

35 YEARS AFTER!

# FRONTIER NEWS



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

We are FLamily!

FALL

OCTOBER

2021

#85



## THE DEATH OF N7356F

This report was found in some papers of Ken Schultz sent by Carolyn Boller. It is a printout of a posting by COS station agent Chuck Borden at a Frontier club on the internet in 1999.

Today is Sunday, February 28, 1999. It's about 8:49 a.m. I got up this morning feeling an urgency to accomplish things  
*(Continued on page 12)*

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JAKE LAMKINS, Editor

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.

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 FLamily.

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:

[http://FAL-1.tripod.com/FL\\_News.html](http://FAL-1.tripod.com/FL_News.html)

### ADS

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

### AD RATES

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

The font size used in the newsletter has been increased from 10 to 11 with this issue. As our group becomes more senior our eyes need all the help they can get.

A big thank you to Tony Vann, son of Larry Vann, director - purchasing 1972 - 1979. Tony sent a large donation for internet expenses and regularly contributes terrific Frontier aircraft simulations to our FFacebook page.

Thanks also to station agent Jim Kyte for his annual generous donation. His Frontier career carried him to LBL GCK LAA VEL RKS WRL JAC GEG RDD CEZ LAX DEN and his post Frontier career at United ended with him the main man in their Asian operations.

I'm always looking for good Frontier stories. If you have one, please consider sharing it with the FLamily. Email or text me with what you have. Pix always make it better too. Also let me know of anything interesting about our airline that you run across or discover.

Thanks to Coy Preece, DEN manager - appearance, who directed me to a weblink for a Utah library with a bunch of VEL pix from the 1950s and 1960s. Some good stuff at [https://collections.lib.utah.edu/search?q=Frontier+airlines&facet\\_setname\\_s=ucl\\_\\*](https://collections.lib.utah.edu/search?q=Frontier+airlines&facet_setname_s=ucl_*) Uintah County Library | J. Willard Marriott Digital Library

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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**

Held Sat, Aug 21, 2021

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**

No info for 2021

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**

2021 event cancelled due to COVID19

Contacts:

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

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

**MCI REUNION**

We are hoping to have a gathering in the Fall....outside after it cools down. We feel outside would be the best option, but not at 90\*.

Contact:

Rose Dragen, 816-741-1995,

mdragen@juno.com

**DEN REUNION**

I did a count of attendance today and I show 131 attended. In receiving responses in advance we had 97 people who could not attend, and 19 members who have "gone west" since our last reunion, with 2 asking to be removed.

Our 2022 reunion is scheduled for August 20, 2022 (Saturday), same time and same place.

It always amazes me that after 35 years, we still hold a reunion and we still get large crowds...Amazing FAL employees in this family.

We had a really great reunion--I will update on the number when I get a final count....and we got new addresses/new folks who came for the first time...and we have book August 20, 2022 for the next reunion.

**-Carolyn Boller**

**(8/21/21)**

FYI--as many of you know we held on 34th reunion on August 21, I am aware there were members present who are not vaccinated nor did not wear a mask, so as a precaution I had a COVID test on Tuesday of this week as the "incubation period" is normally about 2 weeks (give or take) and I received results today--I am COVID negative.

If any of you have had a COVID test since attending the reunion and are positive please let us know as others may have concerns and will want to be tested.

**-Carolyn Boller**

**(9/10/21)**

**FYV-FSM REUNION**

Hi all,

Things have worsened since we started planning the 2021 FYV-FSM reunion.

Arkansas is now 5th in the country in COVID infections and Fayetteville is 2nd in Arkansas.

Plus the responses to the reunion invitation have been sparse - maybe 3 or 4 people said they were coming.

So, we have decided to cancel the 2021 FYV-FSM Frontier Reunion for the second year.

We are sorry to call it off but it seems the most responsible reaction to the current conditions.

Hopefully, we can re-start our gathering next year.

**-Jake Lamkins, Paul Farris & Johnny Selph**

**(8/19/21)**

**ALL MEETINGS ARE SUBJECT  
TO CANCELLATION OR  
RESCHEDULING DUE TO THE  
COVID-19 PANDEMIC.  
Contact event coordinators  
before making plans to attend.**



### 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>

### Late Arrivals

**Ed Nielsen,**

DEN pilot, 9/6/21, age 91, complications after a fall

**Delbert Shape,**

OMA GTF DEN station agent, 8/21/20, age 81



### 28 DEATHS REPORTED SINCE THE SPRING 2021 ISSUE

**Dan Capra,**

DEN station agent, 6/2/21, age 68

**Jill Cassidy,**

DEN flight attendant, 1/21/21, age 84

**Carol Hollander Dendy,**

PHX ticket counter agent, 8/13/21, age 84

**Dale DeVries,**

DEN BOI lead aircraft mechanic, 10/26/20, age 77

**Gordon Eley,**

DEN aircraft mechanic, 12/2/19, age 85

**Vern Erickson,**

MOT station agent, 3/3/88, age 44

**Max Giffin,**

DEN manager-accounts payable, 4/15/21, age 86

**Ernie Harms,**

BIL DEN station agent, 8/5/21, age 86, cancer

**Larry Harms,**

FMN LNK station agent, 8/18/21, age 82

**Paul Hunter,**

DEN aircraft mechanic, lead inspector, 5/3/21, age 82

**John Kelley,**

MEM station agent, 8/15/19 age 82

**Jim Langhofer,**

DEN pilot, 5/7/20, age 94

**Don Matthews,**

DEN PHX ABQ aircraft mechanic, 2/7/17, age 92

**Vern McMullen,**

GEY COD LBF RAP station manager, 4/23/21, age 91

**Mel Moore,**

DEN flight engineer, pilot, 11/28/20, age 89

**Patty Richards Pirk,**

DEN reservations program developer, 7/10/21, age 70

**Jack Sandberg,**

ISN MOT station agent, relief agent, 9/28/96, age 67

**Skully Skulborstad,**

DEN aircraft mechanic, 7/29/21, age 74

**Darlene Spieler,**

BIL flt attendant & ticket counter agent, 6/26/21, age 81

**John Sramek,**

DEN aircraft mechanic, Nov 20, age 86

**Barbara Caganich Strizic,**

PHX flight attendant, 7/16/21, age 83

**Jack Wachob,**

DEN station agent, 10/29/20, age 81

**Adele Tyre Wells,**

SLC flight attendant, 11/12/88, age 37, cancer

**Ann Klinge Whornham,**

SLC flight attendant, 2016, about age 78, need more info

**Charlie Wilson,**

FMN DEN station agent, 4/1/21, age 85



**DAN CAPRA**  
1980 - 1986  
STATION AGENT  
DEN  
[http://FAL-1.tripod.com/Dan\\_Capra.html](http://FAL-1.tripod.com/Dan_Capra.html)



**JILL CASSIDY**  
1957 - 1965  
FLIGHT ATTENDANT  
DEN  
[http://FAL-1.tripod.com/Jill\\_Cassidy.html](http://FAL-1.tripod.com/Jill_Cassidy.html)



**CAROL HOLLANDER DENDY**  
1956 - 1962  
PASSENGER & RESERVATIONS AGENT  
PHX  
[http://FAL-1.tripod.com/Carol\\_Hollander\\_Dendy.html](http://FAL-1.tripod.com/Carol_Hollander_Dendy.html)



**DALE DE VRIES**  
1965 - 1986  
LEAD AIRCRAFT MECHANIC  
DEN BOI  
[http://FAL-1.tripod.com/Dale\\_DeVries.html](http://FAL-1.tripod.com/Dale_DeVries.html)



**GORDON ELEY**  
1973 - 1986  
AIRCRAFT MECHANIC  
DEN

[http://FAL-1.tripod.com/Gordon\\_Eley.html](http://FAL-1.tripod.com/Gordon_Eley.html)



**VERN ERICKSON**  
1964 - 1986  
STATION AGENT  
MOT

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

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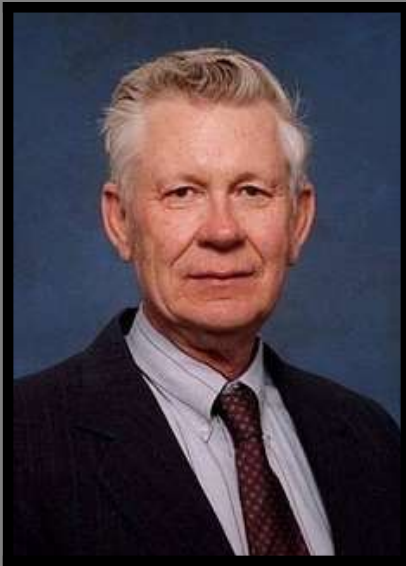
**MAX GIFFIN**  
1967 - 1980  
MANAGER-ACCOUNTS PAYABLE  
DEN

[http://FAL-1.tripod.com/Max\\_Giffin.html](http://FAL-1.tripod.com/Max_Giffin.html)



**ERNIE HARMS**  
1968 - 1986  
STATION AGENT  
BIL DEN

[http://FAL-1.tripod.com/Ernie\\_Harms.html](http://FAL-1.tripod.com/Ernie_Harms.html)



**LARRY HARMS**  
1957 - 1986  
STATION AGENT  
FMN LNK

[http://FAL-1.tripod.com/Larry\\_Harms.html](http://FAL-1.tripod.com/Larry_Harms.html)



**PAUL HUNTER**  
1959 - 1986  
LEAD INSPECTOR  
DEN

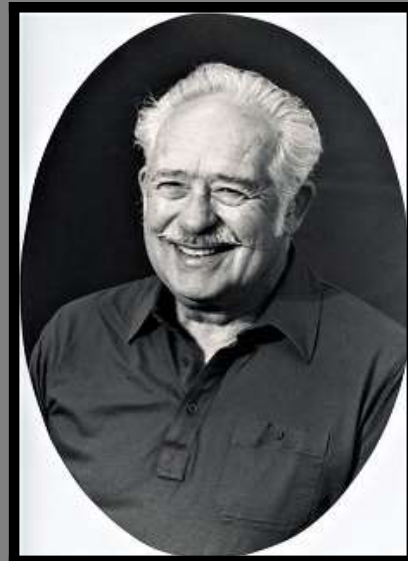
[http://FAL-1.tripod.com/Paul\\_Hunter.html](http://FAL-1.tripod.com/Paul_Hunter.html)

