

FRONTIER N E W S



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

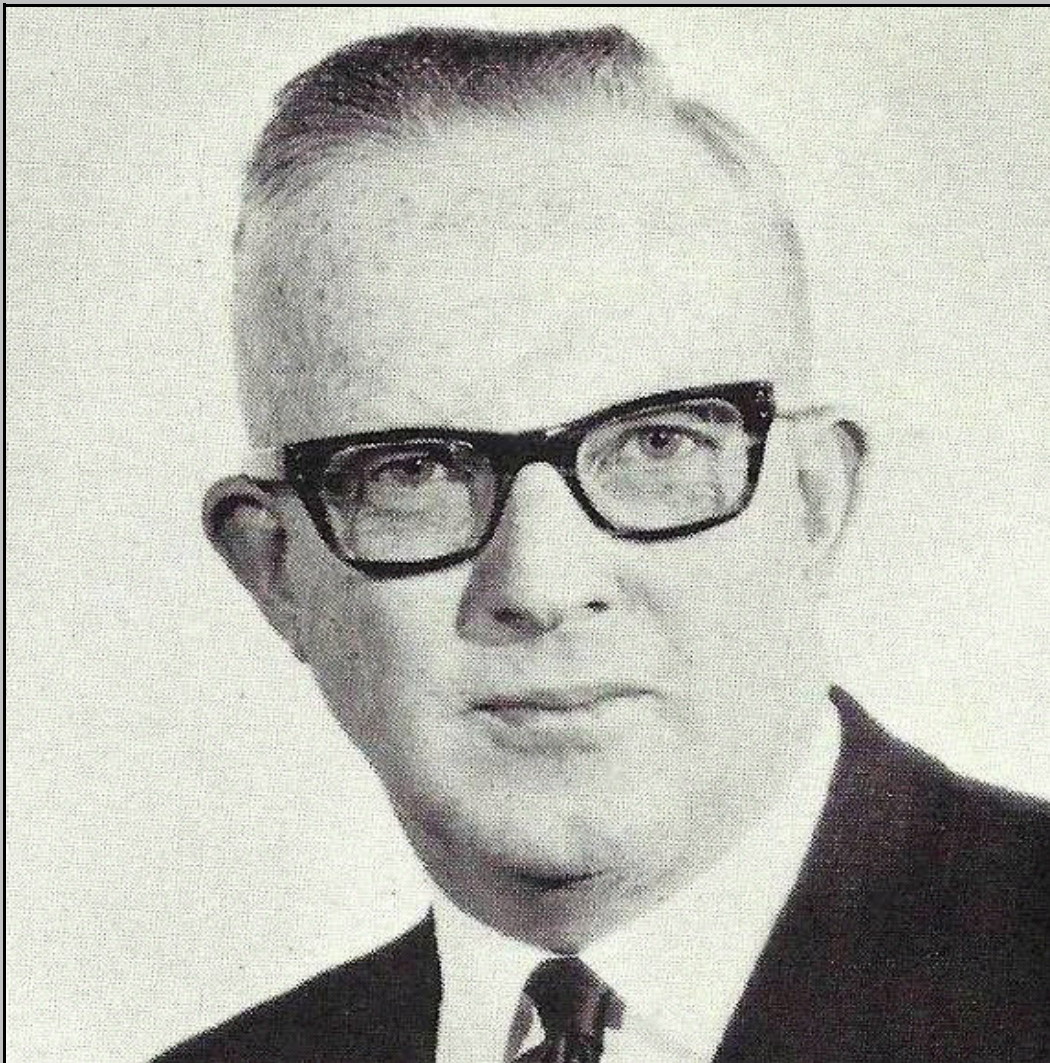
We are FLamily!

SPRING

APRIL

2018

#71



According to the Oct 1978 FRONTIER NEWS, "Ed Gerhardt has become Frontier's official historian. One of the early Challenger employees and a man directly involved in much of the company's progress, Gerhardt is on special assignment to write a definitive history of Frontier and its predecessor companies. Faced with a monumental task of researching and writing that will take a couple of years, he would appreciate ideas, anecdotes or photographs and employees may want to offer.

See p.3

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

Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the "old" Frontier Airlines. Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLfamily.

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

Subscriptions are \$12 per year. Some back issues are available & cost \$3 each. Enjoy the newsletter in color and free at the FL website. You can download and print a personal copy there too.

Text ads are \$5 for 20 words, \$10 for 40 words, \$15 for a business card, \$20 for 1/8th page and \$40 for a quarter page, \$100 for a full page. Mail checks to Jake Lamkins, FL NEWS, 1202 Scrimshaw Cove #4, Fayetteville, AR 72701. Thanks for your support.

THE KANSAS CITY CV-580 CREW BASE

is a proud supporter of
THE FRONTIER NEWS &
OLD FRONTIER AIRLINES WEBSITE
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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.



Another BIG THANK YOU to DRO PHX station agent Vern Crawley who sent a \$1,000 donation for the second time. Our upgrade to a new printer and much better quality newsletter is fully funded. The new printer also has a connection with the mail forwarder I use and gives us a small price break. Every little bit helps.

Others sending donations include DEN flight attendant Joy Alley-Smith, ISN EAR SAF LAS HVR station agent Daryle Holte, DEN sr station agent & sr TCA Buck and Trish Hawk, DEN simulator technician & TCA BJ & Ollie Blackerby, DEN reservations agent Dee Lanick Fulscher, SLC DEN pilot Al Kendell and DEN pilot Don Riebe. Thank you all very much for helping make our operation succeed. The next issue will complete the 18th year of the project.

Our readership is running about 500 per issue. An average of 225 FLolks get their copies via U. S. Mail and 275 read the online digital edition. The newsletter started with 8 pages in Oct 2000 and has been 28 pages long since the 24th edition in Jul 2006. All told that is about 1600 pages which would make quite a history book about our dear old Frontier Airlines.

The downers of this endeavor are the FLights West - 1672 so far. Be glad you're here and remember those gone ahead.

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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You'll find him working on what he is calling "Air Trails Over the Old Trails" in Room 120 of the general office. Call him at 303/398-5001; he'd love to hear from you."

Ed took the proposed title of the history from a Challenger Airlines advertisement. He retired from the company on Sep 1, 1980. The Jun 1981 FRONTIER NEWS reported how his efforts progressed.

"For Ed Gerhardt, telling the history of Frontier Airlines is a lot like reviewing his own career. He has been a part of the company since it started.

Gerhardt, who retired from Frontier after 35 years of service, is currently writing *Contrails Over The Old Trails*. The book traces Frontier's development from the start of the local carrier concept after World War II, to the merger of three small airlines - Monarch, Challenger and Arizona - into Frontier in 1950, and the challenges and rewards of the 1950s through the 1980s. As part of his research, Gerhardt conducted more than 250 interviews with past presidents of the airline, past and present officers, pilots, flight attendants, station agents and mechanics. And, he has looked back at his own career.

"I've seen it all," Gerhardt says. "I've watched Frontier grow from a small local service carrier to a major force in the airline industry. Most important, I've had the chance to participate in that growth."

During his 35 years with the airline, Gerhardt held several positions, including Challenger Airlines' first station manager in Denver; district sales manager, based in Denver; regional sales manager, based in Phoenix; regional director of sales training, Denver; Frontier's first director of publicity; vice president of public relations; director of special projects, local service marketing; director of public affairs; and, most recently, company

night in those days - Challenger only had V.F.R. (visual flight rule) authority - I attended night classes at D.U."

Gerhardt remembers a blizzard in 1949 in Wyoming that lasted 45 days. "It blocked all the roads and tracks, so the only way to get in and out was to fly. Challenger flew shuttles between Denver and Rawlins, and Salt Lake City and Rock Springs. In Rawlins, five Union Pacific trains were stranded, so we flew in food and clean linen and flew passengers out. For 45 days, we were the only link those people had. My job while in Rawlins was to contact the Union Pacific about the passengers to be shuttled back to Denver."

After Challenger merged with Monarch and Arizona Airways to form Frontier in 1950, Gerhardt went to Phoenix as regional sales manager. He developed one of the industry's first "interline" tour programs — a visit to the Grand Canyon via Frontier tailored to passengers flying to Phoenix on other carriers. "I offered reservations agents at American Airlines in New York and other cities in the East a five percent commission for booking the package. It started a trend."

In the mid 1950s, Frontier's didn't have a formal reservations training program, so Gerhardt developed one. He also edited the airline's first employee newspaper, *Sunliner News*.

"Frontier held celebrations - air fairs - in our cities in those days. We would fly over a town, drop timetables from the plane, and give a free ride to the person lucky enough to pick up a timetable with an 'X' marked on it. We also flew sightseeing runs. We also turned up the engines to let everyone know a plane was in town!"

Gerhardt worked with news media reporters in Frontier cities in the 1960s and 1970s. He always carried his camera, capturing many moments in the airline's history.

Why the decision to write the book?

"I was afraid the history of Frontier would get away - that's why I started the project. I am also a pack rat - and I have saved a lot of material through the years.

"I am overwhelmed at times. Pulling all the information together is a difficult job. But it is so important to me for the history of the company to be preserved - especially so our employees will know the heritage of the airline."

Completion of *Contrails Over The Old Trails* is several months away. For Frontier employees, the book will provide an interesting look at an exciting period in aviation history, from the eyes of a master storyteller."

The title of the book had changed slightly but it would never be finished. However, Gregory R. Stearns, the son of Frontier pilot Gus Stearns and Frontier flight attendant Pam Stearns, would build on what Ed had done and publish a wonderful history in 2012 titled *FRONTIER AIRLINES: A HISTORY OF THE FORMER FRONTIER AIRLINES 1950 - 1986*.

Greg saluted Ed Gerhardt's efforts in the history's preface.

"Special Recognition By the Author

A GOOD PORTION OF THE CONTENT of this

See p.5



historian.

"I was at Buckley Field in Denver at the end of World War II," Gerhardt recalls. "I liked the area and the people, and I decided to stay and attend Denver University - majoring in airline management - instead of going home to Michigan."

"One day, George Snyder, president of Challenger Airlines, came to D.U. to recruit employees. When Challenger inaugurated its Denver to Salt Lake City run - with several stops - I worked at the station at Stapleton. Since there was no flying at



REUNIONS TIMETABLE



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

DEN MAINTENANCE BREAKFAST

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

Bob Keefer, 303-229-6904

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

Sat, Aug 18, 2018, 10:30 am - 2:30 pm, \$25 admission
Summit Event Center. See page 27.

Contacts:

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

DFW MECHANICS GET-TOGETHER

No info for 2018. Last held 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-Euless Road, North Richland Hills, TX

Contact:

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

FYV-FSM MEMORIAL PIGNIC

Sat, Aug 25, 2018, 11am-3pm,

Moves to FYV this year - more info later

Contact:

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

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

MCI FLIGHT CREW LAYOVER

No plans as of Mar 19, 2018 per Phil.

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

*(As you can see the number of reunions is dropping rapidly. If
you have an event that is not posted here, please let me know
right away so I can post it in the newsletter and on our website
to get the word out to the FLfamily.)*

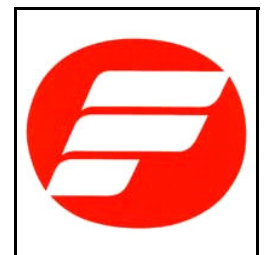
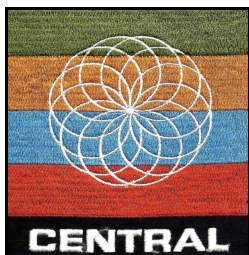
YOU ARE INVITED TO THE 51ST ANNUAL FYV FSM FRONTIER PIGNic Saturday, August 25, 2018 11:00 a.m. - 2 p.m.

**The FYV-FSM Reunion changes venue this year back to FYV
for the first time since the bankruptcy.**

**Paul and Jake are working on plans
which will be finalized by Jun 2018.**

Paul Farris, 479-409-9997, paulamos43@yahoo.com

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



work would not have been possible without the efforts of Mr. Edward Gerhardt, who worked at Challenger Airlines, then subsequently Frontier. Much of his endeavors to research the history of Frontier were made starting in 1978, when he was tasked with writing the history of the airline following his retirement. The initial idea was to have a book done by the airline's 35th anniversary, which was in 1981.

