

FRONTIER NEWS



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

We are FLamily!

WINTER

JANUARY

2021

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The FRONTIER NEWS is digitally 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. There is no hard copy edition.

It is a non-profit operation. All income goes into keeping the Frontier News and website 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”.

The Frontier News newsletter will no longer be printed and mailed. Hard copies are not available but you may print your own from the digital post.

The digital editions are posted at our website:

ADS

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

AD RATES

\$5 for 20 words. \$10 for 40 words, \$15 for a business card, \$20 for 1/8 page, \$40 for 1/4 page, \$60 for 1/2 page and \$100 for a full page.

All income goes toward the NEWS, the website and support expenses. Please make checks out to Jake Lamkins.

FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

Visit the Frontier website and check out our page at FFacebook:

<https://www.facebook.com/groups/172416905475>

WHEN
 YOU
 ARE IN A HOLE
 STOP DIGGING.
-Bojang Whyhigh



JAKE LAMKINS, Editor

Season’s Greetings and Best Wishes for the new year of 2021. May it bring more unity & civility to our nation and an end to the Covid-19 virus pandemic.

You will notice some changes to the newsletter with this issue. Now that we have gone digital you will see more weblinks in the text which will replace lists previously used like FLights West obituaries and such. The weblinks will take you to more and completer info on our website and the internet.

Another big change is that I am no longer tied to 28 pages mandated by postal rates and printing requirements. The newsletter may vary in the total number of pages depending on how many items I have (30 pages this time.). I hope you like the changes.

It’s a relief to no longer need to come up with \$800 per issue for printing/mailling expenses too. And I don’t miss the nearly daily need to update mailing addresses either. My Frontier projects in good financial shape for the forseeable future.

Many thanks for their support to Joe Kramer, Mike Salensky, Bill & Carol Dawkins, Ernie Van Winkle, Anne Schade Elwood, Maurine Cook, Fred Perry, Richard & Jeanne Paul, Bill Slauter, Gary Lundberg, Larry Baumgartner, John Skibinski, Mike Macek, Al Hepner and Ted Roybal.

You may have noticed some weblinks not displaying properly on our website. I am trying to fix the problem but am hampered by not knowing what is causing it. Tripod may have changed their html protocol or it may be the way my computer is working. My anti-virus may be doing something and you may not even be seeing it.

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**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

Contact:
Carolyn Boller, 303-364-3624 bollercck@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...likely to be cancelled
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

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

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

Contact event coordinators before making plans to attend.

**NO REUNION NEWS
EVERYTHING DEPENDS ON THE VIRUS PANDEMIC.**

NEED BOOKS?

If you're staying home more because of the pandemic, you may be running out of reading material. Here are some suggestions.

Frontier Days: A History of an Airline

by Gary Sevren. It was self published in 1988 by DEN station agent Ted Gregg.

The Golden Years of Flying

by Tex Searle who was a Frontier pilot. It is in its second edition now and a delightful recollection of his days flying the DC-3.

Frontier Airlines: A History of the Former Frontier Airlines

by Greg Stearns, the son of pilot Gus Stearns and flight attendant Pam Stearns. Fabulous book with great photos.

From the Cockpit to the Galley

by Bonnie Dahl & Patty O'Neill, both Frontier flight attendants. It's a great collection of Frontier flight crew photos.

The Convair Twins: 240 to 640

by Gary L. Kilion. Hard to find but worth looking for because it is full of info on our convairs, even a history of each one built.

Weaving the Winds

by Emily Howell Warner, Frontier pilot, who tells her story with the help of Ann Lewis Cooper.

Airlines for the Rest of Us

by Stan Solomon. Subtitled The Rise and Fall of America's Local Service Airlines which includes Frontier and twelve other air carriers.

Flying the Line

by George E. Hopkins in two volumes. It's the definitive history of the Air Line Pilots Association which spawned the agents and flight attendants unions at Frontier. Good history!

Most of these can be found at <http://Amazon.com> or at other internet bookstores. A google search can find you many other great aviation books too. Good reading!

**SPECIAL THANKS
FOR DONATIONS AND SUPPORT**

Station agent Richard Paul & Jeanne

Aircraft mechanic Fred Perry

Senior station agent Gary Lundberg

Station agent Ted Roybal

Staff manager Mike Salensky

29 DEATHS REPORTED SINCE THE FALL 2020 ISSUE

Joan Gassett Angell,
DEN flight attendant, 10/19/20, age 82

Paul Carey,
GSW DAL DFW DEN pilot, 5/0/20, age 88

Bob Dibb,
DEN director-advertising, 8/28/06, age 87

Bob Ervin,
FYV station agent, 12/8/17, age 81

Clara Nelle Kelley Fleet,
DEN clerk, legal secretary, 3/7/98, age 69

Woody Fogg,
BZN station agent, 10/23/20, age 75, Parkinson's disease

Linda Casey Starkey Hamala,
DEN PHX JAC ticket counter agent, 10/9/20, age 77, ALS

Kevin Hayes,
DEN pilot, 10/24/20, age 65

Phyllis Holec,
DEN secretary, 4/15/20, age 87, pneumonia

Leo Hongsermeier,
DEN STJ station agent, station manager, 6/21/91, age 62

Harold Hopkins
COS senior station agent, 12/8/20, age 92

Stan Larson,
DEN director-market research & analysis, 9/26/20, age 84

Helen Lee,
DEN reservations & ticket counter agent, 10/3/20, age 79

Larry Middleton,
DEN BOI senior station agent, 10/27/20, age 79, cancer

Mickey Mitchell,
MKC MCI PUB ATL station manager, age 74

Kay Morey,
DEN reservations agent, 10/23/20, age 75

Dale Rausch,
DEN director-accounting, 3/24/00, age 75

Dolores Roybal,
DEN reservations agent, 11/15/20, age 77, liver cancer

Gordon Shaffer,
DEN personnel manager, 12/26/18, age 93

Tom Slade,
DEN RAP LAS PHX ticket counter agent, 7/28/20, age 70

Peggy White Spencer,
PHX DEN SLC reservations agent, 11/10/20, age 92

Jesse Stokes,
MKC MCI DEN pilot, 11/4/20, age 87

Tink Thiese,
ABQ ELP SLC lead aircraft mechanic, 9/6/20, age 96

Don Thoele,
DEN flight simulator technician, 11/27/20, age 93

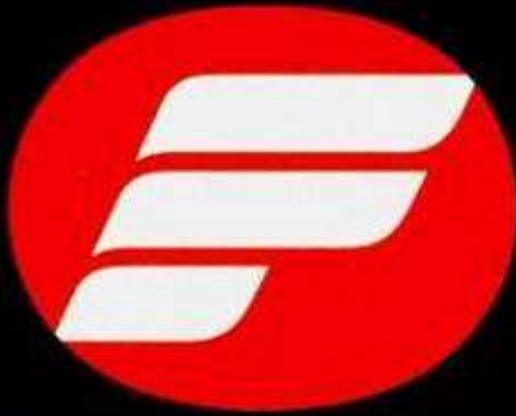
Hugh Thornton,
DEN pilot, 10/14/20, age 86, COVID-19

Bill Tuckfield,
FLG station agent, 2/24/08, age 83

Bob Washburn,
AMA LIT DEN station agent, 10/9/20, age 90

Don White,
MCI DEN maintenance foreman, 11/22/20, heart disease

Larry Zentz,
MHK CEZ RNO station manager, 8/9/19, age 72



FRONTIER FLights West

GONE WEST

We salute our FLriends on their FLight West.
They are not dead until we forget them.

All our memorial webpages are at
<http://FAL-1.tripod.com/Obituaries.html>

Others are

AGENTS, CLERKS, SKYCAPS
<http://FAL-1.tripod.com/ObitsAgents.html>

FLIGHT ATTENDANTS
<http://FAL-1.tripod.com/ObitsFAs.html>

MAINTENANCE
<http://FAL-1.tripod.com/ObitsMx.html>

MANAGEMENT & OTHERS
<http://FAL-1.tripod.com/ObitsMgmt.html>

PILOTS, DISPATCHERS, FLIGHT OPERATIONS
<http://FAL-1.tripod.com/ObitsPilots.html>



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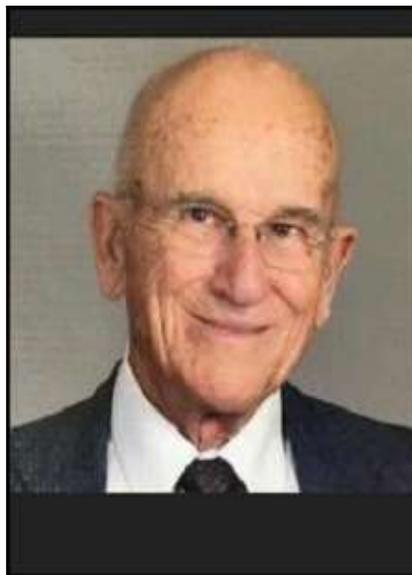
JOAN GASSETT ANGELL

