

FRONTIER NEWS



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

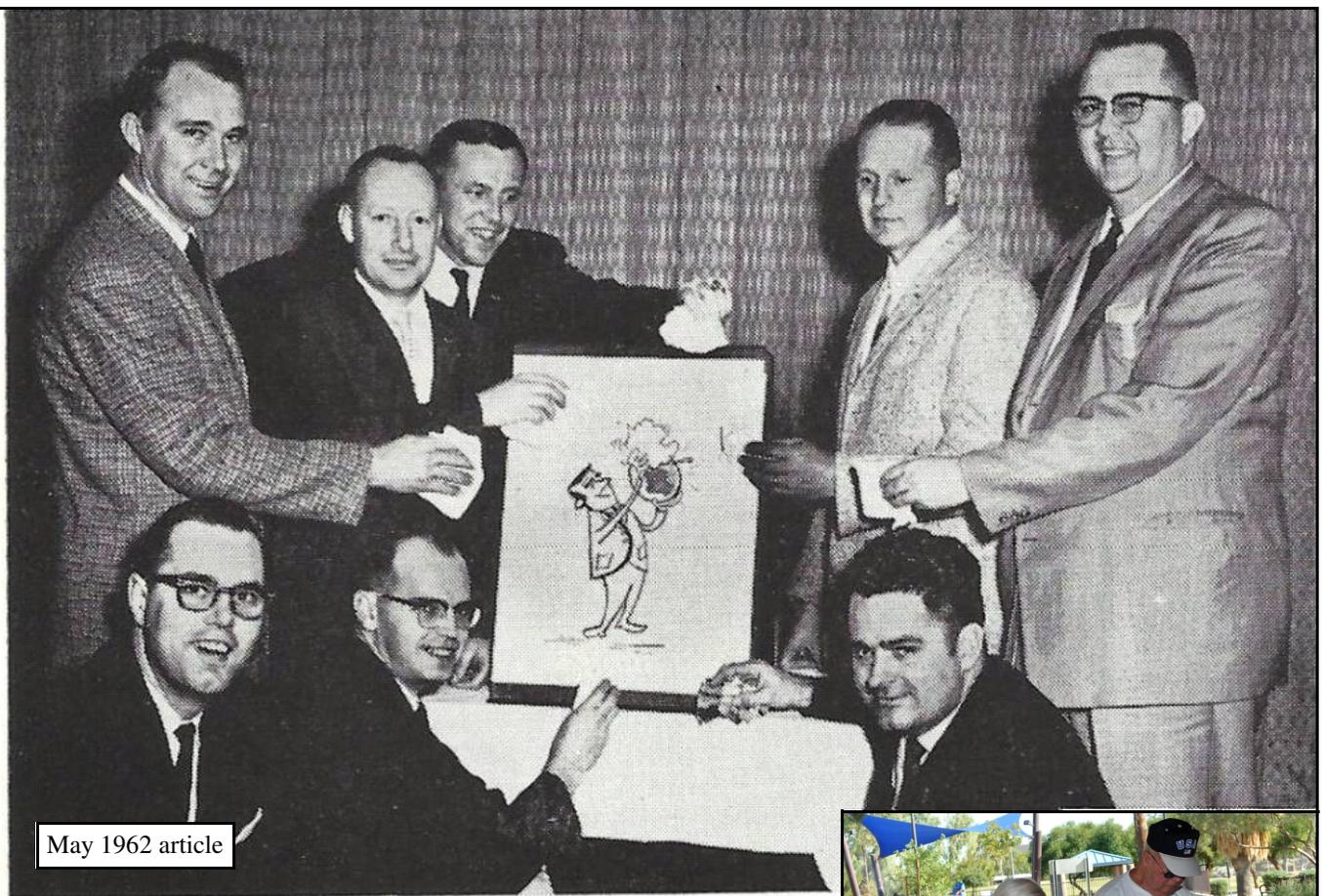
We are FLamily!

WINTER

JANUARY

2017

#66



May 1962 article

BILLINGS—FRONT ROW, Danny Foreman, JAC; Jim Schneider, ISN; and Vern Crawley, DIK; Back Row, Bob Tuttle, GDV; Carl Henderson, COD/POY; Ora Goode, GGW; Frank Merrill, VEL; and Gleason Shaver, HVR.



Vern (L) and Jim Appleby at Nov 2016 PHX Reunion

Vern Crawley, pictured in the lower right, sent a huge donation to ensure this newsletter's financial health. His donation of \$1,000 makes it possible to create a reserve as a hedge against future postage, printing and internet costs and prevent subscription rate increases for the foreseeable future. It's the largest single donation in the history of the newsletter. (Cont'd on Page 3)

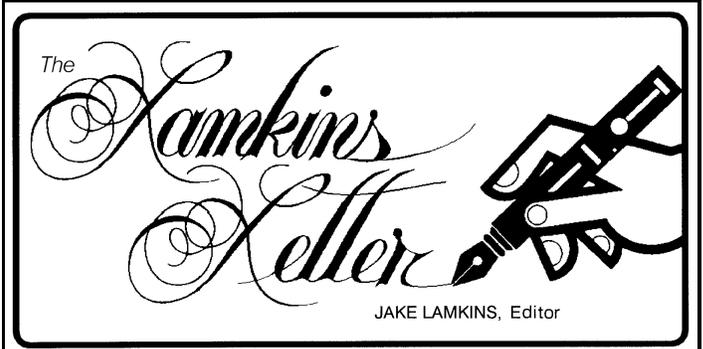
The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter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

Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the "old" Frontier Airlines. Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the 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 airways have really been crowded lately with FLights West. There are 39 obituaries in this issue which is the most ever, I think. And I already have three more for the next issue as this issue goes to press. Our FL website has a total of 1742 FLolks gone west.

I received a delightful letter from Dee Lanick Fulscher renewing her newsletter subscription. She included some photos from her outstanding 36 year career with Frontier. Dee started as a flight attendant Dec 18, 1950. She transferred to DEN reservations Mar 11, 1964 and was there til the end in 1986.

It's sad to see some of the Frontier reunions shutting down. STL and DFW stations have not had one in years and SLC quit a few years ago. Now PHX appears on the verge of extinction. It would be nice to see some new FLolks step forward and resume the events. MCI has proven it can be done. They went quite awhile without one and now are having several a year. See their smiling faces on page 5. Reunions don't have to be elaborate affairs - it can be as simple as gathering at a restaurant a certain time and day to eat and visit. And it doesn't have to be a large station to do it either. Our little monthly lunches in FYV are proof of that.

The Holidays will be over by the time you get this but I wish you one and all the BEST New Year you ever had!

THE KANSAS CITY CV-580 CREW BASE

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

FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

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

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I started working for FL on 23rd Dec 1950 at DRO.

The article on Clyde Longhart (Spring 2008 FL newsletter) brought back memories.

We had an H Marker here in DRO; had to turn it on in the a.m. and off in the p.m. - something to do with White Sands as I recall. We took our own weather reports and had to monitor the H Markers in our area - as I recall it was ALS, MVS, Laveta, GUP, FMN & CEZ.

I worked in DRO & moved to FMN in 1951 when they moved the transfer point there.

Back to DRO after nine months and worked there till July of 1958 at which time I and Carl Clark traded places. I went to PHX & he came to DRO.

In 1961 I bid for DIK & moved there as manager. I and my agent Don Kadrmas also relieved Harvey Schiermeyer in LEM on the weekends.

In 1962 I moved back to PHX and finished up my career there.

In 1977 I had enough of the hot summers and transferred to WYS for the summer. I did this for 6 years - the most enjoyable portion of my career.

I thoroughly enjoyed working through the best years of airline history I think, when you treated people well and gave them good service.

I retired in 1985 & moved back to DRO to run my dad's ranch when he passed away.

For the not-so-oldtimers: MVS - Monte Vista, CO, Laveta - Pass where H Marker located, DIK - Dickinson, ND, LEM - Lemmon, SD.

FL pilot Karl Penner died here in a crash Mar 22, 1969 while piloting a private aircraft taking his barbershop quartet to a show in CEZ.)

-Vern Crawley (7/30/08)

I need a little "help" with my memory. <G> I was hired at Frontier in January 1978 as a first-officer and I had a good timeworking there. During the first part of the 1980's I used to ride the Convair 580 jumpseat to West Yellowstone and Jackson Hole a lot to "escape Denver" and GO fishin'.

I am trying to remember the name of the station agent who befriended me and took me fishing several times in his boat on Hebgen Lake. He was from Durango or Grand Junction area if I remember correctly. He lived in a very small trailer with his wife while they were assigned to WYS for the summer.

I was allowed to sleep on the floor of the trailer! Later, I took my 1974 red Jeep pickup with camper up there. The time I was furloughed from Frontier I lived in my camper around Yellowstone Park. I remember being PAID to be OFF for two months that summer, because I had accrued 9 weeks of furlough pay!

-Al Beardsley (5/13/10)

(Retired in Tennessee from UPS as a captain in November 2007.)

Al, that would be Vern Crawley who was from DRO but worked PHX senior station agent most of his 36 years at FL. Vern's 81 and retired in DRO now.

-Jake Lamkins (5/13/10)

Vern Crawley. That's him!!!! Thanks!!!!!! What fond memories I have of WYS and fishing with Vern!

-Al Beardsley (5/13/10)

I would like you to know that I sure enjoy reading the Frontier News.

I like to read all parts, even the sad parts, obits, and all.

I wish more people would write in their stories and adventures. I'm sure they would be interesting; especially the real oldtimers from Monarch, Challenger and Arizona Airways.

My next door neighbor started with Monarch, I think in 1946. I guess they used to fly trips as stewards & work in the stations. I started when Frontier was a baby in 1950.

We had to work six days a week back then for a whopping big \$175 per month, no overtime, maybe comp time off if you had to work late.

We had to take our own weather reports and monitor the H markers every hour.

It sure got nerve wracking when you were working and the weather kept getting worse. Our minimums here in DRO were 2500' (ceiling) & 3 miles (visibility).

When you are by yourself and no one to help make the decisions as to landing in DRO or sending the passengers to FMN for boarding there. It tends to make one very nervous.

A story of my own, back in the 1960s, John Koehler of PHX & I decided we wanted to go coyote hunting so we contacted Bud Rea of Silver City and made arrangements to go there. We wrapped our rifles in blankets and hopped on the old DC-3 and went down. Imagine trying to that now-a-days.

We never saw a coyote but we did explore an old copper mining ghost town & climbed all over the old mine. Very interesting.

-Vern Crawley (6/7/12)

Hi Jake, Glad to see you're still doing OK. I knew you could do it. I'm still above ground and doing OK for a senior citizen. *(He was 88 on Sep 10, 2016.)*

Glad to see that some of the people have written in and told what they done after the shut down.

I was lucky I didn't have to worry, as being the only child I inherited the family ranch of 91 acres, that has been in the family 113 years. I get lease money since I don't have equipment to run it and am too old anyway.

I'm also fortunate that I have royalties from 4 gas wells and get free gas for my heating and cooking. My son and 1 of my grandsons have told me that they want the place after I'm gone so guess it will remain in the family awhile longer.

In July I went to Chico, CA for a grandson's wedding and saw my first great grandson. He was just a mnth old. His father & mother live in Alaska, dad is in the Air Force & flies refueling tankers between Alaska and Australia.

Don't know when my subscription is up but don't let it expire - keep me posted. Enclosed is a little to help keep the paper going.

-Vern Crawley (11/3/16)

(Note with \$1000 check - WOW!)

Hi Vern,

It's always good to hear from you but your last letter took my breath away. I am overwhelmed by your generosity and it will all be used for the FL News. You are a lifetime subscriber now and never have to re-new again. If any of your family would also like to get a copy of the newsletter, just send me their names & addresses. THANK YOU again, my ol' FLriend!

-Jake Lamkins (11/3/16)

**REUNIONS TIMETABLE**

*This is the information we currently have.
Coordinators of FL events; please let us know the details
and any events that need to be added.
More info at <http://OldFrontierAirlines.com>*

DEN MAINTENANCE BREAKFAST

Breakfast, monthly, first Wednesday, 9:00 a.m.
at Ted'z Place, 5271 E 52nd Ave, Commerce City, CO 80022
Contact:

Bob Keefer, 303-229-6904

DEN MAINTENANCE PICNIC and**DEN MAINTENANCE CHRISTMAS PARTY**

The Frontier Airlines Maintenance and Engineering Retirement Club picnic and Christmas lunch have been CANCELLED.

Unfortunately, the club is hereby dissolved due to the lack of officers. We apologize for any inconvenience.

Thank you for your kind support in the past.

Juanita Barajas and Donald Cecil

DEN FLIGHT CREWS

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

Was Sat, Aug 20, 2016, 10:30 am - 3:30 pm, \$15 admission
Wings Over the Rockies Air & Space Museum

Contacts:

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

DFW MECHANICS GET-TOGETHER

Happened Sat, Sep 17, 2016 at 11 a.m. at the Beacon Cafe on Hicks Field near Fort Worth.

Contact:

Tom DeWoody, 214-908-0260, TDeWoody@yahoo.com

DFW PILOTS

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

Contact:

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

FYV-FSM MEMORIAL PIGNIC

Held Sat, Aug 27, 2016, 11am-3pm, FSM Burford Pavillion

Contact:

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

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

MCI FLIGHT CREW LAYOVER

Was Thu - Sun, Sep 15 - 18, 2016

Hampton Inn, Lees Summit, MO

Contact:

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

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

Held Sun, Nov 13, 2016, 10:00 am - 3:00 pm, Desert Breeze Park in Chandler.

Contact:

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

MCI FLIGHT CREWS

On September 15, 16 and 17, 2016 the Frontier Kansas City Flight Crews again hosted their annual reunion for the FAL Flight Crews, Employees and family.

The party started Thursday evening at The Well in southwest Kansas City. Friday was once again scheduled for the deck at Jose Peppers in Lee's Summit.

After watching it rain all day, I called Jose Peppers Manager to cancel and was happy to have him tell me that he had already set us up with a special spot inside. A good time was had by all in the dry.

On Saturday, Laura (Jones) Colvin once again opened her home on Lakewood to us. She provided tables of great food (as always). We loaded the drink coolers and trays of snacks on the pontoons at 1:30 and spent the next 5 hours cruising the lake. Pontoons furnished by Sue Evans and Greg Burwell.

Another great time was had by all ... Y'all should come join us next year.

Those in attendance were ... Clay Riecker, Steve Tidler, Don & Marlys Welch, Pam (Frank) Corvelli, Barb (Mitchell) Carroll, Lisa Sachetta, John Green, Gwen Mahler, JoDelle (Davidson) Burwell and Greg, Frank and Sue vonGeyso, Judi Sellmeyer, Sue (Judd) Evans, Laura (Jones) Colvin, Anita Kunst, Mike Gadow, Bardy Schollmeyer, Neil Miller, Mike Thomas. And, I was there. Come join us next year

-Phil Stallings

PHX REUNION

The 2016 Frontier Reunion for the Phoenix area was held on November 13, 2016. It was a beautiful day and not too warm. We had an attendance of 47 and it was great to see old friends and co-workers again after a 2 years absence.