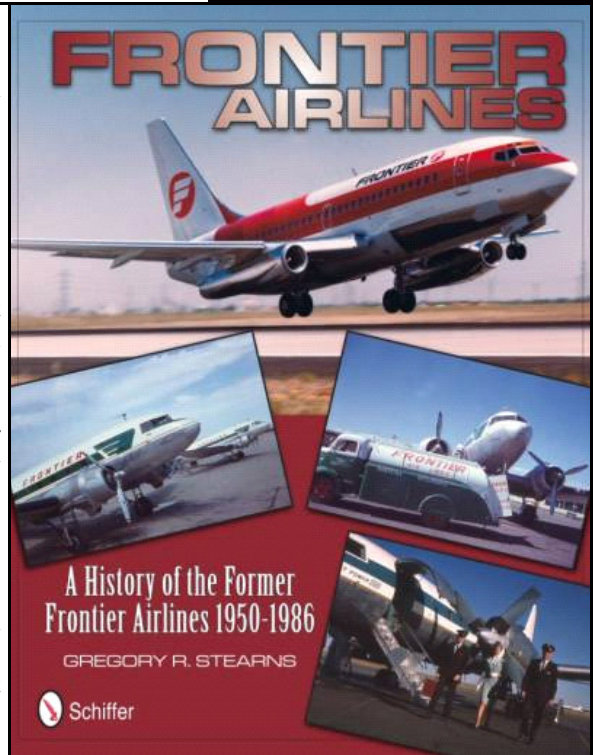
Gerhardt was attending classes at the University of Denver in the late 1940s when Challenger Airlines President George Snyder came to recruit employees for his airline. Since the company only flew during the day in its early years, Gerhardt was able to go to work, then finish school at night. He was the first station manager for Challenger in Denver, and was around when they and Monarch Airlines consolidated operations, then subsequently merged.

After the merger which created Frontier, Gerhardt became regional sales manager in Phoenix, where he got to know Rocky Nelson from another Frontier predecessor, Arizona Airways. During the 1950s he also edited the company newsletter, Sunliner News. As he approached senior status with the airline, Gerhardt eventually gained the title of Vice President-Public Relations. His unique involvement with different aspects of Frontier, its founding, plus his association with the predecessor carriers and the men involved with them made him a uniquely qualified candidate to tell the story, which was to be released in the early 1980s. Unfortunately, he never got to write it.

As turbulence made for a rather rough ride in the early 1980s Frontier cut funding for the project, and as a result it was shelved. Gerhardt's undertaking, which he was intending to title "Contrails Over the Old Trails," was brought to a grinding halt, fortunately after he had conducted numerous interviews and gathered invaluable research data relating to the airline's history. Over the ensuing years this information was put into a manuscript collection at the Western History Department of the Denver Public Library and was saved. Had this information never been collected, or if it were somehow misplaced or destroyed over the years, rich of the story you will read ahead would not have been achievable. Essential memories of the men and women who were present during the pioneering days of Frontier were captured and put onto paper, ensuring their survival. I can not even begin to imagine tackling this project without the aforementioned information available. Certainly without it, what you now hold in your hand would have been a logistic impossibility.

To Mr. Ed Gerhardt, for your invaluable efforts, many thanks. GS"

See the Fall 2007 issue, p.19, for more info on Ed.



This terrific history can be purchased at
<http://Amazon.com>

Ed's memorial webpage is at
http://FAL-1.tripod.com/Ed_Gerhardt.html



See p.22 for comments about this pic.



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



27 DEATHS REPORTED SINCE THE WINTER 2018 ISSUE

Jim Arpey,

DEN vice president-technical services, 12/28/17, age 85

Bob Baldwin,

DEN manager-airframe & sys engineering, 2/8/18, age 87

Cliff Birdsinger,

DFW station agent, 1/6/18, age 70, agent orange

Curt Carlson,

GSW Central Airlines board member, 2/19/99, age 84

Jim Dawson,

ABQ FMN SEA station agent/manager, 11/25/17, age 73

Paul DuPree,

SLC Challenger pilot, 5/23/05, age 84

Jim Edwards,

DEN aircraft mechanic, 2/13/18, age 77

Don Ehrhart,

GSW CN board member, 5/31/80, age 58

Dottie Kreider Elfers,

DEN flight attendant, 4/10/17, age 73, cancer

Linda Evans,

DEN reservations agent, tkt ctr agent, 12/18/17, age 64

Ray Gies,

DEN manager - credit union, 8/31/62, age 37, auto accident

Arlene Pait Hampton,

MKC MCI secretary, 1/19/18, age 69

Bob Harding,

FTW ACF GSW CN vp and board member, 6/27/84, age 72

Ginni Kolb,

DEN accounting clerk, 6/11/17, age 66, cancer

Don Lockwood,

DEN station agent & pilot, 1/11/18, age 84, lung cancer

Bill McCaffrey,

DEN pilot, 1/28/18, age 84

Ellen Handley McCaffrey,

DEN flight attendant, 1/9/95, age 54, breast cancer

Paul McClure,

PUB MOT DEN station agent/manager, 12/26/17, age 86

William Mitsch,

GSW vice president, board member, 12/9/97, age 78

Ed Morgigno,

OMA DEN pilot, 12/19/17, age 92

Leon Northrop,

MKC GDV SDY MOT SGF station agent/manager,

12/18/17, age 84

Billie Purvis,

STL HOU aircraft mechanic, 12/3/17, age 73

Bob Schulman,

DEN director-public relations, 12/28/17, age 84

Tony Shepherd,

PUB COS station agent/manager, 12/28/17, age 91

Midge Bundy Taylor,

PHX DEN reservations agent, 1/5/18, age 92

Bob Voigt,

PNC SWO PPF TUL senior station agent, 2/7/18, age 76

Rick Wise,

DEN pilot, 1/26/18, age 73, MS/ALS

ARLENE PAIT HAMPTON

1971 - 1979

SECRETARY

MKC MCI

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

OBITUARY: E. Arlene Hampton, 69, a resident of Weatherby Lake, MO passed away on Friday, January 19, 2018. Arlene was born February 19, 1948 to Arley and Norma Jean (Cornwell) Pait in Kansas City, MO.



Arlene spent a significant portion of her working career with the airlines, starting as a Flight Attendant for Pan Am and Braniff, and ultimately working at the old Frontier Airlines as the assistant to Chief Pilot, Bob Lockett.

It was with Frontier that her path crossed with Michael Hampton – a pilot with Frontier

– and they were joined in marriage on December 31, 1977 in Union Star, MO.

Arlene's early passion for gymnastics landed her on the home field of the Kansas City Chiefs as a Cheerleader during the late 1960's. And her beauty led her to take a turn as a Playboy Bunny at the Playboy Club in Kansas City, KS.

Survived by her husband, Michael Hampton of the couple's home; a step-daughter, Lisa Ashabranner (Don) of Houston, TX; three beautiful grandchildren: Vivian, Audrey and Maxwell; a sister, Elizabeth Blesie (William) of Overland Park, KS.

A Graveside Service will be held at 12:00 p.m., Thursday, January 25, 2018 at White Chapel Cemetery.

[-http://meyersfuneralchapel.com/2018/](http://meyersfuneralchapel.com/2018/)

BILL MCCAFFREY

1968 - 1986

PILOT

DEN

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

OBITUARY: William Francis McCaffrey passed peacefully at his home on Sunday January 28th, 2018 at the age of 84. He is preceded in death by wives Sharon McCaffrey, Ellen McCaffrey, and Jane McCaffrey; as well as his brother Jimmy McCaffrey, sister Mary Ann Walker, and parents George and Jule McCaffrey.

He is lovingly remembered by all of his children Shannon McCaffrey, Molly McCaffrey, Peggy Calvert, Michael McCaffrey, Eileen Casper, James McCaffrey, Paddy McCaffrey-Allen, Janie Widman, Sandy Schmitt, Kim Saltzstein and Kristin Moulden; his 18 grandchildren and 5 great grandchildren. He is survived by his brother Patrick McCaffrey of Columbus, Ohio and Katherine McCaffrey of Gettysburg, Pennsylvania.

Bill was a veteran pilot of the Vietnam War where he served

with distinction as a Lieutenant Colonel for 16 years in the Marine Corps before devoting over 20 years as a commercial airline pilot for Frontier and Continental Airlines.

He took pride in his family and his craftsman abilities, always wanting to create wooden masterpieces by hand. His family and friends can attest to his never wavering discipline and patriotism that he learned as a Marine pilot.

A viewing and memorial service will be held Monday

February 5th 2018 at 5pm-6pm followed by a rosary said in his name from 6pm-7pm at Community Church of New Thought, 5013 E. Broadway Rd., Mesa, AZ 85206.

A funeral mass will be held Tuesday February 6, 2018 at 10:30 am at St. Mary Magdalene Catholic Church, 2654 E. Williams Field Rd., Gilbert, AZ 85295.

-The Arizona Republic

BILLIE PURVIS

1967 - 1986

AIRCRAFT MECHANIC

STL HOU

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

OBITUARY: Billie Ray Purvis, 73, passed away Sunday, December 3, 2017 at his home with his family by his side.

Service: 10:00 A. M. Tuesday at White's Funeral Home. Visitation: 6 to 8 P.M. Monday at White's Funeral Home. Interment: 2:00 P.M. Tuesday at Rose Hill Cemetery in Cleburne.

Billie was born January 21, 1944 in Durant, Oklahoma. He honorably served his country in the United States Air Force during the Vietnam era. Billie was a 32nd degree Mason and a deacon in the First Baptist Church of Weatherford.

He was preceded in death by his parents; and brothers.

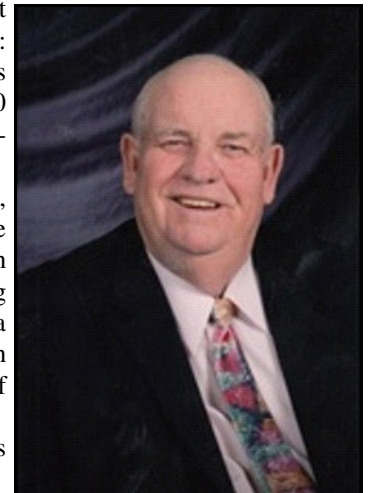
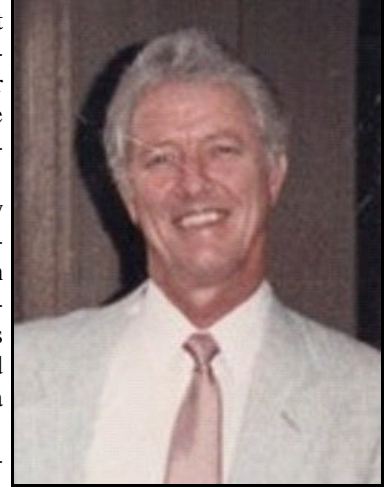
Survivors: Wife, Phyllis Purvis; daughters, Wendalynn Noble and Melinda Vestel; brother, J. G. Purvis; and three grandchildren.

Visitation: Monday, December 04, 2017, 6:00 PM - 8:00 PM White's Funeral Home, Weatherford, Texas 76086

Service: Tuesday, December 05, 2017, 10:00 AM White's Funeral Home, Weatherford, Texas 76086

Burial: Tuesday, December 05, 2017, 2:00 PM, Rose Hill Cemetery, Cleburne, Texas

[-https://www.meaningfulfunerals.net/](https://www.meaningfulfunerals.net/)



BOB BALDWIN**1973 - 1986****MANAGER-AIRFRAME & SYSTEMS ENGINEERING
DEN**http://FAL-1.tripod.com/Bob_Baldwin.html

Obituary: Robert Stanley Baldwin (Bob) was born on August 9, 1930, in Centerville, Iowa. He spent his early years on a farm with his extended family. Between first and third grade, his parents needed to move eighteen different times to find work. In fourth grade, they settled in San Luis Obispo.



Bob graduated from San Luis Obispo High in 1948. After graduating high school, he went to Southern California College of Aeronautics, Allan Hancock Field in Santa Maria. Soon after, he attended Cal Poly, San Luis Obispo to study Aircraft Manufacturing and Airline Operations. In 1950, he went into the Air Force and was

sent to Korea.

He returned to Cal Poly he met his wife Bernice Skow. He graduated with a Bachelor's Degree in Aeronautics. Bob and his new wife moved to Carlsbad to begin work at General Dynamics, Convair Division, San Diego. Their two children Laura and Robert (Hank) were born soon after and they flourished there.

Sixteen years later the decision was made to move the family to Denver, Colorado. Bob had taken a job with Frontier Airlines, and soon became manager of Airframes and Power Plants. The family enjoyed the change and met many new family members.

Thirteen years later, being incredibly blessed, Bob was rehired by General Dynamics in San Diego. There he remained until he retired in 1992.

Bob and Bernice decided they wanted to return to the central coast, and settled in Santa Maria, California in 1994. He kept busy at Bethel Lutheran Church on the church council. He donated his time helping with the Brown Baggers of Santa Maria. He provided care for his grandchildren. He also enjoyed a hobby of crafting wood projects and working on "garage projects".

He is and forever will be sorely missed by: his beloved wife of sixty-one years, Bernice; his children Laura and Hank; their spouses Mike and Teri, his grandchildren Annalisa, Jonathan, Chance, and Drew, and his great-grandson Daniel. He is now resting at home with the Lord and waiting for all of us. A celebration of his life will be held at Bethel Lutheran Church on February 10, 2018, at 2:00PM, with reception to follow.

