

FRONTIER NEWS



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

We are FLamily!

SPRING

APRIL

2020

#79



Among the first Challenger Airlines stewardesses in June 1948 were L-R: Vicky Marosan Tilton (http://FAL-1.tripod.com/Vicky_Marosan_Tipton.html), Mary Lou Jones Cowley (http://FAL-1.tripod.com/Mary_Lou_Jones_Cowley.html) & Bettie Jayne (BJ) Shuler. Monarch Airlines had stewards and when the two merged in 1950 to become Frontier Airlines it was decided to keep only the stewardesses.

Now, of course, they are called flight attendants, male & female. Read about flight attendants unionizing efforts on page 23.

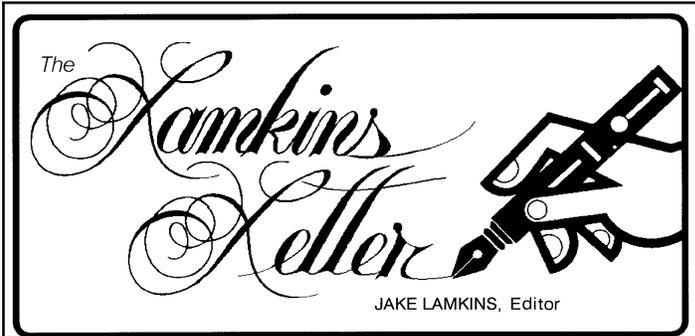
The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the “old” Frontier Airlines which “died” on August 24, 1986 and was “buried” on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter are those of the author and not the editor or the publication. Publishing dates are October for Fall, January for Winter, April for Spring and July for Summer.

Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the “old” Frontier Airlines. Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLfamily.

We also want to publicize ALL “old” Frontier gatherings. Be sure to notify us with details: place, date, contact and so forth. They will be published in the “Timetable”.

I am closing hard copy subscriptions. Due to my age, I can see that the newsletter, like all things, must eventually come to an end. Maybe a younger member of the FLfamily would be willing to take it over. I want to fulfill the current subscriptions so I can fly west without owing money to any of the FLfamily.

Current subscribers will continue to get the newsletter as long as it is printed. Donations are still welcome. For your guidance, each issue costs \$3 in printing/postage costs. Your support is greatly appreciated.



Thanks to Greg Stearns for use of the front page photo from page 53 of his great book: Frontier Airlines.

The coronavirus is upsetting our lives in unprecedented ways. I hope to have the hard copy of this newsletter in the mail at the end of the month, per usual, but there may be hitches due to the virus. The digital copy should be posted the usual time which is the 1st of April, no fooling:)

Many thanks again to the folks donating to defray expenses. Special thanks to Dick Lamon, Fred Perry, Ken Baker & Gary Lundberg for their generous help.

As a follow-up to this issue’s feature on the history of the AFA, I would like to do something about how AFA got started at Frontier. Info on organizing, first contract, people involved, etc would be appreciated. The earliest item I have is the May 1962 news item posted on page 26 and my FLfile is very thin otherwise. Any help would be appreciated.

THE KANSAS CITY CV-580 CREW BASE

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



IF YOU DO NOT LEARN
FROM YOUR MISTAKES
THERE IS NO USE
MAKING THEM
-Bojang Whyhigh

FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

Visit the Frontier website and check out our page on Facebook. Just search for Old Frontier Airlines. We currently have 1134 FLolks who are members.

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Seeing this postcard for sale at Ebay.com reminded me of my 1970 Summer at JAC. This is the tug I drove to get a moose off the runway so the DEN flight could land. After unsuccessfully trying to shoo him off the runway and throwing rocks at him, I had to bump the moose with the tug to get him going back to the Snake River.

Another on schedule departure with a story behind it.

-Jake Lamkins

Brings back some wonderful memories of JAC summers there loved it!!!

-Edward Catron

The same tug was involved in an accident just a few feet from where it is parked. The JAC baggage claim area was outside the building at that end. Baggage delivery was made by driving in close to the pickup area then looping out to return to the ramp.

On this particular day the agent at the bottom of the airstairs was startled to see a young lady deplaning sans drawers. Word quickly spread among the ramp crew.

The agent delivering bags was young and inexperienced. He kept watching the young lady and didn't believe what he had been told.

As he was making the big loop pulling away from the bag area, he looked back for one more look. At that precise moment she bent over to pick up her luggage and the startled agent ran the tug into the redwood fence. He knocked down about ten feet of fence but no real damage done except to all the rest of the agents who had to listen to him for the rest of the summer telling about

what happened.

-Jake Lamkins

Drove that tug a few times myself. Also I see the belt loader in the frame. Me and Jim Booth went sage hen hunting with that thing one day. Jim sat on the end of the belt and I raised it up and cruised the taxi way. Jim let loose with some rocks as well and actually got one. Think he tried to eat it for dinner. True story. If memory serves it was 1976.

-Ron Abfalter

I was just thinking about Jimmy and his stories from JAC awesome

-Hal Fahrenbruch

A real tragedy how the Big C got Jim so early: http://FAL-1.tripod.com/Jim_Booth.html

Need a better photo of Jim - anybody got one?

-Jake Lamkins

If you ever watch the movie Spencers Mountain, the graduation is held on the ramp. They built stand for the graduation class. If you watch the back ground during graduation you can see the orange wind sock moving.

-Roger Greenlee

I loved working summers in JAC. I was there 1973 and 74. My roommate was Tony McNosky from Dallas. We had a great time there. I also worked the relief shift 2 days a week up in the Jackson Lake Lodge counter. Also, miss working with Stan Needham...RIP. (http://FAL-1.tripod.com/Stan_Needham.html)

-John Taylor



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

Sat, Aug 22, 2020, 10 am - 2:30 pm, \$25 admission
Summit Event Center, 411 Sable Blvd, Aurora, CO
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

Was Sat, Oct 26, 2019, 11am to 1pm
Texas Pit BBQ, 6680 Peden Road
Eagle Mountain Lake, Azle, TX
Contacts:
Bill Guthrie, 254-631-5699, bill_guth3@yahoo.com
Brady White, 817-913-9313, ontopavia@aol.com

DFW PILOTS

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

FYV-FSM MEMORIAL PIGNIC

Sat, Aug 22, 2019, 11am-3pm,
Nantucket Apts Community Room, 611 E Nantucket Dr, FYV
Contacts:
Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com
Paul Farris, 479-409-9997, paulamos43@yahoo.com

MCI FLIGHT CREW LAYOVER

No info for 2020
Contact:
Phil Stallings, redryder35@att.net, 816-668-6294

MCI REUNION

Luncheon, third Sat of every odd month, 11:00 am
TBA
Contact:
Rose Dragen, 816-741-1995, mdragen@juno.com

SLC REUNION

Was Jun 22, 2019 at Jordan River Park , 10 am - 4 pm.
Contacts:
Paul Farris, 479-409-9997, paulamos43@yahoo.com
Bill and Sandi Roberts, 801-261-8133, CARN6470@msn.com

DEN REUNION

We are set for August 22, 2020 and August 21, 2021 at the Summit Event Center from 10:30am to 2:30pm. I will send you the updated invite as soon as Barb has reviewed to make sure I updated everything....do you still want the form for subscribing included? Not a problem as C and D has the setup and can do it easily.

-Carolyn Boller

MCI REUNION

Hello FLfamily.....to borrow a Jake Lamkins expression....hope you are all as well as can be.

Enough people have conveyed their sentiments about holding our meeting next week, that we are going to cancel.

Many have loved ones who are in the high risk group, and cannot come for concerns of taking something home to them.

After all, most of us are in the age range that could be at risk....as Sue Evans says...."how the heck did that happen?" !

So though we are canceling for March, we have 4 more opportunities to get together this year. May 16th, July 18th, September 19th and November 21st.

Take care of yourselves, we will look forward to seeing you all in May or later at Paul and Jack's.

-Mike and Rose Dragen

FYV-FSM REUNION

We plan to have our 53rd gathering on Sat, Aug 22, 2020 at the Nantucket Apartments Community Room in Fayetteville, Arkansas. We changed locations since we can no longer afford the Air Museum rent. You'll like the new place.

-Jake Lamkins & Paul Farris



CORRECTION

I got some of the names wrong on these great folks on page 4 of the last issue. The correct names are L-R: Barb Carroll, Laura Colvin, Phil Stallings, Anita Kunst and Terry Calkins.



34th ANNUAL REUNION PICNIC in Denver, Colorado

Summit Event Center
located at 411 Sable Blvd, Aurora, CO
Saturday, August 22, 2020
10:30am to 2:30pm

Welcome to the 34th Annual Frontier Airlines Reunion in Denver, Colorado

The Saturday Brunch reunion will be held inside at the Summit Event Center located at 411 Sable Blvd, Aurora, CO 80011 starting at 10:30am to 2:30pm.

It is extremely important you advise if you will attend by completing the section below and mailing it ASAP. We have the "1st right of refusal for a 2nd room" but must have a count of those who plan to attend to determine if we will need the 2nd room or can release it. RSVP is necessary to ensure space and food. Make checks payable to Frontier Airlines Picnic Fund (FAPF). Please RSVP to ckboller@comcast.net and mail checks to Carolyn Boller at 1293 Revere St., Aurora, CO 80011.

We will have a catered brunch of bacon, chicken breast, potatoes, scrambled eggs, and fruit, tossed salad, served with pastries. A cash bar of Bloody Mary's, Mimosa, wine, and beer will be available. Admission will be \$25 per person. This charge covers all expenses including food, supplies, printing, and mailing. Food will be served from 11:30 am to 1:00 pm. A chance ticket for \$5 and 5 tickets for \$20 will be available at the event. The drawing will take place at 1:30pm.

A big THANKS to all of you who attend the function and those of you that mail in donations. We couldn't continue if it were not for your generosity and support. Feel free to donate any items of "nostalgia" for the "free" table. All proceeds shall be donated to the Picnic Fund.

The Committee

Carolyn Boller, 303-364-3624 ckboller@comcast.net
Julie Dickman, 303-288-2127 jjdickman@gmail.com
Barbara Monday, 303-344-8745 bgmonday@comcast.net

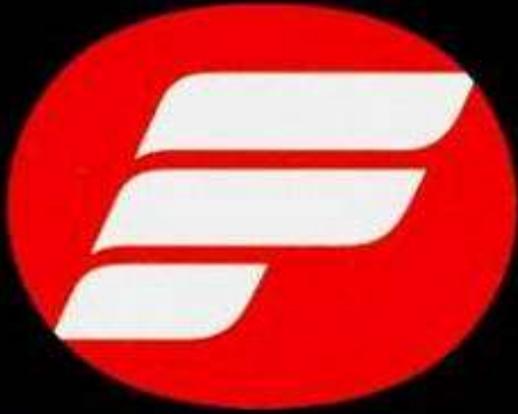
Please detach on the line and mail to:

Carolyn Boller at 1293 Revere St, Aurora CO 80011

_____ I will attend the picnic on Saturday _____ (number in party)

_____ Sorry, I cannot attend this year, however please keep my name on your list.
A donation is appreciated for continued mailing to cover postage & printing.

_____ Please remove my name from the list.



FRONTIER

FLights West

GONE WEST

We salute these FLriends on their final voyage.

They are not dead until we forget them.

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

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

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

-Tex Searle, FL pilot



27 DEATHS REPORTED SINCE THE WINTER 2020 ISSUE

Gayle Qualls Bennett,

CN flight attendant, 2/20/19, age 83

Larry Bishop,

DEN vp-corporate communications, 2/5/20, age 84

Dan Bullick,

DEN vp-administration, 11/25/19, age 85

Albert Bush,

PHX DFW aircraft mechanic, 7/19/19, age 90, Alzheimer's

Dave Coats,

PHX station agent, 4/1/98, age 71

Wayne Doty,

MKO PPF TUL station agent/manager, 7/20/82, age 54

Glenn Emmons,

LNK GRI OMA GEG station manager, 10/25/19, age 91

Louis Groh,

RWL station manager, 12/22/05, age 93

Madge Cassinat Groth,

RWL RIW station agent, 9/6/62, age 37

Smokey Groth,

BIL COS STL station agent/manager, 9/30/73, age 48

Joan Hartman,

DEN executive secretary, 2/14/20, age 77

Gary Heikes,

DSM OMA station agent, 11/2/19, age 65, cancer

Jo Martin Johnson,

DEN need info, 11/8/19, age 79

Mary Lou Jones,

DEN flight attendant, 1/28/20, age 92

Julie Kennie,

DEN secretary, 6/19/03, age 56, cancer

Dale Mahan

GSW DEN aircraft mechanic, 1/26/20, age 92

Shirley Kendig Moritzky,

DEN secretary, 11/23/16, age 85, lupus

Vivian Wright Nobles,

DAL DFW flight attendant, manager, 4/9/08, age 74, cancer

Jim Oby,

ALS LNK JAC TUS station agent, 2/11/20, age 82, COPD

Billy Peeples,

DEN inspector, 12/8/19, age 90

Lee Pirkel,

DEN subcontract administrator, 12/23/19, age 82, cancer

Betty Ann Beadle Porterfield,

GSW CN employee, need info, 1/28/19, age 81

Jack Powell,

DEN GTF MCI pilot, 1/25/20, age 85, cancer

Kathy Grief Ranson Ariens,

DEN flight attendant, 6/30/19, age 64, pancreatic cancer

Jim Smith,

FTW pilot, 10/3/17, age 97

Bob Stone,

MCI DEN pilot, 3/13/20, age 75

Paul Struch,

YXE or YQR? station agent, 11/3/19, age 73

GAYLE QUALLS BENNETT

NEED INFO

FLIGHT ATTENDANT FTW GSW?