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**JOHN KELLEY**  
1972 - 1986  
STATION AGENT  
MEM

[http://FAL-1.tripod.com/John\\_Kelley.html](http://FAL-1.tripod.com/John_Kelley.html)



**JIM LANGHOFER**  
1950 - 1984  
PILOT  
DEN

[http://FAL-1.tripod.com/Jim\\_Langhofer.html](http://FAL-1.tripod.com/Jim_Langhofer.html)



**DON MATTHEWS**  
1950 - 1986  
AIRCRAFT MECHANIC  
DEN ABQ PHX

[http://FAL-1.tripod.com/Don\\_Matthews.html](http://FAL-1.tripod.com/Don_Matthews.html)



**VERN MCMULLEN**  
1949 - 1986  
STATION MANAGER  
GEY COD LBF RAP

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

27



**MEL MOORE**  
1967 - 1986  
PILOT  
DEN

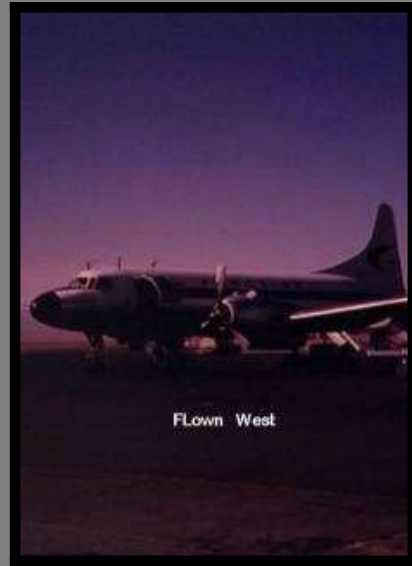
[http://FAL-1.tripod.com/Mel\\_Moore.html](http://FAL-1.tripod.com/Mel_Moore.html)



**PATTY RICHARDS PIRK**  
1979 - 1986  
PROGRAM DEVELOPER  
DEN

[http://FAL-1.tripod.com/Patty\\_Richards\\_Pirk.html](http://FAL-1.tripod.com/Patty_Richards_Pirk.html)





**JACK SANDBERG**  
 1954 - 1972  
 STATION AGENT, RELIEF AGENT  
 ISN GDV MOT OMA

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

27



**SKULLY SKULBORSTAD**  
 1978 - 1986  
 AIRCRAFT MECHANIC  
 DEN

[http://FAL-1.tripod.com/Skully\\_Skulborstad.html](http://FAL-1.tripod.com/Skully_Skulborstad.html)



**DARLENE SPIELER**  
 1961 - 1986  
 FLT ATTENDANT, TKT CTR AGENT  
 BIL

[http://FAL-1.tripod.com/Darlene\\_Spieler.html](http://FAL-1.tripod.com/Darlene_Spieler.html)



**JOHN SRAMEK**  
1963 - 1986  
AIRCRAFT MECHANIC  
DEN

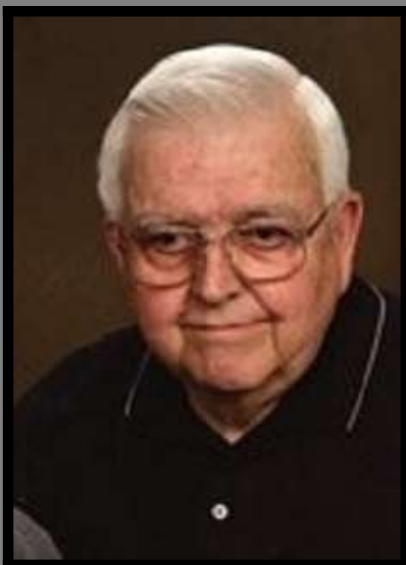
[http://FAL-1.tripod.com/John\\_Sramek.html](http://FAL-1.tripod.com/John_Sramek.html)



**BARBARA CAGANICH STRIZIC**  
1961 - 1962  
FLIGHT ATTENDANT  
PHX

[http://FAL-1.tripod.com/Barbara\\_Caganich\\_Strizic.html](http://FAL-1.tripod.com/Barbara_Caganich_Strizic.html)

27



**JACK WACHOB**  
1958 - 1986  
STATION AGENT  
DEN

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

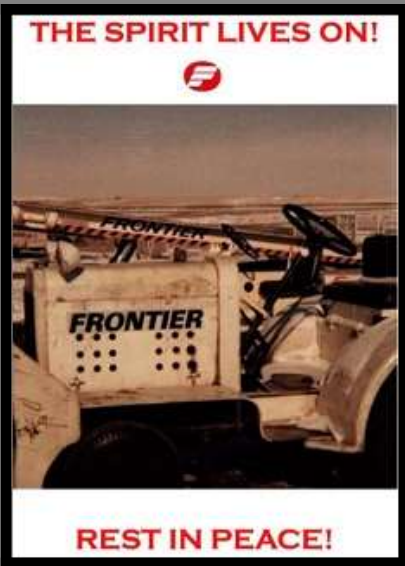


**ADELE TYRE WELLS**  
1973 - 1974  
FLIGHT ATTENDANT  
SLC

[http://FAL-1.tripod.com/Adele\\_Tyre\\_Wells.html](http://FAL-1.tripod.com/Adele_Tyre_Wells.html)



**ANN KLINGE WHORNHAM**  
1959 - 1960  
FLIGHT ATTENDANT  
SLC  
[http://FAL-1.tripod.com/Ann\\_Klinge\\_Whornham.html](http://FAL-1.tripod.com/Ann_Klinge_Whornham.html)

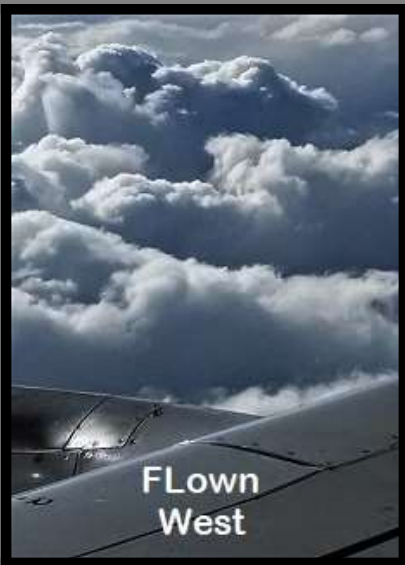


**CHARLIE WILSON**  
1960 - 1986  
STATION AGENT  
FMN DEN  
[http://FAL-1.tripod.com/Charlie\\_Wilson.html](http://FAL-1.tripod.com/Charlie_Wilson.html)



*Late Arrivals*

**ED NIELSEN**  
1959 - 1986  
PILOT  
DEN  
[http://FAL-1.tripod.com/Ed\\_Nielsen.html](http://FAL-1.tripod.com/Ed_Nielsen.html)



**DELBERT SHAPE**  
1966 - 1986  
STATION AGENT  
OMA GTF DEN  
[http://FAL-1.tripod.com/Delbert\\_Shape.html](http://FAL-1.tripod.com/Delbert_Shape.html)

*(Continued from page 1)*

that, for some reason or another, had been put on hold or was waiting for 'one of these days' to get here. I had the same thought in mind on another Sunday in 1991. That Sunday was March 3rd.

I was on my way home in the car with my wife from early Sunday services. The wind was strong that day. I made a comment to my wife after a particularly strong gust buffeted the car. 'Better batten down the hatches today if this is going to keep up!' I had plans to clean up the yard, water and get the leaves out of the flower garden and all the other things that needed attention after what seemed like a long winter.

I had just set the sprinkler when the phone rang. It was Bob Allison, the Assistant Director of Aviation at the Colorado Springs Airport. He was very matter of fact when he said that an aircraft had gone down just south of the airport property. He was asking as many airport staff employees as he could contact to come in and help in any way they could. He didn't give any details, but I heard the urgency in his voice. The drive to the airport gave me time to wonder what had happened. Was it a single engine aircraft that had problems of some kind? Or, was it larger? How many on board? How 'bad' was it? I had been called before to help. Those had involved small single engine jobs that had been overloaded for this altitude or other pilot errors. One ran out of fuel on approach to 35L and landed short in the field next to the strobe lights.

I walked in the back door to airport operations to avoid possible crowds or reporters asking questions to which I didn't have answers. Bob saw me as I came in and asked to get as many phones hooked up as I could. Those awaiting the passengers on United flight 585 from Denver

would need them. After hooking up as many additional phones as I could, I went out into the lobby to see if anything else could be done. United's ticket counter was at the other end of the terminal. Commuter airlines used this lobby area for boarding and it had back to back televisions in a circular cabinet. They were both on and reporters were telling their stories about what had happened. The TVs were turned off later, but not before some of those watching, who were waiting for passengers, heard the story.

The next couple of hours lasted forever. Helping with phone calls, providing quiet rooms and offering refreshments is blurry now. Other staff had returned from the crash site and needed help taking cold drinks and refreshment back to the volunteers and officials. I returned with them to help pass out drinks or to be of some help at the crash site. The wind had died down and the sky was clear. When the truck stopped I got out to help carry the refreshments over to a large van being used as a center of operations. Other crash scenes and those seen on TV did not look like this one. None of them smelled like this one either.

The smell, like you get when you singe the hair on the back of your hand when firing up the BBQ, was in the air and would not go away. Where was the airplane? There were small pieces here and there, all marked now with yellow tape or spray paint. The largest I could see may have been 6 to 10 feet long and maybe two or three feet wide. The crash site was not too far from some apartments that were adjacent to a small park. The park was once a pond that had dried up years ago. The speed and angle of the plane had buried it in the soft ground where that pond had been. There was still a light whisp of smoke rising



The crash site of N7356F flying as United 585 on March 31, 1991 near the Colorado Springs, Colorado airport.



A memorial to the passengers and crew at the crash site.

from the center. I could not believe that a 737 could crash and only leave small pieces of it scattered in an area about 2 to 3 thousand feet in diameter!

I said a small prayer for all onboard. It was later that I found out that the plane that went down was N7399F. How many hours did that airplane fly for Frontier? How many take-off and landings did it make? How many at Colorado Springs?! I had a deep feeling of sadness for those lost on UA585, but a feeling of relief too, that if it had to happen, at least it wasn't in Frontier colors.