1952 - 1971

FLIGHT ATTENDANT

DEN

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



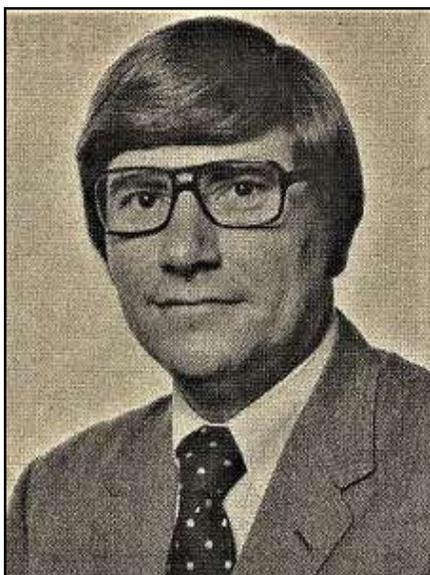
PAUL CAREY

1959 - 1986

PILOT

GSW DAL DFW DEN

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



BOB DIBB

1972 - 1975

DIRECTOR-ADVERTISING

DEN

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



BOB ERVIN

1956 - 1962

STATION AGENT

FYV

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



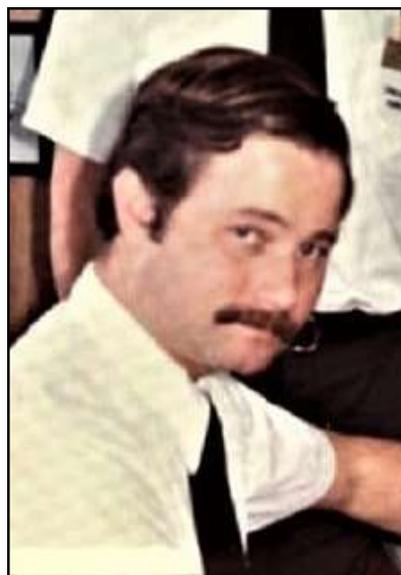
CLARA NELLE KELLEY FLEET

1957 - 1961

LEGAL SECRETARY

DEN

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



WOODY FOGG

1968 - 1986

STATION AGENT

BZN

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



LINDA CASEY STARKEY HAMALA

1966 - 1986

TICKET COUNTER AGENT

DEN PHX JAC

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



KEVIN HAYES

1986 - 1986

PILOT

DEN

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



PHYLLIS HOLEC

1959 - 1961

SECRETARY

DEN

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



LEO HONGSERMEIER

1954 - 1961

STATION AGENT, STATION MANAGER

DEN STJ

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



HAROLD HOPKINS

1955 - 1986

**SENIOR STATION AGENT,
TUL SWI SAF DEN PUB COS**

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



STAN LARSON

1965 - 1984

DIRECTOR-RESEARCH & ANALYSIS

DEN

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



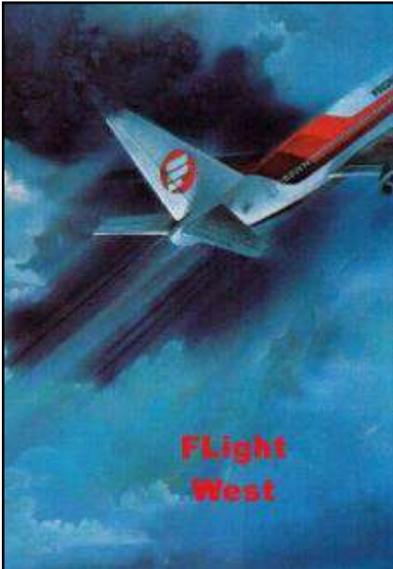
HELEN LEE
1973 - 1986
RESERVATIONS & TICKET CTR AGENT
DEN

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



LARRY MIDDLETON
1965 - 1986
SENIOR STATION AGENT
DEN

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



MICKEY MITCHELL
1967 - 1986
STATION MANAGER
MKC MCI PUB ATL

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



KAY MOREY
1966 - 1986
RESERVATIONS AGENT
DEN

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



DALE RAUSCH
1948 - 1960
DIRECTOR-ACCOUNTING
DEN

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



DOLORES ROYBAL
1965 - 1972
RESERVATIONS AGENT
DEN

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



GORDON SHAFFER
1947 - 1968
PERSONNEL MANAGER
DEN

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



TOM SLADE
1969 - 1978
TICKET COUNTER AGENT
DEN RAP LAS PHX

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



PEGGY WHITE SPENCER
1970 - 1986
RESERVATIONS AGENT
DEN

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



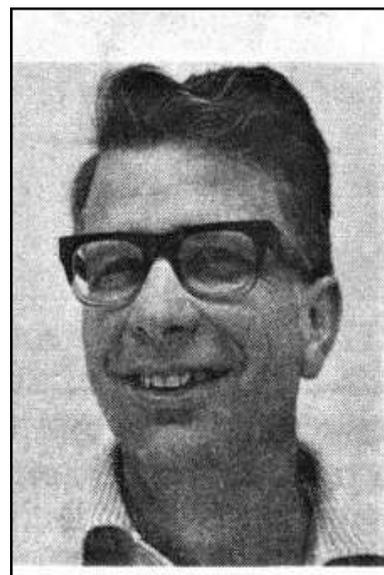
JESSE STOKES
1962 - 1986
PILOT
MKC MCI DEN

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



TINK THIESE
1948 - 1986
AIRCRAFT MECHANIC
ABQ ELP SLC

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



DON THOELE
1948 - 1986
FLIGHT SIMULATOR TECH
DEN

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



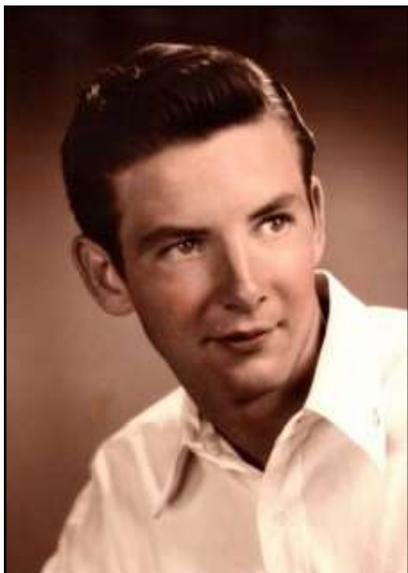
HUGH THORNTON
1967 - 1986
PILOT
MKC MCI DEN

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



BILL TUCKFIELD
1953 - 1957
STATION AGENT
FLG

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



BOB WASHBURN
1960 - 1986
STATION AGENT
AMA LIT DEN

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



DON WHITE
1978 - 1985
MAINTENANCE FOREMAN
BIL MCI DEN

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



LARRY ZENTZ

1967 - 1986

**STATION AGENT, STATION MANAGER
MHK CEZ RIW RNO**

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

5 DIE IN FRONTIER CRASH

Many thanks to Frontier Airlines pilot Tex Searle and his publishers for permission to excerpt and re-print this chapter from his wonderful memoir, THE GOLDEN AGE OF FLYING, which is available from fine bookstores and the internet. It is a wonderful volume about a bygone era of American aviation.

FLIGHT 32 IS DOWN

We had just landed at our small hub in Riverton, Wyoming, and I could see the flight had arrived from Billings, Montana. The flight from Denver was in the pattern. Ed Radford, my copilot, and I hurried into the crewroom to enjoy a short visit with the crew from Montana, who turned out to be Captain Ken Huber and his copilot Daniel Gough.

Captain Huber and I had recently attended a six-month check in Denver and had become quite well acquainted. He was a straightforward individual who attended to business and yet had a friendly disposition that made one feel comfortable to be around him. Although it had not been my privilege to fly with him, word coming out of Denver was Huber's an excellent DC-3 pilot with many hours of experience flying the rugged Rockies.

In the early hours of 13 March 1964, my phone was ringing off the hook. I groped for it and managed to get the receiver to my ear. It was my friend Captain Dick Ure. I woke up when I heard the words, "Flight 32 is down at Miles City, Montana, and Ken Huber was the captain." The word was presented an ominous foreboding.

I knew it was bad and going to get worse. Flight 32 impacted the ground less than two miles from the Miles City Airport

during an instrument approach in adverse weather conditions. Crews who had experienced flying that far north had their own ideas regarding the sudden termination of flight 32: Low Level Icing.

The CAB (Civil Aeronautics Board) made a thorough investigation into the cause of the accident, and File No. 1-0004 reveals the result of their report. The crew arrived at the company's operations at Billings between 6:30 and 6:45 P.M. to prepare for the flight. At 7:25 P.M the captain received a weather briefing from the U.S. Weather Bureau.

A cold front was approaching Miles City and gusty northwest winds would persist with turbulence and moderate icing. Squalls would prevail in the area. The forecast for Miles City called for ceilings 2,000 feet above the ground, with visibility 3 miles, light snow, wind northwest 20 knots with gusts, occasional visibility 1 mile, light snow.

Flight 32 departed Billings at 8:01 P.M. It had been cleared to fly the airway to Miles City VOR (Navigational radio fix) at an altitude of 7000 feet and estimated arrival over the Miles City VOR at 8:42 RM—approximately 41 minutes en route. Nineteen minutes after departure, Great Falls Air Route Traffic Control Center relayed the latest weather at Miles City to flight 32: ceiling 1,000 feet above the ground, visibility 4 miles, light snow showers, wind northwest 25 with gust to 35 knots, and cleared the flight to make an instrument approach to Miles City airport.

At 8:45 P.M the flight advised Miles City Flight Service they had passed over the radio fix at 8:45 and were starting the approach. They also contacted the company radio at Miles City and advised they had crossed over the VOR and gave their fuel load aboard as 485 gallons.

The company radio advised there was no reported traffic in the area and the wind was 20 with gusts to 30 knots out of the northwest. The flight advised they would be on the ground in 3 minutes and they would need a rudder lock (locks the large rudder in place, when on the ground in gusty winds). The station acknowledged. This was the final transmission between the flight and the company station agent.

Flight 32 reported to the Miles City Flight Service that they had passed over the VOR inbound to the field and that they planned to land northwest into the wind. This was the last radio contact between the flight and the Miles City Flight Service. In none of the transmissions from the flight was there any mention of operational distress or of weather conditions encountered.

At 8:50 P.M, aircraft number 442 struck the ground in a slight nose-up attitude. The investigation showed the aircraft to be in a landing configuration. After initial impact the aircraft began to disintegrate and continued moving for a distance of about 600 feet. Fire developed and the major portion of the aircraft was destroyed.

Fire and other damage made it impossible to determine the readings of many of the instruments. However, the captain's altimeter was at the proper setting. The location of the crash site showed it to be on its proper course to the field. Examination of the maintenance records of the aircraft indicated that maintenance had been current. No item that could logically be related to this accident was discovered. Fire at impact and the time interval before persons reached the crash site made it impossible to determine if airframe icing had been present at impact. A record special observation was taken at 8:55 PM, five minutes after the accident, which said in part: indefinite ceiling 500 feet,



the surface. The aircraft at this position, according to the witness, appeared and sounded normal in all respects. Yet, the point of impact was located only 1.7 miles from the VOR where the minimum descent altitude should have been approximately 400 feet above the ground.