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

BOB HARDING**1949 - 1962****CN VP-OPERATIONS, BOARD OF DIRECTORS
FTW ACF GSW**http://FAL-1.tripod.com/Bob_Harding.html

Robert Ellison Harding, Jr

BIRTH: 26 Dec 1911, Tarrant County, Texas, USA

DEATH: 27 Jun 1984 Tarrant County, Texas, USA

BURIAL: Oakwood Cemetery Fort Worth, Texas,

Parents:

Robert Ellison Harding

1883-1952

Annie Merle Reynolds Harding

1886-1974

Siblings:

Sue Harding Knott*

1916-1970

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

Bob posed with Central Airline's first Bonanza in Aug 1949 and he piloted the Central Airlines DC-3 used in the 1954 movie Strategic Air Command starring fellow Central board member James Stewart. I only recently discovered his flight west.

Shown as R. E. Harding, Jr. in most articles.

His father was a well known Ft. Worth banker and probably helped finance Keith Kahle's start-up of Central Airlines.

He is often referred to as a former Ft. Worth City Councilman.

Still need an obituary for him.

-Jake Lamkins

BOB SCHULMAN**1975 - 1985****DIRECTOR-PUBLIC RELATIONS
DEN**http://FAL-1.tripod.com/Bob_Schulman.html

OBITUARY: Robert M. Schulman, 84, passed away on Thursday, December 28th, 2017. He was born on February 8, 1933, in Brooklyn, New York. He is survived by his beloved wife of 59 years Rose Marie Schulman of Denver and his two sons, Michael and Anthony, both of Denver.

In 1993 Bob was one of the principal founders of Frontier Airlines and served as the airline's Vice President of Corporate Communications until he retired in 2000.

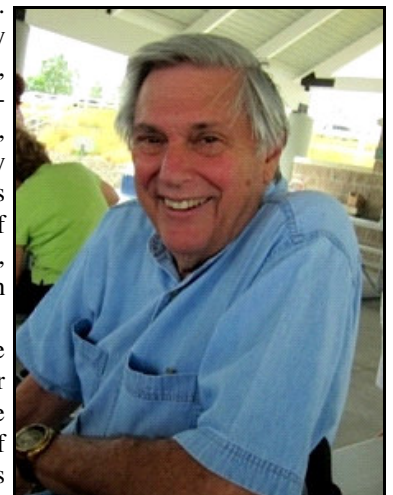
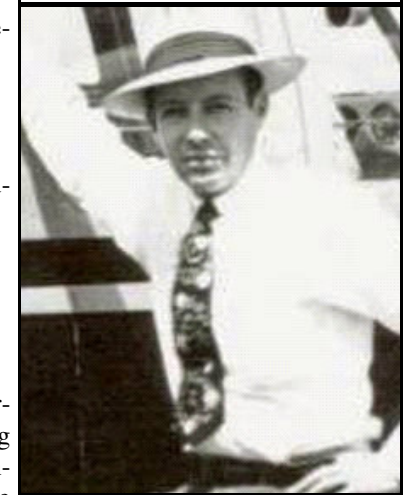
A freelance travel writer for the past 17 years, Bob specialized in Mexican and Caribbean destinations in stories for some two dozen publications including the New York Times, the Huffington Post and Watchboom.com. Before Frontier he was a public relations executive for Reno Air and before that for an earlier version of Frontier, Eastern Airlines and Mohawk Airlines.

He graduated from California State University at Long Beach and served in the U.S. Army in Korea during the Korean War.

He was a member of the Society of American Travel Writers.

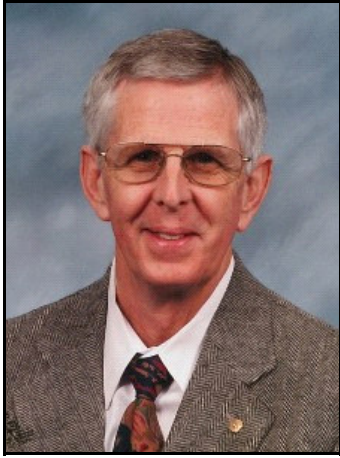
Per Bob's request, no services or memorial gatherings are planned.

-Denver Post



BOB VOIGT**1961 - 1986****STATION AGENT, STN MANAGER, SR STN AGENT
PNC ADM FYV SWO PPF TUL**http://FAL-1.tripod.com/Bob_Voigt.html

OBITUARY: Robert Emil Voigt was born April 5, 1941, in Stillwater, Oklahoma, to Emil Frank and Helen Maxine (Huston) Voigt. He died Wednesday, February 7, 2018, in Owasso, Oklahoma, at the age of 76 years.



Robert was reared and educated in Perry, Oklahoma, graduated from Perry High School, and continued his education at Oklahoma State University. He was married September 6, 1969, in Bogota, Colombia, to Carmen Ligia Guevara Garzon. In June 1976, they moved to Owasso, Oklahoma.

He spent 41 years working in the airline industry as an Operations and Customer Service Supervisor with Frontier Airlines and later, United Airlines, retiring in 2003.

Robert attended St. Henry Catholic Church in Owasso where he was a parishioner for 40 years, was a member of the church council, and was a member of the men's club in his earlier years. He enjoyed a variety of pastimes, especially coaching little league baseball, basketball and soccer, fishing, quail hunting, and playing golf. Robert also volunteered with the Boy Scouts and Indian Guides.

Those he leaves behind who hold many cherished memories include: His wife of over 49 years; Ligia, of the home; Two children; Michel James Voigt and his wife, Lisa, of Westlake, Texas; Emily Anne Voigt-Bandurski and her husband, Andrew, of Trophy Club, Texas.

A memorial service will be held 10:00 a.m., Wednesday, February 21, 2018, at St. Henry Catholic Church, Owasso. Graveside services will be held at 2:30 p.m. at Grace Hill Cemetery, Perry, Oklahoma.

www.moweryfs.com

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

CLIFF BIRDSINGER**1975 - 1986****STATION AGENT
DFW**http://FAL-1.tripod.com/Cliff_Birdsinger.html

OBITUARY: Clifford Leo Birdsinger of Euless, Texas, was called to his heavenly home on January 6, 2018. He will always be remembered as a loving husband, father, grandfather and great grandfather. "Pop" was born on April 6, 1947, in Schaghticoke, New York to George and Lila Birdsinger.

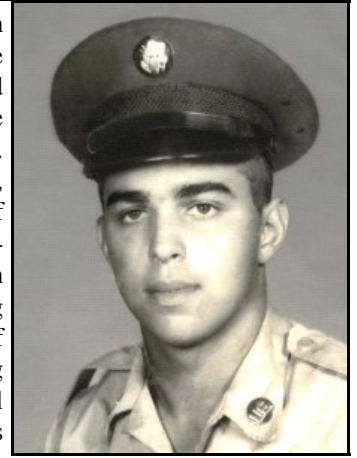
Cliff was raised on a dairy farm in Upstate New York. In 1966, he joined the United States Army and served valiantly in Vietnam. When he came back stateside, Cliff was stationed at Ft. Belvoir in Northern Virginia. He met and married Sheryl Hawkins and adopted her two children, Shawn and Dawnya. After having two more children, Shane and Tammi, the family moved to Texas in 1974. The Birdsinger family welcomed their

last addition, Brett, in 1975. With his family, Cliff grew roots in the Euless community and was loved and trusted by countless people who came in contact with him. Beloved by family, neighbors, coworkers, and fellow members of his church congregation, Cliff always carried a Servant's heart, an incredible work ethic, a welcoming demeanor, and a witty sense of humor that made others love being in his presence. Cliff was a joyful member of his church, "New Lives for Old Grace Fellowship" in Euless, Texas. This was best demonstrated by some of his last words. On the night before being called home, he was told that he might be joining the Lord soon. To which he smiled and replied simply, "Yep, can't wait!" God is good.

Cliff is survived by his loving wife, Sheryl "Cookie" Birdsinger of Euless, Texas; son, Shawn Birdsinger and his fiancé, Rhonda Sparks of Bridgeport, Texas; daughter, Dawnya Morrison and her husband, Scott Morrison of Southlake, Texas; son, Shane Birdsinger and his wife, Daphne Birdsinger of Herndon, Virginia; daughter, Tammi Guest and her husband, Kevin Guest of Arlington, Texas; son, Brett Birdsinger and his wife, Lori Birdsinger of Lubbock, Texas. Nephew, Peter Birdsinger and his wife, Danielle of Troy, New York.

The Memorial Service will be held at 12:30 p.m. on Wednesday, January 10, at the Bluebonnet Hills Funeral Home Chapel.

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

**CURT CARLSON****1962 - 1963****CN BOARD OF DIRECTORS
GSW**http://FAL-1.tripod.com/Curt_Carlson.html

OBITUARY: Curtis Leroy "Curt" Carlson, Birth: Jul. 9, 1914, Minneapolis, Minnesota, Death: Feb. 19, 1999, Saint Louis Park, Minnesota, USA.

He was the founder of Carlson Companies Incorporated and creator of Gold Bond Stamps, one of America's biggest private firms. In 1938, he used a \$55 loan to start his Gold Bond Stamps Company. Based on trading stamps to provide consumer incentive for grocery stores, gas stations and other businesses, the stamps could be redeemed for a large array of merchandise. For decades, his business was a \$7.8 billion driving force in travel, marketing and hospitality with over 50,000 employees. His holdings included Radisson Hotels, Country Kitchen International, Country Inns, T.G.I. Fridays and many more.

Spouse: Arleen Emily Martin Carlson (1912 - 2005) He died from complications of a stroke at age 84.

Burial: Lakewood Cemetery, Minneapolis, Minnesota.

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



DON EHRHART**1949 - 1962****CN BOARD OF DIRECTORS, VP-ADMINISTRATION
FTW ACF GSW**http://FAL-1.tripod.com/Don_Ehrhart.html

OBITUARY: Donald Bond Ehrhart, Sr, Birth: 6 Jan 1922



New Orleans, Orleans Parish, Louisiana, Death 31 May 1980.

Burial: Greenwood Memorial Park and Mausoleum Fort Worth, Tarrant County, Texas.

Parents:

Eugene Nicholas Ehrhart

1896-1966

Alva Anna Bond Behrman

1896-1964

Spouse:

Ann Elizabeth Johnson Mitsch

1925-1984

Children:

Donald Bond Ehrhart, 1950-

2016

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

Don is listed on the Central Board in the 1961 Annual Report but not shown as an officer.

He is not in the 1963 Annual report.

I do not have a copy of the 1962 Annual Report.

He is shown as vp-administration in 1949 but only as a board member afterwards.

He left the Central Board when his father-in-law Kirk Johnson sold his majority interest in Jun 1962.

-Jake Lamkins**DON LOCKWOOD
STATION AGENT, PILOT****1954 - 1985****DEN**http://FAL-1.tripod.com/Don_Lockwood.html

Captain Don Lockwood flew west on January 11, 2018. He suffered from lung cancer. He was cared for by his wife, Karen and daughter Jeri along with Home Hospice. There are no services and cremation has taken place. Don was married to Karen Lines, a former FAL flight attendant. They resided in Parker after many years raising quarter horses near Watkins.

-Barb Turner

D. L. LOCKWOOD: Station agent seniority date of 8/25/54 on the 1/1/55 FL/RMAAA seniority list.

Pilot seniority date of 12/23/57 on

the 9/1/72 & 9/1/81 FL/ALPA seniority lists. He is not on the 9/1/85 FL/ALPA seniority list.

Don was first officer on the DC-3 that crashed at PUB 8/23/1958.

Excerpt from the 1958 CAB Report: "First Officer Donald L. Lockwood, age 25, was employed by Frontier Airlines August

31, 1954. He held a valid airman certificate with commercial pilot and instrument ratings.

According to company records he had a total of 910 pilot hours, of which 498 were acquired in DC-3 equipment.

His last CAA (FAA) physical examination was passed on December 13, 1957, with no waivers or restrictions. His last instrument check was on December 27, 1957."

Still need an obituary for Don but there may not have been one.

-Jake Lamkins**ED MORGIGNO****1958 - 1985****PILOT****OMA DEN**http://FAL-1.tripod.com/Ed_Morgigno.html

I just got word that Eddie Morgigno just passed away. He was 92 and he was a Frontier Airlines pilot.

-John Thaemert

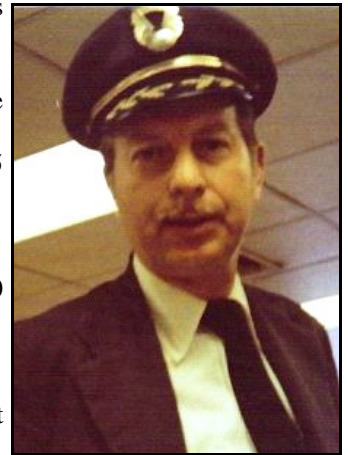
His very short obituary in the Denver Post merely read:

"Edward Morgigno, Oct 23, 1925 - Dec 19, 2017."

