

FRONTIER N E W S



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

We are FLamily!

FALL

OCTOBER

2018

#73



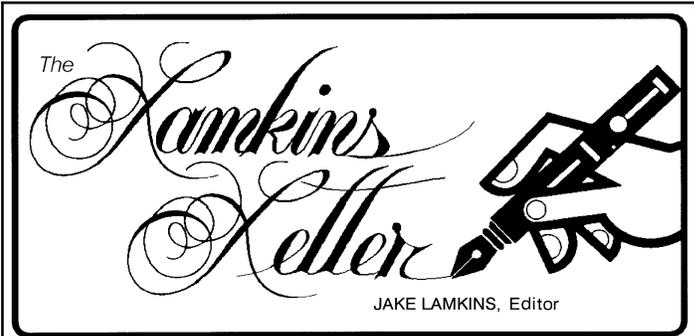
The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the “old” Frontier Airlines which “died” on August 24, 1986 and was “buried” on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter 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”.

Until further notice, do not send me any money. I am closing hard copy subscriptions to new subscribers and renewals. Due to my age and computer problems, I can see that the newsletter must eventually come to an end.

I want to fulfill the current subscriptions so I can fly west without owing money to any of the FLfamily. Current subscribers will continue to get the newsletter as long as it is printed. Your support is greatly appreciated.



As I write this, my trombone birthday is ten days away...as in “76 Trombones.” A few days ago I spoke to pilot Tex Searle who turned 91 earlier this year. He was not impressed by the miracle of me making it to 76.

Tex sounded great and immediately started telling me stories about pilot Ed Radford and others he worked with at Frontier from 1956 until 1985. He promised to quit watching cowboys on television and write some stories for us about the great FLolks he knew in his 29 year career at Frontier. You will enjoy his autobiography which is featured in this issue.

I’m reminded of my mortality daily because so many of the FLfamily are flying west. There have been 32 since the last issue of the FL News - that’s one every three days. It gets harder and harder to keep up with them.

I saw the same thing happen with my dad and his WWII buddies. Their annual reunion’s attendance gradually died down until they closed everything down. I think it would be great if our children and grandchildren kept the FLfamily going.

Just had two more FLights West show up. See page 17. We are all on standby so make every day count.

THE KANSAS CITY CV-580

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

FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

Visit the FL website and 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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BIOGRAPHY

by Captain Tex Searle

I grew up in the small town of Delta, Utah. Farming and ranching were the main sources of income in that time period. My dad owned large acreages of alfalfa and grain he grew as cattle feed to support the raising of livestock and to supply the slaughter house he owned, nowadays called a meatpacking plant. And yes, I helped them dress out many a prime beef for the Nevada Hotel in Ely, as well as other markets in southern Utah. With my dad's interest as a butcher in the markets, there was plenty of farm work delegated to keep the youth in our family busy. In my younger days there were always horses available to throw on saddle and ride, and there were others needed to be broken to the bridle and saddle. I became fairly proficient at roping cattle to be loaded and trucked to the slaughter house. With little interest in farm work my dad's interest was to oversee the operation. After retirement, along with his mining interest he became a gentleman farmer raising alfalfa seed to be sold to western markets and much of it going overseas.

Delta was on the old Salt Lake City and Los Angeles airway route. I would lie on my Dad's large stacks of hay to watch the old tri-motors and bi-planes flying mail and passengers. It was there my desires grew that I would become a pilot and haul the mail. I remember a barnstormer at the old Sand Hill Strip giving rides and going in debt to take my first airplane ride in a Travel Air 6000. I remember how small everything looked and how slow we seemed to travel over familiar landmarks; how noisy and the feeling of awe I cherished. My desire to fly had become a passion.

How well I remember December 7th, 1941. A friend and I were flying over the Delta Reservoir in an old Taylor Craft. I was fourteen and he was about sixteen. He had soloed a short time before so I knew him to be an excellent pilot. We made low passes and swooped and turned, it was wonderful. When we landed and had tied the T-Craft down, the radio operator stepped from the small CAA (Civil Aeronautics Administration) shack located among the tamaracks and announced the Japanese had just bombed Pearl Harbor. Not only did I not know where Pearl Harbor was located, little did I know of the ramification of consequential events this would have on my life and the other young men living in Delta and surrounding area. The following day at a specially called assembly in our high school, we listened to President Franklin Delano Roosevelt on the radio asking congress for a declaration of war against Japan and Germany. The implication of those words in that assembly would mean that twenty young men sitting in that high school assembly would soon give their lives for their country. The Delta area would be devastated with manpower shortages.

In the year 1942 at age 15 my prayers were answered. Carter and Woodhouse a flying team were at the old strip to give flight instruction. Cost would be \$65.00 for a solo permit. I sold a steer and with a craving lust headed for the strip and struck a deal. After two blissful hours of cross-controlling and steering a roller coaster ride through the heavens while striving to hold straight and level flight, the deal quickly collapsed when my mother discovered one of her progeny had sold his four-legged asset and was living his dream. Once again I was back on the haystack.

In the fall of 1944, Army Air Corp recruiters were at the school to sign up potential cadets. I almost broke the pen while

grabbing it to get my signature on the dotted line. Seven of us were to report to Fort Douglas for physicals and a battery of tests. From this, three of us survived and were sworn into the Army Air Corp Reserves the 28th of September 1944. I soon received letters from friends already in the service encouraging me to bail out of this program. U.S. supremacy in the air war over Germany had been achieved, and soon would be winding down. Many flight schools were to be closed and only a few cadet trainees would make it through the program to win their wings. Letters were sent asking for us to be released from the program. There was no answer, and the alternatives—we could be assigned to any army program they desired of us.

In January 1945, while in Salt Lake I realized I had just walked by a Navy Recruiting Station. I turned around; walked in and in 30 minutes I had enlisted and was to be a Navy Recruit waiting my call for boot camp training. I said nothing of my Air Corp Reserve status. On February 16th I boarded a troop train for San Diego, it was a good move and I enjoyed the training. After completing boot camp I was given a short leave. When I arrived at my parent's home a letter from the Army Air Corps awaited me. Something was said about the winding down of training facilities and I was given three choices, #1— to be an infantryman, #2—a ground crewman, #3— a discharge from the reserves. I chose discharge, had it notarized and today I have my discharge papers from the Air Corps Enlisted Reserve dated the 22nd of May 1945 showing I had served seven months of inactive duty. After boot camp I was reassigned to North Island for further training.

From there I shipped out on the USS Antietam named for the Civil War Battle, a newly built large Essex class carrier with its 27,000 displacement tonnage. With a compliment of almost three-thousand crew members and one-hundred and four aircraft, we were under way to join Admiral Halsey's third fleet in the Pacific, a fleet of veteran fast carriers and war ships preparing for the invasion of Japan. After departing Hawaii and well out to sea, the Captain made an enunciation, "An atomic bomb had been dropped on Hiroshima leveling the city to the ground." Not understanding anything about this atomic stuff I thought little about it as we continued to our intended destination. Three days later another announcement was made telling of a second bomb having been dropped on Nagasaki.

I loved the ocean, I would rest many hours aft on the fantail watching the ocean swells and the phosphorus water stirred up by the ship's four large screws. Off Marcus Island we were over taken by a typhoon with winds that reached 130 miles per hour. With waves measuring over 70 feet from trough to crest that continually hammered the ship. At that point in time I thought the ocean was the enemy and my favorite viewing area, the fantail was off limits because of surging foam and green water. I believe that was the only time I had thought about being back at the farm cutting alfalfa with my dad's Farmall Tractor.

Because of high wave action it was necessary to keep the bow of the ship heading into the high waves. The bulkheads in the interior of the ship snapped too and fro from the heavy stress on the ships 900 foot long hull being bowed up and down; like drums they sound. Because the ship was rolling from side to side caused by the high wave action, when coming off watch it was necessary to strap ourselves in our bunks that we might keep from being pitched onto a deck that might put us in harms

**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'z 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

Was Sat, Aug 18, 2018, 10:30 am - 2:30 pm, \$25 admission
Summit Event Center.
Contact:
Carolyn Boller, 303-364-3624 bollerck@comcast.net
Julie Dickman, 303-288-2127 jjdickman@gmail.com
Sue Lehotay, 303-766-0092 suelehotay@msn.com
Barbara Monday, 303-344-8745 bandbmonday@comcast.net

DFW MECHANICS REUNION

Sat, Oct 20, 2018, 11am to 1pm
Texas Pit BBQ
6680 Peden Road
Azle, TX
Eagle Mountain Lake
Contacts:
Bill Guthrie, 254-631-5699, bill_guth3@yahoo.com
Brady White, 817-913-9313, ontopavia@aol.com

DFW PILOTS

Luncheon, every odd month, 3rd Monday, noon @ Ernies,
8206 Bedford-Eules Road, North Richland Hills, TX
Contact:
Jim Ford, 817-268-3954, JEFord15@tx.rr.com

FYV-FSM MEMORIAL PIGNIC

Held Sat, Aug 25, 2018, 11am-3pm,
Moved to FYV this year.
Contacts:
Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com
Paul Farris, 479-409-9997, paulamos43@yahoo.com

MCI FLIGHT CREW LAYOVER

No plans for 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

The **2018 Denver Reunion** is in the books---based on a conversation with the Event Center folks their estimate is that we had about 175 attendees....the room was packed....we set up for 180 so it was close.

I booked August 24, 2019 for the 33rd Annual reunion at the same event center Summit Event Center starting at 10:00am for a brunch and concluding at 2:30pm--with basically the same menu but extra bacon--here it was super. Invites will be sent in late June 2019 or early July 2019. Mark your calendars!!!!

To clear up any questions about the continuation of this event--it is the plan to hold reunions in 2019, 2020, and 2021...that would be the 33rd/34th and 35th anniversaries. Currently nothing is planned after 2021.

If you want to receive a notice of the reunion please send me your address...and I am glad to include you--or if you want to be removed from receiving an invite--let me know that as well.

We very much appreciated the response this year--people took the time to let me know to remove their name, notice of former employees who have "gone west" that neither Jake nor I were aware of...and some who said they could not attend this year but to keep their name on the list and they sent donations....very much appreciated.

We are truly a FLamily....it was terrific to see so many employees and all seemed to enjoy themselves...was it the Bloody Mary's????

Thanks all,

-Carolyn Boller, Barb, Julie, Heather

Our **FYV-FSM Reunion** was a big success with 27 FLolks attending. We had a photographer, my daughter JJ, who took about 70 pix and I have posted them in a photo album at out Facebook page.

The 15 employees attending were Paul Farris, Johnny Selph, Harold Maxwell, Jim Mustain, Ben Pacheco, Ralph Beecham, Bob Baxter, Shirley Belote Stults, Tony Worden, Richard Horn, Bob Erdman, Ray Duckett, Bill Guthrie, Noel Holloman and Jake Lamkins. Family and friends brought to count up to 27.

We feasted on fried chicken and the trimmings. And everyone enjoyed touring the museum, especially the Frontier Airlines section: http://FAL-1.tripod.com/FYV_Museum.html

The highlight was renewing long friendships and making new friends.

54 years ago - Aug 26, 1964 - I started work at Cental Airlines in FYV about 100 yards from where we had our reunion. The white brick terminal building from that day still stands and is part of the museum.

-Jake Lamkins

MCI FAL Get together: Hope this summer has not been too hard on you all. We have two more opportunities to get together this Fall....September 15th, and November 17th.

We hope to see as many as can make it at the HyVee on Barry Road, across from St. Luke's Northland Hospital.

The gathering usually takes off about 11AM...some come earlier for breakfast.....and lasts till about 1PM.

Thank goodness we can still meet at HyVee.

Other sad news , we heard from Phyllis Johnston that Doug passed away 7/25/2018. Doug and Phyllis both worked here in KC, and then moved to Curtis, NE where they owned a grocery and became central to that town.

Hope to see you soon...

-Rose Dragen & The Reunion Committee

DEN Reunion: Aug 18, 2018: TCA and Ramp Service:

Back L-R: Doug Berkey, Vern Stone, Dayna Metalko, Ron Kinsey, Diane Torrey Gilcrist, Linda Casey Hamala, Eric Mason, Marv Pester, Buzz Fritzius, Ralph Estill, ?. Bob Cunde, Doug Black, Rob Wager

Front L-R: Mack Craft, Judy Byer, Bev Cummiskey, Doug Houg, Eileen Woodman Brunkhardt, Marty Mortensen

-Bev Cummiskey

**DEN Reunion: Aug 18, 2018: Reservations:**

Back row: Blue shirt-Sheila Sanchez, Darlene Brown, not sure who is behind Darlene, Laura Perkins-Stanovich, Joni Constanza (not sure her married name), Sherry Hike, Nancy Hays, Judy Peterson (next behind me and I can only tell by her hair), Larry Stanley, Randy Hansen.

In front of Sheila is Mildred Jackson, Julie Dickman, Cindy Ober, Angela Webb, Jeanette Johnston, Sue Lehotay, Kayla Pfeiffer Naima, Carolyn Boller, and in the front in the wheelchair is Dee Fulscher, then Deb and Doug Berkey. I think I got everyone.

-Carolyn Boller





FRONTIER

FLights West

GONE WEST

We salute these FLriends on their final voyage.

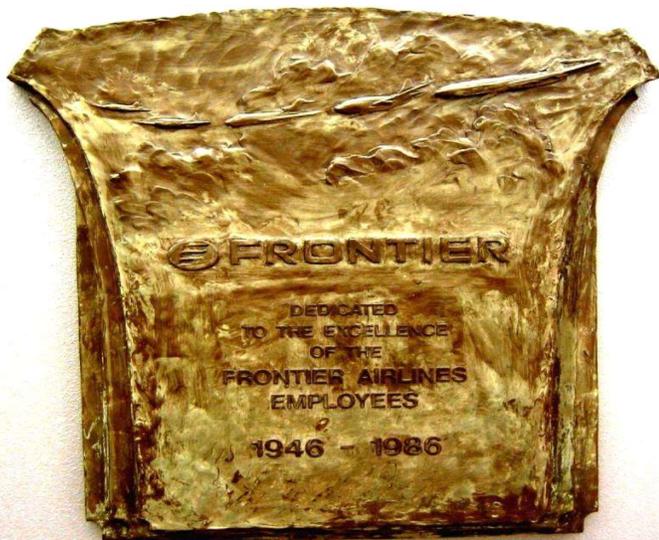
They are not dead until we forget them.

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 overdue, the term "Gone West" came into being.

-Tex Searle, FL pilot



32 FLIGHTS WEST REPORTED SINCE THE SUMMER 2018 ISSUE

Lila Ravins Agena,

LNK ticket counter agent, 8/19/18, age 87

Jerry Balfanz,

DEN pilot, 7/11/18, age 87

Diane Burke,

DEN executive secretary, 4/14/17, age 82

Wayne Clay,

MCI DEN pilot, 5/25/18, age 74

Lupe Duran,

DEN flight attendant, 7/9/18, age 78, cancer

Wayne Elliott,

DEN FAA liaison specialist, 6/7/18, age 76

Joanie Fohn,

DEN flight attendant, 8/6/18, age 77, heart disease

Tony Fresquez,

DEN ticket counter agent/station agent, 7/19/17, age 73

Ruth Hunt Gray,

DEN flight attendant, 5/29/18, age 77, cancer

Carol Hanna,

DEN accounting clerk, 7/16/18, age 80

Doug Johnston,

MKC senior station agent, 7/25/18, age 75, cancer

Mel Kreimier,

MEM DEN COS station agent, Feb 86, age 50, heart disease

Harry Lambourne,

DEN pilot, 8/11/18, age 75, cancer

Larry Lammey,

DEN aircraft dispatcher, 8/5/18, age 75

Ray Maxfield,

DEN lead aircraft mechanic, 11/23/17, age 80, heart failure

Dorothy Meisenbach,

DEN secretary, 6/26/18, age 96

Don Morris,

DEN engineering, need info

Earle Morris,

SLC DEN pilot, 7/31/17, age 82

John O'Rourke,

DEN lead plant maintenance mechanic, 12/1/17, age 83

Chuck Phelps,

DEN stores manager, 4/12/18, age 86

Larry Roster,

MKC MCI station agent, 8/21/18, age 81

Carolyn Sandoval,

DEN manager-properties & accounts, 10/29/13, age 76

Leo Schuster,

DEN director-maintenance, 8/28/18, age 91

Brad Shackelford,

DEN RNO aircraft cleaner, 8/13/18, age 59

Johnny Sharp,

DEN station agent, 11/25/08, age 79

Jerry Snyder,

DEN senior analyst programmer, 8/1/15, age 84

Keith Sleater,

DEN pilot, 8/1/18, age 87, cancer

Dennis Thomas,

DEN fleet maintenance planner, 3/21/18, age 80

Bob Thyfault,

DEN engineer, 4/22/18, age 85

Betty Pipkin Vaughn,

Need info, 12/26/01, age 67

Bob Williams,

SLC DEN pilot, 9/7/18, age 79, heart attack

Ann Zinkgraf,

DEN accounting clerk, 7/27/04, age 69

BETTY PIPKIN VAUGHN NEED INFO

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

OBITUARY: Betty J. Vaughn quietly and painlessly slipped into death shortly before noon December 26, 2001. As her family had all hoped, she was at her home in Santa Rosa and in her own bed. She had the loving support of her husband and her Sutter VNA and Hospice nurse. She was finally released from the pain and confusion of the past ten months during her dual battle to survive a stroke and lung cancer.



