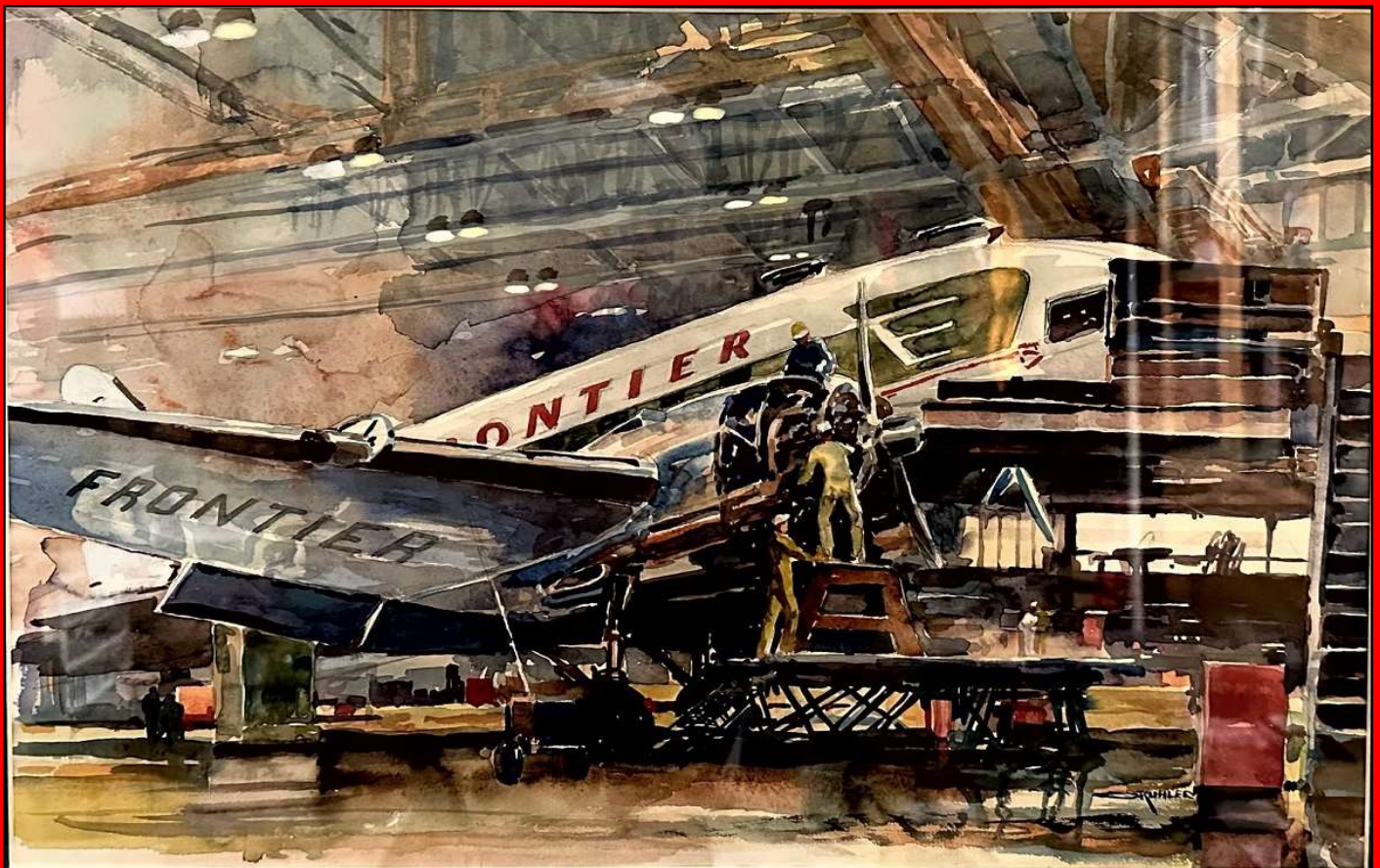


FRONTIER NEWS

**FALL****OCTOBER****2023****#93**

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

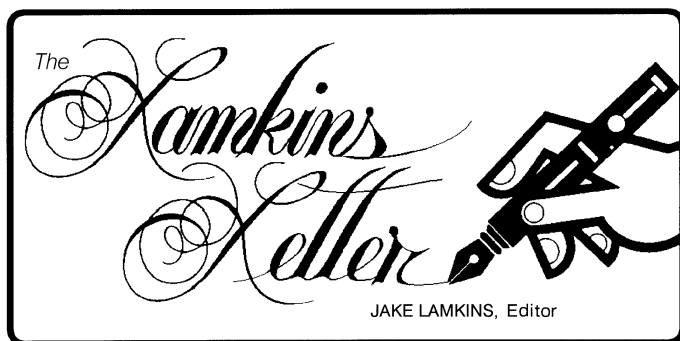


The artist is Otto Kuhler who painted and sketched mostly trains. I have not found the whole story behind this work nor have I found many examples of other aircraft paintings by Kuhler. It captures the hangar scene very well.

This print was shared by an AA pilot via Billy Walker, pilot.

Continued on page 14

JAKE LAMKINS
Editor - Publisher
1202 Scrimshaw Cove #4
Fayetteville, Arkansas 72701
 479-879-8358
 ExFAL@Yahoo.com
<http://OldFrontierAirlines.com>



The FRONTIER NEWS is digitally published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990.

It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter are those of the author and not the editor or the publication. Publishing dates are October for Fall, January for Winter, April for Spring and July for Summer.

Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the "old" Frontier Airlines.

Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLamily.

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

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

The digital editions are posted at our website:

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

ADS

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

AD RATES

\$5 for 20 words. \$10 for 40 words, \$15 for a business card, \$20 for 1/8 page, \$40 for 1/4 page, \$60 for 1/2 page and \$100 for a full page. All income goes toward the NEWS, the website and support expenses. Please make checks out to Jake Lamkins.

FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

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

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

As I finished up this edition on Sep 26, 2023, I turned 81 years old. Another step down the octogenarian stairway to our inevitable end. Asked about my longevity recently, I quipped that my flight west is delayed due to headwinds - hot air and flatulence.