E J MORGIGNO,
OMA co-pilot, DOB 10/23/25
DOH 4/10/58 per the Feb 1960
Frontier Roster.

E J MORGIGNO,
DEN Super-80 captain
per the May 1984 Frontier Pilot
Domicile List.

He is not on the May 1985 pilot
domicile list so I will assume he retired in 1985 when he would
have been 60 on Oct 23.

-Jake Lamkins**RICK WISE****1977 - 1986****PILOT****DEN**http://FAL-1.tripod.com/Rick_Wise.html

Just heard that Rick Wise, Frontier pilot passed away last night, January 26 (2018).

There are no plans (funeral/obituary) for Rick right now.

I will hear let you know when the family decides to do something.

-Jack McLaughlin

I had heard from earlier emails that Rick was extremely ill in a facility in Austin Texas and in the final stages of MS/ALS. He had been living in San Diego. Apparently he had a sister in Austin.

R W WISE, Pilot seniority date of 5/16/77 per the Sep 1986
FL/ALPA Seniority List.

-Jake Lamkins

A fine gentleman and an excellent pilot. R.I.P.

-George Fay

I was so sad to hear about the passing of Frontier/ United pilot
Rick Wise. I used to fly (flight attendant) with Rick a lot and I
was also his neighbor in Denver at Heather Ridge.

-Lorri (Preece) Attaya

DOTTIE KREIDER ELFERS**1966 - 1984****FLIGHT ATTENDANT
DEN**http://FAL-1.tripod.com/Dottie_Kreider_Elfers.html

OBITUARY: Dorothy Earle "Dottie" Elfers, 73, of Rock Springs, died on Monday, April 10, 2017, from complications of metastatic breast cancer.



Dorothy was born on Nov. 18, 1943. She was a longtime resident of Rock Springs with her husband, Dr. John Elfers, who preceded her in death on July 2, 2016. Dottie was an avid outdoorswoman, farmer, animal lover, equestrian athlete, and friend to family, her horse community and town community. Dottie was born in Montclair, New Jersey, to Dorothy and Clarence Kreider and was raised in a family of four siblings in Denver, Colorado. She graduated from St. Mary's High School in Faribault, Minnesota, and attended Colorado University in Boulder, Colorado.

She flew for Frontier Airlines as a flight attendant for 18 years and worked at the Denver Zoo as a zookeeper for primates and large cats before moving to Wisconsin with her husband, John. They settled on their farm where Dottie kept horses, sheep, llamas, and a variety of cats and dogs. They shared their life with two exchange students, Marie Hallberg of Sweden and Anastasia Guscina of Moldova, as well as Tyler Kreiter of DePere, who spent many summers with them helping on the farm. Her good friend, Sherri Lower, was at her bedside when she passed.

Dottie was first diagnosed with breast cancer 25 years ago. Even when she was in remission, Dottie would spend much of her time supporting other cancer survivors and groups. She gave generously to the Susan Komen Foundation and The American Cancer Society and never forgot her cancer friends in their fight. She was grateful for every day and kept her positive, exuberant attitude throughout her life.

Dottie is survived by her sisters, Mary Kreider and Helen (David) Skidmore; her brothers, Jim (Anita) Kreider and Tom (Paula) Kreider; her brother-in-law, Hank (Deanna) Elfers; as well as, eight nieces and nephews and six great-nieces and greatnephews.

-Carol Conrad

ELLEN HANDLEY MCCAFFREY**1985 - 1986****FLIGHT ATTENDANT
DEN**http://FAL-1.tripod.com/Ellen_Handley_McCaffrey.html

I was a flight attendant for the old Frontier Airlines from July 1985 to the end in 1986. I have heard that my classmate, Ellen Handley, passed away in probably the early 90s. This is all that I know.

-Jim Bostock

I believe one of Bill McCaffrey's wives, Ellen McCaffrey, was a former FL F/A and is buried in Fort Logan Cemetery in Denver.

She died Jan 9, 1995 from breast cancer. Bill remarried after Ellen's death.

I remember driving out to attend her funeral service and got rear-ended by a 16 year old kid and my car was demolished. Never made it to the funeral. I am pretty sure this "Ellen" is her as her tombstone mentions "Wife of William F McCaffrey - US Marine Corps"

Don't remember what her maiden name on the seniority lists was, but knew her first name was Ellen.

-Nina Abbott

Ellen's name was Handley. My dad legally adopted both her girls; one passed away from breast cancer just like Ellen! Sandy, was at dad's funeral Mass on Tuesday. She and her hubby flew in just for it!

-Peggy McCaffrey*(Still need an obituary and photo for Ellen.)***GINNI KOLB****1968 - 1986****ACCOUNTING CLERK
DEN**http://FAL-1.tripod.com/Ginni_Kolb.html

OBITUARY: Virginia M. "Ginni" Kolb, of Brighton, Colorado passed away June 11, 2017 at her home after a long and hard-fought battle with cancer. She was born on August 5, 1950 in Billings, Montana to Clarence and Ethel Kolb. She graduated from Hysham High School.

She moved to Denver, Colorado in June, 1968, married in 1970, her daughters Michelle and Nicole were born of that marriage. When Ginni moved to Denver she started working for Frontier Airlines, holding various accounting positions until she was employed by the Federal Deposit Insurance Company in 1990. In 1994 she went to work for the United States Federal Courts for the Tenth Circuit as a Financial and Budget Officer.

Ginni enjoyed spending time with her family and her dogs. Gardening was her passion and her therapy. Although she lived in Colorado her heart was always in Montana in the wide open spaces on her family farm and ranch.

Ginni is survived by her daughters, Michelle Singley of Sterling LA, Nicole and Leroy Peterson of Brighton; grandchildren Breanna, Bryce, Brock & Braelin; siblings Ron (Gail) Kolb, Dennis (Wendy) Kolb of Hysham, MT and Jake (Julia) Kolb of Missoula MT. A memorial service celebrating Ginni's life will be held on Wednesday, June 21, 2017 at 10:00 a.m. at Flatirons Community Church, 355 W South Boulder Road, Lafayette, CO. A graveside service will be held in Hysham, Montana on August 11, 2017.

-https://www.afterlife.co/us/obituary



JIM ARPEY**1969 - 1972****VICE PRESIDENT - TECHNICAL SERVICES
DEN**http://FAL-1.tripod.com/Jim_Arpey.html

OBITUARY: James William Arpey passed away peacefully on Thursday, December 28, 2017 in Conroe, Texas. He was born on October 2, 1932 in Saratoga Springs, New York.



Jim was preceded in death by his wife of 64 years Lorraine Marie, his son Michael who died in infancy, his father William Sr., mother Anna and his brother William Jr. He is survived by his devoted sons James of Montgomery, Texas and Gerard of Colleyville, Texas; his grandchildren Alexandra, James and Luke of Colleyville, Texas.

After graduating from Saratoga Springs High School in 1951, Jim enrolled at the Bentley School of Accounting and Finance in Boston, MA (now Bentley University). His studies were interrupted by the Korean War where he served in the United States Air Force with distinction, being honorably discharged in July, 1956 after four years of active military duty. After his honorable discharge, Jim resumed his studies at Bentley and post-graduation embarked on a lifelong career in aviation.

His career spanned many decades and many companies: from his start with General Dynamics and General Electric, to Trans World Airways, Frontier Airlines, Texas International Airlines and finally as the head of operations for Continental Airlines - a position from which he retired in the mid-1990s.

Jim instilled in his sons a strong work ethic and they pursued careers in the aviation field and have lost count of the number of people they've crossed paths with who had a kind word to say about their father. Their father was always willing to lend a hand to anyone in need. He will be greatly missed.

A private memorial service is planned for family and friends at the Houston National Cemetery.

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

JIM DAWSON**1965 - 1986****STATION AGENT, STATION MANAGER
DEN ABQ FMN PSC SEA**http://FAL-1.tripod.com/Jim_Dawson.html

OBITUARY: James (Jim) Vernon Dawson, age 73 passed away peacefully in his sleep on November 25, 2017 in Kennewick, Washington.

He was born and raised in Tacoma, Washington. Jim met and married Paula Dawson in late 1964.

Jim worked for Frontier Airlines for over twenty years and Horizon Airlines for another 10 years. This moved his family from Utah, to Colorado, to New Mexico, to Washington and in retirement he lived in New Mexico. Jim and Paula recently moved back to Kennewick to be with their three children in the Tri-Cities area.

He is survived by his wife of 52 years, Paula Dawson; his

sister, Carolyn Doyle of Ethel, Washington; his four daughters; Jill Berry of Richland, Laura Stinson of Canton, Georgia, Jamee Simmons of Kennewick and Lindsay Dawson of Richland. He has nine grandchildren and nine great-grandchildren.

Jim learned to fish at an early age and that turned into a lifelong passion. He would fish as often as possible but had a yearly ritual of going to the Nemah River for two to four weeks. Jim met so many lifelong friends at this fishing hole and cherished all his time there. He also loved to golf, cook and can goods.

There will be a private family celebration of life on December 2, 2017 at 3:00 PM.

Jim was a very informal man who loved watching sports, especially the Seattle Mariners and Seahawks. In honor of that love please wear a Mariners or Seahawk shirt to the celebration.

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

JIM EDWARDS**1966 - 1986****AIRCRAFT MECHANIC
DEN**http://FAL-1.tripod.com/Jim_Edwards.html

OBITUARY: James Edwards, age 77, of Aurora, Colorado passed away on Tuesday February 13, 2018. He was born February 2, 1941.

James will be fondly remembered for his gift of gab as well as his sense of humor. He was known to be a wisecracker with memorable one-liners. James was also a self taught accordion player who also enjoyed shooting and riding his motorcycle.

James is survived by his loving wife of 57 years, Arlene Edwards; son Doug Edwards; daughter Patti Dirgo, son-in-law Daniel Dirgo; granddaughter Joan Peter and step grandchildren Christopher Dirgo, Diana Phillips and Daniel Dirgo and sister Joan Edwards.

A memorial service will be held on Saturday, February 24, 2018 at 11:00 am at All Saints Lutheran Church, 15625 E Iliff Ave in Aurora, CO. A reception and light lunch will immediately follow.

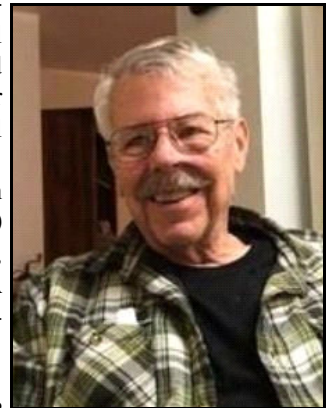
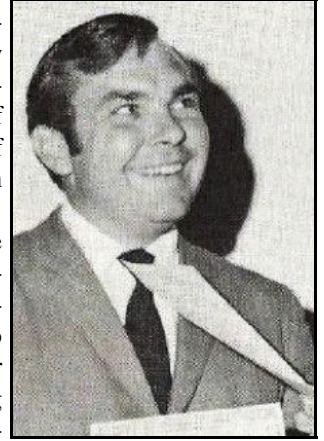
[-http://www.legacy.com/obituaries/](http://www.legacy.com/obituaries/)

October 1966 - August 1986 A&P mechanic Frontier Airlines

Nov 1986 - 1996 Continental Airlines Denver Co. August 1996 - May 2006 A&P mechanic New Frontier Airlines - Retired May 2006. My first airline job was United in Omaha 1960, was cleaner then refueler OMA - DEN. Long time 46 years with airlines. I had the good fortune to have worked with many wonderful people.

I enjoy my retirement, work around the house. Always something to repair, paint, or mow. I don't know how I ever had time to work at a job.

-Jim Edwards (5/27/08)



GENE MCCALED

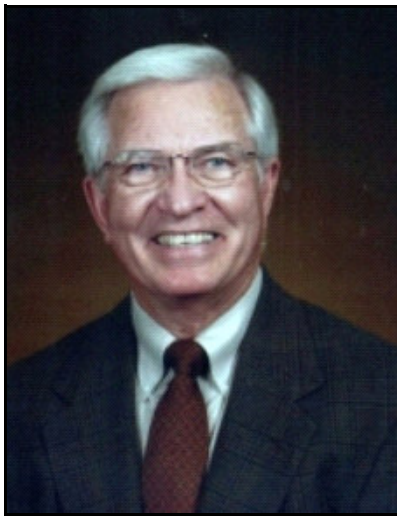
1957 - 1986

PILOT

MKC DEN

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

OBITUARY: Willie Gene McCaleb, age 89, passed away



peacefully at home in Montgomery, Texas on February 19, 2018. Innichment service will be held at 1:15 pm on March 23, 2018 at the Houston National Cemetery. Celebration of Life services will be held on Saturday, March 24, 2018 at 2:00 PM in the McNutt Memorial Chapel in Conroe, Texas.

