

# FRONTIER NEWS



**WINTER**

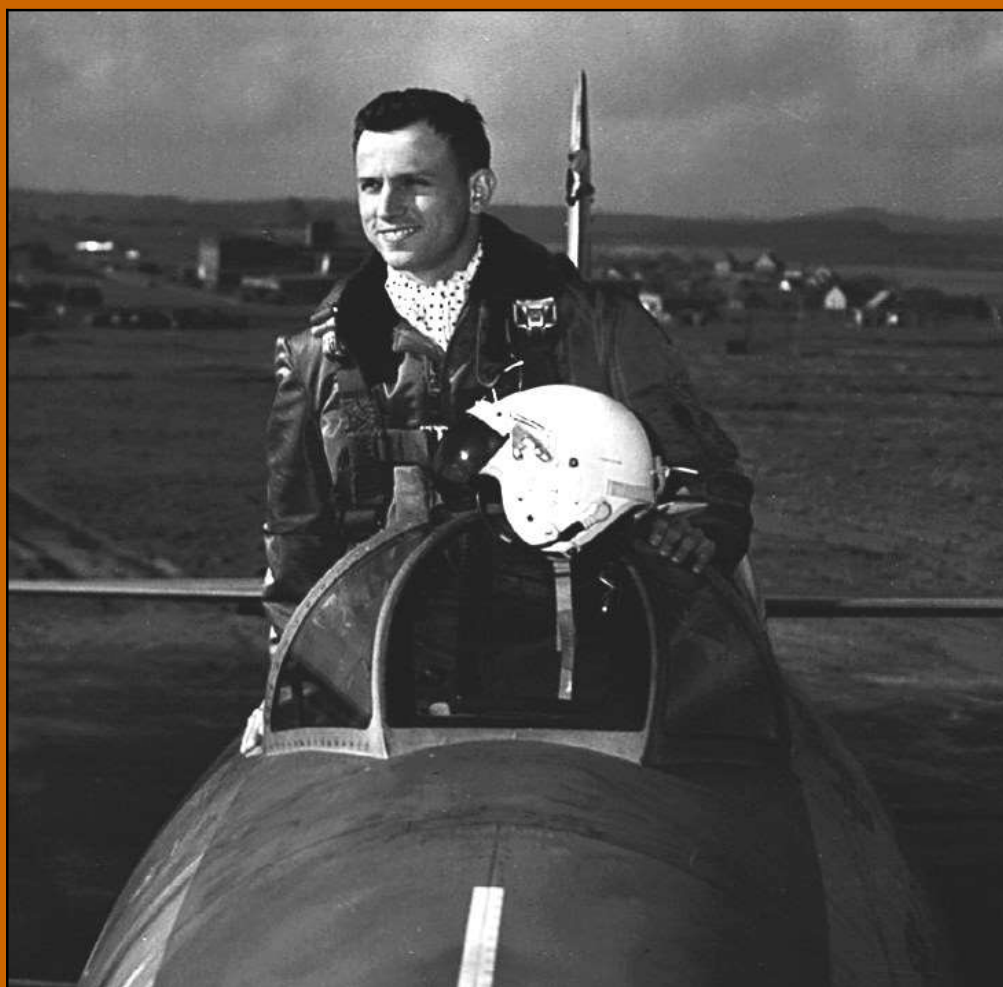
**JANUARY**

**2024**

**#94**

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

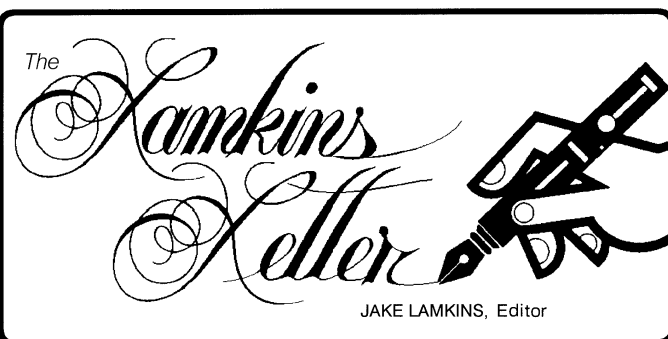
**FRANK  
MEYER**



**1928  
2016**

*Cont'd on  
page 4*

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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.

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 FLacebook:

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

I wanted to cram this in at the last minute as flight attendant Patty Giordano Benton just completed a project I asked her to do. She did the cover of the Spring 2022 issue which was spectacular. I plan to use this one next issue. Patty is still flying with American Airlines after starting with Frontier Dec 23, 1970, 53 years ago.



Just got word that my great FLriend aircraft mechanic Bill Guthrie flew west Dec 22, 2023. He was the best!

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## REUNIONS TIMETABLE



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

### DEN MAINTENANCE BREAKFAST

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

Contact:

Bob Keefer, 303-229-6904

### DEN FLIGHT CREWS

Luncheon, monthly, every second Tuesday, 11:30 am  
at HIRO Japanese Buffet

2797 S Parker Rd

Aurora, Co 80014

Contact:

Bonnie Dahl, 303-521-5611, BC-  
Dahl777@gmail.com

### DEN REUNION PICNIC

Held Sat, Aug 19, 2023

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

Anna Metzsch: 2600 Cirque Way, Montrose CO

81401 303-733-9968, annakay1946@hotmail.com

### FYV-FSM ANNUAL REUNION

Was Tue, Aug 29, 2023

1:00 p.m. at Village Inn Restaurant

3364 N. College Ave., Fayetteville, AR

Contacts:

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

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

### MCI REUNION GATHERING

Met Sat @ 11am on Nov 11, 2023.

Paul & Jack's Restaurant

1808 Clay Street.

North Kansas City, MO 64116

Contact:

Rose Dragen, 816-741-1995,

rmndragen@gmail.com

### MCI REUNION

Our last gathering in September had some younger members join us in FAs Judi Saladino Sellmeyer Byrne and Debbie Vitera Baldwin!

Judi suggested that any Frontier memorabilia we would like to be sure is in hands that will value it....might entrust it to our younger members for posterity.

So this November meeting inside Paul and Jacks might be an opportunity to bring and either show, sell or give, smaller items .....and if the idea is one you like, let us know....then maybe a park gathering next year for larger items and collections?

So, looking forward to all who can make it November 11th, 2023, 11AM, at Paul & Jacks in North Kansas Cit For Your Reunion Committee

### -Mike and Rose Dragen

Hello all....this coming Saturday is our last gathering until next Spring. Many expressed an interest in Swap/Buy/Sell of Frontier memorabilia. This is small stuff....we cannot be bringing lots of stuff to Paul and Jacks....if you are interested we will have an event for bigger items next year in a park! We will have 3 areas that you can leave your items....we suggest that if you only want to show or sell....that you label items....perhaps with a mail return address sticker?

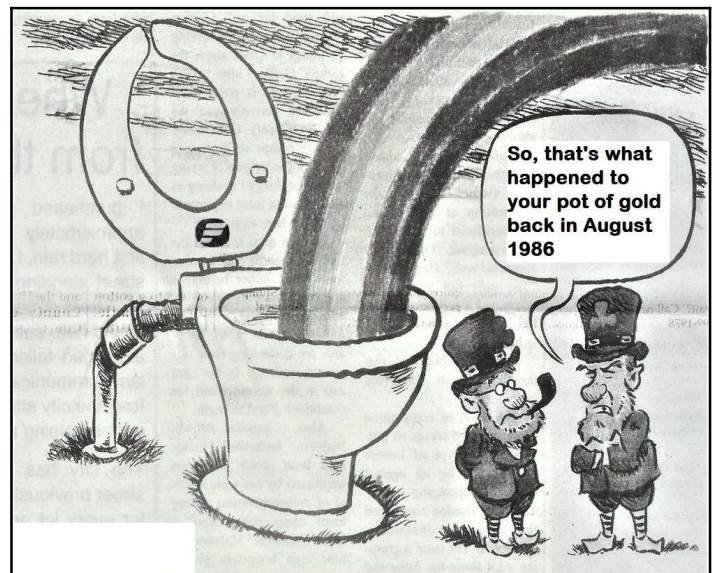
We will meet at 11AM...Paul and Jacks in North Kansas City. For agents that had ramp uniforms....Ken Mast has a new jacket...he describes as Eisenhower style....meaning it is waist length.....navy blue with red lining....red FL emblem....and white bands on arms....he would like to trade for a Medium jacket. See you Saturday!

### -FAL Reunion Committee

(No report received on the Nov meeting.)

### FYV-FSM Old FARTS

We continue to meet monthly for lunch and reminiscing. Our numbers are down to three or four regulars: Paul Farris, Richard Horn, Jake Lamkins and Johnny Selph. Drop in and visit with us sometime.







## FRANK MEYER

1967 - 1986

### FLIGHT TRAINING INSTRUCTOR DEN

[http://FAL-1.tripod.com/Frank\\_Meyer.html](http://FAL-1.tripod.com/Frank_Meyer.html)

I started planning an article on Frank back in 2014 by gathering all the info I could about his remarkable career. There never seemed to be enough material to do the article and it had remained on my To-Do list all these years. Matters were complicated when Frank decided to fly west in 2016. While planning the layout of this issue, Frank's article jumped out at me and demanded attention.

He was a tremendous friend whom I never met personally but for years he emailed me and sent items of interest to me. One of them was a copy of the Book *THE CONVAIR TWINS 240 - 640* by Gary L. Killion. I have lost count of the times I've used this book. It lists every Convair aircraft built in the series and Frank's notes just add to it's value.

I'll let Frank tell his own story as told to me.

**-Jake Lamkins**

Growing up in Long Island when aviation was really beginning I got to meet and know many famous people. I learned to fly while in high school & worked after school & weekends at our little airport named Fitzmaurice Field. It was home of the Skywriters of America & all the pilots had been "Barn Stormers" & also flew the US Mail.

*Photo taken at Frank's house on Apr 18, 2012  
Standing L-R: Frontier pilots Ron Gallop & John Green  
Seated: Frank Meyer, Frontier training instructor*

Elinor Smith, a lady who set records in aviation for women, i.e altitude record for one, was the first lady pilot I met. Her dad, Tom Smith, who was a vaudeville entertainer who learned to fly back in the 20s, visited us one day & wanted to relearn flying. I was told that he was 85. He was quite agile & he would give us a short performance of his old shows. He checked out in a WWII surplus L-2 Taylorcraft. He buzzed the field before every landing to warn us of his impending bounces. I got to know him real well. He took the job as the night watchman & after we closed the field each night I stuck around & he would tell me about the old days. I loved that Gentleman - he was so interesting. Guiseppe Belannca, head of the Belannca Aircrat Co., visited many times since old friends of his either worked or kept their planes at Fitzmaurice. His speech was broken & with my Italian ancestry I understood him better than most. He would call a valve a "vavala."

I worked for Tyler Flight Service cleaning planes & an apprentice A & E mechanic, Mr. Ken Tyler, was the chief test pilot at Republic during the war. Prior to the war he was a Hollywood stunt pilot & his claim to fame was flying inverted from LAX to SFO. He also flew as a fighter pilot for Spain during the 30s. He was killed in a crash while doing a film in Henderson, KY - I believe in

the mid 60s.

Just before I retired from UPS Flight Ops I was in the B-727 Flight Test Section with our main project recertifying the 727s with Rolls Royce Tay Engines. In 1995 we had a flight test conference in Seattle & retired Boeing test pilot Tex Johnson was invited to our banquet. He was the first jet pilot in the USA when he worked for Bell flying the P-59. He was well known when he put on a demonstration flight of the prototype 707 when he did a barrel roll over the grandstand. I was nearing my 50th year in aviation as a pilot with an accident free record & the flight test gang presented me with several framed photos of some of the civilian & military planes I flew followed by being congratulated by Tex.

*(He abruptly changed topic.)*

I keep all this so you can see why I want to keep Emily (Howell Warner) in my collection. She is SPECIAL.

Emily was scheduled for B-737 recurrent training & also scheduled was a captain (now deceased) who, when she was first hired, said he would not ever fly with her in his cockpit. Prior to class start (Emily not yet there) he told me that if she showed up he was walking out & would attend another class later. My response, "Just do that & on your way stop by Dick Orr's Office & tell him I kicked you out of recurrent & tell him why". Had he missed this recurrent he would go non-current thus pay became a concern. He stayed & Emily was there. He later apologized. He was a good guy but just didn't feel that women should fly for the airlines.

All of this is History & I am proud of being part of Captain Emily's career.

Thanks for reading my loong message.