Yesterday, almost 8 years to the date, an article from the Seattle Times, and reprinted in the Colorado Springs Gazette, indicates that the NTSB will meet next month to rule on the probable cause of the crashes of US Airways 737 in 1994 in Pittsburgh and, possibly, United's flight 585 in Colorado Springs in 1991.

Two incidents in the past week, one on the ground at SEA, the other in the air over the Atlantic seaboard, have raised fresh questions about replacement rudder-control parts ordered by the FAA for 737 aircraft. On Feb. 19, pilots doing a preflight check of a UA 737 at SEA reported the rudder pedals felt sluggish. Mechanics confirmed the pedals could not be depressed smoothly. They removed a mechanism called the rudder power-control unit, or PCU. On Tuesday, a 737 flown by US Airways' discount carrier, Metrojet, veered into an uncommanded roll while cruising at 33,000 feet over Maryland.

The pilots took a number of steps but did not regain control until they shut off all hydraulic power to the PCU. The plane, carrying 117 people, made a safe emergency landing in Baltimore. Personally, I am inclined to believe the weather conditions, as others, pilots included, have

said, had a small part in the cause, along with the PCU, of UA's 585 crash at COS. The high winds that day coming off the mountains may have produced rotor winds, which in turn may have caused the crew to over correct in an attempt to line up with the runway, thus sending the rudder to full deflection in the opposite direction by the PCU.

I get a hollow feeling in the pit of my stomach and my eyes still water whenever I think about that day. Thank God, it wasn't a full ship, as Frontier so often was, between DEN and COS! God bless all onboard UA 585, March 3, 1991.

Another COS station agent Steve Galusha commented about the crash, "UA585 was a difficult event for me. I had a friend on that flight and the crash site was less than a quarter mile from my home."

Gerald O Neil was one vindictive son of a bitch! While Gerry was "selling" an ESOP to FL pilots, I was packing B737 Boeing Flight Manuals for shipment to UA's engineering office in SFO. FL's fleet of -17s were sold! Gerry had sold the newest and best batch of FL's -17 powered B737-200s to UAL! He was selling off the newest and best corporate asset FL owned at fire sale prices. Not only were they the best 737s FL owned, he was selling them to our competitor. It was the same story for FL's MD 80s.

Here's the real kicker however, FL would lease the MD 80s back from UA...at inflated cost! It was unbelievable to watch this crime occur inside FL's hangar. Just to make his point and rub salt in FL's IAM's ass, Gerry forced his FL IAM mechanics to strip FL's B737s and repaint them in UA's livery ...inside FL's hangar using UA paint bought by FL. The bastard should have been prosecuted for selling corporation assets for less than market value. Free PAINT JOBS...anyone??? UA could NOT believe the good deal they were offered.

In the early '80s, after airline deregulation was law...no more free Government MONEY for old FL. I'm sure, Gerry decided to dump Frontier because he liked Government paychecks. That's the first reason Feldman bailed out.

About that time, several articles appeared in the Wall Street Journal describing that RKO General was expected to "spin off" Frontier. That's also when Gerry brought his buddy, Lyn Nofziger, in as a new member of FL's Board of Directors. Nofziger was one of Nixon's "dirty tricks" gang and he performed well for Gerry as an insider.

The UAL 737 crash at COS was an exFrontier -17. I said then "They'll never find the cause...because old Frontier cursed United."

**-Otto Smith, Flight Operations Performance Engineer**  
(Dec 16, 2014 email)

FRONTIER AIRLINES, INC.  
B-737 DELIVERY AND NUMBER RELATIONSHIP

Page 1  
6/10/82

FLA# NOTE	FL REG. NUMBER	MODEL	PROD. BLOCK	MANUF. SER. NO.	AIRFR. TAG NO.	PREVIOUS REGIS.	PROD LINE NO.	IPC EFF. CODE	DELIVERY DATA			PREVIOUS OPERATOR
									DATE	OPERATOR	SEQ. TO FL	
1 & 2	N7340F	B737-2A1	PK201	21597	P3759	NONE	510	76	3/30/78	TO FRONTIER	23	NONE
1 & 2	N7341F	B737-2A1	PK202	21598	P3761	NONE	512	77	4/12/78	TO FRONTIER	24	NONE
1 & 2	N7342F	B737-291	PL010	21747	P3800	NONE	555	61	2/19/79	TO FRONTIER	33	NONE
1 & 2	N7343F	B737-291	PL011	21748	P3803	NONE	558	62	3/7/79	TO FRONTIER	34	NONE
1 & 2	N7344F	B737-291	PL012	21749	P3814	NONE	569	63	4/30/79	TO FRONTIER	35	NONE
1 & 2	N7345F	B737-291	PL013	21750	P3817	NONE	574	64	5/21/79	TO FRONTIER	36	NONE
1 & 2	N7346F	B737-291	PL014	21751	P3818	NONE	575	65	5/24/79	TO FRONTIER	37	NONE
1 & 2	N7347F	B737-291	PL015	21980	P3836	NONE	596	66	9/21/79	TO FRONTIER	38	NONE
1 & 2	N7348F	B737-291	PL016	21981	P3939	NONE	601	67	10/2/79	TO FRONTIER	39	NONE
1 & 2	N7349F	B737-291	PL017	22089	P3865	NONE	633	68	2/15/80	TO FRONTIER	40	NONE
1 & 2	N7350F	B737-291	PL018	22383	P3942	NONE	713	69	11/6/80	TO FRONTIER	41	NONE
1 & 2	N7351F	B737-291	PL019	22384	P3947	NONE	718	70	11/26/80	TO FRONTIER	42	NONE
1 & 2	N7352F	B737-291	PL020	22399	P3952	NONE	723	78	12/15/80	TO FRONTIER	43	NONE
1 & 2	N7353F	B737-291	PL021	22456	P3969	NONE	740	79	2/25/81	TO FRONTIER	44	NONE
1 & 2	N7354F	B737-291	PL022	22457	P3985	NONE	757	80	4/22/81	TO FRONTIER	45	NONE
1 & 2	N7355F	B737-291	PL023	22741	P4095	NONE	871	81	5/12/82	TO FRONTIER	46	NONE
1 & 2	N7356F	B737-291	PL024	22742	P4099	NONE	875	82	5/24/82	TO FRONTIER	47	NONE
1 & 3	N7357F	B737-291	PL025	22743	P4132	NONE	909	83	TBD	TO FRONTIER		NONE
1 & 3	N7358F	B737-291	PL026	22744	P4146	NONE	923	84-99	TBD	TO FRONTIER		NONE
1 & 3		B737-291	PL027			NONE			TBD	TO FRONTIER		NONE
1 & 3		B737-291	PL028			NONE			TBD	TO FRONTIER		NONE
	N7363F	B737-247	PG229	20133	P2638	N4529W	176	75	6/9/69	TO MAL		MAL
									3/2/78	TO FRONTIER	22	
5	N7370F	B737-2C0	PG624	20073	P2613	N573GB	142	04	3/13/69	TO GATX/BOOTHE		ALOHA
									12/10/69	TO FRONTIER	8	
5	N7371F	B737-2C0	PG625	20074	P2633	N574GB	170	05	5/26/69	TO FRONTIER	1	NONE
5	N7372F	B737-2C0	PG623	20072	P2607	N572GB	136	03	3/4/69	TO GATX/BOOTHE		AIR CAL
									6/26/69	TO FRONTIER	2	
5	N7373F	B737-291	PG626	20361	P2664	NONE	209	06	10/7/69	TO FRONTIER	3	NONE
5	N7374F	B737-291	PG627	20362	P2669	NONE	216	07	10/27/69	TO FRONTIER	4	NONE
5	N7375F	B737-291	PG628	20363	P2670	NONE	218	08	11/7/69	TO FRONTIER	5	NONE
	N7376F	B737-291	PG629	20364	P2671	NONE	219	09	11/14/69	TO FRONTIER	6	NONE
	N7377F	B737-291	PG630	20365	P2672	NONE	220	10-30	12/5/69	TO FRONTIER	7	NONE
5	N7378F	B737-2C0	PG621	20070	P2596	N570GB	124	01	1/31/69	TO GATX/BOOTHE		ALOHA
									1/27/70	TO FRONTIER	10	
5	N7379F	B737-2C0	PG622	20071	P2602	N571GB	131	02	2/11/69	TO GATX/BOOTHE		ALOHA
									1/20/70	TO FRONTIER	9	

I met Nofziger in early 1984. We were finishing up our ALEA contract negotiations and he was with the federal mediator, Harry Bickford, who introduced us. I shook his hand before I thought. I couldn't wait to wash my hands. He was dismissive and I was repelled. It was over quickly. I never knew what role he was playing in our negotiations but it had to be no good. The 1984 ALEA negotiations were our first with givebacks and it was a most unpleasant experience. ([http://FAL-1.tripod.com/Lyn\\_Nofziger.html](http://FAL-1.tripod.com/Lyn_Nofziger.html))

*-Jake Lamkins*

## Nofziger named to Frontier board



**Lyn Nofziger**

Former Presidential Assistant Franklyn (Lyn) Nofziger joined Frontier's board of directors in April.

Nofziger, a long-time advisor and political strategist for President Reagan, resigned his post as Assistant to the President of the United States for Political Affairs in January to establish his own public relations firm in Washington, D.C.

Active in politics since 1966, when he became press secretary to then California Governor Ronald Reagan, Nofziger has played a number of roles for Presidents Nixon and Ford, in addition to Reagan.

Nofziger's election to Frontier's board brings to 14 the total number of directors.

Otto, My stomach still roils recalling those meetings with O'Neil. Actually, both Jerry and his nefarious brother, Tom. We were crazy thinking we could fight for the survival of our beloved Frontier. We never had a fucking chance! Corporate megalomania is not known

for having a strong human value system. Hell, a twinge of a conscience would have helped!

The cause of the UAL 585 crash at COS was, as I best recall, a rudder hard-over caused by gnarling of the rudder attachment linkage. Had they continued the roll VS fighting it, they might have saved the day.

N-7356 with Frontier became N-999UA. The captain was Hal Green and the F/O Pat Eidsen. National Geographic had a program "Mayday" that covered UA 585 dramatically.

The revised Probable Cause was issued back in Oct 1999 - The NTSB adopted a revised final report on both the UA585 and US Airways 427 crashes. The Board said that the most likely cause of the accident was the movement of the rudder to its limit in the direction opposite that commanded by the flightcrew, "most likely" because of a jam in the device that moves the rudder. The decision tracks information learned from the investigation of UA585 and US427 as well as the Eastwind incident.