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

OBITUARY: Gayle Marie Qualls Bennett; Born on January 9,



1936 in Hillsboro, Texas, and died February 20, 2019 in Tyler, Texas. Was a graduate of Hillsboro High School in 1954. Gayle was survived by her husband and best friend, Ronald Owen (Will) Bennett, married almost 54 years, and three children: Loren Bennett and wife Melissa of Tyler; Lisa Bennett of Henderson, and Lee Ann Bennett of Tyler; grandchildren Amanda Storer; Chance Griffith and wife, Tara; Tristan Bennett; Matt, Ashley, Lauren and Andrew Brown. Gayle was also sur-

vised by Lynda (referred to as her sister by Gayle) and Gilbert Smith, and Linda and David Godwin, all longtime very close friends. She was preceded in death by her parents, Murphy and Hazel Qualls, and brothers Buckley Qualls, Charlie Qualls, and Smitty Qualls, and survived by sister-in-law's Joan Qualls and Kathy Qualls, along with numerous cousins, nieces, nephews, and their families.

Gayle held numerous positions in her lifetime, from flight hostess with Central Airlines in Ft. Worth, nurse, apartment/hotel manager, and substitute teacher.

Gayle and family moved frequently throughout the DFW Metroplex and northern Texas following Will's career with Texas Power and Light Co., TU Electric, and TUFECO energy, settling in Tyler for the second time following Will's retirement with TUFECO's office in Teague, Texas.

Though Alzheimer's and dementia claimed her memory over the last few years of her life, Gayle was as loving, caring and kind as throughout her lifetime, and was a true blessing to all who knew her. A family gathering will take place later this year in celebration of Gayle's life.

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

LARRY BISHOP

1974 - 1984

VICE PRESIDENT-CORPORATE COMMUNICATIONS DEN

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

I heard that Larry Bishop flew west last week. Sorry but I don't have any details.

-Jeanne Hanson

I did receive a note from his wife, Nancy, that Larry did pass away Tues., Feb 5, 2020.

She said there would be a celebration of life in the spring.

Larry was such a gem of a boss, a man and a friend.

It breaks my heart to hear of his passing. Rest In Peace Larry.

-Nancy Ecord Osmundson

All the information I have is that I truly loved him.

Larry is the one who was instrumental in my career at Frontier!

-Mary Dipper

Haven't seen Larry in ages but truly a dear friend and great to work with. Here's a toast ...

-Rick Broome



DAN BULLICK

1980 - 1986

VICE PRESIDENT-ADMINISTRATION DEN

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

OBITUARY: Daniel "Dan" David Bullick Jr, 85 of Aurora, CO, entered into heaven on Monday Nov 25, 2019. Dan was born in Thomas, WV on July 29, 1934. He was preceded in death by parents Daniel Sr. and Maxine (Dawson), and sister Martha.

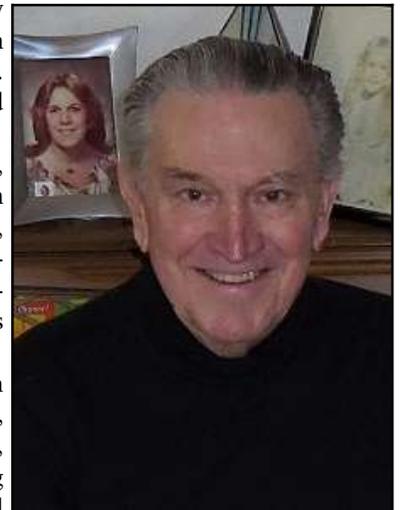
Dan grew up in Ellsworth, PA where he met his high school sweetheart, Evelyn, whom he was completely devoted to for 69 years and happily married to for 59 ½ years before his passing.

Dan graduated from Baldwin Wallace College in Berea, OH, served in the US Army, and soon after began working for Northwest Airlines based in Anchorage, AK. He and Evelyn moved to Oceanside, NY in 1964 where they raised their three children until 1981, when Dan accepted a position with Frontier Airlines in Denver, CO.

In 1994, he became VP of Transportation Services as one of the founding members of the new Frontier Airlines. Dan was also a highly respected consultant in the aviation world after his retirement from Frontier.

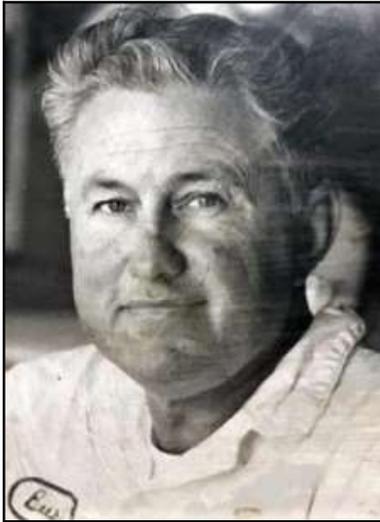
Dan is survived by his wife, Evelyn, daughter Danielle of Parker, CO, son Brad of Issaquah, WA, daughter Janette of Las Vegas, NV, sisters Betty Davis of Pawleys Island, South Carolina and Margaret Horn of Aldie, Virginia. Interment and service will be held in the spring of 2020.

[-https://horancares.com/obits/daniel-dan-david-bullick/](https://horancares.com/obits/daniel-dan-david-bullick/)



ALBERT BUSH**1959 - 1986****LEAD AIRCRAFT MECHANIC
ACF GSW PHX DFW**http://FAL-1.tripod.com/Albert_Bush.html

OBITUARY: Albert A Bush Jr. was born April 10, 1929 to



Albert A Bush Sr and Stella Mae Chatham (Goode). Albert grew up in Waco and married Annie Mary Pulley on March 16, 1948 then moved to the Fort Worth area. The airline business moved the family to Scottsdale, Arizona and when DFW airport opened, they moved back to North Richland Hills, Texas. They moved to Kennedale, Texas after the children were all on their own. Ann soon became ill and needed help, so they moved to Italy Texas. In 2016 Albert moved to Tennessee so his youngest daughter could help

him. Shortly after, Albert was diagnosed with Alzheimer's and lived in Rockvale, TN until long term care was necessary last August. He lived at Community Care of Rutherford County until he passed peacefully on 7/19/2019. His daughter Julia, her husband Mark and his first grandson Truitt Nunn Jr. were at his side.

He loved to fly airplanes. He worked 27 years as an Airline mechanic for Continental/ Frontier Airlines.

Albert was preceded in death by his wife of 63 years Annie Marie Bush and his daughter Carolyn Hamilton. Albert leaves a legacy and 4 generations of survivors. Albert and Ann had 4 Children, Carolyn Marie Hamilton (husband Mark L Hamilton), Michael Wayne Bush, John Alexander Bush & Julia Ann Samuelson (husband Mark E Samuelson). He has 10 grandchildren, 20 great grandchildren & 4 great-great grandchildren and will only continue to grow.

Visitation for family and friends will be Sunday, July 21, 2019, 2:00-4:00 PM at Boze-Mitchell-McKibbin Funeral Home in Italy.

A Graveside Service will follow at 4:30 PM at the Italy Cemetery with Frank Escamilla officiating.

[-https://www.findagrave.com/memorial/202851886](https://www.findagrave.com/memorial/202851886)

DAVE COATS**1953 - 1955****STATION AGENT
PHX**http://FAL-1.tripod.com/Dave_Coats.html

I found Dave's wife's obituary while doing a periodic web search for Frontier Airlines deaths. I was never able to find one for Dave.

OBITUARY: Cora Lee Coats passed away peacefully in her sleep on November 18, 2018, in Escondido, California. Cora Lee (Coey) Thurston Coats was born on November 5th, 1927, in Chicago, Illinois. She was the youngest of three children of Lee Merritt Thurston and Emma Blanchard McCague Thurston. She

She attended Lake Forest College, graduating with a BA in English. It was there that she met David Henry Coats. They married in May of 1951. In 1953 they moved to Phoenix, Arizona. Dave worked for Frontier Airlines and Coey worked at home raising their family. They had three children: Christopher (Topper), Alison (Sunny), and Sarah (Sally). With Coey's support, Dave became an English, Theater, and Dance teacher at Scottsdale High School, where he taught for 35 years. In 1965 the family moved to Cave Creek, Arizona. Coey was very active in the community, volunteering for the Black Mountain Mother's Club, working at the Library every week, and as an elder and secretary in the Presbyterian church. She lived in Cave Creek for a total of 38 years.

Her beloved husband Dave passed away in 1998.

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

WAYNE DOTY**1957 - 1976****STATION AGENT, STATION MANAGER
MKO PPF TUL**http://FAL-1.tripod.com/Wayne_Doty.html

Wayne L. Doty, Birth 23 Sep 1927, Death 20 Jul 1982 (aged 54) Burial Greenwood Cemetery, Sedan, Chautauqua County, Kansas.

[-https://www.findagrave.com/memorial/23067320/](https://www.findagrave.com/memorial/23067320/)

W L DOTY
Emp# 03369
TUL station agent
DOB 9/23/27
DOH 4/1/57

Per the Dec 1970 Frontier employees roster.

He is shown on the Jan 1974 agent seniority list but not on the Jul 1978 seniority list

so I will show him leaving in 1976.

I don't have any seniority lists between the dates above.

-Jake Lamkins

Wayne Doty: Social Security Death Index (SSDI) Death Record

State of Issue: Kansas

Date of Birth: Friday September 23, 1927

Date of Death: July 1982

Est. Age at Death: 54 years, 9 months

Last known residence:

City: Ardmore; Milo; Pooleville

County: Carter, State: Oklahoma, ZIP Code: 73401

[-https://www.genealogybank.com/doc/ssdi/news/](https://www.genealogybank.com/doc/ssdi/news/)



GLENN EMMONS**1950 - 1950 / 1954 - 1986****STATION MANAGER****RIW ISN LNK GRI OMA HOU DEN GEG**http://FAL-1.tripod.com/Glenn_Emmons.html

OBITUARY: Glenn Robert Emmons, 91, of Windom, Minnesota, passed away on Friday, October 25, 2019 at the age of 91 years, 10 months and 27 days.



Glenn, son of Reynolds and Leonora (Goettsch) Emmons, was born on November 10, 1927 in Luverne, Minnesota. He attended country school in Holland, Minnesota. He graduated from Canby High School, in Canby, Minnesota. Glenn earned an Associate Degree in Applied Science from Kansas City Technical College, Kansas City, Missouri.

He then went to work for Frontier Airlines until drafted in the United States Army in 1950, serving until 1952. Upon discharge from the Army, he returned briefly to Canby working at various jobs. In 1954, he returned to Frontier Airlines and was stationed at Riverton, Wyoming where he met Ida Fern Sanders. They were married November 9, 1954 only six months after they had met. Glenn and Fern were blessed with 4 children.

He worked for Frontier Airlines for 36 years. Upon retirement from the Airline he took a job managing Stonehill Regional Park, Del Clark Lake, outside of Canby, Minnesota. He worked at the park from 1987 to 2013 as either manager or caretaker.

Glenn is survived by his wife of 65 years, Ida Fern Emmons of Windom, Minnesota, son Derek Emmons of St. Augustine, Florida; daughters Susan Behrens of Finlayson, Minnesota, and Catherine (Tom) Holthe of Jackson, Minnesota; 10 grandchildren, and sixteen great grandchildren; brother Ron(Jan) Emmons of Sioux Falls, South Dakota, sister Lois Johnson of Hendricks, Minnesota, and numerous nieces and nephews.

Funeral services will be held on Saturday, November 2, 2019 at 1:00 p.m. at American Lutheran Church in Windom with Pastor Sarah Larsen Tade officiating. Burial will take place at St. Paul's Lutheran Gardens in Canby, Minnesota, at a later date.

[-https://ofh.care/2019/10/29/glenn-emmons/](https://ofh.care/2019/10/29/glenn-emmons/)

LOUIS GROH**STATION AGENT, STATION MANAGER****1947 - 1948****RWL**http://FAL-1.tripod.com/Louis_Groh.html

Louis M. Groh, BIRTH 10 Aug 1912, DEATH 22 Dec 2005 (aged 93), BURIAL Rawlins Cemetery Rawlins, Carbon County, Wyoming, USA

[-https://www.findagrave.com/memorial/133113118/](https://www.findagrave.com/memorial/133113118/)

LOUIS M. GROH

Station Manager, Rawlins, Phone 858-W, 899
932 Fourteenth Street
Rawlins, Wyoming

MORE GONE WEST

Per the Jul 5, 1948 Challenger Airlines Employees Roster.

His wife's obituary says they married in Pennsylvania in Nov 1946 after meeting in India where they both worked for the Red Cross.

It's likely he started at Challenger in 1947 when they moved west.

Louis Groh is mentioned several times in the book, *The Wyoming Blizzard Of 1949* by James C. Fuller.

He was working at the Carbon County Welfare Office in Dec 1948 and helped several Rawlins families in distress. So he left Challenger in the Fall of 1948.

Later he appears in news articles as Wyoming director-public welfare. Still need a photo and obituary for Louis.