Oddly enough, the only cloud in my sky is orange, as in Agent Orange. After 60 years the VA says maybe I was exposed to it during my service in Thailand and Guam. I was never in Vietnam, though I flew over it four times in 1963. The VA is inching closer to having me take a physical to see why I'm still alive.

My younger brother died 20 years ago from Agent Orange, so I'm familiar with the nasty stuff it can cause. My slight anxiety is that they will find something I don't know about. Right now, they say my chronic hypertension is 'presumed' to be caused by my 'presumed' exposure to Agent Orange.

But life goes on and all of us are on the same airplane, dealing with mechanical problems of equipment failure, fueling shortages, FOD, ramp congestion, flight delays and traffic control. Can't they do something about all that time spent waiting in doctors' offices!?

The great thing we have accomplished in the FLamily is keeping in contact and sharing our life up until the final call, 'All board for eternity and points west'.

Thanks for your help in all things Frontier. Together, we have enriched our lives with each other through the years. We have something few others do.

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**REUNIONS TIMETABLE**

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

DEN MAINTENANCE BREAKFAST

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

Contact:

Bob Keefer, 303-229-6904

DEN FLIGHT CREWS

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

2797 S Parker Rd

Aurora, Co 80014

Contact:

Bonnie Dahl, 303-521-5611, BCDahl777@gmail.com

DEN REUNION PICNIC

Held Sat, Aug 19, 2023

Contact:

Carolyn Boller, 303-364-3624 bollereck@comcast.net

Julie Dickman, 303-288-2127 jjdickman@gmail.com

Barbara Monday, 303-344-8745

bandbmonday@comcast.net

Anna Metzsch: 2600 Cirque Way, Montrose CO

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

FYV-FSM ANNUAL REUNION

Was Tue, Aug 29, 2023

1:00 p.m. at Village Inn Restaurant

3364 N. College Ave., Fayetteville, AR

Contacts:

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

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

MCI REUNION GATHERING

Sat @ 11am on Sep 23, 2023.

Paul & Jack's Restaurant

1808 Clay Street.

North Kansas City, MO 64116

Contact:

Rose Dragen, 816-741-1995,

rmdragen@gmail.com

DEN

The FAL reunion yesterday was a success... 82 hardy souls showed up...food was good--room was a little crowded but everyone survived! The last minute change worked just fine...and we will go on the look for a place in 2024....

I hired a professional photographer-to take pictures of each group. (Next pages) He will have them for me in about a 1 week and half. I will email to those I have emails for.

Several individuals have provided possible locations and we will check them all out. The FLfamily is amazing (which we already knew) those who attend..and those who are unable to attend but RSVP and send a contribution. Of course we use this to keep the reunions continuing.

Thank you to all who thanked the team for the work we did to get a place for this years gathering. It worked and we are on to 2024.

-Carolyn Boller, reservations agent

FYV-FSM

We met Tue, Aug 29, 12:50 pm to 3:25 pm with four FLolks attending: Richard Horn, Paul Farris & me. Ralph Beecham showed up at 2 pm after getting lost.

Paul left at 2:15 pm, Richard at 2:45 and Ralph & I until 3:25 pm.

I insisted on paying for four meals because I wanted to use up the reunion funds which I've been holding several years..

Lots of FL talk about FLolks and events. Ralph is 83 now and fell recently. Having problems with it. He's still working - part time security guard at a gated community near his home near Branson, Missouri.

He mentioned he was at TUS as a relief agent near the end and had a bid on file for SGF. The company gave it to a junior station agent and claimed Ralph was unqualified since he was not checked out on working wt/bal on the 737. He won the grievance and got into SGF four days before bankruptcy.

He got lost coming into Bentonville and was an hour late. Said the area has grown up so much since he left in 1982 when FYV closed.

Paul and Richard were looking good. I gave Paul the Teton Tales book. J.C. Selph emailed that he was not coming. Having some work done around his place.

I had taken my camera and got 7 or 8 pix while we also took a few with Paul's camera. (See page 6)

-Jake Lamkins, senior station agent

MCI

We had a wonderful meeting Jul 23rd with "old Frontier Airlines" employees, very good crowd, some first timers showed up. Had several taking a group picture so hopefully will showed on this page soon. Thanks to everyone who came.

-Reva Burke, ticket counter agent

Below: DEN Reunion 8/19/2023, mostly station & ticket counter FLOlks. L-R: Front: Jan Lefler, Tony Harris, Jackie Riddle Power. 2nd Row: Mack Craft, Judy Byer, Darlene Brown, Buzz Fritzius, Ken Steffens, Shirley Wade-Hayhurst, Deb Berkey, Wanda Pittman & Sandy Mares. Back: John Dahl, Gary Burris, Doug Berkey, Tina Smith.



Below: DEN Reunion 8/19/2023, mostly reservations & clerical FLOlks. L-R: Front: Angela Webb, Sue Lehotay, and Anna Metzch. Back: Sandra (Martinez) Mares, Tina Smith, Betty Bonds, Darlene Brown, Linda Davis, Shirley Wade-Hayhurst, Larry Stanley, Deb Berkey, Doug Berkey, Barbara Monday, Julie Dickman, Lois Taylor Appleby, Nancy Hayes, Jackie Riddle Power, Carolyn Boller.



Below: DEN Reunion 8/19/2023, mostly flight attendants. L-R: Front: Ranell Dodge, Jacqueline Kennedy, Betty Kirsebom, Gloria Lacey, Sally Rimer. Back: Patty O'Neill, Judy Byer, Steve Dillahunty, Barbara Wechsler, Sandy Ryan, Ellen Quinn, Bonnie Dahl, Kathie Farenholtz, Carol Bristol, Avene Greco.



Below: DEN Reunion 8/19/2023, mostly aircraft mechanics. L-R: Front: Cherie Haarberg, Dean Ames, Ross Rush. L-R: Back: Dale Thaumert, John Hines, Jay Lamb, Rocky Patterson, Mike Aden, ?, Larry Lambert.





Above DEN Reunion 8/19/2023, mostly pilots. L-R: Front: Wes Te Winkle, Phil Huebner, Lynn McEwan. Back: Don Riebe, Pat Taylor, Ken Nicholas, Rudy Mapelli, Dennis Lacy, Dean Bristol, Gus Stearns.