**-Frank Meyer (2/15/03)**

I WOULD LIKE TO CLEAR UP MY SITUATION. I HAVE PARKINSON'S DISEASE WHICH IS NOT TERMINAL. I RETIRED FROM UPS FLIGHT OPERATIONS SEPTEMBER 1995 AND IN NOVEMBER 1995 I WAS DIAGNOSED WITH PD. MEDICATIONS WERE ALL OK UNTIL MY NEUROLOGIST IN TULSA PRESCRIBED A MEDICATION NAMED BENZTROPINE. THIS RESULTED IN SEVERE HALLUCINATIONS, NUMEROUS FALLS BACKWARD HITTING MY HEAD NECK AND LEFT SHOULDER. FURTHER IT CAUSED OR ENHANCED A SITUATION CALLED CERVICAL DYSTONIA. MY CHIN RESTS ON MY CHEST DUE TO NECK MUSCLES DAMAGE. (makes it difficult to neck) LOL

I HAVE BEGUN TREATMENT AT BAYLOR COLLEGE OF NEUROLOGY IN HOUSTON WITH DR. JOSEPH JANKOVIC, ONE OF THE TOP MOVEMENT DISORDER NEUROLOGIST ALSO ONE OF THE RESEARCHERS WHO BEGAN BOTOX INJECTIONS FOR MY PROBLEM. IT HAS PROVED SUCCESSFUL IN MOST CASES. I HAD MY FIRST INJECTIONS 2 DAYS AGO AND IT TAKES ANY TIME BETWEEN 2 DAYS TO 2 WEEKS. I HAVE FELT SOME CHANGE. MY NEXT TREATMENT IS SCHEDULED FEB 3. I MET PATIENTS WHO HAVE HAD BOTOX OVER 15 YEARS AND ARE DOING WELL.

TO ALL MY FRIENDS AT FRONTIER I THANK YOU FOR YOUR CONCERN AND TO THE PILOTS MY BEING ACCEPTED AS AN HONARY CAPTAIN IT IS A GREAT HONOR. TO THOSE OF YOU NOT KNOWING MY AVIATION BACKGROUND I LEARNED TO FLY IN 1945 IN A J3 CUB, BECAME A USAF PILOT JUNE 23, 1950, FLEW 101 COMBAT MISSIONS OVER NORTH KOREA IN RF-80S RETIRED FROM USAF AUGUST 1967 AND WAS HIRED BY FRONTIER SEPT 1967 AS GROUND SCHOOL INSTRUCTOR IN B-727S CV-580, TWIN OTTER, BEECH 99, B-737 AND MD-80. I HAD THE 2ND BEST JOB IN FLIGHT OPS PREPARING THE PILOTS TO PASS FAA ORALS OR COMPANY ORALS. I REALLY ENJOYED WORKING FOR THE PILOT GROUP AND WAS GRATEFUL TO BOYD STEVENS AND RON ROSENHAHN FOR GETTING ME TYPE RATED IN THE 580 AND 737.

I WAS VERY FORTUNATE BEING ASKED TO JOIN UPS TO HELP START UP THE UPS AIRLINE AS MANAGER GROUND TRAINING. AFTER GETTING 121 CERTIFIED I WAS ASSIGNED TO THE FLIGHT TEST DIVISION AS FLIGHT TEST FLIGHT ENGINEER ON THE RECERTIFICATION OF THE 727 WITH ROLLS ROYCE TAY ENGINES.

SO AS YOU CAN SEE I HAVE HAD A GREAT CAREER IN AVIATION WORKING WITH SO MANY WONDERFUL DEDICATED MEN AND WOMEN. MY SITUATION WITH PD IS NOT DIFFICULT TO HANDLE. AT AGE 75 NOW I HAVE NO REGRETS BUT GREAT MEMORIES OF PEOPLE AND PLANES.

**-FRANK MEYER (9/25/03)**

Phil Stallings was kind enough to invite me to the reunion & was really planning to be there. I was a Flight Operations Instructor my entire 19 + years with FRONTIER following my 20 years as a Pilot in the United States Air Force. When hired I was told I was too old to get on the Pilot Seniority List & too old to fly Jets (38 yrs). I had over 6,300 hours of flight time of which 5,000 were in F-80s, T-33s, F-86s, F-100s, T-37s, T-38s, F-94, F-5s.

Thanks to Boyd Stevens & Ron Rosenhahn I was type rated in the CV-580 & B-737. When hired I was checked out as a B-727 FE. This sounds like a "sob story" but the truth is I loved instructing the GREATEST FLIGHT CREWS. I had such a good feeling when putting a pilot up for an FAA oral or a Company oral knowing he/she would pass.

To all of the Flight Attendants, I helped Clayton Housh, JoAnne Evatz and Carol Jackson with F/A Training when needed. Donna (Peterson) Garland I also assisted. Donna, as you know, had her Pilot's license & wanted to be a Frontier Pilot. I invited her to sit in my CV-580 ground school & she excelled in learning the systems & performance. Likewise, later in the B-737. Her going West at so young of age brought many tears from me. I lost my younger sister at age 48 & I felt the same sadness for Donna as my sister Jeanette. I had the second best job at Frontier & was breathless when Billy Walker informed me that the PILOT GROUP awarded me the title

"Honorary Captain." From the Bottom of my Heart, THANK YOU to the GREATEST FLIGHT CREWS IN THE INDUSTRY.

**-Frank Meyer (6/20/04)**

I was sure that Dennis was a Myers but it does pay to be a Pack Rat. When Rex Myers was a Ground Training Instructor he was identified as Rex Meyer and I as Frank Myers. This always was the case with a name like this.

When in the USAF I was in same squadron with Fred Myers & both Captains. Our mail & various orders were constantly mixed up.

Reminds me of first meeting Boyd Stevens. Like many others at FRONTIER I was called George thinking I was George Arwood & George was called Frank.

One morning I was on my way to class & walking toward me was Boyd. He said, "Good morning George " & I replied, "Good morning Chick". Boyd, "I'm not Chick" of which I replied, "I know & I'm not George." We both had a good laugh & Boyd told this story quite often. I had the pleasure of working with both of these gentlemen & flying with them. Boyd was my flight instructor for my Type Ratings in the CV-580 & B-737.

Been quite a while since I "talked" with you Jake.

Thanks to you as well as Ace you do a terrific job in your hard work of Keeping the FRONTIER SPIRIT ALIVE.

**-Frank MEYER.. (no s) (2/8/05)**

I flew the F-86A after graduating from USAF Aviation Cadets June 23, 1950. (June 25, 1950 Korean War began) My assignment was changed from Japan to March AFB, CA where I became a member of the Famed "Hat In The Ring" 94th Fighter Squadron in which Capt Eddie Rickenbacker became the WWI Ace. We were the first Fighter Wing to get the F-86. Our mission was to intercept unidentified aircraft along the southern California coast. We moved up to Victorville, CA & activated Victorville Army Air Base that was renamed George AFB.

I was sent TDY to the All Weather Interceptor Instrument School at Tyndall AFB, FL where we trained (all under the hood) in T-28s, T-33s, B-25s (teaming up with Radar Observers) and finally in F-94s. All Take-offs & Landings were under the hood with the IPs monitoring. We made Touch & Gos under the hood because we were committed to intercepts in Zero Zero weather.

Two weeks after returning to George AFB while returning from an intercept we were contacted by our CO to pack our bags & report to Camp Stoneman, CA for assignment to Korea. We left Travis AFB aboard Northwest Orient to Hawaii. Then from Hawaii to Japan aboard a MATS C-54 via Johnston Island, Midway, Wake Island & Iwo Jima to Toyko. In Toyko we received orders to units in Korea.

Was I shocked by my assignment to fly Recon RF-80s. NO GUNS ONLY CAMERAS (5 photos didn't make you an Ace). As it turned out it was a good experience. I soon



found out how I wound up in Recon. The squadron needed a faster airplane and mods were being made to install cameras in the F-86. This is where I became the first pilot to run camera tests in the RF-86. By the time the testing was completed I had flown 101 combat missions & was reassigned to the states. I again flew the F-86E & Fs from 1955 to 1960 & had a total of over 1200 hours in "The Last of The Fighters" It was the most favorite jet I flew & the C-47 my favorite of the recipis.

I was in the 15th TRS in Korea & we have a website cottonpicker.org. I think you might enjoy seeing this. I'll give the background of the cottonpickers at another time.

**-Frank Meyer (9/26/05)**

*<The cottonpicker website does not open now. 12/7/23>*

Ted Kentroti and I were very close friends having both serving in the United States Air Force basically at the same time. I didn't know Ted until we met at FRONTIER in 1967.

What I know of his military background is what he told me. Ted was based at Francis Warren AFB, Wyoming prior to his retirement from the USAF, His position was Base Operations Officer. His rank was Lt Col,

A tour of the base of visiting dignitaries had Col Kentroti as the key man. A representative from FRONTIER was amongst the visitors. Ted was qualified in the C-54 and he and his co-pilot took the visitors on an aerial tour of the Cheyenne area. Ted invited the guest into the flight deck and he and the FRONTIER dignitary had a long discussion about Ted's plans upon retirement. Ted was



invited to visit Frontier and was offered a position in the Pilot Training Department as a Simulator Instructor in the CV-580. Ted accepted and it wasn't long after he was checked out as Pilot. I avoid using the term captain because like me we were not on the Pilot's Seniority List.

Not to arouse any hard feelings Ted was definitely a PILOT and had many hours of flight time. He was qualified in Jet Fighter, B-47's, B-52, Helicopters. Ted did teach some ground school and as a simulator instructor he was very well versed on the CV-580 Systems.

The term "ground school instructor" always was demeaning to me and I finally convinced my upper managers that we were FLIGHT OPERATIONS INSTRUCTORS. Since we taught the airplanes from the beginning of a class which included Performance from take off to landing.

Ted left FRONTIER after a disagreement with a person and was hired the next day by Aspen Airways as Captain, Check Pilot etc. He soon became Chief Pilot at Aspen.

When FRONTIER phased out the CV-580's, Ted and I as co-pilot delivered the aircraft that were sold to Metro Airlines. We always had a 4 am departure to get the airplanes to Lawton, OK. We delivered 12 CV-580's to Metro.

One thing for sure TED KENTROTI was an excellent pilot and flying with him was always enjoyable.

When Capt Boyd Steven retired from FRONTIER he took over as Manager of Contract Training. Ted and I did most of the training, I the Flight Operations Training and Ted the Simulator and Flight Training.

I was not aware of the passing of Ted until I received the FRONTIER NEWS today. GOD BLESS YOU TED KENTROTI.

"Pas skoon yak" was a favorite Greek word of Ted's. If he called you that name you did good on your check ride, etc.

**-Frank Meyer (1/19/06)**

My brain surgery was June 28, 2005 and it got rid of the tremors, but my neck muscles are still weak. At least I can get my head off my chest whereas I couldn't before. Neurosurgeon said it will take a long time. Surgery on my neck is a possibility since I had injuries several times (1948-1987 and 1997). I'm 78 now so if I have to live with my neck problem, what will be will be, My Italian Grandmother would say "kay sada sada".

**-Frank Meyer (11/26/06)**

Hi Jake, Good hearing from you. I can't keep up with all the email. A former neighbor from Kentucky sends me about 25 a day, mostly funny stuff. He was an exceptional guy - I hate to ask him to cut back Three other guys about the same thing. I haven't visited FLamily in a long time. Every time I get into the Internet one of my kids or grandkids IM's me and with all my offspring - it adds up.

Did you get the word from Billy or Ace about my health? Another battle that I need to cope with. I have

been diagnosed as to having Lymphomas Cancer. It is curable if caught in time which I believe has.

I still have my sense of humor and a positive attitude, no depression or feeling sorry for myself.

**-Frank Meyer (9/22/07)**

Hi Jake, We received the Frontier News to day and I compliment your EXCELLENT efforts in keeping us all informed. I would like to make a correction to ANNIVERSARIES SECTION. Reference page 19, listed under 15 Years: G.F. Arnold, senior flight operations instructor. G.F. was hired September 12, 1967 one week after I was hired. However the name is George Franklyn Arwood. George was a Flight Engineer at Eastern Airlines and Secretary of the Flight Engineers Union.

Rusty Ruster who also a Flight Engineer at Eastern was the head of the FE Union. Rusty was hired by Lew Dymond (as I was informed by George Arwood) to start up the B-727 Ground Training Program. Both George and Rusty walked out of Eastern in 1961 as well as many other FE's. To name a few, Paul Gaily, Joe Pattison, Sam Vascellaro, Jack Fellows, and Ralph Turner were hired by Rusty Ruster. Between Leaving Eastern and coming to Frontier Rusty was an FAA Inspector domiciled in Oklahoma City. George Arwood was employed by Boeing in New Orleans.

During WW-2 George Arwood was a Chief Petty Officer in the US Navy. He enlisted in the Navy in 1939. He was an A & E mechanic and became a crew member on PB-y's. His duty as a crew member was Flight Engineer flying the North Atlantic on Submarine spotting. Later he was reassigned to Bunkerhill Naval Air Station and had the duty of Supervising WAVES. This is where he met his Wife, ALICE. George was a ladies man and loved his job. He was quite popular with the ladies. He told jokes that were not so clean and from what Alice told me the WAVES like them.