One of the guys in our first pilot class at JetBlue, Brian Bishop, experienced TWO rudder hard-overs and survived. He was flying the 737-200 in the Eastwind incident. Brian is a terrific pilot. Hell, he'd a made a good Frontier pilot!

*-Billy Walker, Pilot & ALPA Master Chairman*

*(Dec 16, 2014 email)*

The airplane, a Boeing 737-291 Advanced, serial number 22742, was manufactured in May 1982. It was powered by two Pratt & Whitney JT8D-17 engines. The airplane was owned and operated by UAL. It had been acquired by UAL from Frontier Airlines on June 6, 1986.

By the accident date, the airplane had accumulated 26,050 hours and 19,734 cycles. Its most recent "C" check and Heavy Maintenance Check-4 was accomplished by UAL on May 27, 1990. At that time the airplane had accumulated 24,004 hours and 18,298 cycles.

*- From the NTSB Report dated Mar 2001 - 10 years after the crash*

On March 3, 1991, the Boeing 737-291, registered N999UA (formerly as N7356F when it belonged to Frontier Airlines), carrying 20 passengers plus 5 crew members crashed during the final approach to runway 35 at Colorado Springs airport. There were no survivors.

*-<https://wiki.acervolima.com/flight-united-airlines-585/>*

The 214 page Mar 2001 NTSB report is at <https://www.nts.gov/investigations/AccidentReports/Reports/AAR0101.pdf>

There is a good article with Rick Broome's comments at <https://krdo.com/news/top-stories/2021/03/03/wednesday-marks-30th-anniversary-of-deadly-plane-crash-in-widefield-park/>

Google "United Airlines 585" for more information on the tragedy.

*-Jake Lamkins*

From the Sum 1977  
Frontier magazine.

# The Night A Man Almost Won A Beauty Contest

By Mrs. Alverta Wilson

It all started in February 1950, when my husband Ray was executive vice president of Monarch Airlines (one of Frontier's four predecessor companies).

Ray was notified that the University of Denver School of Aeronautics was sponsoring a stewardess beauty contest and dance, and all airlines serving Denver were invited to submit entries.

Monarch had a small problem — no stewardesses. Like many small airlines in those days, its cabin attendants were males. But Ray didn't want Monarch to be left out of the competition.

"I'll use a steward," he told me, "and I know just the one — Glenn Gettman."

"Just how are you going to get his name by the entry committee?" I asked.

"Simple. I'll change it to Glenna Gettman on the application."

The next problem was the said happily-married Mr. Gettman, whose natural reaction was to tell the executive vice president of Monarch Airlines what he could do with both the idea and the application. Ray persisted.

"Is this an order?" Glenn finally asked.

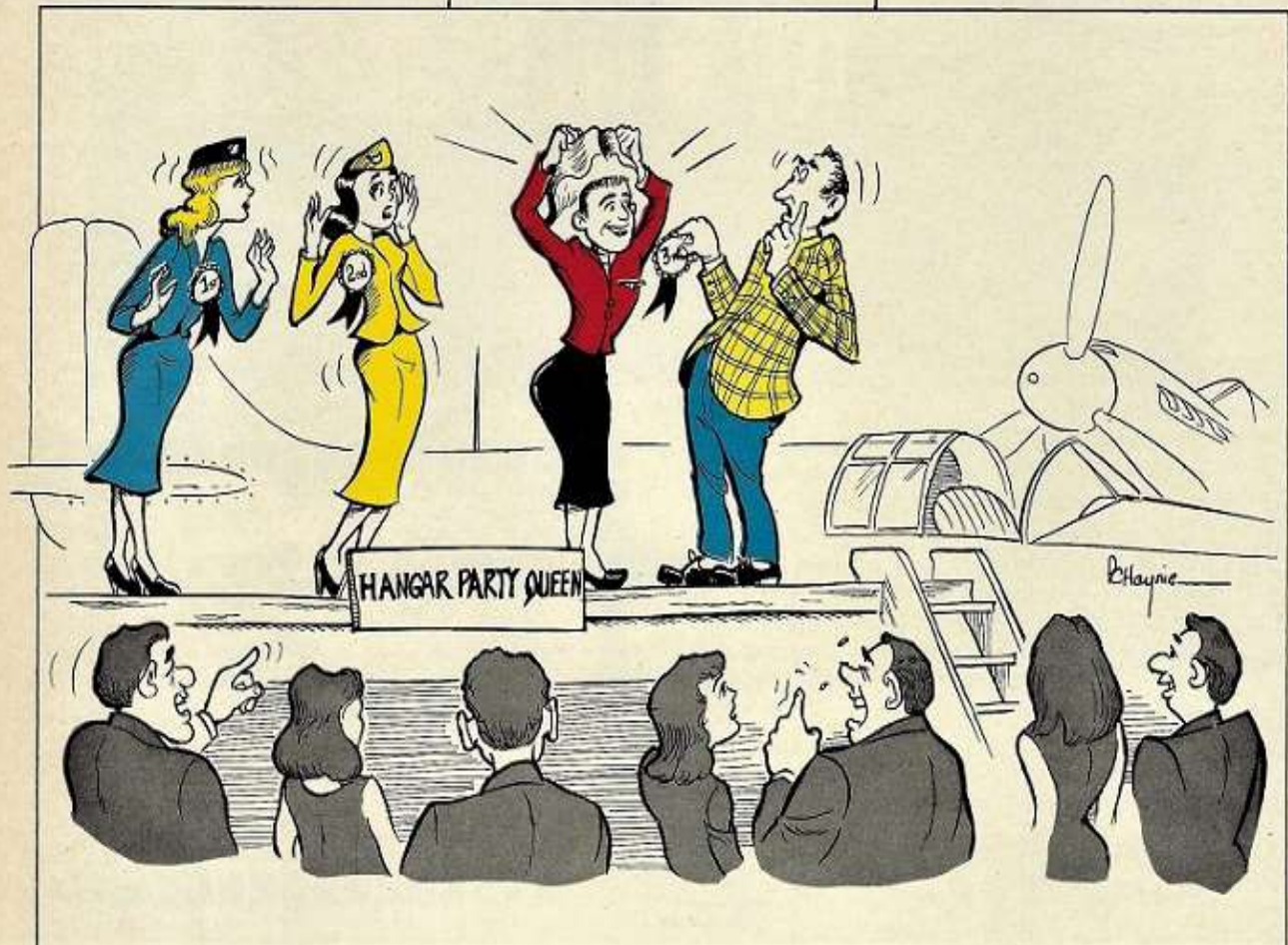
Ray just grinned. "Glenn, let's just say it would be nice if you'd participate."

"Since you put it that way, okay," Gettman surrendered, "but frankly, this whole project looks kooky."

Kooky it undoubtedly was, but challenging — and the first step was Glenn's transformation. Fortunately, I knew a good makeup artist in the person of Fern Whittler, who was a representative for Hattie Carnegie cosmetics and Fashions International. Fern spent hours perfecting Glenn's makeup and it was none other than Glenn's wife who made a stewardess uniform out of one of her husband's old steward outfits.

The uniform didn't look bad, either. Skirts were down to the ankles in 1950 so "Glenna" at least was in style — which was just as well inasmuch as his knobby knees wouldn't have passed inspection in a mini-skirt.

The big event was held inside a big hangar at Sky Ranch Airport in Denver. A platform for the band and beauty contestants was erected over the wing





of a P-59, America's first jet fighter, and the stewardesses began parading before an audience of more than a thousand persons. The girls represented Challenger (another Frontier predecessor), United, Braniff, Continental and Western — and then came "Glenna" of Monarch.

By this time, Glenn had gotten into the spirit of the thing and his walk across that platform was something to behold. It would have made Jean Harlow seem demure by comparison — he put quite a swing in his backyard and I remember one woman in the front row remarking, "Doesn't she think she's something."

The audience picked the winners and it is the absolute truth that not more than five people in that hangar knew Monarch's entry wasn't kosher. First place went to Vicky Finner of Challenger and the runner-up was Joan McElin of Braniff.

And third place?

Glenna Gettman of Monarch!

Glenn walked up to receive his third place award and went into an immediate act of female petulance — climaxed by his throwing his wig on the floor, exposing a very manly crewcut. He stalked off stage, grabbed his cute wife who was standing at the edge of the platform, and kissed her soundly.

**"Glenna" Gettman, sporting a curly wig, won third prize in an Airline Stewardess Beauty Contest Saturday, February 25, 1950. The steward for Monarch Airlines is shown receiving congratulations from Ray Wilson, Executive Vice-President.**

**Fern Whitler looks over her make-up job on Glenna.**



The audience was 'in hysterics, but the laughter wasn't universal. The stewardesses who hadn't placed in the competition didn't think it was very funny and left in an indignant huff, as I recall it.

A few months later, when Monarch and Challenger merged, along with Arizona Airways, to form Frontier, Glenn lost his job as a steward because the new airline decided to hire female cabin attendants. He worked as a station agent, reservationist and crew scheduler, learned to fly in his spare time, and today is a Frontier captain! He and his wife, Esther, have two sons, both married.

And Vicky Finner? She is now Mrs. Ivan Hobbs, resides in Tulsa, Oklahoma, and has a son in high school and a married daughter.

How do the beauties look 24 years later? Turn the page —

**Beauty contest winner, Vicky Finner of Challenger Airlines. Challenger later joined with Monarch Airlines to form Frontier.**

Photo courtesy of The Denver Post





*(Left) Captain Glenn in the cockpit of his Convair 580 prior to departing Denver on Flight 19, 1973. (Center) Mrs. Vicky Finner (Hobbs) 1973, mother of a married 22-year-old daughter and a 17-year-old son. (Right) Captain Glenn Gettman and Ray (Pappy) Wilson, October 31, 1973.*

Both Glen and Ray have flown west. [http://FAL-1.tripod.com/Glenn\\_Gettman.html](http://FAL-1.tripod.com/Glenn_Gettman.html) - [http://FAL-1.tripod.com/Ray\\_Wilson.html](http://FAL-1.tripod.com/Ray_Wilson.html)  
Vicky is still with us. Glen's name is spelled with two ns in this article but with one n elsewhere. I use the Social Security spelling.