Because there is no evidence of any failure or malfunction of the aircraft or navigational aids, the board cannot state, with any degree of certainty, the reason for the unexplained departure from the minimum descent altitude.

It was determined that weather conditions in the vicinity of Miles City were conducive to moderate to heavy airframe icing in clouds and precipitation. Strong gusty winds over the rough terrain would likely have produced moderate to severe turbulence in the area. Under these conditions, large ice accretions on the wing surfaces would have become a serious detriment to airspeed and altitude control, especially after the landing gear and flaps were extended. With such an accumulation of ice, it is possible that prior to or at the time

sky obscured, visibility 1 mile, light snow showers, temperature 32 degrees, wind northwest 20 gusting to 30 knots.

One witness, a technician who was inspecting the ground navigation radio facility, reported he saw an aircraft which he could identify as a DC-3, pass overhead toward the airport at a height of approximately 1,000 feet and about 600 feet north of his position. According to the witness, the aircraft appeared and sounded normal at this point. He estimated that wind gusts were 35-40 knots, "or maybe more," that the wind was strong enough to move small rocks on the ground and that the driving snow was very wet. Another witness, who was in a parked car about 3-1/2 miles south of the airport, did not see or hear an airplane but did see a red flash in the sky, and the whole sky to the west was lit up. He noted a gusty wind from the north with snow or sleet. A pilot witness was in his home in Miles City about one mile southeast of the airport. He heard an unusually loud noise from an airplane which lasted four to eight seconds and ended abruptly. He described the weather as moderate wet freezing snow with wind gusts of 30-40 knots.



Captain Kenny Huber

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

The investigation revealed no improper procedures and/or malfunctions of any of the related equipment pertaining to this accident. It must be borne in mind that strong winds with blowing wet snow and low ceilings could and probably did significantly distort both sounds and sightings as described by witnesses. The evidence indicates that the aircraft flew over the VOR at approximately 8:48 P.M. about 1,090 feet above

the flight reached its minimum descent altitude (400 feet) above the ground, the descent could not be arrested without a serious loss of airspeed. A situation of this type, it is recognized, could necessitate lowering the nose of the aircraft to regain airspeed, resulting in a rapid loss of altitude and operation below a safe terrain clearance altitude.

In conclusion, the CAB determined that although existing weather conditions were conducive to airframe icing, there is insufficient evidence available to support a definitive finding in this area. Similarly, the evidence will not support any conclusion that the pilot committed a gross departure from proper piloting techniques by attempting to conduct the final portion of the approach through visual reference to the ground. The board, therefore, is unable to determine the reason for the aircraft's departure below the approved minimum descent altitude.

Captain Kenneth C. Huber, age 42, had a total piloting time of 15,335 hours, 12,830 in DC-3 aircraft. He was properly certified, rated, and checked. He was unusually well experienced, currently, in landing scheduled Frontier Airline's DC-3s at the Miles City Airport.

First Officer Daniel H. Gough, age 25, had a total piloting time of 3,539 hours of which 1,355 hours had been as first officer in DC-3s. He was properly certified, rated, and checked. Captain Huber and First Officer Gough had flown together, as a crew, on numerous Frontier flights into the Miles City Airport.



First Officer Dan Gough

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

Cont'd on page 22

Al Hepner, station manager

We've moved from CA to AZ - Please note the new address and email address. Thanks for all your work and keeping us informed on FLights West. Stay Safe,

Ken Davidson, ticket counter agent

Was just watching the news about the attempted kidnapping of the grandchild of Joe Montana. Reminded me of a cool story. When I was working at FL, my parents were traveling on a pass from MCI to DEN. They were in middle seats, same row. Joe Montana was on the aisle seat. He sat in a middle seat so my parents could sit together. Thanks, Mr. Montana!

Mary Herr, flight attendant

If anyone is interested I wrote a book about my airline experiences. It is on Amazon. Just type in Mary Herr and scroll down about 4 spaces. I put in some Convair 580 adventures. Mostly making fun of myself. Airline Humor and 46 life lessons. Thank you.

Jolie Haas Larder, flight attendant

I was talking to a co-worker yesterday and she was asking me about funny stories from my FA days and I thought it would be fun if people posted a memory of our airline days.

One of mine would be when we got our first planes with enclosed overhead bins and Lisa Kerr Zeman crawled up in the bin and I told maintenance it wouldn't open and when he opened it Lisa surprised him with a big yell and scared the hell out of him. Too many memories to share but wanted to get the ball rolling!

Connie Daine Huisken, flight attendant

I can just see you two pulling that off!! Haha ??

Bryan Sondburg, aircraft mechanic

Now I understand why we had to work on broken o/h bin doors.

Kevin Grimm, station & SATO agent

I was working in SLN and at one time we had an RON aircraft. It came in fairly early, so the flight crew shut the plane down completely until the cleaner came in. Our manager, Ray Engstrom, asked me to give a tour of the plane to a cub scout troop that evening. I had all the kids on the plane and asked them if they wanted to take a trip. They were all pretty excited and said let's go! So I reached up and started the APU (so the cleaner would have lights) and those kids thought it was the real engine, and bailed out of there in a hurry!

Paul Farris, ticket counter agent

You had a great manager Kevin. I worked with Ray at MKC when he was senior agent there. Good man.

Karen Hirschfeld, sales manager

Traveled from ORD to LNK with a birthday cake on my lap for LNK manager Jonnie Jones.

Jake Lamkins, senior station agent

Jonnie Jones Memorial Webpage
http://FAL-1.tripod.com/Jonnie_Jones.html

Lou Clark, station & ticket counter agent

I used to work gates in Denver. I remember one time it was snowing so hard you could not even see the tail of the aircraft out the window. An angry passenger came walking up to the podium and demanded to know just why the flight was not departing ON TIME! I, very slowly, turned and looked out the window, then, very slowly, turned back to the passenger and said....."I have no idea"!

Gerrie Donaldson, flight attendant

I was a FA flying into Moab with a short turn a round back to Denver. Someone had the bright idea to give rides to school kids on the CV 580. As you can guess all we had is 50 sick kids and a stinky plane back to Denver!

Vickie Ferguson, flight attendant

Found a bag of cash by a seat after deplaning. Turned it in as my flying partners said it could be a plant.. it was a lot of money!

Had a passenger going to Vegas in one of those white Saturday night fever suits so for some reason I spilled tomato juice on him. Never done before or 30 some years since... could it have been S A T A N... lol

Bill Delaney, ticket counter agent

Jan Lefler told the funniest stories on the ticket counter in Denver

Jan Lefler, ticket counter agent

Thank you, I loved my job.

Mary Anne Paszkiewicz, flight attendant

I too found a large amount of money on a flight to Mexico and when the CSR said the person who lost it came forward...funny thing, that person who lost the money did not remember how much he had lost...kept on changing the amounts. Came to hotel to claim and wanted to take me out dancing...UGH! AND when I came back to Denver, I went to hospital to find out that I had Strep!

Jake Lamkins, senior station agent

Bob Ervin was a FYV station agent 1956 until 1962 when he went into the Air Force. He came out some years later as a pilot and got a job with AA.

Whenever he was in FYV he would stop off and visit us at the airport. Around 1980 or so he came by and told us about his adventures the year before when AA 191 crashed at ORD on takeoff. Bob was scheduled to take the flight out but his inbound was delayed so AA re-crewed it.

When he got to ORD one could see the smoke coming from the crash site from the passenger terminal which had those huge floor to ceiling windows.

He said the ORD AA folks were telling the story of an irate passenger who came in on his flight and missed his connection to AA 191.

"WHERE'S MY FLIGHT,?" he kept yelling at the ticket agent. The agent pointed toward the smoke and said, "That's your flight, sir."

Bob was a short guy, maybe 5'6" and he would claim he took a phone book with him on flights to sit on so he could see out the

cockpit window.

http://FAL-1.tripo.com/Bob_Ervin.html

Keith Sturgeon, station & ticket counter agent

Jim Honey was my ticket counter mentor when I hired on in Fort Smith.

Jake Lamkins, senior station agent

Jim went FYV-FSM the Summer of 1964. I filled his vacancy in FYV in Aug when I was hired.

Vickie Ferguson, flight attendant

We all could write books

Pam Coffman Ellis, flight attendant

We got to Fresno one day (no jetway) and a guy deplaning stopped and said "This isn't Fresno". We kept telling him it was. Finally, my buddy Dana Hoch called an agent up to show the guy his Fresno address on his drivers license.

He started to take it out then said "I just moved here. I don't have my new address". I don't remember how we got the guy to leave.

Dennis E Johnson, senior station agent

Senator Bob Dole at gate in MKC. The weather in Washington is fine, why can't you land in HYS???

JC Selph, senior station agent

In FYV we had this passenger that every time he come to fly out he complained constantly from the time checked in until he left. On one occasion, having enough of him, after he checked in two pieces of baggage, the tags "accidentally" changed from his HOU destination to one bag to OKC and the other one to JFK. The next time he flew with us he told the counter agent that he was not going to complain about anything, just please send my bags with me. Last complaining from him we ever heard.

Ed Catron, station agent

Was working with a lady at the counter - her name was Penelope. I was very busy, I looked up to ask her some info I needed & I said "Pen-a-lope....." suddenly I realized how wrong I had been in the pronouncement of her name. I was quite overtaken, however she was quite amused and I laughed along with her at my mistake!

Another time at TBN I answered the phone and the caller asked how long it took to fly to Dallas I said "just one moment, sir". The caller said "Thank you." and hung up! (We used to do reservations at the station.)

Jan Lefler, ticket counter agent

In 1982 DEN had a terrible snowstorm, at 3 am at the ticket counter with about 300 or more passengers standing in front of the agents, I called the next passenger up and he said "do you know who I am"? I got up on the baggage holder and said very loud, "Does anyone know who this gentleman is?"