Those attending were Jim and Lois Appleby, Bob Ashby, Larry Baker, Cyndy Camomile and daughter Nicole, Vern and Margaret Crawley, Greg Davis, Gary and Sandy Faulstich, Ron Gallop, Joy Potter-Trudeau, Dan Price, Weston McEwan, Curry Taylor, Richard and Jeanne Paul and son Chris, (who was the photographer), Bob Pixler, Dave Ross, JoAnn and Robert Smith, Ray Stukenschneider, Pat Williams-Harter, Al and Carol Hedgepeth, Larry Kramer, JoAnn Makedonsky, Linda Hamala, Jim and Sher Haxby, Scott and Carol Hein, Phil Huebner and brother Ed Huebner, Denise Hurd, Ginger Treptow, Albert and Ruby Wells, Jess and Carole Wright, Larry and Susan Elliott, Ralph Beecham and Billy and Cheryl Walker.

We enjoyed a picnic lunch of delicious barbeque brisket and pulled pork, with sides of potato salad, beans, and cole slaw. desert was two delicious cakes, one white and one chocolate , both with a cream cheese mouse filling. It was good to see everyone and they all enjoyed themselves and had a good time catching up with co-workers and friends.

-Ginger Treptow

DFW MECHANICS

There were a total of 13 FLolks at the reunion.

Employees attending were Brady White, Larry Brogdon, Harold Blood, Tom DeWoody, Ray Duckett, Kirby Rankin and Jon Bartram. Family and friends brought it up to 13.

We met at Red's Cafe in Ft. Worth and enjoyed ordering a meal from the menu and visiting with one another for several hours. We plan to do it again next year.

-Brady White



KANSAS CITY FRONTIER REUNION ON NOV 19, 2016
Standing left to right is: Richard Metz; Frank Roe; Lynnedra Sullivan; Ken Mast; Mike Dragen;
Dave Mann; Dan Donovan; Pat Wildberger; BJ Blackerby; Rick Baldwin; and Gary Wise.
Seated left to right is: Glenn Hastert; Rose Dragen; and Ollie Ann Blackerby.

We had another great gathering of FL folks in Kansas City Saturday, November 19, 2016. In attendance were Frank and Ione Roe; Ken Mast; Dan Donovan; B. J. Blackerby and his wife – B.J. worked for Central Res. in Dallas, Rick Baldwin, Mike and Rose Dragen, Lynnedra Sullivan and her granddaughter Isabella, Gary and Brenda Wise, Dave Mann, Ruth Lee and Glenn Hastert, Kathy and Richard Metz, and Pat and Etta Wildberger. It was a great time to visit, share in some great stories, view some memorabilia, and take a group picture around a FL Kansas City travel poster. Our next gathering will be on March 18, 2017. Location to be announced.

If you would like to be added to our mailing list, contact: Mike and Rose Dragen at mfragen@juno.com. We would love to see you and visit at our next reunion.

-The MCI FL Reunion Committee, sent by Rick Baldwin. Photo courtesy of Etta Wildberger



FRONTIER

FLights West

GONE WEST

We salute these FLriends on their final voyage.

They are not dead until we forget them.

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

Some years back I was doing some research in the archive book section of Brigham Young University. In reading about the old airmail pilots who flew the transcontinental mail between the years of 1918 and 1927, I came across an article explaining the term "Gone West."

As the old airmail route continued its expansion from the east coast to the west, thirty-two pilots and nine mechanics lost their lives in the line of duty. Three hundred wrecked aircraft were strewn from the Allegheny Mountains known as "The Hell Stretch," across the open plains to the Rockies, the Wasatch, the Sierras into the west coast. When a pilot was over due, the term "Gone West" came into being.

-Tex Searle, FL pilot

DEATHS REPORTED SINCE THE FALL 2016 #65 ISSUE

Dave Butler, DEN flight attendant, 4/30/16, age 60
Marietta Shivers Carr, DEN PBX operator, 7/13/15, age 88
Becky Copley Caylor, DEN flight attendant, 5/16/99, age 50, cancer
Liz Clark, JAC customer service representative-ground, 1/22/15, age 64, lung disease
Deanna Ross Cooley, DEN flight attendant, 1/16/15, age 72
Bob Cornelius, MKC MCI FSM TUS DEN aircraft mechanic, 7/1/16, age 89
Mike Faas, DEN pilot, 10/3/16, age 72, cancer
Gail Hannigan Fogg, DFW SLC DEN flight attendant, 11/22/16, age 71, diabetes

Donna Mans Gens, DEN flight attendant, 4/18/16, age 86
Art Giffin, STL regional sales manager, 11/6/14, age 78
Mona Gregg, DEN reservations agent, 1/15/16, age 53, breast cancer
Gene Hanson, DEN aircraft cleaner and aircraft mechanic, 9/29/16, age 79
Les Harper, FTW ACF GSW DAL DEN DFW pilot, 9/13/16, age 100
Jim Hicks, LIT station agent, 9/2/16, age 81
Mike Hogan, DEN supervisor-flight attendant training, 3/8/16, age 67
Max Hunt, GSW MKC MCI DEN pilot, 10/29/16, age 93
Tony Illich, DIK LWT COD BIL FCA BZN PDX station agent & station manager, 8/12/16, age 84
Alvin Jefferson, DEN aircraft mechanic, 10/2/09, age 64
Jerry Johnson, HOU station agent, 3/24/15, age 77
Dick Klumker, DEN pilot, 10/16/16, age 74, cancer
Lefty Leftwich, DEN pilot, 4/13/16, age 88
Mimi Buckstead McCartney, MCI DEN SMF station agent, 12/4/16, age 76, cancer
Avi Mizrahi, DEN flight attendant, 9/14/16, age 62
Harvey Murdock, DEN aircraft cleaner, 9/29/16, age 92
Bob Muske, DEN station agent, 10/23/16, age 77
Bill Neff, SLC DEN pilot, 11/21/16, age 72, COPD
Julie Oats, PHX DEN flight attendant, 12/7/16, age 77
Bud Ortgies, BIS LWT GLD WYS station agent, 8/1/16, age 79
Joe Pasqua, DEN aircraft mechanic, 11/5/16, age 87
Art Ray, DRO station manager & DEN asst manager-aircraft appearance, 12/24/14, age 69, colon cancer
Ron Roepe, DEN superintendent of engineering, 12/1/15, age 90
Frank Russell, DEN vp-Washington affairs, 11/11/72, age 77, emphysema
John Salisbury, DEN aircraft mechanic, 11/1/16, age 81
Ed Sherman, DEN ground school instructor, need info
Fred Symmes, DEN pilot, 9/19/16, age 79, alzheimer's disease
Irene Van Winkle, DEN need info, 8/20/16, age 83
Richard Vlach, MKC MCI DEN station agent, 4/21/16, age 80
Orville White, FMN OMA HSI BFF GDV DEN senior station agent, 10/21/16, age 82
Elles Williams, DAL DFW flight attendant, 11/8/16, age 69



DONNA MANS GENS**1950 - 1960****CHIEF FLIGHT ATTENDANT
DEN SLC**

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

OBITUARY: Donna Marie Gens, age 86, of Mankato and formerly of Lake Crystal, died peacefully with her family at her side on Monday, April 18, 2016, at Keystone Senior Living. A service will be held at 3:00 p.m., Friday, April 22, 2016, at Zion Lutheran Church in Lake Crystal. Burial will be in Ceresco Zion Lutheran Cemetery, Ceresco Township. Visitation will be one hour before the service at the church. Memorials may be given to Zion Lutheran Church.



Donna was born August 29, 1929, in Mankato to

Ralph and Dorothy (Ingwolson) Mans. She was a graduate of Good Counsel Academy in Mankato and became a flight attendant for Frontier Airlines. Donna was united in marriage to Kenneth Gens on January 16, 1963, at Trinity Lutheran Church in Madelia.

Following their marriage, Donna became a homemaker for her family. She was an active member of Zion Lutheran Church in Lake Crystal and the American Legion Auxiliary. Donna enjoyed card making, playing Bridge, antiques, and traveling.

Donna is survived by her son, Kenton (Janelle) Gens of Mankato; three grandchildren, McKenna, Jaelyn, and Kolby. She was preceded in death by her parents and husband, Kenneth in 2012.

[-http://www.katoinfo.com/obituary/](http://www.katoinfo.com/obituary/)

JOHN SALSBUARY**1965 - 1986****LEAD AIRCRAFT MECHANIC
DEN**

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

It's with overwhelming sadness I have to tell you that John passed away in his sleep, around midnight last night.

John was in his recliner, snoozing thru a movie and I was doing some work on the computer. I heard a loud, weird sound - a cross between a snore & someone having a bad dream I ran over to John's chair & couldn't get a pulse. He was way too heavy to get out of the recliner & on the floor so I called 911 & the Security Gate to let them know an ambulance & fire dept would be coming.

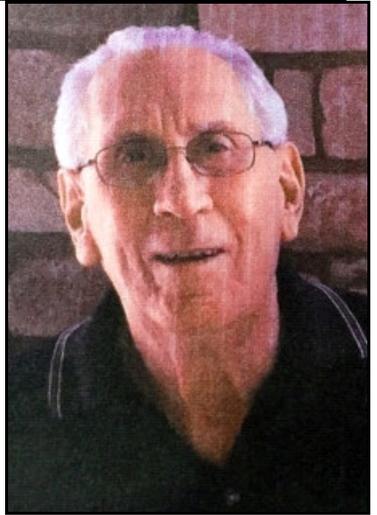
A policeman was the 1st person to arrive. Between the two of us, we got John on the floor. He couldn't find a pulse or breath of air either. Seconds later, the living room was filled with about

15 huge firemen & EMTs. After about 10 mins of CPR, it was pretty obvious that John was gone.

There will be no services Please do not send cards or flowers. Prayers and loving thoughts would be appreciated.

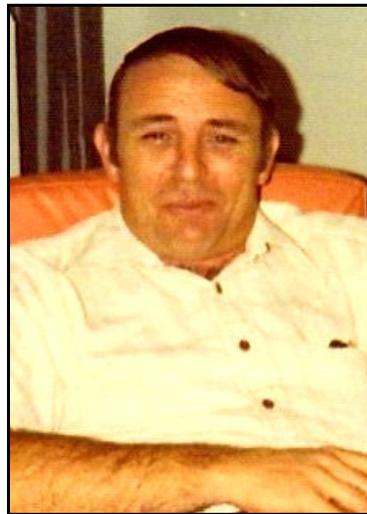
1983 was the year John had to go on disability. John was crushed when he had to give up the job he loved sooo much and remained that way for years. We had a standing "joke", with one another, regarding our jobs with FAL. Depending on the circumstances, one of us would say to the other, "Sometimes, I think you love your job, more than you do me"! P.S. Neither of us ever replied to that accusation!

-Shari Oliver Salsbury

**FRED SYMMES****1962 - 1986****PILOT
DEN**

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

OBITUARY: Frederic Leonard Symmes was born October 14, 1936, in Annapolis, Maryland and passed on September 19, 2016 in Kearns, Utah. Fred died peacefully at home surrounded by family.



Fred is survived by his sister Barbara Ann (Garry) Klien of El Cajon, California, his two daughters Laura (Craig) Jake-man of Kearns, Utah, Christina Williams of San Diego, California, his three step-children he considered his own, Sherry (Paul) Reutlinger of West Jordan, Utah, Kayleen (Denis) Avery of Gunnison, Utah, Bret (Tracie) Stewart of South Jordan, Utah, as well as his Fourteen grandchildren, and 9 great grandchildren.

At the age of 22 years old he enlisted in the United States Air Force fighting in both the Korean and the Vietnam wars. Serving in the USAF as well as the Air National Guard for a total of 30 years. He retired as a Lieutenant Colonel in October of 1996.

He flew commercially for both Frontier and Continental Airlines. He flew as a pilot and spent some time as a flight instructor.

Services will be held at Veteran's Memorial Cemetery Park, Bluffdale Utah at 10:00 A.M on September 30, 2016.

[-http://www.serenityfhs.com/obituaries/](http://www.serenityfhs.com/obituaries/)

ART GIFFIN**1964 - 1971****REGIONAL SALES MANAGER
DEN ABQ STL**http://FAL-1.tripod.com/Art_Giffin.html

OBITUARY: Arthur A. Giffin, 1936-2014. Arthur was born in Boulder, Colorado and passed away peacefully November 6 in Castle Rock, Colorado. He attended the University of Northern Colorado. He and his team were recently inducted into the UNC baseball hall of fame.



Art enjoyed many successes as a businessman. He was the regional sales manager for Frontier Airlines, the civic affairs director for Johns Manville, and a marketing consultant for K&F manufacturing, an Indiana based company that designed and produced printing equipment for

major newspapers.

Upon retirement he wrote and published five novels and had various book signings including one at the Tattered Cover book store. Arthur served on the board of directors for the James Michener Society and the advisory board for the Michener Library at the University of Northern Colorado.

He is survived by his wife of fifty five years Therese, his daughter Teri Westover of Carlsbad, California, his son Michael of Aurora, his mother Erlene LeZhan, Sisters Grace Goodfellow, Zhanna Kimball, and Brother Tom Giffin. Art will be dearly missed by family and friends. A Celebration of Life for Arthur will take place at a later date.

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

BOB MUSKE**1960 - 1986****STATION AGENT, SENIOR STATION AGENT
DEN**http://FAL-1.tripod.com/Bob_Muske.html

Just a note to let you know Bob Muske passed away Sun afternoon (Oct 22, 2016) at home. No plans yet. Will keep you advised.

-Janet Keesey

BOB MUSKE

DENHH assistant manager

per the Jan and Jul 1970 Frontier telephone directories.

R W MUSKE, M, DOB 11/18/38, DOH 12/12/60

Per the Dec 1984 Pension Records.

ROBERT W MUSKE JR

DEN SA, Emp# 5915, ALEA rep

per the Aug 1986 DEN Personnel Roster.

R W MUSKE

Emp# 05915, DOB 11/18/38, DOH 12/12/60

Station agent seniority date of 9/28/64

He was in management awhile.

per the Oct 1986 FL/ALEA Seniority List.



No photos at his Facebook page and no posts since a birthday greeting last year Nov 19, 2015.

Nothing at FindAGrave, SSDI or web search.

Email to Janet Keesey:

Hi Janet,

Anything new on Bob?

Jake

<No response>

I have not been able to find an obituary for Bob so far. If anyone sees one please email me a copy for his memorial webpage.

-Jake Lamkins

LIZ CLARK**1972 - 1977****TICKET COUNTER AGENT, CSR-GROUND
JAC**http://FAL-1.tripod.com/Liz_Clark.html

OBITUARY: Elizabeth Ann Galloway Clark, age 64, passed away peacefully surrounded by family on Thursday, Jan. 22, 2015 after a long battle of lung disease. Liz was born on October 15, 1950, to Fern Kunz and Richard Irvine Galloway in Montpelier, ID. She graduated from Montpelier High School with honors.



She moved to Salt Lake City where she met Weldon Clark. They eloped to Elko on June 8, 1970 when she was 19. Willie and Liz moved to Star Valley, WY where they remodeled the house in Freedom in which they would spend the next 44 years.

Liz worked as a ground hostess for Frontier Airlines in Jackson, until their first daughter, Teri, was born in 1977. Their second daughter, Tomi, followed in 1979.

A hard worker, she sold Fuller Brush cleaning products, started her own ice company and made genuine Wyoming Turd Bird. In 1982, she went to work for the Alpine Port of Entry where she enjoyed friendships with co-workers and loved bantering with the drivers. She was promoted to supervisor, and served 27 years until retirement in 2010.