From the Apr 1974 Frontier News



*ALL SMILES after being presented service awards by Ed O'Neil, Vice President – Flight Operations, recently are four of Frontier's veteran captains. Pictured are (back row, left to right) Capt. Mark Markwart (25 years of service), O'Neil, Ken Dealy, Director of Training; Capt. Jim Carney (27 years of service), and (front row) Capt. Larry Beardsley (25 years of service), and Capt. Glenn Gettman (22 years of service). Bill Wayne, Vice President & Manager of Operations, and Dick Orr, Regional Director – Flight Operations, also were present at a luncheon held in the pilots' honor at Stouffer's Denver Inn.*

#### **Shari Oliver Salsbury**

I heard about this when I started flying in 2/65. Glen was a great pilot & had a wonderful sense of humor! An absolute delight to fly with!

#### **Ramona Nelson**

I remember him telling us all about his beauty contest! Loved to fly with him!

#### **Stella Chapman Sleater**

I too remember the story. Glenn was great as Glenn or Glenna! He should have won 1st place!!!

#### **Patty Hughes Smith**

He was such a great Captain and always had his crews back ! ????

#### **Lynn Osadchuk**

Yes Captain Glenn was one of the best! Loved flying with him ??

#### **Steve Tidler**

What a great story, Jake! Thanks for sharing !

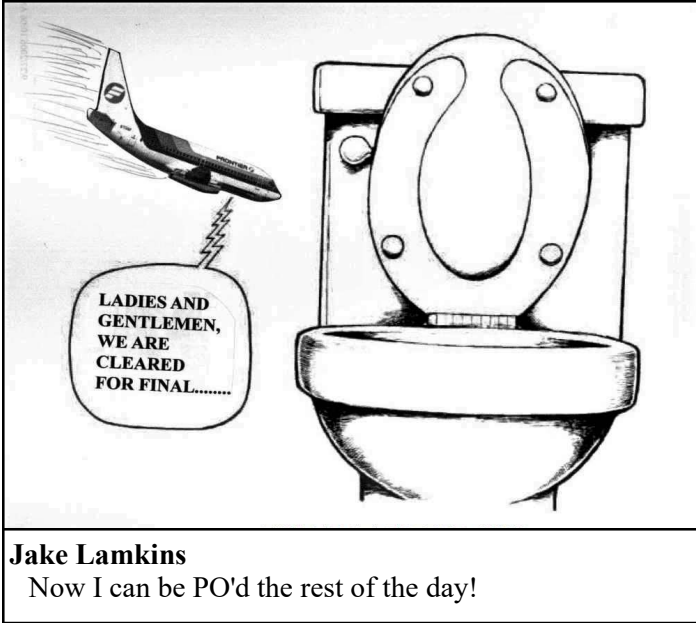
#### **Don Porter**

I called him Glenna a few times. He smiled each time!

#### **Jake Lamkins**

It would probably be considered politically incorrect today.

**Facebook postings on Aug 24, 25 & 26, 2021 about Frontier's death 35 years ago.**



**Keith Sturgeon**

And a sad day it was. Went to work at 6:30 and was not allowed to go to my locker to clean it out. The ass hole finally let me in my office behind the ticket counter to get my prescription glasses. Then it was the long trip back to Fort Smith.

**Lance Lau**

I flew the last flight from LAS.

**Karen Ward Berry**

It was awful! I found out in TX

**Larry Johnson**

Has it been that long since Frontier went out of business?! Anyway, my wife took me to Stapleton to drop me off for work. I walked in the door and saw this handwritten sign behind the ticket counter that said that Frontier had ceased operations. Went through security and found a few ramp servicemen that told me what had happened. Had to call my wife to come back and get me.

**Donna Harrison**

I had already retired back in March and moved to San Diego to start a new career in computers, but it was a sad day for me also. We didn't go bankrupt. We were sabotaged.

**Karen Ward Berry**

Right!!!

**Ken Davidson**

Yup!

**Jan Lefler**

I agree with you, Jake.

**Karen Ward Berry**

Me too!

**Reg Wyatt**

We got a call at the hotel at Hobby asking us to transfer

the plane back to DEN. Two crews got on the plane. We didn't know if the fueler would fuel us. Deplaning at DEN there were tears.

**Nancy Langhofer Ruckman**

Thankfully, Dad retired in 1984.

**Wilbert Sherman**

What a sad day. For alot of good friends. My self included.

**Spencer Rice**

Very very very early that morning Ellen Depatie and I were tasked with calling each and every F/A who were out in the system on trips. We had to advise them that the planes were coming home and to get up and get on them.

**Ken Davidson**

We heard it was coming. The day before the flights to Canada were canceled. That pretty much confirmed that it would happen. I was off the day it happened. Got a call from a friend saying it had happened. Sad day!

**Sharon Lynn Fry**

I loved my Time with Frontier

**Dan Albers**

Down but never out. The spirit of Frontier, and it's people live on.

**Dan Price**

Sad day at Black Rock! Still recovering!

**Wally Reid**

When we supposedly went bankrupt, it was revealed later we had millions of dollars in various banks around the country.

**Jan Lefler**

You are so right.

**Mark Fitzwater**

I was on jury duty and tried to prolong the trial as long as possible, not having any other paying job.

**Lisa Kerr Zeman**

That's terrible!!!

**Ben Pacheco**

I remember getting my phone call around 4 in the morning,

Sad sad day for a great AIRLINE.

**Bryan Sondburg**

Yes, on a Saturday night, was told to leave the property, if we didnt would be escorted off by a certain time. If we had any property on the premises, we could take it then or come back at a later designated date to get it.

**Beverly Olsen**

It never should have happened

**Don Scott**

I think you can thank United.

**Lorrie Craven Tarr**

This was truly a hard day for my father and myself as well. Glad to have others that understand.

**Barbara Richards**

It was a sad day, I remember my husband was supposed to do an early shift at SeaTac, and they called and asked

him to come in to handle customers at the ticket counter even though they wouldn't be paying him. He went. It was like a death in the family!

**Linda Hatzky Hartzell**

It was a very sad day!

**Al Beardsley**

It was a very sad day indeed! And I will never forget standing in the unemployment line in Denver with my Frontier pilot friends in uniform with me!

**Steve Gustafson**

Unforgettable day.

**Joe Barker**

It was the weekend from hell! I had taken the GM of the Billings Sheraton Hotel and his wife along with the owner of the largest Travel agency in Billings and his wife to the Bronco game, we sat in the Frontier Box.

I got a call that night from Marv Pester saying it was shut down. Had to buy First Class tickets on United to get my group back home to Billings. Filled out an expense report when I got to the office and took my money for the tickets out of the weekend deposits. Figured the worst that would happen I would be fired. It was like losing a family member

**Judy Sadler Bartram**

Yes, it was a very sad day.

**Donna Coover**

IT was sad

**Glade Carpenter**

A tremendously sad day.

**Astrid Gyger**

Very sad day. Miss old Frontier airlines. Forever in my heart.

**Kim Gensler**

One of only 3 times I was glad my dad wasn't alive to see it.

**Janice Sewald**

What a sad day that was

**Marie Franco**

Why did this happen to such an awesome airline. It was absolutely beautiful.

**Gary Smith**

The note given to me at the security gate said, "Go home and wait for a call from your Union!"

**Bryan Sondburg**

Yes, we had a great airline, with great people in the workforce, but the upper Management sucked, it was all about the money and they could care less about the people.

**Jan Lefler**

So very sad, went to work and the ticket counter told us how it was.

**Lynn Osadchuk**

One of the saddest days of my life. End of my flying career.

**Stan Talbert**

Sad. Day



**Bill Buse:** A sad day with it being 35 years ago today that Frontier Airlines shut down. This is a picture of my stepfather, Harold Ruppel, behind one of the MD-80s in storage at Concourse D.

**Joe Aguirre**

Believe it or not I was one of last to leave the hangar. When I got there, the parking lot gate was blocked with a tug. A guy handed me a letter. I couldn't figure out what was going on. I had left at 11:00 pm just hours ago and I hadn't heard nothing. The guy (a Guard) said you better read that. It said, "Return home and call this number. Frontier Airlines has ceased operation." Huh?

I seen a bunch of guys at the hangar on the west side. They were mechanics and ticked. I called our work place and Ken Shultz answered the phone. He said they'll issue you a red tag to come up to our office, As went out I told the guys. "Esta la vista, Amigos, Adios."

Ken took me to a window where you could see the terminal gates. They were removing non-FAL equipment (commissary) out of the airplanes. Some mechanics (not FAL) were removing an engine off an MD 80, that was on lease.

Ken told me to stay till I was told to leave. I asked who would it be, he said he didn't know. Great. So there I was with nobody but men in dispatch and the crew scheduling office. It sure as hell brought a tear to my eye when I thought of all the people I met there. Not being able to wishing them a farewell the way you do a friend.

Finally about 11:00 am a guard came up and ask me my name. Said it was time to leave. That I would be the last one, the rest of the red tags had been collected. Yeah, sure. big deal.

23 years. One hell of a ride. Like I said before, met a heck of a lot nice human beings.

**Dennis McNeal**

I worked the PM shift and got a call not to come in and we couldn't even get to our lockers for a few days to get our personal items.

**Jake Lamkins**

The Death of Frontier

[https://FAL-1.tripod.com/FL\\_Death.html](https://FAL-1.tripod.com/FL_Death.html)

The last essay tells the tale!

FLacebook post on 8/24/21

**Steve Cosgrove**

I knew this was coming back in 1980. When I was running crew scheduling I sat in many a meeting with the C suite folks. They had their head in the sand and truly clueless. We had several meetings about setting up a 2nd hub, MCI, SLC were the leaders. The higher ups shot them down as they wanted just to have one it be Denver.

They were warned by folks besides me that we were screwed if a low cost carrier came in and United decided to push down from the top. Exactly what happened when CO filed Chap. 11 and became the low cost carrier and UA pressed from the top. FL had no where to go and had no plan for that.

**Carol Bartley**

I think you are leaving out the part when People Express took us over and sucked us dry.



Joe Aguire, DEN manager-maintenance control, poses in 1958. Now 94 years old, he continues to remember how things were in the old days.

**Steve Cosgrove**

There was not much left by then. People's was a hail mary pass. I was a flight attendant. Some guy named Larry, (Christiansen?) can't recall his last name, was running crew scheduling on the F/A side. He had it so messed up the union bitched and bitched.