Jake Lamkins, senior station agent

I saw DEN TCA George Thomas once break the tension at the gate of a delayed flight by making a PA broadcast, "Would

those of you who have not done so, please do so at this time." There was a brief moment of activity as folks looked around to see what they had not done, then someone who got it laughed and then the whole crowd laughed. The tension in the area visibly declined. He was good!

Doug Berkey, ticket counter agent

George was always good at lightening up the crowd!

Bill Buse

I remember my stepfather, Harold Ruppel, telling a story about being on a Convair 340 flight once where a passenger on the flight was constantly complaining about everything he could think of until an engine failed and the rest of the flight they were on a single good engine. When the engine failed he became completely silent the rest of the flight until they were on the ground, when he resumed his complaining.

JC Selph, senior station agent

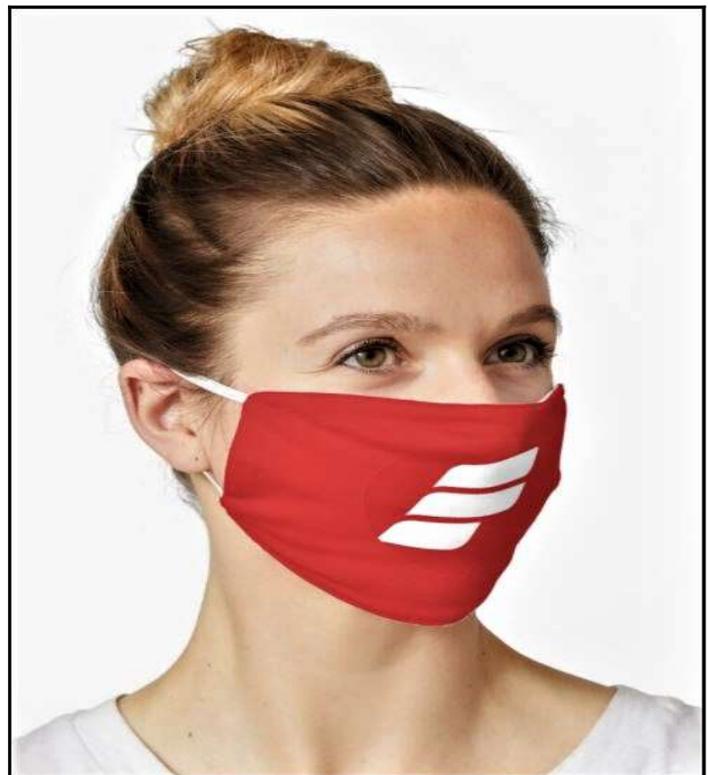
I like all these stories. We all have many of them. Keep them coming.

Martie Palsler, flight attendant

We had an engine failure out of Durango. On my way to the cockpit a lady stopped me to tell me to let the captain know that the prop was not turning. My reply was: Just between you and me, I hope he already knows.

Jolie Haas Larder, flight attendant

How about the lady I had that didn't want a window seat because she just had her done and thought it would be too windy!



These are for sale at

https://www.redbubble.com/shop/?query=frontier%20airlines%20masks&ref=search_box

Henry Greathouse, flight attendant

Steak & Lobster was a standard meal for all 100 (97) passengers on the Old Frontier airlines. With a bottle of Mateus or Berringer with glass wine glass.

Sabrina Campbell, flight attendant

It was fun to serve watching peoples faces when you handed it to them! Truly a class act back in the day!

Merri Bryant, flight attendant

Remember serving it from DEN to DFW...1st HH then Sundaes for the entire airplane...Whipped cream and all...We did it tho.

Sharon Trumble, flight attendant

I forgot about sundaes. WOW! that was fast work for sure.

Merri Bryant, flight attendant

I will never forget the sundaes.....I was flying with Andy (Darrell) and we came to a row that had 2 nuns in it and he started shaking the Cool Whip and when he sprayed it it covered her practically from head to toe...she was laughin...

Henry Greathouse, flight attendant

I remember starting the sundae service and I shot a big load of whipped cream right into the crotch of a businessman in a suit in 4D. I started laughing so hard I had to go to the forward galley. Luckily he thought it was funny too. He was a frequent passenger.

Merri Bryant, flight attendant

How I miss those days...we had such FUN didn't we? Yes, hard work, class and fun. Gone from the airlines

Sharon Trumble, flight attendant

That's a precious memory.

Merri Bryant, flight attendant

Sure is...we had the Best!!!!

Reva Burke, ticket counter agent

Had this great meal on MKC DFW also. Steak and eggs on morning flt.

Barbara Mitchell Carroll, flight attendant

Most other airlines you got a bagel or a waffle, ours definitely stood out !

Gary Getman, flight attendant

Good old days slamming them out on a short flight DFW-DEN

Marybelle Hoffman, reservations agent

My Mom (who didn't like flying) flew out from NJ to DEN, then we both did the DEN-DFW route just so she could experience the steak/lobster! Those were great days in the airline industry.

I enjoyed being part of a 2-person Advertising Dept. naming special meals—toyed with “Big Al’s Diner.”

Connie Mcalister, senior station agent

We loved cleaning the aircraft after arriving arriving DFW-LNK. Dinner first.

Judi Fenton Plumer, station agent

There were a lot of inbounds we had to fight the mechanics up for dinner first.

Michael Karl, reservations manager

HAHA!, so true!

Connie Mcalister, senior station agent

The senior agent meeting those flights had to sometimes beat them to the punch.

Lana Kelley, flight attendant

I remember serving this...So nice

Gretchen Densley, flight attendant

Hungry!!

Christina Bonatti, flight attendant

Yup, so many times I served that meal

Jaynie Bishop, flight attendant

Also steak and lagisteno, DFW from DEN - Yum.

Sue Evans, flight attendant

OMG does that look good. Better than a 2-oz packet of nuts even.

Bob Wear, ticket counter agent

Flew to DFW and back-mostly for the meals. Sooooo good.

Janice Cobb, flight attendant

Danny Cobb used to call it “Buffalo and Crawdad.”



Donna Johnson, ticket counter agent

That was real class.

Lanette Duncan, flight attendant

We worked our butts off but we were proud of "our" airline.

Barbara Mitchell Carroll, flight attendant

Yes we were and still are proud of life long friendships and outstanding service !

Dick Rohrmann, director - reservations

Sue Wilson was director of Dining Services & came up with all these fine meals.

Darlene Brown, reservations & ticket counter agent

Linda P.....???? What was her name? A full of energy, short lady....

Wendy Walker Erich, flight attendant

Are you thinking of Lenda Persico? And the guy who came up with the meals in Dining Svc, Fred Harnisch.

Charlotte Hackett, ticket counter agent

And as a non-rev it only cost you \$2.50!

Ann Hicks Walton, reservations supervisor

I remember those days!!

Bruce Gipson, station agent

Oh, they were scrumptious, sumptuous inflight meals on FL unlike any other coach airline meal. They were delicious; I'd been known to nonrev DEN-DFW & back just for a steak & lobster dinner onboard, maybe 2 !

Tom Schmidt, station manager

On our days off when I worked at MKC we would take the morning flight to DFW for steak and eggs and home that evening for steak and lobster.

Barbara Richards, wife of Gary Richards, station agent

Those were the good old days!! Will always remember the food and service..Nothing today compares..Sad..

Charles Martin, reservations agent

Thats for sure

Elisabeth Werner Lane, flight attendant

We flew in the best time. So glad I was a part of it.

Jaynie Bishop, flight attendant

Our layover in Denver, going to the German Club, oh my the next day was horrible, back to SLC, loved those FAL days.

Ben Duggan, station manager

Then it was fun to fly!

Wendy Walker Erich, flight attendant

I remember getting so happy when we had turn-downs. Another one for the crew!

Frank Malone, pilot

That's when flying had real CLASS.

Marvin Euteneuer, station agent

It was all good except the broccoli....

Tina Larreau, flight attendant

FL Rocked! Best airline employees and mgmt teams.

Connie Pendleton-Barnes, reservations agent

SO agree...my sentiments exactly!

Astrid Gyger, flight attendant

I remember serving that from DEN to DFW. Everyone loved it. We really worked hard back then. Glad most of us were young and had energy. I couldn't do it now.

Terry Snyder, flight attendant

Still my go-to story to describe my pride flying for FL those days. Hard work but would have been all good except for smoking on board. Crews had much fun on layovers.

Lorrie Craven Tarr, reservations agent

Loved those days and loved hopping on a plane for a good dinner.

Sherrie Ann Burdette, flight attendant

I totally agree! No blue jeans or tank tops. Ladies and gentlemen in suits and hats.

Sandie Gibbons, ticket counter agent

I remember those days!

Mary Dipper, flight attendant

Oh the memories!

John Shelburne

There was a spl rep on board who would offer to rewrite return ticket on FAL to keep pax flying FL... Was a short-lived promo and brought many new customers to Frontier.

Merri Bryant, flight attendant

Yes...the CSRs....One was Larry Holmes who is married to Liz!!!!

John Shelburne

I worked with Larry Scofield, first met him at BIL, '72... then '87 at RNO when he was with CO... again in '96 when I joined F9 SLC. Larry was CSR in late 1960s on flights between DEN & DFW

Lindsey Moore, flight attendant

I was proud to work with great FA crews, three of us serving full flights, 115 pax when 737s started to introduce our new orange/red paint scheme, before Super 80s arrived. We worked our tails off, ovens turned on at the gate, out of our jumpseats.

Fred Erenfeld, husband of flight attendant

I remember those great days, lucky if you get a little pack of peanuts now and \$5 for a drink.

Barbara Morgan, flight attendant

What a great way to start our airline career.

Debbie Fergione, flight attendant

Those were the good days!!

Kathy Walker, sales director

Those were the best days! And Mateus wine too!

Kathi Goff, staff manager

Can't believe how many of those meals I delivered to Travel Agents for lunch!!