Liz is preceded in death by her parents, Richard and Fern Galloway. She is survived by her husband, Weldon Clark; daughters, Teri (Kelly) Lund and Tomi (Jonathan) Crane; brothers, Richard (Myrna), Robert (Donna), Ralph (Elaine), Ronald (JoAnn), and Rodney; sisters Karla (Richard) Webb and Arline (Dana) Devlin; 6 grandchildren; stepchildren, Sandy Peavler, Cheryl (Dave) Bryngleson, Doug (Lonnie) Clark; seven grandchildren, and nine great-grandchildren.

Funeral services were held on Tuesday, Jan. 27, 2015. Internment took place at the Freedom Cemetery.

[-http://archiver.rootsweb.ancestry.com](http://archiver.rootsweb.ancestry.com)

MONA GREGG
1984 - 1986
RESERVATIONS AGENT
DEN

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

OBITUARY: Romona Belle Gregg, 53, died on Friday, Jan. 15, 2016, after a two-year battle with breast cancer.



She was born October 21, 1962, in Culver City, California, the youngest daughter of Frank and Eva Gregg. Early years were spent in California and then the family moved to Denver.

After graduating from high school she attended Nebraska Christian College in Norfolk, Nebraska. Following graduation, she returned to Denver and took a position at Frontier Airlines in customer service and attended Front Range Community College. Her ser-

vice with Frontier Airlines allowed for many memories and adventures with her family.

Deciding to start a new adventure in 1990, Romona moved to Kalispell. She continued in the travel and service industry until 2007 when she went to work at Walmart, attaining her position as an accounting associate until illness prevented her from continuing.

She was preceded in death by her parents, Frank and Eva Gregg, and her brother-in-law, Russell Nichols.

She is survived by sister Helen and husband Mike Wagner, brother Richard and wife Theresa Gregg, sister Leona and husband Mike Steenson and multiple nieces and nephews.

Service for Romona will be at 1 p.m. Jan. 19 at Buffalo Hill Funeral Home, with burial at Glacier Memorial Gardens.

[-http://www.dailyinterlake.com/community/obituaries/](http://www.dailyinterlake.com/community/obituaries/)

MARIETTA SHIVVERS CARR

1953 - 1955
PBX OPERATOR
DEN

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

OBITUARY: Marietta Ann Shivvers Carr was born December 18, 1926. She was the daughter of Levi Charles "John" Shivvers and Laura Vera (Hollowell) Shivvers. She graduated from Pleasantville High School and attended a two-year Colorado Women's College before receiving her BA from the University of Denver. Following graduation, Marietta worked for an attorney in Denver and later for Frontier Airlines.

Marietta was united in marriage to Thomas Austin Carr December 29, 1954. Tom was in the Air Force and the couple lived in many places.

In 1968, her husband, Tom, died and Marietta returned to Iowa and lived with her mother.

In 1970, she moved to Albuquerque, New Mexico where she was an office manager for Dr. Tom Downing. She greatly enjoyed her years in Albuquerque, connecting with many

friends, volunteering in the library of St. John's Episcopal Cathedral, caring for the Hall family, and spending much of her time serving the animals at the Albuquerque Zoo. In 2009, Marietta moved to Seattle to be near her daughter, Melissa. In May of 2014 she returned to Iowa near her family farm, her sisters, and son, Craig.

Marietta was preceded in death by her parents, husband, and daughter-in-law. Those left to cherish Marietta's memory include her daughter, Melissa Carr-Buswell; son-in-law, Caben Buswell; her son, Craig Carr; daughter-in-law, Judy Carr; sisters, Martha Skillman; Charlotte "Janie" Shivvers; brother-in-law, Robert Baker; and many other beloved family members and friends.

Marietta was cremated and a memorial service will be held at Fairview Christian Church on Saturday, August 15, 2015 at 10:00 a.m. Burial will be in Lincoln Cemetery.

[-http://www.bertrandfuneralhomes.com/obituaries](http://www.bertrandfuneralhomes.com/obituaries)

IRENE VAN WINKLE

NEED INFO
DEN

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

OBITUARY: Irene Virginia Van Winkle, 83, of Bellevue, NE, formerly of Burwell, died at her home on Aug. 20, 2016.

Funeral services were Sat., Aug. 27, 2016 at the United Methodist Church in Burwell. Burial was in Cottonwood Cemetery in Burwell.

Irene was born Feb. 25, 1933 in Howard County to James and Margaret (Walkowiak) Svoboda, Sr. She graduated from Ord High School in 1950.

On Oct. 18, 1953 she married Jerry Van Winkle. They moved to Colorado where she worked for Frontier Airlines.

In 1957 they moved to Long Pine, NE, where they worked on a ranch for a couple of years, before moving to Ord, where she taught at country schools.

She moved to Omaha in 1997 to be closer to her children. Jerry died on Jan. 7, 1998. She moved back to Burwell in 2005 to care for her parents. After her parents' death, she maintained her home in Burwell until her health started to fail.

Irene is survived by two children, Doug and Adrienne Van Winkle of Omaha, NE, and Lisa and Tracy Hilder of Red Oak, IA; Five grandsons; three great-grandchildren; nine siblings.

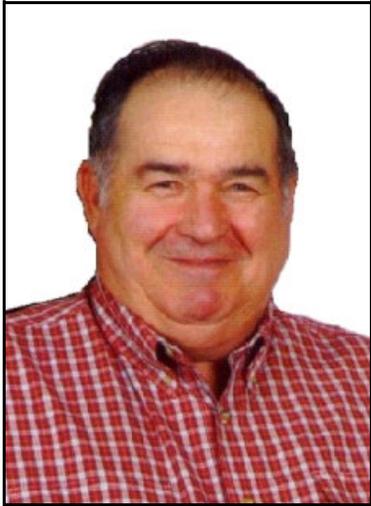
Irene was preceded in death by her parents, her husband Jerry and a brother, Tony.

[-http://www.quizgraphicarts.com/obituaries.html](http://www.quizgraphicarts.com/obituaries.html)



ALVIN JEFFERSON**1968 - 1970****AIRCRAFT MECHANIC****DEN**http://FAL-1.tripod.com/Alvin_Jefferson.html

OBITUARY: Alvin Dean Jefferson (August 18, 1945 - October 2, 2009, 64, of Akron, CO passed away on October 2, 2009 in Greeley, CO at the Hospice Care of Northern Colorado.



Alvin was born August 18, 1945 at the Victory House in Akron, CO to Kenneth and Mary Ann (Marick) Jefferson.

He continued his education at Northeastern Junior College in Sterling, CO. He then enrolled in the Spartan School of Aeronautics in Tulsa, OK in February 1966. which he successfully completed on March 31, 1967.

He graduated with a mechanics license in "Air Frame and Powerplant" and went to work for Beegles Aircraft Services in Greeley, CO.

On Dec 10, 1967 he married Opal Riemenschneider in Akron, CO. They resided in Greeley, CO until May of 1968, at which time he had accepted a job with Frontier Airlines in Denver, CO.

In 1970 there was a reduction in workforce, so he moved their mobile home to his mom's farm north of Anton, CO where he helped his brothers with the family farming operation.

He is survived by his wife of 41 years, Opal of Akron, CO; three sons, Harold D. and his wife Shelly of Akron, CO, John A. of Akron, CO, Alan K. and his wife Mandy of Yukon, OK. He was preceded in death by his parents and grandparents.

Funeral Services were held Wednesday, October 7, 2009 at the First Presbyterian Church in Akron.

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

BILL NEFF**1967 - 1986****PILOT****MCIDEN**http://FAL-1.tripod.com/Bill_Neff.html

OBITUARY: William Allen Neff passed away on Monday, November 21, 2016 at his home in Cresson, TX after a long bout with a terminal illness. Bill was born on Jan. 24, 1944 in Alvarado, TX.

He earned his pilot license at age 16 & joined the Air Force at 18. After 4 years in the Air Force, he became a professional airline pilot and flew DC-3s in North Africa. Bill then joined Frontier Airlines in 1967, based in Denver, CO.

At Frontier in 1974, he met his stewardess wife, Carol Shanklin. They were happily married for 42 years. He retired from America West Airlines after professionally flying for the airlines for 36 years.

Once retired, Bill then completed building his RV-6 experimental airplane to fly all over the U.S. and Mexico with his wife. (He painted his RV6 plane with his pilot friend, Homer, in his beloved Original Frontier Airlines paint scheme & also regis-



tered his aircraft N number as 220CB to represent "Carol & Bill")

He was a genius with all things mechanical and could make any engine run. Bill's passion for all things aviation was shared by his sons, Michael and Brandon, who both grew up to become airline pilots. Bill loved bass fishing and especially, with his grandson, Mateo.

Bill was an exemplary man, who was loved by all who knew him. He cared for his family above all else.

He is survived by his spouse, Carol, and sons, Michael and Brandon & wife, Pilar, and grandsons, Mateo and Luca.

In lieu of flowers, you may want to make a memorial donation to the C.O.P.D. Foundation in Bill's honor. There will be a "Celebration of Life" Hangar Party for Bill on Dec. 10, 2016 - for more information, please contact Carol.

-Carol Neff

AVI MIZRACHI**1984 - 1986****FLIGHT ATTENDANT****DEN**http://FAL-1.tripod.com/Avi_Mizrachi.html

Avi Mizrachi has gone west. I'm very sad to report that Frontier Airlines/Continental Airlines/United Flight Attendant, Avi Mizrachi passed away September 14, 2016.

Enclosed is his obituary as published in the Denver Post. Avi was based in the Newark International base as a hebrew speaker. He began his career with Frontier October 1984.

I will try to forward the card which was displayed in the Flight Attendant Lounge in Newark.

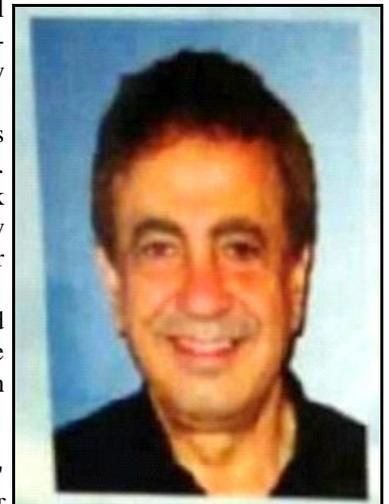
-Mary Ann Savinsky

OBITUARY: Abraham "Avi" Mizrachi, Aurora; Husband of Janet Perlstein; Father of Jesse Perlstein-Mizrachi; Also survived by family in Israel; Graveside, Sunday, 1:00pm, Mt. Nebo Memorial Park; In lieu of flowers donations can be made to The Adoption Exchange, 14232 E. Evans Avenue, Aurora, CO 80014

-Denver Post from Sept. 15 to Sept. 18, 2016

This is the first I knew about his death. I remember one time one of the flight attendants schedulers got a phone call from Avi. But it wasn't our Avi. It was a UA flight attendant who called our scheduling by mistake. It took several minutes for us to figure that out! I remember Avi installing my garage door opener shortly after I bought my house.

-Sarah Bara



BUD ORTGIES**1958 - 1971****STATION AGENT
BIS LWT GLD WYS**http://FAL-1.tripod.com/Bud_Ortgies.html

OBITUARY: Bud Virgil Ortgies, 79, passed away on Monday, August 1, 2016 at his home in Lewistown, MT. He was born to Herman and Freida (Stutt) Ortgies in Monticello, Iowa on January 9, 1937.



Bud graduated in 1955 from Anamosa High School in Iowa. He then enlisted in the U.S. Navy and honorably served from 1955 to 1959 as a radioman.

In 1960, Bud went to Bismarck, ND as part of his career with Frontier Airlines. On September 15, 1960, Bud married Vonnie Olzweski and together they had two children: Brett and Derek.

They moved to Lewistown in 1967. Bud was called to work in Goodland, KS from 1974-1976 and a short while in West Yellowstone from 1976 to 1977.

After returning, Bud started Lewistown's first travel agency and operated from 1980 to 1985. Later, 1990 to 1993, he started and ran a weather school. Bud worked at the weather station in Lewistown, a short time in Alaska, and retired from the Billings Weather Station.

Bud is survived by his wife, Vonnie of Lewistown, MT; sons, Brett (Shellie) and Derek (Traci) of Billings, MT; grandchildren, Ethan and Layne; brother-in-law, Bob Plath; nephew, Brian Plath and family; and niece, Tawni Rubin and family. He is preceded in death by his grandparents, parents, and sister, Beverly.

A Memorial Service will be held at Zion Lutheran Church, 2:00 p.m., Sunday, August 28, 2016.

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

ART RAY**1974 - 1985****ASSISSTANT MANAGER-AIRCRAFT APPEARANCE
DEN**http://FAL-1.tripod.com/Art_Ray.html

OBITUARY: Arthur "Art" Lee Ray, March 11, 1945 - December 24, 2014. U.S. Veteran Arthur Lee (Art) Ray was a kind, loving man and a good friend, a great father and the "Best Pa Ever!" Admired by many for his strength, courage, and his charming, friendly personality, he could always put a smile on anyone's face.

After battling cancer for five months, he passed away at home on Wednesday, December 24, 2014 at 6:00 p.m., surrounded by loved ones: his wife, Inez, his two children, Brandon and Tara, and his daughter-in-law, Michelle.

Born in Lawrence, Kansas, March 11, 1945, he served in the U.S. Army, graduated from Adams State College in Alamosa, Colorado, with a BA and MA. He lived in Colorado, Nebraska, Indiana, Michigan, Missouri, and Arkansas. Art received many awards, including Knight of the Year and Outstanding Young

Men of America.

Preceded in death by his parents, William Arthur and Louella Ray, he will be mourned by those who remain: wife, Inez; son, Brandon Ray (Michelle); daughter, Tara Banks; grandchildren, Kyle Ray, Madelynn and Braxton Banks, Austen and Ashtynn Neill; his loving brothers, Gerald Ray (Linda); Eugene Ray (Cheryl).

Visitation is Tuesday, December 30, 2014, 4-6 p.m., Emerson Funeral Home, followed by the Rosary. Funeral Mass is Wednesday, December 31, 2014, 10:00 a.m., Blessed Sacrament Catholic

Church. Interment is at Holy Cross Cemetery. Funeral luncheon follows at Blessed Sacrament Parish Hall.

In lieu of flowers, Art requested that donations be made to Blessed Sacrament Catholic School Scholarship Fund.

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

BOB CORNELIUS**1964 - 1986****AIRCRAFT MECHANIC
MKC FSM TUS DEN**http://FAL-1.tripod.com/Bob_Cornelius.html

OBITUARY: Bobby Lee Cornelius of Shelbyville, Texas



passed away on July 1, 2016 in Shreveport, Louisiana. He was born on December 21, 1926 in Spaulding, Oklahoma to Garland and Ruby (DeFour) Cornelius.

Bob graduated from Spaulding High School. He enlisted in the United States Navy during his senior year in high school. He served honorably on the USS Whitehurst where he was a Gunner's Mate 3rd Class. After returning home from the war, he returned to finish his senior year of high school. It was then that he met his love, Imogene Vail. The couple were married on June 11, 1948 in Holdenville, Oklahoma.

The couple had two children, Linda and Barbara.

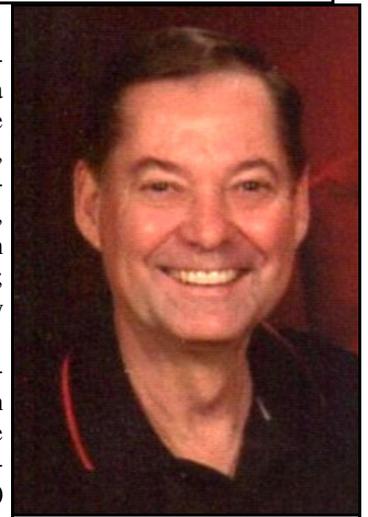
Bobby worked for Frontier Airlines as an A & P mechanic.