-Jake Lamkins

**MADGE CASSINAT GROTH****1948 - 1952****STATION AGENT****RWL RIW**http://FAL-1.tripod.com/Madge_Cassinat_Groth.html

Lucy Madelyn Cassinat, Birth 17 Jun 1925 Rawlins, Carbon, Wyoming, USA, Marriage 29 Jun 1952 Bernalejo, Santa María del Río, San Luis Potosí, Mexico.

Residence 1955 Billings, Yellowstone, Montana, USA, Death Sep 1962, Father

Louis Cassinat (Born 1905), Mother Lucy (Born 1895), Spouse Charles J Groth (1925-1973)

[-https://www.ancestry.com](https://www.ancestry.com)

Madelyn C Groth, BIRTH 1925, DEATH 6 Sep 1962 (aged 36-37)

BURIAL

Rawlins Cemetery
Rawlins, Carbon County,
Wyoming, USA

[-https://www.findagrave.com/memorial/133113124/](https://www.findagrave.com/memorial/133113124/)

A marriage license was issued on March 14, 1956 at the office of the Sheridan county clerk to Charles Junior Groth, 30, and Nancy Otteson, 20, both of Billings.

[-https://www.newspapers.com/newspage/409828632/](https://www.newspapers.com/newspage/409828632/)

FLIGHT West: Madge Cassinat Groth

RWL RIW station agent Madge Cassinat Groth's memorial webpage is posted at

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

She was Frontier's first female station agent and married another station agent, Smokey Groth. Still need a photo and obituary for Madge.

-Jake Lamkins



SMOKEY GROTH
1948 - 1956 : 1957 - 1964

STATION MANAGER
GJT FLG BIL COS STL

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

Colorado Springs Gazette Newspaper Archives



Monday, October 01, 1973 -
 Page 8

GROTH — Charles J. Groth,
 2209 K. Platte, passed away
 Sunday evening.

Arrangements later.
 Chapel of Memories Mortuary
 -<https://newspaperarchive.com/colorado-springs-gazette>

Charles Junior Groth
 BIRTH 26 Sep 1925
 DEATH 30 Sep 1973 (aged
 48)

BURIAL Evergreen Cemetery
 Colorado Springs, El Paso
 County, Colorado, USA

Gravesite Details Buried: 10/3/1973, Source: City of Colo Spgs
 cemetery data 3/13/09

-<https://www.findagrave.com/memorial/34815672/>

From 1948 to 1964 he worked stations at Monarch, Frontier
 and Central Airlines.

Smokey may be the only employee to work for three of the five
 airlines that made up Frontier.

Still need a full obituary for him and a better photo.

-**Jake Lamkins**

JOAN HARTMAN

1980 - 1986

EXECUTIVE SECRETARY

DEN

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

M. Joan Hartman died unexpectedly Feb. 14 at the age of 77.
 Survivors include her longtime partner Norm Wilson; her sister
 and husband, Jan and Joe Burger and their son Matthew; her
 sons, Ward Polzin and wife, Karen, and Brad Polzin and wife,
 Allison.

Her parents, Robert Daniel and Elva Ruth McIntire; and a
 brother, Roger Ward McIntire, preceded her in death.

Joan was born in Clinton, Missouri, March 12, 1942, where
 she grew up a farm girl just outside Blairstown, Missouri.

She married her high-school sweetheart Larry Dale Polzin in
 1960, divorcing in 1976.

She eventually settled in Brighton in 1973. Joan worked as an
 executive assistant for Frontier Airlines, where she found life-
 long friends. She met and married Vern Hartman, who tragically
 passed away in 1985.

Joan met her partner, Norm Wilson, while dancing. The two
 shared 25-plus years of adventure, including dancing, traveling
 to France, India, Australia and New Zealand, and attending
 many concerts and plays.

Joan enjoyed hiking, cross-country skiing and snowshoeing in
 the Rockies. She was a talented quilter and enjoyed her knitting
 and sewing time with friends.

Joan was a devoted daughter,
 sister, partner, mother and
 friend. Her strength, intelligence,
 independence and kindness will
 carry on through her granddaughters,
 the loves of her life. She will be
 deeply missed by her friends, family
 and all who knew her.

Friends and family are invited to
 a celebration of her life at 3 p.m.
 Saturday, Feb. 29, at the Park Hill
 United Methodist Church, 5209
 Montview Blvd., Denver. A
 reception will follow in the
 church.

In lieu of flowers, donations would
 be welcome to the YMCA of the
 Rockies/Camp Chief Ouray
 Scholarship Fund or Park Hill
 United Methodist Church.

-<https://www.legacy.com/obituaries/thebrightonblade/>

GARY HEIKES

1978 - 1986

STATION AGENT

OMA DSM

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

OBITUARY: Gary D. Heikes, age 65,
 of Raymore, Missouri, passed
 away November 2, 2019 at North
 Care Hospice House, Kansas City,
 MO surrounded by his loving family.

A visitation will be held
 10:00-11:00 a.m. on November
 16, 2019 at O'Brien Sullivan
 Funeral Home, 41555 Grand River,
 Novi, Michigan 48375. A Memorial
 Service will immediately follow at
 11:00 a.m. Inurnment will take
 place at a later date at Forest
 Lawn Cemetery in Omaha,
 Nebraska.

Gary was born on November 2,
 1954 in Omaha, Nebraska to
 Harold Sr. and Eleanor Heikes.

Gary and Colleen were married on
 August 17, 1974. Together, they
 were blessed with two boys,
 Benjamin and Gary II.

Gary created a career for himself
 working in a few different
 companies, Frontier Airlines
 Operations Manager, sadly after
 ten years with no notice Frontier
 had to shut down. After the
 shutdown, again he had a good
 friend from Frontier gave him a
 lead on a job with Federal-Mogul
 Motor parts. Over 27 years he
 worked his way up to Sales and
 Marketing Business Manager for
 Federal-Mogul in Southfield,
 Michigan.

He is survived by his love of his
 life, Colleen Heikes of 45 years;
 his two boys, Benjamin C. Heikes
 and his wife Amy, and Gary D.
 Heikes II; his brothers, Timothy
 Hartin (Cindy), Leroy Kleine
 (Joyce), JC Cisneros (Marcia) and
 Harold Heikes.

-<https://www.legacy.com/obituaries/hometownlife/>



JO MARTIN JOHNSON

1961 - 1963

Need info

DEN

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

OBITUARY: Joeline Kay Johnson passed away on November 8, 2019 in Canon City, Colorado. Jo was born January 10, 1940 in Oberlin, Kansas to Joseph and Sylvia (Gilliland) Martin. She was the oldest of two children.



After graduating high school, Jo took a job with Frontier Airlines which took her to Denver, Colorado, and eventually to a different job in the downtown Majestic office building. This is where she met the man she would marry, Bruce Johnson.

They were married in September 1964 and moved to

Canon City. It was there that they put down roots and raised their family. The mother of two sons, Erik and Scott, she immersed herself in the pride of being a homemaker and stay at home Mom.

She was preceded in death by her husband Bruce, and parents Joseph and Sylvia Martin. She is survived by her brother Steve Martin of McCook, Nebraska; aunt Berniece Zerger of Arvada; sons and their wives, Erik (Marilyn) Johnson of Pueblo West, and Scott (Kelley) Johnson of Canon City; grandchildren Clint Johnson, Vivian Johnson, Josh (Keara) Johnson, Morgan (Adam) Pfaff, Marybeth (John) Jordan, Marriah Dolick, Amber Bradburn, and Ben Kimmick; great-grandchildren Jiuliana and Kashton Johnson; Gabriella, Maddon, Isabella, and Rakella Shepard; Jacob, Janelle and Jaylee Jordan; Natalie, Layla and Adam Kimmick.

A memorial service will be held 10:00AM, Tuesday, November 26, 2019, Wilson Memorial Chapel, 1449 S. 9th Street, Canon City, Colorado 81212. In lieu of flowers please donate to the Canon City Volunteer Fire Department.

[-holtfamilyfuneralhomes.com](http://holtfamilyfuneralhomes.com).

(Still need info on where Jo worked while with Fontier.)

MARY LOU JONES COWLEY

1948 - 1948

FLIGHT ATTENDANT

DEN

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

OBITUARY: Mary Lou Jones Cowley, 92, died January 28, 2020 in Murray, Utah. She was born April 7, 1927 in Ogden, Utah, the daughter of Stanley Dan and Louise Vada Lewis Jones.

She graduated from Mound Fort Junior and Ogden High Schools. She moved to San Francisco, California with girlfriends to support the war effort until the end of WWII and then moved back home to work for Challenger Airlines as a flight attendant on the Douglas DC-3s.

Mary Lou married Hal Adams Cowley of Layton, Utah on

August 24, 1948. She worked at the family owned Cowley Drugstore in Layton until she began her family.

Surviving are her children, Dana and Ryan Cowley; beloved granddaughters, Brice and Jessica Gribble; and sister, Corinne Porter. She was preceded in death by her parents; sister, Norma Fay "Pat" Evans; and brothers, Edward, Paul, and Dan Jones.

Mary Lou was buried February 7, 2020 in the family plot at Lindquist's Washington Heights Memorial Park, 4500 Washington Blvd., Ogden, Utah.

A luncheon was held at the Grand View Reception Center in Ogden for a celebration of her life.

[-https://www.findagrave.com/memorial/206934258/](https://www.findagrave.com/memorial/206934258/)

(Mary Lou was one of the first stewardesses hired by Challenger Airlines in 1948.)

JULIE KENNIE

1980 - 1983

SECRETARY, FLIGHT ATTENDANT

DEN

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

OBITUARY: Julia Frances Kennie, 56, of Yarmouth Port, MA, died Thursday at her family home. Mrs. Kennie was born and raised in Uxbridge, MA. She was the wife of Milton Kennie for 26 years. In the early 1970s she moved to Aurora, Colorado and was an executive assistant to the president of Frontier Airlines and later a flight attendant.

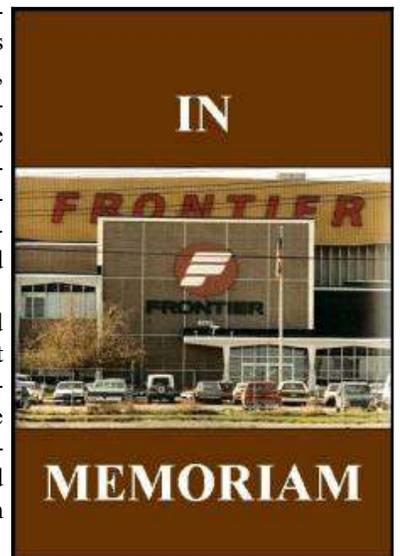
In 1983 Mrs. Kennie started a new career as a hair stylist which brought her great satisfaction. In 1983 Mrs. Kennie and her family started summering on Cape Cod and moved there permanently in 1999.

Mrs. Kennie took great pride in the construction of their new residence and helped with the design and plot layout of their new home in Yarmouth Port.

She is survived by her husband Milton Kennie of Yarmouth Port, MA; her son Duane Chase of Littleton, Colorado; her daughter Amber Perkins of W. Yarmouth, MA; and three sisters, Mary Theroux, Patricia Biros, and Roberta Smart, all of Uxbridge, MA; and four grandchildren. There will be a Celebration of Life Tuesday, June 24, 2003 from 4-5 p.m. at the Coutinho-Boisse Funeral Home, Harwich Center, MA. Memorial donations can be made to The American Cancer Society.

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

MORE GONE WEST



DALE MAHAN
1967 - 1985
AIRCRAFT MECHANIC
GSW DEN

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

OBITUARY: Dale Mahan passed peacefully from this life on January 26, 2020.



Dale Wesley Mahan was born in Oilton, Oklahoma on September 12, 1927 to John and Anabelle Adams Mahan. He was the youngest of eight children. In 1944, Dale joined the Merchant Marines. Then he enlisted in the Air Force in 1947.

Dale married Lillie Wright Pinkerton in 1960 and then moved to Plattsburgh Air Force Base, New York.

After retirement from the Air Force in 1966, he got a job with Frontier

Airlines in Denver, beginning in 1969. He retired from Frontier Airlines in 1986.

Dale and Lil were contagiously affable, which resulted in regular attendance at a favorite "watering hole" and membership in several fraternal organizations. They were avid RVers, camping with large groups of friends all over Colorado, Texas, and Arizona. In 1996, Lil suffered a stroke, so they moved to Windsor Gardens where they continued with their social circle at the Aurora Eagles. Lil passed in 2007. Dale moved to an assisted living facility in 2014 and eventually to the Harvard Square Memory Care facility in 2018.

All of Dale's children were step-children, yet they all consider Dale the patriarch of their family. His steadfast devotion, quiet guidance, and perpetual optimism became part of the DNA of each of his 4 children, 8 grandchildren, 17 great grandchildren and 10 great-great grandchildren.

Contributions in Dale's memory may be sent to: Harvard Square Memory Care Employee Fund 10200 E. Harvard. Drive Denver, CO 80231

[-https://www.findagrave.com/memorial/206822387/](https://www.findagrave.com/memorial/206822387/)

SHIRLEY KENDIG MORITZKY

1973 - 1986
SECRETARY
DEN

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

OBITUARY: Shirley Marie Kendig, age 85, died in her home in Aurora on November 23, 2016 as the result of a long term battle with Lupus. She was surrounded by her three children and their spouses. Shirley was born in Fairbury, Nebraska to Alvin W. Snyder and Wilma Kelley on November 21, 1931.

