attendant, 12/31/13, age 73  
 Irene Replogle Stadtmiller, DEN chief stewardess, 7/22/02,  
 age 84  
 Shari Steadman, 8/13/09, age 67, liver failure  
 Marilyn Satee Stenvers, DEN flight attendant, 9/8/01, age 65  
 Carol Pickett Stillman, SLC DEN, 5/23/13, age 68, cancer  
 Stephanie Stokes, DEN flight attendant, 1/31/13, age 68  
 Betty Snyder Stone, 11/27/09, age 81  
 Patty Kirwan Swenson, FA & maintenance scheduler, 9/13/09,  
 age 70, cancer  
 Judy Butz Symmes, SLC, 2/25/11, age 68, aneurysm  
 Sam Ewing Taulli, 4/26/04, age 58, surgery  
 Lyman Thomas, DEN steward & GUC station manager,  
 2/4/03, age 76  
 Leslie Asay Thorstensen, SLC, 9/12/09, age 65, pulmonary  
 fibrosis  
 Vicky Marosan Tilton, DEN flight attendant, 8/7/11, age 84  
 Kay Knudson Undlin, DEN flight attendant, 7/3/11, age 70  
 Myrna Ritter Vincent, OKC flight attendant, 5/4/13, age 71,  
 cancer  
 Buddy Washington, DEN flight attendant, need info  
 Helen Murphy Webster, 3/13/13, age 85  
 Jack Weiss, DEN MON/FL steward & crew scheduler,  
 11/3/04, age 78  
 Jean Mehaffey Whitlock, GSW DAL, Oct 75, age 40,  
 auto accident  
 Lana Nicholas Willett, flight attendant, 6/14/13, age 66, cancer  
 Donna Hicks Williams, SLC DEN, 1/13/07, age 64, stroke  
 Beverly Howell Wilson, DEN flight attendant, 8/22/02, age 51,  
 brain aneurysm  
 Carol Ann Wolfe, DEN FA & Clerical, 4/26/06, age 60, cancer  
 Libby Decker Woodfill, DEN chief flight attendant, 2/3/09,  
 age 87

## A NOTE ABOUT FLIGHTS WEST

There are now 1555 memorial webpages posted at the Frontier website. That includes all FLOlks that I know about who have flown west.

However, it does not include the backlog of items I have about those FLOlks already posted which includes photos, comments and articles I have come across about them but have not had time to add to their memorial webpage yet. Sometimes it's a struggle just to keep up with the new ones coming in - about ten per month right now. I expect that to increase as our group ages even more.

My dad was with the 10th Armored Division in WWII. They were the ones General Patton first sent into Bastogne. The 10th had reunions every year for decades but as they aged and attendance dropped they finally had to disband their veterans' group. It will happen to us too. That's the "nature of the beast" to quote a

phrase I heard a lot in DEN in 1985-86.

Back to the backlog which I hate to contemplate. By craft I presently have this many items awaiting addition to the appropriate memorial webpages: Agents - 256, FAs - 11, Maintenance - 205, Management - 483 and Pilots - 569 for a total of 1524.

That does not include the webpages needing an upgrade from the websites with advertising that we used years ago. My goal is to do one webpage per day but I don't always make it. That's why you see so many emails posted about FLOlks gone west.



Thank you for the wonderful job you do on the newsletter. Keep up the good work as I know it's a job. It's hard to believe that Ace would have turned 90 the 10th of Jan and will be gone 4 years in Feb. Where does the time go?

**-Janet Avakian, flight attendant**

Worked for FL for twenty eight and half years. Worked most of it on line maintenance. Worked a little over two years. Quit. At Continental. Went to work to start their freight airline. (UPS) Louisville KY. Denver CO Salt Lake UT.

My wife Helga passed away in 2008. I retired in 2005. Live in Parker CO. Two sons live in the Denver area and my other son Dave works for the FAA in Fort Worth TX. Have two mules Like fishing and snowmobiling. Still see some of the guys once a month for our maintenance breakfast - First Wed. at 09.00 at Charlottes Webs 52nd and Dalha

This year I received Charles Taylor award from FAA.

**-Bob Keefer, aircraft mechanic**

Just to give you and update on Cliff Brown. Last time I updated you Cliff wasn't expected to get any better. Then, on Christmas Eve day I found him in the bathroom and he wanted to know when breakfast would be ready.

Since then he has improved everyday and walks great with his walker. His memory is mostly back (he has vascular dementia not Alzheimers) most days. I have a picture taken Sunday of him and the family which will follow this.

Strange how God works but am forever thankful for him and his powers. Cliff has been reading the FL News from Jake and does remember some of the people he was closest with. Hopefully he continues getting better and if ever possible attend the PHX/DEN reunion. Thank you all for your good wishes and concern.

He's doing good and after years of talking about it, Cliff and I got married again on 1/21/15. Only 38 years after our divorce. God works in mysterious ways. Total time together 43 yrs and best friends 60 yrs. This is for all who didn't know.

**-Barbara Brown**

Once in a great while I do see a name that I remember. I have found info showing me with Monarch 1946 Fall to Summer 1948. Really enjoyed story by Bill Wayland as I saw several names that I worked with. That first bunch at Monarch was just fresh out of WWII and were hell raisers - Joe Romano, Swede, Stewart, Myers, McCann, Aden

**-Dick Faucett, Monarch flight steward**

John Feldman, Al's son, worked for FL 1980-84 as an aircraft parts scheduler. He emailed that he has been diagnosed with the same fatal genetic disease that afflicted many on his mother's side of the family.