Preceding him death are his wife, Imogene Cornelius, parents Garland and Ruby Cornelius, brothers Darrel Cornelius and Larry Cornelius.

Survivors include his daughters, Linda (Rex) Stucker of Killeen, Texas and Barbara (Henry Childress) Cornelius of Shelbyville, Texas, two grandchildren, four great-grandchildren, and one great-great grandson. Also, his siblings Maxine Everett of Paris, Texas, sisters-in-law Lurene Cornelius of Prague, Oklahoma, and Janice Cornelius of Bend, Oregon.

Funeral service is scheduled for 10:00AM on Friday, July 15, 2016 at the Holdenville Cemetery in Holdenville, Oklahoma.

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



DICK KLUMKER**1966 - 1986****PILOT****DEN**http://FAL-1.tripod.com/Dick_Klumker.html

OBITUARY: Richard Dennis Klumker, resident of South Routt, CO passed away Oct. 16, 2016. A memorial mass will be held at 11 a.m. Monday Oct. 24, 2016, at the St. Martin of Tours Catholic Church.



A graveside service will be held at the Yampa Cemetery following the mass. A reception will be held at the Yampa Ladies Aid Hall following the services. In lieu of flowers, memorial donation can be made to the Northwest Colorado Hospice, 940 Central Park Drive, Ste. 101, Steamboat Springs, CO. 80487.

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

Nettie Combs, Ron Comb's widow just called me to let me

know Dick Klumker passed away Sunday morning, October 17th.

He was a good friend of mine and a great guy. To know him was to like him. He was 74 years old, cancer was reported to be the cause. He was living in the Steamboat area, so his funeral will be:

Monday, October 24, 2016, 1100 am at:

St Martin Catholic Church

400 S. Sharp Ave

Oak Creek Co, 80467

It's 6 mi South of Steamboat, Co on Hiway 131

-Bonnie Dahl

BECKY COPLEY CAYLOR**1971 - 1985****FLIGHT ATTENDANT****DEN**http://FAL-1.tripod.com/Becky_Copley_Caylor.html

OBITUARY: Becky L. (Copley) Caylor, 50, died May 16, 1999, at her home in Greenville, S.C. after a long and courageous battle with cancer. She was an inspiration to all those who knew her and were touched by her during her life.

Born in Peru, and raised in Kokomo, IN she lived in Denver for many years before moving to Greenville in 1991. She was a flight attendant with Frontier Airlines for 15 years and also represented her co-workers as the Local Executive Chairperson for the Association of Flight Attendants.

After retiring from Frontier, she became involved in nonprofit association management. In Greenville, Becky worked for the Greenville Chamber of Commerce until her illness forced her retirement. Survivors include her husband and life partner, Lowell; two sisters, Jill Barton, Kokomo and Vicky Dalton, Enid, Okla.

A memorial service was held at 7 p.m. yesterday at The Mackey Mortuary. The Rev. Sally Parrott officiated. Visitation



followed the service. A service of remembrance will be, held at 7:30 p.m., Thursday at Fenn and "Shirley- Mortuary, Colonial Chapel, 1315 W. Lincoln Rd., with visitation from 6 p.m. until the time of the service. In lieu of flowers, memorial donations may be made to The Cancer Society of Greenville County, 113 Mills Ave., Greenville, S.C. 29605; M.D. Anderson Cancer Center, 1515 Holcombe Blvd., Houston, TX 77030; or Concerned Citizens for Animals, P.O. Box 1332, Greenville, S.C. 29681.

-The Kokomo Tribune from Kokomo, Indiana

RON ROEPE**1951 - 1963****SUPERINTENDENT OF ENGINEERING****DEN**http://FAL-1.tripod.com/Ron_Roepe.html

OBITUARY: Roland "Ron" Alan Roepe, age 90, of Overland Park, KS passed peacefully in his sleep at home, on December 1, 2015.

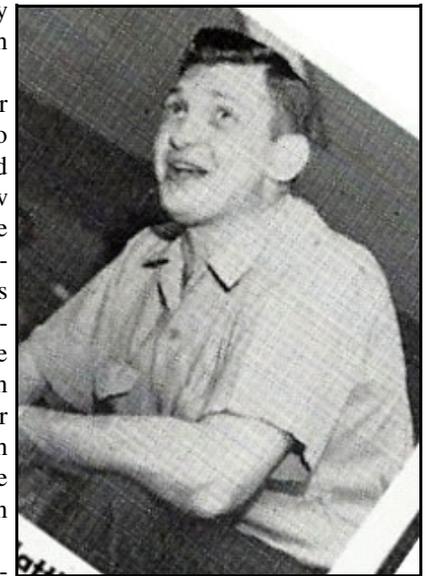
Ron was born September 16, 1925 in St. Louis, MO to Roland August Roepe and Clela Daley Roepe. He grew up in Topeka, Kansas. He graduated from the University of Kansas with degrees in Architecture and Aeronautical Engineering. He was a World War II Veteran serving in the Army Air Force. He married his high school sweetheart, Pauline Stolpe on June 19, 1947 in Topeka, Kansas.

He was instrumental in developing safety protocols including: floating seat cushions, aisle way floor lighting for emergency evacuations, the escape hatch in airplane cockpits for the flight crew to utilize if door way is blocked, and the foam used for jet fuel fires.

During his career he worked for Frontier Airlines, Martin-Marietta, the Civil Aeronautics Board, TWA, and Saudi Arabia Airlines.

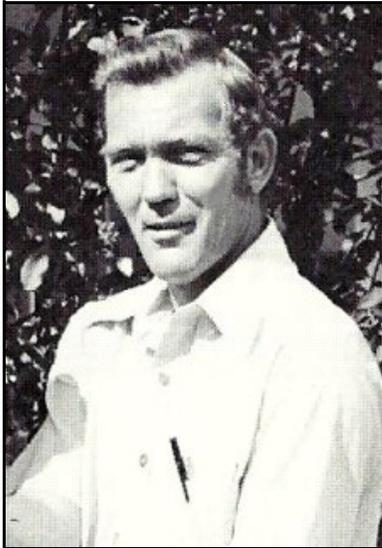
He is survived by his 3 children: Steve (Holly) of Littleton, CO and their children Shannon, Kevin and Max; Alison Roepe of Lawrence and her daughter Kait (Casey) and their son Donovan McNeely; Bill (Barb) of Overland Park and their children Austin (Libby) and Megan. He was preceded in death by his parents and loving wife, Polly.

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



ORVILLE WHITE**1956 - 1986****SENIOR STATION AGENT
FMN OMA HSI BFF GDV DEN**http://FAL-1.tripod.com/Orville_White.html

OBITUARY: Orville "Dick" White Obituary, 82, died Oct. 21, 2016. Service Sat., Oct. 29, 11 a.m., Zion Lutheran Church, 1400 Skeel St., Brighton, CO.



- Denver Post on Oct. 26, 2016 I just got of the phone with Betty and Orville passed away about 5:40 p.m. Denver time on Oct 21, 2016.

They think services will be on Oct 29nd on Saturday.

-Vern Stone

ORVILLE L WHITE,
Emp# 09366, DEN SSA,
Per the Aug 1986 DEN Station
Personnel Roster.

O L WHITE, Emp# 09366,
DOH and station agent senior-
ity date of 8/18/56, DOB

4/6/34 per the Oct 1986 FL/ALEA Seniority List.

-Jake Lamkins

Orville, my thoughts and prayers to you and your Family. Enjoyed working with you at Frontier.

-Connie Mcalister

Great guy had the opportunity to work with him in the tower... RIP. Condolences to his family.

-Frank Lummie

RIP !!! One of my favorite no BS people during my days at Frontier

-Hal Fahrenbruch

GENE HANSON**1967 - 1986****AIRCRAFT CLEANER, AIRCRAFT MECHANIC
DEN**http://FAL-1.tripod.com/Gene_Hanson.html

OBITUARY: Eugene "Gene" Hanson, April 12, 1937 - September 29, 2016.

Frontier Airlines Aircraft Mechanic retired and Navy Veteran.

Eugene is survived by his Wife, Jeanne; Daughter, Debbie; Sons, Tim Hanson and Tom Rowell (Terri Hauk); Grandchildren, April Mock (Adam Ittner); Tony and Dana Mock, Valerie, Leah & Chris Hanson. Great Grandchildren fondly called "The Munchkins" Adrian Kois, Dakota Ittner, Isaac Gallegos, Halie, Mikey and Brooklyn Mock.

A Celebration of Gene's Life will be at his home on Saturday, October 8, 2016 from 2:00pm until 4:00pm.

In lieu of flowers, please hug the people you love and spend quality time with them.

-Denver Post on Oct. 5, 2016

Gene Hanson passed away Sept 29th. He worked for FL as an aircraft mechanic in Denver until its demise and I worked in the offices for 28 years.

-Jeanne Hanson

E HANSON

Cleaner seniority date of 8/23/67 on the 11/1/74 FL/IAM seniority list.

Aircraft mechanic seniority of 6/15/73 on the 11/1/76 FL/IAM seniority list with retained cleaner seniority of 8 yrs 9 mos 8 days.

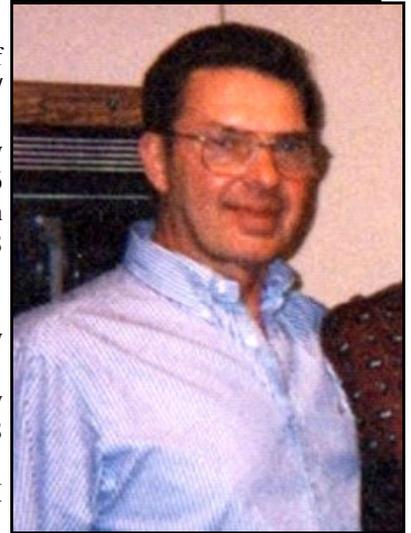
E H HANSON

Aircraft mechanic seniority date of 6/15/73

Retained cleaner seniority of 8 years, 9 months and 8 days.

Per the May 1986 FL/IAM Seniority List.

-Jake Lamkins

**ED SHERMAN****1965 - 1979****GROUND SCHOOL INSTRUCTOR
DEN**http://FAL-1.tripod.com/Ed_Sherman.html

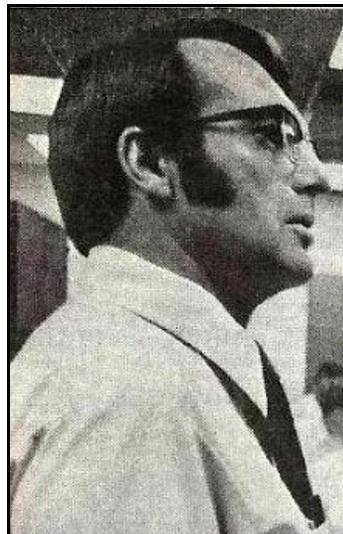
I've searched the Legacy records on-line and am unable to find anything about Ed Sherman. Perhaps, you can succeed with your handy-dandy locator? He's been "Gone West" for a long time now.

I have one photo of Ed and used to see him some at AWA.

He left AWA and was running a DHC-7 program in conjunction with the Williams to Grand Canyon railway.

That was out of Chandler Memorial which is now closed (owned by the Tohono Akimel Oohadam "Pima" tribe).

The "airline" never really got going. I later heard he had some health issues then passed...



-Billy Walker

Ed Sherman left FAL to go to Sierra Pacific. I heard he has passed. I have this one photo.

-Ron Gallop

I and Ed Sherman left Frontier in May of '79 to fly for a start up airline in Idaho. I still miss him. He was a true friend.

-Rex Myers

Still do not know when he started or his full name or important dates like birth, death, etc. He is not on the 1960 roster but he is in the 1970 telephone directory so I will show his start time at Frontier as 1965 until more info is received.

ED SHERMAN, DEN DG operations - training, No title per the Jan 1970 and Jul 1970 FL Telephone Directories. ED SHERMAN, DEN DT flight ops - training, No title per the Nov 1977 and Nov 1978 FL Quick Reference Directories. Need an obituary and time he started at Frontier.

-Jake Lamkins

ELLES WILLIAMS**1967 - 1974****FLIGHT ATTENDANT
DAL DFW**http://FAL-1.tripod.com/Elles_Williams.html

Elles Williams passed away November 8, 2016. She was 69



years old. I am not sure when Elles started flying with Central, but she was there when I started with Frontier in March of 1968. Elles and I became friends shortly after and we were eventually room mates for about a year. We lived in a duplex with my two dogs, Fanette (Elles named her) and Toshka.

I was laughing with her sister about our decoupage poster of Burt Reynolds (you girls know the one I mean) over our fireplace. We thought we were sooooo cool.

Elles flew until somewhere around 1973 I think. She then lived in Mexico for a while and then California until ending up back by her family and in real estate in Albuquerque. I used to go visit her fairly often and she would load up her two little dogs and come up to Golden for a week or so.

She started having some health problems several years ago and unfortunately it became hard for her to travel. She was loved by many and was very close to her family. She will be missed.

There is no service or memorial planned at this time. If you would like to remember Elles with a donation, she was an animal lover. National Mill Dog Rescue, P.O. Box 88468, Colorado Springs, CO. 80908 would be a choice or a favorite rescue group of yours.

-Lanette Duncan**FRANK RUSSELL****1962 - 1970****VICE PRESIDENT - WASHINGTON AFFAIRS
DEN**http://FAL-1.tripod.com/Frank_Russell.html

OBITUARY: Frank M. Russell, a former vice president of the National Broadcasting Company and for 30 years an important figure in broadcasting liaison with the Federal Government, died Saturday (Nov 11, 1972) at his home in Kenwood, Md. He was 77 years old.

Mr. Russell was born in Lohrville, Iowa, graduated from Iowa State College and served as a sergeant in the Army in World War I. After his discharge he worked as a newspaperman with The Ames (Iowa) Times, a career that was brief but left him with the nickname he carried the rest of his life.

In 1922, Mr. Russell went to Washington as, assistant to the Assistant Secretary of Agriculture and from 1924 to 1929 served as assistant to the Secretary of Agriculture. He organized and ran the department's press service and established its radio extension service.

For the next three decades through the golden age of radio and



the birth of television, Mr. Russell served as N.B.C.'s chief representative for all matters in the capital. Professionally he preferred to work in the background, yet he became one of the best known and most influential figures in his field. His name appeared only twice in N.B.C. press releases — when he joined the company and when he retired.

Survivors include his widow the former Phebe Gale; three children, Jean Russell, and Morgan Niles Russell of Washington and Mrs. Philip Hulberton of Bronxville,

N.Y., and three grandchildren.

-<http://www.nytimes.com/1972/11/14/archives/>

He was appointed a Frontier vice president on Apr 1, 1962 to represent Frontier's interests in Washington, DC. He was last shown in the 1969 annual report. Neither he nor a vp-Washington Affairs is shown in the 1970 annual report

-Jake Lamkins**RICHARD VLACH****1968 - 1986****STATION AGENT
MKC MCI DEN**http://FAL-1.tripod.com/Richard_Vlach.html

Richard C. Vlach, 80, of Houston, TX, formerly of Hanover, died Thursday, April 21, 2016.

A rosary service was held at 7:00 p.m., Thursday, April 28, at St. John's Catholic Church in Hanover.

A funeral service was held at 10:00 a.m., Friday, April 29, at St. John's Catholic Church.

Burial with Military Honors was in St. John's Catholic Cemetery.