Above FYV-FSM Reunion 8/29/2023: L-R: Jake Lamkins, Richard Horn, Paul Farris. Ralph Beecham arrived after photo taken.



FRONTIER

FLights West

GONE WEST

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

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

Others are

AGENTS, CLERKS, SKYCAPS

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

FLIGHT ATTENDANTS

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

MAINTENANCE

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

MANAGEMENT & OTHERS

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

PILOTS, DISPATCHERS, FLIGHT OPERATIONS

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



27 DEATHS REPORTED SINCE THE SUMMER 2023 ISSUE

Phyllis Blecha,

DAL STL KCK DEN reservations agent, 3/13/23, age 95

Dick Childs,

DEN director-security, 2/27/22, age 90

Sam Clark,

DAL DFW DEN director-flight operations 6/13/23, age 89

June Cooper,

DEN accounting clerk, 8/13/23, age 97

Darrel Fenter,

GTF BIL DEN aircraft mechanic, 6/26/23, age 89

Mark Fitzwater,

DEN station agent, 7/28/23, age 70

Mary Frances Graeber Ford,

DEN reservations agent, 8/19/23, age 73

Bob Fothergill,

GSW DEN pilot, 6/28/23, age 81

Barbara Lamkin Head,

DEN clerk, 7/5/23, age 84

Marybelle Hoffman,

DEN reservations agent, clerk typist, 7/25/23, age 91

Joseph Johnson,

DEN inspector, lead inspector, 4/15/23, age 91

Olin Kuehnert,

DEN ALM MKC TUS SATO manager, 8/17/10, age 76

Norma McLean,

DEN clerk - log & inspection office, Jul 82, age 51

Bill McLeod,

DEN electronics engineer, 7/25/20, age 81

Scott Munro,

DEN plant maintenance mechanic, Jul 2023, age 82

Dick Orr,

BIL DEN pilot, vp-flight operations, 7/29/23, age 102

Sarah Wirkner Pensabene,

DEN flight attendant, Dec 2022, age 84

Betty Pladson,

DEN executive secretary, senior clerk, 7/31/23, age 82

Barbara Craig Reynolds,

DFW DEN flight attendant, 6/11/20, age 69

Darrell Robson,

GDV LNK MOT BIL BZN station agent, 9/9/23, age 77,
Crohn's Disease

Tami Rooks,

DEN reservations agent, 12/14/21, age 67

Tom Smith,

DEN pilot, 8/19/23, age 82

Keith Stielow,

MKC MCI area maintenance manager, 2/20/23, age 87

Harold Walling,

DAL DFW plant maintenance mechanic, 5/16/23, age 97

Jim Walsh,

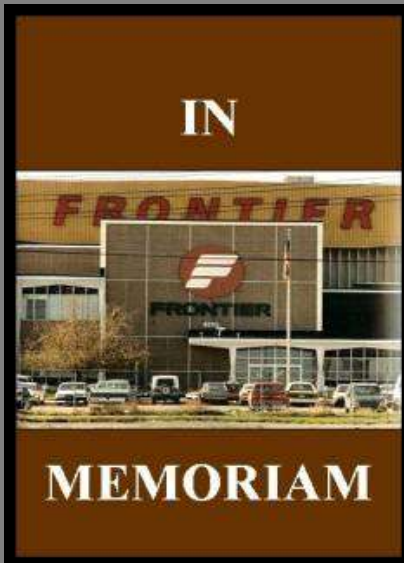
DEN pilot, 3/20/23, age 87

Gary Winn,

SLC DEN pilot, 6/13/23, age 87, stroke

Don Wright,

MOT station agent, 7/21/23, age 89

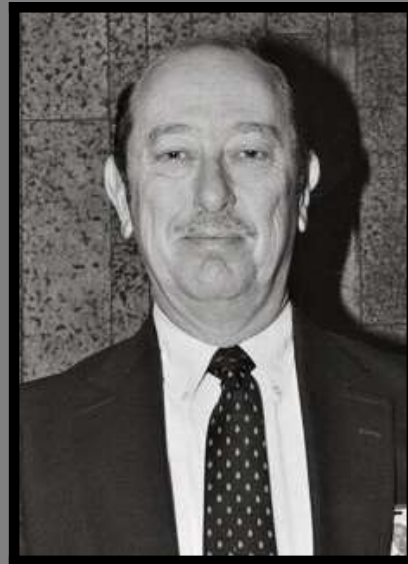


PHYLLIS BLECHA
RESERVATIONS AGENT

1961 - 1986

ACF GSW DAL STL KCK DEN

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



DICK CHILDS

1973 - 1986

DIRECTOR OF SECURITY

DEN

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

27



SAM CLARK

1958 - 1986

DIRECTOR-FLIGHT OPERATIONS

ACF GSW DAL DFW DEN

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



JUNE COOPER

1976 - 1986

ACCOUNTING CLERK

DEN

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



DARREL FENTER
1966 - 1986
AIRCRAFT MECHANIC
GTF BIL DEN

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



MARK FITZWATER
1978 - 1986
STATION AGENT
DEN

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

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MARY GRAEBER FORD
19 - 19
RESERVATIONS AGENT
DEN

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



BOB FOTHERGILL
1968 - 1985
PILOT
GSW DEN

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



BARBARA LAMKIN HEAD

1959 - 196?

CLERK

DEN

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



MARYBELLE HOFFMAN

1974 - 1986

RESERVATIONS AGENT

DEN

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

27



JOSEPH JOHNSON

1963 - 1986

LEAD INSPECTOR

DEN

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



OLIN KUEHNERT

1958 - 1986

SATO MANAGER

DEN ALM MKC TUS

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



NORMA MCLEAN

1947 - 195?