She was raised on a family farm in Fairbury, Nebraska with her late older sister Patricia Corney and her younger brother Jerry Snyder. She attended Fairbury Junior College and later married Theodore H. Kendig and had three children: Rebecca L. Beach,

Jeffrey T. Kendig and Kim L. Racine.

Shirley was very dedicated to providing for her children and helping to put the three children through college. Always a family person, she now has thirteen grandchildren (one deceased) and nine great-grandchildren who will miss her greatly.

Travel opportunities while an employee at Frontier Airlines provided a source of continual adventure.

Approaching midlife, Shirley with her usual enthusiasm began another career – real estate.

Shirley studied and developed her real talent in pastels and oils. Her paintings in a realism style were shown in regional shows.

Her funeral will be held on December 3, 2016 at Horan & McConaty Funeral Home at 5303 E County Line, Centennial, CO. A private family viewing will commence at 9:30 AM, [-https://horancares.com/obits/shirley-kendig/](https://horancares.com/obits/shirley-kendig/)

VIVIAN WRIGHT NOBLES

1953 - 1957 / 1967 - 1976

MANAGER - FLIGHT SERVICE
DAL DFW

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

My Mother worked for the original Frontier Airlines and her name was Vivian Nobles.

She was the supervisor for the flight attendants in the 1970s.

She passed away April 9, 2008 from cancer.

I connected with Cliff Knight (*son of pilot Lamar Knight*) because I saw from another post that his father was a pilot for Frontier. He connected me to you.

I knew lot of the flight attendants. My mother worked at Central before this.

She worked at Love Field and DFW from 1969 to around 1979.

-Connie Marshall

Vivian Mae Nobles: Social Security Death Index (SSDI) Death Record

State of Issue: Texas

Date of Birth: S u n d a y
 November 26, 1933

Date of Death: W e d n e s d a y
 April 09, 2008

Est. Age at Death: 74 years, 4
 months, 14 days

Last known residence:

City: Dallas

County: Dallas

State: Texas

[-https://www.genealogybank.com](https://www.genealogybank.com)
 (Still need an obituary for Vivian.)



JIM OBY**1959 - 1986****STATION AGENT
ALS LNK JAC TUS**http://FAL-1.tripod.com/Jim_Oby.html

I'm sorry to inform you that Jim (James) L. Oby from TUS has



joined the group flown west last night in his sleep. I have been with him every week for breakfast on Monday's since Frontier's departure until about a month ago and I talked to him yesterday afternoon. He has been on oxygen for a few months with COPD so it has been a downhill battle. I'll let you know when the funeral is and any other information I get. Please advise the FLamily, Thx.

-Ron Herring

(A week later) All I could get from his 3 sons is that there would not be any memorial or

funeral. His DOB was 11/02/37 and died on 2/11/20 - no obit. I'll let you know if I find anything else out.

-Ron Herring**JAMES L OBY**

ALS station agent

DOB 11/2/37, DOH 2/7/59

Per the Feb 1960 Frontier Employees Roster.

J L OBY

Emp# 06248, TUS station agent

DOB 11/2/37, DOH 2/7/59

Per the DEC 1970 Frontier Employees Roster.

J L OBY

Emp# 06248, DOB 11/2/37

Station agent seniority date and DOH 2/7/59, MED

Per the Oct 1986 FL/ALEA Seniority List.

-Jake Lamkins

FLashback posting of life after Frontier (8/1/2016):

I too bounced around with a bad back and selling assets just to survive while my wife was the bread winner. Began a career in sales in 1987, traveled the world and retired 20 yrs later. Life has been good to me. I feel very blessed.

-Jim Oby**BILLY PEEPLES****1978 - 1986****AIRCRAFT MECHANIC, AIRCRAFT INSPECTOR
DEN**http://FAL-1.tripod.com/Billy_Peeples.html

Billy L. Peeples of Thornton, Colorado, was born January 15, 1929 in Corsicana, Texas and died December 8, 2019. He was 90 years old.

After moving to Colorado as a teenager, Billy attended East High School in Denver. After graduation he enlisted in the US Navy in 1947 as an aviation structural mechanic. He served 22 years and retired as a Senior Chief Petty Officer in 1969.

After Peeples retired from the Navy, he continued his work in

aviation working for both Frontier and Continental Airlines until his retirement in 1995.

Billy married Georgia Peeples in 1950. They were married until 2000 when Georgia died. He is survived by his children, Robin Kunze and her husband, Jim; Chris Peeples and his wife, Sue; Will Peeples and his wife, Laura; Patrick Peeples and his wife, Christina; Andrew Peeples and his wife, Lori; and Matthew and his wife, Betsy.

Billy married Lucille Peeples in 2002, and is also survived by Lucille and her children.

Internment and military honors will be held January 15, 2020 at Chapel Hills cemetery in Centennial, CO.

-Andrew Peeples**LEE PIRKL****1968 - 1986****BUYER, SUBCONTRACT ADMINISTRATOR
DEN**http://FAL-1.tripod.com/Lee_Pirkl.html

Just to let you know that Lee Pirkl from the Material Division

of both the old and new Frontier passed away on December 23, 2019 after a long battle with cancer. He was an integral part of the daily operations thru his knowledge of Rotable and Repairable parts. A hard worker, determined, and always wanted to do the right thing. It was a privilege to know him.

-Rod Prentice, DEN-PP

Thanks, Rod, for letting me know. I'll be building him a memorial webpage. Do you have any photos or other info?

-Jake Lamkins

I do not have a picture of him. His family had a memorial reception for him on the 18th of January of which I attended. There were only two of us from Frontier as far as I could tell who attended. I do have his oldest daughter's address. I do not have a phone number or an email address for her.

Lee was kind of a quiet "in the background guy" who just wanted to get the job and done right. Many folks in the Material and Engineering areas will remember him. Good Luck!

-Rod Prentice

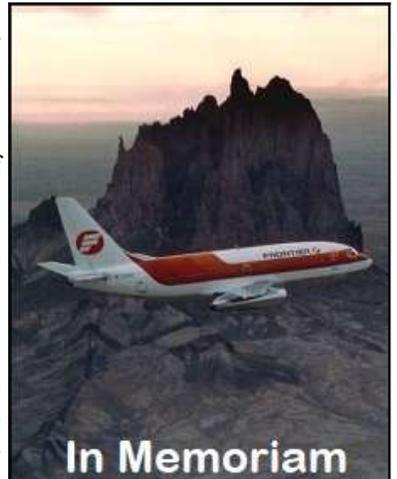
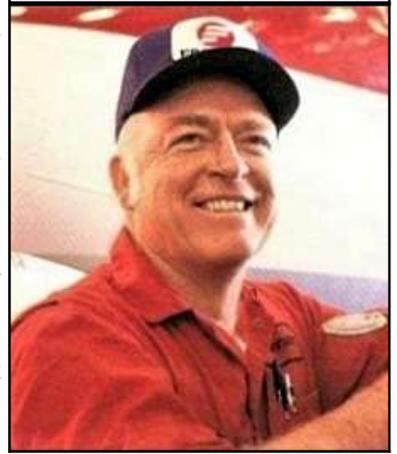
L PIRKL, Emp# 07088, DENMP, Workload controller, DOB 5/4/37, DOH 4/24/68

Per the Dec 1970 Frontier employees roster.

L PIRKL, Emp# 07088, DENPP, Address in Denver, CO
Per the Nov 1984 Frontier employees roster.

-Jake Lamkins

(Still need an obituary and photo for Lee.)

MORE GONE WEST

BETTY ANN BEADLE PORTERFIELD
AROUND 1957
NEED MORE INFO
GSW

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

OBITUARY: Betty Ann Beadle Porterfield age 81 of Norene, died Monday, Jan. 28, 2019. Born Sept. 13, 1937, she was the daughter of the late Louis D. and Nova Woodroof Beadle and was preceded in death by her brother, Kenneth Beadle and a nephew, Dayton Beadle.



Betty Ann was a 1955 graduate of Watertown High School and graduated with honors from Brevard Community College.

She previously worked for Central Airlines in Ft. Worth, Texas, the Baptist Sunday School Board and retired from NASA in Titusville, Florida.

She was a member of Immanuel Baptist Church.

Betty Ann is survived by her husband of 56 years, Jim Porterfield and son, Scott Porterfield both of Norene; granddaughters, Emily and Drew Porterfield; niece Deanna Beadle Wood; cousin, J.T. Robinson and his family.

Funeral services will be 11 a.m. Saturday, Feb. 2, 2019 at Hunter Funeral Home with Bro. Hunter Hay officiating. Visitation will be from 4-8 p.m. Friday and prior to services on Saturday. Pallbearers, Matthew Wood, Caleb Thorne, Nathan Thorne, Luke, Travis and Justin McPeak. Interment at Fairview Cemetery.

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

(Still need info on position she held and years at Central. Married 56 years means they married in 1963.)

JACK POWELL
1967 - 1986
PILOT
MCI GTF DEN

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

Charles Jackson Powell passed away and caught his last flight home on Saturday, January 25, 2020 at 20:00 hours. Cause of death was cancer.

He was born on October 5, 1934 in Fallon, Nevada, grew up in Indiana, and spent time living in Hawaii, Alaska and finally Colorado.

Jack had two great passions in life: his family and aviation. When he wasn't watching the Broncos games with his family (or turning the game off depending on the score), he was riding horses with his daughter, playing football with his sons, or spending time with his grand children.

He was also devoted to his career as a pilot and could name the plane passing over head just by the sight, smell or sound it made. His love for aviation was contagious and he inspired his children and grandchildren to follow the same passion. His quick wit and humor followed him through to the end and his love will be

missed immensely.

Jack was preceded in death by his father Charles Powell, mother Mildred Powell, and sister Florence (Angelo) Landa. He is survived by his wife of 63 years Marilyn Yvonne Powell, 5 children Mike (Diana) Powell, Skip (Tamara) Powell, Michelle (Andy) Wallace, Brett (Joyce) Powell, and Shawn (Jaden) Powell.

A public memorial service will be held at 1:00pm on January 30, 2020 at St. Michael the Archangel Roman Catholic Church.

[-https://everloved.com/life-of/charles-powell/obituary/](https://everloved.com/life-of/charles-powell/obituary/)

KATHY GRIEF RANSON ARIENS
1979 - 1986
FLIGHT ATTENDANT
DEN

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

OBITUARY: Katherine Grief Ariens, 64, of Montgomery, lost

her battle with Pancreatic Cancer June 30, 2019, at Herman Memorial Hospital in Houston Texas.

Katherine was the daughter of Earl and Ola Grief of Paducah, Kentucky, and the wife of her loving husband, Jeff of Montgomery.

She was survived by her husband; two sisters, Linda Pate and Marsha Blanchard; and brother David Grief.

Katherine will also be fondly remembered by her nieces and nephews, Matt Pate, Beth Web and Robert Morgan;

great-nieces and -nephews, Jackson Pate, Daniel Pate, Sydney Web and Peyton Morgan.

She was a warm and loving friend to many and will be terribly missed by her family.

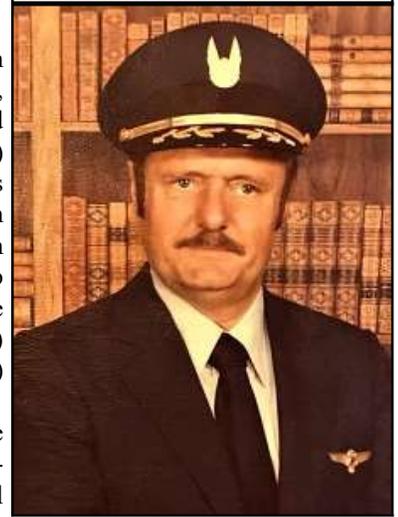
[-https://www.paducahsun.com/obituaries/](https://www.paducahsun.com/obituaries/)

I found out yesterday that one of our FAs and once roommate of mine for a while, Kathy Grief Ariens, passed away from pancreatic cancer last year. I did get to talk to her about a year ago, but then I could never get in touch again. Found her obituary on the local paper in her hometown.

I think I have an email address for you somewhere, but I can't find it. Here's the link to the Paducah Sun newspaper.

Thanks for all your continued hard work on the web site.

-Donna Harrison



JIM SMITH**1949 - 1949****PILOT
FTW**http://FAL-1.tripod.com/Jim_Smith2.html

OBITUARY: James "Jim" L. Smith passed away Tuesday, Oct. 3, 2017, in Fort Worth at the age of 97. SERVICE: 10 a.m. Tuesday, Oct. 10. Grave-side service: 12:30 p.m. Tuesday in DFW National Cemetery. Visitation: 6 p.m. Monday at Lucas Funeral Home.



Jim was born in Magnolia, Ark., and raised in Stockton, Calif., by his aunt and uncle, Alice and Ben Cruz. Learning how to fly at age 15, it was Jim's lifelong passion.

Jim enlisted in the Army in 1940 and eventually became a pilot during World War II, reaching the rank of first lieutenant, flying bombers at the end of the war.

After the war, Jim was an airline pilot for Pioneer and Central Airlines. Then Jim became a pilot for Texas oilman Sid Richardson for 10 years until his death. Jim ended his aviation career as a simulator flight instructor with American Airlines for 27 years.