Richard was born in Hanover on January 24, 1936 to Anthony and Loretta (Imming) Vlach. Following graduation, Richard worked in the family business, Vlach Market.

Richard served in the National Guard from 1958 to 1961. He then began a career at Frontier Airlines and subsequently, Continental Airlines in Kansas City, Denver and Houston from 1968 until his retirement in 2001.

Survivors include brothers and sisters, Bill (Wilma) Vlach, Lago Vista, TX, Jim (Colleen) Vlach, Madison, MS, Mary Carol (Errol) Saville, Topeka, Tony (Pat) Vlach, Leland, NC, Karen (Richard) Owens, Spring Hill and Kathy Vlach Jones, Houston, TX; and many loving nieces and nephews.

-<http://www.kinsleymortuary.com/fh/obituaries>



JOE PASQUA
1947 - 1984
AIRCRAFT MECHANIC
DEN

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

OBITUARY: Joseph Gabriel Pasqua, 1929 – 2016 Joe Pasqua of Denver, Colorado passed away at the age of 87. He proudly served in the Army from 1951 to 1953 in the Korean theatre.



He retired from Frontier Airlines in 1984 after 38 years of service.

He is survived by his wife Dorothy of 62 years and his children, Kathleen, Christopher, Kevin, David and Annette, their spouses, 17 grandchildren and 8 great grandchildren. He will always be known for his love of family, friends and old cars.

D a d / G r a n d p a / G r e a t Grandpa was our hero. We

will never forget him.

Services will be held at Blessed Sacrament Catholic Church on Friday November 11, 2016 at 10:00am with a reception to follow at the church hall.

Service Information, Rosary Service, Thursday, November 10, 2016, 6:30 pm, Blessed Sacrament Church, 4900 Montview Blvd, Denver, Colorado 80207

Memorial Service, Friday, November 11, 2016, 10:00 am, Blessed Sacrament Church, 4900 Montview Blvd, Denver, Colorado 80207

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

MAX HUNT
1957 - 1983
PILOT
GSW MKC MCI DEN

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

OBITUARY: Max Leo Hunt, October 14, 1923 - October 29, 2016, 93, passed away peacefully on October 29th, 2016 in Paradise Valley, AZ.

Max was born to Tom and Nellie Hunt on October 14, 1923 on the family farm outside Attica, KS. He graduated from Attica High School in 1942, attended Kansas University for one year before he and his brother Duane enlisted in the United States Navy. Max was trained as a pilot in the Navy and was honorably discharged on December 14th, 1945. He remained in the Navy Reserves until July 1st, 1963, retiring as a Lieutenant Commander.

Max married Phyllis Covey on July 6th, 1947. They were married 59 years until Phyllis's death on February 7th, 2007. Max and Phyllis started their lives together in Wichita, KS and then moved to Piercesville, KS where Max took a job with the CAB at the Garden City, KS airport.

Max loved to fly. In 1958, Max was hired by Central Airlines and he moved the family to Ft. Worth, Texas and then to Platte

County, Missouri where he was promoted to Captain in 1961. Max flew a DC-3, Convair 580, and Boeing 737 over his 25 year career with Central and Frontier Airlines, retiring on October 14th, 1983.

Max was preceded in death by his wife, Phyllis; sisters Rena Imel and Vivian Hughbanks; brothers Lloyd and Duane Hunt. He is survived by his sisters June Crenshaw, Wamego KS and Wilda Brock, New Plymouth ID and one brother Ralph Hunt, Attica KS; three daughters, Diana Robbins, South Yarmouth MA, Cathy Cavitt (Bruce), Prairie Village KS, Cheryl Searcy, Cave Creek AZ; two sons Greg Hunt (Kathy), Cave Creek AZ; Doug Hunt (Mary Ann) Middleton WI; 14 grandchildren and 15 great grandchildren.

Visitation will be held at 3:00 – 5:00 p.m., Sunday, November 13, 2016 at Rollins Funeral Home in Platte City. A private graveside service will be held at Leavenworth National Cemetery in Leavenworth, KS.

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

DEANNA ROSS COOLEY
1962 - 1963
FLIGHT ATTENDANT
DEN

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

OBITUARY: Deanna Kay (Ross) Cooley was born May 14, 1942 at Stockham, Nebraska and died Jan. 16, 2015, at Fort Thomas, Arizona.



Deanna was preceded in death by her mother, Blanche (Kissel) Ross; father, Samuel E. Ross; and sister, Beverly (Ross) Blue.

Deanna is survived by husband, Stephen Cooley; children Charmayne (Sean) Bodkin and Brandi (Todd) Gillenwater; four grandchildren, Cassidy and Conner Bodkin and Trent and Peyton Gillenwater; and brothers Doyle Ross and Valta Ross.

Deanna attended public school in Aurora, Nebraska graduating from Aurora High School in 1960. Deanna went on to further her education at Doane College.

She was a flight attendant for Frontier Airlines after college. Deanna and Stephen Cooley were married Aug. 26, 1966.

Interment was at Aurora Cemetery, Aurora, Nebraska

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

TONY ILLICH**1955 - 1986****STATION AGENT, STATION MANAGER
DIK LWT COD BIL FCA BZN PDX**http://FAL-1.tripod.com/Tony_Illich.html

OBITUARY: Anthony "Tony" Illich, March 11, 1932 – Aug.



12, 2016. Tony was born in Dickinson, North Dakota, to Joseph and Margaret Illich, and was raised on a nearby family farm with two brothers, Joe and Bill, and three sisters, Margaret, Elizabeth, and Rose.

When he reached adulthood, he left the family farm to work for the budding airline industry in the early 1950s, first for Frontier Airlines and then Delta Airlines. Serving the public in this role was his forté. He had a smile, a quick joke and a laugh for everyone he met.

His career started in Dickinson, North Dakota, and included stops in Cody, Wyoming, and in Billings, Lewistown, Kalispell and Bozeman in the state Montana with a brief stay in Portland, Oregon.

Tony met and married Wilma ("Willie") Sadowsky on July 9, 1952. They had a long and loving marriage that lasted 63 years before Willie passed away in May 2015. They raised two daughters, Nancy and Susan, and five sons, Dan, Russ, Jim, Fred and John. Tony and Willie are also survived by 10 grandchildren.

Tony died peacefully among family in Seattle, Washington, after struggling with several illnesses. The family will hold a private memorial celebration, interring his ashes next to those of his beloved wife, Willie.

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

HARVEY MURDOCK**1974 - 1984****AIRCRAFT CLEANER****DEN**http://FAL-1.tripod.com/Harvey_Murdock.html

OBITUARY: Harvey Murdock, August 14, 1924 - September 29, 2016, was born in Denver, Colorado to Raymond Murdock and Mary (Hagenlock) Murdock. He grew up in Denver, Colorado. When he was an infant, his parents were divorced; his mother later remarried John Shaball.

Harvey grew up in north Denver and attended North High School. He joined the United States Navy on January 26, 1942, during World War II, at the age of 17. His naval career ended on November 12, 1945 when he received an Honorable discharge from the US Navy. He went to California in 1947 and worked at Consolidated Airlines, returning to Denver before year end.

Upon his return to Denver, Harvey worked at Gates Rubber Company where he met Clarabelle Haines, from Walsenburg, Colorado. They were married on June 26th in 1951 and celebrated their 65th wedding anniversary on June 26, 2016. Harvey



and Clarabelle ended their careers working together again during their employment at Frontier Airlines. Both retired from Frontier Airlines in June of 1984.

Harvey is survived by his wife, Clarabelle; daughter Irma Lee Varney; three grandsons, Derek (Margaret) Varney, Dustin (Melanie) Varney and Dana (Melissa) Varney. His family was blessed with the addition of six wonderful great-grandchildren, Courtney Elizabeth, Ryan Terek, Cole Austin, Beau Hayden, Nathan

Donald and Kayden Leslie.

Harvey is a member of Park Hill Masonic Lodge. Harvey also joined the Scottish Rite in 1963. Harvey & Clarabelle are members of Capital Hill Chapter #119, Order of the Eastern Star, They are Past Matron & Patron of Capital Hill Chapter #119 from 1967-1968.

Funeral Services will be held at 2:00 pm, Saturday, October 8, 2016 at Olinger Chapel Hill Mortuary, 6601 S Colorado Blvd, Centennial, CO 80121. Interment will be held in Olinger Chapel Hill Cemetery.

[-http://olinger-chapel-hill-mort-cem.tributes.com/](http://olinger-chapel-hill-mort-cem.tributes.com/)

LEFTY LEFTWICH**1967 - 1985****AIRCRAFT MECHANIC, FLIGHT ENGINEER, PILOT
DEN**http://FAL-1.tripod.com/Lefty_Leftwich.html

OBITUARY: Robert Leftwich, 88, died April 13, 2016, in

Clay Center, Kansas. Robert was born June 13, 1927 in Malcolm, the son of Guy and Tina (Schroeder) Leftwich. Robert graduated with the class of 1945.

He married Marjorie Stouwie on April 11, 1950, and she precedes him in death.

Robert worked for Frontier Airlines as a mechanic and then pilot, retiring in 1986 as a Captain. He is also preceded in death by his parents; son, Mark Leftwich and daughter, Ruth Leftwich.

He is survived by his son, Mike and wife Glenda Leftwich of Clay Center, Kansas;

five grandchildren and four great-grandchildren.

Graveside Services will be held at 11:00 a.m. on Monday, April 25, 2016 at Forest Cemetery in Oskaloosa with Pastor Brice Hoyt officiating. Bates Funeral Chapel is assisting in the arrangements.

[-http://www.batesfuneralchapel.com/obituaries](http://www.batesfuneralchapel.com/obituaries)



GAIL HANNIGAN FOGG**1968 - 1986****FLIGHT ATTENDANT
SLC DFW DEN**http://FAL-1.tripod.com/Gail_Hannigan_Fogg.html

OBITUARY: Gail Fogg was born in Grand Junction, Colorado



on February 17, 1945 to Doris and William A. Hannigan. She attended Grand Junction High School, Mesa College and Western State College, graduating with a degree in Biology and Microbiology. She was well known as a drummer and timpani player and attended college on a full music scholarship.

Shortly after graduating, she became a flight attendant with Frontier Airlines, flying for close to 20 years, then finishing her career with Continental Airlines. She flew out of Anchorage, Alaska for the last several

years of her career. Alaska was a special time in her life and she had many fond memories of her friends and travels there.

She was well known as a tireless advocate for both wildlife and domestic animals, taking in any and all cats and dogs that needed a home. She lived the last fifteen years of her life on Glade Park and especially loved the peacefulness and solitude there.

Gail was a longtime diabetic and passed away on November 22, 2016 from complications due to 50 years of battling that disease. She will be missed by all who knew her.

She is survived by a sister and brother-in-law, Lynn Hannigan and Tom Sanford, of Grand Junction. There will be a celebration of her life in late spring of 2017. In lieu of flowers, please donate to any animal care organization of your choice.

-Sent by Phil Stallings

JERRY JOHNSON**1978 - 1985****STATION AGENT
HOU**http://FAL-1.tripod.com/Jerry_Johnson.html

OBITUARY: Gerald Ralph "Jerry" Johnson, 77, died March 24, 2015, at Rapid City, SD. Gerald was born Oct. 16, 1937, in Rochester, MN, to Ralph and Luella Johnson. He graduated from John Marshall High School. He entered the U.S. Marine Corps serving in 1960-61 in Vietnam, and doing a tour in Okinawa, Japan. After moving to Rapid City in 1974, he worked at Frontier Airlines and United Airlines.

He married his first wife, Joyce Peterson, in Rochester in 1959. Joyce passed away in 1977, in Rapid City, and the following year, Gerald married Carol (Gall) O'Brien. During their marriage, they lived in Rapid City, Yakima, WA, Houston, TX, and Beaumont, TX. Carol passed away in 2004, and he moved back to Houston, TX, where he met his present wife, Mary (Bell) Johnson. In 2012, they moved to Rapid City.

Grateful for sharing his life are his wife, Mary; his children:

Dawn Pence, Rapid City, and her children, Nicole, Shaina, and Kelsey; DeeAnn (Todd) Dietrich, Rapid City

Gerald was preceded in death by his wives, Joyce and Carol; and his parents, Ralph and Luella Johnson.

Funeral services will be at 1 pm Sunday, March 29, 2015.

Inurnment will be a private family ceremony at the Black Hills National Cemetery near Sturgis, with military honors provided by the Rushmore VFW Post 1273 and the U.S. Marines Honor Guard.

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

LES HARPER**1950 - 1976****PILOT****FTW ACF GSW DAL DEN DFW**http://FAL-1.tripod.com/Les_Harper.html

OBITUARY: Lester HARPER, age 100, passed away peacefully

on Tuesday September 13, 2016 in Dallas, Texas at Grace Presbyterian Village. Lester was born on April 6, 1916 in Peshtigo, Wisconsin to the parentage of Benjamin Harper and Ida (Wilke) Harper. He completed and graduated high school and obtained his pilot license. Later Lester became a flight instructor and enlisted in United States Air Corp on September 17, 1942. Lester received numerous of distinguish decorations and citations: he received the Presidential Citation Pin, two (2) medals from



the Chinese dignitaries for his outstanding service during WW II flying supplies into China before the Burma Road was cut.

After returning from China, he became a flight training officer in the US Air Force. Lester married the love of his life, Donna Belle and to this union one daughter Rhydonia was born.

After being honorably discharged from the military on December 7, 1946, Lester became a commercial airline pilot for Faucett Airlines, Central Airlines and Frontier Airlines. Lester was an active member in the Air Line Pilots Association and the Hump Pilots Association. He retired in 1976 with more than 32,000 hours of flying time.

Lester was preceded in death by his beloved wife of 63 years, Donna Belle Harper, both parents, Benjamin and Ida Harper. He leaves to cherish his memories and legacy: his loving daughter, Rhydonia (Ed) Duggan; (3) three grandsons: Douglas Pfeil, David (Laura) Pfeil, and Dwayne (Katherine) Pfeil.

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

MIKE HOGAN**1975 - 1979****SUPERVISOR-FLIGHT ATTENDANT TRAINING
DEN**http://FAL-1.tripod.com/Mike_Hogan.html

OBITUARY: Michael Anthony Hogan passed away on Tuesday, March 8, 2016, after an 18-month illness. He is survived by his wife of 39 years. Laurie Hogan, daughter Beth Link and husband Mike Link and family, son Luke Hogan, daughter Mary Lawson and husband Blake, son Paul Hogan and fiancée Sarah Noble, and daughter Kelly Hogan.

He is also survived by his siblings Pat Hogan and family, Ann Parker and family, Terry Hogan and family, Tim Hogan and family, and Deirdre Hogan Shutrump and family.

Mike was born on August 13, 1948 on Long Island, NY

and lived in many places while his father served in the military. He had a career in education that spanned 25 years, not including other positions in Frontier Airlines, financial planning, and advertising.

Funeral services will be held at St. Therese Catholic Church in Collinsville on Monday, March 14th at 11:00 a.m. with a reception to follow. In lieu of flowers, the family requests financial donations to help defer the funeral and burial costs. Reynolds Funeral Home is receiving donations on the family's behalf at 1501 W. Main Street, Collinsville, OK. 74021

Burial: Saint Therese Catholic Cemetery, Collinsville, Tulsa County, Oklahoma.

