

HAPPY 70TH BIRTHDAY!

# FRONTIER NEWS



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

We are FLamily!

SUMMER

JULY

2020

#80



Last month, on June 1, Frontier Airlines became 70 years old. To celebrate the event our history as recounted in the November 1971 and the November 1981 issues of the Frontier News is being re-printed in this issue beginning on page 18.

Ray Wilson, the founder of Monarch Airlines, is often erroneously called the founder of Frontier Airlines. That honor belongs to Hal Darr who took control of Monarch Airlines in early 1947 as president. His story is recounted in the Winter 2018, #70, Frontier Airlines issue which is posted at [http://FAL-1.tripod.com/Frontier\\_News.html](http://FAL-1.tripod.com/Frontier_News.html)

It is also the 20th birthday of this reincarnated version of the Frontier News. We set out on this journey with the October 2000 issue which was a crudely constructed eight page effort by yours truly. I salute you for your financial and moral support all these many years. Special thanks to those who helped start it at the 2000 FYV-FSM Reunion who raised over \$200 to buy paper, software, etc. and sent me forth on what has become a grand adventure and venture.

Cont'd on p. 18

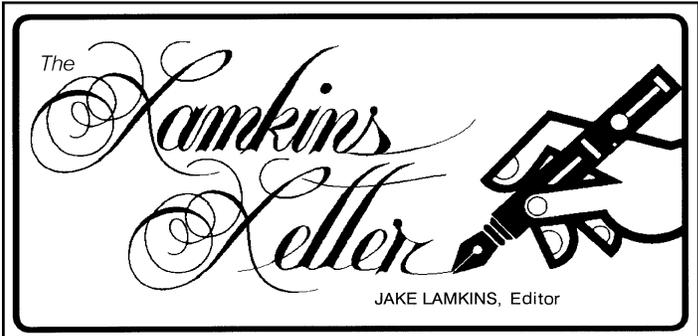
The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the “old” Frontier Airlines which “died” on August 24, 1986 and was “buried” on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter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

I am closing hard copy subscriptions. Due to my age, I can see that the newsletter, like all things, must eventually come to an end. Maybe a younger member of the FLfamily would be willing to take it over. 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. Donations are still welcome and needed. For your guidance, each issue costs \$3.50 in printing/postage costs. Your support is greatly appreciated. Make checks out to me and mail to my address on the back page.



That old Chinese curse, “May you live in interesting times.” certainly seems to rule our lives now. The virus pandemic has cancelled the DEN Reunion and others. Our aging group is more susceptible to the virus so we must be more cautious. I know I’m on stand-by for that flight west but I’m not boarding til they make last call. Be well and take care of yourself.

Special thanks to the eight FLolks who sent donations since the last issue. Special thanks to Linda-Jean Baca Fredrickson, DEN flight attendant, for her help and extra special gratitude for Jim Kyte, DEN station agent, who sends a big check every year or so.

Hard copies are going out to 250 or so FLolks and the printing and postage come to nearly \$800 per issue. That’s \$3,200 per year. The digital version runs about \$100 in internet fees and charges. The FL News operating fund will have a little over \$1,000 in it after this issue is mailed.

So, if you are getting the hard copy and haven’t made a donation in several years, now would be a good time to catch up. Just figure \$15 per year for your fair share to keep the hard copy operation going.

Thanks to everybody for your support the last 20 years. It has been quite an adventure.

**THE KANSAS CITY  
CV-580  
CREW BASE**

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

**FRONTIER ON THE INTERNET**

*<http://OldFrontierAirlines.com>.*

Visit the FL website and check out our page on Facebook. Just search for Old Frontier Airlines.

You can join the FL Club by emailing Jake at [ExFAL@Yahoo.com](mailto:ExFAL@Yahoo.com).

**TABLE OF CONTENTS**

70th Anniversary.....	1
Letter From The Editor.....	2
Reunion XXs.....	3
Reunions.....	4
Frontier Article.....	5
FLights West.....	6
Obituaries - FAs.....	15
Frontier History.....	18
Notes From FLolks.....	26
Bojang Whyhigh.....	28



Dear Frontier Friends,

After several months of debating whether to hold the 34th Annual reunion or to cancel or to postpone, the committee has decided that the unknowns are just too great to hold the 2020 reunion so we are canceling this year but have already booked for 2021.

With the restrictions of social distancing, wearing masks, traveling between states (especially those that are showing a case increase in COVID-19), the age group we are in (whether we like it or not), and the projection that the COVID may re-appear in the FALL....we were concerned about safety.

For those who have already sent their money for this year's reunion, we will credit it to next year's reunion...or refund if you let me know. Email me at [ckboller@comcast.net](mailto:ckboller@comcast.net)

In the meanwhile, stay home, stay safe and stay well. See you in 2021 for the 34th reunion and in 2022 for the 35th.

Coordinators  
Carolyn Boller  
Barb Monday  
Julie Dickman  
Anna Metzsch

**2020 DEN REUNION XXLD**

Howdy FLolks,

With great reluctance we decided to cancel this year's FYV-FSM Reunion. The COVID-19 Pandemic has worsened in Northwest Arkansas in the month of June. There were several days that the Fayetteville area led the state in infections.

We cannot take a chance risking our group's health. These are sad times. It will be the first time in 53 years we have not gathered.

Coordinators  
Jake Lamkins  
Paul Farris  
John Selph

**2020 FYV-FSM REUNION XXLD**

**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 PILOTS**

Luncheon, monthly, every second Tuesday, 11:30am at  
Mr. Panda Chinese Restaurant, 2852 S. Havana, Aurora, CO  
Contact:  
Bonnie Dahl, 303-521-5611, BCDahl777@gmail.com

**DEN FLIGHT CREWS**

Luncheon, monthly, every fourth Tue, 11:30 a.m.  
at Perfect Landing Restaurant at Centennial Airport terminal.  
Any Frontier folks welcome, even friends & relatives.  
Contact:  
Bonnie Dahl, 303-521-5611, BCDahl777@gmail.com

**DEN REUNION PICNIC****CANCELLED DUE TO THE COVID-19 PANDEMIC**

Contact:  
Carolyn Boller, 303-364-3624 bollerck@comcast.net  
Julie Dickman, 303-288-2127 jjdickman@gmail.com  
Barbara Monday, 303-344-8745 bandbmonday@comcast.net

**DFW MECHANICS REUNION**

2020 Date TBA, Probably in Oct  
Texas Pit BBQ, 6680 Peden Road  
Eagle Mountain Lake, Saginaw, TX

Contacts:  
Bill Guthrie, 254-631-5699, bill\_guth3@yahoo.com  
Brady White, 817-688-9873, 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****CANCELLED DUE TO THE COVID-19 PANDEMIC**

Contacts:  
Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com  
Paul Farris, 479-409-9997, paulamos43@yahoo.com

**MCI REUNION**

Luncheon, third Sat of every odd month, 11:00 am  
July 18th, September 19th and November 21st.

Paul and Jack's in North Kansas  
City,  
<https://www.paulandjacks.com>

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

Rose Dragen emailed Jun 14, 2020: We hope we don't have to cancel. Include our email in the notice, as well as phone 816-741-1995 if you like.

If we cancel we will send an email blast, which you and Phil Stallings usually repeat.

We would like to meet outside....but July is a little too hot usually for that....so if we cannot ..we might wait for an outdoors situation in September.

Since the information on Covid 19 changes sometimes twice daily....we will hope that we might be better able to evaluate a visit soon.

**ALL MEETINGS ARE SUBJECT TO CANCELLATION OR RESCHEDULING DUE TO THE COVID-19 PANDEMIC.**

Contact event coordinators before making plans to attend.

We are living through an historic time and one hundred years from now historians will still be analyzing and reporting the numerous ways American society was dislocated by the COVID-19 Pandemic.

It has now caused the cancellation of the 2020 FYV-FSM Reunion. This will be the first time in 54 years that the FYV-FSM FLolks have not gathered for a picnic. The 34th DEN Reunion has suffered the same sad fate. Both cancellations were done reluctantly but the health of our group mandated the decisions.

When times get tough, the tough get going is an old phrase I heard as a child. That's what we are all in now. We are just going to have to tough it out. Maybe by next year the situation will be more normal and we can resume our reunions. Meanwhile there is the internet to keep in touch. The FLfacebook page has nearly 1200 members so there are mini-reunions constantly underway. And don't forget our website for more information.

Here's a replay of how the decisions were reached.

Carolyn, do you want to do the usual full page ad for the DEN Reunion in the July newsletter or tone it down with a notice of possible cancellation?

I have the same problem with ours, FYV-FSM.

Here in my area infections have zoomed and we have been leading the state.

These mass demonstrations certainly cannot help the situation. I spoke to my apartment manager a few days ago about when we might be re-opening the community room in our complex. That's where I planned the FYV-FSM Reunion. He said nothing is going on.

I'll consult with the two other coordinators and see if we wait, delay or cancel. Maybe you should do the same and we can get it in the newsletter.

Whatever we do, I want to alert our FLolks about it in this issue. Thanks for your help.

**-Jake Lamkins**

Jake, The committee made a decision to cancel the reunion this year....just too many unknowns...so I have drafted the notice and will attach it and also put it in the body of the email...since I am not sure what is the best for you.

**-Carolyn Boller** (Notice printed on page 3)

That's a good decision. We're doing the same with the FYV-FSM Reunion.

**-Jake Lamkins**

## 1980 RECORD PROFITS

*Feb 1981 Frontier news*

Benefiting from a company-wide effort to control operating costs, Frontier Airlines reported record earnings and profits for 1980.

For the year ended Dec. 31, 1980, Frontier recorded net earnings of \$23,214,000, on total revenues of \$468,865,000. During 1979, the airline earned \$21 664,000, on revenues of \$389,655,000.

Record-setting revenues were 20 per cent higher than a year ago, but a 56 per cent increase in the company's tax rate held the net earnings gain to 7 per cent.

Frontier achieved record results in 1980 despite an 11.3 per cent drop in passengers and a decline of 1.4 per cent in revenue passenger miles (one passenger carried one mile).

"Thanks in great measure to the efforts of our employees to control costs, Frontier achieved record financial results for the fifth consecutive year," said Glen Ryland, president and chief executive officer, "in a period that has been termed one of the airline industry's toughest years.

"The cost control efforts, combined with prudent pricing and scheduling strategies, the strength of the hub and spoke system, and the efficiency of the Boeing 737 helped us achieve these results. Also, the region we serve held up stronger than the nation as a whole in last year's recessionary economy."

At a recent meeting with Frontier employees, Ryland discussed the 1980 results and the outlook for 1981.

### Controlling Costs

"The emphasis throughout the company to control costs and increase productivity was a major contribution to our success in 1980. Special credit should be given to the sales and service division, fuel managers, pilots who save fuel in flight and on the ground, and maintenance and purchasing personnel."

### Capacity

"By tailoring our flight capacity to the demands of the marketplace in 1980, we were able to avoid the massive employee layoffs and service cutbacks that were characteristic of many airlines in 1980."

### 1981 Outlook

"I expect the economy to remain sluggish during much of the first half, which will continue to limit traffic growth, but I am hopeful of traffic gains in the second half. We can't be complacent in 1981, with

greatly increased competition in our major markets. We need to continue to fine tune the excellent work we've done this past year."

### Fuel

"Fuel costs, which jumped nearly 50 per cent in 1980, will continue to escalate, particularly spurred by price decontrol of domestic petroleum."

### Aircraft

"The Boeing 737 will be an effective airplane for us throughout this decade. We are continuing to look at several 'new generation' aircraft, such as the 'stretch' Boeing 737-300, DC-9 Super 80, and other advanced technology aircraft, but no firm decisions have been made. By mid-1981 we will have 45 Boeing 737-200s in the fleet. By the end of the year we will have 17 Convair 580s, as we continue to sell these airplanes and build our jet fleet. At this point it looks like most of the Convairs will be gone by 1984."

### Inflight Service

"Some airlines are cutting meal service to reduce costs. We are not following this course. Our employees are proud of our meal service; it is a good marketing tool; and we will not reduce the quality. Likewise, there are no plans to put additional seats into the 737s. Recognizing the limitations due to our high and hot airports, the current configuration works well in our route system."

	1980 Statistics		
	Year (000)		%
	1980	1979	Change
Total Revenues	\$468,865	\$389,655	20.3
Passenger	\$413,462	\$340,867	21.3
Other	\$ 55,403	\$ 48,788	13.6
Operating Expenses	\$432,478	\$356,392	21.3
Fuel	\$109,107	\$ 74,265	46.9
Labor	\$171,012	\$151,235	13.1
Profit Before Taxes	\$ 33,839	\$ 27,127	24.7
Income Taxes	\$ 10,625	\$ 5,463	94.5
Net Income	\$ 23,214	\$ 21,664	7.2
Revenue Passenger Miles	2,971,592	3,012,253	( 1.4)
Available Seat Miles	5,009,239	4,943,631	1.3
Load Factor (%)	59.3	60.9	—
Passengers Originated	4,970,981	5,606,255	(11.3)
Employees at Year-End	5,622	5,577	0.8



# FRONTIER

## FLights West

### GONE WEST

We salute these FLriends on their final voyage.

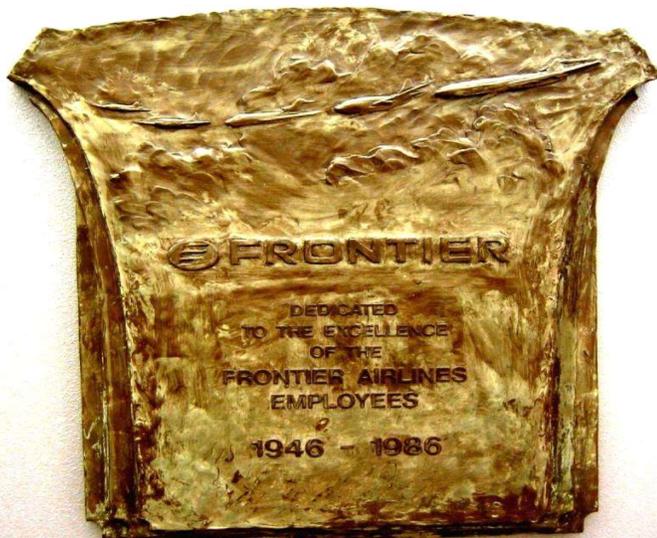
They are not dead until we forget them.