Finally they pulled one person from each base and brought us to Denver to see if we could get it resolved. Once we got there and saw what was really going on, he had it messed up worse than we thought, they fired him.

Over time each of the reps from the bases went back to flying and I continued to fly up to Denver each Sunday night, work all week and fly back on Friday night. Bid my line each month and got pulled from all of them, got paid for them plus expense money from when I left DFW to when I got back. They put me up in the hotel at Stapleton and I took the van each day to and from work.

Well one day the head of the union, Kathy (Norris?) I think was her name, walked into my office and said Mr. Lund was upset with me. I asked why cause I hardly ever saw him. She said he was upset because I was running the department and I was just a flight attendant.

I looked at her and said "go tell Mr. Lund that when he fired Larry several months ago he never hired a replacement. If there was no one to run the department and get

the bids out each month this airline would shut down at the start of the month". Evidently Lund thought I was putting myself out as management which I was not. I said not at all. Go ask the girls in the department. She did and they said yeah we know he is a flight attendant but there is no one to run the department so we take out orders from him and it's running smoothly.

She went and talked to Lund. He came down the next day and offered me the job..... at the same pay as I was making as a F/A, Told him to double it cause I was not moving to Denver, pay a state income tax and a higher cost of living and no union protection for the same pay as I was making. He said couldn't do that. Told him to go hire the replacement and I would train him or her and go back on the line and he did.

Funny while running the department no other department had any issue with me managing the F/A crew scheduling side but he got in a dither over it after several months. Guess he finally realized what was taking place. Then he became President of the company. Knew then the company was doomed.



### **Dan Price**

A little about getting old...a sprinkle of The Best of Times...and a little history about the airline industry, back in the good old days.

What does putting the old guy out to pasture really mean? Well, one meaning is to discontinue that particular item. Or, maybe they are just being nice to the old guy and letting him know there are greener pastures down the road. On second thought, that's a whole different meaning. At any rate, when you're old and gray, first off...no one listens to you anyway and secondly, if someone does

happen to ask for advice, then chances are they'll probably shake their heads and wonder what's this old codger talking about?

To be honest, they are probably right, trouble shooting a problem inside a 2021 auto engine these days is a lot different than checking under the hood back in the 1950s. Heck, back in my day, in the airline business, we used a teletype machine to communicate with others. I know, the grandchildren may be just inquisitive enough to ask. "Grandpa, what is a teletype?"

Simpler times. Or maybe I should refer to those days when I was a younger man as The Best of Times.

My airline career occurred long before I decided to dabble in writing for a living. Talk about The Best of Times, the airline industry in the 1950s, 1960s and 1970s was simply a wonderful experience -- especially the regional carriers, a part of the industry where employees worked toward a common goal to make their airline better, stay on time and believe it or not, excel in customer service.

Our particular airline had steak and eggs breakfast flights and for dinner wine came with the meal. I'm not sure we ever offered peanuts back in those days. If a flight was canceled, agents would hustle you off to another flight, even though the airline was a competitor. My goodness, if the customer was stuck overnight the hard-working counter agent would find you a hotel and give you a voucher. In some cases, if there was an oversell, the same agent might write you a check and still get you on the next available flight.

Then deregulation raised its ugly head. It hurt the employees more than anyone. Jobs were lost. Families were uprooted...agents were forced to relocate to keep going...stay afloat, and do their part to keep their particular airline from folding.

Unfortunately, in the long run, many of the smaller airlines went under leaving "the big boys" to fight it out for survival. If I was working in the airline industry these days I'd need to take an oxygen tank to work.

### **Mary Herr**

It was traumatic for me, but led to an opportunity to live in Hawaii and fly international with Continental.

### **Bambi Coons**

It's still a heartbreak!! So many beautiful treasured friendships.

### **Joe Aguirre**

23 years spent with some wonderful people in the Maintenance Department. 1963 - 1986.

### **Wilbert Sherman**

It was with sad words Lost a lot of connections with friends 1968 til August 1985.

### **Keith Sturgeon**

One can only wonder, what if? I know I would never have left.

*(This biography of Ray was written in 1977 by his good friend Nolie Mumey. Mumey was born February 8, 1891 in Shreveport, Louisiana. He had his first airplane ride in 1922, but waited until 1924 to take his first flying lessons from Ray Wilson. Wilson and Mumey had a very strong lifetime friendship.)*

## ODYSSEY OF RAYMOND M. WILSON

Raymond M. Wilson, affectionately known as "Pappy," has given over a half century of his life to aviation and has logged approximately 20,000 hours. Born September 2, 1900 in the rural area near Newton, Illinois, he received his early education in the local schools and was graduated in 1923 from the University of Illinois with a Bachelor of Science degree in Electrical Engineering.

In 1922, while still a student at the University of Illinois, he was selected for a six-week Observer's Training Course at Chanute Field, Rantoul, Illinois and was graduated with Army Air Corps Observer Rating. By the time he was graduated from the University, he had completed four years of Reserve Officers Training Course (ROTC) in the aviation section conducted by the United States Army Air Corps and was commissioned a Second Lieutenant, U. S. Army Air Corps (Reserve). (He also was commissioned a Captain in the Illinois National Guard.) He was selected by the Army Air Corps as one of three from the graduating class of 1923 to take flight training from September 1st to December 31st of that year at Brooks Field, San Antonio, Texas.

Just prior to his graduation from the University of Illinois, he was selected by a representative of H. L. Doherty & Co. to take the Junior Engineers' Training Course in all phases of public utilities operations at their property, The Denver Gas and Electric Company, and was to report there July 1, 1923. (This is now The Public Service Company of Colorado.)

He reported on schedule, was enrolled in the course, and was placed on the payroll. Because of his outstanding scholastic record, The Denver Gas and Electric Company willingly granted him a four-month leave of absence that fall so he could go to Brooks Field, Texas, where he took the Army Air Corps Flight Training Course. (This was the first class of ROTC graduates and West Point Academy graduates assigned to Flight Training by the Army Air Corps.) He completed the course on December 31, 1923 and received the Junior Airplane Pilot Rating in January, 1924.

He then reported back to The Denver Gas and Electric Company and resumed their training program. He joined the 120th Observation Squadron of the Colorado National Guard, then being organized, as a Second Lieutenant (Res.) with Pilot Rating. He served in various assignments in the Squadron and obtained Aviation Commercial License No. C-1189 from Ben Silson, the first CAA Inspector in Colorado.

Four years later, in 1928, Wilson resigned from the Colorado National Guard to take a nine-month Lubricating Engineers Course. He was graduated in early 1929 and worked as a Lubricating Engineer for several months, based in Fort Worth, Texas. But his love for Colorado and his many friends there caused him to resign that year and enter the field of commercial aviation.

He returned to Denver, rejoined the 120th Observation Squadron, Colorado National Guard as a Second Lieutenant, and joined the Denver base of Curtiss-Wright Flying Service, where he served as Operation Manager, Chief Pilot, and Flight Instructor until it was closed in 1931.

From 1931 until 1935, Ray was employed as Permanent Duty Officer, 120th Observation Squadron, Colorado National Guard. He also served as Engineering and Maintenance Officer. In early 1935, he was relieved of permanent duty assignment and began assisting Tom Shelton in developing and test flying the Crusader Aircraft, forerunner of the famous P-38 fighter plane of World War II. Due to lack of financing it was never put in production.

That same year, 1935, he leased an airport and organized, established, and operated the Ray Wilson Flying School. He also organized and served as Director and Instructor of a Ground School, operated in affiliation with the University of Colorado Extension Division. This was the first government-approved flight training school in the Rocky Mountain area, and was incorporated as Ray Wilson, Inc. The operation consisted of the flying school, aerial photography and mapping, and charter service. The school had twenty-two units and each unit accommodated ten students with one airplane.

Early in 1941, he and Major F. W. Bonfils formed the W & B flying School (Wilson for operations and Bonfils for financial) and later that year were awarded a contract to give flight training to Army Air Corps cadets at Chickasha, Oklahoma. This School opened on October 4th of that year, and proved to be successful in training thousands of pilots for World War II. Ray personally trained seventy-five pilots who formed a nucleus of instructors; many became fighter pilots, while some went into commercial aviation. The School was terminated in July, 1945, and Ray returned to Denver.

Through the foresight of Ray Wilson and "Maj." Bonfils, air express was started in Colorado, serving many towns on the Western Slope as well as cities and towns in Utah and New Mexico, making it possible for the residents to have perishable fruits and other farm products. In March, 1946, Ray Wilson, Inc. received the contract, but soon the Certificate of Authority was changed to Monarch Airlines, Inc.

On November 26, 1946, service was inaugurated on the Denver-Durango route, with stops at Colorado Springs, Pueblo, Canon City, Alamosa, and Monte Vista. The Utah

and New Mexico routes were inaugurated in January and February, 1947.

Monarch Airlines eventually purchased Arizona Airways and later merged with Challenger Airlines, forming Frontier Airlines in June, 1950. *(It was the reverse - Monarch and Challenger merged then a few months later added Arizona. -Jake)* The merger gave Frontier about 4000 miles of scenic flying and constituted the largest feeder line in the United States, connecting with nearly all of the transcontinental airlines.

He then ventured into other lines of business and from 1961 to 1968 was employed by the Public Utilities Commission of Colorado to manage their Aviation Division. Upon reaching mandatory retirement age, Ray left the Public Utilities Commission, but could not leave aviation.

At the age of sixty-eight he became a part-time manager of Sky Ranch Airport, a position he held nearly three years, resigning in 1971. He is still serving as a Voluntary Assistant to the Small Business Administration on aviation matters. "Pappy" Wilson was honored by the aviation world when he was elected to the Colorado Aviation Hall of Fame on November 10, 1970.

The dissemination of his knowledge is an attribute of this great aviator. We could say that patience and the instillation of confidence are touchstones of his character which were displayed as an officer over his men and as an employer over his employees. The inoffensive use of all his knowledge gives evidence of his ability. He can be crowned with honor, not rated by his hordes of gold but by his exceptional principles relative to his character and his modesty.

The true greatness in Wilson is that which is unseen — his nobleness, his enlightenment, his self-sacrifice for others. Ray fulfilled his trust when he aided some to become heroes and many to master the art of flying. He has acted like an exhaustless fountain in a desert and

stands like the sun which dispels the gloom of darkness, for the love in his heart and the sympathy he has for his fellowman are genuine.