He was born on May 13, 1928 in Klondike, Texas to Willie Gilmer McCaleb and Frankie Beatrice Gibbs.

Gene served in the Army for six years, two in active duty

and four in the Army Reserves, serving in Alaska. He was an airline pilot for 30 years and captain for 28 years, beginning his airline career with Wien Alaska in 1955 as a pilot on the DC-3 and the C-46 aircraft before moving to Central Airlines. In 1967, Gene became a Frontier pilot, with the merger of Central and Frontier, and then a Continental pilot with the Frontier acquisition. Prior to retiring, he was the Chief pilot for Continental Airlines on the DC-10.

Gene was a member of the QB'S, (Quieted Birds) and he was a member of St. James Episcopal Church where he served on the vestry for 3 years.

Gene was preceded in death by his parents and step father, Franklin A. Martinson, along with brothers, Charles Ed and Bobby Joe McCaleb. On January 31, 1959, Gene married Ann Skidmore of Midland, and they recently celebrated their 59th wedding anniversary.

Gene McCaleb is survived by his wife Ann S. McCaleb, their two daughters, Kim Austin of Conroe, Tx., Kary Meade and her husband Sam of Waxahachie, Tx., and two sons, Bobby McCaleb of Kemah, Tx., and John Michael McCaleb and wife, Amy of McKinney, Tx.

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

LEON NORTHPROP

1957 - 1986

STATION AGENT, STATION MANAGER

MKC GDV SDY MOT SGF

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

OBITUARY: Leon Boyd Northrop, 84, passed away on Monday, December 18, 2017. He was born in Cunningham, Kansas to Harold Thomas Northrop and Margaret Jane (McPeck) Northrop.

He was a graduate of North High School and 2 yrs at Wichita State University. He married Joyce Sanders, on October 9, 1953 in Wichita, Kansas.

He enjoyed many years working in the Aircraft Industry, 1956 -1987 at Frontier Airlines, then to Boeing Aircraft retiring in

MORE GONE WEST

1999. He enjoyed golfing, then watching sports. Family times of travel by RV across the states, and enjoying the kids and grandkids, were highlights in retirement.

He is survived by his wife Joyce Northrop; children Randall (Wy Ann) of Missoula, MT, Thomas (Sandy) of Escondido, CA, Timothy (Cherry) of Escondido, CA and Richard (Vonney) of Colorado Springs, CO; 10 grandchildren; 9 great grandchildren; brothers Dan (Teresa) Northrop of Wichita, KS and Lloyd (Connie) Northrop of Lawrence, KS; sister-in-law Carolyn Holmes of Wichita and brother-in-law Richard (Trevia) Sanders of Wichita, Kansas. He is preceded in death by his parents, sister Donna Bracken, brother-in-law Ed Bracken and niece Kim Sanders.

Celebration of Life Service 11:00 a.m., Monday, January 15, 2018 at the Aldersgate United Methodist Church, 7901 W. 21st N., Wichita, Kansas.

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

LINDA EVANS

1976 - 1986

**RESERVATIONS AGENT, TICKET COUNTER AGENT
DEN**

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

Linda Evans died Monday, Dec 18, 2017. She developed pneumonia after lung cancer surgery. Trying to get more info for a funeral or memorial service. She moved to Mesa, AZ a few years ago.

Let's celebrate her beautiful spirit. She was a beautiful and loving lady.

I know we all learned or shared something with her. The guys loved it when Linda was at ticket counter. She came from reservations and shared her rerouting and manual ticketing skills. I learned how to manually enter info for rerouting passengers from her...Smart, smart...not many folks could remember that long string of numbers and symbols!

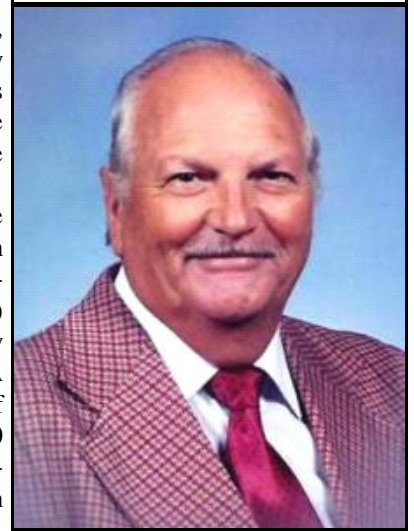
She had a tough tough battle with life in last 15 or so years. She's Free! Fly Linda!

-Brenda Booker Perkins

I was just looking at a Christmas carol CD that Linda had given me years ago. A smart, beautiful gal that left us too soon....

-Mark Fitzwater

(Still need an obituary for Linda.)



MIDGE BUNDY TAYLOR

1965 - 1985

RESERVATIONS AGENT
DEN PHX

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



OBITUARY: Midge Taylor, August 27, 1925 - January 5, 2018, 92, passed away peacefully on January 5, 2018 in Lafayette, Colorado.

She is survived by her loving family; son John (Gina) Bundy, son Bill (Margaret Ann) Bundy, daughter Carol (Steve) Boland, grandchildren; Tracy, Scott, Justin, Cory, and Brad, great grandchildren; Tyler, Morgan, Kenzie, Jack, and Charlie.

Memorial service, Friday, January 19, 2018, 10am in the Chapel of Peace located at Olinger Crown Hill Mortuary, 7777 W. 29th Ave., Wheat Ridge, Colorado 80033. After

the service please join the family for some fellowship with coffee and cookies in the Legacy Lounge at Crown Hill.

In lieu of flowers, memorial donations may be made in Midge's name to the American Heart Association, <http://www.heart.org/HEARTORG/>

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

Some very sad news to share. I just heard from Midge Bundy-Taylor's daughter Carol that Midge passed away yesterday 01/05 in Denver. Carol asked that I share this news with as many FL folks that I could reach. No details on arrangements, I will pass on any information that I get.

Midge had several falls in the past few weeks and has been hospitalized several times if I understood Carol correctly, but not a lot of other details. Please keep Midge's family in prayers.

She and Bill were our Colorado mom and dad, took care of us and looked out for us when we joined FL in 1978. We were just kids in the big city! And we've been close ever since.

-Doug Berkey

PAUL DUPREE

1946 - 1948

PILOT
SLC

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

Dupree was a DC-3 captain for Challenger. I believe Dupree is deceased, but don't know. I'll ask Jack as they were in close touch. He ended up in Germany with Lufthansa.

-Billy Walker

There was a packet of seven letters from him to Jack Schade in the papers Billy Walker gave me Aug 26, 2017.

They are dated from Aug 13, 1984 until Oct 5, 1986. He would be 96 if he is still alive since one letter says he retired from LH in Mar 1981 age 60.

I did some further online research and found Paul's SSDI. He flew west on May 23, 2005 at age 84.

I was unable to find an obituary or much other info on him.

His career was capped by his 1957 - 1981 service with Lufthansa Airlines.

-Jake Lamkins

Death Record of Paul J. Dupree

Date of Birth February 15, 1921

Date of Death May 23, 2005

Age at Death 84

-SSDI

Civil Air Transport History's safety record was so well known, war correspondents preferred to ride with us. They said we left our mistakes in China, we were like mongrel dogs who knew how to cross a busy street without getting hit. However, on December

8, 1950 Paul DuPree, a captain new to Asia, attempted to penetrate low clouds on Korea's east-coast port of Yonpo to evacuate wounded soldiers. The USAF precision radar approach unit had been set up but not yet calibrated. He crashed and the crew survived with slight injuries, but a medic from the 801 Air Evacuation Squadron was killed.

-<http://www.catassociation.org/history/history-project/>

PAUL MCCLURE

1954 - 1986

STATION AGENT, STATION MANAGER
RIW LAR PUB MOT DEN

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

I just found out Paul McClure passed on DEC 16, 2017. Don't know details except he will be buried at fort Logan military cemetery on DEC 28. I had a call from family telling me he was gone.

-Janet Lancaster Keesey

P J MCCLURE

Notation says Paul

MOT station manager

DOB 12/30/31

DOH8/25/54

-Feb 1960 Frontier Roster.

P J MCCLURE

M

DOB 12/30/31

DOH 8/25/54

-Dec 1984 Pension Records.

P J MCCLURE, Station agent seniority date of 8/13/58, Emp# 05545, DENOO, DOH of 8/25/54, DOB of 12/30/31

-Oct 1986 FL/ALEA Seniority List.

Paul J McClure

Birth 20 Dec 1931

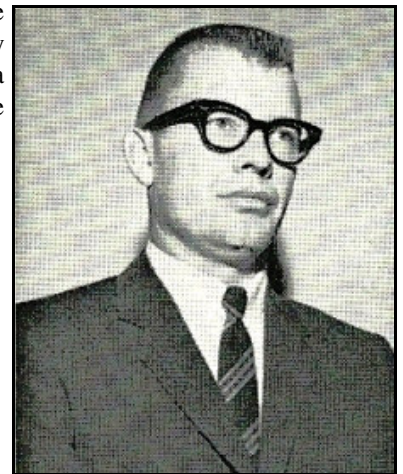
Death 26 Dec 2017

Burial Fort Logan National Cemetery Denver, Colorado

Inscription: TE3, US Navy, Korea, Interred: Dec 28, 2017

-<https://www.findagrave.com/memorial/186179204/>

(Dates do not match other info. Cannot find an obituary online.)



RAY GIES**1959 - 1962****MANAGER-CREDIT UNION
DEN**http://FAL-1.tripod.com/Ray_Gies.html

I found out about Ray's death in a web search for Frontier obits. Unable to find an obituary.



R R GIES, DEN credit union manager, DOB 8/1/25, DOH 10/12/59 per the Feb 1960 Frontier Roster.

-Jake Lamkins

Raymond R. Gies, BIRTH 1 Aug 1925, DEATH 31 Aug 1962, BURIAL Olinger Highland Mortuary and Cemetery Thornton, Adams County, Colorado, PLOT Garden of Roses

-<https://www.findagrave.com/memorial/45057266/>

Other traffic victims were Raymond R. Gies, 37, of

Northglenn. Gies was the weekend's first fatality. He was killed late Friday {when his car crashed in Adams County, north of Denver.

-Greeley Daily Tribune on September 4, 1962

Ray R. Gies was born in 1924, to Florian J Gies and Ruslia Brown and married Rebecca Rubens in 1947 in Montana.

-https://www.myheritage.com/names/rebecca_rubens

TONY SHEPHERD**1959 - 1986****STATION AGENT, STATION MANAGER
PUB HYS HVR COS**http://FAL-1.tripod.com/Tony_Shepherd.html

Tony Shepherd passed away Thursday 12/28/2017 at about 6:30 am. He had been in a assisted living home in the Atlanta Ga area for the last several years.



He was a station agent at COS when Frontier shut down. Before that he was a station manager at Hays Ks and Havre Mt. He was also a station agent at Pueblo Co.

-Jim Purdy

TONY L SHEPHERD, PUB station agent, DOB 8/8/26, DOH 2/7/59 per the Feb 1960 Frontier Roster.

T L SHEPHERD, Emp# 07850, COSOO, Address in

Colorado Springs, CO per the Nov 1984 Frontier Roster.

T L SHEPHERD, M, DOB 8/8/26, DOH 2/7/59 per the Dec 1984 Frontier Pension Records.

Unable to find an obituary for Tony.

-Jake Lamkins**WILLIAM MITSCH****1958 - 1963****VICE PRESIDENT, CN BOARD MEMBER
GSW**http://FAL-1.tripod.com/William_Mitsch.html

Death Record of William G. Mitsch, Date of Birth December 10, 1918, Birth State

Minnesota, Date of Death

December 9, 1997, Mother Name Mullane, Location of Last Residence, Death Place California.

- h t t p : / / d e a t h - records.mooseroots.com/l/216290079/

William G. Mitsch, Jr was married to Elizabeth Ann Johnson, daughter of Kirk Johnson, majority stockholder and chairman of the board of Central Airlines from 1949 - 1962. They had a daughter Cynthia Ann Mitsch Bearden.



William (He may have been

called Bill.) first appears in the 1958 Central Annual report. He may have arrived at Central before that. The last item on him at Central is in a Mar 1963 article, a year after his father-in-law sold his Central stock. His name does not appear in the 1964 Annual report. No much info on what he did after Central.

Not able to find an obituary. He won the Silver Star in WWII.

-Jake Lamkins**SILVER STAR CITATION: William G. Mitsch**

The President of the United States of America, takes pleasure in presenting the Silver Star to Captain (Infantry) William G. Mitsch (ASN: 0-1288276), United States Army, for gallantry in action while serving with Company F, 232d Infantry Regiment, 42d Infantry Division, in action on 18 March 1945, near Ludwigswinkel, Germany.