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

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

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

*-Tex Searle, FL pilot*



### 24 DEATHS REPORTED SINCE THE SPRING 2020 ISSUE

**Jim Aschbrenner,**

MHK OMA CYS FMN RKS CID RFD station manager, 5/15/20, age 78

**Janet Jackson Avakian,**

DEN flight attendant, 4/12/20, age 82

**Ralph Canseco,**

MCI DEN station agent, 3/16/20, age 65

**Bill Champlain,**

DEN a/c mechanic, flight simulator tech, 2/18/20, age 86

**Ken Clark,**

DEN COS district sales manager, 8/13/19, age 76, cancer

**Vern Crawley,**

DRO FMN DIK PHX WYS senior station agent, 3/26/20, age 91

**Kasey Dahle,**

LAS SLC VEL MSO DEN station agent, 3/28/20, age 72, pancreatic cancer

**Rodney Deloach,**

DEN flight attendant, 4/11/20, age 62

**Denny Dykes,**

OMA DEN pilot, 4/21/20, age 90

**Weldon Finney,**

GSW DAL DFW DEN pilot, 4/25/20, age 88

**Al Harris,**

SLC DEN pilot, 5/23/20, age 84, leukemia

**Carol Hexum,**

DEN air freight clerk, station agent, 5/26/20, age 68

**Carol Hicks,**

DEN director-processing operations, 2/25/20, age 86

**Tom Horan,**

SLC DEN pilot, 5/12/20, age 87

**Roger Jensen,**

BIL BZN SMF PDX senior station agent, 3/16/20, age 76, fall at store - broken neck

**Al Krauter,**

ISN CPR BIL PDX LAS station/ticket counter agent, 3/12/20, age 80

**Frank Lummie,**

DEN senior station agent, 3/21/20, age 62

**Jack McGuire,**

DEN director-consumer affairs, 3/31/20, age 88

**Dick Nicewander,**

SLC DEN pilot, 3/22/20, age 87

**Linda Cherry Pitts,**

GSW DAL KCK DFW PHX DEN reservations supervisor-training, 2/24/20, age 80

**Mike Prince,**

MKC DEN provisioning agent, station agent, senior station agent, 9/29/16, age 64, lung cancer

**Joel Shoeneman,**

DEN inflight host, 4/2/19, age 70, stomach cancer

**Elmer Tidmarsh,**

DEN pilot, 10/19/08, age 78

**Jack Zembeck,**

DEN director-cargo sales & service, 4/15/20, age 79

27

**JIM ASCHBRENNER****1969 - 1986****STATION AGENT, STATION MANAGER  
MHK OMA CYS FMN RKS CID RFD**[http://FAL-1.tripod.com/Jim\\_Aschbrenner.html](http://FAL-1.tripod.com/Jim_Aschbrenner.html)

OBITUARY: Arlo James "Jim" Aschbrenner, age 78 of Altamont, MO passed away Friday morning, May 15th, 2020 at his home.



Jim was born on January 29th, 1942, the son of August Albert and Ruth Caroline (Bertelson) Aschbrenner in Hampton, IA. He was a 1960 graduate of Fort Dodge, IA High School.

He served our country in the U. S. Army during Vietnam from 1966 until his honorable discharge in 1969. On April 2nd, 1970 he was united in marriage to Mary Louise Wendt in Las Vegas, NV.

Jim worked for Frontier Airlines for 18 years and retired from FedEx Air Freight in 2005. He was a member of Lake Viking Church, and Frank Frazier VFW Post #2172 in Gallatin.

Jim was preceded in death by his parents and infant sister, Mary Margaret. Survivors include his wife, Mary of the home; daughter, Cheri Jean (Bill) Wafful of Iowa; sons, Jeffrey Curtis Lange of Iowa; David James Aschbrenner of Iowa; Justin Bradley Aschbrenner of MI; sisters, Kay Senft of CA; Judith Ulmer of CO; Donald (Sherry) Aschbrenner of IA.

Memorial contributions are suggested to Lake Viking Church or the Salvation Army in care of the funeral home. Private family services at Lake Viking church.

*-stithfamilyfunerals.com*

**JANET JACKSON AVAKIAN****1960 - 1968****FLIGHT ATTENDANT  
DEN**[http://FAL-1.tripod.com/Janet\\_Jackson\\_Avakian.html](http://FAL-1.tripod.com/Janet_Jackson_Avakian.html)

I received shocking news tonite from Captain Jimmy Dean Appleby. Janet Avakian passed very suddenly. Janet was visiting Doug (Ace's son) in Payson. Was rushed to the hospital. No cause except they were sure it was NOT the virus! I'll keep you posted.

Jim was married to Janet's sister Carolyn. Both were among the best F/As ever at good ol' Frontier! Cheryl and I are terribly saddened to learn of Janet's passing.

*-Billy Walker*

Janet along with Aeron and family came to visit on the 6th of March.

The corona virus made them stay longer than planned.

Janet was well and enjoyed the long visit however about nine

days ago she became ill with a UTI infection.

It appears she was allergic to some medication she was given.

When her condition worsened we elected to go to the hospital where the hospital folks found she had a blood clot in her lungs as well as some blood anemia.

Throughout the last week she was taken to the hospital with breathing problems.

This morning her O2 was so low we again elected to have her taken to the hospital where she slipped into a coma and did not recover.

Thank you for your continued prayers.

*-Doug and Caron Avakian (4/12/20)*

*(Still need an obituary for Janet.)*

**RALPH CANSECO****1976 - 1986****STATION AGENT  
MCI DEN**[http://FAL-1.tripod.com/Ralph\\_Canseco.html](http://FAL-1.tripod.com/Ralph_Canseco.html)

Roxie Spangler posted re Ralph Canseco on March 17, 2020.

I have the heaviest heart this morning. My dad passed away yesterday. I'm officially parentless, with no guardian here on earth. I'm at peace knowing my mom and dad are finally together again in heaven watching over me as my guardian angels. He was my biggest inspiration in my life and gave me the gift of music. I'm sure Grandpa welcomed you with open arms. Please pray for my family. I'll miss you so much daddy. Give mom hugs for me.

*-Roxie Canseco Spangler*

St. Mark Catholic Church

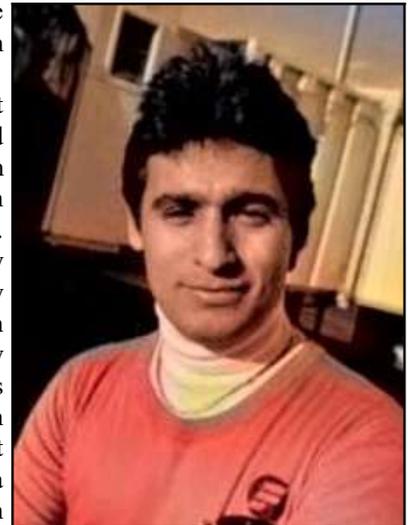
3736 S. Lee's Summit Road, Independence, MO 64055

Our prayers & sympathy are extended to the following: Teresa Canseco, on the death of her son,

Ralph Canseco, Jr.

*-https://container.parishesonline.com*

*(Still need an obituary for Ralph.)*



## BILL CHAMPLAIN

1966 - 1986

A/C MECHANIC, FLIGHT SIMULATOR TECHNICIAN  
DEN

[http://FAL-1.tripod.com/Bill\\_Champlain.html](http://FAL-1.tripod.com/Bill_Champlain.html)

Kristin, daughter to William Champlain, called today (Apr 2, 2020) to tell me her father passed away on February 18, 2020 in Thornton, Colorado. They have not had funeral services. Neptune is handling everything and there is no obituary. She will send a picture to me and I will forward to you. Bill was 87 years old and Kristin said he worked in flight simulation and also as a machinist.

**-Carolyn Boller**

(Note from 7/11/18) I worked in radio shop - radio line - lead on convair conversion to 580s, hydraulic shop - electric shop - prop shop - engine shop - over-

haul dock - line work at the terminal - battery shop - simulator-shop - 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 acceptable work.

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

**-Bill Champlain**

## KEN CLARK

1967 - 1974

SALES REP, DISTRICT SALES MANAGER  
DEN COS

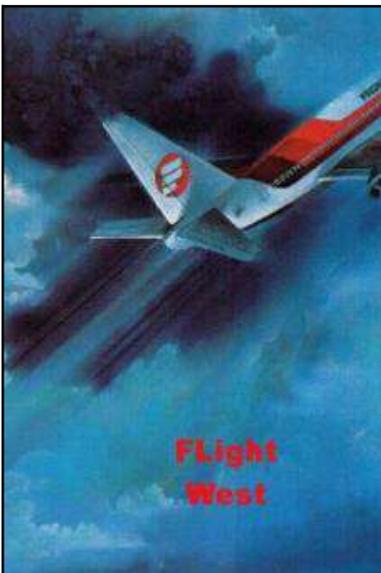
[http://FAL-1.tripod.com/Ken\\_Clark.html](http://FAL-1.tripod.com/Ken_Clark.html)

OBITUARY: Kenneth William Clark, age 76, passed away peacefully with dignity and grace on August 13, 2019. He was born May 18, 1943. Ken was surrounded by family and his beloved wife Glynda on their ranch that he loved in Sedalia, CO. He was diagnosed with cancer just 23 days earlier.

Ken was born on May 18, 1943 in Haxtun, CO, the third child of Grover Kinzie Clark and Pauline Heckman. He graduated from Haxtun High School where he excelled in sports. Ken went on to earn a double bachelor's degree in psychology/sociology and business administration from Western State College in Gunnison, CO in 1965.

He began his career with Frontier Airlines forming a marketing team working with many high-profile clients. His favorite was the Denver Broncos. His love of sales and marketing eventually lead him to Energy Fuels and the oil and gas industry.

Ken formed his own company which today is known as Star Ryder Energy. His wanderlust for travel and intense drive



granted him an appointment among 30 other US delegates from President Ronald Reagan in 1983 .

Ken was proceeded in death by his brother Stan Clark, sister Diana Tufts, daughter Teri Jo Smith. Ken is survived by his wife Glynda Clark, son Randy Anderson, daughter Shelly Clark, grandchildren Erica, Maigen, Chelsie, Zach, Zoe, Kaidyn, Austen and Brandon and a brother Bradford Clark of Burly, Idaho.

A Celebration of Life Service will be held at New Hope Presbyterian Church, 3737 New Hope Way, Castle Rock, CO, in Castle Rock, CO on Monday, August 19th at 10:00am.

**-https://www.dignitymemorial.com/obituaries/**

## VERN CRAWLEY

1950 - 1985

SENIOR STATION AGENT, STATION MANAGER  
DRO FMN DIK PHX WYS

[http://FAL-1.tripod.com/Vern\\_Crawley.html](http://FAL-1.tripod.com/Vern_Crawley.html)

OBITUARY: Vern Crawley, 1928 - 2020, 91, of Durango, died 3/26/2020, at Mercy Regional Medical Center, Born 9/10/1928. Service will be held at a later date. He is survived by his wife of 28 years, Margaret, his children; Kim Sappington, Michelle (Joe) Miller, Brian (Angela) Crawley, Cindy Peterson, 14 grandchildren and 14 great grand children. He will be missed by many.

**-http://durangoherald.com**

V R CRAWLEY  
DRO station agent  
Per the Nov 1955 Frontier  
Employees Roster.

V R CRAWLEY  
PHX station agent  
DOB 9/10/28  
DOH 12/23/50

Per the Feb 1960 Frontier  
Employees Roster.

V R CRAWLEY  
Emp# 01605  
PHX senior station agent  
DOB 9/10/28  
DOH 12/23/50

Per the Dec 1970 Frontier  
Employees Roster.

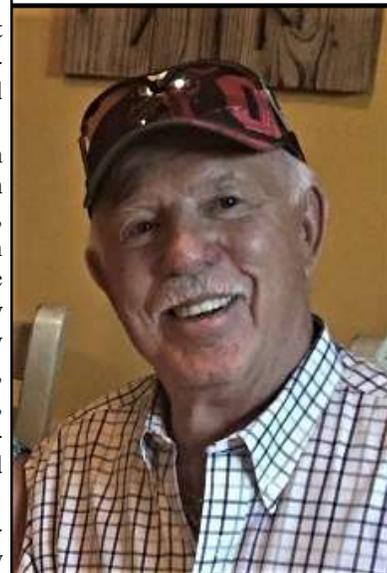
V R CRAWLEY  
Emp# 01605, PHXOO  
Per the Nov 1984 Frontier Employees Roster.

**-Jake Lamkins**

A very sad loss, and such a great guy. Rest in Peace, Vern. You're one of Gods Angels, and now you can be in charge of the Heavenly Pigeons!!!!

**-Ginger Treptow**

## MORE GONE WEST



**KASEY DAHLE****1969 - 1986****STATION AGENT  
LAS SLC VEL MSO DEN**[http://FAL-1.tripod.com/Kasey\\_Dahle.html](http://FAL-1.tripod.com/Kasey_Dahle.html)

OBITUARY: Kay "Kasey" W. Dahle, 72 of Afton, Wyoming,



passed away on March 28, 2020 after a battle with pancreatic cancer. He was cared for in his illness by his eternal companion and sweetheart, Marilyn. Kasey and Marilyn were sealed in the Star Valley, Wyoming temple.

Kasey was the second son of Melvin Moses Dahle and Charlotte Waters Dahle. He was born on December 18, 1947, in Idaho Falls, Idaho.

After graduating from Davis high school in Kaysville, Utah, Kasey went to Weaver Airline Personnel School and then

worked for Frontier Airlines in Las Vegas, Nevada and Salt Lake City, Utah. He met his bride, Marilyn, through a mutual friend in 1973 and the two were married on August 1, 1974.

The family later relocated to Vernal, Utah with Frontier Airlines. After two years in Vernal, the family relocated with Frontier Airlines once again and moved to Missoula, Montana.

After nearly 18 years with Frontier Airlines, the airline went bankrupt, but Kasey used the skills he had learned while fueling jets to become a fuel tanker transport driver for Hart Oil and then for Cenex.

Kasey loved animals. In his later years, he especially loved spending time with his horse, Shadrach, and his dog, Wylie.

Kasey was preceded in death by his parents, Melvin and Charlotte Dahle, and his sister, Norma Mestas.

Kasey is survived by his wife of 45 years, Marilyn Call Dahle, his children David Webb of Salt Lake City, Utah, MaryLyn (Ryan) Schmidt of Draper, Utah, and Laurie (Shane) Wasem of Afton, Wyoming. Kasey is also survived by his brother Clyde (Dianne) Dahle of Anchorage, Alaska.

**RODNEY DELOACH****1980 - 1986****FLIGHT ATTENDANT  
DEN**[http://FAL-1.tripod.com/Rodney\\_Deloach.html](http://FAL-1.tripod.com/Rodney_Deloach.html)

OBITUARY: Rodney Wayne Deloach was born on July 22, 1957 and passed away on April 11, 2020.

No services are scheduled at this time. Receive a notification when services are updated.

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

Facebook: Vikki Deloach is feeling heartbroken with Rodney Deloach and 61 others in El Paso, Texas on April 11, 2020.

It is with deep sorrow, that we announce the passing of our beloved son, brother, uncle, godfather and friend Rodney De-

loach.

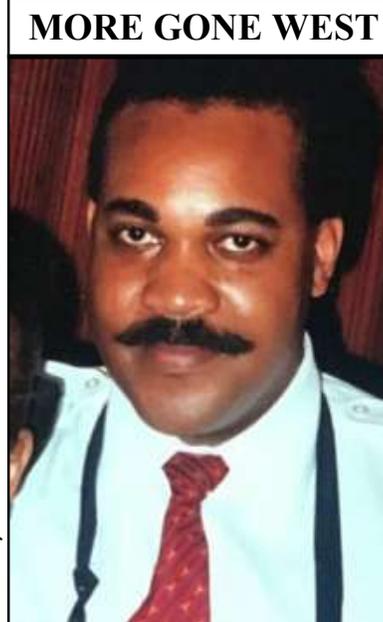
He passed unexpectedly this morning of natural causes. At this difficult time, we ask for prayers and privacy.

We appreciate those who have supported the family during this time.

**-Vikki Deloach**  
(Rodney's sister)

Rodney was such a kind and gentle person. Thank you for the great memories of flying together. And thank you for being part of our Frontier Family. Safe journey Rodney. "Flight Attendants don't die, they just fly higher."

**-Irene Fairweather**

**DENNY DYKES****1959 - 1986****PILOT  
OMA DEN**[http://FAL-1.tripod.com/Denny\\_Dykes.html](http://FAL-1.tripod.com/Denny_Dykes.html)

OBITUARY: Denton Jerome Dykes, born September 13, 1929 passed from this life April 21, 2020. He was a beloved husband, father, grandfather and great grandfather. He devoted his life to his wife of 56 years and his family.

He was born and raised in Dykes, Kentucky. He enlisted in the Army/Aircorp and was stationed in Okinawa, Japan in the Korean War.