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

MIMI BUCKSTEAD MCCARTNEY**1974 - 1985****RES AGENT, TCA, STATION AGENT
MKC DEN SMF**http://FAL-1.tripod.com/Mimi_Buckstead_McCartney.html

For all my Frontier friends who knew Mimi Buckstead; she passed away Dec 4, 2016 from brain cancer. Please keep her daughter Nikki in your prayers. She worked in Denver with us. She was a great friend and will be missed by many.

-Jan Lefler

I was an F/A during the 1960s for the Flying Tiger Line, and United States Overseas Airlines before Tigers, going to and from Vietnam as well as just about anywhere else in the world you might imagine.

Lost my job when I had the audacity to get married, then went to BN Res for five years, and then on to FL in MKC Res, then as a DEN TCA and back home to California to SMF as a station agent.

It was a trip for me to buy my first pair of steel towed boots at age 40 to load/unload airplanes.

I bailed about 18 months before the bankruptcy. While still at FL I went back to school and got a second bachelor's degree, this



time in IT.

-Mimi Buckstead McCartney

So sorry to hear this news. Many good memories of Mimi.

-Larry Kramer

This one hurts. I met her in Kansas City. Just a beautiful person.

-Jack Cagle

Yes, very sad news.... she worked in SMF.

-J.D. Newton

So sorry to hear of the loss of Mimi. I HATE cancer.

-Susan Quisenberry

(Mimi's obituary arrived too late for the newsletter but is posted at her memorial webpage.)

MIKE FAAS**1978 - 1986****PILOT
DEN**http://FAL-1.tripod.com/Mike_Faas.html

OBITUARY: Michael J. Faas, fighter pilot, departed this troubled earth on his 72nd birthday, Oct. 3, 2016.

After graduation from the University of Florida in 1966, the New York native earned the silver wings of an Air Force pilot in 1968. He was assigned to Thailand, flying air support and interdiction missions over the perilous Ho Chi Minh Trail. Protecting and saving the lives of downed airman became Mike's mission. In addition to his Silver Star medal for Gallantry, he wears four Distinguished Flying Crosses and a Purple Heart.

When the war in Southeast Asia ended, Mike returned to the US to fly for several airlines before retiring in 2004 as an American Airlines captain; .

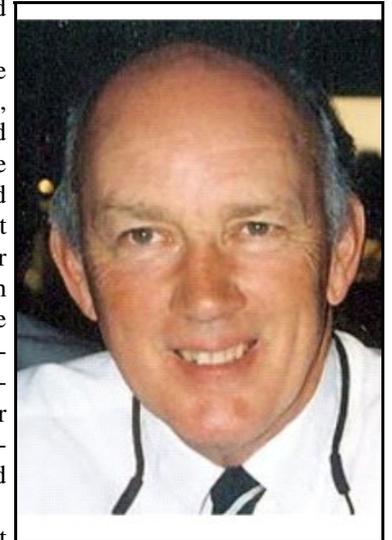
Mike then enrolled in Denver University law school, graduating with a Juris Doctorate in 2005; practicing law in Colorado and Montana for the next decade. Doggedly fighting an 'Agent Orange' related cancer, Mike spent his final days fishing and boating on the shores of beautiful Flathead Lake.

Surviving him are Barbara (Bobbie), his wife of 45 years; his daughter, Debbie; and son, Matthew. Matthew's daughter, Emmalee, who loves her 'Papa', brought Mike a special joy. Also surviving are his sister, Susan Jackson, living in Middletown, New York; and his brother, Peter, with wife Anita, residing in Melbourne, Florida.

Mike received a legacy of love from his parents, Fredrick and Margaret Faas, to whom he was intensely devoted throughout their lives. Younger brother, Stephen, predeceased Mike.

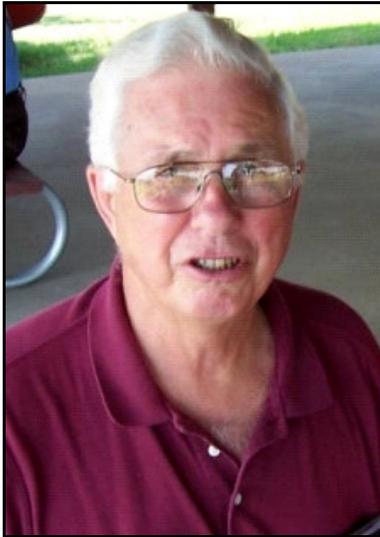
A Memorial Service will be given at Immaculate Conception Catholic Church in Polson where Mike is a parishioner.

[-http://www.valleyjournal.net/](http://www.valleyjournal.net/)



JIM HICKS**1957 - 1966****STATION AGENT****LIT**http://FAL-1.tripod.com/Jim_Hicks.html

OBITUARY: James D. Hicks, Sr., 81, of Conway passed away



on Friday, September 2, 2016. He was born on December 19, 1934 in Benedict, AR to Leonard Ervin and Maudie Lucille (Yielding) Hicks. He was a member of the Bende-meer Grotto, 33rd Degree Mason of the Faulkner Lodge and a Shriner.

He is survived by his wife of 58 years, Suzanne Hicks of Conway; children, James D. Hicks, Jr., (Karen) of Little Rock and Pam Hicks of Conway; grandchildren, Autumn Dudley (Nick) Danielle Brooks (Brandon) of Little Rock, Abby and Hayley Hicks

of Conway; great grandchildren, Jackson and Henry Dudley, Claire Brooks of Little Rock; brother, Jerry Hicks (Joanne) of Conway. He is preceded in death by his parents.

Visitation will be held prior to services starting at 9:00 a.m., funeral services begin at 10:00 a.m. on Tuesday, September 6th at Little Rock Funeral Home, 8801 Knoedl Ct., Little Rock, AR 72205, with Reverend Anne Holcomb officiating. Burial will be at Pinecrest Memorial Park, in Alexander, AR.

Memorials may be made to Alzheimer's Association, 204 Executive Ct., Little Rock, AR, 72205 or to Western Hills United Methodist Church, 4601 Western Hills Ave, Little Rock, AR 72204.

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

DAVE BUTLER**1979 - 1986****FLIGHT ATTENDANT****DEN**http://FAL-1.tripod.com/David_Butler.html

OBITUARY: David Eugene Butler, June 16, 1955 - April 30, 2016. Beloved Father of Cassandra, Dear Brother of Michelle, Loving Uncle to Melanie, Cameron, Carlton, Erica and Alec. Son of Ellen L. and Lee W. Butler.

David graduated from Manual High School, earned a Bachelor of Science at University of Northern Colorado, and a Computer Systems Analyst degree from ITT Tech.

He worked as a Flight Attendant for 18 years, mostly at the original Frontier Airlines, and then at Continental. After that, he spent many years working with computers at Dish Network, Charles Schwab and most recently, Apex Computer Systems.

His life was too short and he will be greatly missed by those left behind.

Services will be on Thursday, May 12, 2016 at 11:30 a.m. at Three Trees Chapel, 13416 W Arbor Pl, Littleton, CO 80127

[-http://www.apollofunerals.com/notices/David-Butler](http://www.apollofunerals.com/notices/David-Butler)

Dave Butler was in my class, he is the 2nd one from the right.

So sad prayers for his family!

-Carol Koury Lauer

David's obituary was found while googling Frontier obits.

D E BUTLER

Flight attendant seniority date of 10/26/79

per the Feb 1981 and Feb 1986 FL/AFA Seniority Lists.

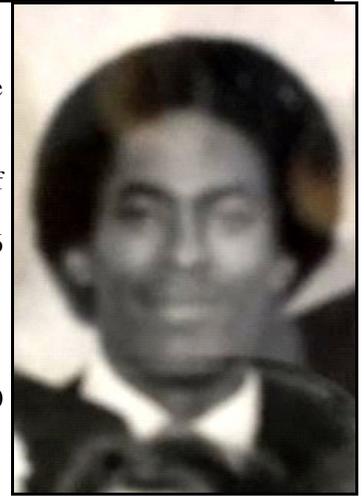
D E BUTLER

Emp# 15974

Address in Aurora CO

per the Nov 1984 and Aug 1990 Frontier Rosters.

-Jake Lamkins

**JULIE OATS****1960 - 1986****FLIGHT ATTENDANT****PHX DEN**http://FAL-1.tripod.com/Julie_Oats.html

OBITUARY: Julia Jane Oats, Oct 24, 1939 - Dec 7, 2016,

Flight Attendant Julia Jane Oats passed away December 7, 2016 in Bloomfield, NM. She passed away peacefully in her sleep at 8:10 pm MST. Julie flew for both the old Frontier Airlines and Continental Airlines. She had been residing in Bloomfield, NM the last 10 years.

Julie was born on October 24, 1939. She grew up in White Face, Texas, near Lubbock.

She retired in 2003, with a total of 43 years of flying. Julie's seniority date with FAL & CAL was 02-19-1960. She was at home when she passed

away with family members beside her. She was 77 years old.

She was a good friend of mine and a great stewardess/FA. I visited her in 2015, she never stopped talking about the good old days flying. I will miss her with all my heart.

They are going to have small party this Summer which Ellen & I will try to attend and anyone else that wants to join us.

-Bonnie Dahl

A QUALITY Lady. RIP Julie. Prayers and condolences. She will be missed for sure. Heaven has a new angel.

-Robin Charovano

Julie and I flew many Frontier Charters together. She was so much fun! She always wore Windsong perfume. It still reminds me of her.

-Gloria Croisant

My aunt Donna Garland loved her. The day she introduced me to her I felt like I was going in front of Congress :)

-Todd Clary

We had fine adventures and made good memories

-Carol Poling Carter



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 flight attendant, 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, DEN flight attendant, 9/11/09, age 55, mountain climbing accident
Jeanie Merriott Breining, SLC flight attendant, 1/21/12, age 83
Susie Buckley, DEN flight attendant, 4/17/15, age 58
Mike Bumstead, DEN MKE ticket counter agent and CSR-Inflight, 3/2/92, age 49
Marg Bussell, flight attendant, ticket counter agent, 11/18/10, 78 years old, heart attack
David Butler, DEN flight attendant, 4/30/16, age 60
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
Becky Copley Caylor, DEN flight attendant, 5/16/99, age 50, cancer
Janet McKinnon Christy, DEN chief flight attendant, 3/16/15, age 86
Nancy Tipton Clopton, MKC GSW DAL flight attendant, 5/27/00, age 53, aneurysm
Mikki Kitzman Considine, DEN flight attendant, 2/16/15, age 85
Deanna Ross Cooley, DEN flight attendant, 1/16/15, age 72
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
Penny Burke Erdmann, DAL? flight attendant, 11/11/72, age 24
Karen McBride Erenfeld, SLC DEN, 5/26/02, age 49
Helen Etzel, SLC flight attendant, 9/9/14, age 90
JoAnn Evatz, PHX DEN flight attendant, 12/29/97, age 55
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
Gail Hannigan Fogg, DFW SLC DEN flight attendant, 11/22/16, age 71, diabetes
Pat Fackenthall Forehand, 5/12/00, age 61
Donna Garland, DEN flight attendant and pilot, 9/1/99, age 50, breast cancer
Donna Mans Gens, DEN flight attendant, 4/18/16, age 86
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
Sherry Anderson Howard, DEN flight attendant, 10/26/94, age 50
Carol Lilly Huggins, BIL SLC DEN flight attendant, 9/10/15, age 73, heart attack
Sandy Swingler James, SLC flight attendant, 8/3/16, age 69
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
Penny Bohnemeier Kennedy, SLC MKC flight attendant, 9/30/15, age 65
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
Libby Richmond McWilliams, DEN flight attendant, 3/30/15, age 87
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
 Avi Mizrahi, DEN flight attendant, 9/14/16, age 62
 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
 Julie Oats, PHX DEN flight attendant, 12/7/16, age 77
 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
 Rebecca Moody Robinson, BIL flight attendant, 5/4/16, age 77
 Sonje Fredericksen Rogers, MKC MCI DEN flight attendant, 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, AMA GSW DEN DAL DFW, 2/19/02, age 61
 Joyce Darby Schmid, PHX DEN flight attendant, 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
 Jo-Ann Snell, DEN flight attendant, 10/1/15, age 77, heart attack
 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, 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
 Marge Gatz Unruh, DEN flight attendant, 10/10/15, age 73
 Myrna Ritter Vincent, OKC flight attendant, 5/4/13, age 71, cancer
 Buddy Washington, DEN flight attendant, 4/5/91, age 32, HIV
 Helen Murphy Webster, 3/13/13, age 85
 Jack Weiss, DEN MON/FL steward & crew scheduler, 11/3/04, age 78
 Sandy Hurley Whistler, DEN flight attendant, 8/14/15, age 75
 Jean Mehaffey Whitlock, GSW DAL, Oct75, 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
 Elles Williams, DAL DFW flight attendant, 11/8/16, age 69
 Beverly Howell Wilson, DEN flight attendant, 8/22/02, age 51, brain aneurism
 Carol Komar Wolfe, DEN flight attendant, clerk and communications coordinator, 4/26/06, age 60, cancer
 Libby Decker Woodfill, DEN chief flight attendant, 2/3/09, age 87
 Judy Rush Wright, DEN flight attendant, 2/19/15, age 75
 Laura Wyche, DEN flight attendant, 4/21/15, age 58, cancer

Jason Cobb just became a Southwest Airlines pilot and fulfilled a lifetime dream. He is the son of Frontier pilot Danny Cobb who flew west on Sep 20, 1983 and Frontier flight attendant Janice Davidson Cobb. She is a mighty proud mother and we congratulate them both on a great accomplishment that would please Danny immensely.

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



SLC GJT station manager Duane Phelp's gravestone features a Frontier DC-3. His family did him proud!

The best to all. Somehow I lost track of you. I really enjoy the NEWS. I am looking forward to reading it again. What pleasing recollections!

I was with Frontier for 20 years. I worked aircraft maintenance as A&P mechanic on line service, upholstery shop, engine shop; and as A&P lead in paint shop, electric shop and brake/gear shop. I also served on the Employee Club Board for 3 years.

-Al Wells, DEN

My check for another year of Frontier News. Keep up the great work. When my NEWS comes in I quit whatever I am doing and go read it.

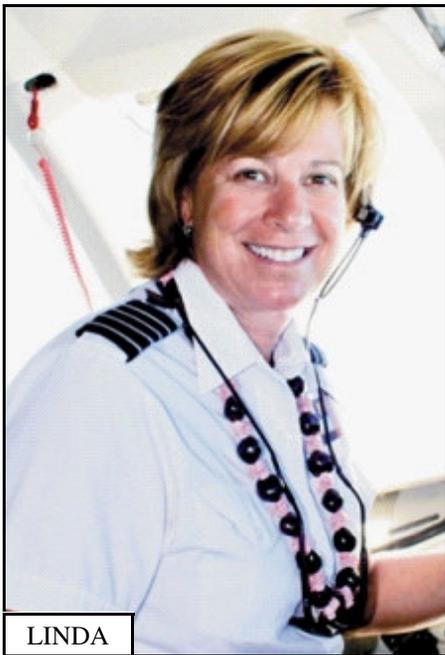
I have just started my 80th year and you can let my friends know I have had a mechanical so my flight west is delayed.

-Jesse James, OKC SSA

I arrived in DEN in March 1959 to begin 2 weeks of FAL training to be a Station Agent. The furthest West I had ever been from home New Hampshire was when I was in Kansas City to attend The National School of Aeronautics, which led me to FAL. I remember well the old Stapleton Airport lobby being so Western in looks. Something different for a kid from the north and little ole New Hampshire. Jeff Mills I arrived around midnight, so did not see those beautiful Rocky Mtns. until the next morning. WOW !!