CLERK

DEN

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



BILL MCLEOD

1965 - 1986

ELECTRONICS ENGINEER

DEN

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

27



SCOTT MUNRO

1963 - 1986

PLANT MAINTENANCE MECHANIC

DEN

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



DICK ORR

1948 - 1985

VICE PRESIDENT-FLIGHT OPS

BIL DEN

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



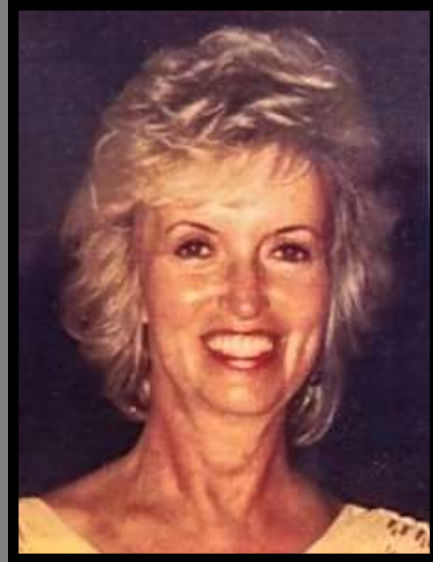
SARAH WIRKNER PENSABENE

1959 - 1960

FLIGHT ATTENDANT

DEN

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



BETTY PLADSON

1967 - 1986

EXECUTIVE SECRETARY, SR CLERK

DEN

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

27



BARBARA CRAIG REYNOLDS

1973 - 1986

FLIGHT ATTENDANT

DFW DEN

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



DARRELL ROBSON

1965 - 1986

STATION AGENT

GDV LNK MOT BIL BZN

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



TAMI ROOKS
1978 - 1986
RESERVATIONS AGENT
DEN

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



TOM SMITH
1966 - 1986
PILOT
DEN

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

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KEITH STIELOW
1961 - 1986
AREA MAINTENANCE MANAGER
DEN MKC MCI

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



HAROLD WALLING
1950 - 1986
PLANT MAINTENANCE MECHANIC
FTW ACF GSW DAL DFW

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



JIM WALSH

1967 - 1986

PILOT

DEN

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



GARY WINN

1967 - 1986

PILOT

SLC DEN

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

27



DON WRIGHT

1960 - 1986

STATION AGENT

MOT

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



MARK COLEMAN

1971 - 1981

DIRECTOR-STRATEGIC MARKETING

SLC MCI DEN

FLIGHTS WEST REPORTED

BUT UNCONFIRMED

Need obituary or death notice

Send info to Jake @ contacts on page 2



From the Sep 1953 Sunliner News

Otto Kuhler, nationally known artist and engineer, finds time to relax at his ranch near Bailey and "talk" to one of his prize Palomino horses. Mr. Kuhler has been painting some of the scenic spots on Frontier's system and has spent considerable time in the Durango and Cortez areas. His work will appear in a future issue of The Denver Post's Empire Magazine.

Continued research found the above article in the Sep 1953 Sunliner newsletter. But further info was not found on a web search. It seems likely though that the painting would have been done during this project. Searching for the 1953 & 1954 Empire Magazine was futile.

When Challenger Airlines, Monarch Airlines and Arizona Airways merged on June 1, 1950 to form Frontier Airlines, the new company had 12 DC-s/C-47 aircraft, three from Arizona, four from Challenger and five from Monarch.

The ship numbers and the Frontier Sunliner names given them were N-75028 - Teton, N-64910 - Williston Basin, N-57985 - Yellowstone, NC65135 - Montana, NC65385 - Colorado, NC53376 - Wyoming, NC65276 - North Dakota, NC64421 - Arizona, NC64422 - New Mexico, NC64423 - Royal Gorge, NC64424 - Mesa Verde and NC66610 - Utah. The naming of the DC-3s originated at Challenger Airlines who also had stewardesses and the

new carrier switched. The former Monard stewards found work elsewhere in the company.

The DC-3s served Frontier well and alone until July 1, 1959 when President Bud Maytag put CV340s into service that were bought from United Airlines. He also changed the company logo and in September 1960 moved the company into a new headquarters building at 5900 East 39th Avenue in Denver.

Bud abruptly left in March 1962 when he sold his 625,000 shares of Frontier stock to the Goldfield company for \$3,000,000 and bought control of National Airlines in Miami, Florida. Goldfield sold their Frontier holdings to RKO General in Nov 1964 for \$6,513,000 which was 55% of the company's stock.

The DC-3s labored on a few more years until they were taken out of service in October 1968. Then the fleet was composed of Boeing 727s and Convair 580s, all the CV340s having been converted to turboprops beginning in June 1964.



This is the only photo in the FLiles showing all three of Frontier's predecessor airliners. The three DC-3s are in Denver in the Spring of 1950 preparatory to the startup of Frontier on Thursday, Jun 1st.

FRONTIER AIRLINES AIRCRAFT IDENTIFICATION

TYPE "N"	NUMBER NO.	PSGRS	MFG. SERIAL NO.	NAME
1. DC-3	N-75028	24	No. 6053	Sunliner Teton
2. DC-3	N-65135	24	No. 13803	Sunliner Montana
3. DC-3	N-65276	24	No. 19202	Sunliner North Dakota
4. DC-3	N-53376	24	No. 19542	Sunliner Wyoming
5. DC-3	N-65385	24	No. 20542	Sunliner Colorado
6. DC-3	N-64421	24	No. 19003	Sunliner Arizona
7. DC-3	N-64422	24	No. 19476	Sunliner New Mexico
8. DC-3	N-64423	24	No. 9251	Sunliner Royal Gorge
9. DC-3	N-61442	24	No. 9642	Sunliner Phoenix
10. DC-3	N-66610	24	No. 9786	Sunliner Utah
11. DC-3	N-64910	24	No. 20062	Sunliner Williston Basin
12. DC-3	N-57985	24	No. 19996	Sunliner Yellowstone
13. DC-3	N-4992E	21	No. 12139	Sunliner Salt Lake City
14. DC-3	N-4993E	21	No. 12440	Sunliner Denver
15. DC-3	N-4995E	21	No. 12039	Sunliner Lincoln
16. DC-3	N-4996E	21	No. 12141	Sunliner Kansas City
17. DC-3	N-4997C	21	No. 12191	Sunliner Billings
18. DC-3	N-4998E	21	No. 13559	Sunliner Nebraska
* 19. DC-3	N-4990E	21	No. 12007	Sunliner South Dakota
* 20. DC-3	N-4991E	21	No. 12106	Sunliner Omaha
* 21. DC-3	N-4994E	21	No. 12442	Sunliner Missouri

* Aircraft certificated for operations under Part 43 only.