Because of his love of flying, he became a commercial airline pilot and flew for 35 years.

When he had to retire at 60 years old, he became a flight engineer. He then studied to become an aviation instructor and taught until he was 80 years old.

He had many hobbies which included ham radio, chess, go karts, and a love for animals. His life's passion was education, and passing his knowledge onto others was a joy to him.

He is preceded in death by his wife Nancy, parents Evalene and Fount Dykes.

He is survived by his children Susan (Louis Turman), Rebecca Larsh, Denton Dykes: a sister Trudy Ragle, a brother F.C. (Maxine) Dykes, grandchildren Amanda (Josiah) Simpson, Heather Snow, Andrew (Ashley) Blessing and Shawn (Ashley) Turman.

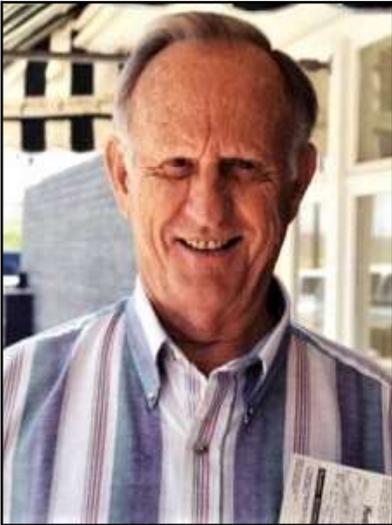
A private committal service will be held at a later date at the Mill Springs National Cemetery at Nancy, KY.

[-https://www.pulaskifuneralhome.com/obituary/](https://www.pulaskifuneralhome.com/obituary/)



**WELDON FINNEY****1964 - 1984****PILOT****GSW DAL DFW DEN**[http://FAL-1.tripod.com/Weldon\\_Finney.html](http://FAL-1.tripod.com/Weldon_Finney.html)

OBITUARY: Riley Weldon Finney passed away Saturday, April 25, 2020 Riley was born April 4, 1932, in Gilmer, Texas.



No memorial events are currently scheduled. To offer your sympathy during this difficult time, you can now have memorial trees planted in a National Forest in memory of your loved one.

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

Captain Weldon Finney flew West a couple days ago. He had a heart stint that started leaking and died before they could get

it fixed.

He will be cremated and his ashes interred in the Dallas National Cemetery.

Not much info here, but it's all I have at this time. I'm trying to find an obit. I will post more when and if I can find it.

**-Phil Stallings**

He was so much fun and such a nice man.

**-Lanette Duncan**

I never found much for Weldon, same as you found from Fort Worth Star-Telegram and Legacy.com. I am sure it's what he would have wanted. Short and sweet. He was that kind of guy.

**-Donna Harrison**

Great guy and pilot, loved flying with him years ago! RIP Weldon.

**-Sharlene Hall**

What a great Captain to serve with!

**-John Winter**

**AL HARRIS****1963 - 1986****PILOT****SLC DEN**[http://FAL-1.tripod.com/Al\\_Harris.html](http://FAL-1.tripod.com/Al_Harris.html)

OBITUARY: Alan LeGrande Harris 84, of St George, Utah, died peacefully at his home May 23rd, 2020 of acute leukemia. He was the son of LeGrande (Lee) Harris and Leah Moore. He was born May 22, 1936 in Provo, Utah.

He soloed his first airplane on his 16th birthday, got his pilot's license on his 17th birthday, and soon after, asked his high school girlfriend, Jill, to go fly with him. They "dragged" Center Street, in Provo, 2,000 feet above the boys cruising in their "cool" cars.

Alan was educated in Provo City schools. He then went to BYU until he joined the Utah Air National Guard. While there, he soloed his first jet airplane, a T-33, on his 21st birthday. With graduation and commissioning from Cadets, he was able to

marry his sweetheart, Jill Clarke, October 3, 1957 in Provo Utah.

In 1963, Alan was hired as a pilot for Frontier Airlines and flew with them as First Officer and Captain. Continental Airlines acquired Frontier and Alan flew until he retired in Cleveland, Ohio in 1996.

Alan is survived by his wife, Jill Clarke Harris, St George, Utah; his children, Allison Hepper (Gerald) Evanston Wyoming; Major General (ret) David Alan Harris (Valene) Cedar Hills Utah;

Dr. Craig Clarke Harris (Justine) Washington Missouri, and Christie Johnston (David) Moline Illinois. Funeral services will be held Saturday, June 6, 2020 at 2:00 p.m. at Metcalf Mortuary, 288 West St. George Blvd, St. George, Utah. A Visitation will be held prior to services at 1:00 p.m. at the mortuary.

[-https://www.metcalfmortuary.com/obituary/alan-harris](https://www.metcalfmortuary.com/obituary/alan-harris)

**CAROL HEXUM****1970 - 1985****AIR FREIGHT CLERK, STATION AGENT  
DEN ELP**[http://FAL-1.tripod.com/Carol\\_Hexum.html](http://FAL-1.tripod.com/Carol_Hexum.html)

I just got word that Carol Hexum passed away last Tuesday. Craig said there would be no obituary or services. I worked with her daughter Angela in IAH back in the 90s. Carol had retired from flying about 3 years ago.

Carol worked over at the hanger before she transferred to the ramp. Carol worked some in the tower and also as a senior agent on the ramp. after FAL she worked for CAL in EWR and was a flight attendant at CAL/UAL.

**-Connie McAlister**

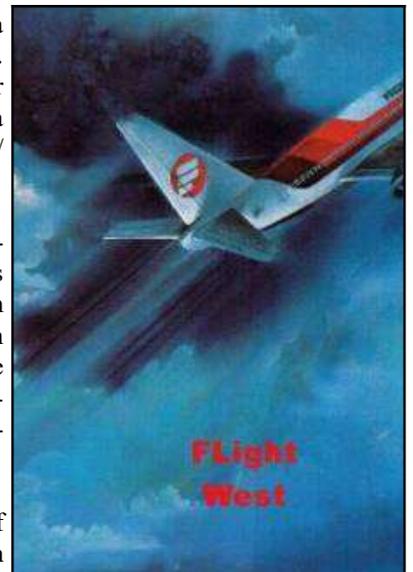
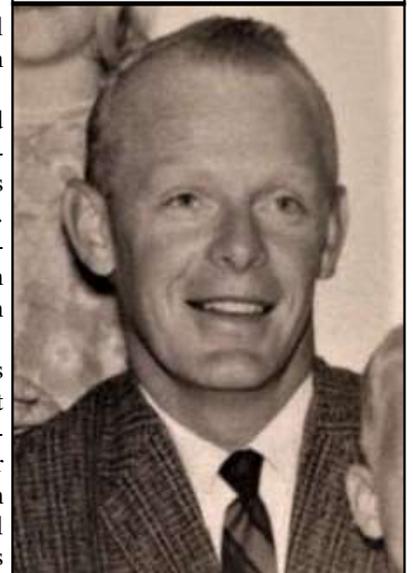
Carol and I worked together in Denver - she was station agent working in the tower & would come in and work overtime on the flights but her main assignment was the tower D concourse at gate 14.

**-Sherry Meek-Horswill**

She bumped me out of ELP, then she rented from me while she was stationed

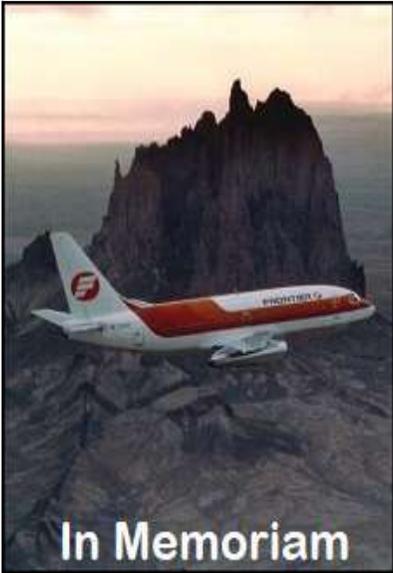
for a short time in LAX. We hung out quite a bit and went on trips to PSP and hung out with Shirley Shackelford before I ended up transferring to PSP.

**-Roger Hootman**

**MORE GONE WEST**

**CAROL HICKS****1966 - 1984****DIRECTOR - PROCESSING OPERATIONS  
DEN**[http://FAL-1.tripod.com/Carol\\_Hicks.html](http://FAL-1.tripod.com/Carol_Hicks.html)

OBITUARY: Carol Ann Lindskog Hicks, age 86, of Crestwood, Kentucky, passed away Tuesday, February 25, 2020. She was preceded in death by her husband, Jasper Clyde Hicks, in September of 1971.



Carol was born in East Ely, White Pine County, Nevada on February 24, 1934. She graduated from White Pine High School in Ely, Nevada. Carol studied at the University of Utah where she received a degree in mathematics. She also played in the University of Utah marching band.

Carol worked for Lockheed Corporation in the new field of computer programming in the 1960s. She later served many years as Director of Information Technology for both Frontier Airlines in Denver and America West Airlines in Phoenix.

Carol and her late husband Jay are survived by two children, Zachary Hicks and Eric Hicks, three grandchildren, Nathan Hicks, Kyle Hicks, and Whitney Beckley. A memorial service will be held at 7pm on Friday, March 6 at The Church of Jesus Christ of Latter-day Saints, Crestwood, KY.

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

I worked with Carol for many years. She was a fair and just woman and a great boss. She will be missed. R.I.P, Carol.

**-Ben Pacheco**

**TOM HORAN****1965 - 1986****AIRCRAFT MECHANIC, PILOT  
SLC DEN**[http://FAL-1.tripod.com/Tom\\_Horan.html](http://FAL-1.tripod.com/Tom_Horan.html)

OBITUARY: Thomas Augustine Horan, April 7, 1933 ~ May 12, 2020, age 87, passed away early on May 12, 2020 in his home in Parker, CO. He was the youngest son of five children born in 1933 to Patrick and Mary Hoare. He is survived by his wife, Mary Gail, and three daughters, Bridget (Paul), Krista (Leo), Jenna (Paul), six grandchildren and his sister, Sr. Gabriel Mary. He was preceded in death by his brother, Jim, and two sisters, Mary, and Sr. Marie Patrice.

Tom joined the Air Force in 1953 and served for four years. After leaving the military, he met Mary Gail and they were married in 1962. After becoming an aircraft mechanic, he pursued a successful career as an airline pilot for Frontier Airlines. He retired from Continental Airlines in 1997 after a 30-year flying career.

His passion was building and flying his model airplanes,

tinkering with his Mustang, and working in the garden. His smile lit up the room and he always made people laugh. He will be greatly missed.

In honor of Tom, a visitation will be held at Horan & McConaty from 4:00 – 5:00 on Monday, May 18th.

Due to COVID19 we are unable to have anyone attend the funeral but a celebration of his life and his interment at Fort Logan will be announced at a later date.

[-https://horancares.com/obits/thomas-augustine-horan/](https://horancares.com/obits/thomas-augustine-horan/)

**ROGER JENSEN****1966 - 1986****STATION AGENT, SENIOR STATION AGENT  
BIL BZN SMF PDX**[http://FAL-1.tripod.com/Roger\\_Jensen.html](http://FAL-1.tripod.com/Roger_Jensen.html)

Got word this afternoon that Roger Jensen (BIL, BZN) has flown west. I don't have any details except that he was in a Kohl's department store, and either tripped, or fell for some reason. Apparently hit his head and they think he broke his neck and died. If I get more info, I'll pass it on.

**-Darrell Robson**

Just got word Station agent Roger Jensen passed away yesterday - 3/16/20. He was station agent in Bozeman.

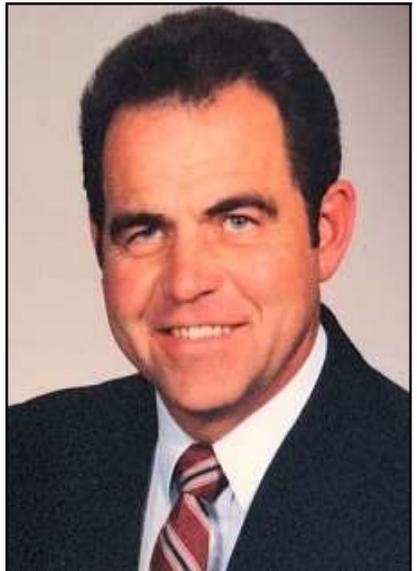
**-Al Sprenger**

It was a freak accident - he was walking in Kohl's department store on March 6 and fell and broke his neck...I flew out there to be with him and

my sister on March 7. He was flown to UC Davis in Sacramento from Yuba City, California. One of the store employees found him and knew CPR. They revived him..he was on life support at UC Davis for a week while I was there. He was not responsive so then we had to make the hardest decision of our lives to take him off of life support...Dad passed on the night of March 16... Dad had in his will that he did not want an obituary or funeral...so we honored that. He did not want to be a burden on anyone...

Here are some pictures of my dad - please keep me posted. Thank you again - this means alot to me and my sister.

**-Brett Jensen**



**AL KRAUTER****1962 - 1986****STATION AGENT, TICKET COUNTER AGENT  
ISN CPR BIL PDX LAS**[http://FAL-1.tripod.com/Al\\_Krauter.html](http://FAL-1.tripod.com/Al_Krauter.html)

OBITUARY: Alfred Adam Krauter, 80 of Vancouver, WA



was born on February 29, 1940 and passed away on March 12, 2020. He is survived by his wife Betty Jilek Krauter, daughter Lisa (Jon) Krauter Ruck of Florida and son Eric (Deb) Krauter of Washington. He is also survived by brother Joe Krauter of Minnesota, and sister Evelyn (Jack) Waleri of Dickinson, ND.

Proceeded in death by his parents Frank and Rose Wert Krauter, his brothers Adam, Pete, Frank, Mike, George and in-laws Steve

and Laura Kostelnak Jilek.

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

After staring at the four walls due to the virus I tried to call Al. I asked for Al, she wanted to know who was calling and I advised my name which she immediately recognized the FL connection. We chatted a bit before advising me that Al passed away on 3-12-20. She asked if I could advise Jake, so here is her contact.

*-Ivan Newell*

**FRANK LUMMIE****1977 - 1986****STATION AGENT, SENIOR STATION AGENT  
RKS DEN**[http://FAL-1.tripod.com/Frank\\_Lummie.html](http://FAL-1.tripod.com/Frank_Lummie.html)

Obituary: Frank David Lummie, 62, of Fort Collins, CO passed away unexpectedly in his home on Saturday, March 21, 2020.

He is survived by his three children Katherine (Brett Strehlow) Lummie of Philadelphia, PA, Elizabeth (Joseph) Kramer of Fort Collins, CO and David Lummie of Boonton, NJ; grandchildren Amelia, Miles and Wyatt; brother Michael Lummie of Fort Collins, CO and niece Sarah Lummie of Littleton, CO. He is preceded in death by his parents Audrey Collette Lummie and Edward Lummie.

Frank was born and raised in Denver where he graduated from South High School. He began his long successful career working in the airline industry for over thirty years before retiring in 2013 and continued his second career as a supervisor for Lowe's home improvement.

For those who knew Frank, he was a kind soul who dearly loved his friends and family. Raising his children in Rockaway, NJ, he was the proud dad at every game Katie cheered, coached Elizabeth's softball league, and religiously attended every baseball game of David's. In his later years, he found no greater enjoyment than spending time with his grandchildren. You

would often find him taking his granddaughter Mia to the park, going to Rockies games, spending time at Black Hawk with his kids or being outdoors enjoying the sunny Colorado weather.

Frank had many loved one through his vast walks of life. There was always a story to tell, always a laugh to be had and always a joke waiting to be told.

There will be a private service at this time. The family will announce at a later date a memorial in Frank's honor where all will be invited. He will be missed beyond belief.