-Jeff Mills, BIS LNK

When I was first hired by Frontier Airlines in Jan 1986, after my training but while still on reserve, I received a call from Frontier's scheduling department: 'Hey, you need to get to the airport. The co-pilot is sick and you need to fly to El Paso and back.'



Twenty-six years old and being asked to make my first official flight for the airline, I was thinking, 'This is going to be so great!'

Upon arriving at the airport, I learned that Emily Howell Warner – the first woman ever hired as a pilot by a United States airline – and my idol – will be my captain. Emily Howell Warner's pilot's uniform is in the Smithsonian Museum. I was thinking, 'What am I going to do?'

Emily says to me, 'Linda, come on, we're late! Let's go!' We got

in the airplane, took off for El Paso, got there, landed. Then she tells me, 'You're flying it back.'

After taking a deep breath, I took control of the Boeing 737 and began flying it back to Denver. As the plane gets up to altitude, Emily says she is going to make an announcement to the passengers that I need to listen to.

Emily says, 'Ladies and gentlemen, we've reached our cruising altitude of 35,000 feet. I'm turning off the seat belt sign. I do have a little bit of an announcement to make. We're making

history today. Today is the first time there has ever been an all-female flight crew.' Both pilots and all three flight attendants were women.

-Linda Christopherson

This should about do me. Merry Christmas.

-Jim Hildebrand, OKC SA

(Note with his check for a 10 year subscription renewal.)

Postings at FLfacebook about the "Blizzard of 1982"

I remember sleeping on the lounge floor for 2 days trying to get home to DFW.

-Karen Ward Berry

There were a lot of diverted FL 737s parked in GJT for days

-Martin Marlow

I remember that storm well. I lived in Evergreen and had never missed a days work because of the weather. I was all set to come via snowmobile when I got the call to not come in.

-Marshall Bates

I was there. Begged scheduling for a trip and sent to SLC.

-Sharon Bennett Jean

I remember that blizzard very well. I had tickets to fly from DFW to DEN the morning the blizzard started. The flight was cancelled and it ended up being a 2 day wait at DFW before I got on one of the first flights from DFW to DEN. I remember our flight flying over Stapleton before we landed and seeing one runway plowed and a cleared path from the runway to the terminal.

-Bill Buse

Yes I too will never forget. I missed Christmas with my babies & it broke my heart. I picked up a 2 day trip & ended up being gone for 5 days.

-Patty Giordano Benton

My husband Chuck Tisckos was doing a double shift on that Friday which was Christmas Eve. The first shift was at the freight house and the second was at the forms room. When his AM freight house shift was done he hitched a ride to the terminal with an agent in a tug. Visibility was zero and they got lost somewhere out on the ramp and also stuck in waist deep snow. They got out and followed the sounds and discovered they were close to D14. He was on the job till 2AM Saturday night.

-Betty Saylor

2 flights got out of DFW for DEN but we landed in COS. All crew members were put on the next flight out to DEN. The crew members that lived in Denver could not get to the airport so scheduling was depending on all commuters. Although my regularly scheduled felt was to Vancouver, scheduling needed me more on a 4 day trip to SLC since it was due out soon. Since this was pre computer days, scheduling could not figure out what trip I had been changed to. Awww the good ole days!

-Sharon Bennett Jean

I remember watching a couple of flights leave DFW for DEN and later learning the flights landed in COS. I believe there also was a flight that left DFW for DEN and ended up back at DFW

-Bill Buse

Remember it well, luckily I always kept extra clothes, etc. in my locker in case of emergencies and I sure did need them. By pure luck I decided to park my car in paid parking at the airport because I had a feeling and boy was I right. Everyone really worked together to help our passengers get in and out of Denver. Very proud of Frontier.

-Trish Swanson-Hawk

Was the FL tower manager that day. Came in early to call the snow plows. Was there for three days before going home. My pickup in the Taylor lot took forever to dig out. The digout from the hangar to the D gates was amazing. The mobile lounges came in handy. Most of all was just sending passengers with their bags to the gates. Have a load to a city and get them out of town first come and regardless what the ticket read. Something else.

-Mike White

Sandy Martinez and I did our best to get home. We found a taxi who was putting his chains on. Asking if he was taking any fares, said all he was doing was to go home which happened to be Wash Park....we begged for ride and said we would walk from there. Not getting far... I was out pushing cabs, cars and there was a city bus. We turned around back to the airport. No more hotel rooms or shuttles. Slept on the unaccompanied minors couch...me 6 foot and couch maybe 5. Bill Sullivan gave me ride home 3 days later. Car was in employee parking lot for over a week. Thus my bid to PHX.

-Larry Kramer

COME FLY WITH ME

by Ace Avakian

The year is 1952 and it's Fall of the year. Earlier, I just turned 27 years of age and checked out as captain with Monarch Air Lines. Our airplane is the Douglas DC-3 and I've been flying this airplane now for 5 years having flown it prior to joining Monarch. The airplane does not have air conditioning, pressurization, radar or Public Address system. There are no provisions for meals, just hot water for coffee or chocolate.

Our trip today will be from Denver, Colorado to Albuquerque, New Mexico with stops at Colorado Springs, Pueblo, Alamosa, Monte Vista, and Durango in Colorado and Farmington, Gallup and Albuquerque in New Mexico. Due to excellent weather, the trip will be conducted under Visual Flight Rules and will be during daylight hours. Our copilot is Carl Herring - Steward is Frank Duff. We've discussed the flight and decided I would fly the first half of the trip from Denver to Durango and Carl will fly left-seat the remainder of the flight. This is the first day of a 4 day trip. We will be spending the night in Albuquerque.

For the second day, we will be flying from Albuquerque to Gallup, Farmington in New Mexico to Durango, Cortez, Grand Junction in Colorado, to Price, Provo and Salt Lake City in Utah. We will spend the night in Salt Lake City. The third day we will fly Salt Lake City to Provo, Price in Utah to Grand Junction, Cortez, Colorado to Farmington New Mexico and on to Durango, Monte Vista, Alamosa, Pueblo, Colorado Springs and Denver

The fourth day will be what we call a 'shuttle'. The trip will be from Denver to Pueblo, Canon City, Gunnison, Montrose to Grand Junction with all the same stops on our return - all in Colorado.

Taking off from runway 17 at Stapleton Field/Denver, takes us right over Lowry Field and as we climb up to 8500 feet, we can see the Black Forest in the distance. The air is relatively smooth as is usual this time of year. We see a beautiful splash of colors of all the trees as well as the snow covered mountains to the west. Our route of flight parallels U.S. Highway 85 on our way to Colorado Springs. We now see the Black Forest area just to the north of Colorado Springs and we must use caution and keep

a look-out for the usual heavy glider activity at Black Forest Glider Port.

Our first radio contact is with our company advising them that we are in range and transmit our fuel on board. On our descents we must try to maintain no more than 500 feet per minute to help keep the passengers ears from blocking. This is especially important if one has a cold. Our landing at Colorado Springs is uneventful as we land on Runway 12 and taxi to the terminal on the north side of the field just to the northwest of the control tower. Elevation here is 6184 feet above sea level. We shut down our left engine, keeping the right one running. Our agents load, unload and what passengers we have, already have deplaned and any boarding have done so and we're ready to start up the left engine and be on our way.

We take off on runway 12 - a slight right turn and looking to the south, we can see smoke rising from the Colorado Fuel and Iron Works factory at Pueblo. We elect to land straight in on runway 17 at the Pueblo airport which is to the west of the city.

The fairgrounds are just across the street and over to the east of the airport. The buildings are all closed up for the coming winter season. The elevation here is 4710 feet above sea level, which is lowest airport in elevation that we will be landing at, until we fly into Utah tomorrow. Again, we stop for just a minute or so - unload, load and we're on our way.

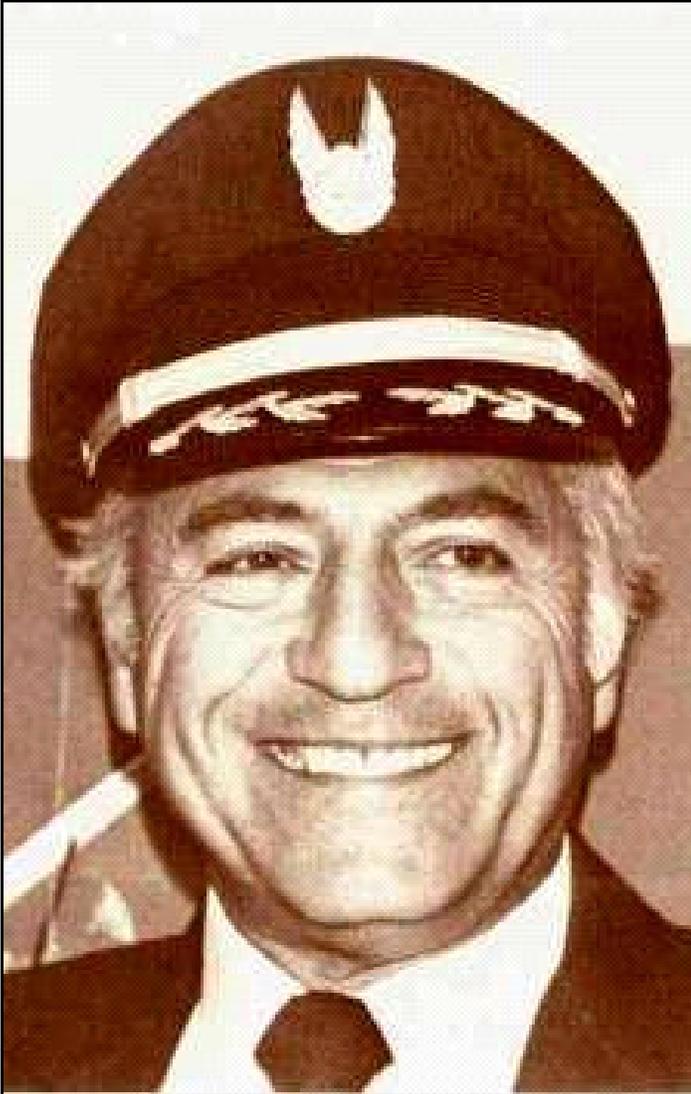
We now are climbing on our way up to 12,500 feet just to the north of Greenhorn mountain which is 12,334 feet in elevation. Because of the clear weather, we have elected to fly over the Wet Mountains, over toward Mosca Pass before starting our descent for Alamosa in the San Luis Valley. Just to the right of our course one can see the Sand Dunes National Monument. The floor of the San Luis Valley is 7500 feet in elevation with Alamosa being 7550 feet above sea level. The mountains either side of us are above 14,000 feet with Mt. Blanca to our left being 14,391 feet above sea level. Again, we must be vigil on our descent to maintain passenger comfort. Our stop at Alamosa is routine with a 3 minute stop and we're on our way to Monte Vista which is 12 minutes scheduled flying time en route. Monte Vista is a dirt field - no paved runways and is the highest elevation airport in the United States that is served by a scheduled air line. The elevation being 7710 feet above sea level.

A quick stop and we're again on our way just to the east of the La Jara reservoir and just north of Manassa, Colorado. We'll be climbing up to 13,000 feet toward La Manga Pass and over a small community of Tierra Amarillo. By the way, Manassa, Colorado is the home town of Jack Dempsey. (So...who is Jack Dempsey you ask? Never mind!)

We have crossed the Continental Divide in the vicinity of Cumbres Pass and are paralleling the Los Pinos River. We have started our gradual descent toward Durango and we always get a big kick out of calling Durango to let them know we are in range, "...over the, Lawss Penis River". :-)

We land at Durango which is our connecting point with our flights from Albuquerque, Denver and Salt Lake City.

In the Durango terminal building, the captain of the Salt Lake City flight calls out to me and introduces me to an FAA inspector who will be riding jump-seat on our flight to Albuquerque. The inspector takes me aside and informs me that he will be checking me on my knowledge of the route and the airplane and not to be apprehensive and that this is "...all routine." <I'm thinking...well, boo on you, Mister!>



Reprinted from the FARPA Newsletter with Ace's kind permission. Ace edited and published the newsletter for 20 years. He was a great help to me birthing this newsletter in 2000 and for years afterwards. I love the way this story gives you the feeling that you were on that DC3 with Ace.

Time once again to go and Carl pulls me aside and asks me to continue flying the left seat, "...because of the Fed sitting up front." To which I nod my understanding. Entering the cockpit, the Inspector asks for help, "...setting up the jump seat...as it's been a long time since I've been on the Gooney Bird." That done, he continues with, "This will be a very interesting trip for me as I've never been this way before."

After take-off, I point out the Chuska Mountain Range to the west as well as Ship Rock paralleling US Highway 666. All this time, I'm pointing out different landmarks for the benefit of the Inspector, who has his head down for the most part jotting down notes in his notebook. Meanwhile, Carl looks at me with a frown and sort of points with his chin to the Inspector. ...wondering what can he possibly be writing?

In range of Gallup, on the radio there is a Bonanza in the pattern and I recognize the voice of DB Clarke, the airport manager and advise him to go ahead and land and that I will follow by flying over the field and make left traffic for a west landing.

A quick stop here and again we're on our way. I keep pointing out various landmarks to the Inspector. After seeing him writing things down almost continuously, he gets the best of me and I say to him, "Don't you feel kind of silly writing a bunch of stuff down?"

Carl looks at me in surprise! I continue, "You are checking me on a route that I've been flying for almost 5 years and, by your own admission said, you've never been over before and...checking me on an airplane that you said has been a long time and ..that I've been flying for over five years!" He looked at me and my heart started pounding because this is really out of character for me. He puts down his note book, loosens his seat belt and stretches forward for a better view, and says, "You know? You are right! This is kind of stupid." He then throws his note book aside and almost stands up to get a better view. I point out Mt Taylor, 11,389 and state it is the highest point in New Mexico. We then fly over Acoma the "Sky City" where native Americans live on a plateau just as their ancestors did many years ago. We chit-chat about the view and the visibility.

Now we are in range of Albuquerque and the control tower advises we are, "...cleared straight in...number 5 for runway 8 following 4 F-86's." It seems we are fairly close to the runway with gear down and 3/4 flaps and I'm wondering where the traffic is when suddenly, 4 jets fly over head and one-by-one do a 360 overhead...land...and are clear of the runway...and we are still on final approach! We touch down and start our taxi back. The inspector again, asks for assistance to stow the 4th crew seat. Carl obliges and the Inspector turns out to be a true gentleman - thanking us over and over again.

After landing and at the terminal, the Inspector thanks us both again and heads down the aisle. He hesitates, stops, turns around and says, "You know...this was truly enjoyable and I thank you again ...you are truly doing a terrific job and the beauty of it all is... I can tell...you are enjoying every bit of it!"

And for you readers, we sure did enjoy it - and thank you for coming along with us on this trip. Hopefully, we'll see you again . . .perhaps at another time.

HISTORY OF FRONTIER AIRLINES

*Excerpted and edited from a posting at
<http://www.airliners.net/aviation-forums/>*

On November 27, 1946 a lone 24-passenger DC-3 converted from its use as a C-47 by the Army Air Corps flew the markings of Monarch Air Lines, one of the predecessor companies of Frontier Airlines. That flight carried just one passenger, a few sacks of mail and the hopes of a struggling new company to develop the first airline on a route between Denver and Durango, Colorado. The following spring, another post-war airline, Salt Lake City-based Challenger Airlines, began service between Salt Lake City and Denver by way of cities in Southern Wyoming. At the same time, Arizona Airways was beginning its operations in Arizona between the Mexican border and the Grand Canyon area.