Captain Mitsch personally led his Company across the Sarbach River and established a bridgehead under intense enemy fire. A short time later, when radio communication with his platoons failed, he again braved the German fire, going boldly from one platoon to the next to check their positions and bolster the fighting spirit of the men. When a superior enemy force threatened his position Captain Mitsch led tanks in the face of devastating machine gun and sniper fire to a position from where the tank crews were able to lay down effective fire in support of the bridgehead.

Due to his gallantry, leadership and determination the bridgehead was maintained and his Battalion enabled to continue its advance.

-<https://valor.militarytimes.com/hero/115056>

RUSTY LAMBERT

I have a second-hand report that pilot Rusty Lambert flew west around last Christmas but I have been unable to verify it. Please let me know if you have any information such as an obituary, etc. on Rusty flying west.

OLDEST FOLKS GONE WEST BY AGE

TOTAL 176 who were 88 years old or older.

Tommy Matsumoto, DEN lead inspector, 8/17/2015, age 101
1/8/1914 - 8/17/2015
101 yrs, 7 mos, 9 days

George Ceshker, GSW DAL DFW pilot, 1/22/2017, age 101
10/7/1915 - 1/22/2017
101 yrs, 3 mos, 15 days

Les Harper, FTW GSW DAL DFW pilot, 9/13/2016, age 100
4/6/1916 - 9/13/2016
100 yrs, 5 mos, 7 days

Lee Gregory, DEN lead aircraft mechanic, 8/19/2013, age 100
6/23/1913 - 8/19/2013
100 yrs, 1 mo, 27 days

John Brennan, DEN lead aircraft mechanic, 11/23/2013, age 98
4/27/1915 - 11/23/2013
98 yrs, 6 mos, 27 days

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

Willie Hurt, DEN pilot, 4/30/2016, age 97
6/19/1918 - 4/30/2016
97 yrs, 10 mos, 11 days

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

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

Joe Claffy, GSW DEN aircraft dispatcher, 6/13/14, age 97
5/31/1917 - 6/13/2014
97 yrs, 13 days

Sam Grande, SLC DEN pilot, 2/11/2015, age 96
3/16/1918 - 2/11/2015
96 yrs, 10 mos, 26 days

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

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

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

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

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

Warren Heckman, DEN pilot, 3/1/2017, age 96
12/10/1920 - 3/1/2017
96 yrs, 2 mos, 19 days

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

Jim Montgomery, DEN asst manager, 1/27/2015, age 96
1/26/1919 - 1/27/2015
96 yrs, 1 day

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

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

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

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

Joe Nale, DEN lead aircraft mechanic, 4/1/2013, age 95
10/8/1917 - 4/1/2013
95 yrs, 5 mos, 24 days

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

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

George Sims, SLC DEN pilot, 11/9/2015, age 94
2/11/1921 - 11/9/2015
94 yrs, 8 mos, 29 days

Jack Vollbrecht, DEN board chairman, 11/11/15, age 94
4/30/1921 - 11/11/2015
94 yrs, 6 mos, 12 days

Thelma Evans Smith, DEN flight attendant & secretary, age 94
4/19/1922 - 10/18/2016
94 yrs, 5 mos, 29 days

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

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

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

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

Vern Tomppert, DEN lead aircraft mechanic, 4/25/13, age 93
5/4/1919 - 4/25/2013
93 yrs, 11 mos, 21 days

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

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

Leo Dorsey, DEN pilot, 4/22/2017, age 93
8/30/1923 - 4/22/2017
93 yrs, 7 mos, 23 days

Hal Salfen, GSW vp-sale & marketing, 8/24/2013, age 93
1/6/1920 - 8/24/2013
93 yrs, 7 mos, 18 days

Edna May, PHX public affairs representative, age 93
3/12/10 - 10/2/2003
93 yrs, 6 mo, 20 days

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

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

Carl Pohlad, GSW chairman of the board, 1/5/2009, age 93
8/23/1915 - 1/5/2009
93 yrs, 4 mos, 13 days

Brone Roberts, DEN computer operator, 9/16/2017, age 93
6/23/1924 - 9/16/2017
93 yrs, 2 mos, 24 days

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

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

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

Max Hunt, GSW MKC MCI DEN pilot, 10/29/16, age 93
10/14/1923 - 10/29/2016
93 yrs, 15 days

Forrest Claxton, FYV aircraft mechanic, 3/5/2016, age 92
3/30/1923 - 3/5/2016
92 yrs, 11 mos, 5 days

Warren Lester, HLN DEN station agent, 12/8/2016, age 92
1/8/1924 - 12/8/2016
92 yrs, 11 mos

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

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

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

Harlan Muehring, DEN director-rev acctg, 9/4/2014, age 92
4/5/1922 - 9/4/2014
92 yrs, 4 mos, 30 days

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

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

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

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

Midge Bundy Taylor, DEN reservations agent, 1/5/18, age 92
8/27/1925 - 1/5/2018
92 yrs, 4 mos, 9 days

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

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

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

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

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

Ed Morgigno, OMA DEN pilot, 12/19/2017, age 92
10/23/1925 - 12/19/2017
92 yrs, 1 mo, 27 days

Harvey Murdock, DEN aircraft cleaner, 9/29/16, age 92
8/14/1924 - 9/29/2016
92 yrs, 1 mo, 15 days

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

Don Brady, DEN director-line maintenance, 8/4/14, age 92
7/13/1922 - 8/4/2014
92 yrs, 22 days

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

George Stoeberl, PHX district traffic manager, age 92
7/8/1924 - 7/13/2016
92 yrs, 5 days

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

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

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

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

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

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

Margaret Goodman Battles, DEN res agent, 3/16/2015, age 91
7/18/1923 - 3/16/2015
91 yrs, 7 mos, 26 days

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

Tony Shepherd, PUB COS station agent 12/28/2017, age 91
8/8/1926 - 12/28/2017
91 yrs, 4 mos, 20 days

Dean Reynolds, VEL station agent, 2/6/2015, age 91
9/19/1923 - 2/6/2015
91 yrs, 4 mos, 18 days

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

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

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

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

Ike Isaacs, SLC DEN pilot, 2/27/2015, age 91
1/5/1924 - 2/27/2015
91 yrs, 1 mon, 22 days

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

Brice Garner, DEN lead aircraft mechanic, 9/29/2014, age 91
8/21/1923 - 9/29/2014
91 yrs, 1 mon, 8 days

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

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

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

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

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

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

Don Reaves, GSW DEN aircraft inspector, 10/11/15, age 90
12/8/1924 - 10/11/2015
90 yrs, 10 mos, 3 days

Mary Maxwell, GSW CN, need info, 6/5/15, age 90
8/20/1924 - 6/5/2015
90 yrs, 9 mos, 16 days

Bessie Couzin Juroszek, DEN flit attendant, 10/20/2014, age 90
1/14/1024 - 10/20/2014
90 yrs, 9 mos, 6 days

Jesse Heidrich, GJT senior station agent, 2/24/2015, age 90
5/26/1924 - 2/24/2015
90 yrs, 8 mos, 29 days

Gene Johnson, FTW ACF aircraft mechanic, age 90
1925 - 8/21/2016
90 yrs, 8 mos, 21 days

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

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

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

Helen Etzel, SLC flight attendant, 9/9/2014, age 90
3/17/1924 - 9/9/2014
90 yrs, 5 mos, 23 days

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

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

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

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

Mac Howe, GSW DAL DFW DEN pilot, 11/12/2014, age 90
8/7/1924 - 11/12/2014
90 yrs 3 mos, 5 days

Ron Roepe, DEN superintendent of engineer, 12/1/2015, age 90
9/16/1925 - 12/1/2015
90 yrs, 2 mos, 15 days

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

Betty McIntosh Rotenbery, DEN res agent, 11/9/2017, age 90
9/6/1927 - 11/9/2017
90 yrs, 2 mos, 3 days

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

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

Walt Dunn, DEN assistant treasurer, 1/11/2016, age 90
12/11/1925 - 1/11/2016
90 yrs, 1 mon

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

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

Sam Snead, PHX DEN board of directors, 5/23/2002, age 89
5/27/1912 - 5/23/2002
89 yrs, 11 mos, 26 days

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

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

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

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

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

Geri Wareham, DEN reservations/ticket counter agent,
7/20/2017, age 89
10/14/1927 - 7/20/2017
89 yrs, 9 mos, 6 days

Gene McCaleb, MKC DEN pilot, 2/19/2018, age 89
5/13/1928 - 2/19/2018
89 yrs, 9 mos, 6 days

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

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

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

Bob Pearson, DEN ticket counter agent, 10/12/2016, age 89
3/5/1927 - 10/12/2016
89 yrs, 7 mos, 7 days

Bob Cornelius, TUS DEN aircraft mechanic, 7/1/16, age 89
12/21/1926 - 7/1/2016
89 yrs, 6 mos, 11 days

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

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

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

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

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

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

Ralph Bauman, LNK station agent, 10/28/2017, age 89
7/4/1928 - 10/22/2017
89 yrs, 3 mos, 18 days

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

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

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

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

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

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

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

Al Easom, DEN aircraft mechanic, age 89
3/10/1918 - 4/10/2007
89 yrs, 1 mo

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

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

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

Lefty Leftwich, DEN aircraft mechanic and pilot, 4/13/2016,
age 88
6/13/1927 - 4/13/2016
88 yrs, 10 mos

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

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

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

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

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

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

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

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

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

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

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

Marietta Shivers Carr, DEN PBX operator, 7/13/15, age 88
12/18/1926 - 7/13/15
88 yrs, 6 mos, 26 days

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

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

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

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

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

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

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

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

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

Lyle Swedberg, CYS station agent, 9/29/13, age 88
6/26/1925 - 9/29/2013
88 yrs, 3 mos, 3 days

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

Bill Franklin, DEN dining services manager, 6/19/2015, age 88
3/25/1927 - 6/19/2015
88 yrs, 2 mos, 24 days

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

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

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

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

Jim Keding, GSW maintenance supervisor, 12/17/14, age 88
11/11/1926 - 12/17/2014
88 yrs, 1 mon, 6 days

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

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

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

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

**Reactions to the pic on page 5
which was posted on FLacebook.**

Don Tucker - I sure got a big smile when I saw this picture. What a beauty.

Rae Carey - Ah that's pretty! Thanks

Jason Hobbs - So beautiful

Barbara Caganich Strizic - Really beautiful

John Thaemert - Sweet, I wonder what they would be flying now if they were still in business

Linda Casey Hamala - To think we used to call it Fat Albert

Glenda Denton - My pilot hubby calls it by an acronym. . FLUF! In all ways, an all-time favorite!

Hal Fahrenbruch - I think that reference came when the 100 series came out.

Marshall Bates - I still live by "If it ain't Boeing, I ain't going. I haven't flown in years.

Kathi Goff - Heart still swells with pride seeing this!

Pam Frank Corvelli - I loved the 737 200.

Erick Hobbs - Amazing.

Roger Greenlee - We were one of the best, mainly because of all the fantastic people that worked for Frontier Airlines.

Ginger Treptow - Loved the color scheme was so pretty and bright.

Keith Sturgeon - The best 21 years of my life. Great people and great memories.

Lana Kelley - I loved working this one.

Joe Barker - Best airplane and best airline. So many fond memories of my 10 years with the OLD Frontier - the best people in the industry worked for FL

Robin Charovano - We were THE ORIGINAL FRONTIER, NOT THE OLD FRONTIER

Joe Barker - I stand corrected - the original, but I also feel OLD!!

Jake Lamkins - Google responses to both terms: Old - 3450 and Original - 4880.

Christina Bonatti - I loved that airplane - good old Fat Albert Manage

Vanessa McClintock - But that trim and colors didn't start until about 1974.

Jake Lamkins - 1978!

Jan Lefler - I loved fat Albert....miss my airline, always will.

Dave Jarvis - Well said!

Bonnie Bias Miss the original Frontier FAL. 23 years of my life spent there.

Roger Greenlee - 23 years for me also

Jaynie Bishop - Those were the best years of my flying career so glad I got to experience good time flying convair 580 that was still the funnest.

Erick Hobbs - Amen. There will never be a better plane built then the 580.

Pilot Bob Bantas renewed his newsletter subscription (1/28/18) for two years. He's 93 years old now and retired in 1984 after a 26 year career at FL.

-Jake Lamkins

Didn't know how I was standing re my subscription - make sure I am paid & use balanc for some of your expenses. (Check for \$100 - thank you, my FLriend.)

Thinking back I never took a day of sick leave as I knew my fellow employees looked forward to their days off.

-Daryl Holte

I had wonderful 13 years as a stewardess and reservations 23 years. A great trip - enjoyed every day - Dec 19, 1950 to Aug 1986. I saw it coming. Golden parachute for 12 men.