No other living man has given more to the industry of aviation than this veteran flier. He has never allowed his knowledge of flying to sift through his fingers like sand in an hourglass. He never faltered in his opportunities to teach others to fly. One of his greatest attributes is his quiet perseverance.

The self-assurance of Wilson enabled him to fly every type of aircraft, from experimental models to Army varieties, including the good old "Jenny." He was able to meet the demands of an emergency in any difficult situation, was quick to change his course and admit mistakes. "Pappy" has won many friends, for he is steady, true to himself and to others.

He was dedicated to his flying — thought for it, lived for it, and threw his heart and soul into the action. Some of the great barriers of aviation were overcome by his knowledge of flying. He was self-reliant and taught that trait to his students. On many occasions he said, "Help from within oneself will always strengthen, but help from without will in time enfeeble it's recipient." He solved many problems in the quickest moments of safety as he put students in the cockpit for their first solo flight, where their lives were in their own hands.

Another trait of Wilson is his honesty, which is not only the first step to greatness but is greatness itself. Every act of Ray's life appears to be built on character which he imparted to his students. Regardless of the mistakes they made, he was calm, quiet, undisturbed, and cool under all circumstances. His agreeable manner has contributed largely to his success.

Personal recollections of some of Ray's flymg antics are too numerous to mention. In the early days when we were flying "Jennies," he would have a student land on clouds. That sounds funny and impossible, but he would cut the motor, then have the student go through a simulated landing on a large cumulous cloud.

In 1931, we were flying with the 120th Observation Squadron of the Colorado National Guard to join the Air Corps maneuvers in the days when the Army had 840 planes. (This was the first Army Air Corps maneuvers, held in May, 1931.) Our planes were the Douglas 0-2 H with Liberty motors. We would fly formation for a short time then break on signal from the leader. On one occasion when we broke formation, Ray winged downward and landed in a pasture in Pennsylvania. We all watched him land safely — he waved from the ground for us to go on. It was time for his coffee break and the farmer's wife where he landed made him a cup of coffee, which he drank, then took off and caught up with the rest of us.

On another occasion the writer was flying an 0-38 and Ray was riding the rear seat. The tabs were trimmed, the





air was smooth at 6000 feet elevation along the lake front between Cincinnati and Chicago, when suddenly the plane started to nose down for the ground. The stick was grabbed but there was an obstruction on the backward movement. "Pappy" raised up as I cut the motor and I asked him what was wrong in the rear cockpit. He shouted, "I went to sleep and fell against the stick!" The plane leveled off and we made a safe trip. Flying with Ray Wilson was never dull!

He was always playful in the air; sometimes while we were flying formation he would be on the right side, then on the left side, or above or below you. It was hard to tell where he was in the air, but he was always well oriented.

Flights of mercy have been attributed to him as well as picture-making with parachute drops over the Rockies. Ray loved to fly Santa Claus to the children in the Denver area, as well as flying the Christmas cross through the skies during the holiday season. He flew the first cross over Denver in 1929. It was twenty by thirty feet, made of neon lights attached to the underside of the fuselage of a Curtiss-Robin monoplane, which took off from the flying field at 26th Avenue and Oneida Street, the only Denver field lighted for night flying. Ray piloted the cross through the skies for thirty consecutive years.

Any story of the airmail service in Colorado would be incomplete without the odyssey of Ray Wilson, a true aviation enthusiast and a true pioneer who deserves the highest praise of the nation for his efforts in developing what we now know as air communication and travel. In looking over a resume of his activities one finds that he has been involved in almost every phase of aviation and has received many awards from local and national authorities.

Aviation has been and still is a part of Ray's life. He still likes to repair and fly some of the old crates and wants to keep on flying despite the fact that time has wrought its physiological changes in hearing and sight. He is an active member of the Quiet Birdmen, the OX-5 Club, Air Service Association, and the Colorado Aviation Historical Society. (Ray has two sons and one daughter. One son is a Captain with United Air Lines.)

Ray, who is always calm, cool, and deliberate and never appears angry or disturbed regardless of what happens, still lives in Denver with his wife; Alverta, a dynamic little "Pistol" known as "Al." She is always ready and willing to aid others, is enthusiastic about aviation, and is active in preserving it's history in the state.

*(Ray lost control of Monarch Airlines early on due to financial difficulties. Five months after its first flight Hal Darr <[http://FAL-1.tripod.com/Hal\\_Darr.html](http://FAL-1.tripod.com/Hal_Darr.html)> took control and relegated Ray to running operations. Kieth Kahle at Central lost control in a similar fashion. Hal was responsible for merging Monarch, Challenger and Arizona into Frontier Airlines. Ray was not involved and was fired Dec 1, 1954.)*

## ALEA TEN YEAR MEMBERS

*The Air Line Employee, May/June 1977, page 14*

FRONTIER	Lamkins, W. C.
Allan, D. C.	Lee, G. L.
Barker, K. R.	Mackie, G. D.
Barnett, J. M.	Meade, I. L.
Boller, Carolyn	Miller, H. R.
Bonds, Betty	Miller, R. E.
Borelli, Marilyn	Mitchell, R. D.
Brend, D. P.	Mock, L. A.
Brown, D. P.	Monheiser, F. E.
Camomile, S. G.	Palser, W. G.
Cannon, C. W.	Petersen, Judith
Cornelison, R. W.	Pfeiffer, Jackie
Dickerson, K. D.	Pitt, Linda
Dickman, Julie	Pumroy, R. P.
Dragen, Rose	Riley, J.
Eason, C. M.	Rogers, R. F.
Ediger, R. A.	Rose, B. H.
Fleming, JoAnn	Rattinghaus, F. J.
Frogge, G. J.	Ruffino, Carol
Garcia, A. J.	Rush, Sharon
Grass, Mary	Sanders, B. R.
Greer, I. B.	Scott, Donna
Guenther, G. L.	Scott, R. W.
Harris, A. C.	Selph, J.
Harris, J.	Sims, Rosann A
Harris, Linda	Skeen, R. L.
Harrison, D. E.	Spiars, R.
Hawk, C. O.	Sprenger, A. L.
Hodgin, S. J.	Stuhr, M. F.
Holcomb, D. D.	Stults, I.
Hoskovec, E. W.	Thomas, J.
Howard, M. H.	Trabert, J. F.
Hutchison, J. J.	Van Camp, R. B.
Janssen, C. J.	Wathen, Sharon
Jensen, R. A.	Wight, Myrna
Johnson, Beverly	Wilmes, B. R.
Johnson, Joan	Wilson, Elva
Keeling, T. L.	Wise, G. L.
Keener, D. L.	Wright, Sandra
Kirkley, W. L.	Zimmerman, D. E.
Koenig, Joanne	Zobens, J. I.
Kraner, M. L.	Zoretic, Shirley

ALEA lost 95% of its membership in 1986 when Frontier Airlines went bankrupt and Republic Airlines was purchased by Northwest Airlines. It never recovered and limped along in a fashion until Dec 31, 2002 when it ceased operations per a LM-3 signed by President Vic Herbert on Jan 23, 2003. Vic was 85 years old and still the only president ALEA ever had. He died, age 90, of a stroke Jul 14, 2008, three weeks shy of his 91st birthday.



# Skywriter



VOL. XIII NO. 8

— CENTRAL AIRLINES, INC. —

September, 1963



## SHE RECALLS DAWNING OF CENTRAL AIRLINES

It's been said that behind every successful man, there's a woman.

But who's behind a successful career woman? She is. Herself. She's filled with all the drive and ambition her femininity can muster.

This is Francene Morris, Central's supervisor of reservations-communications, who was hired three days before the airline's first Bonanza took off on September 15, 1949.

The attractive honey-haired supervisor unconsciously toys with a yellow pencil as she sits at her desk and takes a moment to reminisce.

She was an office worker when Central hired her. She was a neighbor of Dean Gill, one of

Central's early major stockholders. Gill's wife knew that the company was searching for a reservationist, so she asked Francene if she'd be interested.

She was hired immediately by President Keith Kahle. She was to have a training program, but there wasn't enough time. The phones were ringing. Her first call was a success — she sold a one-way ticket between Fort Worth and Oklahoma City.

"At that time," Francene recalls, "we were operating two round trips a day between Fort Worth and Oklahoma City and Tulsa. We carried three passengers and the pilot on each flight."

Francene talks of the early reservations facilities at Fort Worth's Meacham Field and grins as she thinks of the lone

Con't on Page 3

# CENTRAL ONE YEAR OLDER

## BEGINS 15TH YEAR ON SEPTEMBER 15

In the 14 short years since Central Airlines' beginning on September 15, 1949, the airline has grown in size from a handful of tiny Beechcraft Bonanzas to an impressive fleet of radar Convairs and DC-3s.

Its employee total at the end of the first month was 29. As the airline enters its 15th year of service, that figure has reached over 800.

The Civil Aeronautics Board has expanded Central's service from a few cities in the Southwest to 45 cities in Texas, Oklahoma, Colorado, Kansas, Missouri and Arkansas. Nationwide connecting service is provided through the gateway cities of Kansas City, St. Louis, Denver, Oklahoma City, Dallas, Fort Worth, Tulsa, Wichita, Amarillo and Little Rock.

At the end of its first year of service, Central had carried 8,122 passengers. Today, three times that many are boarded in a single month.

Keith Kahle, founder and president of Central Airlines, began nurturing his dreams of connecting land-locked cities of the Southwest and Midwest with major terminal cities in the early 1940s. He was convinced that many of the smaller cities in the Texas and Oklahoma area could meet the economic standards demanded for scheduled airline service. Driven by this

## Anniversary Month For Air Express

Air Express celebrates its 36th anniversary this month with half-year revenue to Central Airlines, amounting to an estimated \$40,318 — a 17 per cent increase over last year's comparable period.

Central is one of 38 scheduled airlines which during the first six months of this year received a total of about

Con't on Page 6

conviction, Kahle started assembling data regarding various cities in those two states.

Between 1939 and 1941, Kahle organized two different companies in Oklahoma in an effort to obtain from the CAB the hard-to-get certificate of public convenience and necessity — the right to operate a scheduled airline.

After these two efforts failed, Kahle launched into years of endless economic research and finally won a certificate for an airline in 1946, against heavy odds and adversities. The struggle and difficulties that he had are well known in aviation circles in Oklahoma and the Southwest.