After three years of continuous struggle by the three small airlines, the Civil Aeronautics Board (CAB) approved a plan to merge the three into one company. This new airline would provide through, one-carrier service North-South between Canada and Mexico in seven states of the Rocky Mountain West and Southwest. It was hoped that this merger would effect certain economies and make possible an airline that could pro-

vide twice daily round-trip flights with DC-3 aircraft in an area long on geography and short on population. Approval to merge the three airlines was granted and on June 1, 1950, Frontier Airlines was officially born.

FRONTIER AIRLINES IN THE 1950s

Realizing that improved transportation throughout the West was needed to attract sufficient numbers of air travelers to make the airline strong, Frontier busied itself developing an ever-expanding system of improved schedules and routes. During this period of the early 50s, the carrier stepped in stride with the expanding development of oil, natural gas, uranium, reclamation dam projects and tourism to national parks to attract an increasing number of passengers. Growing use was made of the airline by businessmen, construction firms, suppliers, military, and vacationists.

With the discovery of large oil reserves in the Williston Basin of North Dakota and Montana, a need for scheduled air service resulted in Frontier's extending its routes into seven new communities in these two states in 1954.

In late 1958, another route case decision in the Seven States Area Case expanded Frontier's operations some 70% and added 24 new cities to the airline's system in Nebraska, Missouri, Wyoming, Colorado, South Dakota, and North Dakota. The following year, the CAB decision in the Montana Case added four more cities in Montana and provided service at Jackson, Wyoming, gateway to both Grand Teton and Yellowstone National Parks.

During the summer of 1959, Frontier introduced larger 44-passenger Convair 340 aircraft to its fleet until 14 were in operation to serve most of Frontier's system.

FRONTIER AIRLINES IN THE 1960s

The fall of 1962 saw Frontier's new management headed by Lewis W. Dymond begin an imaginative program to attract new air travelers with improved schedules and an array of money-saving plans, one of which was the "21" Fare Plan. One month after the introduction of this plan, the airline industry's most liberal Family Plan was introduced to the public to cut the cost of travel for families. The immediate result of these plans in addition to reduced fares for military personnel and clergy, reflected a 26% growth in passenger boardings in the last six months of 1962.

All time records were established by the airline in 1963. Passenger boardings increased by 44% and exceeded the growth reported by any of the other 23 regional or trunk airlines in the United States. One of the additional innovations that aided this growth was a Vacationland Fare which permitted 30 days of unlimited air travel anywhere over Frontier's system for \$100. This, combined with highly successful package vacation plans to nine major national parks, attracted many air travelers to Frontierland.

By the end of 1964, 635,000 passengers had flown Frontier Airlines, representing a 22% increase over the previous year's results. This growth was primarily attributed to the company's introduction of the Convair 580 aircraft, which brought a 100 mph faster flight for Frontier's passengers. Four of these 53-passenger jet-powered aircraft were introduced by June of that year and carried more than 40% of the year's total passengers.

Frontier's progress in 1965 followed closely the previously established three-year growth pattern with a 16% increase in passenger miles flown by more than 737,000 passengers. On

August 9, the headline in the SEATTLE TIMES proclaimed, "Frontier Buys Five Boeing 727's" which proved the company's faith in the future growth of the area it served. The airline's \$55 million purchase of Boeing 727 jets was a strong addition to the company's Convair 580 jet-prop fleet. Also that year the carrier received an additional boost when the controlling interest of the airline was purchased by RKO General, Inc., a subsidiary of General Tire and Rubber Company.

Also highlighting 1965 was an exceptionally strong presentation before cities and the hearing examiner of the CAB in a bid for new major routes in the Pacific Northwest/Southwest Area Investigation. Frontier's management stressed that if awarded new routes between Seattle and New Orleans and between Seattle and St. Louis, the company would be able to reduce and eventually eliminate the need for \$7 million in annual subsidy.

Meanwhile, Frontier's management continued its leadership in new fare ideas by offering another unique fare to attract more passengers. The revolutionary Standby Plan was introduced in early 1966. This new fare made it possible for anyone of any age at any time to occupy an empty seat available at flight time and to fly for approximately half of the regular air fare. It was effective in stimulating high usage by new travelers.

Completing its 20th year of service in 1966, Frontier had its most profitable year with net earnings of \$1,742,000. Operating profits were up 42% over 1965, with total revenues up 27% over 1965. By the end of 1966, Frontier had introduced the first two of its Boeing 727-100 jets and its jet-prop Convair 580 fleet had grown to 18 aircraft.

The carrier's sound approach for new route awards worked through 1966 and 1967. Frontier won new route authority to operate non-stop service between Denver and St. Louis and between Denver and St. Louis by way of Kansas City. On June 13, 1967 Frontier began flying the new route with Boeing 727 and Convair 580 aircraft.

Other route awards and CAB examiner recommendations continued Frontier's way. The scenic Yampa Valley area in North-western Colorado was awarded Frontier followed by new routes to West Yellowstone and Missoula and Bozeman in Montana. Then, the CAB granted authority for a new East/West short-cut route between Great Falls and St. Louis by way of Billings, Rapid City, Omaha, and Kansas City. This was followed closely by recommendations by CAB hearing examiners for new non-stop service between Denver and Las Vegas and an extension from Wichita and Topeka to Chicago.

Another major boost came to Frontier on October 1, 1967 when the carrier merged with Ft. Worth-based Central Airlines. This acquisition boosted Frontier to 114 cities being served throughout a 14-state region of the Rocky Mountain West, Midwest, and Southwest. Frontier Airlines was operating a fleet of five Boeing 727-100 jets, 22 jet-prop Convair 580s, 11 Dart 600 jet-props, and 17 DC-3s.

During 1968 Frontier continued its growth story, with continued increases in revenue passenger miles. The last of the DC-3s were retired from the fleet in 1968. The first three Boeing 727-200s were delivered early in the year and were put in service on the new non-stop flights between Denver and Las Vegas. On October 27 Memphis, Tennessee became the 116th city and 16th state to be served by Frontier, with new air service from Little Rock. This made Frontier the second largest air carrier in the United States in terms of number of cities served.

The late 1960s was when the honeymoon was over for Frontier. They had fought and won the battle to obtain an enlarged route network, but they now had to engage in a new and tougher battle of operating their new routes profitably in the face of tough competition from the trunk airlines. For example, TWA did not take kindly to the entry of Frontier into the Denver-Kansas City/St. Louis markets and showed its pique by trebling its competitive jet schedules.

As a result, 1969 was a year of many changes for Frontier. The year began with the resignation of Lewis W. Dymond, who was replaced by E. Paul Burke as President and Board Chairman. One of the first decisions made by the new Frontier management was to replace the five Boeing 727-100s with Boeing 737-200s. The first two Boeing 737-200s were delivered in the summer of 1969 and by the end of the year, ten Boeing 737s had been delivered to Frontier. New route awards continued throughout the year. In April, the CAB awarded the Salt Lake City-Denver-Dallas route to Frontier, as well as the Kansas City-Dallas route. In September, Frontier was the winner of new route authority between Dallas and Las Vegas via Albuquerque. Another highlight of 1969 was the opening of the new Operations Base in Denver, providing a modern maintenance center and administrative office center for the airline.

FRONTIER AIRLINES IN THE 1970s

The year of 1970 was a time of depressed economic conditions in the U.S.A. and the airline industry as a whole was faced with a sharp slowdown in traffic growth, steadily rising costs due to inflation, low load factors due to excessive competition for the current levels of traffic, and the burden of debt service expense at high interest rates. Although Frontier was unable to produce profitable results in 1970, growth was still at a relatively better pace than that for most other airlines. Highlights of the year for new route awards was non-stop service between Omaha and Chicago's Midway Airport. As part of this new route, several other Frontier cities also benefited. This included: First jet service for Grand Island; New non-stop service between Omaha and Denver; Direct through plane jet flights to Phoenix from Chicago by way of Omaha and Denver; Direct jet service between Billings, Rapid City and Chicago via Omaha.

The year also saw the introduction of the deHavilland Twin Otter to Frontier's fleet. This 19-passenger turboprop plane began service on the Northern Plains routes in northern Montana and North Dakota. Communities receiving service with this new plane were: in Montana-Great Falls, Lewistown, Billings, Miles City, Glendive, Sidney, Havre, Glasgow, and Wolf Point and in North Dakota-the cities of Williston and Minot.

Frontier broke the 21 million mark in accumulated passenger boardings in 1971. Frontier also went through a management change in March 1971, when A. L. (Al) Feldman came from the corporate ranks of various Aerojet-General divisions to become the new president of Frontier Airlines. His first chore was to turn Frontier around from facing financial disaster to being a profitable airline. After an internal overhaul of Frontier and many changes to improve service, results showed quickly. By 1972 Frontier drew 13% more passengers. By 1973 the number of paying passengers went to an all-time high, and Civil Aeronautics Board statistics showed Frontier received fewer customer complaints than any other regional airline.

With inauguration of service to Winnipeg, Canada on July 1, 1974, the company became an international carrier. Frontier had

its most successful year to date in 1978. In addition to a 26.2 % rise in traffic and a record profit of \$13.7 million, it added eight Boeing 737s to its fleet and became a three-nation carrier by launching service to two Mexican cities on November 3.

FRONTIER AIRLINES IN THE 1980s

Despite skyrocketing fuel prices and an 11.3 percent traffic decline from the level in 1979, service over the routes allowed a cushion to grant Frontier a record \$23.2 million net profit in 1980. By the end of 1981 the airline had 5,800 employees, 45 Boeing 737s, 15 Convair 580s, and a route network which included 86 cities in 27 states, Mexico, and Canada.

Frontier Airlines became the prime subsidiary of newly created Frontier Holdings, Inc., on May 6, 1982. Two weeks later the carrier introduced the McDonnell-Douglas MD-80, and on June 1 Frontier became an "all jet" airline with the retirement of its 15 remaining Convair 580s. At the same time, intense competition, a Christmas blizzard which closed the Denver airport for almost 2 days, and the termination of service to 11 smaller cities drove traffic downward by 7 percent. As a result, net earnings of \$15.9 million were less than half of 1981's profits, suggesting that all was not well with the airline.

In 1983 Frontier posted a net loss of \$13.8 million, the first deficit in more than a decade. The year 1984 saw the downward spiral continue. Despite a cost-saving labor agreement, an 11.2 percent increase in passenger boardings, and a rise in revenues, the net loss of \$31.3 million meant that a drastic change would have to be made if the airline was to survive.

Early in 1985 the airline's board of directors approved a plan that would have allowed Frontier's employees to purchase the airline for \$17 a share, totaling \$211 million. In early October, however, Frank Lorenzo made an offer to Frontier's stockholders which was substantially above that which the carrier's employees could muster. The employees, fearful of Lorenzo's reputation, threatened court action on the grounds that such an acquisition would result in a monopoly of the Denver market by Lorenzo's Continental Airlines. People Express Airlines then entered the picture and offered stockholders \$24 per share. The offer was accepted, much to the delight of the airline's employees.

Unfortunately, things did not improve for the airline and by the summer of 1986 it appeared certain that Frontier could not survive. Talks were held with United Airlines to sell Frontier to United, but those talks failed when United employees objected to United's plans of how Frontier employees were to be absorbed by United. After talks with United broke down, Frontier Airlines stopped flying and filed for bankruptcy. Eventually the remaining assets, all Frontier stock, and more importantly, the FAA Operating Certificate from Frontier were purchased by Continental Airlines and many of Frontier's routes were flown by Continental.



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Brown, Beverly
Brown, Marsha
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Davidson, Nancy
Deedman, Gayle
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Owen, Celia
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Morris, Mary Ann
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Roche, Arlene
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**DENVER
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STAFF****APR 15, 1966**

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Reservations Computer Systems
Guy L. Lewis, Denver
Reservation Manager
Bill Bates, Assistant Denver
Reservation Manager

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Morgan, John - Sr. Controller
Seamster, J. - Sr. Controller
Anderson, Lyle - Payloader
Hartzler, James - Payloader
Simmions, - Kasey Payloader
Stewart, John - Payloader

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Austin, Arleen
Bagley, Margurite
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Bastar, Ellie
Bennett, Yvonne
Bryan, Shirlie
Bucklen, Pat
Bundy, Midge
Burton, Lynne
Cluff, Frances
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Hein, Gean
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A newsletter for the ex-employees, families and friends of the "old" Frontier Airlines: 1946 - 1986

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CAPTAIN FLOYD RIRIE

FIRST FRONTIER PILOT TO RETIRE

With 25,000 air hours registered in the log books, Frontier Captain Floyd Ririe at Salt Lake City, on Dec. 4th, 1967 stepped from his jet-powered CV-580 to become the first Frontier Airlines pilot to retire. There to greet him were several fellow pilots and friends whom all show great admiration for him as do all others across Frontierland.

Captain Ririe was truly Frontier's first pilot — the first to fly for the carrier and the first to retire. Actually, his flying as a commercial pilot for Frontier dates back to even before the beginning of Frontier Airlines.

Frontier having been formed by the merger of three smaller airlines, Challenger, Monarch and Arizona Airways, got its start as Frontier in November, 1946. Captain Ririe had gone one better when he started flying as the first pilot for Challenger Airlines. At this time, Challenger was operating as a non-scheduled airline flying twin D-18 Beechcraft. Later, Challenger became a scheduled carrier before its joining in the merger to re-hatch as Frontier.

Laughing, smiling and gesturing as though it were just two minutes ago he had done it all, Captain Ririe recalled how really great he thought the "old babies" of the sky were at that time. He remembers well, the many comments by people who wondered how the old crates would ever make it.

It began for Captain Ririe with flying lessons in April of 1927 at the Salt Lake City airport. It was with Tommy Tompson's Flying School and the aircraft was a Hiss Standard 150. "Boy, what a plane that was!"

Soon after graduating from pilot training, Captain Ririe took a job repairing aircraft and engines in Salt Lake City. This was then intermixed with barnstorming throughout the state of Utah, flying such aircraft as an Eagle Rock and the Lincoln Page.

During these early years of operation, 1929, what we now know to be the Boeing Company was at that time called the Boeing Air Transport Company. Captain Ririe went to work for them as a co-pilot. He flew Boeing 80's and 80A tri-motors.

"Amelia, gosh how I remember Amelia Earhart! She used the Salt Lake City field quite frequently during the time I was teaching flying and barnstorming." "She was really a regular gal. She could keep up with the best of pilots in discussions about aviation. I remember how we used to kid her about although she had flown over these mountains so many times, she had never really seen them, because she was always flying so high. Amelia, at this time was testing and experimenting with new aircraft which we thought were really big time. Heck, she'd fly in there with a 650 h.p. Pratt-Whitney and we would all stand around gawking at it like one five-year-old watching another slurp down an ice cream cone. At that time, the most powerful plane I, and for that matter, most of the other fellows had flown was a 300 h.p. craft. So, you can see how big time she was to us."

Captain Ririe is also quite proud of his FAA license, which holds the number 8481. This low number itself indicates that the Capt. has been in the cockpit for a good length of time. He joined the Air Corps in 1942 and flew ferry command and air transport command throughout the states as well as Australia, Africa and Alaska. He finished his hitch with the Air Force in January of 1946 which marked the beginning of what would be his 20-year career with Frontier Airlines. While with FAL the Capt. flew DC-3 piston powered Convair 340's and the new jet-prop Convair 580.

Congratulations and thanks to you Captain Ririe for a safe and memorable 40 years of flying and for spending 20 of them with Frontier.

-FRONTIER NEWS, FEB 1967