-From Frontier Airlines Operations Specifications manual, 7/15/63, 70/75-2, 5-1, page 2 (Sent by Ken Schultz)

(I am not sure if this is all the DC-3/C-47 types that Frontier operated.)

I uploaded a shot I have of N-65276 in front of the PHX terminal. I should mention that I referred to it as "Suicidal" as it had been involved in THREE accidents at its demise December 21, 1967.

The first time it crashed was in SLC as a Challenger airplane with Bill McChrystal as captain and EP Lietz as the f/o. (Jan 2, 1950) They were on an emergency approach with a medical trauma in progress. The weather was lousy and as they landed the wind changed and it was a slick runway. They ran off the end and hit a car. The only injury was a lady in the car.

Later, Dale Welling knocked 12 feet of the left wing off on a hill north of PHX when he was skud running inbound from Prescott (PRC). (Apr 21, 1957. See my website at https://FAL-1.tripod.com/FL_Crash.html)

The last was when Rocky Crane and Rick Cochran were killed and the aircraft destroyed on take-off December 21, 1967. Rick was the twin brother of Captain Dick Cochran who retired as a senior MD-80 captain. Dick lives in DEN. They were the son's of a pioneer pilot who was involved with Lowry AFB in its early years. He was also a pioneer aerial photographer. I have several of his photos showing a lot of early Curtiss fighters, and various other aircraft like the Sikorski S-38, Fokker F-3, Stout predecessor of the Ford Tri-Motor and even a dirigible. Losing Rick was tough on that family!

The seats had been removed to use the aircraft to relieve a heavy back up of cargo. FAL was not approved for this. It was a blustry day and someone improperly installed a rudder lock on the elevator (allowing some control movement). Then on lift off, a heavy 55 gallon drum of paint broke loose and headed for the tail end.

The change of center of gravity coupled with the loss of full elevator control prevented the crew from saving the airplane. They had, apparently, quickly, realized this as they repositioned the trim in the opposite of normal trim to get the nose of the aircraft down. Alas, it was not enough. The airplane stalled, crashed and burned.

-Billy Walker, pilot & ALPA master chairman, 1/23/99

Regarding the Challenger DC-3 that ran off the runway at SLC. The Captain was Bill McChrystal. I was about a 2nd year copilot and not too long after that I checked out as a Captain myself. We were on the last leg of a flight into SLC from either Denver or Billings, don't remember which. The weather at Salt Lake was horrible.

We were holding on one leg of the Ogden radio range waiting to see if the weather might come up to minimums before we had to proceed to an alternate. It was night, snowing, the whole nine yards. The stewardess came up into the cockpit, leaned over Bill and put her hand on the arm rest of his seat. She said one of the passengers was sick. I noticed that her hand was jerking and she had trouble holding onto the arm rest.

I got the distinct impression that something was seriously wrong. I told Bill I would go back and see what the



problem was. I opened the door to the cabin and immediately got a shock. Several other passengers aided by one of our ground people had this guy across two seats holding an oxygen mask to his face. What I could see of his face was very black. He was kicking his legs and jerking his whole body around. I went back up to the cockpit and told Bill that this guy was in serious trouble.

Bill called the company and they agreed to let him try an instrument approach into SLC. Of course the weather was below our legal minimums but Bill declared an emergency. We went ahead and made the approach. We were landing south on the north south runway.

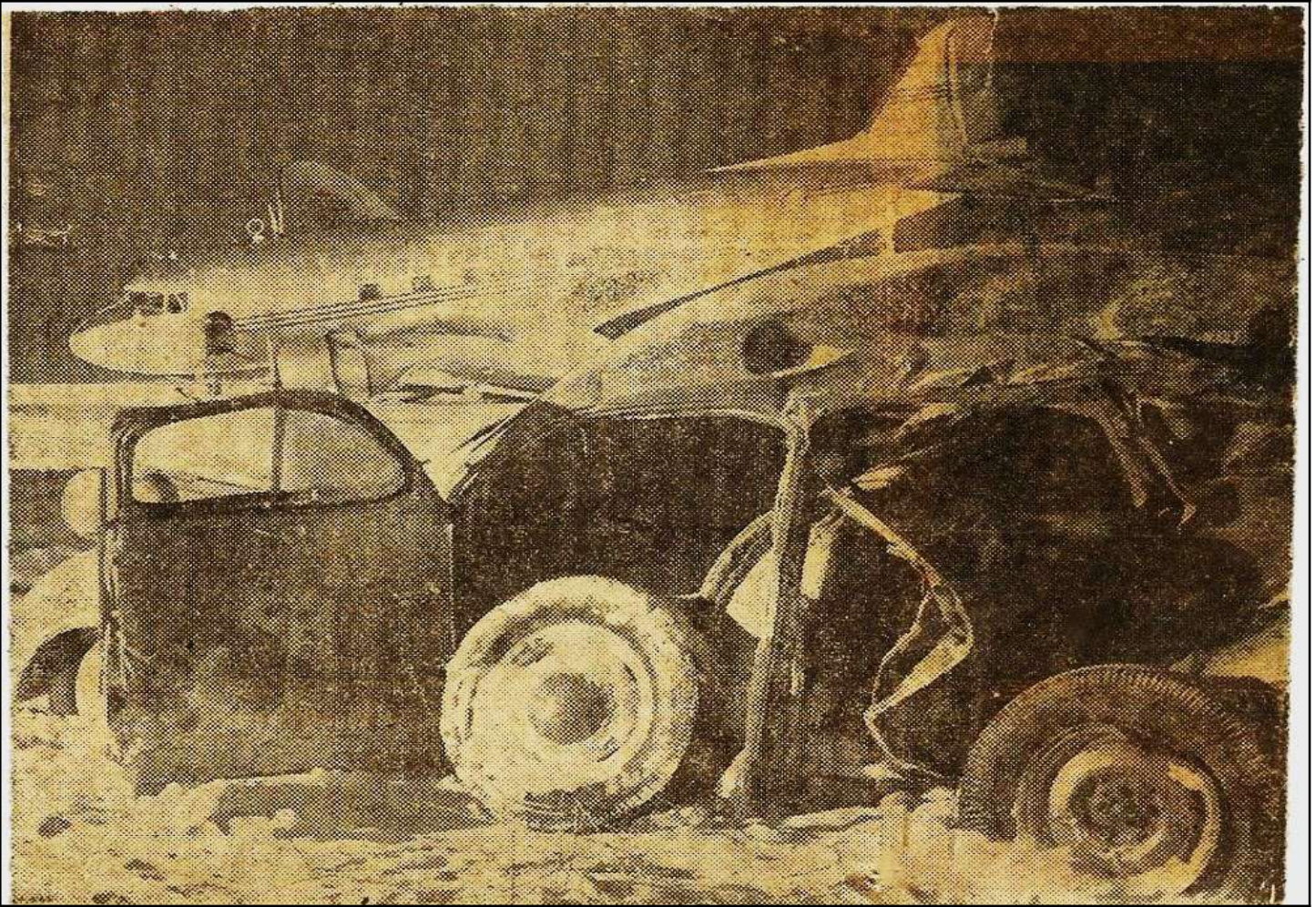
Bill broke out below the clouds just a few feet to the left of the left side of the runway. I could see it but Bill apparently couldn't. I told him to turn slightly right and then he picked it up. He put it on the ground about half way down the runway.