Mary Herr, flight attendant

I just looked at all the photos and was reminded of the great meals we use to serve in the 1970s. Anyone else remember serving steak and lobster on the airplane?

Kayla Pfeiffer Naima, flight attendant

And the bottle of Mateus wine.

Darrell Robson, station agent

I still have some of those along with some rose'.

Ed Good, senior station agent

As a young single guy I would get on a DEN-DFW flight at the end of my Frontier shift for steak and lobster. I would have a beer at the airport and board the next DFW-DEN trip to enjoy Beef Wellington with Mateus Rose of course! Grand total...\$5.

Doug Berkey, ticket counter agent

We just told that story to some friends! Two great meals for \$5!

Marshall Bates, aircraft mechanic

I often times did the same thing.

Sabrina Campbell, flight attendant

OMGoodness! And hot breakfasts between DEN & SLC!!! They were good too!

Coy Preece, aircraft appearance manager

I remember eating them.

Bill Lavery, son of Gene Lavery, aircraft mechanic

Dad used to bring home a few packs of the smoked almonds for us kids. To this day, when I eat smoked almonds I think of those little Frontier Airlines snack packs.

Mary Herr, flight attendant

These days you are lucky to get a drink.

Mary Robertson Harter, secretary

I remember steak and eggs for breakfast.

Frank Roe, station agent

I remember when we gave out small packs of cigarettes and had the ash trays in the arm rests.

Dennis Johnson, senior station agent

I was thinking of that just the other day,

Wally Reid, senior station agent

I was a Senior Agent in DEN..I remember putting the jetway up to some of those DFW flights. When I opened the aircraft door the smell of fish almost gagged me!

Gene Hendreschke, station agent

I don't know how the FL flight attendants did it, especially on those one hour flights. Hard working people.

Mary Herr, flight attendant

Especially if we had a tail wind.

Claudia Walters, flight attendant

Yes. That was no fun. But we rocked it.

Barbara Mitchell Carroll, flight attendant

In my opinion we had the best meals of any airline. I non rev'd on a lot of them and ours always outshined any meal I was ever served, especially our Steak and Egg breakfasts and our service was excellent !

Our Food Is Making Us Famous

Frontier is noted for its outstanding inflight service and quality meals. Most flights feature complimentary wine with lunch and dinner.

J. Winston Crepe
Fresh Fruit Cup
Bacon Curls with
Pineapple Sections
Cherry Tomato Halves
Sweet Roll



Avacado and Crab
Crab in Louie Sauce
Potato Salad
Roast Pork Loin Slices
Deviled Egg Half
Gouda Cheese Wedge
Dinner Roll
Butter Mint



Steak Oscar
Heart of Lettuce
Cucumber Slice
Caesar Dressing
Sirloin Tip Steak/Crab Meat
French-cut Green Beans
Buttered Carrots
Dinner Roll
Baba-au-Rum (dessert)



Mary Herr, flight attendant

It really was first class for the entire plane!

Barbara Mitchell Carroll, flight attendant

I didn't remember that part but its been awhile ! Lol

Joe Barker, station manager

Good old flight 66 - DEN-DFW - we flew it many times for the steak and lobster and of course the bottle of wine. Would spend a couple of nights in DFW and go to 6 Flags and then jump on the return am flight for steak and eggs. What great memories!

Ken Nicholas, pilot

We used to say-lobster again.

Ken Davidson, ticket counter agent

Those were the best meals. Full meals on such short flights. The best service. The BETTER Frontier!

Rae Tafoya, crew scheduler

I remember those days!

Karen Hirschfeld, sales manager

Steak & lasagne - One of 3 rotations ORD-LNK 1977-1979 with linens and Mateus 1 HR 20 min stage length.

Rae Tafoya, crew scheduler

John and I used to fly to DFW round trip for the steak and lobster. Good old days for sure!!

Sue Beckham, flight attendant

Steak and lobster and Mateus. Everything changes. Good memories

Joenne Quimby, ticket counter agent

My favorites

Linda Clark, flight attendant

Yes! Amazing meals!!! The good ol' days!

Jolie Haas Larder, flight attendant

I remember one time Lisa Kerr Zeman and I had a mechanical at DEN and the ovens were full of steak and lobster. After hours of sitting there waiting our flight it cancelled and Lisa and I got to take home all those meals. Sky Chef was going to throw them away so we had friends over and ate them all!!!

Ron Caraway, pilot

Oh sure, Denver to Dallas, great meals

Dave Mann, in-flight host

I used to non-rev just to enjoy a steak and lobster dinner...

Sarah Bara, crew scheduler

Many Wednesdays for steak & lobster. AND champagne. When a flight attendant recognized me, he/she would just give me/us the full bottle!!

Patty Giordano Benton, flight attendant

Ohhhhhh yes. It was the 1st time I had ever had steak & lobster & have had it rarely since. I loved the beef Wellington, the steak and lasagna, eggs Benedict for breakfast, roasted duckling during the holidays. Yum!!

Sandy Pauly Force, flight attendant

Yes, I did the rush service! Never questioned we would get meals served and clean up before landing. I still have one Frontier fork. The real deal, no plastic.

Patty Giordano Benton, flight attendant

One spoon & one wine glass. A dish that use to hold the canolope haha. I bought a beautiful FAL mug on eBay. I love it. My heart belongs to FAL

Linda Mayfield, flight attendant

Yes I remember the steak and lobster in a shell. First class service for everyone! Linen napkins and a wine split. Those were the days.

Molly Coyle, flight attendant

I believe it was called Petroleum Club Service between Dallas and Denver. Between Denver and MCI it was Steak and Longastino and breakfast between SLC and DEN was steak and eggs which we served in 55 minutes with two pass through with the beverage cart. We were awesome!!!

Mary Herr, flight attendant

You have a very good memory. We gave so much service compared to what they give today.

Christina Bonatti, flight attendant

Those were the days

Ron Denson, station agent

I never served it, but I remember eating it. mmmm

Barb Womack, flight attendant

Bottle of Mateus was always a classy touch!

Lanette Duncan, flight attendant

And now my family wonders why I eat in two minutes and jump up grabbing plates from everyone and stuffing them in the dish washer. We are on final approach.

Mary Herr, flight attendant

Inhaling food in the galley just before landing. Ahhh the memories!

Darrell Robson, station agent

I remember eating those great meals while non-revving!

Larry Harms, station agent

Yes, I remember the meals were very good

Karen Fox, flight attendant

Heads down. Grab your ankles! We're not done yet.

Darrell Robson, station agent

Always enjoyed the triangular sandwiches on the 580s, too.



non-rev fee) those were the days, 1979.

Marcia Glasrud Crump, flight attendant

Remember serving this. Had to get the ovens out, cover them with a plastic cover and wheel them out into the aisle. A lot of work for sure. Not much time to serve them either!

Mary Herr, flight attendant

We worked our butts off with all that service. Today they have it so easy.

Vickie Ferguson, flight attendant

On days off fly somewhere to eat a great meal..lol

Susan Quisenberry, senior ticket counter agent

Yes. I was just telling a friend the other day about Frontier's steak and lobster dinners on the Denver to Dallas flights

Diane Olesky Johnson, reservations supervisor

Do you remember the booking contest we had in DEN res on DEN-DFW bookings? I still have the notebook I put together as a motivation tool for my team. And we won!! Great memories.

Tim Bunger, flight attendant

I really remember DFW-MCI, with two passes with the beverage cart, and ice cream! They finally put a 4th F/A on and we still couldn't always finish in time! ??

Mary Weil, flight attendant

For sure! Ran our butts off! FAs have it easy now!

Bambi Coons, flight attendant

Yes, and wine on every tray.

Steve Johnson, station agent

Used to fly to Houston and back just on my day off just for the food.

Henry Greathouse, flight attendant

Steak & Lobster was a standard meal for all 97 passengers on the Old Frontier Airlines. With a bottle of Mateus or later Berringer with glass wine glass, real metal silverware & a white cloth napkin.

Marybelle Hoffman, reservations agent

Yes, I remember

Karen Davidsaver, flight attendant

Yes, remember the 'Petroleum Club' flights with steak and lobster from DEN-DAL?

Nita Duvall, widow of aircraft mechanic Joe Duvall

Don't know how but Joe would bring home leftover lobster sometime here in Great Falls.

Darrell Robson, station agent

That would have been off the aircraft that overnighted in Great Falls.

Nita Duvall, widow of aircraft mechanic Joe Duvall

We usually had good snacks from the RONs.

Patty Giordano Benton, flight attendant

I chuckle, because I used to serve those sandwiches along with cocktails & regular drinks, on a 30 minute flight on Friday nights. That's where I learned to work so quickly.

Dennis Johnson, senior station agent

Well maybe this is why FAL went under. Hell everyone ate and drank on their nickel.

Duane Hollis, in-flight host

As an in flight CSR, I was able to almost always take advantage of the leftover steak & lobster meals and the Mateus wine between Denver and Dallas! Great memories!

Teri Dillon Rampton, daughter of pilot Dave Rampton

I remember going with my Dad. I was a junior stewardess - passed out gum and remember the great food!

Bonnie Bias, ticket counter agent

Hey I was in Dallas then. We would take the morning flight up, spend the day and evening flight back to Dallas. Petroleum Club.

Tina Larreau, reservations agent

I remember flying to Dallas just so we could have steak dinner and wine and returning the same night. All for \$2.50 (our



Thank you, sure miss all the good things about Frontier.

Ted Roybal, station agent

Many FLolks have heard “when a loved one beomes a memory, the memory becomes a treasure.”

Thank you very much for the years of hard work to bring us the Frontier News. It truly is a treasure for the FLamily.

I am sending a small gift to Bojang Whyhigh, and you have been our Santa Claus for many years.

Thank you, brother.

Jan Sewald, secretary

I want to order the B&W hard copies to be mailed to Ann Mercer. I want to pay for last year's (I guess this year, 2020) & next year for her. Any questions, just give me a call.