His time left is limited so if you knew John at some point at FL or else admired his dad or just to do a good deed, email him at JohnFeldman@hotmail.com and renew your friendship or just touch bases with a FLellow facing a rough road ahead.

**-Jake Lamkins, senior station agent**

Jake, Even though we only worked together for a short time in Denver, I want to thank you for the most exceptional job you have done to keep the Old Frontier Airlines alive. Every issue of the FLamily you put out is a godsend. Thank you my friend, and keep up the great work.

**-Dennis Grizzle, station agent, 04/20/65 to 1986**

Enclosed is my renewal for FL News. Enjoy it. There never

was a family like the FL family. Miss them. I stay in touch with some. Time is marching on. I am now a great grampa - Three times. Never would have thought it.

**-Irvin Moody, station agent**

I got a rare opportunity to fly the Convair 580. I am a private pilot, not a commercial pilot, and now that time has marched on, and the Captain is now dead, I can "let the cat out of the bag".....

I was stationed in GTF in 1969 before my move to STL in that same year, and I got bumped in CPR. I was walking off the airplane with my parachute gear, as I was, and am a skydiver. I just got in to the terminal when the ops mgr. asked me if I was Jerry Turner. I said yes, and they told me that Captain Ron Litton saw me get off with my parachute and said I could ride the jump seat.

I did not know that Ron was the captain on that flight when I got off, but he and I were both skydivers and had made a few jumps together. While taxiing out to the runway, I said to Ron, that I could probably fly that airplane if I had to. He said ... Oh, you think you could, and laughed. Nothing else was said, but just after take off, and about 400 feet in the air, Ron asked the 2nd officer if he had it under control, and he said he did. Ron got up out of the captain's chair, and said, well.... here is your chance!

I got to fly it from CPR to LAR. I was on final approach and at about 500 feet, when he said we had better swap seats. He let me turn the plane several different headings so I could get the feel of it, and raise and lower the altitude. I even got to pull the flaps and lower the landing gear. He said just make smooth moves, so nobody gets sick in the back. That was a treat that I will never forget. That was N73161 and on November 23rd, 1969.

**-Jerry Turner, station agent**

Great job Jake. Just finished reading it online. Sad to see all the names of those "Gone West" but guess we have no control over that.

Dropped Billy Walker a note and mentioned the nice article with him and Bob Banta. They are 2 very special people and I was so happy to have known Bob. We always had time for a visit and now and then a "big hug" before he got back on the plane.

May you have a great Happy New Year and may 2015 be good to you and your family. Keep up the good work. Sincerely,

**-Ginger Treptow, senior ticket counter agent**

Reading through the Winter edition of our Frontier News was almost like a High School reunion for me. In June, 1949, my Dad was transferred from ABQ to DEN. That fall I went from a rural school, first grade through eighth grade, to a school in the city (Byers Junior High), with a cafeteria, a gym, and each class was in a different room!

Talk about culture shock, I was completely lost. The very first classmate, at Byers, that befriended me pilot was Dave Norland. We remained classmates and friends all through junior high and high school at Denver South High.

About ten years after graduation, while I was working weight and balance at ABQ, the crew came in off an in-bound flight, and one of the pilots was Dave Norland. The out-bound flight was almost delayed while we caught up.

Another class mate of 1955 who went to work for FL was Dick Stevens, a pilot. His older brother "Chick" Stevens, was a check pilot, I think. Dick was a super athlete.

**-Jim Wilds, station agent**



I have a fond memory of a Christmas night layover that Frontier had in Riverton Wyoming. We got in about dinner time that night. When we got to the Lodge, the owner told us that he had asked the owner of a restaurant to stay open so that our crew could have a Christmas dinner. When we arrived at the restaurant, we were the only ones there. The name of the restaurant was called BULL Balls, so you can guess what we had for dinner, along with drinks and all the goodies that went with dinner. The bull balls were the best that I had ever ate. The crew and I ate all we could hold. The best part was the whole thing was on the house.

As we now live in Cody, Ellie and I went back to Riverton to see if we could find the Restaurant, but could not find anyone that knew of it. Thanks again for sharing good memories.

#### **-Lew Wiser, pilot**

A little over forty years ago Frontier Airlines (the original Frontier Airlines) ran an air service for some small towns in Montana and the Dakotas they called it the "High Line". The "High Line" was based in Great Falls, Montana. Every morning two airplanes took off from Great Falls and flew east. One made stops in Havre, Glasgow, Wolf Point, Williston, and Minot. The second airplane flew a more southern route from Great Falls to Lewistown, Billings, Miles City, Glendive, Sidney, and Williston. When the airplanes reached the eastern terminus they turned around and retraced their route back to Great Falls. It was full days flying by the time the planes were back in Great Falls.

Frontier flew it for years with their dependable old DC-3s. This was the days of the CAB (Civil Aeronautics Board) who dictated where and how often an airline would fly serving large and small communities across the nation. As the loads dwindled and the DC-3 got more expensive to maintain and operate Frontier decided to replace them with a couple of De Havilland's new DHC-6 Twin Otters. Down in Southern California a small operator Golden West Airlines was just getting started. They were a recent amalgamation of four airlines Aero Commuter, Golden West Airlines, Cable Commuter, and Skymark Airlines operating under the name Golden West Airlines.

Golden West was the biggest Twin Otter operator in the country at that time and not all the aircraft were needed to operate the Golden West schedules. In the fall of 1970 they contracted with Frontier Airlines to operate the "High Line" until Frontier could get their new aircraft on line and their crews trained.