Betty was born in San Angelo, TX and never faltered in her pride for her native Texas or the friends from her days at El Paso High School and the summers in the forests of nearby Ruidoso, NM.

Her professional life covered a span of 30 years from El Paso Natural Gas, through the Flight Operations Office of Frontier Airlines and later serving as City Clerk of Tucumcari, NM when she and her husband met. They were married in classic western style at the ranch house of their friends, owners of the Mackenzie Land and Cattle Co. Later she worked at Gulf Minerals in Grants, NM until she and her family moved to Southern CA where she completed her working career and retired as Administrative Assistant to the owners of Triangle Distributing Company. Longing for the tall trees and cleansing rains of Sonoma County, she and her husband settled in Santa Rosa where she felt an immediate level of security and comfort. She is lovingly survived by her husband of 24 years Lee Vaughn of Santa Rosa; daughter Viki Riddle and her husband Gene of Logan, NM, son Chris Vaughn of Arnold; grandchildren Cori and Treyvor Riddle and Jacob, Kelsey and Jack Vaughn; great-grandson Christopher Riddle; sister Eleanor Freed of Oceana and the late Bobbie Pipkin. A native of San Angelo, TX, age 67 years.

No memorial service will be held, but her memory would be honored by a toast of cold milk or a favorite dry white wine.

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

ANN ZINKGRAF 1978 - 1986 ACCOUNTING CLERK DEN

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

Found her partial obituary while doing an internet check for FLolks: Ann L. Zinkgraf, nee Jacobs, 69, of Highland, Ill., born June 24, 1935, in Highland, Ill., died Tuesday, July 27, 2004, at St. Joseph Hospital, Highland, Ill. Mrs. Zinkgraf was employed at Frontier Airlines, Alton Box, Pet Milk and Family Care Medical Services. She was preceded in death...

[-https://www.legacy.com/obituaries/name/ann-zinkgraf](https://www.legacy.com/obituaries/name/ann-zinkgraf)

A L ZINKGRAF, Emp# 13935, DENAR, Address in Aurora, CO per the Nov 1984 Frontier Employees Roster.

A L ZINKGRAF, Emp# 13935, F, DOB 6/24/35, DOH 8/22/78 per the Dec 1984 Pension Records.

A L ZINKGRAF, Emp# 13935, Accounting clerk seniority date of 8/22/78 per the Jan 1986 FL/ALEA Seniority list.

She is not on the Jul 1986 seniority list. She must have left the company between Jan and Jul 1986.

Still need a photo of Ann and a complete obituary.

-Jake Lamkins

Ann L Jacobs Zinkgraf , Birth 24 Jun 1935 , Death 27 Jul 2004 (aged 69) Highland, Madison County, Illinois, USA

Burial: Highland Cemetery, Highland, Madison County, Illinois.

Family Members: Parents, Elmer Jacobs, 1904–1966; Florence L. Kamm Jacobs 1907–1982

[-https://www.findagrave.com/memorial/111293234/ann-l-zinkgraf](https://www.findagrave.com/memorial/111293234/ann-l-zinkgraf)

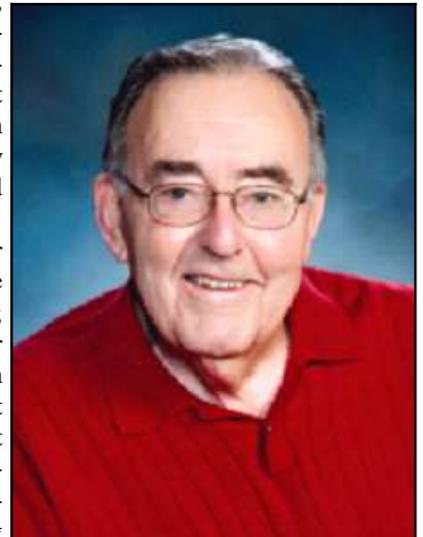
BOB THYFAULT 1963 - 1986

MECHANIC, ENGINEER, RELIABILITY ANALYST
DEN

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

OBITUARY: Robert D. Thyfault; Bob was born in Zurich, Kansas, on November 12, 1932. Passed away on Sunday, April 22, 2018. Preceded in death by his first wife, Mary Kay (Engers) in 1988; his second wife, Mary Lou (Grisenti) in 2007; and by his parents.

Survived by his daughter Roberta and sons Steve (Viki) and Jim (Kathy); grandchildren Jamie Winger (Gaby), Heather Dingman (Brad), Dan Thyfault (LeAnn), and Tyler Thyfault (Morgan), and eight great-grandchildren. Also survived by step-children Greg Ballegeer (Terry), Gary Bal-



legeer (Diane), John Ballegeer (Laurie), and Michelle Stringer (Brian), 11 step-grandchildren and 10 step-great-grandchildren; a brother, Harold Thyfault; and numerous other relatives.

Viewing at 2:00 p.m., Sunday, April 29, followed by a rosary at 3:00 p.m. Mass of Christian Burial on Monday, April 30, 11:00 a.m. All services at Spirit of Christ Catholic Church 7400 W. 80th Ave., Arvada, CO 80003. In lieu of flowers, donations can be made in Bob's name to Spirit of Christ. For full obituary, see cfscolorado.org

Published in Denver Post from Apr. 27 to Apr. 29, 2018

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

CAROL HANNA**1978 - 1985****ACCOUNTING CLERK****DEN**http://FAL-1.tripod.com/Carol_Hanna.html

OBITUARY: Carol Ann (Hart) Hanna, February 10, 1938 -



July 16, 2018, age 80 of Colorado Springs, CO, passed away July 16, 2018, just six days after the passing of her beloved husband, James Allen Hanna, who left this world on Tuesday, July 10, 2018.

Carol was a dedicated, hard-working mother and grandmother who loved to travel, paint and create. She retired from Frontier Airlines after many years of service. She was so very warm and caring and loved to honor God.

She was born February 10, 1938 in Salida, CO to the late William Allen Hart and Pa-

tience Marie Greninger (Gibson) and grew up all over Colorado.

She attended high school in Manitou Springs. She was one of four siblings; 3 sisters and 1 brother. She was preceded in death by her older sister, Jean Marie Rayer (Hart).

Left to cherish her memory are her daughter, Kindra and son-in-law, Dennis Griffin, of Colorado Springs, CO; son, Charles Dale of Parker, CO; son, Scott Shetskie of Colorado Springs, CO; sister, Marilyn and brother-in-law, Denis Slocum of Colorado Springs, CO; brother, William and sister-in-law, Judy Hart of Portland, OR.

A joint funeral service will be held for both Carol and Jim on Friday, July 27, 2018 at 11:00 AM at the Church on the Ranch; 3695 Jeannine Dr., Colorado Springs, CO 80917. A reception will immediately follow the service at the church.

[-http://obits.gazette.com/obituaries/gazette](http://obits.gazette.com/obituaries/gazette)

CAROLYN SANDOVAL**1969 - 1986****MANAGER-PROPERTIES & ACCOUNTS****DEN**http://FAL-1.tripod.com/Carolyn_Sandoval.html

OBITUARY: Carolyn Sandoval passed away October 29, 2013, at Providence St. Peter Hospital in Olympia, Washington, surrounded by family. She was born to George C. and Lois A. (Balliew) Elliott in Talco, Texas on June 8, 1937.

She graduated from high school in Eunice, New Mexico, in 1955. In June 1955, she married the love of her life, Ernest Sandoval and, together, they raised three children. Carolyn lived most of her life in Denver, Colorado area before moving to Olympia, Washington in 2013.

Carolyn worked as Operations and Facilities Manager for Frontier Airlines, and a partner at Optic Designs. She loved arts and crafts, especially ceramics and pottery. She enjoyed music as well. She loved volunteering for her church (Thornton Church of Christ), V.O.S.H., V.E.R. and the Lion's Club. Family and friends meant a lot to Carolyn. She was an avid traveler, and had

a great sense of humor.

Carolyn is survived by her husband of 58 years, Ernest; two sons Mark L Sandoval (Olympia, WA) and Matt C. Sandoval (Darien, Connecticut); a daughter Elizabeth J. Sandoval (Christianstad, St. Croix, Virgin Island); a sister Linda Elliott (Corpus Cristi, Texas); four grandchildren; and one great-grandchild.

In lieu of flowers, the family requests all memorial donations be made to Thornton Church of Christ (8780 McElwain Blvd., Thornton, CO 80229).

Please sign the guestbook below and leave condolences and memories for the family.

[-https://funeralalternatives.org/tribute/details/95996/Carolyn-Sandoval/obituary.html](https://funeralalternatives.org/tribute/details/95996/Carolyn-Sandoval/obituary.html)

**CHUCK PHELPS****1964 - 1970****STORES FOREMAN, STORES MANAGER****DEN**http://FAL-1.tripod.com/Chuck_Phelps.html

OBITUARY: Charles L. "Chuck" Phelps, 86, of Brighton, passed away April 12 in Brighton. He was born in Pueblo Nov. 8, 1931, to Jean (Dickinson) and James Phelps Sr.

Charles attended Florida State University's agricultural program. He worked for Frontier Airlines as a warehouse manager, managed an appliance store, was a Carpet Mill representative and owned a grocery store. He also was the district and regional manager for Parents Without Partners and was a member of the Air National Guard, the Army and the Air Force.



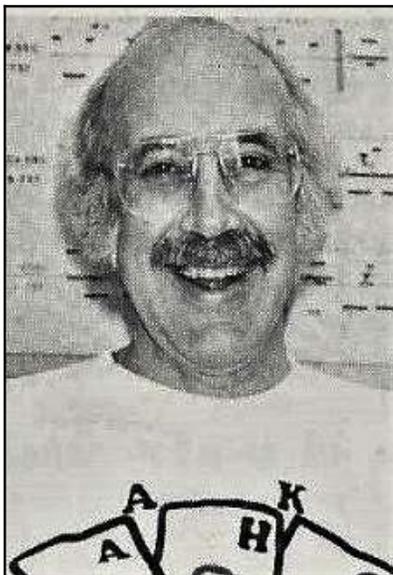
In addition, Chuck was a local, state and national volunteer for the American Red Cross disaster program, the Civitan Foundation and served on the board of the then-Brighton Senior Center.

Survivors include his wife, Shirley; children, Jackie Phelps Clark (Tom) of Flower Mound, Texas, Pamela Phelps Genovesi, of Salt Lake City, Brett Halsey, of Brighton, and Robert Halsey, of Brighton; 10 grandchildren; and seven great-grandchildren. Graveside services were at Imperial Memorial Garden Cemetery in Pueblo April 23. In lieu of flowers, donations may be made in his name to Eagle View Adult Center, 1150 Prairie Center Parkway, Brighton 80601.

Published in Commerce City Sentinel Express on May 15, 2018
[-www.legacy.com/obituaries/commercecitysentinel/obituary.aspx?page=lifestory&pid=189019645](http://www.legacy.com/obituaries/commercecitysentinel/obituary.aspx?page=lifestory&pid=189019645)

DENNIS THOMAS**1966 - 1986****FLEET MAINTENANCE PLANNER
DEN**http://FAL-1.tripod.com/Dennis_Thomas.html

Dennis R Thomas died on 3/21/18 at the age of 80. Notified by Susan Foley at the same address.



I am amazed this year - how many people are responding to the reunion notice just to let us know to remove their name or notify us of a death.

I don't think we have had this before or at least I don't recall it.

-Carolyn Boller
DENNIS THOMAS
DENMP, no title shown
per the FL telephone directories Dec 1979 thru Jan 1983.

D R THOMAS
Emp# 14905, DENMP
Address in Aurora, CO
per the Nov 1984 Frontier

Roster.

D R THOMAS, DOB 1/29/38, DOH 12/1/78
per the Dec 1984 Frontier Pension Records.

The Emp#14905 corresponds with a Dec 1978 hire date but the Mar 1972 article shows him moving to the planner job.

There must have been a break in service somewhere.

D.R.Thomas in Aurora---Sr Maintenance Sched. (CO DEN MP) employee number 08402, Date of Hire 6/25/66. DOB 1/29/38 per the 1970 Frontier Roster.

-Jake Lamkins

DON MORRIS**1975 - 1986****ENGINEERING, MAINTENANCE
DEN**http://FAL-1.tripod.com/Don_Morris.html

I got a return today from a D.R. Morris at 1381 Birch St, Broomfield CO 80020...the response was to remove from the list as he/she is deceased...I saw a Dave Morris on the obit list...but not sure it is the same person.

-Carolyn Boller

It appears to be Don Morris who was at DENML on the 1984 Frontier Roster. I have not found an obituary yet.

DON MORRIS, DENMR, engineering programs, no title per the Nov 1977 Frontier telephone directory.

He is not listed in subsequent directories but is shown on the 1984 and 1990 rosters.

D R Morris Jr is not shown in the 1990 roster.

D R MORRIS, Emp# 12552, DENML, line maintenance, address in Denver, CO
per the Nov 1984 Frontier Roster.

D R MORRIS JR, Emp# 18768, DENOO, Address in Thornton, CO
per the Nov 1984 Frontier Roster.

Do not find him on any DEN rosters or seniority lists.
D R MORRIS, M, DOB 12/1/39, DOH 10/20/75
per the Dec 1984 Pension Records.

Very little info on Don so post your remembrances.

Need an obituary, photo, job title etc.

-Jake Lamkins

DOROTHY MEISENBACH**1940s-1950s****SECRETARY****DEN**http://FAL-1.tripod.com/Dorothy_Meisenbach.html

WIFE OF OVERHAUL DIRECTOR BOB MEISENBACH

OBITUARY: Dorothy Pauline (Aden) Meisenbach was born August 4, 1921 in Tecumseh, Nebraska to William and Wilhelmina Aden.

When she was 3 years old, her family moved to Lincoln, Nebraska where she graduated high school and then attended the University of Nebraska.

Dorothy and Bob Meisenbach (DEN director-base overhaul) met each other on a blind date...and what a date that turned out to be!

Bob joined the Navy and while waiting for Bob to return from overseas in WWII, she worked in Lincoln. After 4 years, he returned and they were married May 15, 1944.

They moved to Green Cove Springs, Florida where Bob was stationed at Jefferson Field - an auxiliary field of Jacksonville Naval Air Station. When he was discharged in October, 1945, they moved back to Lincoln for a short time and then moved to Denver.

Dorothy worked as a secretary for Monarch Airlines (which later became Frontier Airlines) and as a Military Allotment Clerk for the Air Force Finance Center.

Dorothy had a heart of gold and would go out of her way to help somebody. After staying home a few years, she volunteered at Fitzsimmons Army Hospital for 12 years, at Aurora Presbyterian Hospital for 4 years, and she drove almost 75 miles round trip every Monday for 3 years to help do therapy for a handicapped child. She was a very generous and loving lady.

Dorothy and Bob loved to travel and they took many cruises and trips with wonderful friends. There are several picture albums filled with their memories!