*-CrownHillFuneral.com*

**JACK MCGUIRE****1979 - 1984****DIRECTOR-CONSUMER AFFAIRS  
DEN**[http://FAL-1.tripod.com/Jack\\_McGuire.html](http://FAL-1.tripod.com/Jack_McGuire.html)

OBITUARY: Jack Whiting McGuire passed away peacefully in his home on March 31, 2020. He lived in Parker, Colorado.

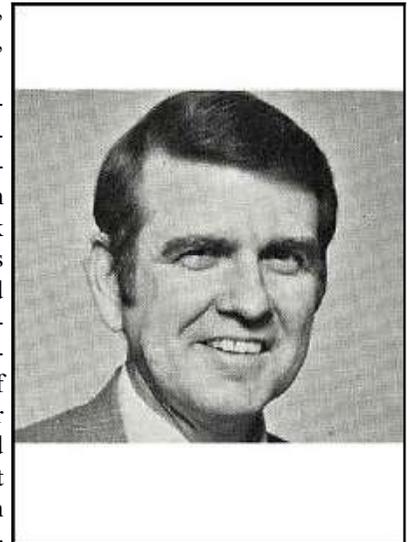
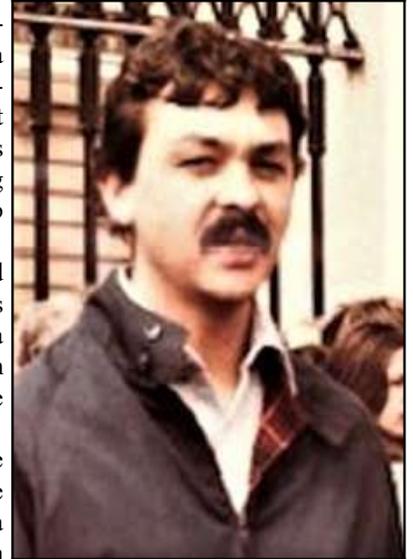
Jack was born on October 3, 1931 to Jack Whiting McGuire Sr. and Lorain Michel McGuire in San Antonio, Texas. Jack served in the United States Air Force then studied business at Baylor University. His career in the airlines started with Braniff International Airways. For over 20 years, he worked his way up from airport agent, to management, then becoming Director of Customer Relations. Jack loved working for Braniff.

He was offered a job with Frontier Airlines as the Director of Consumer Affairs. He went on to work for the city of Denver at Stapleton International Airport as Manager of Public Relations. Jack finished his career as Manager of Terminal Operations at Denver International Airport.

He is preceded in death by his parents, Jack and Lorain (Michel) McGuire and his son, Brian Patrick McGuire. Jack is survived by his wife, Marilee McGuire from Parker, daughter Heather McGuire from Denver, son Kevin McGuire from Castle Rock, and son and daughter-in-law Scott and Michelle (Orlando) McGuire from Nevada.

Due to the Covid-19 outbreak, Jack's memorial service will be postponed.

*-https://www.pfh-co.com/obituary/Jack-McGuireJr*

**MORE GONE WEST**

**DICK NICEWANDER****1959 - 1984****PILOT  
DEN**

[http://FAL-1.tripod.com/Dick\\_Nicewander.html](http://FAL-1.tripod.com/Dick_Nicewander.html)

My Man, My Hero, My Knight in shining Armor, I loved you like no other!



**-Laurel Nicewander**  
(Facebook post Mar 22, 2020 with 1975 JAC pic - looks like Dick flew west.)

Is everything ok with you two?

**-Mildred Jackson**

He passed away, Mildred.

**-Laurel Nicewander**

I'm so sorry. You two were true soul mates

**-Mildred Jackson**

FLacebook Post  
More FLights Wests reported.

Still need obituaries for them.

DEN pilot Dick Nicewander

BIL LAS ticket counter agent Al Krauter

BZN station agent Roger Jensen

DEN station agent Ralph Canseco

Post any obits you see for them.

**-Jake Lamkins**

Laurel, I was so sorry to hear about Dick. I want to build him a memorial webpage if it's okay with you. My sincerest condolences.

**-Jake Lamkins**

Thank you Jake. Yes a memorial page would be nice . Thank you. I didn't have an obit printed.

**-Laurel Nicewander**

**LINDA CHERRY PITTS****1966 - 1986****SUPERVISOR - RESERVATIONS TRAINING  
GSW DAL KCK DFW PHX DEN**

[http://FAL-1.tripod.com/Linda\\_Cherry\\_Pitts.html](http://FAL-1.tripod.com/Linda_Cherry_Pitts.html)

OBITUARY: Linda Carol Cherry was born in Hollis, Oklahoma on November 6, 1939 and passed away on February 24, 2020 in Denver Colorado. She was 80 years of age.

Linda spent her early years in Hollis and moved to Texas when she was about 7 years old.

Linda graduated from Arlington Heights High School in Fort Worth Texas in 1957. She did not attend college. She married shortly after high school graduation and had 2 daughters.

Linda worked at Frontier Airlines for 20 years mainly in the reservations department. She developed several health problems that made it impossible to continue working for Frontier and later started her own publishing company. Linda was a voracious reader and she loved to write. She also wrote a 300-page training manual for the Frontier reservations agents.

Linda had a kind heart and was always interested in helping those less fortunate than herself. She started a non profit called

**MORE GONE WEST****IN****MEMORIAM**

the Cherryblossom Foundation which was devoted to the betterment of mankind through the renewed concept of people helping people. It is unknown how many single mothers, homeless people, abused children and others she helped in her 80 years.

Linda is preceded in death by her parents Mary and McCoy Cherry, 2 granddaughters, Emily Buckwalter and Arianna Daut. Linda is survived by her daughters Diana Buckwalter and Laura Taylor and brothers Tom Cherry and Bill Cherry. Linda has 13 grandchildren and numerous great-grandchildren.

**-<https://www.findagrave.com/memorial/207465251>**

**MIKE PRINCE****1970 - 1986****STATION AGENT, SENIOR STATION AGENT  
MKC DEN**

[http://FAL-1.tripod.com/Mike\\_Prince.html](http://FAL-1.tripod.com/Mike_Prince.html)

OBITUARY: Michael Paul Prince, 64, of Denver, Colorado, passed away on Thursday, September 29, 2016 at his home in Denver after a six-month battle with lung cancer.

Services were held October 5, 2016 at Horan & McConaty Funeral Service in Lakewood, Colorado. He was then cremated.

Mike was born January 22, 1952 in Kingsley, Iowa. He was the son of Paul Arthur Prince and Connie Ann (Puttmann) Anderson. He graduated from William C. Hinkley High School in Aurora, Colorado in 1970.

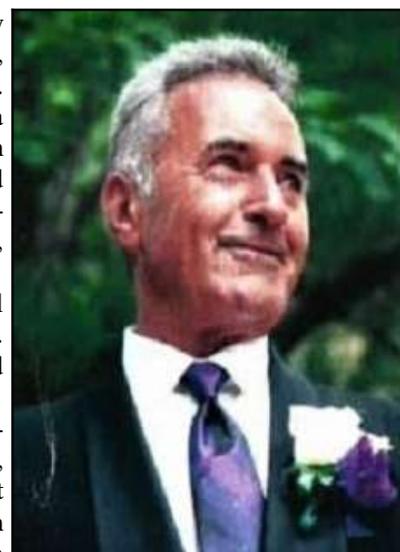
In 1972, he married Diane Shores. Together they had two children: a son, Michael Paul Prince, Jr. ("Little Mike") and a daughter, Marla Jean Prince. Mike later married Marcia Lawrence. Together they had one son, Mason Gary Prince.

Mike worked for several years for Frontier Airlines. Most recently, he worked at L&M Construction.

Surviving are his children: Mike, Jr. (Carie), Marla Prince (Forest Schuldt), and Mason Prince, his ex-wife, Marcia Lawrence; his sisters, Vicky Prince of Sioux City, IA; Linda Boyer of McCook Lake, SD; and Edie Faux of Tucson, AZ.

He was preceded in death by his first wife, Diane; his parents, Paul and Connie.

**-<https://www.movillerecord.com/2016/10/11/michael-prince/>**



**JOEL SHOENEMAN****1971 - 1972****FLIGHT HOST****DEN**[http://FAL-1.tripod.com/Joel\\_Shoeneman.html](http://FAL-1.tripod.com/Joel_Shoeneman.html)

OBITUARY: Joel Martin Shoенeman, 70, of Roggen, Colorado, passed away peacefully at home, Tuesday, April 2nd, 2019.



Joel was born July 2nd, 1948 in Denver CO, to Martin and Magdalene (Klausner) Shoенeman. He graduated from Weld Central Highschool in 1966 and from Metropolitan State College in 1978 with a Bachelor Degree in Science.

He was married to Linda Shoенeman but after they divorced he was very blessed to find loving companionship with Connie

Cecil.

Every opportunity Joel had he was flying. If it was to check the crops, to go get a "\$100 hamburger" or for any reason, he was in the air. Also, he loved to explore the country through camping, riding his motorcycle and all-terrain vehicles. Joel had the opportunity to experience many different cultures with his travel friends while touring the world visiting places like Cuba, New Zealand, Tahiti, Hawaii and Dubai. He was given the unique privilege to sing with the Denver Symphony during a few of the Christmas programs too.

Joel is survived by his two sons, Dallas Joel Shoенeman and his wife Angie, Joseph Allen Joel Shoенeman and his wife Tera; four grandchildren Marshall, Mason, Desiree and Abigail, his sisters Michelle Miller, Christine Bell and Karen Kerns and brother Michael Shoенeman along with many nieces and nephews. He was preceded in death by his parents Martin and Magdalene Shoенeman along with his sister Renee and brother Jim.

Services will held Tuesday, April 9th at 10:00 at Tabor-Rice Funeral Home in Brighton, CO. Reception to follow. Burial will held at 2:00pm at the Heart of the Plains Cemetery in Roggen, CO

[-https://www.taborfuneralhome.com/obituary/](https://www.taborfuneralhome.com/obituary/)

**ELMER TIDMARSH****1959 - 1961****PILOT****DEN**[http://FAL-1.tripod.com/Elmer\\_Tidmarsh.html](http://FAL-1.tripod.com/Elmer_Tidmarsh.html)

OBITUARY: Elmer Arthur Tidmarsh, Jr. age 78, of Sutherlin, Oregon, passed away Sunday, October 19, 2008, at his home. He was born on January 10, 1930, in Albany, New York, to Elmer A. and Louise Tidmarsh Sr.

Elmer served in the US Air Force during the Korean Conflict.

Survivors include his companion, Beth Grubb; sons, Arthur, Mike and Rob and a daughter, Nancy; numerous grandchildren

and great-grandchildren.

Memorial services will be held Tuesday, October 21, 2008, at 4 p.m. at Sutherlin Chapel of the Roses. Private cremation rites have been held. Mr. Tidmarsh will be laid to rest next to his wife Joan in the Hartley Cemetery in Lakeport, California. Sutherlin Chapel of the Roses is in charge of arrangements.

**-findagrave.com/**

E A TIDMARSH, DEN co-pilot, DOB 1/10/30, DOH 3/1/59 Per the Feb 1960 Frontier employees roster.

He left Frontier in dramatic fashion in Jan 1961. See the article posted on his memorial webpage.

**-Jake Lamkins**

**JACK ZEMBECK****1972 - 1986****DIRECTOR - CARGO SALES AND SERVICE****DEN**[http://FAL-1.tripod.com/Jack\\_Zembeck.html](http://FAL-1.tripod.com/Jack_Zembeck.html)

OBITUARY: John "Jack" Allan Zembeck, age 79, of Henderson, NV passed away on Wednesday, April 15, 2020. He was born September 13, 1940, in New York City to the late John Francis Zembeck and Pauline Herbig Zembeck.

He was a graduate of Queens College, New York City. Jack also volunteered to serve two years in the U.S. Army.

Jack's career was in the air cargo industry working for TWA, Frontier, National and America West airlines. For business and for pleasure, he traveled to over 119 countries.

He was deeply devoted to his family and often told people that he lived for his kids and grandkids.

Jack is preceded in death by his first wife Linda Diane Zembeck. Jack is survived by his wife Sharon Hutton Zembeck, his three children, two sons-in-law and six grandkids: Kristin Zembeck-England and husband Kent, their children Emily England-Pitchford, Nate Pitchford, and Grace England; Susan Looney and husband Ken, their children Hannah Looney and Paige Looney; and Erik Zembeck, his children Jack Zembeck and Courtney Zembeck.

Due to world events, a Celebration of Life service will be scheduled later this summer.

**-Sharon Hutton Zembeck**



## FLIGHT ATTENDANTS GONE WEST

- 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 Giacomina Andersen, DEN flight attendant, 4/4/17, age 82  
 Carolyn Jackson Appleby, 2/24/10, age 70, cancer  
 Kathy Grief Ranson Ariens, DEN flight attendant, 6/30/19, age 64, pancreatic cancer  
 Jo Ann Arnett, flight attendant, 11/22/13, need info  
 Janet Jackson Avakian, DEN flight attendant, 4/12/20, age 82  
 Pam Stanley Bachman, SLC DEN flight attendant, 3/5/19, age 66  
 Ellie Bastar, DEN flight attendant, crew scheduler, 10/14/87, age 63, hit & run accident  
 Celia Owen Beardsley, DEN flight attendant, 3/16/13, age 72, COPD  
 Lee Kangieser Beck, 1/6/09, age 78  
 Darrel Behrend, DEN Monarch steward, 4/21/06, age 81  
 Sonya Lee Manweiler Benge, GSW CN flight attendant, 12/12/05, age 72  
 Connie Baier Sponsler Bennett, MCI DFW DEN flight attendant, 4/14/18, age 70, COPD  
 Gayle Qualls Bennett, CN flight attendant, 2/20/19, age 83  
 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  
 Mary Lou Jones Cowley, DEN flight attendant, 1/28/2020, age 92  
 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  
 Rodney Deloach, DEN flight attendant, 4/11/20, age 62  
 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  
 Dick Faucett, DEN flight attendant & MVS station agent, 10/16/19, age 92  
 Linda Fechner, MCI DEN flight attendant, 10/19/05, age 48  
 Jerry Fox, DEN chief steward, 1/5/88, age 62  
 Prensy Marshall Franco, DEN flight attendant, 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  
 Robin Durkee Gayeski, DEN flight attendant, 5/4/16, age 55  
 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 Felmler Graham, DEN flight attendant, 2/17/08, age 70  
 Ruth Hunt Gray, DEN flight attendant, 5/29/18, age 77, cancer  
 Jane Haggart, DEN flight attendant, 4/17/18, age 69, pneumonia  
 Jan Nielsen Hagan, DEN flight attendant, 10/25/18, age 80, Alzheimer's disease  
 Diane Hall, DEN flight attendant, 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, DEN flight attendant, 2/5/02, age 55  
 Birdie Nelson Heeren, DEN flight attendant, 4/7/86, age 53  
 Dana Hoch, DEN flight attendant, 8/23/97, age 45  
 Jackie Racine Hoffman, DEN flight attendant, 7/17/14, age 86  
 Edna McAdams Horne, DEN flight attendant, 4/19/19, age 76, Alzheimer's disease  
 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  
 Linda Lam, BIL flight attendant, 12/10/18, age 76, Alzheimer's disease  
 Jan Curry Lamkin, DEN flight attendant, 9/11/19, age 81, accident, fall at restaurant  
 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  
 Barb Weissert Luebs, DEN flight attendant, 4/20/14, age 74  
 Jan Kildal MacDonald, DEN flight attendant, 1/10/19, age 68  
 Rita Thomas Manko, DEN flight attendant, 2/21/18, age 72  
 Virginia Ginn Marshall, DEN flight attendant, 3/6/14, age 85  
 Rosalind Fells Matthews, MCI DEN flight attendant, 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, DEN flight attendant, 4/8/09, age 54  
 Verna Beattie McGoey, GSW flight attendant, 8/11/00, age 58, cancer  
 Deanna McKenna, 10/12/93, age 46  
 Diane McLaughlin, 8/2/85, age 34, DFW Delta Airlines 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, Jul 1985, cancer  
 Helen Coons Miller, 7/28/96, age 62, cancer  
 Sally Schumann Milligan, DEN, 1/20/08, age 69  
 Avi Mizrachi, 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  
 Dorothy Mosso Nelson, DEN flight attendant, 3/5/19, age 83  
 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  
 Claudia Moersch Roach, MKC flight attendant, 4/11/19, age 75, lung & heart disease  
 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  
 Candy Jones Russell, DEN flight attendant, 5/6/17, age 71  
 Terri Portlock Rutherford, DEN flight attendant, 1/5/13, age 53, heart attack  
 Gloria Brant Sandstedt, OMA DEN flight attendant, 4/24/19, age 82  
 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  
 Alana Rua Schubert, DEN flight attendant, 1/26/13, age 58, cancer  
 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 Satee Stenvers, DEN flight attendant, 9/8/01, age 65  
 Carol Pickett Stillman, SLC DEN, 5/23/13, age 68, cancer  
 Stephanie Stokes, DEN flight attendant, 1/31/13, age 68  
 Betty Snyder Stone, 11/27/09, age 81  
 Leona Lesinski Stone, DEN flight attendant, 3/7/07, age 77  
 Barbara Bouska Strnad, DEN flight attendant, 4/3/19, age 73  
 Charlene Mullen Surwill, BIL chief flight attendant, 12/4/13, age 78  
 Nancy Lee Swanson, DEN flight attendant, 3/3/18, 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  
 Janet Hill Tyler, ACF flight attendant, 6/21/17, age 79