Jake Lamkins, senior station agent

Hi Jan, Great hearing from you and delighted to find Ann is still with us. I knew her when she was Art Davis' secretary and I was ALEA Master Chairman 1980 - 1984.

I quit printing hard copies of the FL newsletter with the Jul 2020 issue. It cost \$800 to print & mail and delivery dates ranged up to 5 months in some instances. It just wasn't worth it anymore. They are now digital and posted on our website at http://FAL-1.tripod.com/FL_News.html

I can send Ann the last 8 issues that I printed, Oct 2018 to Jul 2020 or I can void your check and cancel the order. Take care and see you on FLacebook.

Jan Sewald, secretary

Hi! Jake, I didn't realize you don't do hard copies any more. I really would appreciate your sending Ann the last 8 hard copies and then I'll start printing her a copy and mail them to her. I just know how much she enjoys when I call her and can give her any news I've gathered on our FLamily.

She would love hearing from you, too, if you could jot her a note...she would really enjoy that. Thanks

BTW, thanks for all you do on the website. I know you put a lot of time and effort into it. I SO appreciate it and know everyone does. What a great FLamily we have!!!

Jake Lamkins, senior station agent

Hi Jan, Will do.

My new title per **Tom Robertson, pilot**
So well deserved, my friend. Stay well.



FRONTIER

Keeper of the FLame!

Stewardess Dorothy Ruth Reif, age 22, had been employed by Frontier Airlines since 13 October 1963.



Flight attendant Dorothy Reif
http://FAL-1.tripod.com/Dorothy_Reif.html

Passengers aboard the flight consisted of one company employee (MLS station agent Gayle Bussinger) and one paying fare passenger (Hank Swenson).

The contention of many Frontier pilots was that the aircraft had descended into an area of low-level, severe icing that can make an aircraft uncontrollable in a very short time. Captain Dick Ure reported similar conditions at the same location several months later. The ice accumulated so suddenly, he was unable to climb out of it. With ice obscuring the windshield, he had to open the side window for any ground reference. Unable to check the descent, he commented, "I was gratified the runway was beneath me when the aircraft ceased flying. Ice had to be chipped from around the main entrance door before they could open it.

In later years, the contention of some crews was the possibility of a microburst. An intense column of downward rushing air that extends to the surface and then mashes out in all directions. When the aircraft descends to the runway in a landing configuration, and while flying at lower airspeeds should it enter this rush of air, it could possibly experience a large increase in airspeed, then at a critical point the head wind may suddenly become a tail wind that destroys the lift on the wings. This sudden shift in the wind causes the aircraft to make an involuntary descent—possibly with cataclysmic results.

To the inexperienced pilot, the mountain empire presented an adverse geographical area that Frontier pilots flew daily. Pilots flying in the high, rarefied air continually had to contend with mountain waves, rotor clouds, and extreme down drafts on the lee side of mountain ranges. This was the only fatality in the forty years of Frontiers existence involving a paying passenger in scheduled service.



MLS station agent Gayle Bussinger
http://FAL-1.tripod.com/Gayle_Bussinger.html

*****(I got a note from longtime BIL senior station agent Gene Martin. He was at MLS when



WINTER 2005

ISSUE # 18



THE END OF SN61442

SYNOPSIS: FRONTIER AIRLINES FLIGHT 32 OF MARCH 12, 1964, CRASHED AND BURNED DURING AN INSTRUMENT APPROACH TO THE MILES CITY AIRPORT, MILES CITY, MONTANA, ABOUT 2050 M.S.T. ALL FIVE OCCUPANTS, THREE CREW MEMBERS AND TWO PASSENGERS WERE KILLED, AND THE AIRCRAFT WAS DESTROYED. WEATHER CONDITIONS LAST REPORTED TO THE FLIGHT WERE THE OPERATIONAL MINIMA OF CEILING 400 FEET AND VISIBILITY ONE MILE. WET SNOW, STRONG GUSTY WINDS, AND NEAR FREEZING TEMPERATURES PREVAILED. INVESTIGATION REVEALED NEITHER MALFUNCTIONING OF ANY OF THE AIRCRAFT'S COMPONENTS NOR OF ANY OF THE PERTINENT AIRPORT NAVIGATIONAL FACILITIES INCLUDING THE VOR, WHICH WAS UTILIZED. ALL APPLICABLE FAA CERTIFICATION WAS IN ORDER. THE BOARD DETERMINES THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE DESCENT BELOW OBSTRUCTING TERRAIN, FOR REASONS UNDETERMINABLE, DURING AN INSTRUMENT APPROACH IN ADVERSE WEATHER CONDITIONS. - CAB REPORT
 SEE RED BARRINGER'S LETTER ON PAGE 16

For more info see the Winter 2005 issue of the FL News at
http://FAL-1.tripod.com/FL_News.html

FL 32 crashed.)

" After seeing Gayle Bussinger's name appear in the last two news letters, I thought I would like to get the information you have on the MLS accident. I was in MLS when the accident occurred, and went to the crash site the next day.

I have a few slides of the wreckage, and think it is time for me to get those out and try to get them on a CD. I have no idea how to go about doing that, but think I can find someone here that can give me some help. After 40 years I am not sure how bright and detailed the slides are, but if I can get them to a CD, let me know via e-mail if you would like a copy to share. I can give a fair description of how the event of the accident happened, and will include that if I can get a good copy of what I have.

I started with FL in July 1956 in RIW, then to CYS and on to MLS. There was a manager and an agent in each of the cities in Montana, then in 1962 a decision was made to only have a manager in each city and a relief agent to cover days off for two cities. I did not have enough seniority to get the relief job between MLS and GDV and the only stations with openings were in GTF or HVR, so I jumped the gun and resigned and went into business in MLS.

Within about a year, each city went back to having a manager and one agent. When the MLS accident happened and took the life of Gayle Bussinger, who was the MLS agent, I went back to work in MLS for Gene Martin exactly 2 years to the day that I resigned. Gayle had returned a rental car to BIL, and was going

home, something that most of us used to do to earn a little extra money.

-Gene Martin

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I did not have enough seniority to get the relief job between MLS and GDV and the only stations with openings were in GTF or HVR, so I jumped the gun and resigned and went into business in MLS. Within about a year, each city went back to having a manager and one agent.

When the MLS accident happened and took the life of Gayle Bussinger, who was the MLS agent, I went back to work in MLS for Gene Martin exactly 2 years to the day that I resigned. Gayle had returned a rental car to BIL, and was going home, something that most of us used to do to earn a little extra money.

-Red Barringer



Revenue passenger Hank Swenson

<https://www.findagrave.com/memorial/9489795/henry-t.-swenson>

The following is just my opinion of what happened, not the cause of the crash. As stated in all investigative documents, the flight was below the level of the terrain for unknown reasons. As the aircraft approached Miles City Airport, the crew must have seen the ridge in front of them, so applied power to climb up over it. The reason I am saying this is from the information provided by a local pilot that lived below and across the Yellowstone River from the crash that heard the engines rev up, then silence. When both props were lost, it appears the crew made a right turn to go down the valley, but because the valley was quite narrow, the right wing tip hit the right side of the valley, tearing it away from the fuselage. I would guess that after the loss of the lift on the right side, the left wing caused the aircraft to roll to the right, then hit nose down on the opposite side of the valley. The force of how it hit, broke the tail section off and it rolled away from where the fire was. You can see in one picture of the melted aluminum the control cables for the left wing, laying in the burned outline of the wing. All of the interior part of the cabin, seats and all, were burned in one pile. No one will ever know for sure what caused this tragedy where we lost 4 employees and 1 customer.

I had worked for Frontier for 6 years from 1956 until 1962, but lived in Miles City when the accident occurred. I knew Gene Martin, so went to the airport to see if there was anything I could do to help out. He gave me permission to go to the crash site and take the pictures, and I returned to work for Frontier about a month later - replacing Gayle Bussinger, who was a non-rev returning to Miles City from Billings. He had returned a Hertz car to Billings that day.

-Red Barringer

**Crash pictures of Frontier Airlines flight 32 on March 12, 1964
December 8, 2004**

Hello Jake: The following are brief explanations for the 10 pictures that I have sent to you on the enclosed CD. These were not the best pictures when taken in 1964, and with the 40 years aging on the slides, not everything is real clear. I copied them to the highest definition I could, so they can be enlarged significantly without distortion. **-Red Barringer**



Image 1 - this is where the initial contact was made, and as is the case in most accidents, had the flight been 6 to 8 feet higher, it would have cleared the ridge. Both propellers hit the ground in a level attitude, breaking off all 3 blades on each engine.



Image 2 - That is my oldest son, was 7 at the time, standing about where the props were lost looking down the valley where the aircraft crashed and burned.



Image 3 - All of the prop parts were collected and put close to where they were lost.

**See more details on the photos
by enlarging the webpage.**



Image 4 - This picture was taken just over the ridge of initial contact, looking toward the crash site. The item on the left side is the right wing. This is where the right wing tip hit the side of the valley, knocking it completely off along with the engine and right main gear. The wing ended up with the tip toward the valley bottom, meaning it spun 180 degrees.



Image 5 - A closer view of where the rest of the aircraft ended up.



Image 6 - Larger parts of the aircraft that ended up on the base of the valley.



Image 7 - Closer view of the final crash site. You might be able to make out the outline of the left wing, pointing away from the center of the crash area.