When the war was over he attended A & E mechanics school at LaGuardia School of Aeronautics in New York. Upon graduation he was hired by Eastern. George had only a high school diploma. He was the most intelligent person I ever worked with. As Captain Billy Walker once said; George Arwood should have the title of Professor of Aeronautics.

I owe my success to George Franklyn Arwood at FRONTIER. He taught me so many things about aircraft that I thought I knew. I was and still am Honored by Frontier ALPA awarding me as an HONORARY FRONTIER CAPTAIN. George passed away September 19, 2002. I have never worked with a person that I admired and respected as much as George. I miss him.

**-Frank Meyer (10/22/08)**

*(Frank's emails dropped off as his health declined and by 2012 others were having to write his few emails. This extraordinary man flew west on Jan 16, 2016, age 87, of pneumonia. See his memorial webpage for more info.)*



**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>



### 22 DEATHS REPORTED SINCE THE FALL 2023 ISSUE

**Forrest Bailey,**

DEN pilot, 9/26/23, age 77

**Linda Cobb,**

KCK LRF reservations agent, sato agent,  
sato manager, 9/28/23, age 77

**Gene Elliott,**

DEN engineer, 10/4/23, age 89

**Bruce Gipson,**

DEN station agent, 10/22/22, age 67

**Lynn Haarberg,**

LNK station agent, 9/19/23, age 82

**Mike Hampton,**

DFW MCI DEN pilot, 11/26/23, age 79, Parkinson's  
Disease

**Harvey Hendrix,**

COS TOP TUL station agent, 11/20/23, age 85

**Roy Marshall,**

DEN station agent, senior station agent, 3/26/23,  
age 85

**Batsy Frashier McAfee,**

DEN flight attendant, 5/11/19, age 92

**Clara Murdock,**

DEN secretary, 7/1/18, age 97

**Ron Olinger,**

DEN SEA station agent, 3/6/23, age 75

**Jerry Pickering,**

CDR LNK PUB JAC DEN MKC SLC CYS LAW  
JLN TUL station agent, senior station agent, 11/5/23,  
age 83

**Glen Ryland,**

DEN vice president, president, 9/11/23, age 99

**Bob Salazar,**

LNK DEN station agent, senior station agent, 8/29/23,  
age 84

**Bill Sherman,**

DEN stock clerk, aircraft mechanic, 7/20/23, age 82

**Dick Sowerwine,**

BFF station agent, 12/1/23, age 85

**Marion Tongish,**

DEN pilot, 11/11/23, age 92

**Jane Bridgman Voigt,**

DEN secretary, 9/26/23, age 95

**Lawrence Weeks,**

ADH OKC GBD GCK LAW GUP PRX DFW  
station agent, station manager, 10/9/23, age 85

**Bob Wilson,**

FTW ACF GSW aircraft mechanic, crew chief,  
inspector, superintendent of communications,  
4/10/03, age 85

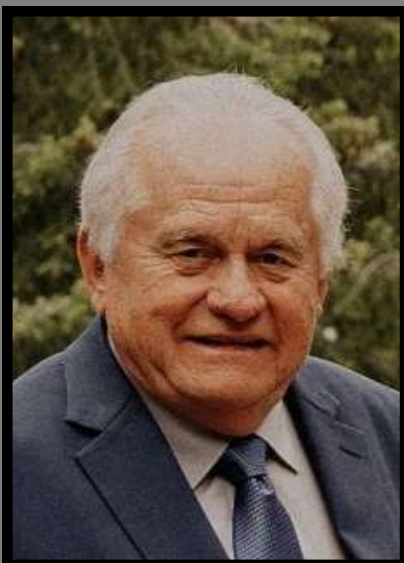
**Bob Wilson,**

DEN pilot, 9/25/23, age 88

**Dale Wood,**

DEN aircraft mechanic, 9/24/23, age 79





**FORREST BAILEY**

1978 - 1986

PILOT

DEN

[http://FAL-1.tripod.com/Forrest\\_Bailey.html](http://FAL-1.tripod.com/Forrest_Bailey.html)



**LINDA COBB**

1976 - 1986

RES AGENT, SATO MANAGER

KCK LRF

[http://FAL-1.tripod.com/Linda\\_Cobb.html](http://FAL-1.tripod.com/Linda_Cobb.html)

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**GENE ELLIOTT**

1968 - 1986

ELECTRONIC ENGINEER

DEN

[http://FAL-1.tripod.com/Gene\\_Elliott.html](http://FAL-1.tripod.com/Gene_Elliott.html)



**BRUCE GIPSON**

1981 - 1983

STATION AGENT

DEN

[http://FAL-1.tripod.com/Bruce\\_Gipson.html](http://FAL-1.tripod.com/Bruce_Gipson.html)



**LYNN HAARBERG**

**1961 - 1965**

**STATION AGENT**

**LNK**

*[http://FAL-1.tripod.com/Lynn\\_Haarberg.html](http://FAL-1.tripod.com/Lynn_Haarberg.html)*



**MIKE HAMPTON**

**1973 - 1986**

**PILOT**

**DFW MCI DEN**

*[http://FAL-1.tripod.com/Mike\\_Hampton.html](http://FAL-1.tripod.com/Mike_Hampton.html)*

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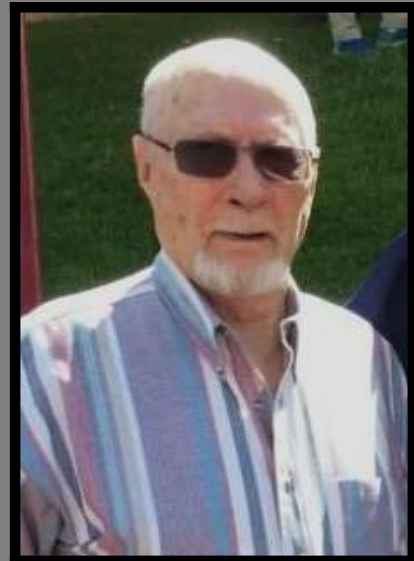
**HARVEY HENDRIX**

**1957 - 1986**

**STATION AGENT**

**COS TOP TUL**

*[http://FAL-1.tripod.com/Harvey\\_Hendrix.html](http://FAL-1.tripod.com/Harvey_Hendrix.html)*



**ROY MARSHALL**

**1965 - 1986**

**STATION AGENT, SR STATION AGENT**

**DEN**

*[http://FAL-1.tripod.com/Roy\\_Marshall.html](http://FAL-1.tripod.com/Roy_Marshall.html)*



**BATSY FRASHIER MCAFEE**

**1948 - 1950**

**FLIGHT ATTENDANT**

**DEN**

*[http://FAL-1.tripod.com/Batsy\\_Frashier\\_McAfee.html](http://FAL-1.tripod.com/Batsy_Frashier_McAfee.html)*



**CLARA MURDOCK**

**1969 - 1984**

**STATISTICAL TYPIST, SECRETARY**

**DEN**

*[http://FAL-1.tripod.com/Clara\\_Murdock.html](http://FAL-1.tripod.com/Clara_Murdock.html)*

27



**RON OLINGER**

**1973 - 1986**

**STATION AGENT**

**MCI SEA**

*[http://FAL-1.tripod.com/Ron\\_Olinger.html](http://FAL-1.tripod.com/Ron_Olinger.html)*



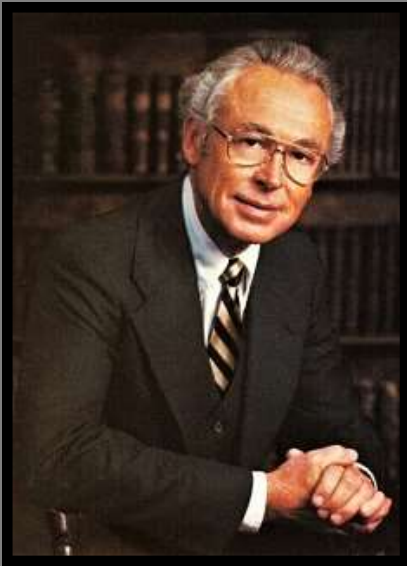
**JERRY PICKERING**

**1959 - 1986**

**STATION AGENT, SR STATION AGENT  
JAC DEN MKC SLC CYS LAW JLN TUL**

*[http://FAL-1.tripod.com/Jerry\\_Pickering.html](http://FAL-1.tripod.com/Jerry_Pickering.html)*





**GLEN RYLAND**  
**1971 - 1984**  
**VICE PRESIDENT, PRESIDENT**  
**DEN**

[http://FAL-1.tripod.com/Glen\\_Ryland.html](http://FAL-1.tripod.com/Glen_Ryland.html)



**BOB SALAZAR**  
**1959 - 1986**  
**STATION AGENT, SR STATION AGENT**  
**LNK DEN**

[http://FAL-1.tripod.com/Bob\\_Salazar.html](http://FAL-1.tripod.com/Bob_Salazar.html)

27



**BILL SHERMAN**  
**1968 - 1986**  
**STOCK CLERK, AIRCRAFT MECHANIC**  
**DEN**

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



**DICK SOWERWINE**  
**1966 - 1986**  
**STATION AGENT**  
**BFF DEN**

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



**MARION TONGISH**

1957 - 1986

PILOT

DEN

[http://FAL-1.tripod.com/Marion\\_Tongish.html](http://FAL-1.tripod.com/Marion_Tongish.html)



**JANE BRIDGMAN VOIGT**

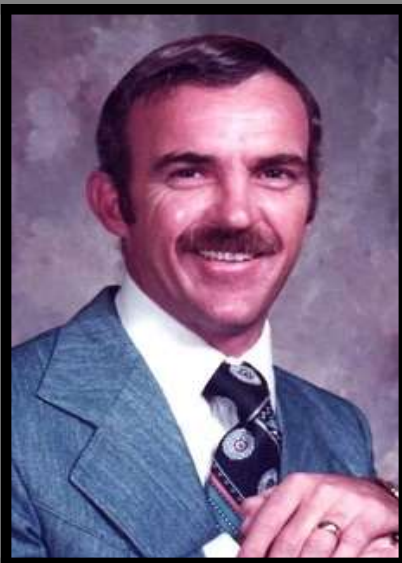
1950 - 1951

SECRETARY

DEN

[http://FAL-1.tripod.com/Jane\\_Bridgman\\_Voigt.html](http://FAL-1.tripod.com/Jane_Bridgman_Voigt.html)

27



**LAWRENCE WEEKS**

1958 - 1986

STATION AGENT, STATION MANAGER

OKC PRX GBD GCK LAW DFW

[http://FAL-1.tripod.com/Lawrence\\_Weeks.html](http://FAL-1.tripod.com/Lawrence_Weeks.html)



**BOB WILSON**

1953 - 1967

SUPERTDENT OF COMMUNICATIONS

FTW ACF GSW

[http://FAL-1.tripod.com/Bob\\_Wilson1.html](http://FAL-1.tripod.com/Bob_Wilson1.html)





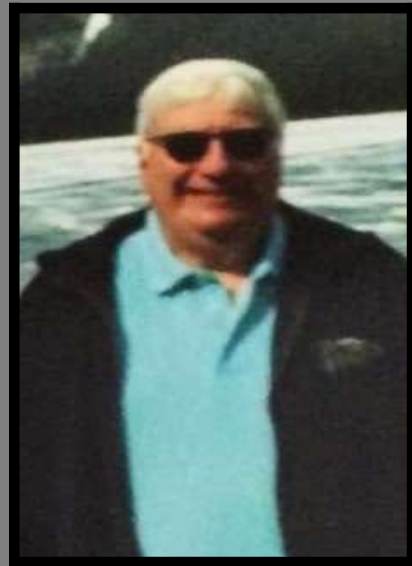
**BOB WILSON**

1967 - 1986

PILOT

DEN

[http://FAL-1.tripod.com/Bob\\_Wilson2.html](http://FAL-1.tripod.com/Bob_Wilson2.html)



**DALE WOOD**

1968 - 1986

AIRCRAFT MECHANIC

DEN

[http://FAL-1.tripod.com/Dale\\_Wood.html](http://FAL-1.tripod.com/Dale_Wood.html)

27



Remembering Cindy; gone way too soon: [http://FAL-1.tripod.com/Cindy\\_Donielson.html](http://FAL-1.tripod.com/Cindy_Donielson.html)



*(There are four issues of the Frontier Sunliner Times in my FLiles - Jan, Aug, Sep, Nov. The following articles and pix through page 20 are from them. They will give a look back 60 years to how our airline developed. I found the article about how the CV580 was chosen especially interesting, considering how important it was to our development. Another thought provoking item is about Frontier's plans to build a resort hotel chain. Had that come about, what a change in our corporate future and survival it might have been. Hope you enjoy this look back.)*

### SIX PROMOTED TO NEW POSITIONS

VIOLA LESTER has been named chief stewardess. Previously Denver division chief stewardess, Vi joined Frontier as a stewardess but has held supervisory stewardess positions for four of her six years. She now heads the 102 stewardesses employed by Frontier and supervises all new stewardess training classes. Vi came to Frontier from Bismarck, North Dakota.