NOW just before we touched down the wind changed from CALM to about 35 knots on our tail directly out of the north. Add to that the runway was covered with ice. There was no way Bill could have stopped that thing. We slid all of the way to the end, hit the boundary fence and tore about a mile of it out of the frozen ground, posts and all. There was a guy in a DeSoto car driving east on the highway. Our left wheel hit him right in the center.

We then slid, car, airplane and all across the highway and into the field with one wing almost touching the approach lights at that end of the runway. Just before we hit Bill reached up and turned off all of the cockpit switches. He didn't want a fire.

We came to a screeching halt and both of us just sat there. Then Bill reached up to turn on the switches again. He was going to call the company on the radio. I stopped him from doing that. Then he remarked, "There went a promising career."

OK, no one on the airplane was hurt. The four people in the car were severely injured. The company had an ambulance standing by to take care of the sick passenger. It



turned out that the passenger was having an epileptic fit. Nothing anyone could have done for him at that time.

Actually he had recovered when we hit, got off the airplane and climbed onto a bus. They never even found him for several days after that. It also turned out that we had a registered nurse aboard. She knew what the problem with this guy was but said nothing. At the hearing she said she was not a doctor and did not feel it was her responsibility to diagnose anything. The ambulance picked up the injured people in the car and got them to the hospital very quickly.

The very last incident I vividly recall is this. The airplane was standing almost on its nose with the tail in the air. The left gear was gone. My overcoat was hanging on a rack in the tail. I needed that overcoat. It was colder than a mother-in-law's kiss out there. So I climbed the seats just like a ladder. When I got up there the stewardess was standing there behind the last seat crying her head off. Her name was Batsine Frashier, we called her Batsy. I put my arm around her and convinced her no one was hurt, everything was OK, got her to stop crying and then put on my coat. I helped her back toward the cockpit.

The only way off that airplane was out of the small door behind the captain's seat. She got out that door and stood on the ground. Just then some JERK said, "My God, you

killed everyone in that car." This just wasn't so but poor Batsy did a little jerking around herself and passed completely out. They got her to a hospital. She stayed there for a couple of days. Then she quit her job and rode a bus back to Denver. I doubt if she ever got on another airplane.

(I researched Batsy on the internet and it turned out she graduated from the University of Arkansas here in Fayetteville and I found her photo in the 1948 yearbook. Her father's nickname, according to his obituary, was "Bats" hence her unusual name of Elizabeth Batsine. She married, lived in LBB and flew west in 2019 at the age of 92.)

Of course, hearings and legal procedures continued for the next two or three years. Actually the tower had a major part in all of this. A cold front was just passing through, the runway was covered with ice and we actually had about a 40 knot tailwind. The tower NEVER gave us any of this information. The last word we got was that the runway was OK and the wind was calm. Had that been the case the accident would never have happened. If that cotton pickin nurse had told us the guy was an epileptic it never would have happened. Such is life.

OK! That is just exactly as I remember it. As they say in Texas, Y'all take care, y'heah!!

-EP Lietz, pilot, 8/8/99



(I could sing praises to EP all day and still not do justice to him. Simply the greatest and most helpful guy you can imagine. He shared more memories about the Suicide 3. http://FAL-1.tripod.com/EP_Lietz.html)

McChrystal was a really fine gentleman. Before we hit that fence he very meticulously went through the cockpit turning off everything. After we got through sliding he just sat there for a minute and then started turning everything back on again. He originally turned the switches off in case of a fuel leak. Then he starts to turn them back on.

I grabbed his hand and stopped him. He was going to call the company and tell them we had arrived. He thought for a minute and then agreed that they had better stay off.

I guess even today I am bitter about that accident. (The chief pilot)...managed to make the whole thing look like it was my fault. He claimed I had reached across the cockpit and set the Captain's altimeter wrong. Of course Doug MacDonald had gone out there directly after the accident and photographed the instrument panel and the cockpit. Everything was OK including the altimeter setting. A copilot DID NOT SET THE CAPTAIN'S ALTIMETER.

The captain did that. My short arms couldn't have reached it anyway. Well in the end all I got was a month off without pay. In the long run it didn't hurt me any. Actually there wasn't any evidence that either one of us did anything wrong. I know for sure that I would have hated to be in Bill's position.

The weather was below minimums, the passenger looked to me like he was dying. I am glad I did not have to

make the decision Bill had to make. Of course Bill would never have let anybody die if he could help it so in we went. Bill did land a little far down the runway but given the conditions as we were told they were that would have been OK. He could have made it with room to spare.

Considering just how really bad the weather was that night I think he did a damned fine job even finding the airport. I can still sit here and picture that runway just as it looked to me that night when we broke out of the clouds. That was not one of my more fun nights. I also can still see that old DeSoto driving down the highway and passing directly under my copilot seat. I don't think that poor devil even knew what hit him. He is driving down a highway in a snowstorm.