She lost Bob in February, 2006 after 61 happy years of marriage. They shared an eternal love and inseparable bond. Before Bob's passing, he left money in an envelope with his wishes that upon Dorothy's passing, red roses be placed on her casket...from him.

She would have been 97 years old on August 4...she had a good, fulfilled life and was loved by everyone who knew her.

Dorothy was preceded in death by her mother, Wilhelmina Louise (Kuster) Aden in 1966, her father, William Jorgen Aden in 1970, and her husband, Charles Robert Meisenbach in 2006.

-<http://fairmountmortuary.frontrunnerpro.com/>



EARLE MORRIS**1961 - 1986****PILOT
SLC DEN**http://FAL-1.tripod.com/Earle_Morris.html

OBITUARY: Earle Radford Morris, May 25, 1935 ~ July 31, 2017, Born in: Salt Lake City, UT, Resided in: Centennial, CO



He was born to John and Mary Morris, and had three older sisters, Beverly, VerDonna and Mildred. After finishing high school, Earle joined the Air National Guard, went to one year of college, and then got his pilot's license.

Earle became a commercial airline pilot with the international airline The Seven Seas, and later worked for Frontier and Continental Airlines, until he retired.

Earle married Robyn Anderson Morris on September 16th,

1965, and had three children, Brett, Greg and Kelly. Earle was married to Robyn until 2013, when Robyn passed away. Four years later, Earle died on July 30th, 2017. He passed away from a heart attack and was in his own home.

Earle was an amazing father, husband and mentor to all of his family. Through the life he lived he modeled integrity and devotion to family. He was a good man, through and through, and will be deeply missed by all who knew him.

Memorial donations may be made in Earle's names to: Dumb Friends League 2080 South Quebec Street Denver, Colorado 80231 Sierra Club Rocky Mountain Chapter 1536 Wynkoop Street #312 Denver, Colorado 80202.

[-https://horancares.com/obits/earle-radford-morris/](https://horancares.com/obits/earle-radford-morris/)

HARRY LAMBOURNE**1973 - 1983****PILOT
DEN**http://FAL-1.tripod.com/Harry_Lambourne.html

SON OF PILOT BOB LAMBOURNE

OBITUARY: Harry C. Lambourne, November 28, 1942 – August 11, 2018. Harry was born November 28, 1942, in Saskatoon, Saskatchewan, Canada, where his father was undergoing flight training with the Royal Canadian Air Force. Upon graduation from high school in Billings, Montana, Harry served his country by joining the United States Air Force.

Harry fulfilled his dream to be a commercial airline pilot when he was hired by Frontier Airlines in 1972. After an early retirement from Frontier, Harry worked for Flight Safety International. He later worked as a government contractor in Nicaragua, where he met his wife Tania. Harry is survived by Tania, his children, and his sisters.

Harry will be remembered for his love of sports, especially baseball and basketball, his brilliant mind, and his quick wit. He loved making people laugh and was frequently described "as the

funniest person I've ever met."

Harry's Celebration of Life will be held at 10:00 am, August 25th, at Aycock at Tradition, 12571 Tradition Parkway, Port St. Lucie, Florida 34987. He will be missed and never forgotten.

FAMILY

Ada Frances (Anne) Brackett Lambourne, Mother
Robert Park Lambourne, Father

Tania Lambourne, Wife
Harriett Amparo Lambourne, Daughter

Robert Curtis Lambourne, Son
John Harry Lambourne, Son
Sara Michelle Lambourne, Daughter

Michelle Anne Lambourne Blinderman, Sister; Dennis Blinderman, Brother-in-law; Cherie Maxine Lambourne, Sister; Mary Maxine Brackett Mize, Aunt; Alice Jane Brackett Tyrrell, Cousin.

[-https://www.dignitymemorial.com/obituaries/port-st-lucie-fl/harry-lambourne-7959819](https://www.dignitymemorial.com/obituaries/port-st-lucie-fl/harry-lambourne-7959819)

JERRY BALFANZ**1959 - 1986****PILOT
DEN**http://FAL-1.tripod.com/Jerry_Balfanz.html

OBITUARY: In Loving Memory of Gerald Ronald Balfanz, 1930 - 2018

Jerry passed away peacefully on July 11th 2018. Jerry was 87 years old. His proudest accomplishments were his family, serving in the Army during the Korean War, and being an airline pilot for the "ORIGINAL" Frontier Airlines for 32 years.

He will be remembered by Patricia, his wife of 59 years, and his children Scott (Kim), Kimberly (Scott), and David (Jodi).

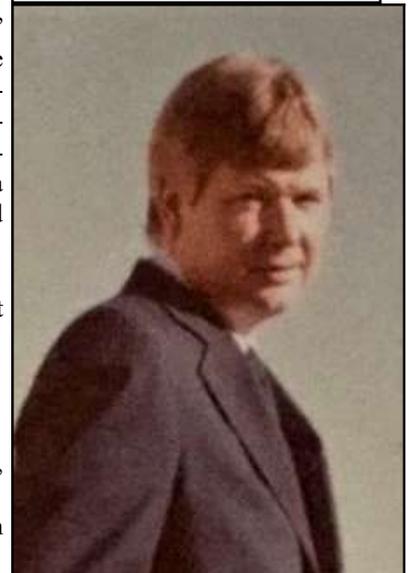
He will also be remembered by his grandchildren Kelsey, Karly, Eric, Kelly, Logan and Lexie.

A private family service will be held at Fort Logan National Cemetery.

[-http://www.newcomerdenver.com/Obituary/160375/Gerald-Balfanz/Denver-Colorado](http://www.newcomerdenver.com/Obituary/160375/Gerald-Balfanz/Denver-Colorado)

Made an engine out landing with Jerry in LAS (due to a fire warning) with 147 pax on a MD-80. Great guy to work with and flew the plane like magic that day. Neat Guy! Jerry RIP.

-Jeff Abrams



JERRY SNYDER**1968 - 1986****SENIOR ANALYST PROGRAMMER
DEN**http://FAL-1.tripod.com/Jerry_Snyder.html

OBITUARY: Jerrold "Jerry" Snyder, age 84, passed away 8/1/15. Funeral services at Fort Logan Cemetery, 1:30 p.m. Tuesday, 8/11, Staging Area B, followed by Memorial Service at Wolhurst Clubhouse, 8201 S. Santa Fe Drive, 2:30 p.m.

In lieu of flowers, please send donations to Denver Hospice, 501 Cherry St., Ste. 700, Denver 80246 in memory of "Jerrold Snyder."

Published in Denver Post on Aug. 5, 2015

[-https://www.legacy.com/obituaries/denverpost/obituary.aspx?pid=175434127](https://www.legacy.com/obituaries/denverpost/obituary.aspx?pid=175434127)

Jerrold W Snyder, Birth: Dec. 27, 1930, Death: Aug. 1, 2015

Inscription: GM3 US Navy -

Korea, Burial: Fort Logan National Cemetery

Denver, Colorado, Plot: Section C1-B, Site D78

[-https://www.findagrave.com/memorial/150638408/](https://www.findagrave.com/memorial/150638408/)

Jerry, We are your ol' friends that worked with you at Frontier Airlines way back in the 60's/70's in Denver. Sorry we just heard about you through FL's website and other friends.

We remember all of the 'good' years we spent together in the computer department at Frontier Airlines. Rest in Peace ... Friend!

-Don & Dee Treptow

JOANIE FOHN**1960 - 1986****ACCOUNTING CLERK, FLIGHT ATTENDANT
DEN**http://FAL-1.tripod.com/Joanie_Fohn.html

OBITUARY: Joan Marie Fohn, October 28, 1940 ~ August 6, 2018, Born in: Denver, CO, Resided in: Littleton, CO.

Joan Marie Fohn passed away on August 6, 2018.

She was retired from Frontier Airlines after spending 28 years as a flight attendant.

She is survived by her brother, Robert Fohn, her companion, Jim Jacksina, and her furry children Molly, Willie, and Spike.

A Rosary will be held on Thursday, August 16, 2018 at 7:30 PM with a Visitation starting at 6PM in the Horan & McConaty Family Chapel, 3101 S. Wadsworth Blvd, Lakewood, CO.

A Funeral Mass will be held on Friday, August 17, 2018 at 10:30 AM at Light of the World Catholic Church, 10316 W. Bowles Ave, Littleton, CO., followed by burial in Mount Olivet Cemetery, Wheat Ridge, CO.

In Joan's memory please donate to an animal shelter of your choice.

Services: Visitation: August 16, 2018 6:00 pm - 7:30 pm
Horan & McConaty - SW Denver/Lakewood

3101 S. Wadsworth Blvd.
Lakewood, CO 80227

[-https://horancares.com/obits/joan-marie-fohn/](https://horancares.com/obits/joan-marie-fohn/)

Joanie was always great to fly with.

She was a professional and made the job look easy and fun.

She was loved by passengers and crew alike.

I didn't get to fly with her many times because I was junior to her, but I always came away from the trips I did fly with her better at my job.

RIP Joanie.

-Martie Palser

A very special human being..always had a smile and kind words. Very easy to work with and kind those of us junior to her.. She loved her critters!

-Diane Wright Smith

**JOHN O'ROURKE****1968 - 1986****LEAD PLANT MAINTENANCE MECHANIC
DEN**http://FAL-1.tripod.com/John_ORourke.html

OBITUARY: John O'Rourke, May 25, 1934 ~ December 1,

2017, age 83, of Parker, CO

passed away December 1,

2017. John was born May 25,

1934 in Boston, MA. He is

survived by his loving and caring

wife of 62 years, Beverly,

of Parker, CO; sons, John Jr.,

of Lancaster, CA and Phil, of

Centennial, CO; daughter,

Cindy, of Gunnison, CO; as

well as seven grandchildren,

including Alex, Shannon,

Justin, Katie, Sara, Brandon

and Ashley; and two great

grandchildren. John was pre-

deceased by his son, Eric, sister,

Mary, brother, George and

his parents John and Mary.

John Served in the US Coast

Guard Reserves for seven years.

John was an avid sportsman and

hunter. He enjoyed RVing with

friends from the Elks Club and

the National Hikers and Campers

Association. His passion as a

gunsmith and craftsman of rifles

has been passed on to his

family members. John was a

lifetime member of the Aurora

Elks Club Lodge #1921, an American

Legion member and a member

of the Aurora Gun Club for over

60 years.

John enjoyed mentoring as a

Boy Scout leader in the Parker

area. He was a Light Aircraft

Pilot and Air Craft Technician

for United and Frontier Airlines

for over 20 years. John was also

an engineer at Frontier Airlines

and for the City and County of

Denver.

[-https://www.pfh-co.com/notices/John-ORourke](https://www.pfh-co.com/notices/John-ORourke)



KEITH SLEATER**1959 - 1986****PILOT****DEN**http://FAL-1.tripod.com/Keith_Sleater.html

OBITUARY: Keith LeRoy Sleater, 87, of Denver, died August 1, 2018. He leaves behind his son, Brian Lee (Roxanne) Sleater; his unborn grandson, "Baby Slate" Sleater; his daughter, Michelle Leigh (Maung Hlaing) Sleater; his granddaughter, Vivienne Hlaing; his brothers, Malcolm Sleater, and Kaye (Bonnie) Sleater; his ex-wife, Stella Sleater.



Keith was born September 28, 1930 in Salt Lake City, Utah, the son of LeRoy and Irene (Lamont) Sleater. He was a graduate of East High School in Salt Lake City (1948), University of Utah College of Engineering (1952), University

of Denver College of Law (1965).

He was a captain in the Air Force (1953-1959) and served in the Korean War. He flew commercially first for Frontier Airlines then later for Continental. He piloted many airplanes over his career: DC-3, CV-340, CV-580, B727, B737, and MD-80.

Keith obtained his law degree by going to night school while flying. Still a pilot, he opened and shared a law practice where he frequently took on cases for fellow pilots.

In lieu of flowers, please consider a donation to The Denver Hospice (thedenverhospice.org -> "donate online" in memory of Keith Sleater) or to the City of Aurora Parks and Recreation Youth Baseball (send checks to 15151 East Alameda Pkway, Suite 1900, Aurora, CO 80012).

A memorial to celebrate Keith's life will be held on Saturday September 29, 2018 at 10:30 am at Newcomer 190 Potomac Street, Aurora, CO 80011. All are welcome. Please feel free to share memories of Keith at the service. A reception with light refreshments will follow the memorial.

--<https://www.newcomerdenver.com/Obituary/>

LARRY LAMMEY**1967 - 1986****CREW SCHEDULER, AIRCRAFT DISPATCHER****DEN**http://FAL-1.tripod.com/Larry_Lammey.html

OBITUARY: Larry Lammey, retired Frontier Airlines and American Airlines flight dispatcher passed away Sunday, August 5, 2018.

Burial will be at the DFW National Cemetery. Details are not yet available.

In lieu of flowers please send donations to Operation Kindness.org.

Larry was born in Yuma, Colo. and served in the United States Air Force and Colorado Air National Guard. He started his career at Frontier Airlines in Denver, Colo. In 1986 he moved to

Texas to work for American Airlines until he retired in 2006.

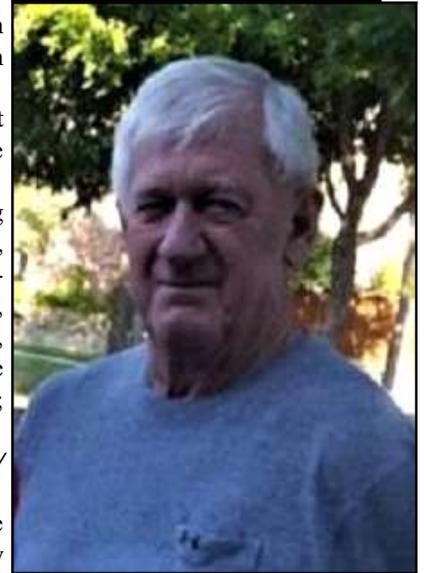
Larry enjoyed his retirement by traveling on his motorcycle and driving his Chevy SSR.

Survivors include his loving wife, Mary; 2 daughters, Denise and Karen and son-n-law Rick; 5 grandsons, Brian, Stephen (Brittany), Brandon, Cory and Shaun; and one great-granddaughter, Ellie; and extended family.

-<https://www.legacy.com/obituaries/dfw/obituary>.

Just wanted to pass along the news that Larry Lammey passed away yesterday morning. He worked for Frontier in the Dispatch Office from July 26, 1974 to August, 1986.

-*Mary Lammey*

**LUPE DURAN****1982 - 1986****FLIGHT ATTENDANT****DEN**http://FAL-1.tripod.com/Lupe_Duran.html

OBITUARY: Guadalupe "Lupe" Tobias Duran, November 12, 1939 - July 9, 2018

Guadalupe Tobias Duran "Lupe", 78, passed away peacefully at her home on Monday, July 9, 2018.

Lupe was born in Texas, lived in Kansas during her early years then moved to Littlefield, TX where she met and married her husband, Pete Duran. Her adventure continued with a moved to Colorado in 1960.

Lupe was the mother of three children Christina, Armando, and Rene. She is survived by her daughters, sister Maria, brother Pete, numerous nieces and nephews, inlaws, her pet cat, Nondi and grandcat, Rico.

Lupe's many occupations include: police woman, court division clerk, entrepreneur, owner of her own interpretation and translation service, integral part of her husband's business, Duran Paving, flight attendant, and certified tour guide/director. Lupe had a passion for traveling, dancing and a flair for entertaining. She relished cheering for the Broncos.

She was a generous, beloved soul who loved her family and friends, blessing all those she encountered. Lupe, with her buoyant personality, was a magnet who drew in friends from near and far.

-<http://evergreenmemorialpark.com/obituaries/>



BRAD SHACKELFORD**1979 - 1986****AIRCRAFT CLEANER
DEN RNO**http://FAL-1.tripod.com/Brad_Shackelford.html

SON OF STATION AGENT SHIRLEY SHACKELFORD

OBITUARY: Bradley Wayne Shackelford, December 19, 1958 – August 13, 2018, age 59, of Everett, Washington passed away on Monday August 13, 2018.