HERBERT SCHMIDT became district sales manager in the newly-designated Billings district. Herb, formerly a sales representative in Billings, began his Frontier employment in 1959 as a station agent in Denver. Herb is active in civic affairs in Billings as a director of the Billings Jaycees and member of the Chamber of Commerce. He hails from Hays, Kansas.

THOMAS MORPHIS moved up to district sales manager in the Kansas City area. Previously based in Denver as a senior sales representative, Tom, in his four years with Frontier, has also held the positions of sales representative in Salt Lake City and Denver and station agent in McCook, Nebraska. While in Denver as a Denver Chamber member, he was named Diplomat of the Month.

ROBERT LAGUARDIA stepped into Tom Morphis' former position as city sales manager in Denver. Bob had been air freight and cargo representative in Denver and since joining Frontier in 1959 has been a sales representative in Phoenix and Denver and senior sales representative in Billings. Bob is a native of Denver and attended Regis College here.

KENNETH STEMLER takes over for Bob LaGuardia with the new title supervisor of military and cargo sales. Ken had been senior sales representative in Kansas City and, prior to that, sales representative in Omaha since he began with Frontier in 1960. In his new position, Ken will be developing new, additional military and cargo business throughout the system.

CHARLES DEMONEY is now city sales manager in Rapid City to cover South and North Dakota. Employed by Frontier for five years, Chuck has been a station agent in Denver, Joint Airline Military Traffic Office representative at Lowry Air Force Base and sales representative in Denver. With his experience in military sales, Chuck is especially suited to handle the heavy military traffic in Rapid City.

## 15 Year Pins

DUE IN NOVEMBER, DECEMBER AND JANUARY.

Robert J. Bollinger, Captain, DEN.

Harry Cutler, Station Manager, MTJ

Andrew J. Hoshock, Captain, PHX

Eldon F. Lietz, Captain, PHX

Chet R. Lubben, Manager of AM&AE, DEN.

Walter C. Rea, Station Manager, ALS

Robert W. Eakle,  
Foreman Accessory, DEN.

## 10 Year Pins

DUE IN NOVEMBER, DECEMBER AND JANUARY.

Carl W. Henderson, Station Manager, COD

Charles T. Rucker, Mechanic, DEN.

John L. Chapel, Manager of  
Revenue Accounting, DEN.

## 5 Year Pins

DUE IN NOVEMBER, DECEMBER AND JANUARY.

Orval E. Bowen, Payload Controller, DEN

James W. Cahoy, Station Agent, PHX

B. Jill Cassidy, Stewardess, DEN

John K. Gauer, Copilot, PHX

Robert G. Krieger, Inspector, DEN

Francis J. Rottinghaus, Station Agent, LBF

James M. Snider, Senior Station Agent, CYS

Marion J. Tongish, Captain, DEN

### STATION AGENTS SIGN NEW PACT

Early in July Frontier Airlines concluded a new working agreement with its 500 station agents, reservation clerks and stock clerks.

The new contract, retroactive to June, provides for wage increases, vacation improvements and other fringe benefits.

This is the third long-term agreement reached between Frontier and its employee groups this year. Last January a 22-month agreement was signed with the pilots and in May a three-year agreement was reached with the flight dispatchers.

### SCOTT DIAL TO MANAGE NEWS BUREAU

Scott E. Dial has been named to the newly-created position of Manager of News Bureau for Frontier Airlines. This was announced by Edward H. Gerhardt, Frontier's Director of Publicity

Dial, a native of Shreveport, Louisiana, has been in the public relations publicity field for the past nine years. Before joining Frontier he had handled promotional programs in the Dallas/Fort Worth area for the Dallas Texans football team, WFAA Radio and Central Airlines.

Dial is a graduate in journalism from Mexico City College, Mexico City, Mexico, and veteran of the U. S. Army.

### SERVICE AWARDS

Earned in May, June, July, August and September, 1963  
15 YEAR PINS

WILLIAM B. DURLIN, Foreman Quality Control, DEN

ARTHUR A. BENSON, Mechanic, DEN

JOSEPH A. DOUSSARD, Dispatcher, DEN

DONALD W. THOELE, Lead Mechanic, DEN

GEORGE SLIVKA, JR., Station Manager, OMA

KENNETH L. BENISH, Mechanic, ELP

DAVID S. CANNON, Captain, SLC

WILLIAM E. GEE, Manual Writer and Time Control Analyst, DEN

AUGUST EHRE, Mechanic, DEN

ROBERT E. RICH, Captain, PHX

C. K. LOGUE, Captain, DEN

PETE S. PUSEDE, Mechanic, DEN

DALE R. WELLING, Captain, DEN

ELEANORA BASTAR, Division Chief Stewardess, BIL

CHARLES STEVENS, Supervisor of Training, DEN

JACK W. SHANKS, Mechanic, DEN

IRENE G. SCOTT, Cleaner, DEN

ALVIN F. OLINGER, JR., Technical Assistant, DEN

THOMAS S. MATSUMOTO, Mechanic, DEN

EVERETT A. PATTERSON, Mechanic, DEN

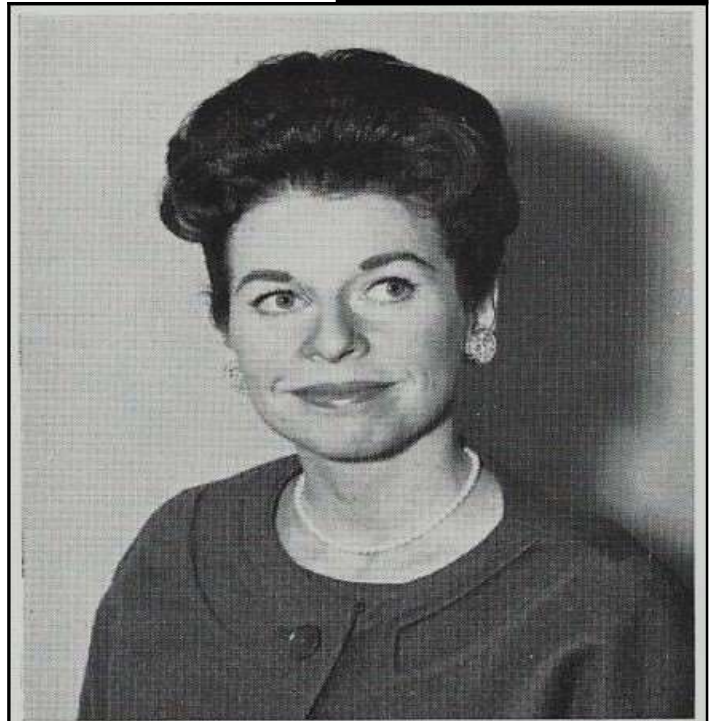
FRANK DAVIDSON, Director of Communication, DEN

WAYNE N. ASPINALL, Captain, DEN

10 YEAR PINS

ALVIN M. MOSLEY, Senior Agent, PHX

WILLIAM R. BATES, Senior Payload Controller, DEN



**SHIRLEY M. BOLO—Chief Stewardess.** Nearly ten years with Flying Tiger Line based out of Burbank, California. She was training instructor and senior flight attendant on contract passenger flights operated to all areas of the world.

For one year Miss Bolo was on leave from Flying Tiger and at that time she was a stewardess with Continental Air Lines based in El Paso. She got her start in aviation with Ozark Air Lines' passenger service department in St. Louis. Her home is Wood River, Illinois.

JACK T. ROGERS, Dispatcher, DEN

JOHN e. GARDNER, Captain, DEN

WILLIAM MARQUEZ, Administrative Assistant, DEN

EDGAR B. JOHNSON, Station Agent, ABQ

LLOYD I. REDMER, Station Manager, MKC

J. LOOMIS ABBOTT, Station Manager, ALS

DONALD E. KOUGHN, Station Agent, PHX

### THE SUNLINER CLUB

Having a membership in Frontier Airlines' employee social group, the Sunliner Club, has been paying off in many fine extra dividends this summer. Fringe benefits have included free dinners, dances, picnics and an assortment of discounts on such day necessities as gasoline, car repairs, dry cleaning and an evening out at one of Denver's nicest night spots.

For some 155 of these card-carrying Frontiersmen and their guests things were off to a fine stomach-filling start for the "June Jump" when the line formed for heaping plates loaded with roast beef, ham, chicken and all of the fixings. An hour or so later the man with the horn started everybody jumping as he opened up with the first selection of the evening from the "Blue Notes" for an all-night session of twisting, waltzing, cha chaing and just plain, ordinary shuffling at the Officers' Club at Rocky Moun-



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SEPT.—OCT., 1963

# FRONTIER PLANES CARRY NEW COLORS



tain Arsenal just north of Denver.

Came mid-July and a 530-hot-dog-eating, beer-and-pop-guzzling gang from Frontier crowded into Elitch's Park one Saturday afternoon to make it the biggest and most fun picnic ever staged by the Club. Three dozen door prizes went to lucky ticket holders to round out a day full of the excitement of thrills on the roller coaster, scares in the haunted house and sticky faces from cones of pink cotton candy.

In August the faithful will be guests of the Embers Club in east Denver for an evening of snacks, refreshments and dancing to round out a full program of summer good fellowship under the able guidance of President Al Olinger with an assist from the Club's board of directors.

## **SERVICE AWARDS EARNED IN OCTOBER 1963**

15 Year Pins

RUBEN AVAKIAN, Captain, PHX

ZICK BURNS, Mechanic, DEN

10 Year Pins

ROBERT L. CADY, Station Manager, ALM

CLAY S. TANNER, Station Agent, SLC

5 Year Pins

DONALD L. BERRIDGE, Radio Mechanic, DEN

WAYNE D. BRANDHORST, Mechanic, DEN

RALPH D. BROTT, Station Agent, STJ

JOYCE B. DARBY, Stewardess, PHX

ARTHUR DAVIS, Superintendent of Stores, DEN

JAMES E. DAWSON, Station Agent, WRL

ROBERT L. FEDEL, Mechanic, DEN

LONNY L. GARDNER, Mechanic, DEN

HOMER O. GARRISON, Mechanic, DEN

HENRY B. HECKERT, Mechanic, DEN

KENNETH E. HENDRICK, Mechanic, DEN

STEVEN K. HORTON, Assistant Dispatcher, DEN

FRANK L. JESMER, Mechanic, DEN

JAMES A. KALBACH, Mechanic, DEN

ROGER W. LIENAU, Station Agent, CYS

MERLE D. MENNENGA, Radio Mechanic, DEN

RICHARD L. ROHRIG, Mechanic, DEN

GERALD L. SCHROEDER, Mechanic, DEN

THOMAS A. STADLER, Mechanic, DEN

ROBERT W. ULRICH, Mechanic, DEN

HAROLD G. WAGNER, Mechanic, DEN

## **James E. Meals Named Industrial Relations Director**

Named to fill the newly-created position of Director of Industrial Relations for Frontier Airlines is James F. Meals. His appointment was announced in Denver by Lewis W. Dymond, president of the airline.



Mr. Meals returns to the airline industry after three years as Personnel and Public Relations Director for Soraban Engineering Company of Melbourne, Florida, an organization which designs and manufactures data processing devices and systems. Previously he had been with Pan American World Airways from 1957 to 1960 in the Industrial Relations Department, Latin American Division, with offices in Miami, Florida. While with Pan American, Meals had handled labor relations for the flight service, mechanic, ground service and flight engineer groups.

Ten years previously Meals had conducted a general law practice in Springfield, Ohio, representing various local firms in their labor and real estate programs.

A native of Springfield, Ohio, Mr. Meals received his pre-law training at Miami University, Oxford, Ohio. He graduated with his degree in law from Ohio Northern University.

During World War II he served with the United States Army for five years.

Meal's wife, Joan, and two sons, James Jr., and Jeff, are still in Melbourne, Florida. They will join him in Denver at the end of this school year.

#### Frontier Promotes Larry Sills To New Post

Lawrence C. Sills was recently named Manager of Agency, Tour and Interline Sales to facilitate Frontier Airlines' increased emphasis on tour development.

Since 1960, Mr. Sills had been District Sales in Denver where he headed all sales activity in eastern Colorado, northern Nebraska, southern Wyoming and North and South Dakota. He joined Frontier in 1959 as a sales representative and was later named senior sales representative in Denver. He had been associated with the Colorado Transportation Company for five years before joining Frontier.

A native of Denver, Sills attended the University of Colorado in Boulder for four years majoring in business administration and political science. He is a veteran of the United States Army during which time he served as an investigator of the Hawaiian Armed Services Police.