So Thanksgiving day 1970 found my copilot and myself flying east in the morning headed eventually for Minot with several intervening stops. There was a great guy in Glasgow that managed the airport, operated a small fixed base, and was contracted by Frontier to handle the P-M-X. P-M-X being passengers, mail, and express (cargo). The fellow's name was Vic; I don't know that I ever knew his last name. He had eked out a living in aviation up in that part of the country for many years. I'm talking biplanes on skis and radial engine Stinson's. I liked Vic and his family all of whom helped him operate the airport. I remember his son was there and he the son had a new baby. I always tried to manage my fuel so I could buy fuel from Vic.

As we departed Glasgow on the east bound leg Thanksgiving morning I jokingly said to Vic something like "we'll see you for dinner" and didn't give it another thought. In Minot at the end of the east bound run a passenger that owned a hotel insisted that we ride into town and have lunch at the hotel, which it turned out

he bought.

West bound again the weather deteriorated and the wind was on the nose of the airplane about 40 knots. The Otter cruised about 150 knots true air speed so we were only making around 110 knots over the ground. By the time we made approaches at Williston and Wolf Point we were running late. By the time we pulled into Glasgow we were well behind schedule. It was dark and snowing pretty good. The ramp was sloppy with slush that was trying to freeze.

We got the paperwork finished and quickly loaded the passengers and got the plane closed up. I was looking out into the dark in front of the airplane for Vic to give me the hand signal and that it was clear to start the engines. When there was a knock on the cockpit door, the twin Otter had an exterior door on either side of the cockpit for the crew to use to climb in and out of the airplane. When I looked out I could see Vic standing just below the door with what appeared to be a package in his hands. I opened up the door and Vic handed up a brown paper grocery bag and said something about Thanksgiving dinner. We, me and the copilot said thanks and set it on the floor between us.

We got the engines started and took off for Great Falls by way of Havre. We climbed up high enough to be sure the ice wasn't sticking to the airplane and took the bag off the floor to get the sandwiches or whatever was in the bag Vic gave us.

I think of that Thanksgiving every year at this time and of Vic and his family his kids and grandkids. You see in that brown paper bag was two complete Thanksgiving turkey dinners. Not just a couple of slices of turkey but two complete dinners right down to china plates and silverware, dressing, cranberry sauce, mashed potatoes with gravy, two slices of pumpkin pie, two cokes, and two drum sticks. We both sat there just a bit this side of nirvana munching on those two dinners in the quiet solitude of the De Havilland's cockpit having Thanksgiving dinner on the High Line.

#### **-Fred Austin, Golden West pilot**

I flew those routes in both the 580 and the Twin Otter. It was a cold and lonesome place to fly in the winter. However, there were some GREAT folks, caring folks, like Vic.

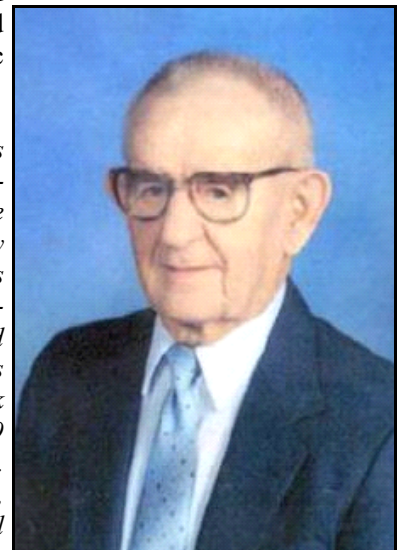
#### **-Billy Walker, pilot**

I was born and raised in Glasgow, and learned to fly at Vic's Wokal Flying Service. I have lots of Frontier and flying stories, and loved Vic "like a father".

#### **-Al Beardsley**

*(The hero of Fred's story is Vic Wokal, FL's GGW station manager in 1970. The airport at GGW is now named Wokal Field in his honor. On his 90th birthday, Vic's family chartered a open cockpit Great Lakes biplane and the pilot took Vic up for his requested 9 loops and a few barrel rolls.*

*Vic flew west on Jan 15, 2006, age 92. His memorial webpage is posted at [http://fal-1.tripod.com/Vic\\_Wokal.html](http://fal-1.tripod.com/Vic_Wokal.html))*



**SERVICE AWARDS****FRONTIER NEWS****APRIL 1973****25-YEAR SERVICE PINS**

Dick Cantwell, Lead Aircraft Tech., DEN  
 Warren Hill, Lead Aircraft Tech., DEN  
 Ken Holmes, Inspector, DEN  
 Ben Lemme, Aircraft Tech., DEN  
 Ed Lintz, Aircraft Tech., DEN  
 Irwin McManis, Aircraft Tech., DEN  
 Lou Simpson, Lead Aircraft Tech., DEN

**20-YEAR SERVICE PINS**

Blanford, D. V., Station Agt., PHX  
 Lamb, T. H., V. P. Schedules and Tariffs, DEN  
 Pejko, E., Aircraft Tech., DEN

**15-YEAR SERVICE PINS**

Banta, R. W., Captain, DEN  
 Blackerby, B., Flight Simulator Tech., DEN  
 Callahan, C. S., Captain, DEN  
 Ceretto, T. L., Senior Station Agent., RAP

**10-YEAR SERVICE PINS**

Beck, J. O., Inspector, DEN  
 Carlson, V. W., First Officer, DEN  
 Carison, B. J., Sr. Acctg. Clerk, DEN  
 Gregory, W. J., Aircraft Tech., DEN  
 Martin, A. J., First Officer, SLC  
 Poling, C. D., Stewardess, DEN  
 Poppers, D. A., First Officer, DEN  
 Warinner, W. J., First Officer, DEN  
 Witters, L. O., Station agt., CYS  
 Young, N. S., Sr. Res. Agt., DEN