Bradley was born December 19, 1958. Bradley is survived by; daughter Shayna Shackelford; and daughter Shelby Shackelford. A celebration of life for Bradley will be held Saturday, September 8, 2018 at 1:00 PM at Weller Funeral Home, 327 North MacLeod Ave, Arlington, WA 98223.

Fond memories and expressions of sympathy may be shared at www.wellerfh.com for the Shackelford family. Family: Shayna Shackelford,

Daughter, Shelby Shackelford, Daughter

Our most sincere sympathies to the family and friends of Bradley Wayne Shackelford.

[-https://usobit.com/2018/08/bradley-wayne-shackelford-2018/](https://usobit.com/2018/08/bradley-wayne-shackelford-2018/)

We have made a flyer with information of the service of our father, Bradley Shackelford. Please spread the word to those who loved and cared for my father. The service will be held in Arlington, WA.

Shelby and I are very young and losing him so unexpectedly has been extremely difficult. We want to honor him in this life the best we can. All of your kind words have not gone unnoticed and are very deeply felt from Shelby and I.

Please continue to share your memories, prayers, and photos of my father they make us smile every time. Thank you,
-the Shackelford girls.

MEL KREIMIER**1970 - 1984****STATION AGENT
MEM DEN**http://FAL-1.tripod.com/Mel_Kreimier.html

I only recently discovered Mel's flight west in 1986. Earlier searches were inconclusive because the SSDI has his name misspelled. Still need an obituary for Mel.

M L Kreimer, station agent, MEMOO, DOB 8-2-35 and DOH 3/23/70, employee number 10398 per the 1970 Frontier Employee Roster.

Station agent seniority date of 3/23/70 on the 1/1/74 FL/ALEA seniority list. He is not on the 7/84 list.

M L KREIMIER: Station agent seniority date of 3/23/70, MED, Emp# 10398 per the Jul 1982 FL/ALEA Seniority List.

He is not on the Jul 1984 seniority list so I assume he ran out of MED time and took medical retirement about then.

-Jake Lamkins

Melvin L Kreimier, Birth 1935, Death 1986 (aged 50–51)

Burial Olinger Highland Mortuary and Cemetery, Thornton, Adams County, Colorado, Garden of Victory Crypt - Below Ground Vault (Level B)

[-https://www.findagrave.com/memorial/42884105/](https://www.findagrave.com/memorial/42884105/)

Melvin Kreimer: State of Issue: Minnesota.

Date of Birth: Friday August 02, 1935.

Date of Death: February 1986. Est. Age at Death: 50 years, 6 months

Last known residence: City:

Ramah, County: El Paso, State: Colorado, ZIP Code: 80832

-SSDI

**RAY MAXFIELD****1968 - 1986****LEAD AIRCRAFT MECHANIC
DEN**http://FAL-1.tripod.com/Ray_Maxfield.html

Ray Maxfield (Mechanic) passed away on November 23, 2017 of heart failure; notified by Patsy Maxfield (wife).

He was a friend who lived in the same complex as I did years ago and we celebrated Christmas together....not sure what year he started--but we had holidays together in the early 70's.

I found Ray Maxfield in a personnel roster that Schultz had of 1970 vintage....Ray was hired on 3/1/68 as an aircraft tech....employee number 5509 and DOB of 3/8/37.

-Carolyn Boller

OBITUARY: Ray Maxfield
Birth: 8 Mar 1937, Death
23 Nov 2017 (aged 80)

Visitation: Wednesday, 29
Nov 4:00 PM - 9:00 PM,

Caldwell-Kirk Funeral & Cremation Services, 2101 N. Marion Street Denver, CO 80205 Service: Thursday, 30 Nov 10:00 AM, Rising Star Missionary Baptist Church, 1500 South Dayton Street, Denver, CO 80247. Cemetery Details: Location, Ft. Logan National Cemetery, 3698 S. Sheridan Blvd, Denver, CO 80235

[-http://www.caldwellkirk.com/obituaries/Reverend-Ray-Maxfield?obId=2744779#/obituaryInfo](http://www.caldwellkirk.com/obituaries/Reverend-Ray-Maxfield?obId=2744779#/obituaryInfo)

R MAXFIELD, Emp# 05509, DENMH, Address in Denver, CO per the Nov 1984 Frontier Roster. R MAXFIELD, Aircraft mechanic seniority date of 3/1/68, per the May 1986 aircraft mechanics seniority list.

-Jake Lamkins



RUTH HUNT GRAY

1961 - 1963

FLIGHT ATTENDANT

DEN

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

OBITUARY: Ruth Hunt Gray, 77, of Idaho Falls, ID, died on May 29, 2018 after fighting a courageous battle with cancer.

Ruth was born on October 5, 1940 to Lester and Leda Hunt in Idaho Falls Idaho, the youngest of five children.

Ruth graduated from Bonneville High School in 1958. Ruth was adventuresome and after taking a semester of schooling at Utah State University to pursue a degree in psychology, Ruth decided to work as a flight attendant for Frontier Airlines.

She later left the airlines to be closer to family and work in her Brother John's store "Hunt's Fine Foods" in Rigby,



Idaho.

Ruth married Richard Gray on September 15, 1964. Together they had five children, Jon, Monte, Diane, Jared, and Jason.

Ruth always had a kind and generous heart. She always looked out for the neighborhood kids and was often seen feeding those who she felt were hungry.

Ruth is survived by her sister Carolyn (Jay) of California, her children: Jon (Heather) of Boise, ID, Monte (Elizabeth) of Pocatello, ID, Diane (Greg) McKittrick of Idaho Falls, ID, Jared (Chien) of Boise, ID and Jason (Emily) of Boise, ID and her 19 grandchildren.

Funeral services will be at 12 noon on Saturday, June 2, 2018, at Wood Funeral Home East Side (963 S. Ammon Rd) in Ammon. A viewing will be held from 11-11:45 a.m. prior to the services at the funeral home. Burial will be in Rose Hill Cemetery.

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

TONY FRESQUEZ

1969 - 1986

STATION AGENT, TICKET COUNTER AGENT

DEN

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

OBITUARY: Tony John Fresquez, 73, of Longmont passed away July 19, 2017 at Longmont United Hospital. He was born October 8, 1943 in Milliken, Colorado to John and Mary (Garcia) Fresquez.

He played football, basketball and baseball through high school and competed in the Milliken Cowboys semi pro team with his brothers. He graduated from Milliken High School.

Tony married Debbie McIntosh on July 27, 1983, and he moved to Longmont in 1979 from Denver.

Tony worked as a agent for Frontier Airlines from 1969 to 1986, and he was a courier for Federal Express from 1986 to 2006. After his retirement he drove buses for the Wild Plum

Center from 2006 to 2017.

He was a member of Messiah Lutheran Church of Longmont. He loved tying flies, and fishing with his son. He also loved coaching his son and grandson in sports. He loved his annual trips in the fall to get green chilie, and at New Year's getting tamales with his daughter. He loved watching his grandson play basketball. He loved the Denver Bronco's and Colorado Rockies, being outside, and spending time in the Mountains. He also loved spending time with his family.

He was preceded in death by his parents, two brothers; Alfred and Benny Fresquez, two sisters Elsie Chavez and Lucy Lewis.

Tony is survived by his wife Debbie of Longmont, two sons Brandan Fresquez of Longmont, and Anthony Fresquez of New Mexico (from a previous marriage), a daughter Ashley Fresquez of Longmont, a brother Raymond Fresquez of Denver, a sister Mary Fresquez of Denver, and a grandson Jordan Fresquez of Longmont, and several nieces and nephews.

[-https://obitree.com/obituary/us/colorado/longmont/](https://obitree.com/obituary/us/colorado/longmont/)

WAYNE CLAY

1970 - 1984

PILOT

MCI DEN

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

My name is Nedra Clay wife of Wayne Clay. I just received the picnic mailer and I feel I need to inform you that my husband has passed away. He passed on April 25th of this year. I live in Phoenix AZ and at this time I don't see myself going to the picnic.

I don't know if anyone remembers Wayne or not but he loved flying on Frontier and has a lot of Frontier memorabilia.

-Nedra Clay

W CLAY; Pilot seniority date of 2/25/70 on the 9/1/81 FL/ALPA Seniority List. He is not on the Sep 1985 pilot seniority list.

FAL 0426148, CLAY,

WAYNE H, DOB 05/08/43, DOH 02/25/70 , RET 02/01/84 per the FL ALPA Pilot Roster

W H CLAY, DEN FO 737 per the May 1983 Pilot Domicile List.

He is not on the May 1984 list. Still need an obituary.

-Jake Lamkins



LARRY ROSTER**1972 - 1986****STATION AGENT
MKC MCI**http://FAL-1.tripod.com/Larry_Roster.html

OBITUARY: Lawrence Lee Roster, 81, a Northland resident of Kansas City, MO passed away August 21, 2018 at home in the presence of his family. He was born June 24, 1937 in St. Joseph, MO to Lawrence A. and Beatrice (Blum) Roster.

Larry graduated from Christian Brothers High School, Class of 1955 and spent the majority of his working career in the airline industry. During his career, he worked for TWA, Frontier and retired from Worldspan.

He was a member of St. Therese North Parish in Kansas City, MO and enjoyed working in the yard.



He married Donna Jean Richardson on June 1, 1957 at The Cathedral of St. Joseph. In addition to Donna, survivors include their two sons: Brian L. Roster and wife, Nancy of Inver Grove, MN and Steven M. Roster and wife Angela of West Chicago, IL; two sisters, Janice McMullan of Kansas City, MO and Candy Kelley and husband, Terry of St. Joseph, MO; three grandchildren: Matthew, Gavin and Maisie; and several nieces and nephews. He was preceded in death by his parents, and three brothers: Robert, Jean and Charles.

The Mass of Christian Burial will be celebrated 10:30 a.m. Saturday, September 8, 2018 at St. Therese Catholic Church, where visitation will begin at 9:30 a.m. Private urn placement at a later date in St. Joseph. The Meyers Northland Chapel in Parkville has been entrusted with the final arrangements. Memories of Larry and condolences may be shared with the family by visiting www.meyersfuneralchapel.com.

[-http://meyersfuneralchapel.com/2018/08/21/larry-roster/](http://meyersfuneralchapel.com/2018/08/21/larry-roster/)

WAYNE ELLIOTT**1966 - 1986****FAA LIAISON SPECIALIST
DEN**http://FAL-1.tripod.com/Wayne_Elliott.html

OBITUARY: Wayne Elliott, age 76, of Aurora, CO passed away on Thursday, June 7, 2018.

Wayne was born October 25, 1941. He is preceded in death by his parents, Orpha (Wolfe) and Homer Elliott; and his brother, Bob Elliott.

Wayne is survived by his wife of 40 years, MaryAnn Elliott of Aurora, CO; son, Steve (Heather) Elliott of Parker, CO - and grandchildren, Emily (Tyler) McNeece of Greeley, CO, Ethan Elliott and Anna Elliott of Parker, CO; daughter, Suzanna (Thomas) Anstett of Aurora, CO - and granddaughter, Victoria Miller of Fort Collins, CO - and great-granddaughter, Samara; grandson, Ryan (Anna Rowland) Miller of Littleton, CO; sister,

Billie Asti of California; and other loving family and friends.

A Memorial Service for Wayne will be held Saturday, July 7, 2018 from 1:00 pm to 2:00 pm at Olinger Chapel Hill Mortuary & Cemetery, 6601 S Colorado Blvd, Centennial, CO 80121, immediately followed by a Committal Service in the cemetery at 2:00 pm. A Celebration of Life Reception will begin at 2:30 pm in the Olinger Chapel Hill Mortuary Summit Reception Room.

In lieu of flowers, memorial donations may be made in Wayne's name to Parkinson Association of the Rockies, 1325 S Colorado Blvd, Denver, CO 80222 www.parkinsonrockies.org/.

Fond memories and expressions of sympathy may be shared at www.olingerchapelhill.com for the Elliott family.

[-https://www.dignitymemorial.com/obituaries/](https://www.dignitymemorial.com/obituaries/)

DIANE BURKE**1966 -1986****SECRETARY, EXECUTIVE SECRETARY
DEN**http://FAL-1.tripod.com/Diane_Burke.html

OBITUARY: Diane Burke passed away peacefully April 15, 2017 at Spring Creek Healthcare Center in Holladay.

She was born in Tremonton, Utah on June 20, 1934 and spent her youth in Honeyville. Diane left Utah at an early age to pursue a career. After attending and working at Utah State University in the Admissions Office for three years, she moved to Washington, D.C. and worked for the U.S. Chamber of Commerce. She spent a short time working in Anchorage, Alaska, then back to Utah to work at Thiokol.

But adventure called her again, this time to Denver where she spent the next 20 years working at Frontier Airlines and traveling the world.

She eventually moved back to Salt Lake City to continue to work and to be near family. She was a very strong, independent and spirited woman who loved her family. Diane is survived by her brother Reed (Barbara) Burke of Brigham City. Also 7 nieces and nephews and their families.

A viewing will be held on Friday, April 21, 2017 from 6:00-8:00 pm at Memorial Holladay-Cottonwood Mortuary, 4670 S. Highland Drive. Graveside Service on Saturday, April 22, 2017 at 11:00 AM at the Honeyville Cemetery.

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



BOB WILLIAMS**1963 - 1986****PILOT
DEN SLC**http://FAL-1.tripod.com/Bob_Williams2.html

OBITUARY: Robert Lee Williams, Born April 22, 1939



in American Fork, UT. He was raised by Bill and Edna Williams. He grew up in Pleasant Grove, UT, Rock Springs, WY and Salt Lake City, UT. Graduated from South High School class of 1957 and attended Westminster College.

He took his first flying lesson at 13 years of age at Thompson Flying Service at the Salt Lake airport. He soloed on his 16th birthday. He hired on with Frontier Airlines in May 1963 as a co-pilot on the DC-3. He

met his wife, Sue Howard, stewardess and they were married December 7, 1963 in Denver, CO. They were married 54 years and had three children, Andrew Martin (3/30/66), Anne (12/31/68) and Robert Howard (4/16/73).

He became captain for Frontier in 1977. After retiring at the mandatory age of 60, he went on to work as a check airmen for Boeing out of Long Beach, CA. He worked as director of Safety and Training for Alpine Air at the Provo, UT airport. He finally retired in 2016.

Survived by his wife Sue, his three kids and three grandkids, his brother Elliott Williams (Stephanie) Salt Lake City, UT.

Funeral services will be held at 11:00 a.m. on Saturday, September 15, 2018 at the Grove Creek 10th LDS Ward Chapel, 475 North 700 East, Pleasant Grove, Utah. Interment will be at the Pleasant Grove City Cemetery.

-Deseret News on Sept. 13, 2018

DOUG JOHNSTON**NEED INFO****STATION AGENT, SENIOR STATION AGENT
MKC**http://FAL-1.tripod.com/Doug_Johnston.html

OBITUARY: Douglas D Johnston 75 of Florence AZ lost his battle to cancer July 25, 2018 in Mesa, AZ. Doug was born July 17, 1943 to Oliver and Ilda Johnston of Hastings Nebraska.

Doug graduated from Hastings High School in 1961 and went on to serve his country in Vietnam with the United States Army from 1965-1967.

While working at Frontier Airlines, in 1971, he met and in a few short days married Phyllis. They moved to Curtis, NE where together they owned the Town and Country Market.

In 1977 The pride of Doug's life arrived in the form of an only son, Robert.

In 2004, Doug and Phyllis sold Town and Country, retired, and move to Florence, AZ. There Doug enjoyed spending time with his family and a good road trip.

Doug is survived by his wife Phyllis now of Florence AZ., one son Robert of Apache Junction, AZ. Two Sisters Bonnie Goodson & Donna Vlasin and his sister in law Jane Johnston. Several nieces and nephews.

Doug was preceded in Death by his parents and two brothers Robert Johnston & Lew Johnston both of the Kansas City area.

Taps will sound for Doug at the Curtis Cemetery Saturday August 4, 2018 14:00.

-https://www.blasestrauser.com/notices/Douglas-Johnston

JOHNNY SHARP**1973 - 1986****STATION AGENT
DEN**http://FAL-1.tripod.com/Johnny_Sharp.html

OBITUARY: Johnny Lee Sharp Sr. of Houston, TX, formerly of Denver. Father of Robert L.