-Dee Lanick Fulscher

I have always enjoyed reading about FAL history. I had met a lady in 1946, at the business school I was attending. She gave me 'info' that Monarch, not yet a certified airline, was hiring.



My son saw this computer mouse pad for sale; bought it and sent it to me. We still rule!
-Dick Faucett, Monarch Airlines 1947

Bright new look makes dazzling debut.



May/Jun 1978 FL News.

CELEBRATING the introduction of the first aircraft with the new paint scheme, Glen Ryland (second from left) prepares to cut the inaugural ribbons. From left are some of the ceremony participants: Capt. Ev Aden, Bill Zerbo, Bob Elliott, Joyce Schmid and Clyde Longhart.

In Sept, 1946, I went for an interview with Jack Burnell, Sup't. Of Mtnce. Jack, after my interview, said I was hired, even though I was much younger (17 soon to be 18) than he would have preferred, age-wise. (Note: I graduated at 16, attended a business school, and, soon to be 18, it was time to become a secretary as I hoped to be. A great event in my life.)

Harry Duff met Ray Wilson while working at a small airport where Ray had his flight school. Ray ask Harry to join him at the new airline he was organizing. Harry, a mechanic, was assigned, as well, to work with William 'Ham' Hamilton, 'Dutch' Conrad Greenmier, and Dick Flieder in setting up the Parts Stockroom. It was Dutch and Harry's job to attend as many private and/or government surplus aircraft parts sales, to buy for the stockroom, the type of parts

needed to be used in maintaining the surplus military aircraft (DC3's) being converted to passenger use for Monarch.

That 'parts experience' was a great education for Harry, and, with his brother, J. W. 'Bill' Duff, who had worked for Challenger in 'ground mtnc', Denver, later formed 'Duff Aircraft'. It became the largest of its type of aircraft parts and salvage business in the world.

Harry and I were married in 1948. Harry passed in 1991 and Bill in 2013.

With fondness, I remember 'old timers', Harry Russell, his happy laugh, Asst. to a Jack Burnell; gruff but helpful, Tunney Bergen, engine shop; Harry Summerton, with Maybell Scott, George Swonger, Norma Jean Rasmussen, Dorothy Meisenbach, all in Records; 'Swede' Nettleblad and Bill Hayes, pilots, and so many more, their names escape me. (Some names may be misspelled or, ... Sorry.)

Thanks for the memories...without your publication, I would not have such happy 'recall'. (I will soon be '90'). I have so many memories stored. Ahem!! Thank you.

-Faye Shields Duff

Thanks so much for all the time and effort you spend in coordinating the Old Frontier Airlines site. It is a joy to remember those special times and special people who together made a remarkable airline. Some of the greatest memories I have are of the time I spent with the Frontier family.

Frontier was unique in so many ways, and I've never found such comradery and sense of devotion and purpose with any other company. It was truly a gift to have been with FAL for eleven years.

-Nancy Hoskins Christensen

Have a happy, healthy and blessed 2018. Where does the time go?

Once again "Thank yiu" for the great job you do keeping us informed and updated. I always look forward to the Frontier News. Takes us back to the "Good Ole Days."

-Janet Jackson Avakian

I am renewing for 2 more years. Please use the remainder to help defray costs of publications. (*Thank you for the \$51 check.*) Thank you again for your hard work and keeping FL alive. Hope 2018 is a great year for you.

-Joy Alley Smith

Here is my check for another 3 years. Thank you for the hard work you put in to publish the newsletter. It is saddening though to read about old friends who have gone west. I thank you for the other interesting articles you write.

-Wayne Teakell

When in RAP, one of the agents told me his wife kept accusing him of having lipstick on his collar. He assured her he didn't have a girl friend.

One day she called him at work and was really giving him hell about finding some more lipstick on his collar. I could tell from his side of the conversation. I showed him the red carbon on the back of the tickets is where he was getting the red and then touching his collar the red carbon ink did look just like lipstick.

Believe she may have come out to the airport with one of his shirts to confront him about it. I ask her if she could count tickets for me, room next to ticket counter while she was waiting for him to finish with

someone at the counter.

She counted them for me to put in the envelope and then I took her hand and put her fingers on my collar kind of a what the hell are you doing. I said now did you just put lipstick on my collar. She looked at my collar then her eyes welled up with tears. She then knew he was telling the truth. When he was finished at the counter I went to the coffee shop.

Wonder how many wives thought the same as she did. My wife never accused me, but I made sure I told her what happened to my fellow agent.

-Roger Greenlee

Thanks for this terrific publication honoring all of you - the pioneers of aviation & of a great airline.

-Anne Schade Elwood, (Pilot Jack Schade's daughter.)

JUST FINISHED THE WINTER ISSUE AND STORY ON HAL DARR AND INTERVIEW OF RAY WILSON DONE BY MY GREAT FRIEND ED GERHARDT. IN BOTH ARTICLES THE NAME OF JERRY KITCHEN IS MENTIONED. I WAS SEPARATED ON DECEMBER 1, 1958 FROM THE AIR FORCE AND RETURNED TO DENVER TO START CIVILIAN LIFE. A GOOD FRIEND, PETE DELONGCHAMPS WITH CONTINENTAL AIRLINES SAID TO CONTACT HIS FATHER WHO WAS A BANKER IN DENVER TO HELP ME FIND A JOB. I CONTACTED MR. DELONGCHAMPS WHO I HAD MET IN THE SUMMER AND HE CALLED JERRY KITCHEN AND JERRY TOLD HIM TO SEND ME OUT TO TALK TO HIM. JERRY THEN TOOK ME TO PERSONNEL AND TOLD THEM TO INTERVIEW ME. THIS WAS IN EARLY JANUARY 1959 AND A WEEK LATER I RECEIVED AN OFFER TO WORK AS A STATION AGENT AND ATTEND SCHOOL, FINISHED SCHOOL, ASSIGNED TO DENVER STATION TO WORK FOR CAL REESE AND STARTED ON FEBRUARY 7, 1959 AND THE REST IS HISTORY ALL BECAUSE SOMEONE KNEW JERRY KITCHEN. I HADN'T HEARD HIS NAME FOR OVER 50 PLUS YEARS UNTIL THIS LAST ISSUE OF FL NEWS. THANKS JAKE FOR THE MEMORIES.

TODAY, FEBRUARY 7TH, 2018 - 59 YEARS AGO I STARTED TO WORK AT DENVER STATION AT STAPLETON FIELD IN DENVER.

-HERB SCHMIDT

(*That's a Double 59! 59 years after starting in 59.*)

Frontier introduced CV340 service in 1959 along with a major expansion of routes and cities served.



THE R-1706 RULE

By Wyatt Johnson

ALEA Vice President and General Counsel

Once upon a time, in 1947 to be exact, there was born a giant ogre known as R-1706. His full name was Clerical, Office, Stores, Fleet, and Passenger Service—an employee grouping established on National Airlines. You may think, if you are not in the air line business, that R-1706 is a strange name for an ogre. If, however, you are a white collar air line employee, you will agree that this was about as horrible a beast as ever came down the pike—especially if you wanted to exercise your right under the Railway Labor Act and be represented by a collective bargaining representative. This, then, is the story of how ALEA (after many years of effort) finally slew the ogre, or at least caned a large enough chunk out of him so as to render him harmless.

Right from the start, R-1706 was a problem child for its parent, the National Mediation Board—NMB for short. It was, in fact, far more troublesome than all its brothers (other classes and crafts) put together.

Difficult to control and the cause of much extra work, it was even disliked by the NMB! There was, however, one small group (air line management) that thought differently. Within this group, R-1706 was much loved and admired, and could do no wrong. At any rate, when ALEA was born in 1952, the ogre was already five years old—but the growth and development of the union has always been closely related to and involved with the ebb and flow of NMB decisions involving R-1706.

The ogre's parents: the railroads!

Almost from its inception R-1706 was an ugly bugger, both controversial and troublesome. For starters, it was based on the old railroad clerical classification, an employee grouping which quickly proved to be substantially different in airline operations. Secondly, R-1706 was a large amalgamation of employees with different interests, different working conditions and different rules and rates of pay. Finally, whatever considerations were obtained in 1947 when R-1706 was formulated were superseded with the amazingly rapid development of the airline industry, its technical advances, and trends to specialization.

ALEA from the beginning recognized the limitations of R-1706 and urged changes to assure employees the rights guaranteed in Sec. 2 of the Railway Labor Act. These rights forbid “any limitation upon freedom of association among employees, or any denial, as a condition of employment or otherwise, of their rights to join a labor organization.” They also provide for the “complete independence of carriers and of employees in the matter of self-organization.” Section 2 further emphasizes this purpose by stating: “Employees shall have the right to organize and bargain collectively through representation of their own choosing.”

1953—our first skirmish with R-1706

In a brief submitted in 1953 by ALEA's predecessor, the Air Line Agents Association (Case No. C-2098—Royal Dutch Airlines), ALAA made the following statements about R-1706:

“A review of the history of this classification following enactment of Title II of the Railway Labor Act (which brought the air line industry under that statute) reveals that the Board rejected, from the beginning, all argument that the same treatment be applied to the air lines as had been applied to railroads. The

thinking of the Board was that the air line industry needed time and experience before permanent and specific employee groups, with a community interest, would emerge.

“Until recently, this attitude has proved both accurate and intelligent. Now, however, the time has arrived when permanent and specific employee groupings, with proper community of interest, are emerging in the industry, witness the cases presently under consideration; and they are making their bid for segregation and certification. It now becomes imperative that the Board reappraise its defined Classes or Crafts in the light of the industry's coming of age.

“Since the Board's departure in 1947 from certain fundamental practices, and its findings in the Cases R-1706 et al, wherein the Class or Craft of clerical, office, store, fleet and passenger service employee was defined, the employees within these groups have found it increasingly difficult, if not impossible, to obtain representation. Evidence of this abominable situation was submitted by both the Transport Workers Union and this Association. It is apparent from these submissions that the trouble lies in the lack of community interest among the employees of this conglomerate grouping.

“TWU has suggested that Royal Dutch Airlines employees should more properly be divided into two groups for representative purposes. One group should include employees whose duties might be performed for any employer—such as clerical and other office workers. The other group should include employees whose duties are peculiarly confined to the air line industry—such as commissary personnel and other operational employees. Certainly such a regrouping would go far toward curing the ills created by the Board's 1947 determination.

“ALAA, however, believes the Board should go still further in subdividing this Class and Craft. The agents included in the group which TWU has defined as operational employees are a close-knit and effective classification whose community of interest is greatly intensified if left in a separate Class and Craft. They are found in considerable number on all air lines, and they meet the qualifications which the Board has stated control in the determination of a Class or Craft (NMB Case R-181, June 15, 1940). In subdividing clerical, office, store, fleet, and passenger service employees it is urged that the Board define three separate Class or Crafts:

1. Clerical and Office
2. Store, Fleet, and Passenger Service (except Agents)
3. Agents (Ticket, Station, Reservation, Baggage)

ALAA concluded this 1953 brief as follows:

“It is apparent from every intendment of the Railway Labor Act that Congress created it as a vehicle to enable employees in the transportation industry to organize, to be represented by the Bargaining Agent of their choice, and to bargain effectively with their employer. The role of the National Mediation Board, under the Act, was to help it function as intended. We have seen, notwithstanding, how the very purpose of the Act has been thwarted by an inappropriate Board determination of Class or Craft. The employee grouping for representative purposes in the 1947 NMB Cases concerning clerical, office, store, fleet, and passenger service employees is presently so lacking in that vital and necessary element, ‘community of interest,’ as to prohibit their organization for all practical purposes.

“Upon the record in this case, common sense and precedent require that the Board reconsider its findings in the 1947 Cases,

that the Board re-define the Class and Craft of clerical, office, store, fleet, and passenger service employees so as to insure that their rights under the Railway Labor Act are not denied to them.”

Battle continues on Southern, Eastern

In 1955 we petitioned for an election among the clerical, office, stores, fleet and passenger service employees of Southern Airways (Case No. R-2957). Subsequently, we amended our application to fleet and passenger service (or station) agents, thus raising again the question of the appropriateness of R-1706. On Southern, we suggested subdividing R-1706 into three separate classes: (1) clerical and office; (2) stores; and (3) station employees (composed of station managers, assistant station managers, chief agents, senior agents, ramp agents, reservations agents, ticket agents and porters). Our position was that the National Mediation Board includes too many different job titles in the clerical, office, stores, fleet and passenger service Class and Craft, and that only three divisions are necessary.

Our reasons for requesting this change in classification were: (1) It had been erroneously set up to conform with railroad practices; (2) There is no community of interest between the clerical and office, and station employees; (3) A great number of air line employees are denied representation because of the present broad classification.