**5 - YEAR SERVICE PINS**

Aldridge, R. E., Aircraft Tech., DEN  
 Allen, K. L., Res. Agt., MCI  
 Beall, R. O., Dir. Line Maintenance, DEN  
 Bender, P. J., Station Agt., DEN  
 Blaha, C., Ticket Counter Agt., DEN  
 Bowers, G. L., Ld. Stationary Engineer, DEN  
 Brown, N. H., Aircraft Tech., MCI  
 Bruley, S. I., Foreman, DEN  
 Butler, R. G., First Officer, GTF  
 Cambra, E. W., Aircraft Tech., DEN  
 Carls, N. J., Jr. Accounting Clerk, DEN  
 Coon, R. L., Plant Maint. Mechanic, DEN  
 Crandall, D. L., Aircraft Tech., DEN  
 Crowder, J. R., Aircraft Tech., DEN  
 Davidson, H. E., Aircraft Tech., DEN  
 Difilippo, J. F., Station Agt., SLC  
 Fields, S., Ticket Counter Agt., DEN  
 Flemming Jr., J. K., Station Agt., DAL  
 Fogg, F., Station Agt., BZN  
 Gent, T. M., Station Agt., DEN  
 Gulikers, M. J., Station Agt., OKC  
 Hail, E. T., Aircraft Tech., DEN  
 Hermann, R. E., Second Officer, DEN  
 Holcomb, B., Secretary, DEN  
 Holmgren, L. R., Station Agt., ICT  
 Holmstrom, V. H., Station Agt., SLC  
 Horn, K. N., Workload Controller, DEN

Hoyt, F. M. Aircraft Tech., DEN  
 Hutchison, J. F., Station Agt., FMN  
 James, R. L., Aircraft Tech., DEN  
 Jones, J. P., Foreman Facil Maint., DEN  
 Knipper, D. F., Sr. Agt., DEN  
 Kramer, J. L., Aircraft Tech., DEN  
 Lamon, R. J., Sr. Agt., LAW  
 Legler, N. F., Aircraft Tech., DEN  
 Lesan, G. E., Station Agt., DEN  
 Lindsey, C. J., Aircraft Tech., DEN  
 Lusby, K., Sr. Data Conversion Opr., DEN  
 Magee, P. A., Mgr. Conv. Mrkt. Plng., DEN  
 Marso, D. J., Second Officer, DEN  
 Moore Jr., J. L., Lead Cleaner, STL  
 Naylor, K. D., Aircraft Tech., DEN  
 Ortery, J. W., Lead Mech., MCI  
 Pennie, C. W., Plant Maint. Mechanic, DEN  
 Perkins, C. L., Aircraft Technician, STL  
 Pirkel, L., Subcontract Administrator, DEN  
 Powell, K. A., Aircraft, Tech., DEN  
 Ray, D. L., Sr. Accounting Clerk, DEN  
 Riddle, J., Supv. Res., MCI  
 Ruddell, D. G., Ticket Counter Agt., MEM  
 Salli, P. J., Aircraft Tech., DEN  
 Sauer, S., Reservations Agt., MCI  
 Saunders, R. J., Cleaner, DEN  
 Scott, B. L., Asst. Dispatcher WT, DEN  
 Shears, S., Station Accounting Clerk, DEN  
 Taylor, J. L., Aircraft Tech., DEN  
 Thomas, C. W., Stock Clerk, DEN  
 Trujillo, D., Station Agent, DEN  
 Uphoff, V., Station Agent, BFF  
 Vanvleck, D. K., Res. Agt., MCI  
 Wagstaff, R. E., Aircraft Tech., DEN  
 Wallace, J., Aircraft Tech., DEN  
 Warford, M. L., Aircraft Tech., DEN  
 Welty, A. M., Ticket Counter Agt., CPR  
 Wendel, L. A., Maint. Trng. Instr., DEN  
 Winter, J. T., First Officer, DEN  
 Wood, D. S., Aircraft Mech., DEN  
 Woodward Jr., G. W., Station Agt., CPR

**Maintenance**

CLARENCE FULLER has joined the Maintenance and Engineering Division of Frontier in the position of Director of Production Planning. In this capacity, he will assume full responsibility for all planning and production control programs for the Maintenance and Engineering Division. He will report directly to Mr. Bud Naylor, Director of Aircraft Maintenance.

Clarence has been employed for the past 19 years by American Airlines where he held positions of management responsibility in the areas of production control, planning, maintenance and station operations. He holds a Bachelors Degree, University of Utah, in Marketing and Economics and a Masters Degree, University of Michigan, in Business Administration.

**Flight Operations**

CAPTAIN R. W. BANTA will return to line flying. For the past year and a half he served as Regional Director for Frontier in eastern Montana and western North Dakota.

During that time, Bob supervised the resumption of service by Frontier and in addition has coordinated the DHC-6 program



with Frontier and the manufacturer. Bob's other responsibilities included setting routes and schedules; supervising maintenance and serving as the company's marketing and flight operations representative.

### Schedules And Tariffs

Frontier recently announced the appointment of William A. Stohlton as Director of Scheduling Administration.

Prior to joining Frontier, Bill was manager of scheduling for Hughes Airwest and has served in that position since 1970.

He began his airline career in 1960 with West Coast Airlines, a predecessor of Hughes Airwest, where he served as a station agent, assistant dispatcher and crew scheduler. In 1965 he became a senior dispatcher and served in that capacity until his appointment as scheduling manager for the carrier.