(Cheryl) Sharp, Las Vegas, NV, Terry D. (Wynona) Sharp, Portland, OR, Nichole R. (Gregory) Sharp-Ryals, Snellville, GA, and Johnny L. Sharp, II, Washington, D.C; brother of Ruth V. Scruggs, Denver, 13 grandchildren, and 21 great-grandchildren; a host of nieces, nephews, cousins, other relatives, and friends.

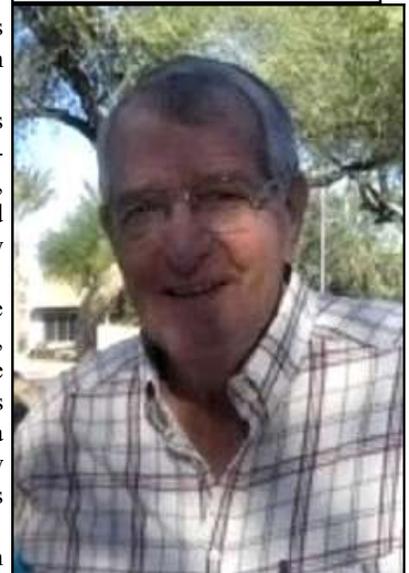
Visitation, 4:00-7:00 p.m Tuesday, Pipkin Mortuary. Service Wednesday 11:00 am, Gethsemane Temple C.O.G.I.C., 2586 Colorado Blvd., to Ft. Logan National Cemetery. Family at 2304 Grape St. .

-Denver Post from Dec. 1 to Dec. 3, 2008

Johnny Lee Sharp, Sr, born 11 Nov 1929 in Vernon, Texas. Death was 25 Nov 2008 (aged 79) in Texas. Burial in Fairmount Cemetery, Denver, Colorado.

Johnny was the sixth of seven children born to Johnny and Josephine Sharp. He graduated from Booker T. Washington High School. He was a member of Greater Pure Life Church in Houston, TX. He was employed as a Sky Cap for Continental Airlines for over 25 years.

-https://www.findagrave.com/memorial/151551279/



LEO SCHUSTER**1949 - 1986****DIRECTOR - MAINTENANCE
DEN**http://FAL-1.tripod.com/Leo_Schuster.html

OBITUARY: Leo Anton Schuster, 91, native of Denver, passed away August 28, 2018.



Survived by children Mark (Francine) Schuster, Steve (Connie) Schuster, Diane Garwood, David (Kelly) Schuster, Maureen (Ray) Rhode, and Megan (John) Cicero; daughter-in-law Darlene Schuster; 7 grandchildren; 17 great grandchildren; sister Arline Young and brother Bruce Schuster.

He was preceded in death by his wife of 63 years, Rosemary Schuster, son Leo J. Schuster, parents Leo J. and Bernice Schuster; brothers Lee and Raymond Schuster.

Rosary Wednesday, 6:00

P.M., Horan McConaty, 1091 S. Colo. Blvd., Funeral Mass Thursday, 10:00 A.M., Most Precious Blood Catholic Church, 2250 S. Harrison, Denver.

Committal will take place at 2:30 P.M., at Fort Logan National Cemetery following a reception at Holiday Inn, 455 S. Colo. Blvd.

In lieu of flowers, contributions suggested to The Denver Hospice, 501 S. Cherry St., Suite 700, Denver 80246. Share condolences at HoranCares.com.

- *Denver Post from Sept. 2 to Sept. 5, 2018*

LILA RAVINS AGENA**1965 - 1973****TICKET COUNTER AGENT
LNK**http://FAL-1.tripod.com/Lila_Ravins_Agena.html*WIFE OF STATION AGENT MARLEN AGENA*

OBITUARY: Lila Loraine Agena was born in Poplar Township, Minnesota on April 2, 1931. She passed away peacefully on August 19th, 2018 in Lincoln.

Lila is preceded in death by her husband, Marlen Agena; her parents, Herb and Edna Kesselring; sister Lula Gordan; and brothers Leighton Kesselring and Clinton Kesselring.

She is survived by sisters, Lorna Miller, Cleo Fresquez, Carleta Anderson, and Carolyn Chaon; three daughters, Pamela Honnens (Gary), Julie Raymond (Greg) and Angela Berkebile (Randy); seven grandchildren, David Honnens (Erin), Michael Honnens (Jenny), Alex Raymond, Nick Raymond, Abbey Berkebile, Gabe Berkebile (Alex), and Ethan Berkebile; and four great-grandchildren, Elly Honnens, Carter Honnens, Madison Berkebile, and Quinn Berkebile.

During her childhood Lila and her family left their farm in Minnesota and moved to Sidney Nebraska. She graduated from Sidney High School in 1949 and moved to Lincoln shortly after.

She worked for Frontier Airlines from 1965 to 1973. She

obtained her real estate license in 1977 and had many successful years with Century 21 and Woods Brothers Realty.

Lila enjoyed traveling with Marlen and spending time with her family and friends.

Services will be held at 3:00pm on Thursday, August 23rd at Lincoln Memorial Park Funeral Home (Gate 3) 6800 So. 14th St. with graveside service following in Lincoln Memorial Park Cemetery.

Visitation will be held one hour before the service. Memorials to American Heart Association. Condolences www.lincolnhf.com

-<https://www.dignitymemorial.com/obituaries/>

DICK ROHRIG**1958 - 1986****MAINTENANCE FOREMAN
DEN**http://FAL-1.tripod.com/Dick_Rohrig.html

In the last issue of the newsletter, Summer 2018 on page 9, I made a mistake and posted Jim Clinkinbeard's photo on the article about Dick Rohrig's flight west.

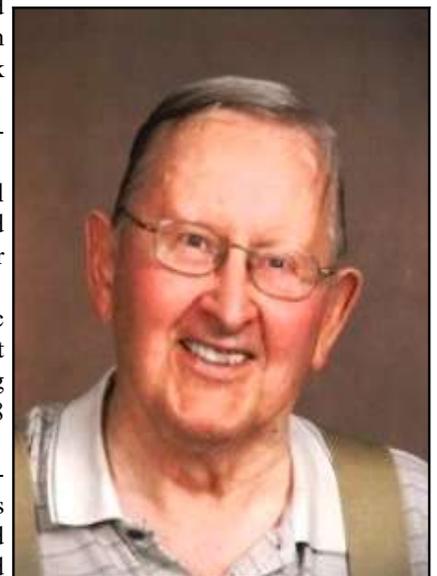
It must have been this danged computer's fault.

Anyway, here is the real photo of Dick and I checked it against his obituary three or four times.

Many thanks to mechanic Ray Duckett who brought it to my attention while eating fried chicken at the Aug 2018 FYV-FSM PIGNic Reunion.

I corrected the online edition of the FL News but was unable to recall the printed issues that had been mailed out in July, 2018.

-*Jake Lamkins*

**LATE FLIGHTS**

News was received as we went to press that two more FLOlks caught their FLights West.

More news on them in the next issue.

Jack Crawford

DEN aircraft mechanic

Feb 17, 1932 - Jul 28, 2018 (aged 84)

Eileen Ragan

DEN Expendable Inventory Controller

Aug 18, 1928 - Mar 8, 2018 (aged 89)

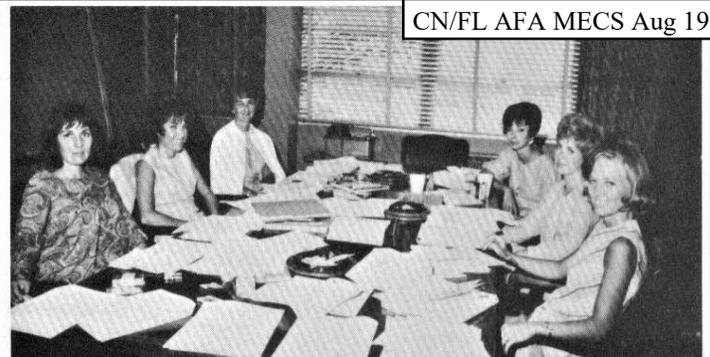
GONE WEST FLIGHT ATTENDANTS

Alice Bordelon Adams, 12/13/11, age 67
 Liz Freeman Adams, SLC? flight attendant, 4/19/11, age 80, Parkinson's
 Dennis Aguilar, DEN flight attendant, 9/7/10, age 52, motorscooter accident
 Willie Edwards Ahrens, DEN, 3/9/09, age 78
 Ernie Alderete, DEN flight attendant, Jun 81, age 29
 Lucille Giacoma Andersen, DEN flight attendant, 4/4/17, age 82
 Carolyn Jackson Appleby, 2/24/10, age 70, cancer
 Jo Ann Arnett, flight attendant, 11/22/13, need info
 Ellie Bastar, DEN flight attendant, crew scheduler, 10/14/87, age 63, hit & run
 Celia Owen Beardsley, DEN flight attendant, 3/16/13, age 72, COPD
 Lee Kangieser Beck, 1/6/09, age 78
 Darrel Behrend, DEN Monarch steward, 4/21/06, age 81
 Sonya Lee Manweiler Benge, GSW CN flight attendant, 12/12/05, age 72
 Connie Baier Sponsler Bennett, MCI DFW DEN flight attendant, 4/14/18, age 70, COPD
 Nancy Richards Bentley, DEN flight attendant, 3/23/17, age 68
 Sharon Berg, 8/18/09, age 65, cancer
 Sandy Regan Berry, OMA flight attendant, 12/6/14, age 76
 Jody Lohse Binkley, 5/29/99, age 65
 Ginney Booth, 2/19/02, age 69
 Melanie Boyd, 8/8/95, age 37
 John Bramley, DEN flight attendant, 9/11/09, age 55, mountain climbing accident
 Jeanie Merriott Breining, SLC flight attendant, 1/21/12, age 83
 Susie Buckley, DEN flight attendant, 4/17/15, age 58
 Mike Bumstead, DEN MKE ticket counter agent and CSR-InFlight, 3/2/92, age 49
 Marg Bussell, flight attendant, ticket counter agent, 11/18/10, 78 years old, heart attack
 David Butler, DEN flight attendant, 4/30/16, age 60
 Doug Calvird, station agent and DEN flight attendant, 12/25/13, age 64
 Juanita S. Campbell, 7/14/02, age 77
 Connie Capps, DEN flight attendant, 4/29/12, age 65
 Leone Newby Carter, ACF flight attendant, 1973, age 40
 Becky Copley Caylor, DEN flight attendant, 5/16/99, age 50, cancer
 Janet McKinnon Christy, DEN chief flight attendant, 3/16/15, age 86
 Nancy Tipton Clopton, MKC GSW DAL flight attendant, 5/27/00, age 53, aneurysm
 Sally Ambro Conroy, DAL flight attendant, 10/21/17, age 68
 Mikki Kitzman Considine, DEN flight attendant, 2/16/15, age 85
 Deanna Ross Cooley, DEN flight attendant, 1/16/15, age 72
 Lucy Michel Cooley, DEN flight attendant, 5/30/12, age 79
 Sandy Murray Crowe, 3/16/05, age 61, cancer
 Janet Crumpler, BIL OMA, 7/31/01, age 67, need more info
 Janet Cupps, DEN, 5/7/90, age 51
 Nancy Wilson Dailey, GSW, 3/8/09, age 67
 Marilyn Davenport, DEN, 5/10/18, age 62, early onset Alzheimers
 Lori Espinoza Day, MCI DEN, 8/27/09, age 58, stroke
 Cindy Donielson, AMA MKC DEN flight attendant, 2/15/74, age 28
 Thelma Doyle, ACF GSW chief flight attendant, 6/8/84, age 58
 Lupe Duran, DEN flight attendant, 7/9/18, age 78, cancer
 Dottie Kreider Elfers, DEN flight attendant, 4/10/17, age 73, cancer
 Debby Grozier Ellenwood, DEN flight attendant, 11/1/13, age 60
 Bettye Hunter Elrod, GSW flight attendant, 1/25/10, age 76
 Penny Burke Erdmann, DAL flight attendant, 11/11/72, age 24
 Karen McBride Erenfeld, SLC DEN, 5/26/02, age 49
 Helen Etzel, SLC flight attendant, 9/9/14, age 90
 JoAnn Evatz, PHX DEN flight attendant, 12/29/97, age 55
 Devar Fairbourn, DEN flight attendant, 10/21/05, age 50
 Linda Fechner, MCI DEN flight attendant, 10/19/05, age 48
 Jerry Fox, DEN chief steward, 1/5/88, age 62
 Prensy Marshall Franco, 7/12/04, age 57
 Elaine Carlson Fillmore, DEN?, 10/8/11, age 82
 Gail Hannigan Fogg, DFW SLC DEN flight attendant, 11/22/16, age 71, diabetes
 Joanie Fohn, DEN flight attendant, 8/6/18, age 77, heart disease
 Pat Fackenthall Forehand, 5/12/00, age 61
 Donna Garland, DEN flight attendant and pilot, 9/1/99, age 50, breast cancer
 Donna Mans Gens, DEN flight attendant, 4/18/16, age 86
 Barbara Eastus Goode, GSW, 11/2/12, age 79
 Mazie Graham, 3/3/09, age 66
 Peg Felmelee Graham, DEN flight attendant, 2/17/08, age 70
 Jane Haggart, DEN flight attendant, 4/17/18, age 69, pneumonia
 Diane Hall, DEN, 3/9/06, age 63
 Tom Hampton, DEN, 11/6/90, age 36, cancer
 Elsie Clapp Hansen, DEN flight attendant, 5/30/11, age 83, Parkinson's disease
 Penny Dearing Hansen, 7/23/09, age 57, cancer
 Susan Hansen, need info
 Rebecca Herbert, 2/5/02, age 55
 Dana Hoch, 8/23/97, age 45
 Jackie Racine Hoffman, DEN flight attendant, 7/17/14, age 86
 Sherry Anderson Howard, DEN flight attendant, 10/26/94, age 50
 Carol Lilly Huggins, BIL SLC DEN flight attendant, 9/10/15, age 73, heart attack
 Jean Clow Irwin, DEN flight attendant, 12/8/07, age 75, Alzheimer's disease
 Sandy Swingler James, SLC flight attendant, 8/3/16, age 69
 Carol Johnson, DEN flight attendant, Jan 71, age 23, automobile accident
 Jeaneane Johnson, DEN flight attendant, 4/19/09, age 44
 Bessie Couzin Juroszek, DEN flight attendant, 10/20/14, age 90
 Cheryl Frederick Kardell, 10/8/06, age 60, stroke
 John Kelly, 11/9/04, age 54, heart attack
 Penny Bohnemeier Kennedy, SLC MKC flight attendant, 9/30/15, age 65
 Barbara Babcock Kramer, 7/3/14, age 67
 Stephanie Hooter Kraus, DAL DFW DEN, 11/30/10, age 62, cancer
 Marsha Ladewig, 12/1/04, age 60
 Fred Lang, steward and auditor, 2/27/90, age 68
 Elaine Langloss, 3/24/91, age 43
 Linda Larche, DEN flight attendant, 12/4/90, age 38
 Elaine Foos Lewis, 5/3/04, age 72
 Shirlee Hailstone Lietz, PHX flight attendant, 10/15/14, age 86
 Virginia Ginn Marshall, DEN, 3/6/14, age 85
 Rosalind Fells Matthews, MCI DEN, 11/16/98, age 46, automobile accident