Mr. Sills is a member of the Denver Chamber of Commerce, Chairman of the Commercial Airlines Committee and Vice Chairman of the Denvoys Committee of the Chamber. He also holds memberships in the Chamber's Keystone Club, Sales and Marketing Executives and the Greater Denver Chapter of the National Defense Transportation Association in Colorado Springs.

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

#### JOE PASQUA: A STUDY IN COURAGE

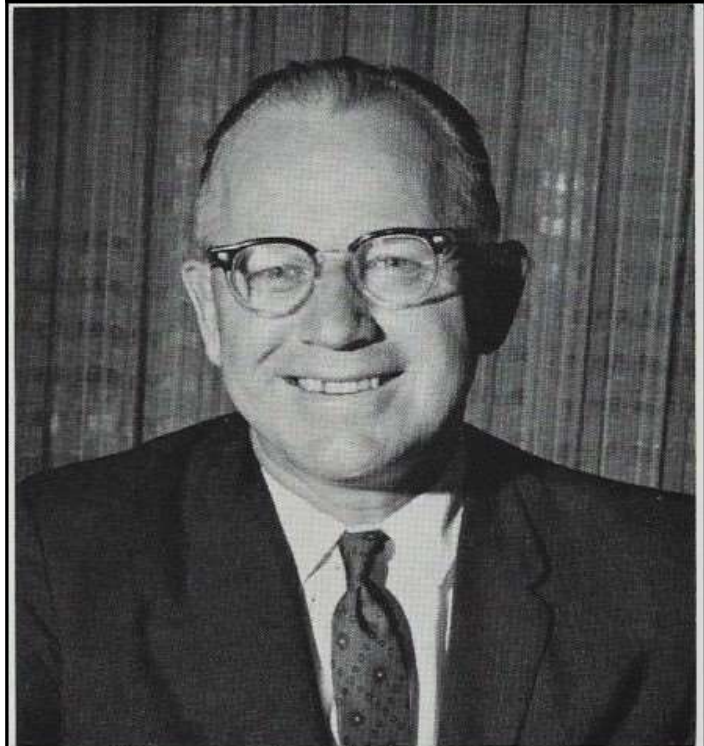
TO: C. R. Meisenbach

SUBJECT: Joe Pasqua's Wage Adjustment

FROM: W. H. Schuling

DATE: Sept. 30, 1963

This is to advise you that I have put through, this date, personnel Action Form 6790 increasing Joe Pasqua's pay



**RICHARD A. FITZGERALD**—General Counsel and Corporate Secretary. Has over 21 years of aviation and legal experience. Before joining Frontier he was vice president-Washington affairs for Seaboard World Airlines, a trans-Atlantic cargo carrier.

For 20 years Fitzgerald was associated with National Airlines, the last six of which he was vice president in Washington. During that time he was also a member of the Washington law firm of Cummings, Stanley, Truitt and Cross. During World War II he served with the U. S. Navy.

Mr. Fitzgerald is a native of Franklin, Ohio. A graduate of Western Michigan University and George Washington University Law School, he is a member of the Bar of the District of Columbia and the Supreme Court of the United States.

from 86% of the mechanic's pay plus longevity to 93% of the full journeyman's rate for a mechanic, including longevity, effective October 1, 1963.

W. H. Schuling

Director of Maintenance

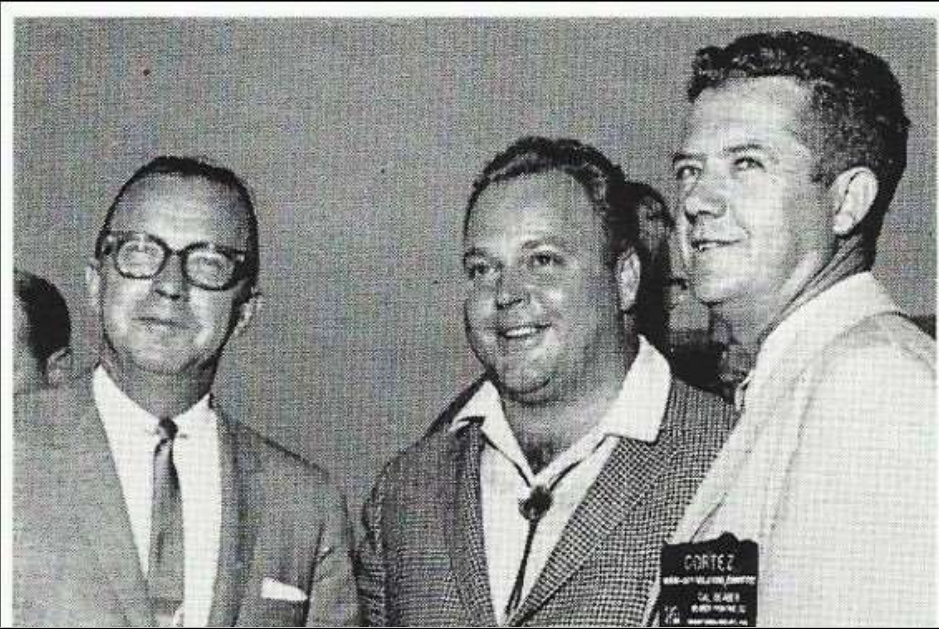
There's really nothing unusual about this notice except that the mechanic, Joe Pasqua, who earned the pay increase is blind.

That's right. Joe, though he went blind two years ago, has worked his way back to the status of full-fledged mechanic. It was a long way back, but he made it. There is a word to describe the reason for the success of Joe's struggle. Desire.

Today, watching him tear down one of the giant 1400 horsepower, radial engines in Frontier's maintenance shop, it's almost impossible to comprehend that darkness has shut all sight from his eyes. But Joe has let this blindness prove only a slight handicap to him. He has taught his skilled hands and sensitive ears to make up for sightless eyes.

His blindness wasn't a sudden thing—he knew the world of sight for more than 30 years. And for more than half of those years he made his living as a mechanic.

When his blindness started several years ago, it came



FRONTIER-WEST's board members John Dahl, left, and Richard Pistell, center, discuss the Thompson Park site with Cal Beaber of Cortez.

slowly and with heart-breaking surety. Then a little over two years ago, save for a slight light perception in his left eye, Joe was blind. His right eye was removed.

Despondency was a normal reaction and it nearly flattened Joe.

"For someone blind from birth or early childhood, the shock isn't so great. But for an adult and a skilled craftsman like Joe, it was a terrible thing," the doctor said.

The despondent Joe had just about had it when two men stepped into his life: Charles G. Ritter, supervisor of rehabilitation for Colorado State Department of Rehabilitation and Service for the Blind, and Bryant Moore, placement specialist for the Department. Moore was a special inspiration for Joe. The placement specialist, blind himself since childhood, gave the mechanic hope—hope in himself and his rehabilitation.

Joe started his long road back on June 20, 1962. And with the help of men like Moore and Walter Scott, engine overhaul foreman for Frontier, he was able to come all the way back to the status of a full-fledged mechanic,

The doctor explained Joe's struggle this way, "He didn't just sit around and wait for miracles. As his other senses began to quicken to compensate for the loss of sight, he found new enthusiasm."

In the beginning progress was slow. The first few times he worked on the giant 1400-horsepower engine it was terrifying. In his new, dark world, familiar objects were deadly hazards. But he managed.

"Somehow, Joe began to picture the engines in his mind," Scott explained. "He learned to handle the engine and himself with confidence."

And Joe did more than just learn. He improved the operation of the whole maintenance shop. Because dark-

ness limited him to certain areas he redesigned his tool boards. This change was later adopted by the whole shop and resulted in improved all-around operations.

Now Pasqua is in full stride again, stripping down about five engines a month. He is driven to and from work by a fellow mechanic.

Joe lives with his wife, Dorothy, and their three spirited youngsters, Kathleen, 8, Chris, 6, and Kevin, 2, at 2179 Syracuse in Denver.

But Joe is not satisfied merely to have "come back." He wants to continue to develop his mechanical talents. He's looking forward to the day when Frontier flies turbo-jets and he's preparing himself for that. Right now he is making plans for retraining classes on the turbo-jets.

"When Frontier gets its new planes," Scott points out, "Joe will be ready to service them."

([http://FAL-1.tripod.com/Joe\\_Pasqua.html](http://FAL-1.tripod.com/Joe_Pasqua.html))

#### SITES SELECTED BY FRONTIER-WEST

Frontier-West, the multi-million dollar tourist program of The Goldfield Corporation, has designated Thompson Park in the southwestern corner of Colorado as one of the 32 sites designed to "tap the here-to-fore unclaimed \$2 billion overseas tourist market." Disclosure of this and other site information as well as more advanced plans for Frontier-West was made last month by Richard C. Pistell, chairman of the project, in Cortez, Colo.

The Thompson Park site, located just east of Mancos, is one of five Frontier-West centers to be built in southwestern Colorado, northern Arizona and northern New Mexico next year. Pistell pointed out that these centers would constitute the first phase of the \$60 million project consisting of 32 centers to be built in eight states of the Southwest and Rocky Mountain West.

Pistell said that Frontier-West has already purchased a site in Thompson Park. He added that, if engineer estimates show it feasible and if matching funds come through from the Area Redevelopment Administration, construction will begin in June of 1964 with completion slated for the following year.

Financing of the project will be through The Goldfield Corporation with an initial \$5 million investment. "And to further the program," explained John Dahl, president, "Frontier-West has on file an application for an assisting loan with the Area Redevelopment Administration of the United States Department of Commerce." The approval of the ARA bill by Congress should automatically mean approval of the Frontier-West application.



In addition to Thompson Park, other potential sites visited were: Sanders and Flagstaff, Ariz.; Albuquerque, Santa Fe and Taos, N. M.

Each of the 32 centers will be patterned after outposts which were centers of the West 100 years ago. They will provide complete, low-cost "bunkhouse" facilities for large families, students and conventioners. There will also be more luxurious housing for those who wish it. And all the sites will be built adjacent to spectacular scenic attractions of the West such as Mesa Verde, Grand Canyon and Yellowstone.

Frontier-West will also make available the Frontier-Ferrin Motor Homes at center sites or airports served by Frontier Airlines. These motor homes, called Clark-Cortez, will sleep four persons comfortably and provide luxurious living and traveling accommodations by day and night. They rent for \$105 per week plus 12 cents per mile.

Dispelling any worries that Frontier-West may detract trade from tourist establishments already operating, Edward H. Gerhardt, publicity director for the project, promised, "This will be a year-round program, but the centers will not pull the tourists away from motel and hotel establishments already in the area. The housing will all be presold in the East and overseas in Europe, Asia and Central and South America. Our project will be directed toward tourists from overseas who will be coming here through the U. S. Travel Service's new "Visit U.S.A." program"

In addition to Pistell, Dahl and Gerhardt other members of Frontier-West making the tour were: Earl G. Brooks, project architect; Ted Keefer, operational coordinator; Donald Julio, real estate broker; and Richard Woellhaf, historical research division.

When all of the Frontier-West centers are operational, they will bring in an excess of \$25 million in annual payrolls to persons employed by the project. It is estimated that 90 per cent of all services including food and labor will be from local personnel in the regions where the centers are built.

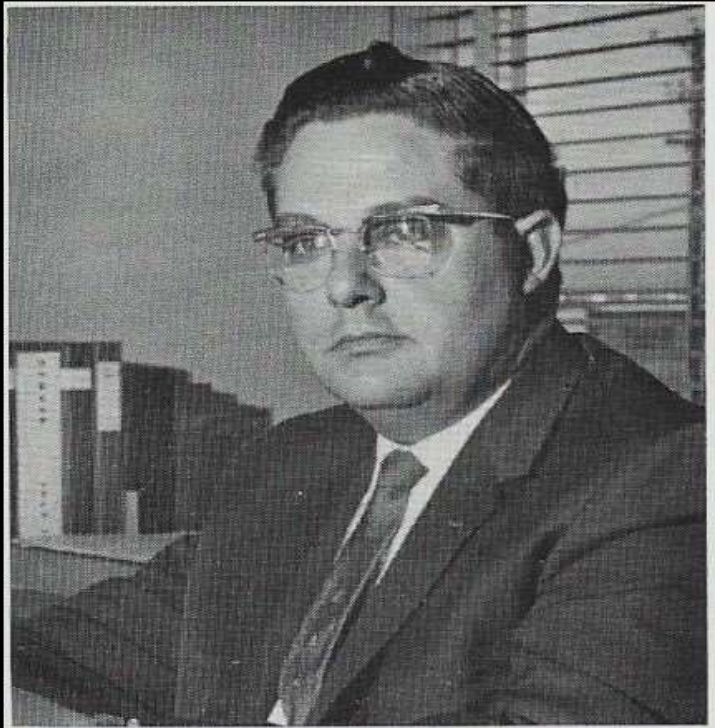
**-Sep/Oct 1963 Sunliner Times**

### FRONTIER-WEST SPEEDS UP WORK

Keying on the late President Kennedy's request for a massive, nationwide "See the USA" drive, Frontier-West officials stepped up their timetable plans and announced that at least part of the first five projects will be operative by spring of 1964.