Bill will report to Thomas Lamb, Vice President of Schedules and Tariffs. His responsibilities in this new position will include the designing and producing of system flight schedules and, in addition, file approved Frontier schedules with regulatory agencies.

### Administration

Richard A. Childs was recently appointed as Frontier's new Director of Security.

Prior to joining Frontier, Richard served as Chief of the Air Security Branch, Great Lakes Region, Federal Aviation Administration (FAA). In that position he was responsible for air carrier and airport security programs at more than 70 airports in the Great Lakes area.

His security experience includes serving as Special Investigator at United Air Lines in charge of the corporate security staff. He also served as a Special Agent for the FBI before joining United.

Childs is a graduate of the University of Nebraska, with B.S. and L.L.B. degrees.

He will report to Robert Revitte, Director of Administration, and his responsibilities will include administering and supervising Frontier's security programs throughout the system.

### Ideas Unlimited

MAYNARD PELKEY, Cleaner, DEN, \$40 for his suggestion concerning printing labels to be placed on aircraft magazines to help prevent the disappearance of the publications.

ADRIAN WELTER, Aircraft Technician, DEN, \$170 for his suggestion concerning changing inspection limits for N.T.S. valve body assembly used in CV-580 propellers.

R. L. RICKERT, Aircraft Technician, DEN, \$25 for his idea regarding the removal of seat cushions until the aircraft

has been completely overhauled on the inside.

KENNETH BAUER, Aircraft Technician, DEN, \$40 1) for his suggestion to manufacture and place in stock a bracket used as a support for the nose landing gear. 2) for his suggestion concerning the manufacturing and stocking of a bracket used for support between 580 main landing gear brake lines.

DONALD SLACK, Aircraft Technician, DEN, \$15 for his suggestion concerning the installing of a guard around the "Cabin Temperature Sensor Blower Assembly."

GEORGE MCCREODY, Aircraft Technician, DEN, \$40 for his suggestion regarding a change in procedure in checking the phase adapter output assembly in the CV 580.

DAVE STEWART, Aircraft Technician, DEN, \$30 for his suggestion concerning the adapting of a more durable inter-connecting hydraulic transfer tube on the 737.

JOSEPH COOPERSMITH, Lead Aircraft Technician, DEN, \$50 for his suggestion for the construction of a CV-580 propeller rotary actuator control box.

PAMELA DUANE, Stewardess, DEN, \$35 for her suggestion regarding the cleaning and maintenance of the CV-580 and 737.

BOB TOMALINO/S. REDD, Aircraft Technicians, DEN, \$80 for their suggestions concerning the manufacture of a tool designed to provide an accurate replacement of rails on the NTS rail and carriage assembly.

ROBERT LASKOSKI, Aircraft Technician, DEN, \$25 for his suggestion concerning the manufacture of a tool for aligning holes between the liner cap on the atomizer assembly for the APU on the 737.

			Changes	
NAME	FROM	TO		CITY
Cornstubble, Sherman	Inspector	Lead Inspector		DEN
Rasmussen, Perry	Janitor	Stock Clerk		DEN
White, Robert	A/C Technician	Lead A/C Technician		CDR
Covington, Stanley	Station Agent	SR Station Agent		SLC
Sandoval, Carolyn	Secretary	Contracts Administrator		DEN
Esau, Dwayne	Cleaner	A/C Technician		DEN
Soto, Ernest	SR Communications Opr	Ass't MGR Telecommunications		DEN
Jensen, Carol	Clerk	SR Clerk		DEN
Carrel, Robert	Cleaner	A/C Technician		DEN
Livingston, R. B.	Janitor	Stock Clerk		DEN
Moss, Larry	Cleaner	A/C Technician		CDR
Peruski, Daniel	Cleaner	A/C Technician		CDR
Bumstead, Mike	CSR-Inflight	Ticket Counter Agt		DEN
Gaines, Kenneth	Provisioning Agent	Cleaner		MCI
Olona, Louis	Cleaner	Toolroom Attendant		DEN
Wagner, Sue	Secretary	CSR-Inflight		DEN
Roe, Francis	Sta Agt	SIs Svc Mgr		HYS
Morgan, Carol	SR Acct'g Clerk	Accountant		DEN
Brenizer, Charles	Sta Agt	SR Sta Agt		BFF
Tafoya, Reyes	Jr. Acct'g Clerk	Accounting Clerk		DEN
Tucker, John	Workload Controlr	Janitor		DEN
Bittner, Doug	Provisioning Agent	Station Agent		DEN
Hayhurst, Shirley	Res Agent	Ticket Cntr Agent		DEN
Prince, Michael	Provisioning Agent	Station Agent		DEN
Triebelhdn, Robert	Provisioning Agent	Ticket Counter Agt		DEN
Legler, Norman	A/C Tech	Inspector		DEN
Goff, Kathi	Secretary	Sales Rep		DEN
Gutierrez, Ben	Provisioning Agt	Cust Svc Supv		DEN
Wallace, Lee A.	Captain	Reg. DIR Flt Ops		GTF
Spaulding, Steve	Sales Rep	MGR Den Agency & Interline		DEN
Miller, Jim C.	Janitor	A/C Technician		DEN

## MY LIFE AND TIMES

by Bill Wayland

*(This is the second installment of Bill's memoirs and is continued from page 21 of the Winter issue. He flew west on April 15, 2014 at age 89. 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](http://FAL-1.tripod.com/Bill_Wayland.html))*

### THE FRONTIER YEARS

1959-1984

I was awarded a Capt. vacancy on the DC-3 on Aug. 18, 1966 although I been used as a reserve since 1963. Flew my first regular trip on DC-3 with Bob Prange on Aug. 18, 1966. I was checked out as captain on the CV-580 on 11/21/66. This gave me ratings on the 340, 440, and 580 Convairs.