Ellen Handley McCaffrey, DEN flight attendant, 1/9/95, age 54, breast cancer
 Kathy McCormick, DAL DFW DEN, 5/23/02, age 53, breast cancer
 Ruth Agnew McDonough, SLC, 7/11/04, age 67, cancer
 Suzanne DeMier McGlashan, 4/8/09, age 54
 Verna Beattie McGoey, 8/11/00, age 58, cancer
 Deanna McKenna, 10/12/93, age 46
 Diane McLaughlin, 8/2/85, age 34, DFWDL crash
 Libby Richmond McWilliams, DEN flight attendant, 3/30/15, age 87
 Susie Landis Meyer, 8/24/06, age 65, cancer
 Donna Togerson Miller, DEN flight attendant, Need Info, cancer
 Helen Coons Miller, 7/28/96, age 62, cancer
 Sally Schumann Milligan, DEN, 1/20/08, age 69
 Avi Mizrahi, DEN flight attendant, 9/14/16, age 62
 John Montgomery, MCI DEN, 4/21/92, age 35
 Carolyn Jo Blythe Moyes, DEN flight attendant, 1/20/04, age 63
 Gayle Deedman Muhlenkamp, DEN, 6/18/12, age 71, cancer
 Michael Murphy, SLC DEN, Need Info
 Rose Gallagher Murray, SLC flight attendant, 3/28/17, age 86
 Bev Roberts Neal, PHX DEN flight attendant, 11/3/14, age 84
 Bettina Tyson Newton, DEN flight attendant, 6/4/12, age 50
 Julie Oats, PHX DEN flight attendant, 12/7/16, age 77
 Lela Williams O'Connor, DEN flight attendant, 1/3/96, age 50, cancer
 Kathy Schwartz Pafford, BIL, 12/28/11, age 68
 Gerri Parish, GSW, 8/4/07, age 68, Lou Gehrig's disease
 Pat Bona Paull, DEN flight attendant, 9/29/17, age 80
 Rita Smith Perrin, CHA/FL, 2/25/05, age 76, cancer
 Lavonne Peterson, 5/16/95, age 60, cancer
 Barbara Petty, Mar 74, age 31, heart failure
 Scott Ponton, 3/22/94, age 42
 Mary Warhover Pover, DEN flight attendant, chief clerk, 9/23/75, age 52
 Vi Lester Powell, DEN chief flight attendant, 10/9/01, age 68
 Betty Green Pratt, GSW flight attendant, 8/26/12, age 76
 Dorothy Reif, 3/12/64, age 22, DC-3 crash at MLS
 Rebecca Moody Robinson, BIL flight attendant, 5/4/16, age 77
 Sonje Fredericksen Rogers, MKC MCI DEN flight attendant, 8/11/09, age 62
 Linda Jones Rosenlund, SLC flight attendant, 10/24/07, age 65
 Alana Rua Schubert, DEN flight attendant, 1/26/13, age 58, cancer
 Candy Jones Russell, DEN flight attendant, 5/6/17, age 71
 Terri Portlock Rutherford, DEN flight attendant, 1/5/13, age 53, heart attack
 Grace Twite Scantlin, 4/14/11, age 71, cancer
 Paula Locke Schkade, AMA GSW DEN DAL DFW, 2/19/02, age 61
 Joyce Darby Schmid, PHX DEN flight attendant, 10/11/03, age 64
 Gene Schroeder, DEN flight attendant, 1/15/91, Age 39
 Ruth Mogenson Sheridan, SLC flight attendant, 8/12/13, age 76
 Pat Larsen Sherwin, PHX DEN CHA/FL flight attendant, 10/16/07, age 78
 Carolyn Ann Pittman Selinger, 6/6/11, age 72
 Kailise Shek, DEN flight attendant, 2/14/84, age unk, cancer
 Lee Smart, DEN, 12/16/89, age 35
 Julie Lemer Smith, DEN flight attendant, 10/30/03, age 45, cancer
 Thelma Evans Smith, DEN flight attendant & stenographer, 10/18/16, age 94

Jo-Ann Snell, DEN flight attendant, 10/1/15, age 77, heart attack
 Karla Friedman Sobelman, MCI DEN flight attendant, 10/14/13, age 56
 Carol Specht, 1/10/11, age 85, lung cancer
 Darlene Wiley Sprenger, DEN communications operator, reservations agent, flight attendant, 12/31/13, age 73
 Irene Replogle Stadtmiller, DEN chief stewardess, 7/22/02, age 84
 Jeanine Stark Stanley, DEN flight attendant, 7/15/17, age 84
 Shari Steadman, 8/13/09, age 67, liver failure
 Marilyn Satree Stenvers, DEN flight attendant, 9/8/01, age 65
 Carol Pickett Stillman, SLC DEN, 5/23/13, age 68, cancer
 Stephanie Stokes, DEN flight attendant, 1/31/13, age 68
 Betty Snyder Stone, 11/27/09, age 81
 Leona Lesinski Stone, DEN flight attendant, 3/7/07, age 77
 Charlene Mullen Surwill, BIL chief flight attendant, 12/4/13, age 78
 Nancy Lee Swanson, DEN flight attendant, 3/7/18, age 70
 Patty Kirwan Swenson, FA & maintenance scheduler, 9/13/09, age 70, cancer
 Judy Butz Symmes, SLC, 2/25/11, age 68, aneurysm
 Sam Ewing Taulli, 4/26/04, age 58, surgery
 Lyman Thomas, DEN steward & GUC station manager, 2/4/03, age 76
 Leslie Asay Thorstensen, SLC, 9/12/09, age 65, pulmonary fibrosis
 Vicky Marosan Tilton, DEN flight attendant, 8/7/11, age 84
 Kay Knudson Undlin, DEN flight attendant, 7/3/11, age 70
 Marge Gatz Unruh, DEN flight attendant, 10/10/15, age 73
 Myrna Ritter Vincent, OKC flight attendant, 5/4/13, age 71, cancer
 Buddy Washington, DEN flight attendant, 4/5/91, age 32, HIV
 Helen Murphy Webster, 3/13/13, age 85
 Jack Weiss, DEN MON/FL steward & crew scheduler, 11/3/04, age 78
 Sandy Hurley Whistler, DEN flight attendant, 8/14/15, age 75
 Jean Mehaffey Whitlock, GSW DAL, Oct75, age 40, auto accident
 Lana Nicholas Willett, flight attendant, 6/14/13, age 66, cancer
 Donna Hicks Williams, SLC DEN, 1/13/07, age 64, stroke
 Elles Williams, DAL DFW flight attendant, 11/8/16, age 69
 Beverly Howell Wilson, DEN flight attendant, 8/22/02, age 51, brain aneurism
 Carol Komar Wolfe, DEN flight attendant, clerk and communications coordinator, 4/26/06, age 60, cancer
 Libby Decker Woodfill, DEN chief flight attendant, 2/3/09, age 87
 Judy Rush Wright, DEN flight attendant, 2/19/15, age 75
 Laura Wyche, DEN flight attendant, 4/21/15, age 58, cancer

CN/FL AFA MECS Aug 1967



The Frontier-Central MEC Meeting took place late in August. Participants, from left, include: for Frontier: Carol Poling, Ellen Quinn-Chairman, and Dixie Mickel; and for Central: Elizabeth Kimball-Chairman, Connie Reese, and Letha Luster.

Three Aug 2018 postings about when Frontier shut down

I was visiting a friend in Winnipeg that weekend, and his mom called to tell me she had just seen on the news that Frontier had shut down. I thought she was kidding, but of course, she wasn't. It took three days, but the manager at Western finally let me hitch a ride back to Denver. Still can't believe it.

-Linda Cuyler

I was to go to work that morning, got a call not to come in. Went in the following day and helped clean out cabinets. A very sad time in my life.

-Ginger Treptow

I remember that weekend like it was yesterday. I was the City Manager in Billings and had brought the owner and his wife of Big Horn Travel along with the Gen Mgr and his wife of the Billings Sheraton to Denver to watch the Broncos play San Francisco on Sat night.

We sat in the Frontier loge box for the game and had a wonderful time. I can't recall the name of the company treasurer, but he was also sitting in the box - I remember distinctly asking him if we would be ok in getting back to Billings before any drastic action was taken - his response to me was - "what time does your last flight leave DEN for BIL?" When I told him it had already left, he said, "you might have some problems".

We were staying at the Brown Palace hotel and we went there after the game to spend the night before leaving SUN morning to return to BIL. It was around 2 in the morning when our room phone rang and it was Marv Pester advising me that they had just "shut her down".

I now had my wife and 4 VIP guests with no way to get them home. They were my responsibility and I was in a panic on what to do. I called United reservations to see about availability on their DEN-BIL flight on Sunday morning, I was advised that the only seats available were First Class, given the lack of other options, I booked 6 First Class seats and advised our group of the change in our travel plans.

Going through Stapleton that morning was incredibly sad, seeing all of our birds parked at gates and in front of the GO brought tears to everyone's eyes.

When we arrived in BIL, I filled out an expense report for the cost of the 6 First Class seats, we still had the weekend deposit money in the station safe so I took out the money equal to the ticket cost and placed my expense report in the safe - I was going to be out of a job and I thought, what's the worst the company could do to me - Fire me for not following expense report procedures.

It was the end of a terrific career with Frontier which had allowed me to work with the best professionals in the industry- I think all of us were not only sad, but candidly in mourning - it was not so much that I had lost my job, I was losing a life style and the ability to work with my friends.

We were the BEST airline in the air and even though our reputation was somewhat tarnished by the PEX experience, the employees of Frontier held their heads high and provided top notch service until the very end even though we were dying inside, we all still did our jobs and we did them better than any other airline.

This weekend was a disaster, but the wonderful memories of what we were will never be forgotten. Cheers to all my fellow Co-workers- we can always say that we worked for the BEST.

-Joe Barker

Worked in radio shop - radio line - lead on convair conversion to 580s, hydraulic shop - electric shop - prop shop - engine shop - overhaul dock - line work at the terminal - battery shop - simulatorshop - all at FAL.

1986 went to work for Northwest in Minn. First in radio line then in 1987 became inspector. My job was so much fun as no one could get work bought off when the work was not to acceptable work.

I continued to also fish & hunt & all my mounts are at the Sportsman's Warehouse on 84 & Valley Hwy. My last elk a six pointer was the largest elk I ever killed & I killed my share of bulls.

-Bill Champlain

I began my FAL career as a station agent in Pueblo, CO in 1951. At that time FAL had only 13 DC-3s in it's fleet.

I was in Pueblo for 4 years, then transferred to Dever and in dispatch. I was a disptcher until FAL went into bankruptcy.

After that I took my retirement and am still getting it to this day. After that I worked at the Englewood Golf course doing several types of work. I worked there for 23 years. I played golf for 75 years.

Now I am 86 years old and doing odd jobs around the house. How much longer I have left is unknown. Who knows I may live to be a hundred (100). Thanks Jake, for all you do.

-Jim Phenix

I am Brent Thiese and I am Tink's middle son. I live in Folsom, CA. I am retired from law enforcement.

Dad still lives in the family home in SLC. He will turn 94 years old Aug 8, 2018. He is in reasonably good health but does suffer from dementia. So, his short term memory and cognitive abilities are poor. Long term memory is better and I know he does remember his coworker Bill Guthrie.

Mom passed some years ago and dad currently has a daily helper. I am flying in tomorrow for a 4 day visit.

My younger brother Mark lives in southern CA. Older brother Steve is still in SLC. Mark and I take care of all matters relating to dad.

-Brent Thiese

(Tink's aircraft mechanic seniority date is Dec 9, 1948.)

Since FL, 10 years US customs agent MSO. Now live in an assisted living facility.

-Bob Bricker

Following graduation from Stewardess training in August of 1954, Peggy Mulligan Lix & I were transferred to Salt Lake City domicile where I was later appointed Division Chief Stewardess. In the spring of 1956 I was transferred to Denver in the same capacity.

I resigned from FAL in April of 1962 to marry Dick Bryant. We have 4 children & 3 grand-children and have resided in the Applewood/Lakewood area for 56 years.

Career-wise I spent 18 years as U.S. Senator Tim Wirth's Washington Seminar Director. I served as the Director of the Jefferson County Library Foundation for many years until I retired in 2006.

I have been actively involved in Democratic politics for over 50 years including Campaign Manager for a Jefferson County Commissioner.

Dick & I enjoy traveling as well as volunteering for Church and various community organizations.

-Jo Pershin Bryant

Here we go after bankruptcy. For about 5 to 6 years I went through a lot of companies. Couple I changed due increase of wages but most were due to budget cuts.

In 1987 I went under the government replacement program. Went to Maricopa Skill Center and graduated as Apartment Maintenance and Commercial Electrician. I had no problem getting job in building maintenance but when came to electrician my age and experience was a problem.

During that time, I worked two jobs in order to have enough come in to pay bills. In the late 80's I came close to filing bankruptcy but was able to find other resources where I didn't have to file.

In 1993 I found a job that payed fairly good wages and also had monthly and annual bonuses based on product output. I retired from that company in 2003.

Sold by house in Mesa AZ and moved to Pine AZ. In roughly 2010 I sold the house in Pine AZ and moved to my niece's and her husband on a small farm in Wamego KS. They treat me as part of their family, very loving caring couple.

I have a small shop area in the garage & do some wood working projects. Do some family searches on the computer. Have a friend who is confined to a wheelchair where twice a week go and have a short visit with her.

Health wise doing pretty good for my age.

-Walt Hatfield

My name is Bob Bible. I flew for Frontier 1967 and furloughed in Oct 68. I was based in MKC with a great bunch of Frontier folks. Agents, mechanics, "Stews" and fellow pilots.

After I got laid off I went over to Denver and flew the winter months flying for Aspen, flying the DH Heron and DC 3's. Great fun and adventure.

Ah to be young and care free. Anyway I then moved to Miami where I got the chance of a lifetime and went to work for National flying B 727's as C/P then the DC-10. Just getting checked out as Capt on 727 and Pan Am bought us. (1980) Things went crazy I flew the DC-10, 727, the 737 and even for a very short time the whale (747).

In the end of the life of Pan Am I got another opportunity, I was offered a job with Delta as they bought the north Atlantic European routes and the New York shuttle.

Sooo, back to B-727 F/O. I managed to get 13 yrs in with Delta and retired in 2004 just in time for THEM to file for bankruptcy and terminated my pension again.

But I have lots of great memories and so very many are of the short time I flew for Frontier.

Just wanted to pass along to those that I knew and worked with that I think they were great people.

-Bob Bible, Johns Creek, GA

PHX stn agt with FL 33 years. PHX stn agt with America Wst for 7 years. So 40 years at Sky Harbor Airport.

My hobby is target shooting with pistols and rifles. NRA member since 1965.

-John Koehler

I just want to tell you how much I have enjoyed the Frontier News. I appreciate all that you have put into it. I suppose all good things must eventually disappear into history. I will always remember the dedication you have put into it. The rest of us owe you a lot.

-Ernie Lingren

Thanks for the kind words, Ernie. Some FLOlks have misun-

derstood my note on page 2 of the last issue of the FL News.

I am not shutting down the newsletter; I'm just not taking any more money for it so I will not owe the FLfamily when I get cleared from stand-by for my flight west.

I have enough money from subscriptions and donations to put it out two more years. If I'm still here then, I'll decide what to do. Hope you are well. I'm fine and looking for laffs.

-Jake Lamkins

I went to work as an A&P for Central Airlines in the summer of 1965. I started working in the Accessory Shop overhauling DC-3 electrical and hydraulic parts. I then went to the check crew for the Convair 600 Dart. We moved to Denver after the Frontier buyout. I worked in DEN Line Maintenance for most of my time with Frontier.

After the bankruptcy we moved to Greensboro, NC to work for Piedmont Airlines as an aircraft electrician at GSO. I transferred to Line Avionics and then into the Avionics Shop. After the merger with USAIR I went with the Avionics Shop to CLT where I retired in 2003.

Lenora and I now live in Huntersville NC, a suburb of Charlotte. We stay busy working in the house and yard. I have a 1953 Piper Tri-Pacer that I maintain and fly. We have two kids. Our son Don, is an FAA Avionics Inspector out of the DFW office and our daughter Brenda lives in Atlanta and is married to an FBI Agent. She has 2 children.

-Marshall Teaff

Shari Oliver Salsbury and I recently met up in Arvada when she was visiting her sister, Angie, in Evergreen and I was in from YVR attending a family reunion. We hadn't seen each other in 35 years but reconnected through the FL Facebook page. Thanks to you we had a wonderful reunion and will be keeping in touch from now on! Just thought you'd like to know.

-Debbie Ito Spencer

Bill Rau here in sunny southern California. I started working for the F.A.A. in September, 1986, and retired in June, 2010. I was married in September, 1986, to Rose, another Frontier fatality. We play golf a couple of times a week and enjoy visiting California wineries. There are a "few" positives to the state. We continue to talk about moving from the "LEFT COAST," but the weather keeps us here!