## MORE GONE WEST

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  
Bev Allison Weed, DEN flight attendant, 3/15/17, age 78  
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 flight attendant, 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  
Lorraine Slauch Wilson, PHX flight attendant, 1/22/05, age 76  
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

### JAN SHANNON

I have a report that DEN station agent Jan Shannon died of a heart attack in April 2020 but I have not been able to confirm it. Contact me if you have any info about Jan. He was living in Hawaii the last I heard.

Flight crew friends lost since our last lunch in February, 2020

1. Captain Dick Nicewander, passed away March 22, 2020. He was 88 yrs old.
2. Captain Bob Stone, passed away March 13, 2020. Cause, Lewy Body Dementia & Parkinson's. Born 1944.
3. Captain Denny Dykes, passed away April 21, 2020. He was 90 years old.
4. Captain Weldon Finney, passed away April 25, 2020, in the Ft worth area. Age 88 years old.
5. Janet Jackson Avakian, passed away on April 12, 2020, in Payson Az, visiting Ace's Son, Doug. Janet was 82 years old.
6. Captain Tom Horan passed away April 12, 2020. He died from liver complications. Tom was born 1933. I attended his funeral in South Denver.
7. Captain Al Harris, passed away May 23, 2020. He was born 1936, he died from leukemia problems.

This was a sad list for me to send.

#### **-Bonnie Dahl, Jun 15, 2020**

FLacebook: Dean Aden, DEN manager-engineering programs, is 97 years old today, May 23, 2020. Dean is the brother of pilot Ev Aden who flew west Jan 7, 2008, age 86.

I was reminded recently that Dick's birthday was May 1, 2020 and that he is now 99 years old.

Dick said his secret is, "All you have to do is keep busy and keep breathing."

Best wishes, Dick.

FLriends wanting to send birthday greetings may email him at [ophirlake@earthlink.net](mailto:ophirlake@earthlink.net)

As far as I know, Dick is the oldest living Frontier employee today.

The oldest pilots gone west are

George Ceshker, FTW ACF GSW DAL DFW pilot, 1/22/2017, age 101

10/7/1915 - 1/22/2017, 101 yrs, 3 mos, 15 days

Les Harper, FTW ACF GSW DAL DFW pilot, 9/13/2016, age 100

4/6/1916 - 9/13/2016, 100 yrs, 5 mos, 7 days

The oldest Frontier employee o fy west is

Tommy Matsumoto, DEN lead inspector, 8/17/2015, age 101

1/8/1914 - 8/17/2015, 101 yrs, 7 mos, 9 days

The only other Frontier Centenarian is

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

6/23/1913 - 8/19/2013, 100 yrs, 1 mo, 27 days

**-Jake Lamkins**

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- [ARIZONA AIRWAYS](#)
- [CHALLENGER AIRLINES](#)
- [MONARCH AIRLINES](#)
- [CAPTAIN BILLY WALKER'S WEBSITE](#)
- [CENTRAL AIRLINES](#)
- [CENTRAL AIRLINES AIRCRAFT NUMBERS](#)
- [CENTRAL AIRLINES COLLECTION](#)
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*History of all 11 Convair 600s in the fleet*
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*History of all 33 Convair 580s in the fleet*
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*The incredible saga of the 1957 accident near PHX*
- [FRONTIER AIRLINES' DEATH](#)  
*Essays, reports and analyses on FL's last years*
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### BOB STONE CORRECTION

The last issue's FLights West column reported Bob Stone's cause of death as Alzheimer's. It should have said Parkinson's disease and Lewy Body Dementia.

Alzheimer's and Lewy Body are different.

## FRONTIER'S 25-YEAR HISTORY

*Excerpted & edited from the Nov 1971 Frontier News*

### The Predecessor Airlines

#### Monarch Air Lines

Monarch Air Lines was formed by Major F. W. Bonfils of The Denver Post family and Ray M. Wilson, who operated a Denver flying school, in 1946. At the time of the Monarch-Challenger-Arizona Airways merger on June 1, 1950, Hal S. Darr was Monarch's president and became the first chief executive of Frontier Airlines.

Monarch's inaugural run from Denver to Monte Vista, Colorado, November 27, 1946, marks the premier flight of a Frontier predecessor airline . . . its first route.

*(Frontier often used this date to celebrate it's birthdate.)*

The carrier's five DC-3's flew into Rocky Mountain West territory that heretofore was not served by scheduled airlines. The airline scheduled its flights into remote communities to include daily delivery of The Denver Post and fresh flowers. DC-3's were used by all three of Frontier Airlines' predecessor airlines, Arizona, Challenger and Monarch, when they started out in the late forties

The lack of airways navigational facilities worked against pioneering air carriers in the forties. Originally, there were no federal airways between most cities on route. Planes therefore could only operate "Day VFR" and not at night or when weather en route did not permit visual contact with the ground. To enable planes to operate after dark and during adverse weather conditions, Monarch's Clyde Longhart invented an electrical navigation system he called "H" markers (for homing) that were installed along the routes. Electricity in rural areas was then supplied by private firms.

Vern A. Carlson Frontier's Vice President Public Affairs, and a 25-year man, was the steward on Monarch Air Lines' inaugural flight. He remembers how the prevailing conditions sometimes caused havoc. "We had installed one of our 'H' markers down at Chama. New Mexico, which worked fine, till one day when we had a plane flying over around 6 p.m., our homing device quit." tells Carlson. "This happened every evening for almost two weeks before we found out the man who operated the electrical company had been cutting us off so the farmers could have the electricity to run their milking machines," Carlson recalls with a chuckle.

A clipping from the Denver Post dated Wednesday, November 27, 1946, reads as follows:

"The 'go-ahead' for Monarch Airlines' Denver-Durango daily passenger and air freight service was received here from Washington, D.C., Tuesday and the first of the new line's Douglas transports will leave Stapleton airfield at 8:34 AM, Wednesday, according to F. W. Bonfils and Ray M. Wilson, founders of Monarch, who received Civil Aeronautics Administration approval for the feeder service which eventually will link major localities in Colorado, New Mexico and Utah."

The story went on to say the airline's Denver - Durango run included ten-minute stopovers at Colorado Springs, Pueblo, Canon City and Monte Vista-Alamosa along the route each way.

But, according to Frontier 25-year veterans Vern A. Carlson and Arthur Ashworth, who were aboard that inaugural flight,

they never made it all the way to Durango that day.

"We couldn't land at Canon City or Durango that day because the runways were too muddy," remembers Ashworth. "A snow-storm that dumped about 40 inches was melting, and back then the runways were dirt. Other than that, the weather was beautiful, and the flight was rather uneventful."

The converted military DC-3 used for the first flight was hardly filled. "There was one lone passenger—a soldier, some training stewards, several FAA inspectors, myself and the crew, which consisted of Captain Art Ashworth and Co-Pilot Ray Harvey," recalls Carlson, who was the ship's steward that day.

#### Challenger Airlines

Challenger Airlines was founded by George Snyder in 1947. Its president at the time of merger. Donald A. Duff, became Frontier's first vice president of sales.

The airline was headquartered in Salt Lake City with offices in a downtown bank. Like Monarch, Challenger Airlines began operations using four DC-3's to serve its routes between Salt Lake City, Denver and Billings.

A young man by the name of Edward H. Gerhardt was the airline's first station manager in Denver, and recalls the humble beginnings. "There was no elaborate teletype system then," remembers Gerhardt. "We used the TWX type where you had to type the number being contacted—and very often you'd get some trucking firm in Ohio who'd get our load report instead of Salt Lake City, and wonder what it was all about.

"And our reservations in Denver consisted of two cigar boxes with 3 x 5 cards," he adds.

When Challenger Airlines merged with Monarch and Arizona to become Frontier. Gerhardt remained in Denver with the merged company, and is now Director of Special Projects in Local Service Marketing. Ed Gerhardt is due to receive the company's 25-year service pin next year.

#### Arizona Airways

Arizona Airways was formed in Phoenix back in 1947. Among the airline's financial backers were the Goldwater brothers, Bob and Barry, developer Del Webb and pro-golf star John Bulla.

The airline's routes stretched south to Nogales at the Mexican border and north to Flagstaff and on over to the Grand Canyon area at the western side of the state. Its only offices consisted of 30 square feet in the Hotel Adams in downtown Phoenix, and later, in a converted Army barracks at Sky Harbor Airport.

The airline floundered along for three years until it merged with Monarch out of Denver and Challenger of Salt Lake City to become Frontier Airlines. With the merger. Frontier gained Arizona's certificated southwestern routes, three DC-3 aircraft and other assets including office equipment.

John Griffiths, who joined Frontier June 21, 1950, had worked for the Arizona predecessor company. He remembers the airline's lean days. "We were so poor that towards the end when we couldn't afford to pay the rent on our building (the converted Army barracks), another employee and I took the office equipment home to store it in the basement. Then, one day after the merger, a man from Frontier knocked on my door saying he was taking inventory and had come to collect the office equipment." Not long afterwards, Griffiths went to work for Frontier in Phoenix and possibly used that same office equipment again.

John Griffiths celebrated his twenty-first year with Frontier in 1971 (his years With Arizona did not accrue since there was a hiatus between the time he worked for Arizona and Frontier) and



Two former Frontier Airlines' presidents were originally with Monarch Air Lines, a Frontier predecessor company. Shown in this old Monarch photo are: (left to right) C. A. Myhre, then Monarch's treasurer, who became Frontier's second president; Hal S. Darr, then Monarch's president who became Frontier's first president after merging the three carriers; Ray M. Wilson, Monarch's founder, who became Frontier's V.P. Operations and Maintenance. The lone female to Wilson's right is Mrs. John (Donna) Myers, who was Monarch's corporate secretary at the time. To the right of Donna is Jack Burnell, Director of Maintenance, who started with Monarch on January 1, 1946. The standing gentleman is unidentified.

is Director of Properties for the company at headquarters in Denver.

### Three Airlines Merge—Frontier Born

After three years of continuous struggle by the three small airlines, the Civil Aeronautics Board approved a plan to merge the three into one company.

Thus, on June 1, 1950, Frontier Airlines was officially born, and the red and green colors of the new airline took to the air on extensive north-south operations between Montana and Mexico to serve 40 towns and cities in seven states in the Rocky Mountain West and Southwest.

### 1951-1956

By virtue of the merger, Frontier Airlines was five years old in 1951. Its system had expanded to include service into 40 cities in seven states.

Monarch Air Lines president at the time of merger, Hal S. Darr, became Frontier's first president. Ray Wilson, founder of Monarch, became V. P. Operations and Maintenance of the merged company and C. A. Myhre, Monarch's treasurer, became Executive Vice President of Frontier.

In its first year of operation, Frontier Airlines carried some 25,000 passengers.

During the early fifties, the airline gained strides when development of natural resources and tourism increased air traffic throughout the Rocky Mountain West and Southwest. Discovery

of large oil reserves in North Dakota and Montana prompted Frontier in 1954 to expand its routes into seven new towns in these two states.

The following year, the airline took on a new look with aircraft carrying the turquoise, gold and black motif. A new design using this color scheme was carried through to corporate advertising and promotional material.

### 1956-1961

By its tenth birthday, Frontier had elected its second president, C. A. Myhre. Under Myhre's management, the airline expanded its route system 70 per cent to include service to 24 more cities in Nebraska, Missouri, Wyoming, Colorado, South and North Dakota. To service them the airline augmented its fleet with the purchase of additional DC-3's and more modern Convair 340 aircraft

In 1958, Lewis B. Maytag, Jr., scion of the Maytag washing machine family, bought controlling interest in Frontier Airlines from a group headed by Emil Levin, Chicago industrialist. Shortly thereafter, Maytag became Frontier's president. Later that year, the company announced plans to build a three-quarter million dollar office building at 5900 East 39th Avenue in Denver

The next few years saw Frontier Airlines continuing to expand with four additional cities in Montana and Wyoming joining the system roster. One of these four was Jackson, Wyoming, gate-

way to both Grand Teton and Yellowstone National Parks.

### 1961-1966

Over a thousand employees of Frontier Airlines, many of whom worked out of the new general office building in Denver, celebrated the company's fifteenth birthday in November, 1961.

In the fall of 1962, controlling interest in the airline was purchased by Goldfield Consolidated Mines Company and Lewis W. Dymond was elected Frontier's fourth president.

Under Dymond's leadership Frontier's fare innovation had a major impact on fare patterns in the industry, including new youth fares, lower family plan rates, clergy and special vacation fares. As a result, the company began to set growth records which have continued through the ensuing years.

Frontier's increased air traffic created a need to augment the airline's fleet once again. Four Convair 580's introduced turbo-prop service to Frontier routes in 1964, and they carried 40 per cent of that year's 635,000 passengers. That year also marked the last change of ownership when RKO General, a division of the General Tire and Rubber Company, purchased controlling interest of Frontier Airlines.

The following year, Frontier stretched its routes with the addition of long haul Denver-Kansas City and Denver-St Louis nonstops. Five Boeing 727 jets were purchased to service the improved routes.

### 1966-1971

By Frontier Airline's twentieth birthday in 1966, the company reached a milestone of having airlifted over one million passengers in two decades. The airline's 1,634 employees were told of plans to build a \$10 million hangar at Stapleton International Airport in Denver, to be completed in 1968. By June of that year, Frontier was flying Boeing 727 jets nonstop into major cities on its system.

Once again Frontier led the way among the airline industry with its innovation of the adult standby fare, which made it possible for anyone to occupy an empty seat at flight time at approximately half the fare for a reserved seat. And, again, Frontier gained new passengers as a result of this liberalized fare.

October 1967 marked Frontier Airline's second merger, when it joined with Ft. Worth-based Central Airlines. The carrier's air service was immediately expanded to 114 cities in 14 states throughout the Rocky Mountain West, Midwest and Southwest.