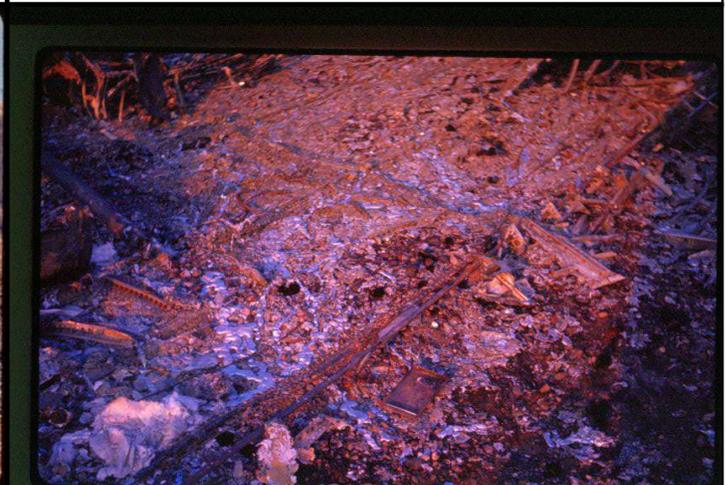


Image 8 - View of how hot the fire was, this is molten aluminum. This shows an outline of the left wing, with the leading edge to the bottom. Note the lines - these are the control cables in



Image 9 - This was the largest piece of the instrument panel that remained intact.
(Many thanks to Red Barringer for his help with this history.)



Image 10 - The tail section was the only piece of the aircraft to remain intact, from the cargo and passenger door to the rear. The end of aircraft N61442.

The Mar 8, 1965 NTSB Report of 23 pages is posted at http://FAL-1.tripod.com/Gayle_BussingerArt1964MarCAB.pdf

On March 12, 1964, I was invited to a TUS station party by TUS Manager and friend Jim Butler.

While on my return flight to PHX from TUS, the FL captain called me to the cockpit to inform me of MLS and that Jim Montgomery, Director of Customer Services, wanted me to call him just as soon as we landed in PHX.

I called from my PHX office (*Cal was PHX station manager then*) and he advised me again of the crash and all died. He then directed me to perform one of the most difficult tasks of my career.

The mother of the on board stewardess (Dorothy Ruth Reif, age 22) lived in an apartment in PHX. I drove to the apartment complex, roused the apartment manager explaining the situation and asked that he accompany me to awaken the lady and make known her daughter was now with the Lord.

Her shocked appearance will remain with me. I felt completely inadequate and full of anguish for her as well as those on board the flight.

She was such a lovely person and was yet unable to reconcile my message.

-*Cal Reese*

Dorothy is the second youngest Frontier employee to die and is buried in Decatur, Illinois:

<https://www.findagrave.com/memorial/84093204/dorothy-ruth-reif>



Henry T. "Hank" Swenson

On May 5, 1961, 69 people from several states gathered at the Patterson Hotel in Bismarck, ND, to sign Articles of Incorporation for Basin Electric. Their names are on a brass plaque immediately outside of the main entrance to the Headquarters building.

It is Henry T. "Hank" Swenson's name that is listed as the agent of the cooperative with his town of Columbus, ND, on the Articles of Incorporation of Basin Electric Power Cooperative. Swenson was an incorporator of Basin Electric representing Burke-Divide Electric Cooperative of Columbus, ND. He served on the Basin Electric board from 1962 until his untimely death in 1964.

Swenson was a local and regional leader of the rural electric movement beginning with the formation of Burke-Divide in 1946, serving as its president from 1946 until 1964. He was an incorporator of Upper Missouri G&T Cooperative in 1958 and served as its president from 1958 to 1964. He was vice chairman of the Missouri Basin Systems Group and a board member of the Midwest Electric Consumers Association, elected president in 1964 shortly before his death.

Swenson was born in Silverton, OR, on Nov. 21, 1907 and moved with his parents and family to the Columbus, ND, area in 1910 after his father became ill and had to sell his lumber mill. Hank was the 10th of 11 living children (6 boys and 5 girls) who settled on a grain farm four miles out of town. In 1910 his father died; eight years later his oldest brother, and surrogate father, died in the 1918 flu epidemic. This left his mother, Sarah, and the remaining children to operate the farm, which was 1,200 acres at the time. At age of 12, Hank was able to handle a triple plow pulled by eight horses. Despite the depression years, all of the children were able to earn college degrees while they kept the farming operation going. Henry obtained his college degree from the North Dakota Agricultural College (NDSU) in 1940.

Henry was married to Marie Berg (d. 2005) of Crosby, ND. He and Marie had five children: Robert, Charles, Bruce, Thomas (d. 1955), and John. Hank tragically died in an airline accident in Miles City, MT, on March 12, 1964 at age 56. His son Robert says his vision and entrepreneurial spirit continue to be embraced by those who knew him.

-<https://www.basinelectric.com/About-Us/Organization/History/Original-Incorporators/>

UNION ORIGINS

(Excerpted & edited from ON DIFFERENT PLANES: An Organizational Analysis Of Cooperation And Conflict Among Airline Unions by David J. Walsh. Published in 1994, it reads like a dissertation which it may be.)

The airline industry and its labor relations have changed substantially over time. What about inter-union relations? Has the growing interdependence among airline unions prompted more widespread and intensive inter-union activity? The historical material in this chapter addresses this question for the period before 1987 and provides a useful baseline against which more recent inter-union activity can be compared. Overall, the historical evidence lends credibility to the notion that increased interdependence has led airline unions to form closer ties. Yet, even more so, the historical record makes it clear that as airline labor entered the late 1980s, it did so lacking any substantial tradition of inter-union support and cooperation on which to draw.

Organizational affiliations and disaffiliations, jurisdictional conflicts, competition for members, strike support, joint action, and coalition formation have been among the most interesting and consequential relations linking airline unions over the years.

At its 1944 board of directors meeting, the Air Line Pilots Association decided to create a number of affiliate unions that would represent, on a craft basis, all of the major crafts in the industry. Hence, over a period of several years, ALPA formed the Air Line Stewards and Stewardesses Association (ALSSA), the Air Carriers Mechanics Association (ACMA), the Air Line Agents Association (ALAA), the Air Carriers Flight Engineers Association (ACFEA), and the Air Carriers Communication Employees Association (ACCEA). Creation of the affiliate organizations was part of a broader scheme envisioned by ALPA in which all workers in each craft or class would be represented by a single national (industrywide) craft union. Following the model of the railroad industry, these national craft unions would be linked through participation in an "airline labor executives association," which would coordinate political action and decide policy matters.

The ALPA Education and Organizing Department was charged with establishing the affiliates and attempted to propagate ALPA's vision of the optimal representational structure for the industry. In a telling statement, a longtime president of ALPA, David Behncke, was quoted as describing the function of the department as "steering other organizations into sane and sensible bargaining channels." Sanity and sensibility, in this case, referred to curtailing organization by militant industrial unions and installing a set of organizations likely to be more compliant with ALPA.

Not surprisingly, ALPA's efforts were construed as the creation of a network of rival unions to encroach on the jurisdictions of established unions and prompted considerable competition and conflict. A 1946 TWU organizing pamphlet described ALPA affiliate ACMA as follows: "It is only the toy of a few Pilots who are laboring under the notion that they can hold on to their own wages by helping the companies keep down the wages of maintenance workers and other personnel." Arguments of this sort were apparently convincing to workers because few of the ALPA affiliates enjoyed anything more than short-term success and most had disbanded by the early to mid-1950s.

Although ALPA's grand design for the representation of

airline employees was never realized, formulation of the plan was an early indication that ALPA would not be shy about assuming a dominant role in the industry or about promoting what it perceived to be pilots' interests, even when conflict with other unions was the likely outcome. One former ALPA affiliate, the Air Line Agents Association, changed its name to the Air Line Employees Association in 1965 and continues to operate, albeit marginally because of severe membership losses. (*ALEA ceased operations on Dec 31, 2002. See next page.*) It was ALPA's attempts to organize flight attendants, however, and place them in various affiliate organizations that enjoyed the most success and that had the greatest long-term impact on the structure of union representation in the industry.

Flight attendants organized their first union in 1945 at United Airlines. The unaffiliated Association of Air Line Stewardesses (AALS) (shortly thereafter changed to Air Line Stewardesses Association (ALSA) quickly found itself surrounded by flight attendant groups organized by ALPA's affiliate ALSSA, and at Pan Am, by the TWU. An unaffiliated flight attendant union faced severe obstacles at that time. Because of its members' low wages and relatively small numbers, ALSA was chronically short of funds and scarcely able to bear the cost of handling grievances. Largely because of its financial exigencies, ALSA merged with ALSSA in 1949.

The marriage between ALPA and its flight attendant affiliate, ALSSA, was stormy, marked by persistent struggles over the flight attendants' autonomy. The relationship culminated with all of ALSSA disaffiliating from ALPA and joining the TWU in 1961. ALPA responded to this turn of events by creating another entity—the Stewards and Stewardesses Division, which immediately sought to regain representation rights from the now-TWU-affiliated ALSSA and was quite successful in doing so.

In 1973, the Stewards and Stewardesses Division of ALPA was made the Association of Flight Attendants, which became an "autonomous affiliate" in 1976. As of 1984, AFA had severed all formal ties with ALPA and had received its own AFL-CIO charter. Flight attendants within the TWU were a little more satisfied with their subordinate status, but rather than join with AFA, which was perceived by some as too closely allied with ALPA, they formed several independent flight attendant unions in the mid-1970s.

The history of flight attendant unions, then, has been one of inclusion within male-dominated unions on a subordinate basis, struggles to obtain greater autonomy, and, eventually, the formation of numerous separate organizations. All current flight attendant unions have roots within ALPA and/or the TWU. This history has led to the relatively fragmented representation of flight attendants and an understandable sensitivity to issues of union autonomy. Unfortunately, autonomy is not only compromised by inclusion within subordinate organizations. Many flight attendant unions were just negotiating their first contracts as truly separate entities when deregulation occurred in 1978. Changes since then have arguably conspired to render their fragmentation a greater liability and to make flight attendant unions dependent once again on the likes of ALPA and the IAM—not for operating funds but for resources such as strike support and political clout. To the extent that this is true, the dialectic of autonomy and dependence that has long marked flight attendant unionism continues to be played out. Only now, this dialectic occurs in a more subtle form and on inter-union, rather than intra-union, terrain.