-Bill Rau

My name is Fletcher Huskey. I retired (medical) as a captain in 1983. Sartered as a station agent in 1953 and as a pilot in the late v1960s. I was primarily based in DEN.

Then I bred, trained & raced quarterhorses for 20+ years. Currently continue to oversee ranch operations at 84 years old.

-Fletcher Huskey

A few lines to let you know Shirley and I will not be at the reunion this year - we have both been ill. Getting old surely has a down side. Will miss seeing you and all the FLfamily but will sur try next year.

I remember Aug 2000 when we all stuffed a \$20 bill in a jar and the Frontier newsletter was born. You have done a wonderful job all these years - Thank you - we consider you a treasure, and most of all, a friend.

-Jack Chambers

A big THANK YOU to pilot Mark Ingram who flew to FYV on Sep 13, 2018 and left his Frontier wings for display in the Arkansas Air Museum's Frontier exhibit.

Frontier Suffers Five Presidents in Six Years.

There isn't a baseball team in the majors or minors that has had as many coaches since 1980 as Frontier Airlines.

A survey of ten Frontier Airlines veterans indicated that **Al Feldman** was the unanimous choice as being the best executive officer the airline has had in the past 13 years.

Frontier Airlines' Presidents

L. B. Maytag	—	1955 to 1962
Lou Dymond	—	1962 to 1971
Al Feldman	—	1971 to 1980
Glen Ryland	—	1980 to 1985
M. C. Hank Lund	—	1985 to May 1985
Joseph R. O'Gorman	—	1985 to 1986
Larry R. Martin	—	1986 to

In 1972, Feldman took over a failing company and turned it around in two years. From a net loss in each of the 1967-1970 years, Frontier moved to nine straight years of growing profits. The 1979 net profit hit \$22 million; in 1980 \$23 million—the last year before Feldman accepted the thankless job of trying to turn Continental Airlines around.

Although Ryland was at the helm during the high profit glory years of 1981-1983, his marketing plan was essentially a continuation of the Feldman game plan. Frontier employees also indicated they were disappointed in the fact that Ryland



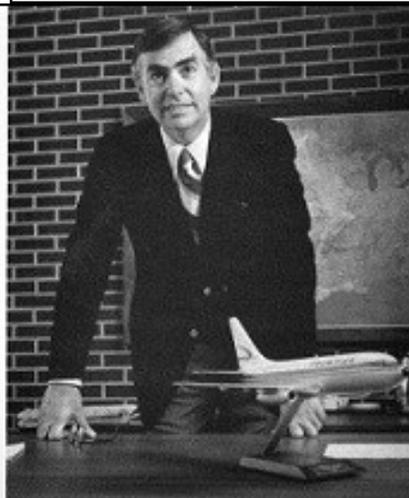
did not make the changes necessary to side-step the deterioration of the Denver market when the **Continental** and **United Airlines** marketing battle began in 1983.

Ryland was saddled with making all the wrong moves and taking orders from the O'Neil board members during the Frontier Horizon and other subsidiary moves.

Lund was the second favorite executive officer among the employees. Although "Hank" was only at the helm for less than a year, he had been with the airline for 15 years as Vice President of Sales and Services.

One Frontier employee noted that "he (Lund) knew us (employees) and our needs and we knew and trusted him." **Dave Smith**, president of the **Rocky Mountain branch of ASTA** travel agent group stated that Lund gave us (travel agents) confidence that we could continue to book Frontier. And the ASTA members did back Frontier during that period.

Joe O'Gorman was a difficult executive officer of the airline to like or find fault with according to several Frontier employees. One employee stated "He's very direct and very decisive. He also took time to listen to the employee groups."



Feldman in Frontier executive offices

O'Gorman's was a difficult task, however. Brought in by the O'Neil directors to sit at the discretion of the airline, O'Gorman never had a chance to give it direction.

Martin is also a difficult boss to love, several employees stated. A People Express executive for many years, he has been placed in the top position at Frontier to make the "People Express-Frontier Team" work. Employees hope Martin's difficult plan does work because it is considered the last chance for Frontier Airlines to continue operating. □

With the **United Airlines** buyout pending, **Frontier** employees could have a new boss to replace **People Express**-appointed **Larry Martin**.

If the buyout is approved and if Frontier employees are merged into the United system, their new boss would be **Richard Ferris**, UA chief executive officer.

Older employees outproduce new hires

A survey of worker characteristics by Yankelovich, Skelly and White shows that older and veteran employees are more effective workers than younger, newer employees. The survey covered 400 large and small companies. The ratings included these criteria:

■ Attendance/Punctuality:

86 percent of the firms rated older employees as more punctual.

■ Quality Commitment:

82 percent rated older employees as having superior skills and attitude for doing quality, mistake-free work.

■ Work Performance:

71 percent rated older employees as more effective work producers.

■ Health Costs:

The survey showed that older employees have the same health costs as younger employees

■ New Technology:

The adaptability to new skills was the area in which younger employees outperformed veteran workers, according to the survey results.

The Yankelovich survey summed up the data stating that the 400 companies rated senior and older employees as having better work habits and being more cost effective than younger, less senior employees. □



Skywriter



VOL. VIX NO. 5

— CENTRAL AIRLINES, INC. —

May, 1964

MOVE FACILITIES AT K. C.



NEW COUNTER at Kansas City is 41 feet long and has three agent positions. The move to the new \$15,000 facilities in the south wing of Municipal Airport was made May 1.

NEW QUARTERS LARGER, NEATER

Central Airlines has a new home in Kansas City.

On May 1, the 20 personnel stationed there made the move to new \$15,000 facilities in the south wing of the new terminal building.

The new area covers 1,280 square feet and is nearly three times as large as the out-dated, over-crowded facilities formerly occupied in what was referred to as the "old terminal."

Three other airlines — Frontier, Braniff and United — also moved, but to facilities in a newer building north of Central's new area.

Tom McNeil, station manager there until May 18, said, "The new Central facilities are a far cry from the work area we had prior to the first of this month. The counter is attractive and much larger than the former one, enabling us to speed up the handling of passengers. Probably the biggest improvement, however, is our operations office. We have quite a bit more elbow room and are able to work the 28 daily flights with more efficiency."

Moore Replaces McNeil As Kansas City Manager

Jim Moore, a 13-year veteran with Central, was selected station manager for Kansas City, replacing Tom McNeil, who transferred to Dallas as assistant manager.

Moore, 31, has served as station manager in Dallas, Ardmore, Amarillo, Joplin, and Durant and Ada, Oklahoma when Central served those two cities.

Most recently, he has been station manager in Oklahoma City, a position to which he was appointed in 1957. He began his career with Central on September 1, 1951 as a passenger service agent in Ardmore. He has served as agent, chief agent and acting station manager at various points throughout the system.

McNeil started with Central in September, 1957 as an agent in Dallas and a month later was named station manager in Fort Worth. He had been in charge of

the Kansas City station since April, 1957.

AMARILLO SETS BOARDING MARK

Amarillo was the lone station to set a new passenger boarding record in April, breaking an all-time high record that had stood for eight months.

Passengers enplaned at Amarillo reached 499, a 10.6 per cent increase over the previous high month of August, 1963 and a 41.4 per cent hike over April last year.

The system total for April was 33,029.

Quota busters for April include Amarillo, Colorado Springs, Fort Leonard Wood, Fort Worth, Goodland, Guymon, Harrison, Joplin, Manhattan, McAlester and Salina.

BEEN HERE 10 YEARS? GET 15 FREE DAYS

Employees, not covered by union contract, who had completed ten or more years of service with the company on December 31, 1963, are now eligible for a vacation period of 15 working days.

A revision to the company's organization and policy manual tells of the increase from ten to 15 days thusly:

"Employees, who, as of December 31, 1963, or any December 31 thereafter, have completed ten years of service or more will be entitled to a vacation period of 15 working days. (An employee hired between January 1 and July 1 shall, for purposes of determining his eligibility for 15 working days vacation, be considered as having been employed on January 1.)"

More Pictures, Page 4

Central is one of the eight airlines that serves Kansas City. There are 202 commercial aircraft, 65 of them jet liners, moving in and out of the airport every 24 hours.

Last year 930,137 commercial passengers departed and 904,942 arrived there by air. An additional 151,381 were through passengers, or transfers.

That makes a total of 2,022,460 passengers who used the Municipal Air Terminal during the 12-month period.

In addition, Kansas City saw 43 million pounds of cargo and air express arrive or depart by plane together with 10,811,432 pounds of air mail.

Central boarded 55,701 passengers in Kansas City last year. Since service was begun there on December 7, 1954, through April of this year, 230,321 passengers have boarded Central flights there.



Tex Searle, continued from page 3

way—as we might be run over by some seasick sailor racing to a head before he upchucked. Even then some of those upchuckers didn't make it, so pillows were snug-gled around our heads to ward off the stench.

The following morning the PA announced all hands not on duty were to make their way topside immediately to the hanger deck. There to locate their respective divisions with all hands wearing life preservers. The scuttlebutt was heavy with rumors with everyone second-

guessing of what they imagined. The center of the storm itself had passed on, but the deck still rolled beneath unsteady feet as wind lashed at our bodies. With most of the ships complement of just under 3000 men waiting at parade rest on the deck, it was a long morning. Then, early that afternoon the long awaited announcement came. A section of the underwater hull on the port side had weakened and bowed inward eighteen inches. From the interior side of the ship the steel hull crushed a catwalk (walkway) into an accordion like shape against a 600 PSI steam turbine in the number three fire room. The turbine was badly gouged but not holed in. If the turbine had ruptured, the port side of the ship would have blown out and the ship would have went down taking a large part of her crew with her. Other damage sustained by the ship was the loss of gear lockers and smashed bulkheads up forward. Another carrier, the USS Hornet riding out the same storm had to make way for dry dock duty in Pearl when her bow section plunged into high sea's causing a forty-five foot section of its flight deck too collapse onto the lower bow section of the ship.

We changed course for Guam and there the ship would receive repairs to the damaged section. While awaiting repairs being made in Guam the Japanese had surrendered and the fleet had moved into Tokyo Bay. This must have been a grand scene—with surrender terms being signed on the Battle Ship Missouri, numerous Navy carrier planes along with hundreds of B-29s circling Tokyo Bay displayed the air strength of our country. One of those pilots flying the B-29 was Captain Jack Schade who in later years flew as a senior captain for Frontier Airlines, and I had the privilege of pulling gear for him during that time period with Frontier.

In the year 1274, Kublai Khan, the Mongol conqueror, sent a great fleet of ships to invade Japan. A typhoon hit this fleet and destroyed it. The Japanese called this typhoon Kamikaze, or Divine Wind, and the Antietam had the misfortune of having been engaged by one of those so called Divine Winds as the Japanese would call it, and they almost won. A setback for us—we were unable join up with the fleet entering Tokyo Bay. After repairs were made we received new orders to join with the 7th fleet operating in the Yellow Sea where our planes would patrol over China and assist in the occupation of Korea. It was

while several of our F6F Hellcats were flying sorties near Port Arthur they received anti aircraft fire believed to of been fired by the Russians. This almost caused an international incident, and then things went quiet.

Patrolling off China our ship would soon be known as another Galloping Ghost of the China Coast.

There was a second typhoon that we got in the way of. We were anchored at Okinawa and with the wind picking up all vessels were straining at their anchors. Orders were received for the Antietam to move out to sea without delay. As I watched other ships getting underway also, I remember one oil tanker especially. The waves would sweep over its decks from bow to stern the length of the ship, and it looked to be more submarine than tanker. Although this typhoon had even more strength than our first typhoon we suffered less damage other than the gear lockers up forward. Several ships were in distress and calling for assistance. There was one DE—Destroyer Escort. A smaller version of a DD Destroyer that had rolled over with all hands still aboard. There was an ensign washed overboard from a CVL Jeep Carrier, and as I remember it was the USS Cabot. In trail the Cabot was a destroyer following at its rear. The waves now at seventy feet and building, to keep from capsizing the bow of all ships must keep into the wind. Visibility was down caused by wind blown spray from the waves. The destroyer spotted the stricken ensign dead ahead. As the destroyer moved along side him, a net was cast out and the ensign was hauled aboard alive and well. It was a miracle at sea, a slam dunk.

We were the first carrier in the Pacific to take aboard a new air group flying the latest hot fighter, that was designated the F8F Bearcat. I was observing landing operations of these new fighters all flying smartly in formation waiting to land. As one made its approach to the aft flight deck for touch down—but something looking amiss, the landing signal officer, signaled wave off to the Bearcat. When the big Pratt & Whitney revved up for the go around, the torque rolled the fighter over on its back, and the four-bladed prop began chewing wood out of the flight deck. I ducked down below the deck edge for protection, but the mate next to me was slow to react, and was hit with splinters of wood from the flight deck. The fighter continued sliding on its back until slipping off the port deck edge into the sea. When going over the edge its canopy exploded showering plexiglas throughout, and then I saw it, an arm from the elbow down spewing blood among the shattered fragments. Some things you never forget. The sailor standing next to me had several small splotches of blood on his white T shirt from flying splinters, the first thing he uttered, "I wonder if they'll give me the Purple Heart for this." All he received was some kind of reprimand on his record for unauthorized presence on the flight deck during air operations.

There were several appalling aircraft accidents. While the F4U Corsair was being catapulted off the deck, as it became airborne it instantly nosed up, then continued over onto its back as if performing a loop. For protection I dropped onto the catwalk just aft of the deck edge elevator and ducked under the deck edge. As our ship moved under the inverted aircraft maybe one-hundred above the deck, it looked as though the F4U would nose dive into the deck edge elevator, but it rolled slightly and hit the water a few feet off the port elevator. A following destroyer rushed over to stand over the spot of impact, but nothing was recovered.

There was the F6F Hellcat that lost power on its take off from the flight deck. With luck riding the F6F that day the pilot had hit the water just enough to the starboard letting the big hull of the ship slide safely by him, but from fifty-five feet above was almost hit from a rain of several life raft crashing onto the water near him. Soon over the ships loudspeaker we heard, "There'll be no more of that" Soon a DD destroyer spotted the unfortunate pilot bobbing up and down in his Mae West. There were several more accidents, one involving another F6F. One of our SB2C Helldivers stalled out just aft of the ship. Most of the ship's pilots were pulling a second tour of duty and had racked up several Japanese Zekes, so these were seasoned pilots.

I was below decks in the mess hall when there was a shattering blast. I thought we had been broadsided by another ship, and I ran to my station on the flight deck. I could see smoke and fire from several of our aircraft. I noticed stretcher bearers hurrying toward the deck edge catwalk not far from our big turrets five-inch-guns. We were never informed by the ships command what actually happened. Later scuttlebutt had it that when the five-inch shell exited the barrel it immediately exploded caused by a defective fuse that scattered shrapnel over the flight deck killing two Marines and one Airdale. Other Marines manning the 20 millimeters on the catwalk were also wounded. Of the aircraft that were holed in and caught fire, the big concern was the full fuel tanks and loaded munitions aboard the burning aircraft. The fires were soon brought under control, and in the aftermath several of our aircraft made a contribution to the sea.

In the post-war era the Antietam served as sort of unofficial good will ambassador. We laid into ports at Hong Kong, Tsingtao, navigated the straights to anchor in Manila Bay. Saipan, Okinawa, Eniwetok, Tokyo, Hawaii were destinations on our calling list. When checking the duty roster I discovered one temporary slot open for anyone fortunate enough to be chosen to board the USS Moore, a DD class destroyer for a one week duty cruise to Shanghai and return to Tsingtao. The USS Moore would make the run up coast until reaching the Yangtze River, then after passage up the Yangtze and into the Whangpoo River, we anchored off the Shanghai Bund. Wilford Watts, an old school chum from Delta, was the ship's master at arms, and from that day forward I went to the head of the chow line.

A vessel from India, or maybe it was Turkey—I'm not sure moored along our starboard beam and I became acquainted with one of the crew members who could speak some English. He informed me that by saving all his money, and when returning home, he would be able to afford another wife. I don't know if he was pulling my leg or not, but he seemed serious. Why would he want to do that? He related to me that it was a custom to have as many wives as one could support.