### Central Airlines

Central Airlines was founded by Keith Kahle, and began operations at Meacham Field in Ft. Worth, Texas, September 15, 1949.

Three major routes—Ft. Worth/Dallas-Oklahoma City-Wichita; Tulsa-Amarillo-Ft. Worth/Dallas-Texarkana; Tulsa-Dallas /Ft. Worth-Tulsa with stops at intermediate stations comprised the carrier's route system, which was served by three single-engine Beech Bonanzas.

After ten months of operation, the airline was carrying over a thousand passengers a month, and it was necessary to replace the smaller Bonanzas with DC-3's.

The fifties were lean years for Central, but by the early '60's the airline set growth and expansion records. Routes were improved and expanded to include service to the entire state of Kansas, with the resultant system linked to Kansas City, St. Louis, Arkansas and Colorado. To accommodate the increased air traffic, Convair 240s and later Convair 600s (Dart) jet-props

were purchased.

At the time of Central's merger with Frontier Airlines, it was providing air service for 46 communities throughout the six states of Arkansas, Colorado, Kansas, Missouri, Oklahoma and Texas.

The following year, the airline's route system was further enlarged to include Denver-Las Vegas nonstop service, which has become one of the strongest revenue producers on the system.

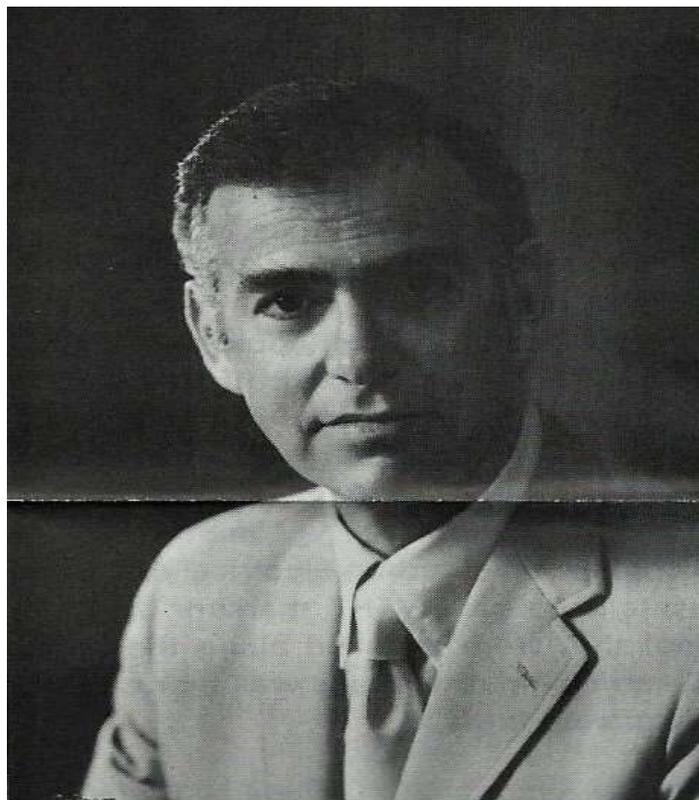
In January, 1969, E. Paul Burke was named to succeed former president Lewis W. Dymond. The airline continued its growth with major nonstop routes in competition with the nation's trunk carriers including Denver-Phoenix, Dallas-Denver-Salt Lake City; Denver-Casper/Billings, Dallas-Kansas City; Dallas-Albuquerque-Las Vegas and Denver-Omaha-Chicago (Midway), and Boeing 737 jets were employed for these long hauls.

### Frontier Airlines Celebrates 25th Anniversary

On November 27, 1971, Frontier Airlines' 3,200 employees system-wide celebrated the carrier's 25th anniversary.

In March, 1971, in a move aimed at strengthening the company's overall position, A. L. Feldman, formerly President of Aerojet Nuclear Systems Company, a division of Aerojet-General Corporation, was named President and Chief Operating Officer of Frontier.

Under Mr. Feldman's direction, Frontier has taken various steps to steer the company back to profitability. In an effort to reduce operating costs, Frontier consolidated its headquarters at 8250 Smith Road last March. The airline's overall marketing strategy was reorganized to produce additional revenues, and special emphasis is being placed on attempting to obtain more Federal subsidies to provide a fair rate of return.



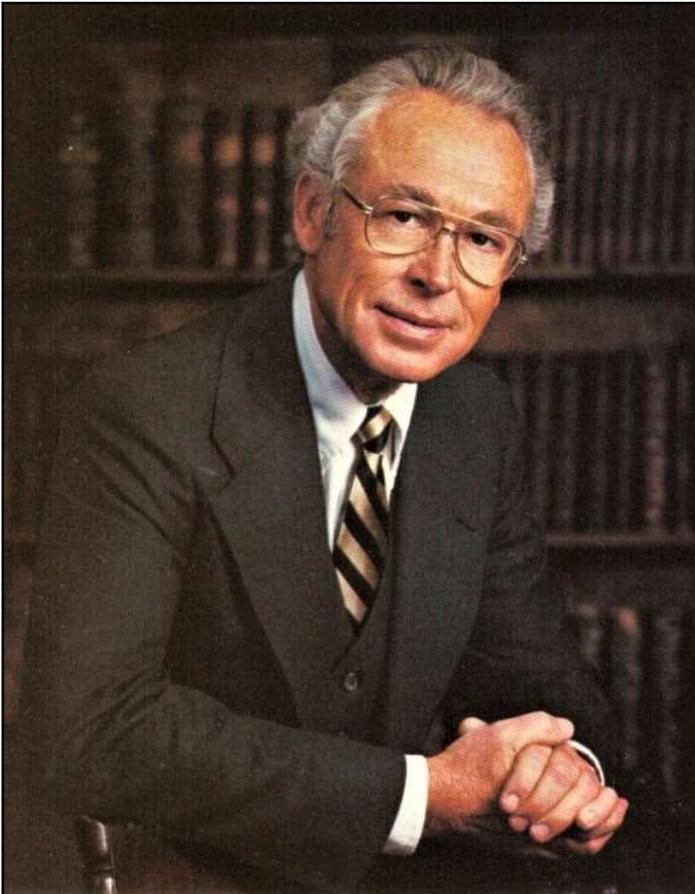
Al Feldman was elected President of Frontier in March, 1971.

## FRONTIER'S 35-YEAR ANNIVERSARY

*Excerpted & edited from the Nov 1981 Frontier News*

Since 1946, dedicated employees have worked hard to make Frontier succeed. This special publication highlights the contributions of our people by focusing on six representative employees - from different areas of the company, each with more than 33 years of service. Frontier's progress results from the qualities and efforts of all our people. Those of us who have joined Frontier in more recent years owe a debt to those who preceded us and created the foundations upon which we continue to build. Congratulations on the 35th anniversary of our company and may there be many more.

*-Glen L. Ryland, November 27, 1981*



**1946**

Denver-based Monarch Airlines, founded by Ray Wilson and F.W. Bonfils, begins service Nov. 27 linking Denver to Durango, Cob., with stops in Colorado Springs, Pueblo, Canon City and Monte Vista/Alamosa.

**1946**

Monarch carries 28,062 passengers during the first year on five DC-3 aircraft. Initial staff: 150 employees.

**1947**

Challenger Airlines is formed in Salt Lake City, and Arizona Airways is formed in Phoenix.

**1950**

Monarch is the surviving airline in a June 1 merger with Challenger and Arizona. Under the new name Frontier, the airline serves 40 cities in seven states with 12 DC-3s. Employees: 400

**1951**

Frontier carries 138,000 passengers during its fifth year.

**1956**

With 28 more cities on its route system, Frontier records 1.5 million passenger boardings during the first 10 years. 1956 passengers: 306,000. Employees: 700.

**1957**

Convair 340 aircraft are introduced.

**1961**

During its first 15 years, Frontier boards 3.8 million passengers. 1961 passengers: 601,000. Employees: 1,000.

**1964**

Piston-powered Convair 340s are converted into propjet-powered Convair 580s. The route system now links 11 states.

**1966**

Frontier is the first regional airline to introduce Boeing 727 tn-jets. 1966 passengers: 1.6 million. Accumulated passengers: 9.2 million. Employees: 1,600.

**1967**

Frontier merges with Central Airlines of Fort Worth in October, extending Frontier's routes to 114 cities in 14 states.

**1968**

Frontier retires the last DC-3.

**1969**

Frontier introduces Boeing 737 twin-jets.

**1971**

Frontier celebrates its 25th anniversary by breaking the 21-million mark in accumulated boardings. 1971 passengers: 2.5 million. Employees: 3,200.

**1972**

Frontier phases out the Boeing 727s.

**1974**

Frontier becomes an international airline July 1 with new service to Winnipeg, Manitoba.

**1978**

Frontier is a three-nation carrier with new service to Mazatlan and Guadalajara in Mexico.

**1980**

5 million passengers board Frontier flights during the year, bringing the accumulated boardings to 56.6 million.

**1981**

Third quarter earnings of \$11 million set an all-time company record, and the airline will achieve new earnings highs for the year. Fleet: 45 Boeing 737s and 16 Convair 580s. Routes: 86 airports in 27 states, Canada and Mexico. Since passage of the airline deregulation act in October 1978, Frontier reports major new service entries at 25 cities along with exits at 28 cities, mostly small communities. Employees: 5,800.

### WALT REA

I went to the Durango airport on Nov. 27, 1946, to watch Monarch's first plane land, but the runway was muddy and the plane never reached Durango.

It was tough to get an airline started in the late 1940s. Airplanes were new to the communities we served. Passengers were somewhat afraid to fly. It didn't look like a secure company, so an employee really had to like the work to stay.

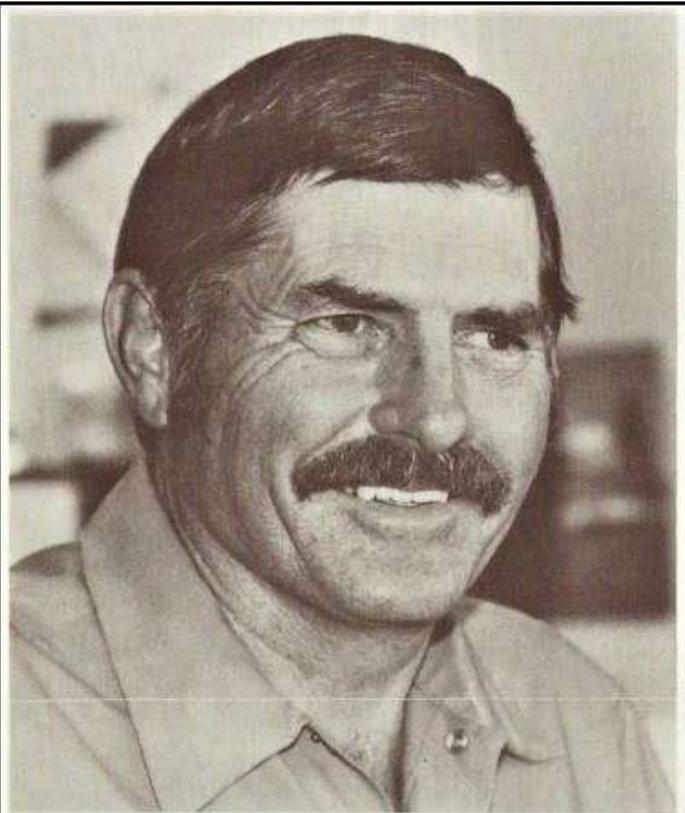
Durango's first terminal was an old Conservation Corps building, heated by a pot belly stove. Each night, the agent who

ACE AVAKIAN

Every time I taxi into Denver, I can still see our small fleet of DC-3s.

We were selling time in the early years, and that's what passengers bought. Imagine flying from Durango to Denver in only three hours. The airplane was pure transportation.

I had the chance to learn from the best pilots in the business when I started. They were quick thinking, intuitive, and we'll



**“Frontier has succeeded because we have had hard working people and good management.”**

Walt Rea, a native of Durango, joined Monarch in November 1947. He has served as a station agent, flight passenger agent, and station manager.

*([http://FAL-1.tripod.com/Walt\\_Rea.html](http://FAL-1.tripod.com/Walt_Rea.html))*

closed the building was supposed to bring in wood for the next morning. I opened the terminal every day at 4 a.m., and sometimes those agents forgot.

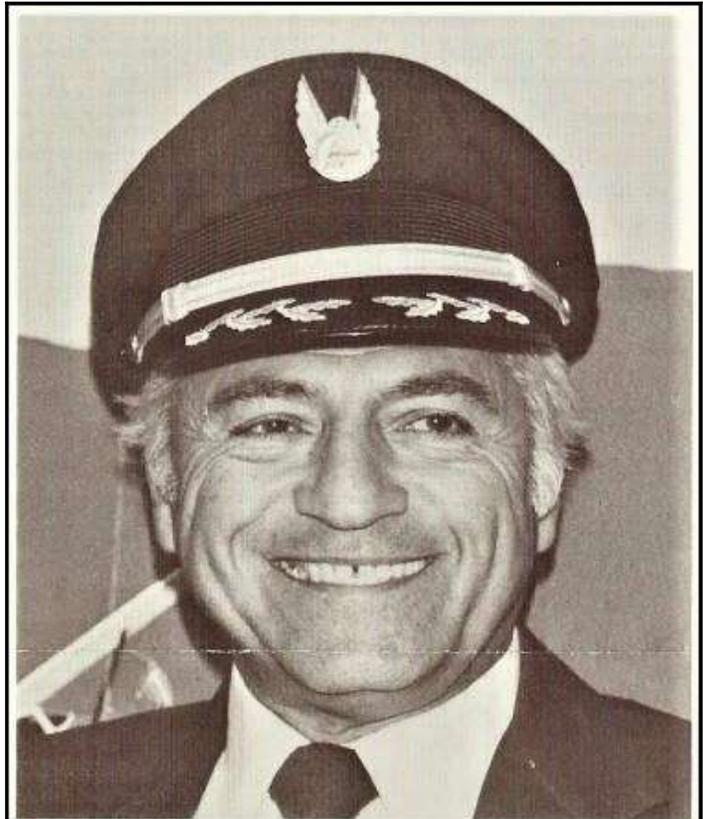
Because the runway was dirt, airplanes occasionally got stuck in the mud. We kept wood planks in a truck near the terminal. If a plane got stuck, we put the planks underneath the landing gear, and collected as many people as we could find. Then we all pushed.

The runway wasn't fenced, so we had a problem with visits from cattle. One evening I saw cows on the runway just before a plane landed. The captain pulled the plane right up to a bull, and the bull never moved. We didn't have many passengers at first. I worked three weeks before I had to write a ticket, and when asked for a ticket to Grand Junction, I went into a flat panic.

We had air shows to publicize our flights. A DC-3 flew into town and we offered short flights for \$2. After each show, our boardings increased.

Frontier has succeeded because we have had hard working people and good management.

Before I started this job I ran cattle. I thought the airline business would be a better way to make a living, and I was right.



**“We felt the odds were against us to succeed. We had to work hard.”**

Ace Avakian joined Monarch as a pilot in 1948. He is the only original pilot from Monarch who is still flying for the company.

*([http://FAL-1.tripod.com/Ace\\_Avakian.html](http://FAL-1.tripod.com/Ace_Avakian.html))*

never see that breed of pilot again. Even today my thinking is influenced by the men I first worked with.

Because of the terrain, we had to know the names of all the mountains and rivers, so we knew where we were going.

Days were long. Imagine a six stop Denver-Albuquerque flight on the first day, a nine stop Albuquerque-Salt Lake City flight the second day, and a nine stop Salt Lake City-Denver flight the third day. And we didn't have a single passenger. Maybe on a holiday we would get a passenger, and the captain would say “Look alive, we have a passenger.” Otherwise we carried mail and cargo.