Jim was married to Lillian Smith for 60 years until her death in 2010. Jim is survived by his faithful dog, Bluey; brother, Brooks; son, Paul; daughter, Pamela Smith Martin; daughter, Robin Lincke; son, Jason; son, James; and his daughter, Kathy Beddingfield.

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

Not to be confused with MCK station manager Jim Smith. He's not on any CN pilots lists I have. Sid Richardson's dates were (April 25, 1891 – September 30, 1959) so if Jim flew for him 10 years he left CN in 1949 when it was just beginning. His time at Central could not have been very long.

-Jake Lamkins

BOB STONE**1977 - 1986****PILOT
MCI DEN**http://FAL-1.tripod.com/Bob_Stone.html

OBITUARY: Robert Richard "Bob" Stone, was born December 12, 1944 in Winona, MN to Rosemary and Robert Stone. He died on Friday, March 13, 2020 after a valiant fight with Alzheimer's disease.

Bob was raised in Richfield, MN and graduated from Richfield High School in 1962. Bob went on to attend Winona State College and graduated in 1966 with a Bachelor of Science degree.

He was drafted into the U.S. Army and was honorably discharged August 31, 1969.

After the service, Bob immediately found work as a pilot, his life long love. He flew for a variety of companies. In 1977, he was called by the original Frontier Airlines to fly for them. He flew for Frontier Airlines until 1986 when Frontier was acquired

by Continental Airlines. He then flew for Continental Airlines for 18 years and retired as Captain Stone in 2004.

Preceded in death by his parents Robert O. Stone and Rosemary L. (Yackel) Stone, and step-father Roy W. White.

Bob is survived by his loving and devoted wife Arlene, brother Rick (Judi) Stone, sister Betty (Nik) Dupay, and brother Roy (Pam) White III, step- Mother Shirley Stone, aunt Shirley Yackel, four nephews, one niece, cousins.

Please designate memorials in Bob's honor to Dementia-Friendly Communities of Northern Colorado. (dfcnoco.org)

[-https://www.marksfuneralservice.com/memorials/](https://www.marksfuneralservice.com/memorials/)

PAUL STRUCH**1981 - 1986****STATION AGENT
YXE or YQR?**http://FAL-1.tripod.com/Paul_Struch.html

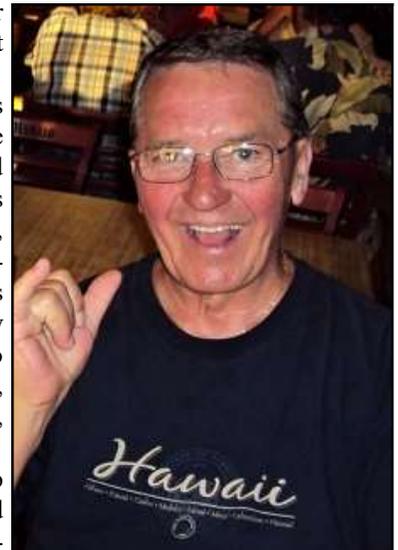
OBITUARY: Paul Dennis Struch: June 27, 1946 - November 3, 2019. It is with great sadness we announce the passing of Paul Struch on Sunday, November 3, 2019 at his home in West Kelowna.

Paul was predeceased by his parents George and Rose Struch and brothers Larry and Arnold. He is survived by his loving wife Bridget (Grealish), brother Ronald (Beverly), sister Joan, sister-in-law Gladys Struch, brother-in-law Marty Grealish (Lynda). Paul is also remembered by many uncles, aunts, nieces, nephews, cousins and friends.

Paul was born and grew up in Flin Flon, MB where he had many fond memories of celebrations and adventures with family and friends. He worked for Hudson Bay Mining and Smelting Co. in Flin Flon, and Midwest Diamond Drilling in Thompson, MB and the Yukon.

He eventually got his dream job and entered the airline industry, retiring as manager of United Airlines (Calgary). In earlier years he worked for Frontier Airlines and BC Air. A mass to celebrate Paul's life will be held on Saturday, November 30, 2019 at 10:30 a.m. at Our Lady of Lourdes Catholic Church in West Kelowna, BC. In lieu of flowers donations may be made to the Heart and Stroke Foundation, Canadian Diabetes Association or a charity of your choice.

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



**YOUNGEST FOLKS
GONE WEST BY AGE**

Celeste Reid, MLS station manager, 4/17/81, age 21, aircraft crash
5/20/1959 - 4/17/1981
21 yrs, 10 mos, 28 days

Dorothy Ruth Reif, BIL flight attendant, 3/12/64, age 22, DC-3 crash at MLS
?/?/1941 - 3/12/1964
22 yrs, ? mos, ? days

Carol Johnson, DEN flight attendant, Jan71, age 23, auto accident
?/?/1948? - 1/?/1971
23 yrs. ? mos, ? days

Barbara Petty, DAL flight attendant, 3/21/73, age 23, heart failure
4/7/1949 - 3/21/1973
23 yrs, 11 mos, 14 days

Penny Burke Erdmann, DAL? flight attendant, 11/11/1972
3/7/1948 - 11/11/1972
24 yrs, 8 mos, 4 days

Dan Jacoby, GSW pilot, 4/10/63, age 24, aircraft crash
4/17/1938 - 4/10/1963
24 yrs, 11 mos, 23 days

Ray Horrell, SLC reservation agent, 2/2/85, age 25
12/29/1959 - 2/2/1985
25 yrs, 1 mon, 4 days

Charlie Gayles, DEN manager-spares planning, 8/8/81, age 25, auto accident
1/9/1956 - 8/8/1981
25 yrs, 6 mos, 30 days

Dan Gough, BIL pilot, 3/12/64, age 25, DC-3 crash at MLS
?/?/1938 - 3/12/1964
25 yrs, ? mos, ? days

Wayne Johnston, DEN payroll manager, 12/5/64, age 26, auto accident
9/7/1938 - 12/5/1964
26 yrs, 2 mos, 28 days

Mike Sallee, MCI DEN reservations agent, 6/14/82, age 26, home accident
1/18/1956 - 6/14/1982
26 yrs, 4 mos, 27 days

Gayle Bussinger, MLS station agent, 3/12/64, age 27, DC-3 crash at MLS
1/21/1937 - 3/12/1964
27 yrs, 1 mon, 19 days

Jay Shah, DEN mechanic, 2/13/80, age 27, ramp accident
6/11/1952 - 2/13/1980
27 yrs, 8 mos, 2 days

Bernie Kersen, DEN mechanic, 3/15/72, age 28, auto accident
8/29/1943 - 3/15/1972
28 yrs, 6 mos, 15 days

Cindy Donielson, AMA MKC DEN flight attendant, age 28
6/8/1945 - 2/15/1974
28 yrs, 8 mos, 7 days

Karen Allen, STL ticket counter agent, 10/28/76, age 29, during childbirth
9/16/1947 - 10/28/1976
29 yrs, 1 mon, 12 days

AJ VanVeldhuizen, RNO SCK station agent, 10/15/1993, age 29
6/21/1964 - 10/15/1993
29 yrs, 3 mos, 24 days

Will Pliska, MCI reservation agent, 9/7/76, age 29, motorcycle accident
11/4/1946 - 9/7/1976
29 yrs, 10 mos, 3 days

Ernie Alderete, DEN flight attendant, Jun 1981, age 29
9/7/1951 - 6/1981
29 yrs, 9 mos

Dan "Smitty" Smith, DEN station agent, 9/2/86, age 30, motorcycle accident
11/27/1955 - 9/2/1986
30 yrs, 9 mos, 6 days

Kevin Winn, DEN reservations agent/crew scheduler, 11/13/82, age 31, stroke
7/5/1951 - 11/13/1982
31 yrs, 3 mos, 8 days

Fred Ireland, COS station manager, 4/28/1962, age 31
12/7/1930 - 4/28/1962
31 yrs, 5 mos, 21 days

Bill Kilian, DEN station agent, 11/24/76, age 31, killed by gun in luggage
2/10/1945 - 11/24/1976
31 yrs, 9 mos, 14 days

Duane Dillard, DEN pilot, 11/19/74, age 32
12/31/1942 - 11/19/1974
31 yrs, 10 mos, 19 days

Harold Worrell, DEN mechanic, Apr84, age 32
1/3/1952 - 4/?/1984
32 yrs, 3 mos

Christine Denning, STL marketing rep, 12/13/80, age 32
7/17/1948 - 12/13/1980
32 yrs, 4 mos, 26 days

Jimmy Fanning, FSM DEN cleaner, Jun84, age 32
11/2/1951 - 6/9/1984
32 yrs, 7 mos, 7 days

Kent Retchless, DEN LAS station agent, 10/1/1987, age 32,
auto accident
2/9/1955 - 10/1/1987
32 yrs, 7 mos, 22 days

Buddy Washington, DEN flight attendant, 4/5/91, age 32, HIV
7/6/1958 - 4/5/1991
32 yrs, 8 mos, 30 days

Morris Leach, DEN mechanic, 6/30/58, age 32, ramp accident
?/?/1926 - 6/30/1958
32 yrs, ? mos

Dennis Klock, DEN pilot, 2/28/79 , age 33, air crash
10/30/1945 - 2/28/1979
33 yrs, 3 mos, 29 days

Rick Cochran, DEN 12/21/67, age 33, DC3 crash at DEN
6/28/1934 - 12/21/1967
33 yrs, 5 mos, 23 days

Don Jansen, TOP station manager, 5/21/68, age 33, auto acci-
dent
11/25/1934 - 5/21/1968
33 yrs, 5 mos, 26 days

Marty Favor, MKC mechanic, 5/6/66, age 33
10/7/1932 - 5/6/1966
33 yrs, 6 mos, 29 days

Andy Andersen, DEN aircraft mechanic, May89, age 33
8/10/1955 - 5/?/1989
33 yrs, 9 mos

Joe Hill, PHX pilot, 2/24/59, age 33, cancer
5/3/1925 - 2/24/1959
33 yrs, 9 mos, 21 days

Mickey Ishida, DEN clerk, 1/21/62, age 33, heart disease
2/8/1928 - 1/21/1962
33 yrs, 11 mos, 13 days

Charlie Hirsig, LAR founder & president-Summit Airways,
1/15/45, age 34, aircraft crash
1/11/1911 - 1/15/1945
34 yrs, 4 days

Denny Meyer, pilot, 1/18/78, age 34, Otter crash at PUB
12/7/1943 - 1/18/1978
34 yrs, 1 mon, 11 days

Fred Van Weerd, SLC cleaner, 10/8/72, age 34, heart attack
8/8/1938 - 10/8/1972
34 yrs, 2 mos

Rocky Crane, pilot, 12/21/67, age 34, DC3 crash at DEN
7/7/1933 - 12/21/1967
34 yrs, 5 mos, 14 days

Diane McLaughlin, flight attendant, 8/2/85, age 34, Delta
Airlines crash
2/2/1951 - 8/2/1985
34 yrs, 6 mos

Dave Allison, DFW station agent, 7/11/80, age 34, motorcycle
accident
9/24/1945 - 7/11/1980
34 yrs, 9 mos, 17 days

Lee Smart, DEN flight attendant, age 35
11/18/1954 - 12/16/1989
35 yrs, 28 days

William Poe, SLC pilot, 5/27/72, age 35
3/31/1937 - 5/27/1972
35 yrs, 1 mon, 27 days

Dale Glenn, pilot, 1/18/78, age 35, Otter crash at PUB
10/12/1942 - 1/18/1978
35 yrs, 3 mos, 6 days

John Montgomery, DEN flight attendant, age 35
11/11/1956 - 4/21/1992
35 yrs, 5 mos, 10 days

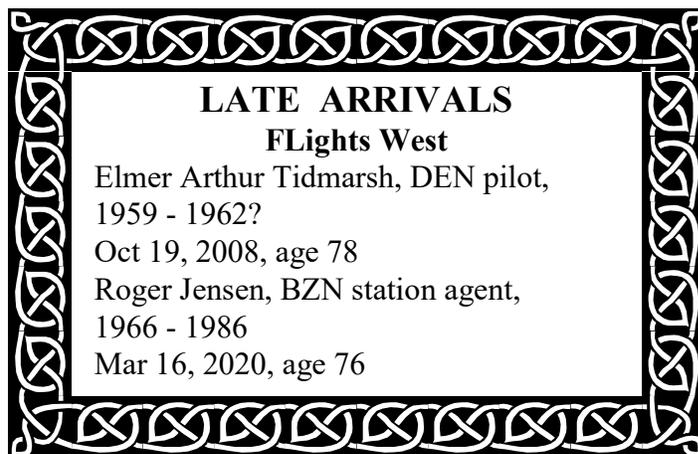
Jack Griffin, pilot, 10/4/74, age 35, aircraft crash
2/13/1939 - 10/4/1974
35 yrs, 7 mos, 21 days

Jim Booth, DEN JAC RNO station agent, 6/12/82, age 35,
cancer
10/19/1946 - 6/12/1982
35 yrs, 7 mos, 24 days

Dale Epperson, aircraft mechanic, 11/25/82, age 35
1/26/1947 - 11/25/1982
35 yrs, 9 mos, 30 days

Doug White, DEN mechanic, 4/9/77, age 35, drowning
4/29/1941 - 4/9/1977
35 yrs, 11 mos, 11 days

Total of 51 FLolks who were 35 years old & under who have
flown west.