The cooks aboard his vessel prepared some of their food out on the open deck. I watched as they mixed enough dough to fill a washtub. Then they flattened the dough and rolled portions of it with large rollers until it was about ¼ inch thick. My recent acquaintance explained what they were concocting by holding his hands out and letting the fingers dangle, meaning noodles. I managed to wrangle an invitation to join him for chow—but the duty officer of the tin can I was on wouldn't give permission for me to leave the destroyer, even though I would only be a frog's leap away. I've always enjoyed dining at someone else's table.

When the USS Moore pulled anchor to return to Tsingtao, I remained topside to watch the hundreds of Chinese junks, sam-

pan, and strange vessels with their superstitious eye that plied the inland water way. Many were friendly and while waving they fired off what would sound like fire crackers. Nowadays when I have the opportunity to watch reruns of Steve McQueen in *Sand Pebbles*, a movie about a gunboat patrolling on the Yangtze—I remember a time that I also voyaged the Yangtze, only my time was under a more pleasant circumstance.

After my return to Tsingtao, the Antietam was making preparations to get underway for Guam. I was informed I had accumulated enough points and would be discharged from the service and on arrival at Guam I would transfer to a distribution center. I had mixed emotions in knowing I would be leaving shipmates whom together we had shared this great adventure. In telling my shipmates goodbye, I would be leaving the Navy and its proud traditions which I cherished. I loved it at sea, we would spend many an evening on the fantail shooting scuttlebutt and watching the blazing sun sink below the ocean horizon, and now it would all come to an end. I was now a petty officer third class and enlistment personnel were encouraging me to sign over with the regular Navy, that the opportunity of becoming a Chief Petty Officer within a year was a tempting possibility, if I'd just sign on the dotted line. My knowing that I was just a country boy at heart with a wonderful family at home—I gave a salute to the officer of the deck, and a lasting tribute to the flag on the USS Antietam, then swaggered down the gangway for the last time—not looking back, I couldn't let my shipmates see the tears in my eyes.

At Guam I was transferred aboard the ex Italian luxury ship *Hermitage* for a two week voyage to San Francisco. The trip was interesting; there was a compliment of all the services aboard. An Army non-com I talked with showed me a small bag filled with gold teeth he had collected on Okinawa. An Army sergeant showed me a small bag that held many diamonds. He didn't explain how he had gotten them, but he did say he had pulled duty time in Tokyo. As for myself, I had collected two Japanese rifles—one model 25 and a model 31 with bayonet. Both were stolen at the distribution center on Guam. Several officers among others lost prized articles as well. Not much could we do with the short time we were there. After sailing under the Golden Gate Bridge I was bused to Shoemaker where I received my discharge the 15th of July, 1946, then handed a ticket for a ride home on the Southern Pacific Railroad.

I had planned attending school in Chicago, but until the next sign-up I hired on as a fireman for the Union Pacific Railroad firing the old steam locomotives. I kept the fires burning on everything from switch engines to the big Mallets. They were all oil burners, which meant a lot less work than coal burners. I worked the Southern Division out of Salt Lake City to Las Vegas. I discovered the stories were true and there was romance in the era of the historic steam locomotives. But with the coming of diesel powered engines—that proud tradition of romance vaporized into the past. As I now look back at that time period, and the proud tradition of romance in aviation that suffered a similar fate when the airlines started phasing in the jets, thus putting out too pasture the old reciprocating engine aircraft. I was fortunate in that I was there while romance in both railroad-ing and aviation held its course. As Captain Jack Schade relates, "The leaves are falling." So there are fewer old time pilots left to reminisce of those days, and as for the old steam locomotive engineers, "They've come to the end of the line."

While waiting to get back into school, I attended a basketball game in Hinckley, Utah. Folks get upset when I call it a suburb of Delta. One of the cheer leaders that caught my fancy was Esther Knight. I thought she was the prettiest girl I had ever seen. It took some doing, but after many pleadings and a proper introduction we began dating. I almost lost interest in leaving for school.

When the time arrived I must leave for school, by then I had obtained my private license and now working on my commercial. But that would have to wait until after finishing school.

In 1949 having finished my schooling in Chicago and receiving my graduation certificate. I sold my Indian Motorcycle and boarded a Grayhound Bus for Utah. I haven't missed riding on those wretched cobblestone streets with a motor cycle in the winter time. More than once the rear end of the Indian switched opposite ends and I found my self headed back in the direction from which I had just come.

Arriving home almost broke and needing a job I went to work for US steel in Provo as fireman on a diesel switch engine. That was dreadful. All there was for me to do was look for signals on my side of the engine and attempt to keep a grouchy engineer and a bullheaded conductor from tearing each other apart. Esther and I had renewed our dating and that part of my life was good.

Our family often spent a great deal of time in the mountains, camping, fishing, and always interested in locating that big mineral deposit. As often as they could, an older brother and brother in law joined with us in prospecting the Spor Mountain for fluorspar. How can I ever forget that day we were checking claims we had registered as Bell Hill Mining, named for a lost sheep that from its neck hung a bell. It had rained hard and washed the top soil off several mounds of soil made by burrowing rodents, now exposed was the most beautiful purple fluorspar one could ever hope to find. From this two large pits were opened up and wooden structures built for hoisting the ore into trucks. They made a fifty mile run over unimproved desert roads in hauling the ore into Delta, there to be dumped into railroad hopper cars. Eventually it was necessary to change from the open pit mining method to go under ground. To recover ore from depth a shaft was sunk tapping into the ore body several hundred feet under ground. Ore was shipped back east to the Continental Ore Buyers, and also the West Coast. CF&I in Pueblo, Colorado bought large tonnages as did Grant Butcher Steel in Portland Oregon.

My mother explained that in their early married life my father (bless his good nature) always wore a Stetson Hat and a handlebar mustache, and drove a lively team of horses pulling a Studebaker Wagon. In his senior years he still wore the Stetson but gave up his Studebaker to drive fine automobiles.

Esther and I were married the 18th of Oct 1950. I had bought from my folks a Studebaker convertible to drive while on our honeymoon in Las Vegas. My eldest son Douglas was born in 1952, and works as a financial consultant for the Fidelity Company in Salt Lake City. My daughter Vicki, born in 1954 graduated from Texas Woman's University College of Nursing, and after further schooling is now in cancer research that involves much traveling. Our youngest son Shawn is a practicing physician in Phoenix, Arizona. With my young family we enjoyed camping and many fishing trips, the boys and I enjoyed hunting deer in the Oak Creek Mountains and best of all was the excellent pheasant hunting in the Delta area. All that has

changed now, but the memories still exist.

In 1951 bought a small Cessna 140 to use as a company plane. This gave me the opportunity to build flying time. Soon I received my commercial license, and on several occasions Mike Jense, the proprietor of Central Utah Aviation, called upon me to ferry planes where ever needed. This gave me the opportunity not only to build flying time but also the experience of flying different types of aircraft. Spor Brothers who mined the property next to ours had bought three surplus aircraft, the AT-6, the BT-13 and a Ryan PT-22. As they didn't fly themselves they permitted several of the local pilots to fly them. Leo Burraston, the manager of the Delta Municipal Airport and ex Navy flight Instructor gave the instruction, and for gas alone I had the opportunity of taking instruction in all three. The little Ryan PT-22 was a dream to land.

My instrument flight check was taken in a Cessna 140A. With its Lycoming 115 hp engine it flew very well. After some stalls and tight turns and demonstrating I could fly the Charley Pattern, and then after struggling to locate my self on the old Salt Lake low frequency range, I shot the instrument approach to a landing and soon after I received my instrument rating. I then began camping on the doorstep of Frontier Airlines in Salt Lake City. Frontier was an up and coming airline who flew the Rocky Mountain Empire, and this was more to my liking, especially after having met several of their pilots I wanted even more to fly Frontier.

Being persistent they hired me, Chief Pilot Scott Keller in knowing there were many more qualified WWII pilots than I, just to get me off the door step the door was opened. I was given transportation to Denver, there to take written test and a physical. Having successfully met these requirements I returned to Salt Lake for procedures training in the old Link Trainer, the same type of trainer that thousands of WWII pilots had taken training in and Captain Jack Kettler was the instructor. Having Chief Pilot Scott Keller as my training instructor in the DC-3 was a great experience, and it was there I first fell in love with DC-3s known through out the world as the Grand Ole' Lady.

Flying copilot in the DC-3 was out of this world. The captains I flew with were all ex Army Air Corps pilots with the exception of two ex Navy pilots. To survive flying in the Rocky Mountains with its harsh environment they had to be good. Some had flown for the Army Air Transport Command; others flew bombing missions over Europe. Captain Jack Schade flew the B-29 on the long three-thousand mile over water run to Japan and back to Guam. Captain Bert Hall who served as a Commander in the Navy flew over one-hundred different types of aircraft. These were not all your small aircraft; they were the latest high performance fighters in that time period. His log books shows he flew all the different fighters such as the early F4F Wildcat, The F6F Hellcat, and the F4U Corsair. He flew them all including the Kingfishers on up to the large flying boats. And how about Captain Bill McChrystal who had more DC-3 documented flying time than anyone in the world—a total of 17,111 hours. "Yes, I say again—pulling gear for these gentlemen—I was in hog-heaven."

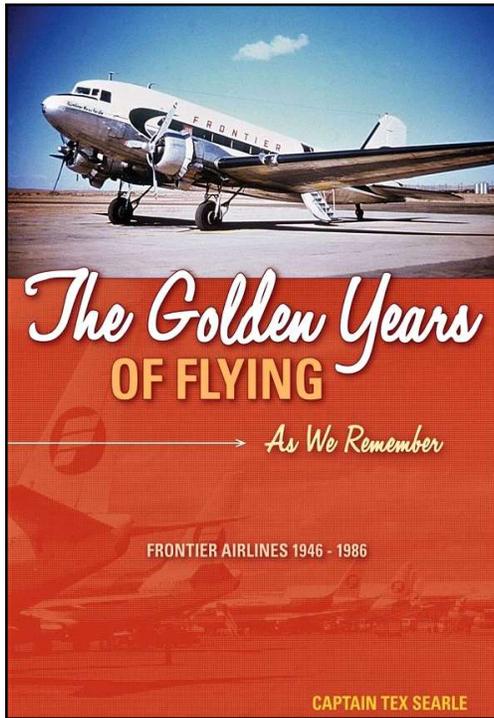
In 1958 I upgraded to captain on the DC-3 and flew this historical airplane for ten years before being type rated in the Convair 340, a nice airplane but under powered. Then the Allison Propjet 580 came on line and called the Mountain Master by the Frontier pilots, and later the B-737 that I flew for

ten years before retiring from Frontier in 1985.

About 1983 my nephew Steve Searle and I as partners bought a Steerman bi-plane converted over for spraying or seeding. A wonderful stable machine to fly with its 600 hp Pratt & Whitney and drooped tips tailored to fit both upper and lower wing tips, and of course an enclosed canopy to ward off spray. With its highly rated lifting capacity it acquired the name "Hog." With the drooped tips of the lower wing leaving a ground clearance of only eight to ten inches, landings were cautiously made in meadows or unimproved roads to keep the drooped tips out of harm's way. Neither Steve nor I ever scratched a tip. Business was good and soon dictated we buy an additional sprayer to keep up with the demands from farmers. This we were not prepared to do, so after the sale of the Steerman, Steve continued his professional career as Superintendent for the Kansas City Division of the Union Pacific Railroad and I continued my career with Frontier. "But, the experience gained was worth the ride."

In those days of flying DC-3s with their round engines along with other reciprocating engine aircraft, there was camaraderie persisting among the crews that was hard to explain, but it was there. As the new jets were phased in replacing the old reciprocating engines, the camaraderie among the crews changed, it's hard to explain but flying seemed to take on more of a business attitude, but the feeling that this was an all family airline still persisted. Even today, twenty-one years after Frontier closed its doors for the last time, employees of that time period still gather for monthly luncheons, picnics and other yearly social events—and they still remember.

After my retirement from Frontier I took on the Director of Training position for Majestic Airlines based in Salt Lake City. One of the reasons for this, they had a variety of airplanes including several DC-3s, others were the beautiful Lear-Jet, the twin Beech 18, and the classy Beechcraft Turbo Baron, as well as the Aero Commander with its 340-hp engines. I wanted to fly them all. I taught ground school, gave flight checks in various aircraft, and upgraded about a dozen pilots for their first captain experience flying the Grand Ole' Lady. Several of the retired pilots from Frontier came aboard. There was Captain Seymour Isaacs who during WWII flew B-17s over Europe and had his share of being hit with flak; he came aboard because of wanting to fly the Lear. Other aircraft that Captain Isaacs flew while in the service were the C-54 that he flew across the Pacific in weather so thick his navigator couldn't take any celestial shots to locate a position. The one fighter he flew was the F-80 Shooting Star. He flew the large Lockheed Constellation while serving in the Air Force. Then while serving as chief pilot on the DEW Line the boxcar shaped C-119 he flew was used to haul oil drums and other needed supplies above the Arctic Circle. Some called the C-119 the high-handled wheelbarrow because of its twin boom tails. He also flew the B-24 converted over to haul cargo as well as the C-81 Packet, another high-handled wheelbarrow. There



was Jack Schade who flew twenty-six combat missions over Japan in B-29s and he also experienced flak hits, and was anxious to again crawl into the cockpit of the Grand Ole' Lady. Captain Al Kendell came aboard, a veteran captain for Frontier who was one of the last of many to be accepted for pilot training in WWII, and it was Captain Kendell who checked me out in the Learjet. Captain Ron Rasmussen flew the early B-47 bombers with eight jet engines strapped below its sweepback wings while serving in the Air Force. Considering what they had flown and under what conditions, where would you find more experienced pilots than these gentlemen? My how times change, the oceans can now be navigated with a hand held GPS and aircraft that do all the thinking for you. Captain Rasmussen flew copilot for me in the Lear, and together we flew charters for the Veterans Administration transporting doctors to

their scheduled appointments at various hospitals throughout the west whenever and wherever they operated clinics. During our layovers Ron would pull out his banjo and crack me up playing some of my old favorites.

I don't think you would find many charter operators or mail contractors that had more experienced pilots than these gentlemen, and why did they come aboard Majestic? For the same reason I did—the love of flying. Even now I'm in awe thinking of the accomplishments these ex warriors engendered in their life time, and though I was serving as Chief Pilot at the time, whenever Captain Schade and I flew together, I crawled into the right seat out of respect for this accomplished veteran of the air wars, and long time Frontier Airlines pilot. We made several trips to Alaska together and flew Alaskan bush to locate the proper islands. It was like reaching back in time for those early flying experiences and I believe we found them. My association with the Grand Ole' Lady was a grand ride, and yes, flying with all those accomplished veterans, many who have flown west, none could have had it any better than I did, and I say it once more—"It was a grand ride."

Esther and I have retired to a Condo Residency for seniors in Lehi, Utah. I spend enjoyable times riding ATVs with my nephews throughout the House Mountain Range in Western Utah. To enjoy the most beautiful scenery that the public as a whole has not yet discovered. Life has been good and I still look up when I hear the sound of an aircraft flying above.

Tex was 80 years old in 2007 when he wrote this autobiography. He was 91 years old on March 25, 2018 and still living in Salt Lake City. His wife Esther passed away on March 25, 2010 and in 2011 he remarried "...a lovely lady I once courted in the late 40s." She passed away in early 2013. I received a folder of Tex' material from Billy Walker on Aug 26, 2017 when he brought a load of Frontier memorabilia to the FYV-FSM Reunion. Tex is the author of a fabulous book about his Frontier Airlines career titled "The Golden Years Of Flying."

-Jake Lamkins

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



FYV-FSM Reunion: Aug 25, 2018:

Gathered in the middle of the Arkansas Air Museum hangar are all the FLolks attending except Bob Erdmann who left for another meeting before the photographer arrived.

In the back, L-R: Bob Baxter, Noel Hollomon, Anne & Ray Duckett, Dee, Ken, Kay & Ben Pacheco, Mike Farris (Paul's son) is behind them, JC Selph, Shirley Anne & Shirley Stults with Jake Lamkins behind them, Ralph Beecham, Richard Horn, Tony Worden, Dan Hall, Phyllis with Bill Guthrie and Paul Farris.

In front sitting are Harold Maxwell (L) and Jim Mustain.

-Jake Lamkins