Our planes were small and flights were bumpy. There was no air conditioning, limited heating and no cabin pressurization. Many times flying through the mountains the visibility was poor.

I grew up with the DC-3 and flew it 18 years for Frontier. I enjoyed flying at lower altitudes. I could see the changing seasons. I liked the freedom of it, the sense of accomplishment. I never thought Monarch would grow so much. We lived day to day in the early days, thinking a World War II attitude, "Let's enjoy it today because who knows what will occur tomorrow."

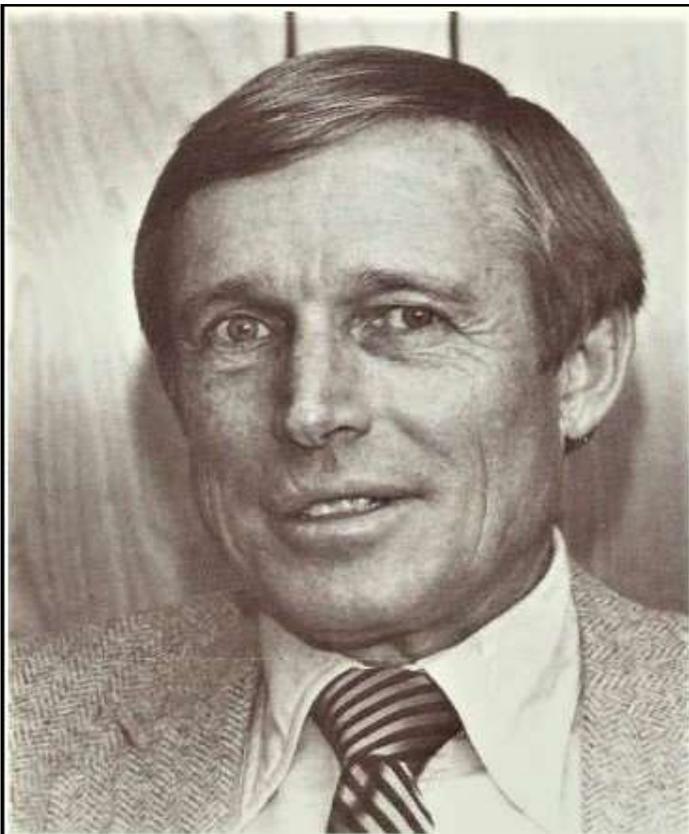
We felt the odds were against us to succeed. We had to work hard to put ourselves on the map.

I first soloed an airplane when I was 16. I grew up in this company and I've watched it grow. The 737 is like a toy to me. Imagine, they pay me for what I do.

When I park the plane in Denver, I see all the football team coming out to work the plane. It's exciting. I remember the time I told a man I worked for Frontier, and he said, "Oh, yes, I send my clothes there."

Now, they know us.

### JOHN CLARK COE



**"We have learned through the years to concentrate on profitable operations."**

John Clark Coe joined Monarch in February 1947. He has served as a flight steward, station agent, station manager, maintenance cost accountant, director of economic research, staff vice president — economic planning, and currently vice president of economic planning.

([http://FAL-1.tripod.com/John\\_Clark\\_Coe.html](http://FAL-1.tripod.com/John_Clark_Coe.html))

Mountain Area. Because of the terrain, he considered it challenging to provide air service in this area— with great obstacles to surface transportation.

Ray insisted on high standards of operations and maintenance, so the airline developed a solid safety record. The record we have had for 35 years should be credited to Ray for getting us started on the right foot.

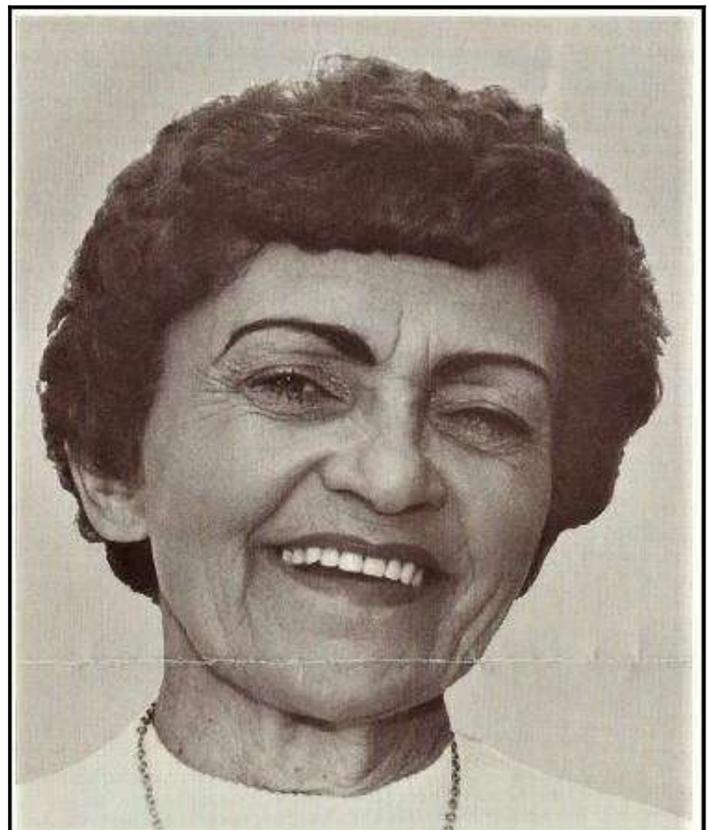
My favorite years were when economic planning was involved in Frontier winning strong jet routes from the CAB in the late 1960's and early 1970's, and the economic success we have achieved at the Denver hub in the era of deregulation and increased competition.

Gradually there has been an increased discipline to make route changes based on analysis rather than the subjective preferences of top management. We have learned during the years to concentrate on profitable operations, and avoid growth for its own sake. The company has become more structured and formalized. Since management by commitment was introduced, we have been more precise in scheduling our work.

Our future is very bright, if we continue to operate with a dedication to profit, making decisions on a sound profit and loss basis.

I had no idea when I started that Monarch would grow into a company of this size. We will continue to develop along with this rapidly growing Rocky Mountain West.

### ELLIE BASTAR



**"I know it sounds corny, but we were one big happy family."**

Ray Wilson envisioned the economic growth of the Rocky

Ellie Bastar graduated from Challenger's first stewardess class in July 1948. She served 17½ years as a stewardess, among them as chief stewardess for Billings, Salt Lake City and Phoenix. She is now on the staff in flight operations crew scheduling.

([http://FAL-1.tripod.com/Ellie\\_Bastar.html](http://FAL-1.tripod.com/Ellie_Bastar.html))

Looking at Frontier now, it's hard to believe we were ever small. Frontier has succeeded because people have pulled together. We knew it was our company, our livelihood. We wanted to make it work.

It's my airline. I watched it grow from nothing. I shared those years with special people. I know it sounds corny, but we were one big happy family. We flew on small planes to small cities and we stopped a lot. We served coffee, tea, bouillon, but no meals. Since we were called a "feeder" airline, a standard joke among passengers was, "If you are a feeder, why don't you ever feed us?"

Stewardesses prepared the mail at each stop. Imagine us in our long skirts, three inch heels, crawling back into the cargo pit to get the mail. Once we landed, we put on a new pair of white gloves which we had to wear when the plane door opened.

Folks from small towns were so eager and appreciative. I got to know the regular passengers by name, and I used to get Christmas cards from my passengers.

What I found so rewarding was if I had a problem I usually found someone on board who had a worse problem, so I didn't dwell on mine.

There were different regulations then. We had to wear our hair a certain way, watch our weight, wear a certain color nail polish.

Crews played fun tricks on each other. One time I put a rubber worm in the captain's tomato juice. He drank it all before he saw the worm. Years later he told me he had never again been able to drink tomato juice.

Being a stewardess was a great career. I loved all of it, and the airline business still has a romance about it.

### JACK MERICLE

There is nothing like an adventure. When the airline started, it seemed like most of the people were ready. Most of us had been in World War II. We were leaving one adventure. Perhaps we were ready for another.

Ray Wilson could see further than just about anyone else. When I bought my first house I asked him, "Do you think we'll last long enough?" He said, "I think we can make it. Go ahead and buy the house."

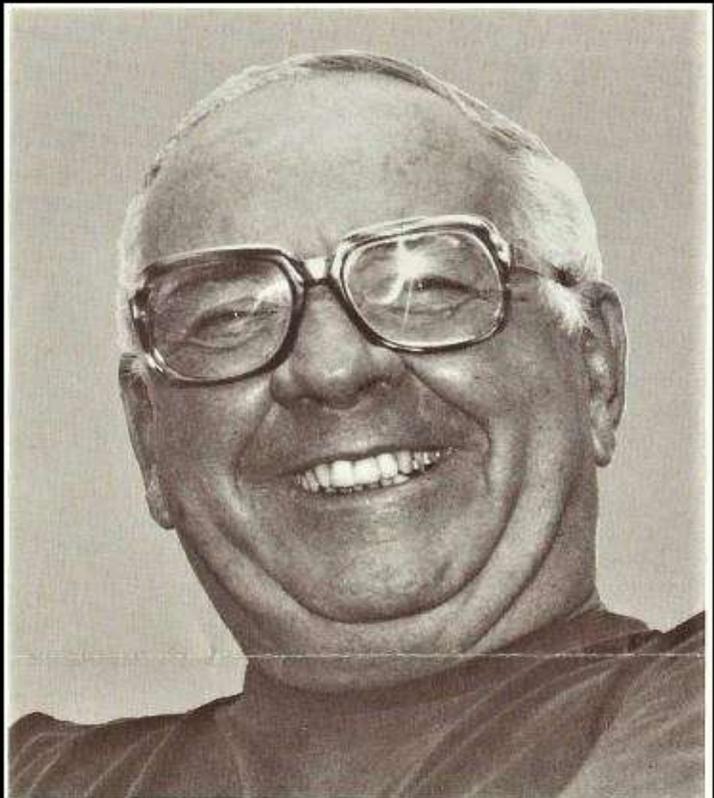
We had to have one serviceable airplane to receive a CAB certificate. It was a big day when the first plane was certified. On our first flight we loaded newspapers, chickens, and one passenger.

I knew we could make it, if we could just get the bugs out. At first we carried everything — rabbits, mining machinery, chickens.

My first bench in maintenance was a big box and my first stool was a small box. Whatever I repaired, I went first to the junk pile. It was all surplus. The only thing that wasn't surplus was the people.

It's a great feeling to make something like Frontier, to be a part of it from the start. Most everyone had the feeling they were helping to create something.

We worked hard. We tried to be a little different. It was



**"It's a great feeling to make something like Frontier, to be a part of it from the start."**

Jack Mericle joined Monarch in November 1946 in maintenance, before the inaugural flight.

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

adventurous. Anything worth doing is worth doing right. Everyone had that belief.

I don't think we'll ever stop growing, as long as we have good people working here. We have the momentum on our side.

### BILL MONDAY

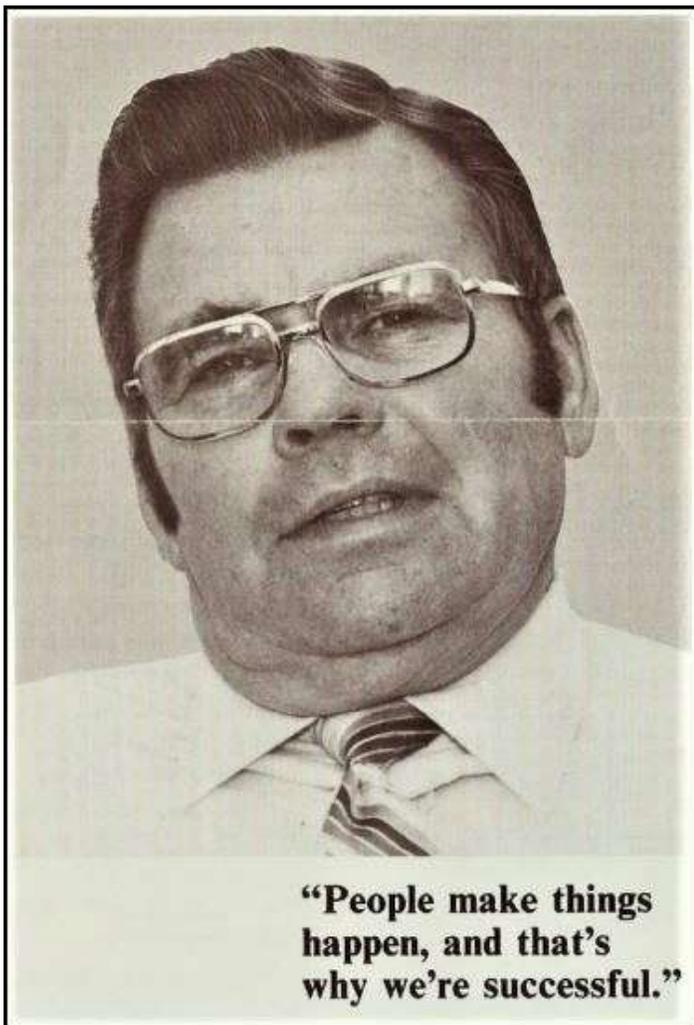
Somebody told me if you get in on the ground floor it will be rough at first, but eventually it will be well worth it. That has happened.

Some dedicated people have worked for this airline. People make things happen, and that's why we're successful.

We had humble beginnings. Visualize a fleet of a few DC-3s. Small towns with a few thousand people. The airplane comes to town three times a day, and the people drive to the airport to watch the landings.

In the first years significant events were when a dirt runway got surfaced, or when a new terminal building opened and we could stop operating out of a hangar or somebody's office.

We had problems serving high altitude airports, such as runway restrictions because of high winds, thin air and dirt. Planes were often weight restricted on take off, so flights were frequently sold out due to weight before all the seats were taken. It was necessary to develop a pay load system to measure everything by weight, including passengers and luggage.



**“People make things happen, and that’s why we’re successful.”**

Bill Monday joined Challenger in 1947. He has served as a station agent, station manager, manager of flight service, manager of schedules, director of data and communications, director of system reservations, director of the reservations computer system, director of consumer services, and currently as director of consumer services planning.

*([http://FAL-1.tripod.com/Bill\\_Monday.html](http://FAL-1.tripod.com/Bill_Monday.html))*

My most fulfilling achievement was the cut over of our reservations system to computer in 1968 after five years of planning. We were the only airline to cut over on schedule, and the only carrier to make the cut in a single day. This project helped us reduce reservations costs by 30 to 40 percent, which is saving us millions each year.

Frontier’s future is definitely bright, and we will continue to be a winner. Deregulation has worked for us. We have smart management. They know what they’re doing.

## 1980: Reviewing the year's events

### Jan 1981 Frontier News

1980—a year filled with news in the airline industry—was an eventful year for Frontier Airlines. A review of the year’s top stories:

#### JANUARY

- Frontier President Glen Ryland talks with approximately 2,500 employees in informal meetings in 12 cities during January,

February and March.

- 36 Boeing 737 jets are in Frontier’s fleet, along with 22 Convair 580s and three DeHavilland Twin Otters.

- The airline serves 91 airports in 26 states, Canada and Mexico.

#### FEBRUARY

- Legislation spearheaded by Frontier and the Air Line Employees Association (ALEA) to protect airline employees from loaded guns in passenger luggage is signed into law by President Carter. The new law makes it a federal crime to ship loaded weapons in airline luggage.

- New service to Lexington marks Frontier’s first flights to the state of Kentucky.

- A new flight numbering system is introduced, designed to improve consistency in numbering flights and accommodate Frontier’s growth.