FL was great for me, 10-20-74 to 8-25-86. Nice to hear that Brady White is still kicking. He was union for me.

Keep going.

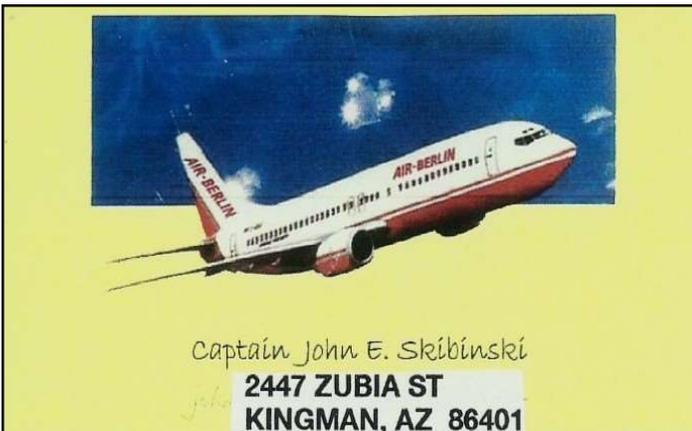
-Bill Slauter

Enclosed find my check for a donation to the Frontier News.

I'm completely retired and live in leisure now, LOL! I live on a seventeen year old quad by-pass, but had a mild heart attack last July when the old by-pass needed a touch up service. They had told me a by-pass was only good for ten years and mine was into seventeen years...I was doing well, it seems!!!

It is stressful seeing old friends fly West however. Still I enjoy reading about the old times. I was a Capt. on a Boeing when they finally put Frontier's bankruptcy to rest in 1998. My son James is a captain now on several carriers and his son, Aaron is just getting started flying as a commercial pilot in Phoenix. I'm sure all because of Old Frontier Airlines.

-John Skibinski



TO: All my "Old Central/Frontier" Flight Attendant girls
Thank you for the good times, Y'all are the best.
Subject: You've been a Flight Attendant for too long if...

1. You can eat a 4 course meal standing at the kitchen counter.
2. You search for a button to flush your toilet.
3. You look for "crew line" at the grocery store.
4. You can pack for a 2 week trip to Europe in 1 roll-board.
5. All of your pens have different names on them.
6. You NEVER unpack.
7. You can recognize pilots by the backs of their heads- not their faces. (*Me too -Jake*)
8. You can tell from 70 yards away if a piece of luggage will fit in the overhead bin.
9. You care about the local news in a city 3 states away.
10. You can tie a neck scarf 36 ways.
11. You know 25 uses for air sickness bags- none of which pertain to vomit.
12. You understand and actually use the 24 hour clock.
13. You own 2 sets of uniforms: fat and thin.
14. You don't think in "months" you think in "bid sheets".
15. You always point with two fingers.
16. You get a little too excited by certain types of ice.
17. You stand at the front door and politely say "Buh-bye, thanks, have a nice day" when someone leaves your home.
18. You can make a sentence using all of the following phrases: "At this time," "For your safety," "Feel free" and "As a reminder."
19. You know what's on the cover of the current issues of In



PHIL STALLINGS

Captain (Ret)
Frontier Airlines
Southwest Airlines

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Touch, Star and People magazines.

20. You stop and inspect every fire extinguisher you pass, just to make sure the "gauge is in the green."

21. Your thighs are covered in bruises from armrests, elbows and briefcases.

22. You wake up and have to look at the hotel stationary to figure out where you are.

23. You refer to cities by their airport codes.

24. Every time the doorbell rings you look at the ceiling.

25. You actually understand every item on this list...

-Capt'n Phil Stallings

Note with a large donation: Thx for all the good work on the FL News. Will try to get out to some meetings. Miss you guys

-Ken Baker

Thank you for doing the Frontier News. Although most is obits anymore, we do like getting it.

-Sandy Bambei Schara

Note with Nov 1965 CN tkt envelope with pass in it:



Hi Jake, If you can't use these in the Air Museum, you can discard them. Just talked to Jim Hargis & he's doing fine.

-Carl Simpson

Am sending you a check for continued support for your great work with the magazine.

Miss the old days with all out friends that we are slowly losing.

I hired on in MKC after Weaver Airline School there in 1968. After that, moved to OLU & spent five years with Ralph Beecham & Jerry Schultz. Then to DEN until the Final Day.

In fact, on the final day I was trying to get home from JAC after a wood cutting trip with Ken Wientjes & a few others - including some flight attendants & pilots from Frontier. We went up into wilderness every year for a couple of weeks to cut wood for a local outfitter.

Ken somehow finagled me a seat on the last flight out of JAC when it was supposedly full.

Keep up the good work. Tell Ralph Beecham hello for me when you see him.

-Gary Lundberg



(Ken Wientjes is a great friend. He saved my bacon in 1972 when he managed to get some PA passes to DEN for my pickup. They had arrived in JAC late. I still use a leather bank book and belt that he hand-made for me in 1970, my first summer in JAC.)

I haven't met you in person, but I feel that I have known you all my life.

Thanks for keeping all the Ffamily in touch. We appreciate it very much.

We can remember many things that we almost forgot during our journey with Frontier.

During the flood of Jul 1965 Truman Jeter and I along with employees of CO CN BN & FL couldn't go home for two days.

Lots of memories.

-Ted Roybal

Did you ever handle John Rockefeller? I think it was John D. Rockefeller he was about my age, maybe a little older. I think it was John Jay Rockefeller, they all had the name John. This happened in 1965. I was 21, think Rockefeller was couple years older and we had a general reservation manager in DEN named Joe Blough.

(Name changed to Joe to protect the ... well, you'll see.)

John always treated me like an equal, and I always tried to give good service to him and those going to the Phillips Ranch which was located straight west from the terminal building across the Snake River. Had to go up to the highway to the north, maybe there was a little town there their before you went into the park where you could cross over the Snake and go south on the highway down the west side of the River. I think all the way to Wilson. 1965 was before the merger.

(John "Jay" Rockefeller became a U. S. Senator for West Virginia (1985–2015). He was first elected to the Senate in 1984, while in office as Governor of West Virginia (1977–85.)

John came in from New York and his bag got short checked to Denver. I filled out a bag claim for him and told him bag should be in on the next flight from Denver. That I would contact DEN

FL and have someone go over and claim his bag and send to JAC. I would personally bring it over to the ranch. I knew I would have to go to the servants gate, but in my heart that would have been fine. I really wanted to get his bag to him. He was always curious about our teletype system. I invited him back and sent Denver the message and it came, I actually sent it to JACOO so we would also get a copy. I ran the tape through and when it came back and printed on our teletype and extra copy. He thought that was pretty cool. I of course had to explain the entire message to him. He left for the ranch and I got a call later he wanted to make sure the bag had come in... it hadn't told him what follow up messages I sent.

Next day no bag at all again on any of the Denver flights. I sent more message even explained whose bag it belonged to. He showed up at the airport to see what I was doing and to see the messages. He definitely needed a shave. I give him one of those free kits with razor, tooth brush etc. in it. Another day and I had even called Joe Blough about the bag, Joe had been assigned the additional duties of handling lost baggage in Denver. He give station agent the hot shot attitude like don't bother me. Told what had happened. He grumbled at me some. Another non stop from Denver and no bag.

So sometime after 530/529 had cleared out and it was starting to wind down for the day, here comes John, he was never unhappy with me. Showed him all the messages and my notes on my call. He said would you mind calling this mister Blough again and letting me hear what he says to you. I told him I would be more than happy to make the call. So I did. I was lucky and I got right through to Joe Blough. He could tell Joe was giving me a riot act he signaled he wanted to talk to him. I think Blough had told me you agents are always using someones name to try and get things out Denver. We are busy down here. John signaled he wanted to talk him.

I said hold on Mr. Blough Mr Rockefeller wants to talk to you. John said I want to make sure I have the spelling of your name correct and Joe spelled it out for him. Then John spelled it back to him. He said Mr. Blough, Frontier's agent here has showed me all the messages that he has sent to get my bag from United claim area picked up & sent to me. Then in the same tone of voice he said if my bag isn't on the next flight from Denver, I am going to have Dad buy Frontier and make me President and the first thing I will do is fire your ass, so I suggest if you want to continue to work for Frontier maybe you should go get my bag and personally see to it is on the next flight. Call ended. I took the phone and hung it up and he looked at me with a little grin and said do you want to bet me on my bag being here on the next Denver flight. Only if I can bet with you. He said I will be back to get my bag or to find out what you can tell me I might need to know to start running Frontier...John was the family gofer, go here John and get this or there and get that. I saw a lot of him in 1964 and in 1965 and he had more or less singled me out as the agent he wanted to work with.

I don't remember now if it happened before that or after. LBJ wife and daughters were in Jackson and guests of the Rockefeller's at Phillips ranch. He come to pick up 200 or 300 lbs of steaks that were being sent from Kansas City. They were not there. He told me they were the presidents wife's dinner. I called Salt lake to see if they had seen the shipment. Salt Lake said we had gross weight problems and decided to keep that shipment here and send as much of the Jackson Lake Lodge

Cont'd next page

shipment as we could we know they are best customer up there. I ask where the meat was he said we have it in the freezer, I said people from the ranch might send someone to come down and get it. Frontier told to have them just contact on our company frequently and they would get the meat out of the freezer and bring it out to them...Never told anyone who's dinner it was. Didn't want to have someone sabotage it.

I got off the phone and John said can I pay you to go along and show us where to go to pick it up and I said no but I am going with you. He chartered a push pull from Jackson air service and as soon as I locked up the FL money we left. When we got to SLC I talked to SLCOO and told them what our ETA was they said they would get the meat out of the freezer and meet us, told us where to park.

I always felt that what made Frontier a great airline was the service all of us give the customer, not the general office, but the agents flight attendants, etc. that were in contact with the public. I give John exceptional service. I am sure others would have done the same and I have seen others do similar things at other locations We all cared about our customers. At the end I had hopes that John would buy Frontier. Didn't hurt to dream.

-Roger Greenlee

FLfacebook posts with article about CO using FL aircraft.

I lived though the Bankruptcy and integration of Continental and People Express. It was a uncertain time..... Now I work for United who threw Frontier Employees under the Bus and just took the newest planes and equipment from Frontier leaving the work force in the unemployment line.

-Douglas Church

When my father, who I never heard a cus word come out of his mouth, put on his Continental pilot's uniform on flipped himself off in the mirror. I know it was him he was doing it to but the fact that all of this happened. Such a very difficult time for him and all of us that loved our FLamily. Life wasn't the same.

-Lorrie Craven Tarr

I remember my stepfather, Harold Ruppel, going to Continental for a short time after Frontier and then retiring when he realized it just wasn't the same at Continental as it was at Frontier.

-Bill Buse

I flew for Central/Frontier for 22 years. Went to CAL when Frank and United destroyed FAL. I lasted 7 months ... went to Kitty Hawk as a DC-3 Captain. Not a lot of money, but a lot more fun than working for Frank. Still love the grand old lady - DC-3. Kitty Hawk had hired several old Central Mechanics to maintain those DC-3's. Those guys had those ships running like a new sewing machine. They all remembered me from Central days. They said I was the only pilot that it took 24 years to get from the right seat to the left seat of a DC-3. LOL a bunch of good guys.

-Phil Stallings

At CAL a customer screamed at me demanding to know my name. I replied, Frank Lorenzo. He said "Ok Frank, your corporate office will be hearing from me!"

-Ed Good

I read the book on that SOB and I do believe he caused Al Feldman to take his own life.

Al Feldman was the best President "Old" Frontier Air Lines had. He got FAL moving by bringing in the CV580 fleet. He would talk to about your position with FAL and what he could

do to help if you had a problem. A real class Gentleman.

I had the honor of him talking to me about the CV580 when we first started to get them. I'm sure he knew more about them then I did. I was comparing the piston engine to jet engine. The difference in horse power. It seemed to me like he was figuring dollars of operating those engines more than the difference in horse power. Like I said before, he was one classy gentleman. Maintenance peopleenjoyed he visits. His son worked among us. He also was a very fine individual.

-Joe Aguirre

Joe, You're thinking of Lew Dymond, president Apr 1962 - Jan 1969. He got us the CV580s and the Boeing 727s. Al Feldman was president Mar 1971 to Jan 1980. Both of them left the job because of the O'Neil Brothers. In Al's 9 years they never let him be Chairman of the Board! Lew quit citing "differences with the owners." Both were great presidents and we were lucky to have them.

-Jake Lamkins

I remember this well!!

-Jane Baldwin

I was on LNK after the CU NB game in 1967, Lou Dymond was busting bags on the tarmac to help out. Yes wonderful person

-Jeanne Hanson

I remember, as well.

-Janie Warren

I never heard my dad say much negative about CAL, but there is hardly any former Frontier employee I ever knew who could say United without the proverbial F-word expletive in front of it. In fact Pop wound up retiring from CAL and it was kind of comical when he had to be issued a new ID from United a few years hence. He sat there looking at it and repeated the common expletive followed by United. Then took a swig of Wild Turkey and laughed. LOL!

-Larry Curtis

CV240 VENTRAL DOOR

I saw this version for this first time at Jon Proctor's website in an email link sent by Otto Smith.

Research was done at Airliners.net and the Gary L. Kilion book, The Convair Twins, to gather more information.