Bloody, out of the snow and dark comes an airplane and runs over him. I'll bet he never forgot that either. There were four people in that car. All of them were hurt. One of them had a broken pelvis. However they all lived and recovered to live a normal life. They actually were in a hospital less than a half hour after the accident. I guess they were on their way to the hospital before I even got out of the airplane.

Say, these memories just keep coming back don't they? Y'all take care, Y'heah!"

-EP Lietz, pilot, 8/8/99

(EP was on a roll Aug 8, 1999. He sent the following two emails the same day.)

Back in the early Challenger days Captain Bob Nicholson and 1st Officer Jack Schade were flying a trip through

CYS in 276. Jack was flying I believe. Actually my account of this is hearsay. I never did get any first hand account of this.

Anyway the runway had ice on it. The Captain became apprehensive about something and applied brakes. The airplane slid for a short distance and then hit a patch of dry concrete. Good old 276 wound up on its nose then. It was a good airplane and no reason for it to have had all of these problems. It surely wasn't the airplane's fault.

Rocky Crane finally stopped all of that. He took off at DEN with the controls locked. The airplane was a total loss along with killing Rocky and his copilot. For all of that the airline did pretty well. In all of those years they only killed one (revenue) passenger. Of course that is one too many but when you look at United, American, Delta and some of the others the record is fantastic.

-EP Lietz, pilot, 8/8/99

I was Council Chairman of FAL Council 100 when the PHX crash happened. I was returning from a flight to ABQ when I got word of this. I sat in on all of the formal hearings and also went to the crash sight with Dale Welling and Elmer Burson.

Dale was on the last leg of a flight to Farmington and return to PHX. He landed at Prescott and there decided that he could fly from Prescott to Phoenix VFR. The weather between PHX and Prescott was mighty marginal. He cancelled his IFR clearance and started down the highway from Prescott to Phoenix. He was at a pretty low altitude in order to stay VFR.

About half way to PHX it became VERY apparent that he was NOT going to be able to stay VFR so he called for an IFR clearance from present position to the marker just north of PHX on the range station there. Of course he started to climb on course to the marker before he even received the clearance.

If I remember this correctly he did eventually get the IFR clearance from ATC but he was on instruments before he received this. The airplane just could NOT get high enough to clear all of the terrain before he got to the mountain he hit.

My nearly 80 year old mind is having a problem remembering which wing he hit the top of this mountain with. Anyway they hit one side of the mountain, bounced over the top and down into a ravine, ALL OF THIS WHILE ON INSTRUMENTS. It tore the wing completely off right at the landing light. This meant there was actually only a stub of the wing remaining. If you look at a photo of the DC-3 you will readily notice that almost three quarters of the wing was gone.

The fact that the airplane kept flying is a real tribute to the engineering skills of Douglas. They flew down this ravine, on instruments, not even realizing where they were. Just a very minor change in heading would have flown then right into the side of the ravine. They came out

of it over some flat land and became VFR. Dale then flew it to PHX and landed.

A few days later Elmer Burson, who was Chief Pilot then, got a four place Cessna and flew himself, Dale and myself up to the crash site. I was in the back seat, Elmer flew the airplane and Dale sat in the right seat beside him. Dale directed us right to the site. Elmer flew around the mountain. On the north west side of the peak you could actually see where the airplane had hit. On the south east side of the peak the wing was laying there plainly visible.

Given the remote location of the site I'll bet a buck it is still laying there. The ravine they dropped into was also noticeable. Elmer made one complete turn over the site. In just a few minutes it dawned on Dale just how VERY close to death he had come. He turned white, leaned over and puked all over the cockpit floor.

Shortly after this happened Senator Barry Goldwater presented Dale with a gold watch and a commendation for getting the airplane on the ground in that condition. Then everyone got to thinking about it and the next thing was a complete FAA investigation.

I do believe that they condemned Dale for his actions up to the accident but I do not believe anything was done to him. He kept on with his career and retired at age 60.

As I remember Dale originally tried to pass off the loss of the wing to turbulence. However the cactus needles sticking in the leading edge of the stub of wing left made it obvious it had actually run into something. Later the copilot admitted they had hit the mountain. I know his name better than I know my own but it just won't pop into my mind right now. OOPs just popped up, Bert Wrasse.

It has been 42 years since that happened. Many of the ones around then have passed away. I haven't even thought about it for a very long time.

Hope you and yours are well and happy. Warm Regards,
-EP Lietz, pilot, 8/8/99

(Nearly 50 years later some Frontier pilots retrieved that wing. Read the extraordinary story of their recovery at <https://LAMKINS.tripod.com/FrontierCrashText.html>)
To Bill Monday:

I've been researching the history of aircraft 65276, the DC-3 that had so many accidents before crashing & burning at DEN in 1967. Do you recall anything of the two incidents at Challenger in 1949 and 1950 at CYS and SLC?

-Jake Lamkins, senior station agent, 4/2/02

SN276 SLC: Poor WX, combined with poor braking action, resulted in going off the end of the runway and thru the fence hitting a car. No one onboard was injured but one of the car occupants was. Don't remember the extent.

CYS: Apparently patches of ice on runway and hit a bare spot while braking and went up on the nose. No injuries. Believe Ellie Bastar was the stew. Do you have a



contact for Earl Keene? He could give you the info. He was a dispatcher at the time, based in SLC.

I remember talking with someone about 276 who had a lot of info, but can't remember who. Earl is still around and would be a good bet.

-Bill Monday, reservations manager, 4/2/02

(I emailed Earl the next day but he never responded. He flew west in Jan 2004.

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

It happened that I was going to work and pulling into the parking lot at Den and saw 65276 go in but didn't know it's full history till I read your report. It was a sad thing to experience.

-Ed Huss, aircraft mechanic, 7/26/05

It happened, that I was going to work and pulling into the parking lot at Den and saw 65276 go in. It was a sad thing to experience. It was a very sad thing. I remember it well. I didn't actually see the plane go in, but was filling up my car at the Chevron station that used to be in front of Stapleton (wow! long time ago) and I saw the black smoke and wondered what had happened.

Of course no one knew right then. I found out later in the

day what happened and who was on that plane. Almost makes me sick to think about it as I had flown with and knew both pilots.