#### MARCH

- First quarter earnings: \$2,773,000, on total revenues of \$108,921,000, both increases from the first quarter of 1979.

#### APRIL

- The CAB announces that Frontier received the second lowest number of passenger complaints among US. airlines during the first quarter of 1980.

#### MAY

- Flight attendants throughout the airline industry celebrate the 50th anniversary of their profession.

- Eruption of Mount St. Helens in Washington state disrupts air service to the Northwest for several days.

- Houston, Texas, and Stockton, Calif., join Frontier’s route system.

#### JUNE

- Second quarter earnings: \$4,093,000, on total revenues of \$114,074,000.

- Frontier reservations agents are the only airline reservations personnel to pass a CAB Bureau of Consumer Protections test given throughout the industry on the accuracy of discount fare information conveyed to customers.

- Flights are terminated to the Montana cities of Havre, Glendive, Lewistown, Wolf Point, Miles City, Glasgow and Sidney, and Williston in North Dakota. Known as the “Hi-Line” cities, these areas were served by DeHavilland Twin Otter aircraft based in Billings, Mont.

#### JULY

- Non stop flights are inaugurated between Denver and Atlanta.

#### AUGUST

- Service to McAlester, Okla., the last of Frontier’s “one man” stations, is terminated.

- Frontier announces the inaugural date of June 1, 1981, for new service from Regina and Saskatoon in Saskatchewan, Canada, to Minot, ND., with continuing service to Denver.

- Jackson Hole Ski Corporation and Frontier sign an agreement to operate jet charters to Jackson, Wyo., from Denver and Salt Lake City on Saturdays for 15 weeks starting Dec. 20. Charter service will be scheduled in addition to regular Convair 580 service, utilizing charter authority held by Frontier since the mid-sixties.

#### SEPTEMBER

- Third quarter earnings: \$5,924,000, on total revenues of \$122,609,000, both increases from the third quarter of 1979.

- Frontier announces a \$9 million program to increase its passenger boarding capacity

*Cont'd on back page*

Loved Jackson Hole Wyoming...skiing-hiking-rock climbing...all very -- very nearby AND of course up the road Yellowstone. Got married there, Lutheran Kirch in the center of town with windows that opened on to the town's ski area. Of course a Dallas Texas beauty queen, right?

We built a home just south of the Airport, altitude 6444 ft. The architect had re-designed and won awards for the Jackson Hole Airport admin building....My home was on the Jackson Hole Golf and country club north boundary, I wasn't a golfer so I really didn't explore that activity then.

Yesterday a google spy, sent the question Where is the most wealthiest Zip Code? Thinking of you fellas I thought someplace where you dudes live...must be...The ANSWER..Jackson Hole Wy. average home is worth 2.8 million...as there is very little private property as it is either Yellowstone or Teton/Jackson Hole National Park...how is that for a WHOOPS...shud hung on to it eh.

Pray you're all doing well with virus and containment. Dale in hot Florida. Didn't realize you had "re-built+" my motor I lost on Take Off with a brand new fresh F/O...JAC-SLC...flying around JAC with one motor in a full psgr and loaded CV-580 was a real thrill dodging the mesa's a bit higher than our altitude.

Many years later as a FAA Program Manager on United Airlines Flight Crew Training, I hear a very loud yell and demonstration from a United Pilot...Good Grief , it's my F/O after all those years...God speed brother.

**-Captain Dale Buss**

Been a long time since I have been in contact. Just clearing out old files, etc...stopped to look at a couple of Frontier News magazines in which you were so kind to include a couple articles that were about me... Jan/2020 and Oct/2019...

Are you still in the Aircraft business....I am still going strong and heading for the big "92" in October. Still in good health, thanks to the GOOD LORD... This virus mess we are having is nothing I would ever have imagined in our scientific world...goes to show you, we are never close to being in control.

Hope all is well with you. God Bless.

**-Faye Shields Duff, old FAL/MAL employee**

This is for all my "old" pilot buddies .... And others who look to the sky anytime they hear an airplane overhead. I have done a little editing, but hope you enjoy with your morning coffee. I miss the old days and the good times, sitting around the bar on layovers with your fellow pilot friends ... and yes, I miss the girls too. We had the best at Frontier (1954-1986). Enjoy.

#### WHEN MEN WERE MEN AND 580s ROAMED THE EARTH

In the Age of the CV-580s...that smoke is from the water injection used for take off. Those were the good ole days!

Pilots all knew who Jimmy Doolittle was. Pilots drank coffee, whiskey, smoked cigars, and didn't wear digital watches. They carried their own suitcases and brain bags, like the real men they were.

Pilots did not go through the terminal impersonating a caddy pulling a bunch of golf clubs, computers, guitars, and feed bags full of tofu and granola on a sissy-trailer; Wearing no hat and having granny glasses hanging on a pink string around their pencil necks, while talking to their personal trainer on the cell phone!!!

Being a Captain (wearing a hat with "Thunder and Lightning"



The first 580 I flew on my flight attendant IOE training flight was this beauty, ship 160, DEN-COS, 18 mins block to block, 50 pax..and I served soft drinks because my instructor (Mike Engle) was evaluating me. I really liked the 580 trips. Thanks for this beautiful photo, really nice!

**-Lindsey Moore**

on the bill) was as good as being the King in a Mel Brooks movie.

In my youth, all the Stewardesses (aka. Flight Attendants) were young, attractive, single women that were proud to be combatants in the sexual revolution. They would blush, and say thank you, when told that they looked good, instead of filing a sexual harassment claim.

The Junior Stewardesses usually shared a room and talked about men... with no thoughts of substitution. Passengers wore nice clothes and were polite; they could speak, read AND understand English. They didn't speak gibberish or listen to loud gangsta rap on their iPods. They bathed, and didn't smell like a rotting pile of garbage - in a jogging suit and flip-flops.

If the Captain wanted to throw some offensive, ranting jerk off the airplane, it was done without any worries of a lawsuit or getting fired. Axial flow engines crackled with the sound of freedom and left an impressive black smoke trail like a locomotive burning soft coal. Jet fuel was cheap and once the throttles were pushed forward, they were often left there. After all, it was the jet age and the idea was to go fast (run like a lizard on a hardwood floor).

Except while flying over the deep oceans, "economy cruise" was something in the performance book, but no one knew why or where it was. When the clacker went off, no one got all tight and scared, because Boeing, Douglas and Convair built their machines out of iron.

Nothing was going to fall off and that barber pole sound had the same effect on real pilots then, as Viagra does now for these new age guys. There was very little plastic and no composites on the airplanes. Airplanes and women had eye-pleasing symmetrical curves, not a bunch of ugly vortex generators, ventral fins, winglets, flow diverters, tattoos, rings in their nose, tongues and eyebrows.

Airlines were run by men like C.R. Smith, Eddie Rickenbacker, Juan Trippe, Harding Lawrence, Ted Baker, and Bob Six, who had built their companies virtually from scratch, knew most of their employees by name, and were lifetime airline

employees themselves. not pseudo financiers and bean counters who flit from one occupation to another for a few bucks, a better parachute, or a fancier title, while fervently believing that they are a class of beings unto themselves.

And so it was back in the 60s when I was a young pilot and would be Captain ... and like my youth, it never will be again!

**-Captain Phil Stallings (Ret) Frontier Airlines 1964-1986**

Thanks a lot for putting out the Frontier News. I enjoy it very much. It always brings back old memories. Best airline ever!

Thanks,

**-Marshall Teaff, CN/FL Line Maintenance 1964-1986**

I meant a lot of celebrities in Rock Springs, seen this guy in a suit who had already gone through security, it was a hot area with no AC. I looked at him a couple of time and went into security and said by any chance our you Mr Pickens, He looked up and said I sure am, I heard the voice so many times in the movies, wow. I said my office is a lot cooler and I will check you back through security, I said if you like coffee I will make us a fresh pot.

From then on when Slim come through the terminal he would open my door and ask if the coffee was on, if it wasn't I made fresh. He had a cabin near Boulder Lake. we became pretty good friends.



Although he was best known for acting in westerns, Pickens played B-52 pilot Major T. J. "King" Kong in 1964's Dr. Strangelove. Who can forget his scene riding the atomic bomb out of a B-52 over Russia?

Told a guy how Slim Pickens invited me up visit him at his cabin, he said this how that would have worked out, after you

were there for a while he would have wanted to go to Pinedale and have a drink once you were there, he would have picked a bar fight for you and him against all them. He would have paid for all medical bills, fines etc. but because he had history judge would have let you both spend the night in jail and while there he would have turned to you said wasn't that a lot fun? He said sometimes he has his drink friends with him you would have been invited to go along. He said around 2 am Slim started banging on his door and wanted him to get his tractor and come down to the corner and pull him out of the ditch. He said it was really snowing he told Slim to come in and had a place for him to sleep and they would get his vehicle in the morning. Slim well we can't leave my friend out in the cold we need to go get him. He said I bundled up and we went and got his friend. Duke was just a drunk as Slim... That is Duke as in John Wayne.

**-Roger Greenlee**

I got a rare opportunity to fly the Convair 580. I was a station agent in GTF in 1969 before my move to STL, and I got bumped in CPR. I just got in to the terminal when the Ops Mgr. asked me if I was Jerry Turner. I said yes, and they told me that Captain Ron Litton saw me get off and said I could ride the jump seat.

While taxiing out to the runway, I said to Ron, that I could probably fly that airplane if I had to. He said ... Oh, you think you could, and laughed. Nothing else was said, but just after take off, and about 400 feet in the air, Ron asked the 2nd officer if he had it under control, and he said he did.

Ron got up out of the Captains chair, and said, well.... here is your chance! I got to fly it from CPR to LAR.

I was on final approach and at about 500 feet, when he said we had better swap seats. That was a treat that I will never forget. That was N73161 and on November 23rd, 1969.

**-Jerry Turner**

Sadly, Ron died when his chute malfunctioned somewhere in Florida. He was also a martial arts guy and took care of a rowdy, drunk passenger at JAC. The drunk was country singer Johnny Paycheck who made a not so graceful exit from the aircraft, a 580.

**-Darrell Robson**

As a flight attendant in Kansas City back in the day we had a Captain that thought it important that we get some left seat time. It would only be done with no passengers in the back. My experience was out of Bartlesville OK... his words "you would have made a hell of a fighter pilot" as we changed seats.

**-Barb Womack**

I did the same thing. I can't remember the guys. I landed the Convair in the right seat. I remember changing places as we were taxiing. Awesome memory. I was in MCI too.

**-Janice Gasset**

My roommate Gina Nichols put some time in the left seat.. shot approaches.. never a landing.. don't know that I should name names but my experience was with Capt Phil C and first officer Harvey C.

**-Barb Womack**

Amazing, as I remember the surreal experience of getting to "fly" the 580 as a F/A as well, but never thought I would talk about it out loud. Guess that 'ship has sailed' now!

**-Wendy Walker Erich**

While on a FSM/FYV/DFW flight after take off Rusty asked the FO to swap seats with me. While I was flying, I noticed Rusty was transmitting on the radio a lot. He was talking to center about all the altitude variation. He explained he was checking the pressure system. Did not do to well, but it was a thrill.

**-Keith Sturgeon**

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

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*Cont'd from page 25*

at Denver's Stapleton International Airport, including six mobile passenger lounges, a new gate area, parking ramp and baggage facilities. Introduction is scheduled for July, 1981.

• Over 1,000 books are collected by Frontier flight attendants for donation to the public library in Zihuatanejo, Mexico.

#### OCTOBER

• Frontier announces plans to terminate flights to Amarillo, Texas, and Liberal Kan. on June 1, 1981.

#### NOVEMBER

• Frontier places orders for four additional Boeing 737-200s with dash-17 long range engines, for delivery in 1982, which will bring the jet fleet to a total of 49.

• The DeHavilland Twin Otter, popularly named "The Trail Master" by Frontier employees, ends its career with the airline when service ends to Chadron, Sidney and Alliance, Neb.

• Flights are terminated to Jackson, Miss.

#### DECEMBER

• New service to Orange County, Calif., and Des Moines, Iowa, marks Frontier's first flights to Southern California and the state of Iowa.

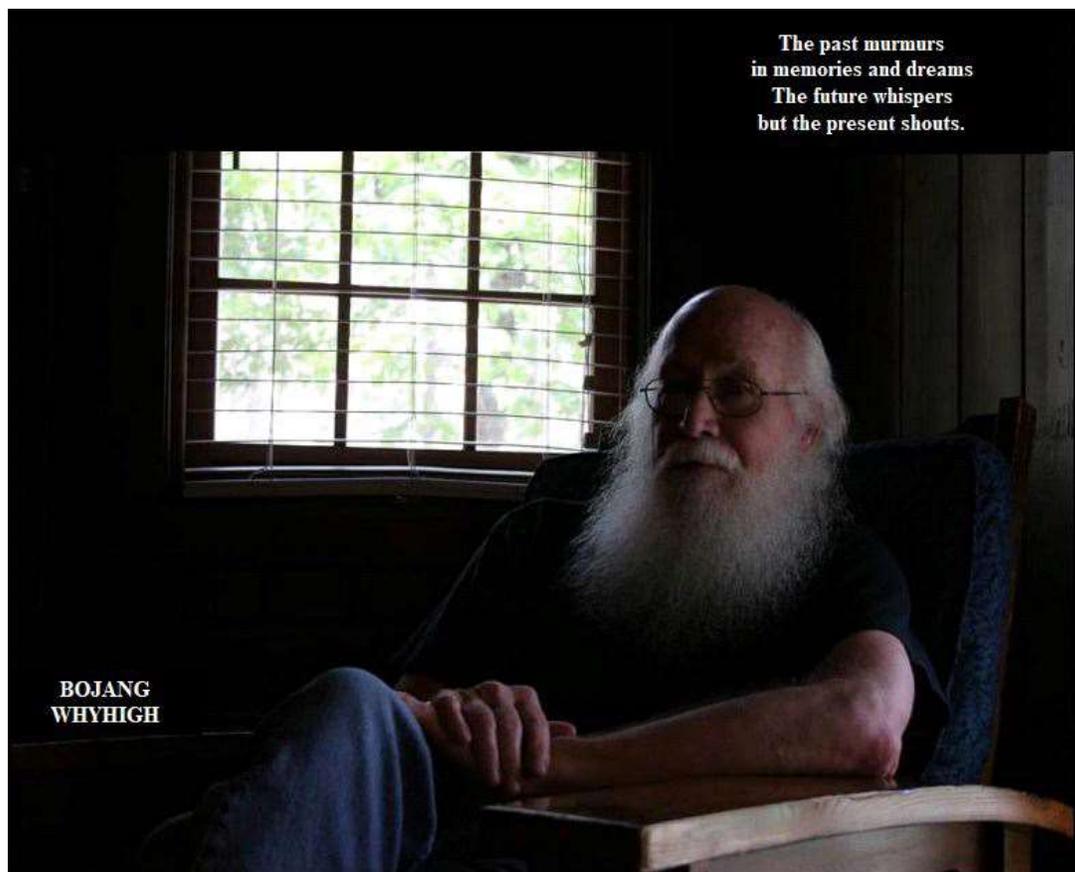
• Frontier announces plans to inaugurate non stop service between Denver and Reno, Nev.,

starting March 1, 1981.

• Glen Ryland announces that net earnings for Frontier in 1980 "will equal, or exceed, the all-time record that was established in 1979."

• The airline serves 83 cities in 26 states, Canada and Mexico.

• 43 Boeing 737 jets and 20 Convair 580s comprise Frontier's fleet.



**BOJANG  
WHYHIGH**

**The past murmurs  
in memories and dreams  
The future whispers  
but the present shouts.**