Convair built several versions of the 240 models with various powerplant, seating and access door options.

The Type B version had a ventral passenger entrance door and integral stairs, right front service door and left rear auxiliary door.

There were 18 CV 240 versions built with the Type B configuration: the CV 240-1s, 240-5s and 240-7s.

Western Airlines was the largest customer with ten aircraft, version 240-1.

Mfrs S/S	Reg S/N	Delivered
3	NC8401H	12/30/1948
7	NC8402H	10/11/1948
12	NC8403H	6/28/1948
17	NC8404H	6/16/1948
22	NC8405H	12/24/1948
27	NC8406H	12/29/1948
37	NC8407H	9/22/1948
47	NC8408H	10/5/1948
58	NC8409H	7/29/1948
70	NC8410H	6/28/1948

Both pix from 1950



Trans Australian Airlines ordered five aircraft, version 240-5.

Mfrs S/S	Reg S/N	Delivered
32	VH-TAO	12/21/1948
42	VH-TAP	12/21/1948
64	VH-TAQ	8/25/1948
92	VH-TAR	10/8/1948
93	VH-TAs	10/8/1948

Orient Airways, which later became Pakistan International Airlines, ordered three aircraft, version 240-7.

Mfrs S/S	Reg S/N	Delivered
52	N90835	6/29/1949
75	NC90839	4/23/1949
82	NC90836	5/29/1949



CN/FL had 11 CV240s of various configurations but no ventral doors

CN/FL S/N	CV S/N	Version	Built	Delivered	To	Sold to CN	Converted
N74850	74	240-0	6/10/48	6/19/48	American	12/15/60	7/29/66
N74851	228	240-0	11/9/48	11/24/48	American	2/3/61	8/31/66
N74852	136	240-0	1/20/49	2/1/49	American	2/3/61	7/8/66
N74853	164	240-26	9/21/50	10/7/50	American	11/22/61	3/27/66
N74854	51	240-0	3/26/48	3/31/48	American	5/17/62	11/17/66
N74855	46	240-0	4/8/48	5/20/48	American	7/12/62	6/8/66
N74856	170	240-25	11/3/50	12/8/50	Ethiopian	10/13/64	4/27/66
N74857	168	240-25	10/26/50	12/5/50	Ethiopian	12/14/64	4/1/66
N74858	171	240-23	9/5/50	9/28/50	Garuda	9/18/66**	9/18/66
N74859	178	240-23	9/20/50*	10/26/50	Garuda	12/20/65**	12/20/65
N74860	173	240-23	8/2/50	9/7/50	Garuda	1/23/66**	1/23/66

FRONTIER ALEA NEWSLETTER

November/December 1982

NEGOTIATIONS

Our agreement becomes amendable July 1, 1983. Per the Railway Labor Act, we must exchange openers with the company no later than May 1, 1983. The Master Executive Council will convene at HQs in February to analyze the questionnaires, consult with Staff and the Negotiating Committee, and develop the openers. A questionnaire for your input is attached. Please take time to complete it and return to your council chairman as soon as possible, but no later than January 31, 1983. Council chairmen and their areas of responsibility are below:

44 — AL MARTENSON, BILOO
 BIS FAR GFK MOT RAP BIL BZN FCA GEG GTF HLN
 MSO SEA CPR CYS JAC LAR RIW
 45 — PAUL FARRIS, SLCTT
 BOI EUG FAT OAK RDD RNO SCK SMF RKS SLC GJT
 LAS LAX MTJ SAN SNA PSP GUC
 46 — CAROLYN BOLLER, DENRK
 DENRK DENRA KCKRK SLCRK
 47 — ED HATFIELD, OMAOO
 DSM DTW MSN OMA TOL BFF FSD GRI LBF LNK
 48 — WALT HATFIELD, PHXOO
 COS DRO PHX TUS ABQ ELP FMN
 70 — SANDY BAMBEL, DENAR
 DEN Clerical
 71 — MARTI GULIKERS, OKCOO
 OKC TUL DFW HOU SHV
 72 — EDDIE MONDT, MCIOO
 JLN MCI FOE ICT MHK SLN SGF CMH IND
 73 — FRANK MONHEISER, DENOO
 DENOO DENFF DENTT DENHH
 74 — JOE HUCHOWSKI, STLOO
 LEX STL ATL FSM LIT MEM
 UNIFORMS

The company may start the uniform changeover process next year. It can take up to two years to complete. If a changeover is implemented we will need a Uniform Committee to fulfill our responsibilities under Section 20(e) of the agreement. Anyone interested in serving on the committee should drop me a note.

The current problem with the Class A uniform fabric is being worked on. The resolution of this problem may affect the company's decision on whether to go forward with the uniform change.

INSURANCE AND THE RED EMPLOYEE HANDBOOK

Revisions to the Employee Handbook should be distributed by the end of the year. New binders and tabs will be available then if needed. Drop Russ Dhooge a note at DENIN if you need either or both. Don't call.

The new Prudential dental forms have been distributed to all departments. Request them from your supervisor, not DENIN. Remember to put your employee number in the upper right hand corner of the form.

Payment gets delayed if the certificate of orthodontic treatment form is submitted other than the week specified. Send it in the week that is noted on the form.

BIG BROTHER (AND SISTER)

The Denver Post recently ran an article that many company supervisors should take to heart. It reads as follows:

"Beware monitoring your employees too closely. So warns the Administrative Management Society in a recent newsletter. Over monitoring, AMS says, can be counterproductive.

Monitoring employees has been common practice in the factory for years. Now, it's moving into the office. Some word processors, for example, can monitor keystrokes. And AMS says that can lead to anxious, depressed, angry or fatigued workers. Increased productivity will not come from monitoring and speeding tasks, MIS says, but from allowing people to participate more fully in decisions affecting them and their work."

Folks want to be treated like adult human beings, not machines or numbers on pieces of paper or parts of equipment or irresponsible children. Unless higher management recognizes this and puts a stop to the frontline nit-picking and petty harassment that goes on day after day, we are never going to be a cooperative venture and concern — and that is what it takes to survive today in the airline industry.

IN MEMORIAM

Kevin Winn, supervisor in crew scheduling, died November 13th of a stroke. He was 31. Kevin started as a reservations agent in 1979 and was a crew scheduler before becoming a supervisor. Our condolences to his family and friends.

A TEMPORARY IS A TEMPORARY IS A TEMPORARY

No, not quite! There has been a lot of confusion lately about the difference between a temporary employee and a permanent employee filling a temporary vacancy.

The agreement defines a temporary employee in Section 29(b) as "...one who is hired to fill a temporary vacancy..." Section 29(f) states all the things these folks don't get, none of which applies to a permanent employee filling a temporary vacancy. With few exceptions PEFTs have all the rights and benefits of permanent employees filling permanent positions (PEEPs). If you have any questions about this subject please contact your chairman. There shouldn't be any confusion.

SYSTEM BOARD OF ADJUSTMENT

Arbitration Boards are scheduled December 14-16 and will hear nine cases. We have had Boards every month or so all year trying to keep the backlog down and expedite cases to a conclusion. Average times from filing to the Four-Man hearing are around six months and up to one year to arbitration. Industry statistics show these times to be relatively fast. The Railroad System Boards are running five years behind. PA just recently arbitrated a termination case that was three years old. I'll keep working to get our cases heard as quickly as possible.

CAROLYN ROLLER VOTED ALEA AWARD OF MERIT

At its October meeting the Executive Board voted unanimously to present the 1982 ALEA Award of Merit to Carolyn Boller.

Carolyn was born and raised in Iowa. She started working for Frontier in 1967 as a reservations agent after finishing the Weaver Airline School in Kansas City. In 1971 she became a union representative and became Council 46 Chairwoman in 1975 — a position she has held since. That same year Carolyn served on her first Negotiating Committee and is now on her fourth. The ALEA Board of Directors in Convention elected her International Secretary in 1980 and the following year the Master Executive Council elected her Vice Master Chairman.

Few officers are as committed and dedicated as Carolyn. It was my honor to nominate her for this Award which she richly deserves. Please join me in congratulating Carolyn on receiving

the Award and thanking her for all the time and effort she devotes to us.

The presentation is tentatively scheduled for the MEC meeting at HQs in February.

ALEA STUFF

Many members have said they would like to see ALEA T-shirts, hats, etc. for sale such as the Frontier stuff available at the Employees' Store. The IAM members have several similar items. We have a pilot project underway. If it is successful it may be expanded.

An order has been placed for six—ring binders similar to the red flight attendant "Emergency Procedures Manual." These binders are perfect for holding the agreement, notepaper, pocket calendar/datebook, Bylaws and address book. Officers especially will find it useful and convenient. Anticipated cost is about \$4 each. Orders may be placed with council chairmen. If you are interested in other items, let your chairman know.

BOJANG WHYHIGH

One who sees only half the problem
will be buried by the other half.

JAKE LAMKINS, CHAIRMAN

FL/ALEA MASTER EXECUTIVE COUNCIL

LETTER OF AGREEMENT

THIS LETTER OF AGREEMENT is made and entered into in accordance with the provisions of Title II of the Railway Labor Act, as amended, by and between the Employees in the service of FRONTIER AIRLINES, INC., as represented by the AIR LINE EMPLOYEES ASSOCIATION (hereinafter referred to as the "Union") and FRONTIER AIRLINES, INC. (hereinafter referred to as the "Company")

WITNESSETH:

WHEREAS the Union and the Company desire to amend in certain respects their Agreement effective October 30, 1981 relative to the Mobile Service Agent classification because of the problems delaying full implementation of the mobile lounge program;

NOW, THEREFORE, the Union and the Company agree as follows:

1. The classification of Mobile Service Agent is retitled Customer Service Representative (Mobile).

2. Section 12 of the Agreement is amended to show the classification of Customer Service Representative (Mobile) in seniority group D.

3. Employees presently classified as Mobile Service Agents in seniority group O are reclassified Customer Service Representatives (Mobile) and placed in seniority group D. Those employees are considered qualified in their job functions and their seniority is portable per Section 15(i) of the Agreement. Seniority group O is deleted from Section 12 of the Agreement.

4. Provisions of the Agreement relating to Mobile Service Agents shall now apply to Customer Service Representatives (Mobile) and other provisions of the basic Agreement not specifically modified by this Letter remain in full force and effect.

5. This Letter of Agreement shall remain in full force and effect through the balance of the current Agreement.

IN WITNESS WHEREOF the parties hereto have signed this Letter of Agreement.

LETTER OF AGREEMENT

Between Frontier Airlines, Inc. and the Air Line Employees Association, International.

In Section 11(d)(2) the 90—day limit on temporary assignments is extended for Denver Quality Circle Facilitator and Denver Station Training Instructor to an indefinite period, however, employees in such positions will be returned to their previous job duties and location by giving the company two (2) weeks' notice of their intention to do so.

Approved: Frontier Airlines, Inc.

Air Line Employees Association

/s/ Don Hatfield

/s/ W. C. Lamkins

Certified as Ratified: /s/ Victor J. Herbert October 12, 1982

FLIGHT ATTENDANTS

THE FIRST 50 YEARS

Many people do not know that ALPA created one of the first flight attendants union, Association of Flight Attendants or AFA, and station agents union, Air Line Employees Association or ALEA. The following article from the May/June, 1980 ALEA magazine, *The Air Line Employee*, provides some interesting history.

ALEA was dissolved in 2002 several years after their last two major airlines, Frontier and Republic, ceased to exist in 1986.

Since 2004, AFA has been part of the Communications Workers of America.

-Jake Lamkins

Fifty years ago May 15 United Airlines made history on a flight from San Francisco to Chicago. It was the first time stewardesses were on hoard to soothe or otherwise attend to the passengers. Yes, lurching from side to side and back and forth in the aisle of that Boeing tri-motor as it plunged through the sky at 115 miles per hour were four well trained, smartly uniformed young women. These four girls, in their green wool tweed jackets and skirts, below-the-knee coats, sensible shoes, hat and gloves, were the forerunners of today's estimated 125,000 attendants—many of whom, of course, are men

According to Linda Puchala of Republic Airlines, who last fall became president of the 24,000-member Association of Flight Attendants, the first stewardesses were recruited by Ellen Church, an Iowa girl who apparently convinced United that having women as part of the flight crew would attract more customers.

"She was exactly right, of course," says Puchala, "but while this combination image of nurse/sex symbol undoubtedly sold tickets, it was harmful in the long struggle for professional recognition and personal respect - basic requirements for good wages and decent working conditions. As a matter of fact, the companies didn't pull away from discrimination for 35 years!"

Ellen Church, it seems, laid down some very hard and fast stewardess requirements back in the 1930's. They could be no taller than 5 ft, 4 inches, and weigh no more than 115 pounds. They had to be under 25 years of age, single . . . and they had to be registered nurses. For this they were paid \$125 per month for 100 hours of flying . . . and United's employment office was swamped with applicants!

Although they had plenty to do on the ground and aloft (see list of duties), the first female attendants realized that their main contribution was in just standing around and looking cute. Next to a career in the movies, being a stewardess was the most glamorous occupation any girl could dream of. For most of them, it was merely an exciting interval between college and marriage, and this is why their average

Cont'd next page

seniority was a low 18 months.