On a trip from CYS to LAR IFR The approach was a VOR (visual omni range) approach. At LAR, the VOR sat about six miles to the northwest of the airport. After passing the approach fix inbound, you had to stay at 500' above the ground until you could descend visually to the runway. I made three approaches, but only caught a glimpse of the runway after I was halfway past the airport. I made a missed approach, called ATC and proceeded to CPR. After landing in Casper, the cockpit door slammed open and a passenger demanded to know why we didn't land Laramie. I asked him this simple question. Would you rather be dead in Laramie or alive in Casper? He slammed the door and left.

On Sept. 21, 1966 going into Columbus, Nebr. with Bob Arnot as co-pilot, I had Bob flying from the right seat. He was on his first trip. We were landing on runway 13 with a quartering tail wind of 17 kts. Turning final I told Bob he was going too fast, to get out more flaps and the gear down. He got them down but we were still too fast. I told him if he was uncomfortable to let me have the plane. He said, you've got it. I put out full flaps and got the plane on the ground with the tail high, at about 85 kts. I tapped the brakes lightly until I got the tail on the ground and applied the brakes hard. No brakes. I said Bob do you see the turn off at the office. He said yes sir. I said, we're not going to make that, do you see the end of the runway, yes sir. I said we're not going to make that either, unlock the tail wheel. I cleared the metal outfield markers with the left gear and hit the master switch. I had Bob start the right engine (the left prop was still over the metal) and horsed the plane clear, started the left and roared around to the ramp. There watching was half the town and Callahan and crew. No damage to the plane and the expander brakes had cooled and worked fine. I loaded and unloaded and started on to Omaha when dispatch stopped me. Some clerk in dispatch had called the FAA. They grounded the plane until it could be inspected. Naturally they found nothing, so they sent Capt. Roy Williams to check me on the way home.

Back in DEN the FAA inspector came to give me my check ride. He said I don't know how to check for running off a runway, let's make three touch and goes and call it a day.

While unable to decide the dates, some interesting happenings, at least to me, happened while flying Captain on the DC-3.

One trip early in the DC-3 happened when I was assigned to fly the ski business people from Aspen, Co. to Gunnison, Co. There was a planned sky lift from Aspen to Crested Butte when a ski lodge and slopes were being opened. Jimmy Freeman was my copilot. Aspen airport was about 10,000' elevation. Gunni-

son was about 6,000'. We had to fly thru Scofield pass. We were following Rocky Warren in his twin beech. Rocky was the manager of the Gunnison airport. To pass through this pass in the mountains we were only about 50' above the bottom and the rocks towered well above us. After landing in Gunnison, we were bussed to Crested Butte. Two days later when we were supposed to fly them back to Aspen, the weather closed in. We flew them back to Denver and they were bussed to Aspen.

Another interesting trip in the old lady. With Jack Griffin as f/o we departed Sydney, Nebr. for Scottsbluff with no adverse weather conditions forecast. We were to refuel in Scottsbluff. When I called in range, we were advised that the wind was from the west at 75 knots. There was no east-west runway and the maximum x-wind for the DC-3 is 17 knots. Alliance was only ten minutes away and had an east-west runway. Away we went. Arriving over the Alliance airport, the north half of the field was obscured with blowing dust. This included the runway and ramp. With no fuel we had no choice. We blew to the east and crawled to the west. When we saw the ground we were lined up with the ramp. Went around again and managed to line up with the runway. The wind was now at 290/95 kts. I flew the plane at full throttle and told Jack to pull the throttles back when the wheels touched. We got the plane stopped and kept the engines running until the agents arrived with sand bags to tie the tail down. I left the plane in the runway and advised dispatch to close the airport, there was an abandoned plane on the runway. We were advised that the radio mast went at 107kts.

On an early trip out of Sydney, Neb. with Butch Carr, we were taxiing out when the stewardess came running up and reported smoke from the left engine. We returned to the ramp. On inspection we found a hole in the top cylinder about the size of a silver dollar. The smoke was caused by the oil hitting the exhaust ring.

Going in and out of Rapid City we used to tour the Mt. Rushmore monument so the passengers could get a good view. Once we went to jets this ceased.

In 1965 or 1966 we took a vacation to visit the family in Texas. While there we went to the Gulf coast for a fishing trip. The White Marlin Queen was a fifty foot fishing boat. There were about 35 or 40 people on board. We were catching King Mackerel. About 14 miles out, as we were returning, the boat caught fire. After getting the women and kids on the rafts, I got back on the boat to see if everyone was off. There were two men and a teenage boy left. The boy was in a cast up to his waist. The father didn't know what to do. I got down on a raft and had him hand the boy over the rail. I got him onto the raft. I climbed back on board. No one was left. I jumped into the water, hat, cigar, and shoes. We were picked up by a shrimp boat. We were almost back to port when the Coast Guard started out.

By November 1966 I was flying captain on all three aircraft.

In both the Convairs and the 3 we took the passengers on the Grand Canyon tour. We'd drop below the rim and fly down the canyon.

The final approach into Hastings, Neb. was over a swimming pool and bath house. The bath house had no roof.

One night in the DC-3 between PHX and TUS I saw a light south of us. It was very bright and not moving. Then all of a sudden it moved toward the west at a terrific speed and stopped again. Then it moved at the same rate back to the east and stopped again. I called ATC and asked if they had a target to the



south of me within a hundred miles. They said nothing was there. I believe it to have been a UFO.