Air Line Employees Assn Bids Farewell

Victor J. Herbert, president of Air Line Employees Association (ALEA), wrote an article for the July/August 2002 edition of their news digest, the Air Line Employee. The following is an excerpt of his comments:

“At this time, it is my sad duty to announce that ALEA will be closing shop on December 31 of this year. At one time or another over the past 50 years, we have had the privilege of representing every class or craft of employee in the airline industry on 33 airlines.



Tremendous changes have taken place in the airline industry during the past 50 years, most of them having to do with the advances made in technology that have provided us with faster, more efficient, safer and more comfortable planes. We have improved methods of handling air traffic control, and better tools to handle daily operations.

One thing has not changed and it is a subject near and dear to my heart and one I have written numerous editorials about over the past 50 years - labor-management relationship. We still have a deep distrust of one another. Many ideas have been put forth over the years to improve relationships, such as ESOPs, profit-sharing, labor peace plans, quality circles, flexible work schedules, and stock options to name a few. Labor and management working together are indispensable to the success of an airline. How effectively they work together is the problem. Each acts as a counter-balance to the excesses of the other, which in itself is not bad. Each side should stop the chest pounding, trying to impress their constituents with how tough they are.

We can and should start bringing some good old-fashioned common sense to the bargaining table.. listen to one another, discuss problems with an open mind and make an honest attempt to resolve them. Stop blaming one another for the airline's problems and start working together to find solutions. There is too much at stake. Many of our airlines will go down the drain of financial ruin if both labor and management do not demonstrate intelligent, reasonable and forceful leadership”.

(Vic Herbert flew west six years later.)

OBITUARY

Born 06 Aug 1917

Died 14 Jul 2008

Victor J. Herbert, age 90, of Orland Park, formerly of Western Springs.

US Navy veteran/WWII. Beloved husband of Venita, nee Hurr, and the late Dorothy; loving father of Victor (Carol) Herbert, Jr. and Connie (Bob) Santaniello; step-father of Gary (Kim) Foster; devoted grandfather of eight; and great-grandfather of two.



https://LAMKINS.tripod.com/Vic_Herbert.html

Mr. Herbert was President and Founder of the Air Line Employees Association in Chicago.

Interment will be private. Memorial service 11 a.m. Friday at the Presbyterian Church of Western Springs, 5250 Wolf Rd., Western Springs.

In lieu of flowers, memorials to the American Cancer Society or the National Multiple Sclerosis Society appreciated.

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

Venita and family. Truly a great American and a true friend to the Airline Employee.

His word was as good as gold. A gentleman and friend. Impeccable integrity. Our best wishes go with you and may the Lord Bless you all in your time of grief. I testify that you will see him again.

-Kerry And LaRee Allen

All Vic's many friends at the old Frontier Airlines are saddened to hear of his passing.

Vic's Air Line Employees Association represented nearly 2000 employees at Frontier.

Our condolences to Venita and his family.

-Jake Lamkins

I just had a nice conversation with Venita Foster Herbert.

Vic passed away in July 2008 after 3 mini strokes. The last one took him.

She said that all the ALEA articles, pictures, airplane models etc. were donated to various libraries. She did not know which ones.

They were married 10 years and Venita worked for Vic for 45 years. He was just 3 weeks away from his 91st birthday.

He was truly a gentleman and he was interested in the welfare of the Airline Employees.

I personally learned a lot from Vic. He was honest and his word was as good as gold.

The Airline Industry would be in better shape if there had been a dozen or more Vic Herberts in the world.

-Kerry Allen

(Kerry was the station agent who led the organizing drive in Nov 1956 that brought ALEA to Frontier representing station personnel. He died from cancer which he thought was caused by radioactive fallout from the Nevada nuclear tests. His memorial webpage is at

http://FAL-1.tripod.com/Kerry_Allen.html)



DEN station agent John Nordman took these pix in late 1982 or in 1983 after the CV580s were withdrawn from service on May 31, 1982 and prepared for sale.



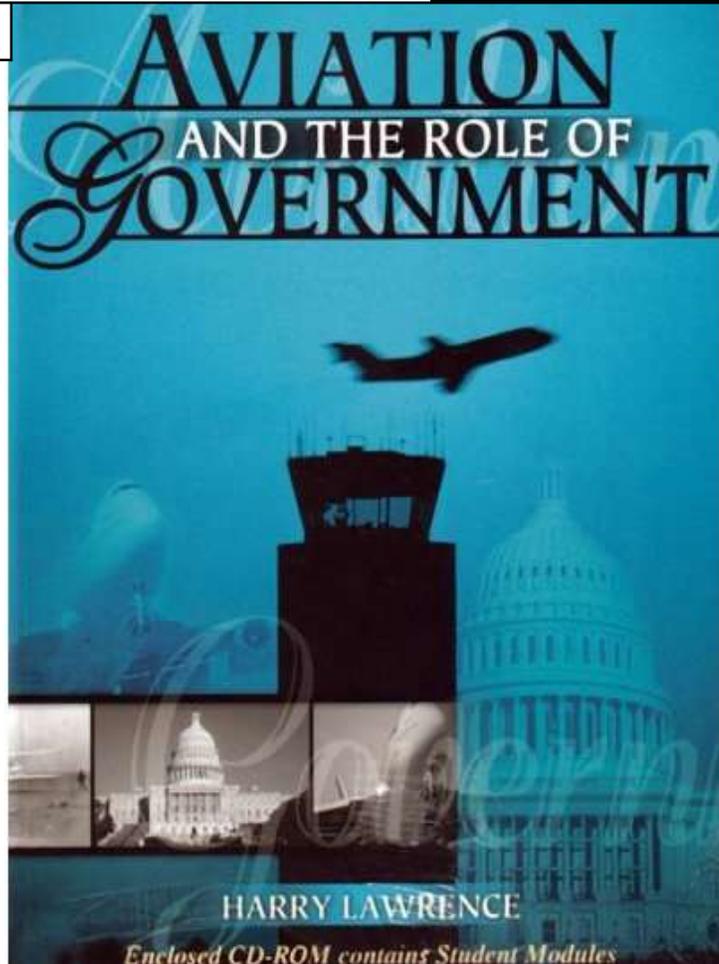
TAKEOVER AT PEOPLE EXPRESS

People Express had done exceedingly well at the beginning, expanding its route structure and purchasing more and more aircraft. Revenues grew at an astonishing rate, from \$38 million in 1981 to \$1 billion in 1985. People Express even bought Frontier Airlines, headquartered at Denver, to give it a western hub and rapidly increasing its rate of growth. It also gave People Express an elementary CRS system, the lack of which Burr concluded was severely undermining his airline's ability to compete in 1985. But Frontier was a union airline, and its culture did not mesh well with People's, not that any conventional carrier could.

It was said that working at People Express was akin to being in a cult, with its emphasis from the top down on philosophical intangibles like love, equality, peace, and brotherhood. All this was the direct influence of Don Burr, who had been caught up in the message of a popular inspirational and self-help book called *The Greatest Salesman in the World*. The tenets of this book became the basis for his personal philosophy.

Attempts to put these teachings into practice at Texas International inevitably brought him into conflict with Frank Lorenzo, who had a very different approach to running a corporation for profit. Now at People Express he was free to apply these teachings liberally, and he did, in upbeat posters, presidential messages, manuals, and meetings. Morale was high, and most employees joined in the upbeat new-age philosophy that infused the company, attending pep rallies in the company auditorium by chief cheerleader Burr. The employee stock purchase plan swelled, as workers paid out substantial portions of their salaries to the company in stock purchases, stock that seemingly never could go down.

Burr had pulled off the Frontier acquisition right out from under his mentor, Lorenzo, who was also vying for the property. But it had been costly. Lorenzo had offered twenty-two dollars per share in October 1985, but Burr had lined up employee support at Frontier based on Lorenzo's anti-union reputation, and secured significant employee concessions. These, coupled with Burr's countering bid of twenty-four dollars per share, were enough to convince Frontier's board of directors to vote in favor of the People Express acquisition.



People Express's cash stores were immediately and firmly tapped in order to pay Frontier expenses. It was much worse than anyone had expected. Burr learned from his financial people right after the deal was closed that People Express could expect to lose \$100 million in just the next few months covering Frontier's hemorrhaging. By June 1986, Burr realized he had to dump Frontier if People Express was to survive. Within the period of nine months after the Frontier acquisition, People Express was essentially out of cash.

There were not a lot of suitors interested in Frontier. United offered to take Frontier off Burr's hands for less than one-half of what Burr had paid just a few months earlier. But United's pilots soon put an end to the takeover discussions with People Express, and United pulled out of the discussions. With no more cash to infuse into Frontier, Frontier filed for Chapter 11 protection on August 28, 1986.

When all other possible deals had fallen through for People Express, Lorenzo became the only option. Burr had come full circle. On September 15, 1986, it was announced that Texas Air had purchased People Express. *-Excerpted from Aviation And The Role Of Government by Harry Lawrence*

THE KANSAS CITY CV-580 CREW BASE

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THE FRONTIER NEWS at
http://FAL-1.tripod.com/FL_News.html
OLD FRONTIER AIRLINES WEBSITE
<http://OldFrontierAirlines.com>
Jake Lamkins, Webmaster,
ExFAL@Yahoo.com
and <http://www.KansasCityCrewBase.com>
Capt'n Phil Stallings, Webmaster,
RedRyder35@att.net
Check the websites for FL news,
notices on upcoming events,
pictures and stories from the past.



Data systems operator Ben Pacheco sent this ad from the Dec 24, 1985 Rocky Mountain News.

It would be great if someone had the original photograph used for the ad.

I went online and searched for the Rocky Mountain News archives.

They went out of business in 2009 and the owner gave the archives, including about 400,000 photographs, to the Denver Public Library.

I'm sure the original photo for this ad is in there somewhere but I gave up using the library's not so user-friendly search engine.

It would be terrific if one of our readers had the original or even a clearer copy of the ad.

Best wishes to the FLfamily and keep on taking care of yourself with all the weapons available. I am optimistic that the vaccines will help us win this battle and get our lives back to normal.

May the Frontier Spirit be with you!

Jake