Some attendants, though, had different ideas, and one of them was Ada Brown. Brushing aside the scorn from United's management, she organized the Air Line Stewardess Association in only two months, and then went on to write a contract that brought definite improvements in wages and working conditions.

(Photo)

A SOLEMN VOW to stay single may not have been required of flight attendants in 1936 when this picture was taken, but we are quite sure that each of these four new hires understood that she would be fired if she got married. Today, of course, attendants not only marry but sometimes work as man and wife on the same flight.

(Photo)

Service aloft, hopefully without spilling a drop.

Also at this time (the late 1940's and early 1950's) another union for flight attendants was being formed by two employees of the Air Line Pilots Association (ALPA). They were Victor J. Herbert, the present president of ALEA, and his right hand man, William A. Schneider, who was to become ALEA's treasurer. Herbert says they had been given the organizing assignment by ALPA President Dave Behncke, and that within a very short period of time they signed up employees on eight carriers.

"We called our group the Air Line Steward and Stewardess Association - determined not to leave anybody out," Herbert smiles. "Just prior to our first convention in June, 1951, the United women who by then were led by Irene Eastin, ran into financial trouble and came to us for help. The answer proved to be a merger, and it came off without a hitch; Miss Eastin, in fact, was elected secretary of the new, expanded ALSSA."

Herbert, who had been serving as the union's acting president during its formative stage, stepped down in favor of Mary Alice Koos of Capital Airlines; he and Schneider then moved on to another area - station agents, passenger service employees, and clerical personnel. ALEA was on its way.

The stewards and stewardesses, meanwhile, continued to move forward under a new president, Rowland Quinn of Eastern Airlines. Under his leadership, ALSSA's membership went from 1,800 to 7,000 and salaries doubled - but there was trouble ahead. Although the union was affiliated with ALPA, its members lacked full rights, and several air line groups broke away to join other labor organizations.

Those who remained, however, were eventually accommodated through a new and stronger unit of

ALPA—its Steward and Stewardess Division.

With the advent of the jet age, the nurse image faded away, only to be replaced by a different portrait - that of a sex symbol. This concept was given wide circulation via such advertising slogans as "I'm Kathy—Fly Me!" (National Airlines), and "We Move Our Tail for You" (Continental).

But as the mini-skirts moved in, the men moved out. Stewards became a thing of the past, along with personalized passenger service. Gourmet dining, in-flight movies and stereo music were introduced - all of which meant non-stop work for stewardesses, compounded by sexual discrimination which was at an all-time high.

The S&S Division traveled a rocky road during these years, as the typical stewardess qualifications in 1961 read something like this: 20-27 years of age, maximum weight 138 pounds in proportion to height, single, registered nurse or two years of college, and preferably with "soft, white hands." Then, in 1964, came the Civil Rights Act and everything began to change. Still, the companies did not end their discriminatory practices of hiring and firing until forced to do so by the courts . . . and a great deal of prodding by the union. In time, though, attendants no longer were compelled to resign when they reached the grand, old age of 32 . . . or when they married . . . or had a child.

In 1974, realizing that times had changed and that they no



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SERIOUS MOMENTS at first ALSSA convention in 1951 as Ruth Schmidt, Trans World stewardess and chairman of committee on affiliation, grievances and membership, reads her recommendations. Yes, at her side are Victor J. Herbert (center) and William A. Schneider whose worried looks belie their organizing success. But at the time this photo was snapped, neither of them knew that their next ALPA assignment would turn out to be life-long careers with ALEA!

longer had to hide behind the pilots for protection, the attendants struck out on their own, forming AFA - a totally independent affiliate of ALPA. For a time they were afflicted by the usual growing pains, but President Puchala and other officers at the home base in Washington are now confident the group is strong, united, and stable. . .with a great future in store.

ALEA & AFA GROUPS STARTED BY ALPA

(Another article from The Air Line Employee, ALEA magazine, Mar Apr 1981.)

In 1946 ALPA President David Behncke hired a newly discharged U.S. Navy Officer, Victor J. Herbert, fresh from the South Pacific. Herbert was to head the newly formed ALPA Education and Organization Department.

The major project of Herbert was to help organize other classes and crafts in the airline industry. To finance this project, each ALPA captain was assessed \$15 and each co-pilot \$5 until a \$50,000 budget was assured.

Behncke and Herbert felt it would be best for the airline industry if its employees were organized into their own craft unions. They foresaw the problem of employee groups being part of "alien" transportation systems whose first interests are in the well being of the railway or trucking industries.

In 1947 Bill Schneider (present ALEA treasurer), was hired to assist in the project. By the end of that year the Air Line Stewards and Stewardesses Association (ALSSA) was formed and represented flight attendants on 12 airlines including American, Continental, Eastern, Northwest and TWA. An official



At the 1952 ALSSA Convention in Chicago are Vic Herbert (left) and Bill Schneider. Herbert and Schneider organized the flight attendants on 14 airlines as well as handling administration and negotiations. Shortly after this photo they organized the passenger service agents on four airlines to launch ALEA.

ALSSA publication was started and named "Service Aloft."

In 1949 an independent association for flight attendants (ALSA-Air Line Stewardesses Association) of United Airlines and Western Airlines was merged into ALSSA. The flight attendants' union, with Herbert as acting president and Schneider as acting treasurer, was dominant in its craft.

In 1952 ALSSA held its first convention and elected full time officers. Mary Alice Koos, hostess with Capitol Airlines, was elected to serve as the first president of ALSSA. From that time to the present many changes have been made in flight attendant representation with several independent unions representing flight attendants; however, the Association of Flight Attendants (AFA), independent affiliate of the Air Line Pilots Association, is presently dominant in the representation of flight attendants in the U.S. airline industry.

ALPA AND ITS AFFILIATE UNIONS

(Excerpted from On Different Planes by David J. Walsh, published in 1994.)

At its 1944 board of directors meeting, the Air Line Pilots Association decided to create a number of affiliate unions that would represent, on a craft basis, all of the major crafts in the industry. Hence, over a period of several years, ALPA formed the Air Line Stewards and Stewardesses Association (ALSSA), the Air Carriers Mechanics Association (ACMA), the Air Line Agents Association (ALAA), the Air Carriers Flight Engineers Association (ACFEA), and the Air Carriers Communication Employees Association (ACCEA).

Creation of the affiliate organizations was part of a broader scheme envisioned by ALPA in which all workers in each craft or class would be represented by a single national (industrywide) craft union. Following the model of the railroad industry, these national craft unions would be linked through participation in an "airline labor executives association," which would coordinate political action and decide policy matters.

The ALPA Education and Organizing Department was charged with establishing the affiliates and attempted to propagate ALPA's vision of the optimal representational structure for the industry. In a telling statement, a longtime president of ALPA, David Behncke, was quoted as describing the function of the department as "steering other organizations into sane and sensible bargaining channels" (Kahn 1950: 309). Sanity and sensibility, in this case, referred to curtailing organization by militant industrial unions and installing a set of organizations likely to be more compliant with ALPA.

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

short-term success and most had disbanded by the early to mid-1950s.

Although ALPA's grand design for the representation of airline employees was never realized, formulation of the plan was an early indication that ALPA would not be shy about assuming a dominant role in the industry or about promoting what it perceived to be pilots' interests, even when conflict with other unions was the likely outcome.

One former ALPA affiliate, the Air Line Agents Association, changed its name to the Air Line Employees Association in 1965 and continues to operate (albeit marginally because of severe membership losses). It was ALPA's attempts to organize flight attendants, however, and place them in various affiliate organizations that enjoyed the most success and that had the greatest long-term impact on the structure of union representation in the industry.

ALPA, TWU, and the Flight Attendant Unions

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

The marriage between ALPA and its flight attendant affiliate, ALSSA, was stormy, marked by persistent struggles over the flight attendants' autonomy. The relationship culminated with all of ALSSA disaffiliating from ALPA and joining the TWU in 1961.

ALPA responded to this turn of events by creating another entity—the Stewards and Stewardesses Division, which immediately sought to regain representation rights from the now-TWU-affiliated ALSSA and was quite successful in doing so.

In 1973, the Stewards and Stewardesses Division of ALPA was made the Association of Flight Attendants, which became an "autonomous affiliate" in 1976. As of 1984, AFA had severed all formal ties with ALPA and had received its own AFL-CIO charter. Flight attendants within the TWU

were a little more satisfied with their subordinate status, but rather than join with AFA, which was perceived by some as too closely allied with ALPA, they formed several independent flight attendant unions in the mid-1970s.

The history of flight attendant unions, then, has been one of inclusion within male-dominated unions on a subordinate basis, struggles to obtain greater autonomy, and, eventually, the formation of numerous separate organizations. All current flight attendant unions have roots within ALPA and/or the TWU. This history has led to the relatively fragmented representation of flight attendants and an understandable sensitivity to issues of union autonomy.

Unfortunately, autonomy is not only compromised by inclusion within subordinate organizations. Many flight attendant unions were just negotiating their first contracts as truly separate entities when deregulation occurred in 1978. Changes since then have arguably conspired to render their fragmentation a greater liability and to make flight attendant unions dependent once again on the likes of ALPA and the IAM—not for operating funds but for resources such as strike support and political clout.

To the extent that this is true, the dialectic of autonomy and dependence that has long marked flight attendant unionism continues to be played out. Only now, this dialectic occurs in a more subtle form and on inter-union, rather than intra-union, terrain.

Stewardesses Sign Contract

May 1962 *Frontier News*



PUTTING THEIR SIGNATURES on a new 18-month contract covering wages and working conditions are members of the Negotiating Committee for the stewardess division of ALPA. (Left to right) Delores Kidder, SLC; Julie Oats, PHX; Gloria Brant, DEN; and Caroline Haun, BIL; join with J. Dan Brock (lower left) for Frontier. Robert O. Boyd of the National Mediation Board witnesses this final step of the agreement.

Tony was my roommate my last summer in 1972. Stan and I went to NJ in May 1976 to get him married off to Dee. They still live in the DFW area.

-Jake Lamkins

One of the best field trips i was ever on, changing a engine on a 580 in the summer of the early 70's, very quiet, grouse walking around the airplane while working. Though parked some distance from the terminal, could hear and understand people talking several yards away. Beautiful up there in the shadows of the Tetons.

-Bryan Sondburg

I heard a story about Jim Booth and an oversold flight. Did Jim really speak Chinese on the PA asking for volunteers?

-Gary Smith

In the 60s we would fly to JAC & drive new rental cars, Chevys back to Stapleton. Average speed thru WYO 90mph. Paid us \$100 per car

-Jeanne Hanson

There is a story of a wild flight out of JAC with Captains Al Kendell and Gary Winn where they had a 580 Engine fire shortly after take off and had a hard time getting it back to land, it was published in a book years ago. Jake put the story on Al Kendells memorial page.

(http://FAL-1.tripod.com/Al_Kendell.html)

-Scott Kendall

Loved flying into JAC. Got so close to Tetons. The pax loved it as well

-Claudia Walters

I had my observation flight to Jackson hole during training ,and got bumped off the flight because it was full. Great place to wait for a couple of hours.

-Betsy Gates

When I had my first Jackson Hole Trip I Stood Outside of the Convair on the Tarmac in Reverent Respect of the Grandeur of the Tetons. I Will Never Forget.

-Rodney Deloach

My dear late wife, Janice Nielsen, flew in and out of JAC 1959-1963. One of her classmates was Kathy Hines, they graduated in Nov '59.

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

-Joe Hagan

Flew out of JAC when the snow was over the top of the aircraft, just a shaft to land in. When we took off there were elk atop the snow, what a sight! Late 60's or early 70's...

-Karen Davidsaver

In early 70's there was a TV series on Sundays Called "The American Adventure." It was about vacationing & trying new adventures. I was asked by Frontier to go to Jackson Hole to be in this show to represent them in a Cross country skiing episode. The film would take 2 weeks of filming.

At the end of the second week they had a huge snow storm and were delayed in shooting a gondola scene on the top of the mountain.

The company producing the film requested Frontier to extend our stay there until they could finish.

Frontier said "No" the crews are to return to their domiciles first plane out of Jackson Hole. The film was not ever shown because we had to leave before they finished! On a side note: It was a fun two weeks of cross country skiing all expenses paid and new ski outfit!

-Barbara Mitchell Carroll

Loved that run! I do recall being sent out by the crew for a "bucket of prop wash" on my 1st flight.

-Amy Bee



A lot has changed at JAC since our days there. There is a new terminal and the airport is served year-round by American Eagle, Delta Connection and United Express, and seasonally by American Airlines, Delta Air Lines, Frontier Airlines and United Airlines.

In 2015, it was the busiest airport in Wyoming by passenger traffic with 313,151 passengers.

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

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. Subscriptions are \$12 per year. All income goes to publishing the NEWS. Please make checks out to Jake Lamkins.

YOU ARE INVITED TO THE 53rd ANNUAL FYV FSM FRONTIER PIGNic

Saturday, August 22, 2020

11:00 a.m. - 2 p.m.

Our reunion this year will be at the
Nantucket Apartments Community Room,
611 E Nantucket Dr, Fayetteville, Arkansas 72701

Fried chicken & fixins, beer and soda are provided.

We have been getting together since 1968 to re-new friendships
and talk about what it was like to work for a great little airline.

All Frontier employees, families & friends are invited.

Donation of \$10 each to cover expenses appreciated.

Let us know if you plan to attend so we can get enough food.

For info and/or directions:

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