Frontier-West is the \$60 million tourist and recreational project of the Goldfield Corporation which will eventually build 32 centers within the Rocky Mountain West and Southwest. The first five of these sites are scheduled to be built in Arizona, Colorado and New Mexico.

At a recent conference in Denver, Frontier-West staff members met with architects and consultants from related fields. During the meeting, Earl Brooks, project architect,



**EUGENE L. LAMANSKY, JR. — Controller.** Joined Frontier in 1959 as manager of general accounting. Previously he had been a staff accountant for the certified public accounting firm of Kirkley and Olson in Denver.

A native of Denver, Lamansky earned his degree in business administration from Regis College. He has also attended both Marquette University and the University of Denver. During service with the U. S. Air Force he was with the Intelligence Section while in Germany.

instructed the architects to deliver an operational plan for each of the five sites as soon as possible.

Frontier-West took the first step of its speed-up plan late last month when it named Theodore E. Keefer as operational coordinator. Announcement of Keefer's appointment was made by John P. Dahl, president of the Corporation. Keefer will supervise facets of purchasing, personnel hiring and training, policy making and administration of all 32 centers.

Keefer is a veteran of 20 years' experience in all phases of hotel and resort administration. His background includes managerial duties with the Grand Teton Lodge Company, Jackson Lake Lodge in Jackson, Wyoming and the Martinez Hotel in Cannes, France. He holds a degree in Hotel Management from the University of Texas.

Recently Keefer added A. P. (Bob) Koedt to the Frontier-West staff. Koedt will serve as engineering consultant. Most recently he was associated with the Rockefeller Organization at Grand Teton Lodge Company. He will act as consultant and liaison for Frontier-West with the architects and contractors.

Another addition to the Frontier-West staff is Maude Lessley. She will function as analyst in Operational and Development Research. Her background includes work with the U. S. Government as an analyst for the War Production Board and



the Civilian Production Administration. She, too, was recently associated with the Grand Teton Lodge Company.

Patricia Dalton rounds out the present Frontier-West staff at 5900 East 39th Avenue in Denver. She has been named organizational secretary for the project.

Board chairman for Frontier-West, Frontier Airlines and The Goldfield Corporation, Richard C. Pistell, summed up the results of the Denver meeting like this, "The development of Frontier-West has in no way been deterred. It is going ahead at a rapid pace, especially in the light of the late President's recent message. The construction of the major concept will get underway soon and we hope to have at least a portion of the first five sites operational by the spring of 1964."

**-Nov/Dec 1963 Sunliner News**

*(This project died in Nov 1964 when RKO General bought 55% of Frontier from Goldfield Corp for \$6,513,080.)*

**TURBO-JET ENGINES DUE CONVAIRS**

**Frontier "Turbo - Liner" Service Set For June**

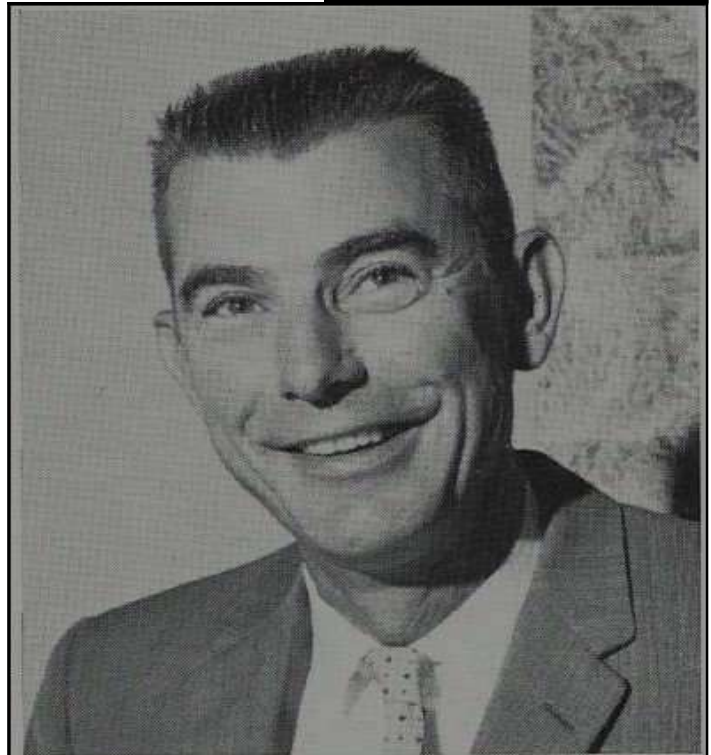
Frontier Airlines plans to install turbo-jet engines by General Motors Allison Division in its Convair fleet beginning January of 1964 and to have a plane ready for service by the following June. Announcement of the Frontier jet modification, to be known as the Convair 580 Turbo-Liner, was made by the airline's president, Lewis W. Dymond.

Dymond said Frontier has contracted with the Allison Division of General Motors for a modernization package that will include the Allison 3,750-horsepower, jet-powered engines and a general modification of aircraft systems including airborne starting, cooling and heating equipment available for ground use. The initial agreement involves an investment of \$3.2 million for the modification of four airplanes. Financing arrangements are now being concluded with the Bank of New York.

**FASTER, SMOOTHER**

"We intend to provide our passengers with modern, jet-age equipment for faster, smoother service," said Dymond. "During our evaluation, we reviewed many types of aircraft and decided on the Allison installation for several reasons. The superb performance of the aircraft with the proven dependability of the more powerful engines dictated its choice from a safety and economic standpoint. We felt we would have a more comfortable aircraft—one that would be quieter in the air and one that would offer exceptionally-good short field take-off and landing characteristics.

"In a series of demonstration flights for our Board of Directors, engineering, flight operations and maintenance staffs earlier this month," Dymond said, "we were able to verify to our complete satisfaction the extremely favorable performance estimates that had been furnished us by Allison."



**JOHN A. MYERS**—Director of Flight Operations. Started with Monarch Air Lines as a line pilot 16 years ago. More recently he was Denver division chief pilot and supervisor of flight training.

Prior to World War II, Myers was an aerial photography instructor with the U. S. Army Air Corps and a flight instructor with the Ray Wilson Flying School in Denver. During the war he continued as a flight instructor at the Wilson-Bonfils Flying School, a U. S. Army Air Force contract school, at Chickasha, Oklahoma.

With a cruising speed of over 350 miles per hour, the jet-powered Convair will be the fastest twin-engined aircraft in scheduled service by any airline in the area served by Frontier. Dymond said the Convair, in a proposed 52-seat configuration, will have a block-to-block speed approximately 100 miles an hour faster than current piston-engine Convair equipment.

The increased speed coupled with decreased maintenance costs will permit the operation of this aircraft at no increased plane mile cost, thereby further enhancing the company's earning capabilities. The more powerful engines will also increase the Convairs' available payload lift by 20 per cent.

The new aircraft will climb from 5,000 to 20,000 feet in 10 minutes—or at a rate of 1,500-2,000 feet per minute—which is three times as fast as the 30 minutes required for present Convairs.

Pacific Aeromotive Corporation of Burbank, California will handle the modification of the Convairs. The first two planes will be ferried to California shortly after the first of the year.

### FRONTIER FIRST

Allison officials say Frontier will be the first commercial airline to fly the twin-engined, jet-powered Convairs. However, 11 major corporations including Esso Oil Company, Gulf Oil Company, Ford Motor Company, Humble Oil Company, Union Oil Company and General Motors Corporation currently own and operate these modified jet-powered aircraft. The Federal Aviation Agency also has a fleet of five of the planes.

The Allison engines are identical to those used in the Lockheed Electra airliners now in service with 14 domestic and foreign airlines and have accumulated 10,000,000 engine flight hours since their introduction in 1956. Included in this figure is the flight time accumulated on identical engines powering the Lockheed Hercules used by the U. S. Air Force, Coast Guard, Marine Corps, Military Air Transport Service and Navy as well as the air forces of Australia, Canada, Indonesia, Iran, Pakistan and the Union of South Africa.

### Executive Editorial

#### REASONS FOR 580 SELECTION

The CV-580 was picked by Frontier after some three years of examining most other proposed or available aircraft, and of considering whether or not a need for a jet airplane existed on Frontier's system.

The increased pace of activity and level of traffic during the past 15 months, through the efforts of Mr. Dymond, convinced us that such a need has arisen:

Interline passengers had developed a 'taste for jet travel, and it appeared likely that they would start avoiding piston aircraft—even in the remote areas served by Frontier.

The increased aircraft utilization and the nature of Frontier's operation, with limited line-station maintenance capability, required an increasing level of equipment reliability and a decreasing level of operating costs.

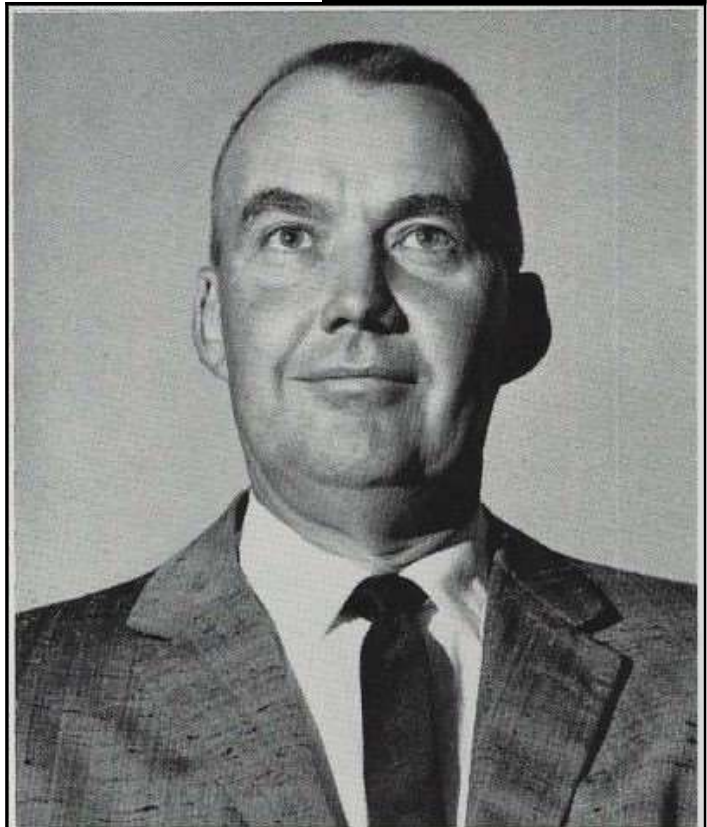
It was our feeling that all the other aircraft examined failed to pass one or both of two basic questions;

1. Has the airplane been operated enough to demonstrate its reliability and economy?

2. Will the airplane perform on Frontier's system which has airport elevations above the enroute cruising altitudes of many carriers, extremes of temperatures ranging from 115° to 50° below zero and minimum cruising altitudes which many other local service carriers never reach.

The CV-580 passes both tests; the CV-340/440 airframe has long been acknowledged as one of the best ever built, and the Allison engine has been proved and improved through hours and years of operation in the Electra. The combination of airframe and engine has itself already been operated 86,000 hours which assures the compatibility of the "marriage".

The performance of the CV-580, especially on Fron-



**M. EDWARD O'NEIL**—Vice President of Operations and Maintenance. Joined Monarch Air Lines, one of Frontier's predecessor companies, in early 1947. Formerly director of flight operations and prior to that Denver division chief pilot.

O'Neil is a native of Colorado Springs where he also attended Colorado College. During World War II he was with both the 12th and 15th Troop Carrier Commands in the European and Mediterranean theatres. In all he has logged approximately 15,000 hours in twin-engined aircraft. Active in the U. S. Air Force Reserve, O'Neil has attained the rank of Lieutenant Colonel.

tier's system, is little short of sensational. The rate of climb and single engine capability will eliminate a large percentage of the shuttling and deviating we now do to reach cruising altitudes and will enable us to fly routes which are more nearly straight lines.

For example, on a demonstration flight from Denver to Gunnison and return, the CV-580's actual time was 35 minutes over and 33 minutes back on the return trip. This compares to 50 minutes and 49 minutes on the CV-340 schedule, or a reduction of some 30% in elapsed time. The CV-580 also flew the Grand Junction-Denver segment in 42 minutes which is 23 minutes under the CV-340's scheduled time.

Turbine engines normally suffer a large loss of power for takeoff at high altitudes and high temperatures. This characteristic causes most turbine-powered aircraft to become very inefficient for summer operation on Frontier's routes. Fortunately, a water injection system has been developed for the Allison engine. This system restores the engine to about 97% of its "cold day" performance on a 90° day — which means that we can carry 52 passengers every day of the year on the CV-580.



Among the important factors in the selection of the CV-580 were the training and safety advantages gained by retaining the CV-340 airframe. Mechanics, pilots and station personnel will be able to use almost all of the knowledge and experience they have gained on the CV-340. This would not be true with a completely new airplane.