Central began operations with a few single-engine, four seated Bonanzas. During the first month the airline carried just 54 passengers. By the end of 10 months the passenger load had mushroomed to 1,000 and it was evident that the little Bonanzas would have to be replaced.

The answer to Central's need was found in DC-3s. These twin-engine planes are capable of carrying passengers at a speed of just under 200 miles per hour.

With the advent of the DC-3 Central introduced stewardesses on its system. Central now maintains its own Stewardess School at Greater Southwest International Airport in Fort Worth. Young ladies chosen by Central to become stewardesses are given an intensive course of training in subjects ranging from the theory of flight to passenger relations and service procedures.

In 1959 Central moved its home office and hangar facilities from Meacham Field to new headquarters at Southwest International Airport. These new accommodations include a modern office building and a maintenance hangar built at a cost of just under \$1,800,000.

**SERVICE AWARDS****25 YEAR SERVICE AWARDS**

Ceshker, G.J., captain - DFW  
 Conner, R.R., dispatcher - DEN  
 Franklin, V., aircraft technician DFW  
 Isaacs, S.W., captain - DEN  
 Kopp Jr., B., captain - DEN  
 Lankton, W.J., captain - DFW  
 Spinks, E.C., captain - DFW

**20 YEAR SERVICE AWARDS**

Barron Jr., H.C., captain - DFW  
 Bricker, R.G., station agent - MSO  
 Craze, J.J., inspector - DEN  
 Davis, W.E., captain - DFW  
 Dean, H., porter - OKC  
 Gilliam, W.G., captain - DEN  
 Griffith, K.S., captain - DFW  
 Howe, H.M., captain - DFW  
 Owen, J., aircraft technician - DFW  
 Phiffer, R.O, station agent - LBF  
 Taylor, L.K, sato agent - FSI

**15 YEAR SERVICE AWARDS**

Davis, H.L., mgr trans svcs - OMA  
 Duran, J.M., station agent - PHX  
 Enright, E.L., buyer - DEN  
 Garcia, A.N., sr ticket counter agent - ABQ  
 Lockett III, S.R., station agent - DFW  
 Long, R.E., aircraft technician - DEN  
 Russell, V.J., station agent - BIL  
 Simpson, C.O., first officer - DFW

**10 YEAR SERVICE AWARDS**

Bazadier, F.E., porter - MCI  
 Blevins, R.D., supv. stores - DEN  
 Bruce, J., specialist tech training - DEN  
 Brundage, W.H., lead stock clerk - DEN  
 Coffman, R., aircraft technician - DEN  
 Dessauer, L.J., reservations agent - DEN  
 Devries, D.W., aircraft technician - DEN  
 Doty, D.L.,\_ mechanic - DEN  
 Enger, T.O., station agent - JAC  
 Fahrenheit, K., flight attendant - DEN  
 Furdon, G., maintenance scheduler - DEN  
 Gross, J.M., base shop planner - DEN  
 Hyatt, J.L., ticket counter agent - DEN  
 James, J., aircraft technician - DEN  
 Kerrick, T.D., station agent BIS  
 Laurence A., aircraft technician - DEN  
 McMullen, F.J., reservations agent - DEN  
 Miller, M. flight attendant - DFW  
 Newby, G.T., reservations agent - DEN  
 Opperud, P., flight attendant - DEN  
 Pelkey, M., mechanic - DEN  
 Peterson, A.L., fleet planner - DEN  
 Poremba, J., aircraft technician - DEN

Robbins, H., aircraft technician - DEN  
 Sandaker, W.A., station agent - GTF  
 Smith, L.J, station agent - LIT  
 Sturgeon, K.C., station agent - FSM  
 Sullivan, R., station agent - MCI  
 Throop, J.M., aircraft technician -DEN  
 Trice, A., mechanic - MCI  
 Whistler, S., flight attendant - DEN  
 White, G.C., station agent - MSO  
 Wickstrum, N.E., station agent - MHK  
 Wilton, J., lead aircraft technician - DEN

**5 YEAR SERVICE AWARDS**

Blair, N., flight attendant - DEN  
 Bunjes, M.G., mail clerk-DEN  
 Callahan, B., ticket counter agent - DFW  
 Carlson, C.J., station agent- CPR  
 Carvalho, F.M., ticket counter agent - DFW  
 Davis, J., cleaner - STL  
 Doyle, J.W., provisioning agent - DEN  
 Duff, P.A., ticket counter agent - MCI  
 Gould, D.J., accounting clerk - DEN  
 Gramlick, T.N., station agent - LIT  
 Gray L., flight attendant - DEN  
 Hannigan, L.D., flight attendant - SLC  
 Horvath, E., flight attendant - DEN  
 Jones, I.J., sr accounting clerk - DEN  
 Leonard, M.S., dist sales mgr - PHX  
 Lesselyong, D.S., secretary - DFW  
 Livingston, L.D., engineer - DEN  
 Mallon, J.A., structures engineer - DEN  
 Nelson, G.R., sr. accounting clerk - DEN  
 Nussrallah, W.J., provisioning agent - DEN  
 Prince, M.P., station agent - DEN  
 Ricceri, F.P., station agent - GRI  
 Roden, J.V., provisioning agent - DFW  
 Rutherford, P., flight attendant - MCI  
 Sanchez, A.J., station agent - PUB  
 Silverman, B.J., Sr. scheduler - DEN  
 Stehl, S.S., exec. secretary - DEN  
 Sutton, S.J., accounting clerk - DEN  
 Weil, M.K., flight attendant - SLC  
 Widener, M.E., accounting clerk - DEN  
 Young, R.D., station agent - FSM

**HAPPY RETIREES**

Two veteran Frontier employees - Chuck Carter and Ed Pellerin - retired in October after 28 and 29 years, respectively, with the company.

Radio technician Carter and his wife Uleta were honored with cake and gifts by fellow employees on Oct 3. Pellerin, hydraulic shop technician, and his wife Nita received best wishes and a trip to Hawaii from co-workers on Sept 29. Pellerin received congratulations from good friend Al Olinger, manager - base overhaul shops. Both men received company plaques and congratulations from Al Feldman.

*(Both have flown west: [http://FAL-1.tripod.com/Charles\\_Carter.html](http://FAL-1.tripod.com/Charles_Carter.html) and [http://FAL-1.tripod.com/Ed\\_Pellerin.html](http://FAL-1.tripod.com/Ed_Pellerin.html))*

# THE KANSAS CITY CV-580 CREW BASE

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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

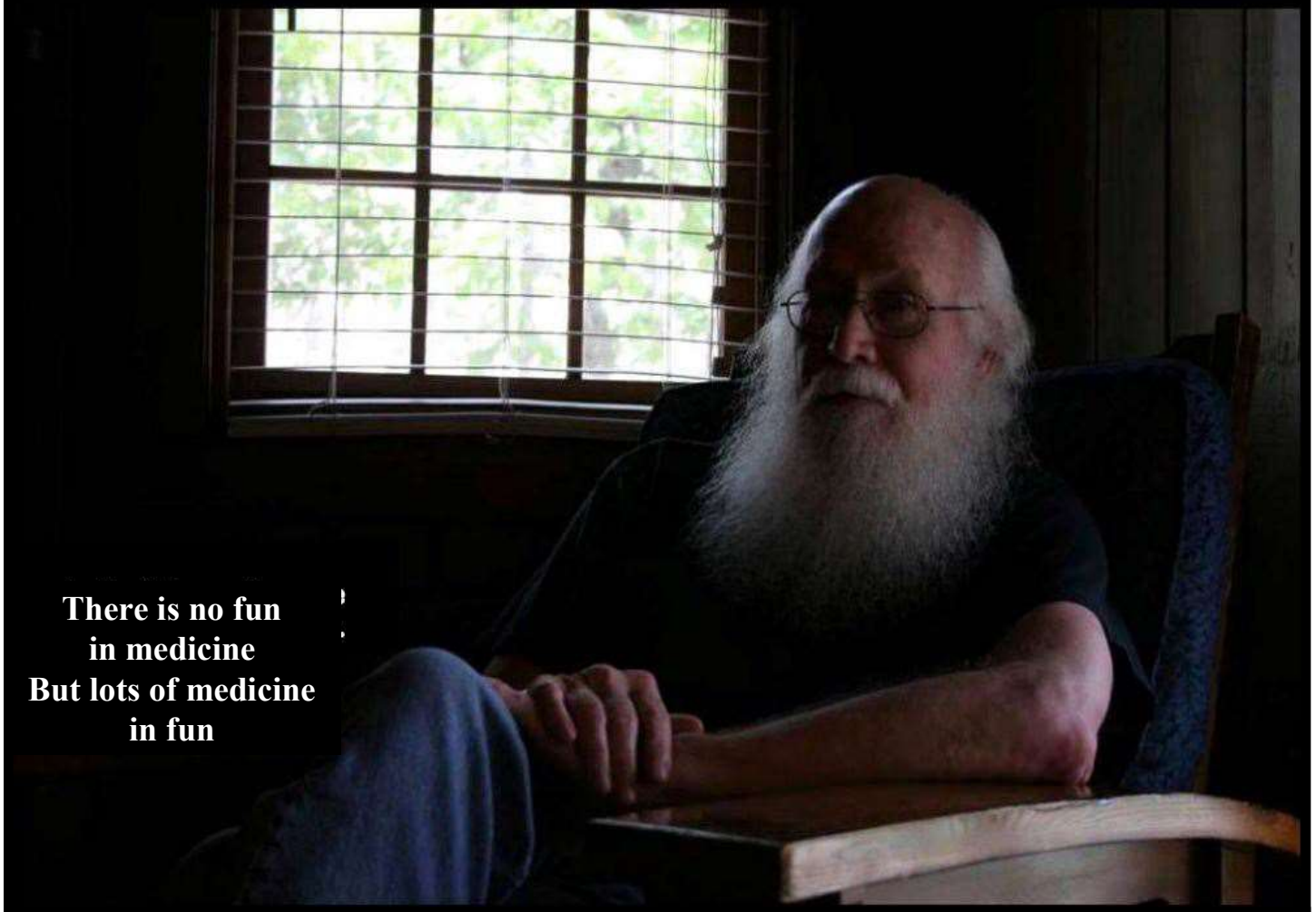
Check the websites for FL news,

notices on upcoming events,

pictures and stories from the past.



## BOJANG WHYHIGH



**There is no fun  
in medicine  
But lots of medicine  
in fun**