In August 1968, with Gene Postlewaite, I flew the last scheduled Frontier D-C 3 trip to Dodge City, Kansas from Dallas.

One hilarious event happened in Great Falls, Mont. There were usually two crews on layover per night. The hotel had an indoor swimming pool. My crew and I were in residence along with Capt. Chuck Callahan and f/o Tom Siems. Chuck and crew decided to go swimming but had no suits. So in their skivvies, the stew in panties and bra away they went. They sent Tom to the bar for beer. When he got there he found that one side of the pool was a window behind the bar. He ran and got them out. Quite a show.

On trip with Danny Cobb, we were sitting at the gate in PHX waiting to continue to Flagstaff. I was looking out the window and saw this man break out of the gate house and head for the plane. Charlie Sutherland, the agent, was right behind him. Charlie pushed him back through the gate and closed it. The guy came out again. I met him half way down the stairs, raised my foot and told him if he came on I would kick his ass back on the ramp. He went under my leg and headed for the cabin. I caught him at the curtain and threw him toward the door. Danny opened the door at that time and the guy hit it. I put my arms across the hall and by that time Charlie and a policeman had arrived. I asked him what the hell he thought he was doing. He said, "I'm going to Flagstaff and I have a ticket." I said due to the trouble you've caused, you're not going anywhere on this plane. He asked what are the police doing here? One of the officers replied that if the captain says you're not going, we'll see that you don't. They removed him. When he pulled his ticket out, I saw Danny flinch. I asked him what he had behind him? He showed me the fire axe. When I asked what he was going to do with that he said, "If he had come up with anything but a ticket, I would have let him have it."

On a trip into MKC from Manhattan, Kan. with Butch Carr, I was making a low visibility ILS to the old MKC airport runway 36. The stewardess came up and advised me that a passenger in the front seat would not buckle his seat belt. He was sitting on the seat back and smoking. Not able to go back, I used the PA and told him to sit down, buckle up, and put out the smoke. Butch called for the police to meet the flight. As soon as I stopped the plane, I went back. Here was a black soldier about 6'5"/250#. The cop pointed at him and told him to follow him. Butch followed them into the terminal where two more cops were waiting. Butch came back and said he bet that the next time God spoke over the PA, that the man would pay attention. When they got inside the terminal, the soldier took a swing at the cops. They beat him with the billy clubs and hauled him off to jail. Turned out he was a mental patient who should never have been allowed on the plane.

One day scheduling called Rick Cochran and I to ferry a 580 with mechanics to Scottsbluff, Neb. Bryan Benton had feathered an engine on his plane. When we arrived, he advised me that the engine had been shut down 3 times in 2 days for the same problem. The rpm would droop below 10,300 which required a shut down. Rick and I spent the afternoon in the motel while the mechanics worked on the engine. When the foreman called that he was ready, he said "I don't believe it's fixed." So off we went toward Denver. Sure enough, about 50 miles north of Denver, the same problem developed again and we shut it down and

landed in Denver. The problem was finally resolved as a leak from the hub into a prop blade. This same thing had happened on a Lake Central 580 and threw the propeller through the cabin, causing it to crash, killing all on board.

One dark morning out of Great Falls, Mont. with Jack Powell aboard, we had just pulled the gear up when the fire warning on the right engine went off. I shut down the engine and received permission to return and land. When the gear went down, the stewardess came up with a puzzled look and asked just how far it was to Missoula. We both laughed and said we were returning to Great Falls because we had lost an engine. We had one passenger and neither he nor the girl knew we had shut the engine down.

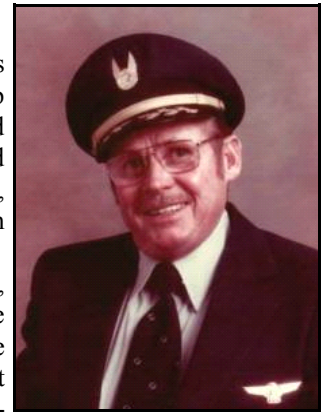
On a trip out of DAL, Danny Cobb was copilot. Adeline and the boys were in the cabin. On climb out the copilot side window shattered. Danny almost jumped into my lap. Returned to DAL. A CV-600 window was installed and we continued on to DEN.

Another flight with the family on board, I tried to fly between two thunderstorms out of Liberal, Kan. For about five minutes, with both pilots holding on to the yokes, we were turned every way but loose.

In May 1968 I was awarded a Captain vacancy in Dallas. I was flying DC-3 Captain, CV580 Capt, CV580 Co-Pilot, and checked out as Captain on the CV-600. I was the only Frontier line pilot to check out on the CV-600.

In June 1969 I bid back to DEN. On the CV580, on a trip into Columbus, Neb., We were doing about 300 knots down the Platte river when we hit a flock of geese. One hit the windshield and two went into the left engine. The engine kept running long enough to land, but had to be changed before continuing the trip.