All of these factors have combined to convince us that the CV-580 is the safest, most efficient, most acceptable airplane available for Frontier today, and we feel confident that during actual line operation it will surpass all of the claims made for it. The obvious question has been asked, is this the "final" aircraft for Frontier and does this airplane eliminate the possibility of a pure jet?

In my opinion, the CV-580 is, for Frontier, the eventual DC-3 replacement. Its possibilities for increasing economy of operation in the future are most impressive. As the routes develop, however, I feel there will still be a need for a limited number of pure jet aircraft to serve certain portions of the system.

I hope to see you soon on board Frontier's Turbo-Liner CV-580.

**-M. E. O'Neil, Vice President, Operations**

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### **Frontier Board Declares First Stock Dividend**

Frontier's president, Lewis W. Dymond, announced at the Board of Directors quarterly meeting in Santa Fe that the airline has declared a special 25

per cent stock dividend. The dividend will be payable December 19 to stockholders on record as of November 18, 1963.

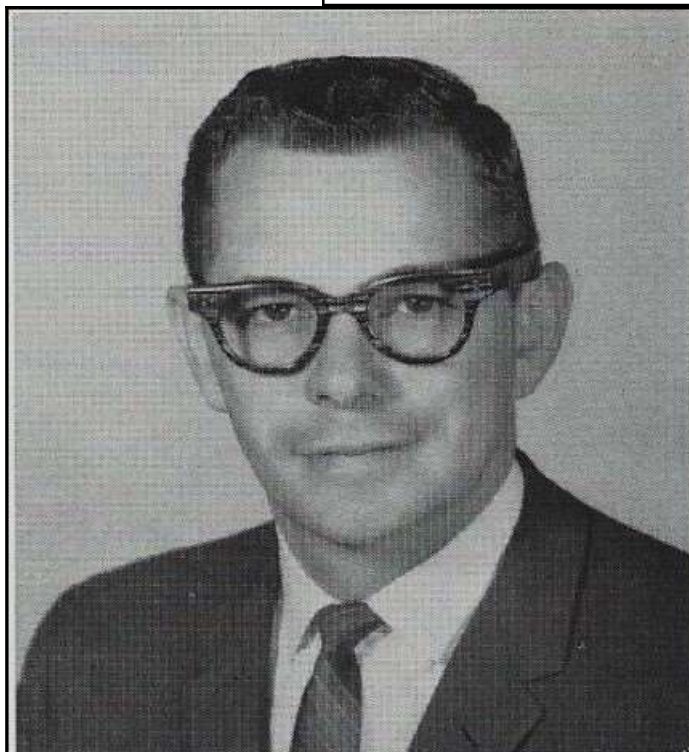
In declaring the dividend, the first in the company's 17-year history, the directors took into account the vastly improved earnings record of the company.

For Frontier Airlines the first nine months ending September 30 resulted in an operating profit of \$1,554,514 as compared with \$505,960 for the same period in 1962. Retained earnings for the nine months, after income taxes, Civil Aeronautics Board profit sharing and miscellaneous items (all total \$788,000 this year against \$68,000 in 1962) are \$640,192 as compared with \$354,678 for last year. This represents an increase of 80 per cent. Per share earnings rose from 37¢ to 67¢.

Detailing the nine months' results, Dymond pointed out that for the third quarter of 1963 Frontier's operating profits increased to \$639,910 this year from \$312,882 in 1962. Net profit for the third quarter totaled \$237,378 as against \$184,369 in the same period last year.

Operating profit for September was \$193,464 as compared with \$74,790 for that month last year. Retained earnings for September gave Frontier \$73,268 as against the \$51,288 for the same month in 1962.

Frontier's increased profits can be traced largely to improved schedules, special inducement fares and the addition of more Radar Convairs.



**BILL G. ROWLEY** — District Sales Manager in Phoenix. Began his career in aviation with Southern Airways in 1950. He was manager of the Joint Airlines Military Traffic Office (JAMTO) at Keesler AFB, Mississippi and later was station manager for Southern at Birmingham, Alabama and at Eglen AFB, Florida.

For the past three years Rowley had been Southern's district sales manager in New Orleans before moving to Frontier. He was raised in Sturgis, Kentucky and has attended Jacksonville State College in Alabama.

Specifically, Dymond pointed out, the gains came from the Family Plan and Youth fares. During the first nine months of 1963 Frontier carried 46,000 passengers under the Family Plan and took in \$869,000. This averages out as \$150,000 per month as compared with \$8,000 per month in 1962. In the past year Frontier has sold 14,000 Youth Fare cards and taken in \$538,000 or an average of \$38,000 per month.

In earlier sessions at the Santa Fe meeting, Frontier's Board voted to appropriate funds for the jet modification of the airlines Convair fleet. Most of the Board members were flown in and out of Santa Fe on one of the General Motors Allison jet Convairs.

The Board of Directors also elected William J. Mitchell as vice president of sales and service for Frontier.

Santa Fe was chosen as the Board's meeting site in keeping with its policy of rotating meetings around Frontier's system.

Frontier Meeting - Discussing notes prior to the Board Meeting in Santa Fe were: Robert W. Goldwater, President, Goldwaters Inc.; Lewis W. Dymond, president, Fron-



tier; Edwin C. McDonald, executive vice president of Metropolitan Life Insurance; and Richard C. Pistell, Chairman of the Board for Goldfield Corp., Frontier Airlines and Frontier-West.

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### **SERVICE AWARDS**

Earned in November and December, 1963

#### **15 YEAR PINS**

RICHARD J. ORR, Captain, DEN

HOBART M. THIESE, Lead Mechanic, ELP

ELMAJENE C. YANTORNO, Junior Accountant, DEN

SYLVESTER J. CUELLAR, Flight Simulator Technician, DEN

#### **10 YEAR PINS**

JACKSON HITCHCOCK, Lead Mechanic, DEN

CHESTER H. FITCH, Inspector, DEN

GERALD L. SMITH, Senior Station Agent, ELP

#### **5 YEAR PINS**

HARRY G. COOK, Station Agent, LNK

DEAN H. FISHER, Station Agent, LNK

IRWIN L. HUMPHREY, Station Agent, BIL

JAMES E. JEPPESEN, Station Agent, DEN

ELVIN D. JOHNSON, Station Agent, GJT

DONALD F. KADRMAS, Station Agent, BIS

FRED KAHN, Station Agent, LNK

MYRON J. KAMARAD, Station Agent, TUS

IVAN F. NEWELL, Relief Agent, SLC

ROBERT L. PIXLER, Mechanic, DEN

DIANE L. TERRY, Stewardess, BIL

THEODORE L. VANSTEENBURGH, Training Instructor, DEN

EUGENE A. WARREN, Mechanic, DEN

ANDREW WISCAMB, Fueller, DEN

MARGARET E. BARLETTA, Secretary, DEN

JOE H. FERGUSON, Copilot, PHX

WESTON L. McEWAN, Captain, BIL

JOHN W. STARK, Copilot, DEN

RAYMOND C. WOODSON, Copilot, DEN

### **MITCHELL ELECTED V. P.**

William J. Mitchell has been named Vice President-Sales and Service for Frontier Airlines. Mitchell's appointment was announced by Lewis W. Dymond, president of Frontier.

Mitchell has a 15-year background in sales and marketing with regional airlines similar in operation to Frontier Airlines. He was vice president of marketing for Pacific Air Lines which serves California, Oregon and Nevada. He had also been vice president of marketing for Mohawk Airlines with operations in New York and the New England states. Previously Mitchell had been vice president of traffic and sales with Bonanza Air Lines with operations in Nevada, Arizona, Utah and California.

A native of Oakland, California, Mr. Mitchell attended Columbia Engineering and the University of Delaware.



**WARREN H. SCHULING**—Director of Maintenance. Has a background of 22 years in maintenance starting with Pan American Airways. During World War II he was with a U. S. Navy aviation transport squadron.

Following service, Schuling joined National Airlines as a mechanic in Miami. With NAL he was a foreman, shift supervisor, manager of maintenance in New York, manager of maintenance investigation and service analysis, manager of quality control and finally manager of system maintenance before coming to Frontier Airlines.

He served with the field artillery of the Third Army in Europe.

Active in aviation trade associations, Mitchell is a past president of the Air Traffic Conference, member of the National Aviation Club, National Defense Transport Association, American Society of Travel Agents and the U. S. Coast Guard Auxiliary. He holds a private pilot's license.

### **ATAA COMMITTEE APPOINTS O'NEIL**

M. E. O'Neil, Frontier's vice president of operations and maintenance, has been appointed a member of the Executive Committee of the airlines' Operations Conference, a division of the Air Transport Association of America.

The Operations Conference is comprised of senior operations officers of the scheduled airlines and is designed to increase the safety and efficiency of air travel.

The Executive Committee is made up of 11 members. Each member is appointed for a two-year term.

### FIRST FLIGHT AFTER 17 YEARS

Ella Tanko is 71 years old. She has cleaned up and made coffee at Frontier for 17 years, yet until the middle of this month she'd never flown.

Why? "There just never seems to be any real reason. When Mr. Wilson hired me, my husband was still alive. But he was ill and we were not able to go. After he passed away, there just didn't seem any need to go flying about anywhere. I had my work here with Frontier and didn't like the idea of being away from it."

On the eighth of this December, Ella will retire. She doesn't want things that way, but Frontier says she must and she always follows company policy, devotedly.

In her time, Ella has worked for six Frontier presidents. She thinks of each of them in story-terms, just as she does all her other Frontier friends.

"Mr. Myhre loved flowers. He sent some when my husband died and after that I always tried to see that his desk had one on it."

"I met all the presidents and liked them all. I didn't think I'd get to meet Mr. Dymond. It's harder to see all the people since the new offices opened and I'm left over at the hangar offices. But when Mr. Dymond heard that I was leaving, he called me to the other offices and gave me a corsage and wished me luck. He's nice just like all the others. He's done lots of good things since he came, and I wish I could stay around and watch things grow. But I guess that's not possible now."

Ella has had an annual pass for about 10 years and she used it for the first time last week to fly to Cheyenne, Wyoming.

Sandy Irthum, a secretary in Flight Operations, Sandy's father and grandmother had proposed that Ella should have at least one flight before she left Frontier and they did something about it. They arranged a special supper for Ella at the Airport Restaurant in Cheyenne, then took Ella up for it.

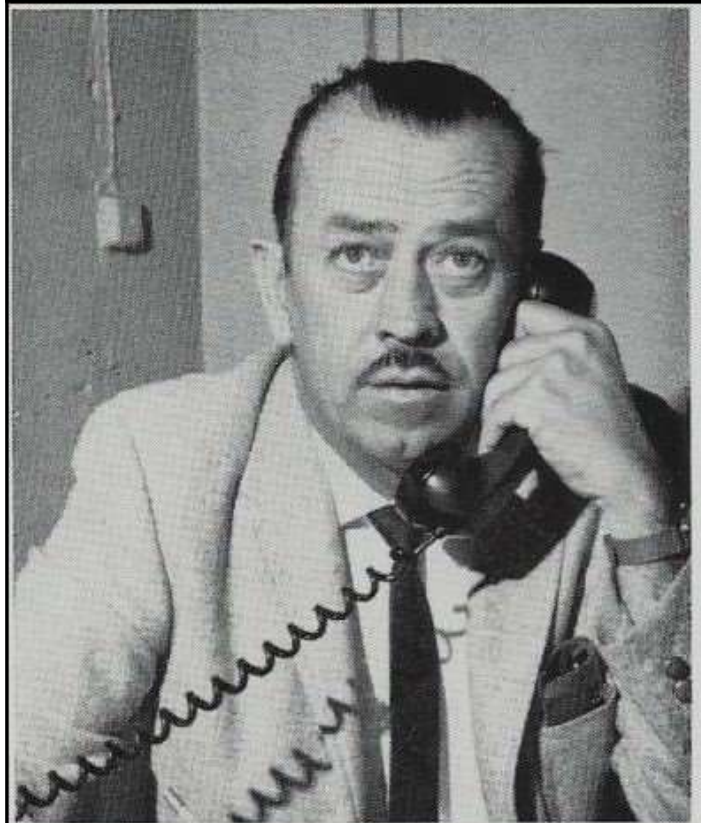
"That's what makes leaving so hard," Ella told a reporter who covered the supper, "everyone at Frontier is so nice and they all do so much for me. I just wish I could work on forever."

But next month Ella will be gone. She'll leave Frontier owning good memories and stories about everyone and the company. Makes you think a bit of the last lines of Edgar Lee Masters' poem "Fiddler Jones." "And so (she) ended with a thousand memories and not a single regret." ([http://FAL-1.tripod.com/Ella\\_Tanko.html](http://FAL-1.tripod.com/Ella_Tanko.html))

### TWO PROMOTIONS AND ONE NEW POSITION

Last month Frontier named Robert M. LaGuardia district sales manager for the Denver area. He succeeded Lawrence C. Sills, recently promoted to manager of agency, tour and interline sales.