In 1962 on Eastern Air Lines (C-3262) ALEA stated:

“A review of the history of the classification of employees by the Board following the enactment of Title II of the Railway Labor Act, which brought the airline industry within the purview of that statute, reveals that the Board rejected the argument that the same Class and Craft treatment involved in railroads should be applied to the airline industry. The thinking of the Board concerning this action, and which we agree was reasonable at the time, was the fact that the airline industry needed time and experience before permanent and specific Classes and Crafts with community of interest would emerge.

“The Board in NMB Case No. R-181 of June 15, 1940, as well as its 14th Annual Report, summarized principles and practices which afford some criteria for determining Craft or Class lines for collective bargaining purposes. They are:

(1) Composition and relative permanency of existing groupings along Craft or Class lines among the various air line carriers as well as in particular air line carrier in question.

(2) Extent and effectiveness of past collective bargaining arrangements among the employees of the carrier.

(3) The functions, duties, and responsibilities of the employees.

(4) The general nature of their work and community of interest between jobs.

(5) Previous decisions of the National Mediation Board.

(6) The intent of the Railway Labor Act to settle disputes and promote stable labor relations.

(7) The intent and purpose of Congress in its consideration and passage of the Railway Labor Act.

“If we apply these principles and practices to the Aircraft Router employees here under consideration, we feel that common sense dictates they should be classified by the Board as a separate Class and Craft. These employees are voluntarily grouped for representation and collective bargaining purposes for there is no other such group of employees within the air line industry who have the same duties, responsibilities, skills, train-

ing or experience. Their community of interests sets them apart from other employees, and more particularly certainly the Class and Craft of clerical and office employees. It seems apparent that it must have been the intent and purpose of Congress in its consideration and passage of the Railway Labor Act that the National Mediation Board certify a collective bargaining representative chosen by such a cohesive group of employees where the services of the Board are invoked for that purpose under the Act.

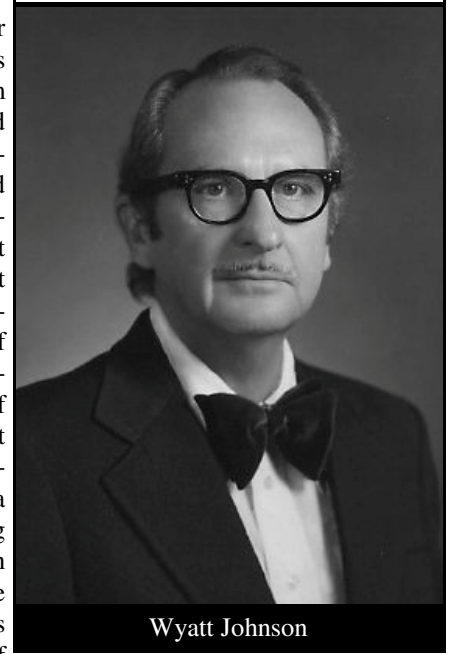
“Under Section 2, Fourth, of the Act, it recites: ‘Employees shall have the right to organize and bargain collectively through representatives of their own choosing. The majority of any Craft or Class of employees shall have the right to determine who shall be the representative of the Craft or Class for the purposes of this Act.’

“The Aircraft Router employees could be deprived of this very basic right if they are to be considered as part of the clerical and office group who are presently unorganized. The requirement to have a group as small as the Aircraft Router employees being solely dependent upon the whims and desires of such a larger group would most emphatically deprive them of substantive individual considerations of a smaller group. The broad interpretation of this provision would seem to be consistent to the original intent and purpose of the Congress in passing the Statute, that is, to recognize the desires and wishes of the employees themselves, which, most certainly, is worthy of reasonable common sense interpretation. The Aircraft Router group have most emphatically made their position and wishes clear in their request for representation by the unanimous action of all concerned. To jeopardize this position by technical maneuver or interpretation not consistent with industry and job development would frustrate and create harsh group inequities and personal injustice, especially where a community of interest between jobs as it relates to a larger Class and Craft of clerical and office employees does not exist”

ALEAs 25-year battle with NMB Case R-1706

Over the years, because of these ALEA and numerous other cases, there was a gradual and perceptible shrinking of R-1706 with the result that by 1968 (Western Airlines 4NMB74) stores employees were no longer in the grouping. Just five years later the fleet service employees were, for all practical purposes, also separated from the group (Executive Airlines, R-4344, and the industry-wide Class and Craft hearings).

Thus, as a consequence of NMB decisions and voluntary recognitions by carriers, in 1975, when ALEA filed for passenger service employees at United, the R-1706 situation at many if not most of the carriers was that



Wyatt Johnson

Mar/Apr 1977, AIR LINE EMPLOYEE magazine

Larry Williams (SLC) takes over as Master Chairman on Frontier

Larry D. Williams, station agent on Frontier Airlines at Salt Lake City where he had served the union as Vice Chairman, Council 45, was elected Chairman of the Master Executive Council at a meeting in Denver on January 20. As top officer for the FL/ALEA membership, Williams succeeds Jim Lether, also of Salt Lake City, who resigned to devote full attention to his college studies. (Lether had been named to the post just a year ago when Jack Casey was appointed West Central Regional Director.)

A native of Batesville, Ark., Williams reached Utah and Frontier Airlines in a roundabout way. After several years building custom cabinets with his father, he attended business college in Little Rock. In July, 1967, he became a station agent—and an ALEA member—on Central Airlines at Topeka, Kansas.

"Three months later we merged with Frontier and I moved to Memphis," Larry recalls. "Another employee and I hit it off quite well, and when he was transferred to SLC I went out to visit him. This was my first trip west, and the snow and the mountains appealed to me so much that I made up my mind to move there the first chance I got."

The new MEC chairman admits, however, that although he's been at his new home for four years, he's done very little skiing—most of his spare time is spent at the bowling lanes or with his guitar. Even those activities may slow down with his added union responsibilities . . . such as advising FL management as to which members are eligible for choice summer locations like Jackson Hole, Wyo., and other scenic spots around the system.

One of Williams' first acts as Master Chairman was to visit the Home Office in Chicago, along with Casey and Frontier's Director of Industrial Relations, Don Hatfield. Hatfield's trip was primarily for the purpose of briefing ALEA President Herbert and other staff members on a series of labor relations discussions now being held among FL supervisors. He also thanked the union for agreeing to a temporary withdrawal from handling air freight at El Paso where facilities are lacking. No members of Council 48 are affected by this action.

Larry served from Jan 1977 until Oct 1978 when DEN station agent Frank Monhiser was elected. He was a good Master Chairman.

He flew west much too soon at age 59 in Sep 2005.

His memorial webpage is at http://FAL-1.tripod.com/Larry_Williams.html

WARM WELCOME to Chicago on one of the few "above zero" days of the past winter was given to the new FL/ALEA Master Chairman, Larry Williams (standing at right), by this group of union and company officials. Standing with Williams is Don Hatfield (center), FL's Director of Industrial Relations, and Victor J. Herbert, ALEA president. Kneeling are union staff members John Scott (left), Director of Organization/Education/Research, and Jack Casey, Director-West Central Reg.



Everyone in these two items has flown west.

25-Year Awards

Sep 1972 FL News



C. W. Carter
Aircraft Technician



Captain Jella



Captain H. Armstrong



Bill Monday
Director, Systems Reservations



R. C. Miller
Dispatch



Joe Nale
Lead Aircraft Technician



FRONTIER AIRLINES

32nd ANNUAL REUNION PICNIC in Colorado

Summit Event Center

located at 411 Sable Blvd, Aurora, CO

Saturday, August 18, 2018

10:30am to 2:30pm

Welcome to the 32nd Annual Frontier Airlines Reunion in Colorado

The Saturday Brunch reunion will be held inside at the Summit Event Center located at 411 Sable Blvd, Aurora, CO 80011 starting at 10:30am to 2:30pm.

It is extremely important you advise if you will attend by completing the section below and mailing it ASAP. We have the "1st right of refusal for a 2nd room" but must have a count of those who plan to attend to determine if we will need the 2nd room or can release it. RSVP is necessary to ensure space and food. Make checks payable to Frontier Airlines Picnic Fund (FAPF). RSVP to Bollerck@comcast.net. This email is for the FAL reunion only.

We will have a catered brunch of bacon, Chicken breast, potatoes, scrambled eggs, and fruit, tossed salad, served with pastries. A cash bar of Bloody Mary's, Mimosa, wine, and beer will be available. Admission will be \$25 per person. This charge covers all expenses including food, supplies, printing, and mailing. Food will be served from 11:30am to 1:00pm. A chance ticket for \$5 and 5 tickets for \$20 and will be available at the event. The drawing will take place at 1:30pm.

A big THANKS to all of you who attend the function and those of you that mail in donations. We couldn't continue if it were not for your generosity and support. Feel free to donate any items of "nostalgia" for the "free" table. All proceeds shall be donated to the Picnic Fund.

The Committee

Carolyn Boller, 303-364-3624 Bollerck@comcast.netJulie Dickman, 303-288-2127 jjdickman@gmail.comBarbara Monday, 303-344-8745 bandbmonday@comcast.net

Please detach on the line and mail to:

Carolyn Boller at 1293 Revere St, Aurora CO 80011

_____ I will attend the picnic on Saturday _____ (number in party)

_____ Sorry, I cannot attend this year, however please keep my name on your list.
A donation is appreciated for continued mailing to cover postage & printing.

_____ Please remove my name from the list.

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

ADS

Use Ads to find friends, sell items, publicize meetings, or just say howdy to the FLamily.

AD RATES

\$5 for 20 words. \$10 for 40 words, \$15 for a business card, \$20 for 1/8 page, \$40 for 1/4 page, \$60 for 1/2 page and \$100 for a full page. Subscriptions are \$12 per year. All income goes to publishing the NEWS. Please make checks out to Jake Lamkins.

From p.25

there existed a remnant of R-1706 consisting of clerical, office and passenger service employees.

This was the status of the case at United, and ALEA met it head-on by asking that at UAL the passenger service employees be voted as a separate Craft and Class.

In a truly landmark decision the NMB decided in favor of ALEA and stated as follows March 23, 1977:

"On the basis of that evidence presented in this proceeding, and the acquired knowledge of the Board with respect to the labor relations environment of the airline industry, we have concluded that the purposes of the Railway Labor Act will be more readily achieved by the identification on this Carrier of a Craft or Class of passenger service employees. Said Craft or Class shall include all classes and grades of the twenty-two classifications detailed by Note 1 to these findings."

Thus, after 30 years of turbulent existence, R-1706 as of this date still officially survives but is only a tattered fragment of its former self. Pending before the National Mediation Board are several cases which may further decimate this Craft and Class and possibly lay it to rest. The Board has heard final arguments in a case involving the fleet service employees of Continental and has pending a second case involving similar employees at United. In various stages of processing are cases involving the passenger service employees at Allegheny, Trans World and American. Hopefully, the decisions which the Board eventually makes in these five cases will resolve the problems which have been presented by R-1706.

ALEA is contending in the Allegheny and Trans World cases for a separation of passenger service employees from office and clerical, the same position it successfully espoused in United. With respect to fleet service employees, ALEA believes that these employees on the tnmk carriers have established themselves as an adjunct of mechanics and related personnel or at least should be treated as a separate Craft or Class. Fleet service employees on the local service carriers, on the other hand, are in some cases a de facto separate Craft or Class, and in other areas

are a part of the passenger service category in all pertinent respects.

ALEA believes that employees who perform preponderantly in fleet service functions and not presently represented should be classified as suggested above, dependent upon their employment by either trunk or local service carriers. While this solution may not be of a uniform application to all carriers, it nevertheless permits the Board to follow its announced obligation to recognize Craft or Class lines rather than create same.

Because the airline industry is a dynamic and changing industry in contrast, for example, to the railroads, it may never be possible to standardize and lock into place airline employees in fixed Craft or Class designations. Presumably the National Mediation Board recognizes this fact by stating in the opinion in R-4550 that the approach shall be on a case by case basis. However, it is to be desired that R-1706 be formally and decently interred in that it has definitely served whatever purpose it may once have had.

As stated earlier, R-1706 was much beloved by airline management, and the reaction of the companies, their consternation and grief, to the NMB decision in the United Airlines case has been awesome to behold. They have cried to NMB that the sky is falling and that the demise of R-1706 is exceeded in catastrophic effect only by the end of the world and, in fact, may be equal to that final event. The companies have stated virtually that no cost is too great if life can be breathed into R-1706 and its health restored. The thoughtful airline white collar employee well may wonder why R-1706 is so important to management, and the only answer is that it pays the companies to keep the white collar employees unorganized and unrepresented.

In any event, ALEA will continue to lead the way, as it has done in the past, in recognizing the mechanics of change in Craft or Class under the Railway Labor Act, and we will be responsive to the rights of the employees guaranteed by the Act as well as to the needs and changes of and in the airline industry.

-The Air Line Employee, ALEA magazine, Nov/Dec 1977