Sometime in 1968, FSM. Just after take at about 4500' something happened. It felt like a window or door had blown out, but they had not. I returned to the airport and when we reached the gate, I got up and told Dick Martin to shut the right engine down after the power was plugged in. When I stepped out of the cockpit, a male passenger was pushing the stewardess, Judy Jaden, down the aisle. I grabbed him and asked him what the hell he thought he was doing. He replied, "I want to know what is happening." I advised him that as soon as I knew I would advise the passengers. But in the mean time, sit down and keep your goddamned hands off the stewardess. While on the phone to Denver maintenance, I was looking out the window. On board was a roving mechanic named Don Godfrey. Coming down the stairs, carrying this same passenger by both arms, were Dick and Don. Don was approximately 6'3"-210#. Dick was approximately 5'7"-150#. The guy's feet were not even touching the ground. They escorted him in to me and advised that he was shoving Judy again. I told the station manager to remove his luggage and not let him on again. He said he would continue on Braniff. The Braniff manager, who was listening to all of this, advised him he would not be allowed on his airline either. The only other option was the bus. He said he would sue all of us. We advised him to have at it. Nothing further was ever heard from him. Another case of claustrophobia. Our maintenance problem was a valve in the pressurization system had failed.







# Frontier Daily

Good Morning ... This is Monday, October 14, 1985

Q. When do our wages and work rules change?

A. The agreement with People Express includes a provision which guarantees no furloughs for 5 years. Further, the present work rule agreements remain in force for 4 years and those wage and salary agreements presently in effect will continue for 2 years.

Q. Will we have the same pass agreement with People Express as we have with Frontier?

A. Pass benefits on Frontier will not change. Any agreement about passes will be discussed with People Express over the next few months and we will keep you informed.

Q. Did Frontier use \$200 million of our own money to finance the People Express deal?

A. It is important to remember that any cash, airplanes or other assets belong to the shareholders. The employees of Frontier gave concessions worth \$42 million to insure that the company could be profitable. Additionally, we sold 25 aircraft to United to convert their value into cash (\$200 million) which would be returned to the stockholders (the owners of Frontier), who in turn would have given us the remainder of the company (their shares of stock) for that cash. The concessions would have insured that we would be profitable -- hopefully profitable enough so that the concessions could have been returned to the employees in the form of profit-sharing.

## BE ON THE LOOK-OUT

Catch tomorrow's business section of the "Rocky Mountain News" for an ad featuring our own George Furdon, senior maintenance scheduler and our Employee of the Month. The same ad will appear in "The Denver Post" on Thursday, Oct. 17.

## SAY THE SECRET PASSWORD

The pass bureau has a new title for their monthly newsletter -- "Pass Word." It is now posted in the travel benefits section of the employee information boards throughout the system.

Corporate Communications  
DENGP



## FRONTIER REPORTS FOR SALE

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

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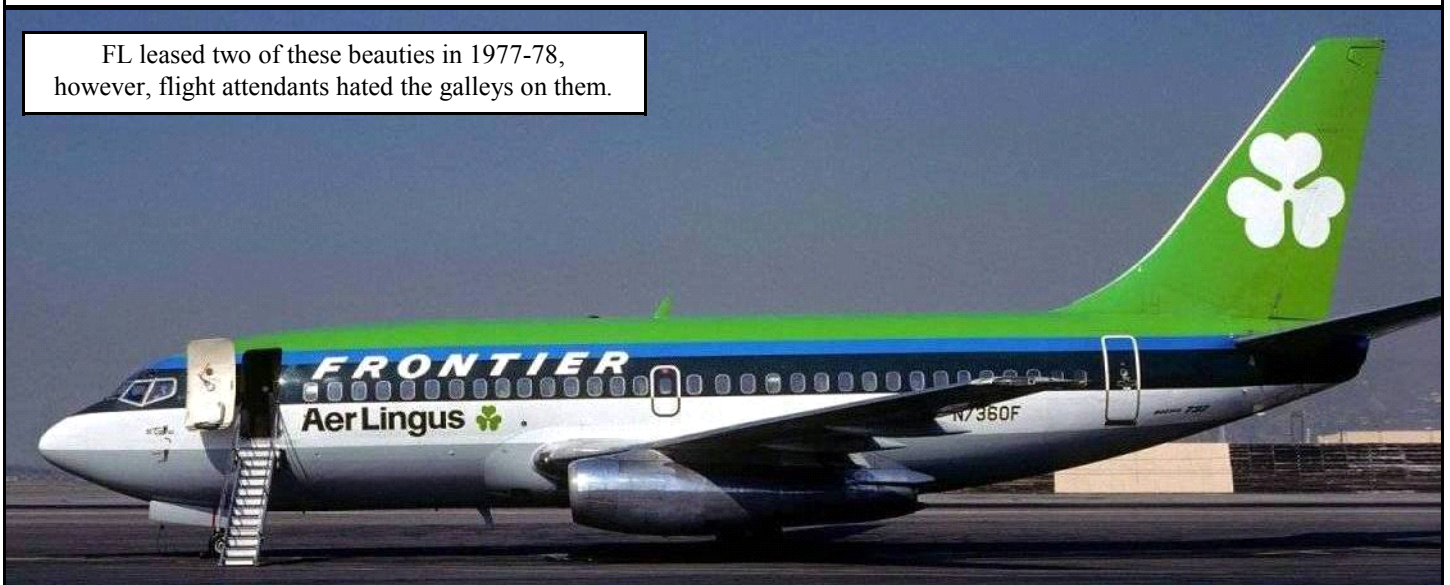
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**A newsletter for the ex-employees, families and friends of the "old" Frontier Airlines: 1946 - 1986**

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**September 18, 19 and 20, 2015**

*ALL FL/CN EMPLOYEES AND FAMILY ARE INVITED TO JOIN US FOR A GREAT PARTY AND REUNION*

**You are invited to join the Kansas City FL/CN Crews  
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**... evening deck party until ????**

**Sunday morning breakfast at the hotel**

**Contact: Phil Stallings ... redryder35@att.net ... Cell: 816-668-6294**

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