As Denver's district sales manager, LaGuardia will be responsible for all Frontier sales activities and general promotional programs within the city. He will also direct



**ASA W. TOMPKINS**—Director of Quality Control and Engineering. Joined the U. S. Army Air Corps in 1937 and during World War II he served with the 8th, 12th and 15th Air Force in Europe.

Following service, Tompkins graduated from Boston University with a degree in aeronautical engineering. For five years he was in engineering with Piedmont Airlines and then joined National Airlines in the same capacity. Tompkins finished his seven years with NAL as manager of quality control before joining Frontier Airlines.

these same efforts in communities near Denver including Pueblo, Durango, Colorado Springs and Alamosa, Colorado; Alliance, Sidney, Chadron and Scottsbluff, Nebraska; and Casper, Rawlins, Laramie and Cheyenne, Wyoming.

A native of Denver, LaGuardia was graduated from Holy Family High School and attended Regis College here. He is married and has three sons.

LaGuardia is a veteran of five years' experience with Frontier. He joined the airline in 1959 as a sales representative in Phoenix and later served in the same capacity in Billings, Montana. In March of 1962 LaGuardia was named manager of cargo sales for Frontier and last July was promoted to city sales manager in Denver. His successor for this last position is John R. Gariety.

Gariety has been with Frontier for six years. He started with the airline in 1958 as a station agent in Tucson, Arizona. In 1961 he was appointed sales representative in Phoenix.

A graduate of the National School of Aeronautics in



Kansas City, Missouri, Gariety attended the University of Arizona and is a veteran of the U. S. Navy. He is married and has three children.

As city sales manager in Denver, Gariety will coordinate all Frontier sales and promotion programs with District Sales Manager LaGuardia.

Shortly after Frontier created the new position of budget manager, Daniel F. Farley, Jr. was named to fill it.

Farley is a veteran of five years' airline experience. He joined Continental Airlines as supervisor of general ledger section in 1959. In 1962 he left Continental and later accepted the position of economic analyst with Frontier. He has served in this capacity with the airline since February of this year and has worked closely with J. Clark Coe, Frontier's director of economic controls.

A native of Glen Ellyn, Illinois, Farley is a graduate of North Central College, Naperville, Illinois. He is married and has one son.

As budget manager Farley will direct an enlarged budget program for Frontier which is expected to get underway later this month.

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### THEFT OF AN AIRCRAFT

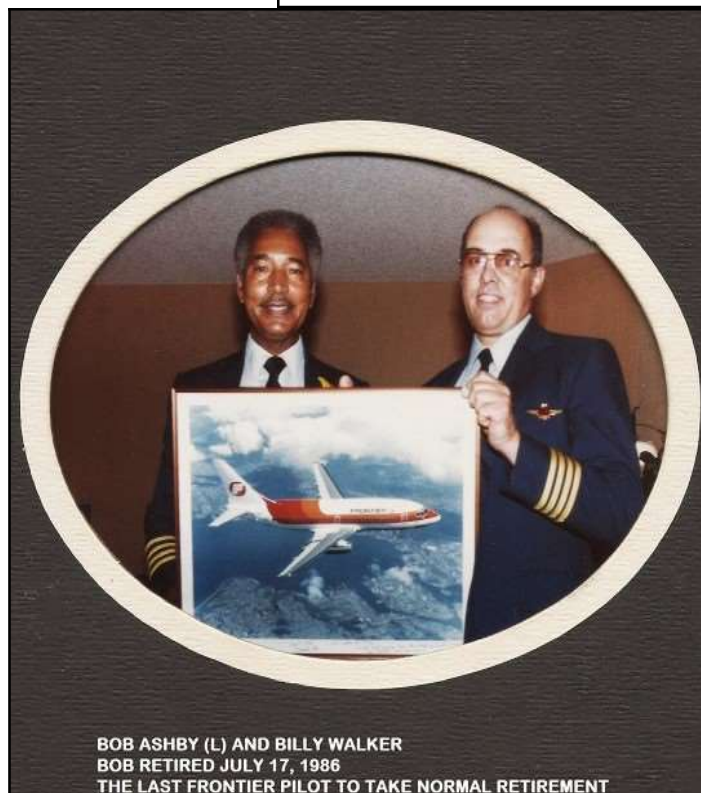
At the very end of our demise, but before the doors were actually closed, Bob Ashby retired under the Age 60 Rule. You already know that Bob was Frontier's first black pilot. He had been a Tuskegee Airman of WWII fame. Following WWII, he flew A-26 Invaders in Korea. Later, he retired as a Lt. Colonel in the Air Force.

Following his Air Force career he became a United flight instructor before coming with Frontier the same time Emily did, January 29, 1973. Doing so, Bob Ashby became the first AND only Tuskegee Airman commercial airline pilot. Bob was one number senior to Emily.

I was the ALPA MEC chairman in '86 when the Tuskegee Airmen group asked me to come to their convention to make a special presentation to Ashby. Ardell Arfsten was the VP Flight Ops then, so I called Ardell to see if he had any ideas on what we could do for a Frontier "gift" to Captain Ashby at the Tuskegee Airmen event in Orlando. Ardell and I looked around the GO before spotting a very nice photo of a Frontier B-737 hanging on the wall. We decided that it would make a fine gift and that we could have a number of pilots sign around the border of the photo before replacing the glass and frame. We did that.

I took the picture to Florida convention and was made at home by these intrepid old aviators. There were several hundred members, family, and guests in attendance. When I gazed out into this large audience, I felt that I was very likely the only white guy there.

The Tuskegee Airmen are real class group. I presented Captain Ashby with the photo which I am sure he still has today. ([http://FAL-1.tripod.com/Bob\\_Ashby.html](http://FAL-1.tripod.com/Bob_Ashby.html))



Not long after returning to DEN, I heard from either Ardell or Carl (*Ade?*). I can't remember which. However, it became readily apparent that we had taken Carl's personal property in the form of the B-737 photograph!

When I explained to Carl how the "theft" came about, he was very kind and understanding. A real class guy.

-Billy Walker, DEN pilot

### E. P. LIETZ STORIES

([http://FAL-1.tripod.com/EP\\_Lietz.html](http://FAL-1.tripod.com/EP_Lietz.html))

Oh that old Eper Lietz. I played so many dirty tricks on him.

He was flying a 737 trip into Lincoln Neb. I had the prized and underpaid and limited duties of an S/O on an airplane not designed for said occupant. These duties consisted of "keep the log book" and remain silent!

Flying as an enterprising S/O on the early B 737 was a futile exercise. On the instrument approach into Lincoln, Eper was hunched over and squinting at the control panel and executing it all with fine detail. He reached back and gave the bird a slight more right rudder trim. I felt compelled to return the knob back to its previous indent. Eper's hand slowly snaked back and readjusted the trim control. I once again returned it to its previous position.

We played that same game once again, and Eper, being the fine airplane jock that he really was, turned to me and said..... "Damn you Ernie!". The co-pilot was in on it with me and we both howled.

On another trip with Eper, we had a slight altercation with a United Flight that felt they should have been allowed landing clearance first. That complaint went nowhere of course. After landing I told Eper, the United



captain wanted to see him in the terminal. The mighty 5' 7" Eper, dutifully dawned his Cap and Gown, and went to the Terminal. He returned again shortly with his, ..... "Damn you Ernie" There was of course no United Capt. waiting for him there.

Ok, only one more Eper story. It was Christmas time, and I was selling a self protection product called Tear Gas. It came in a small plastic energized container. The mighty Eper purchased two as I recall. Driving home from the airport, he stopped to buy his wife a Christmas tree.

As he carried it up the stairs to his residence, he bumped the base of the tree against his pocket which cracked the plastic cap on said gas,....which released same, into Eper's crotch.

He said he was never the same. Yes it was a "Damn you Ernie" again, with even more emphasis than before. (and this time I was innocent)

Jake, Thank you so much, for the gift you have provided for us, in retaining and reminding us all, of our experience and love for the old Frontier, and the characters that made it what it was.

These earlier days will be forgotten some day in the future, but not by those of us who lived it. When we, in this shrinking pool, who have yet to lay down our earthly duties will take with us, the memories of a great airline populated by larger than life people.

As the saying goes, "these were days never to be forgotten". We owe you a great deal for keeping these memories alive for the rest of us.

Sincerely,

**-Ernie Lingren, DEN pilot**

"Damn you Ernie!" Now you made me blush. Seriously, thanks for the kind words. I appreciate it. I really enjoy keeping up with the FLamily but my mortality is constantly in mind with all the FLights West - over 2450 now.

That's a great EP story and I'll use it in the Frontier News on which I'm working now. Take care and share any more stories you have.

**-Jake Lamkins**

### DO YOU MATEUS?

Leah McMaken

We had it when I was flying 1970 - 1972.

Stella Willcutt Taug

They had mini bottles, put on every meal tray! We would serve drinks, then full meals to 150-160 people on our 727s, in an hour! We could hustle!

Steve Burger

Know it well. In the 1979-81 years, the RON in JLN was the DEN-DFW steak and lobster trip. I provisioned a couple airport employees gatherings with the full bottles of Mateus that were left in the galley when I cleaned the a/c. They would otherwise have been tossed. I also pulled a full set of FL logo drink glasses- the really heavy



Pilot Kevin Finke posted this great photo on Facebook. It was taken out of his cockpit window. He posts many pix from his layovers which are very interesting. Friend him at Facebook to enjoy them. He started at Frontier in our last days and is now one of the most senior captains at United. His father, Denny, was also a captain at Frontier.

[http://FAL-1.tripod.com/Denny\\_Finke.html](http://FAL-1.tripod.com/Denny_Finke.html)

tumblers- out of the trash, cleaned and sanitized them. I use them to this day whenever I crack open a bottle of the good stuff. I always raise a toast to my former comrades and remember the quality of product we delivered to our customers.

Pam Coffman Ellis

Some people didn't want that on their tray for religious reasons, so I would put the bottles on the cart and they would be gone in a NYM by those who imbibed.

Gary Mackie

60ties n 70s

Kim Gensler

I remember them

Ramona Nelson

Always served Mateus on my dinner flights in 1960s and 70s! Proud of all our passenger food trays back then! I experienced the best days of flying in my opinion!

Dave Mann

This used to be served with a nice food/fruit basket lunch between DEN and LUV back in the early 70's. We stole lots of Braniff customers. Steak and lobster between DEN and STL.

Tom Pigan

Late 70 into 80..

Cliff Knight

I have one of those! Mom hated lobster so she would always trade my wine for her lobster. But then again I was 12 so it really didn't matter.

Carolyn Boller

I just donated my bottle to the History Colorado

Gary Ames

Mateus!

Jim Hargis

My bid for the unopened bottle is \$25.00

Reva Burke

I have several unopened.

Tom Robertson

Yep, late 70's, DEN-DFW run, steak, lobster and the bottle of wine on the tray. Very classy. On a side note, for a long time we did not have a service charge to fly non revenue. After a bunch of employees took their entire families on flights to DFW and back,, just to have dinner, the company started charging us \$5.00 roundtrip for passes. That's the way I remember it. Anybody else differ?

Charlotte Hackett

I remember it on the Wichita - Denver flights. Amazing service.

Eric Mason

Remember well. When Harold Jones and I worked commissary, they were on Vegas and Dallas flight for sure.

Mary Herr

Use to give them away free with the meal to the whole cabin. Those were the days at Old Frontier.

Jeff Thomas

I have a bottle too, but so old, no Frontier Airlines sticker. Unsure of the year.

Dennis McNeal

I remember the wine and I started in Oct 1977.

Jake Lamkins

I'm thinking Mateus came on board in late Sep 1966, or shortly thereafter, when we inaugurated B727-100 service.

Carolyn Jo Fritz Massengale

I remember those on the DAL-DEN flights with the infamous steak and lobster dinner, late 1960s/early 1970s. Still have a few FL wine glasses in my liquor cabinet.

Joanne Griffin

I have one along with a couple wine glasses!!



Jasper Tyler

I remember flying Den-Dfw in the morning and being served eggs benedict with fresh fruit and return dfw-den that evening and being served steak-lobster and Mateus.

Lanette Duncan

Me and my fellow crew members drank plenty of it.

Chuck Dolan

I still have one at home.

Donna Harrison

I have one at home, but it's been empty for a really, really long time.

Mary Katherine

I flew out of SLC in 1970s, we served this on lunches and dinners from DEN to DAL rt. Remember it well.

Donna Harrison

Went pretty good with Steak & Lobster, et al,

Dennis Johnson

You can buy Mateus at a good liquor store, clear bottle.

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Jake Lamkins, Webmaster,  
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and <http://www.KansasCityCrewBase.com>  
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## BOJANG WHYHIGH

**LOVE**  
is friendship  
set  
to music.