This was very difficult for me Sad just doesn't quite cover it....

-Carol Pickett Stillman, flight attendant, 7/26/05

I too, was driving to work in old hanger 5 for the swing shift in reservations. Driving east on Smith RD I had to stop the car and just put my head down and shout "oh my "God" over and over. But when Dick was around that awful sight never crossed your mind because that smile of his took over.

-Linda Casey Hamala, ticket counter agent, 2/13/07

I am one of probably few eyewitnesses to the fatal crash of this aircraft in 1967. I was working for Aspen Airways and was standing next to one of our DC3s when the sound of firewalled engines got my attention. When I looked up and saw the aircraft it was in an extreme nose up condition. It then seemed to fall off on the left wing and went nose down to the ground. A big fireball erupted and then fire blocked out the scene.

That's how I remember it anyway, eyewitness accounts don't seem to be always accurate. Over the years I had a

couple of occasions to ride ACM with Dick Cochran and it was always a pleasurable trip.

-Bob Baxter, aircraft mechanic, 12/19/10

I was there in 1967 when our DC-3 did not make take off. It was headed to RAP with extra Christmas cargo..It lifted off and soon started turning to the left and did not correct but went straight down.. Like slow motion..huge dark cloud and flames. I raced to the stew room on the A concourse..no one had heard of it yet..Two of our best, Rocky and Dick..had volunteered to take the extra cargo section to RAP ..no pax..but wonderful people gave their best.

-Rosemary Wirth VanEpps, flight attendant, 4/15/11

http://FAL-1.tripod.com/Rick_Cochran.html
http://FAL-1.tripod.com/Rocky_Crane.html
 The NTSB Report on the accident is posted at both memorial webpages.

HISTORY OF DC-3 N65276

by Ken Schultz, maintenance manager, 8/13/99

REFERENCE DC-3 N65276 HISTORICAL DATA:

Date of Manufacture, December 3, 1943 Douglas Aircraft Co. Model C-47A. U.S. Army No. 42-100739. Manufacturers Serial No. 19202.

Operated within the U. S. by the 8th Air Force, Feb 18, 1944 to Aug 5, 1945.

Declared surplus property to be sold by the War Assets Administration.

March 2, 1946, Aircraft released from Military Service. Total Time while in Military Service, 1045:45 Hours.

March 2, 1946, Sold at Little Rock, Arkansas, to Danny A. Fowlie of Grand Prairie, TX., for \$20,000.00.

March 18, 1946, Sold to Executive Transport Corporation, Grand Prairie, TX., for \$1.00, and other considerations.

April 16, 1946, Application for Aircraft Registration as a DC-3, by Danny Fowlie, President of Executive Transport Corp., Grand Prairie, TX.

April 24, 1946, Aircraft Registration Certificate assigned as NC 65276 to Executive Transport Corporation, Grand Prairie, TX.

The Aircraft was converted by Texas Engineering and Manufacturing Co. Grand Prairie, TX., to a Douglas DC-3C, 32 PCLM. (30 seats in the cabin, plus Pilot and Co-Pilot).

May 24, 1946, Conversion completed, and Aircraft sold to Pennsylvania Central Airlines Corp., National Airport, Washington, D. C., for \$1.00 and other considerations.

March 11, 1947, Sold to Summit Airways Inc., Salt Lake City, Utah, for \$10.00.

March 13, 1947, Chattel Mortgage by Summit Airways Inc., to Mortgagor - The First National Bank of Salt Lake City, UT., Promissory note of \$47,869.89.

Signed by, Summit Airways Inc., George W. Snyder Jr. President. C. Allen Elgrin, Secretary.

April 17, 1947, CAA Aircraft Registration Certificate issued to Challenger Airlines Co.

June 1, 1950, Bill of sale. Challenger Airlines Co., to Frontier Airlines Co.

January 2, 1968, FAA memo from Supervising Inspector, WE-ACDO-34, to the Aircraft Registration Branch. Subject: Frontier Airlines DC-3C N 65276 Records.

Aircraft Records can be deleted on Frontier Airlines' DC-3C, N 65276, S/N 19202, for on December 21, 1967, the subject aircraft was involved in a major accident on take-off, resulting in the crash and burning of the total airframe and structure.

Signed: L. E. Layton

January 16, 1968, Letter from Frontier Airlines Inc. to Aircraft Registration Branch, FAA Oklahoma City, OK.

..... The information you received regarding our Douglas DC-3C Aircraft, N 65276 was correct.

It was totally destroyed on December 21, 1967. We would appreciate if you would cancel the Registration of this Aircraft. Signed:

William M. Groody Vice Pres. - Treasurer

January 26, 1968, Aircraft Registration Number canceled by FAA.

The above information was extracted from the FAA - OKC, Aircraft Record File of DC-3C, N 65276, SN. 19202.

HISTORICAL EVENTS

March 17, 1947, The CAB reissued the Temporary Certificate of Public Convenience and Necessity of Summit Airways, to Challenger Airlines Company.

CAB Order Serial NO. E-397.

May 3, 1947, Challenger Airlines Company Inaugura-

tion of Service.

January 27, 1949, Cheyenne, Wyoming. Challenger Airlines Co.

Quote: From CAB Resume' of U. S. Air Carrier Accidents, Calendar year 1949.

A landing was made which was normal except for being slightly faster than usual.

As brakes were applied they locked in sliding over a small snow covered area and upon reaching the dry concrete, the plane nosed up.

The Wyoming State Tribune, Cheyenne, WY. Friday, January 28, 1949, reported the Incident. Challenger Airlines flight No. 1.Propellors of the plane were bent when they nicked the ground. Crew; Captain Bob Nicholson, Co-Pilot Jack Schade, Stewardess, Eleanor Bastar.

January 2, 1950, Salt Lake City, Utah. Challenger Airlines Co. Flight 7.

Quote: From CAB Resume' of U. S. Air Carrier Accidents, Calendar year 1950.

An instrument approach was made under conditions below company minimums due to seriously ill passenger aboard.

Landing was made straight in, on runway 16 having a NNW wind at 10 MPH. Aircraft touched down 2500-3000 feet from head of runway, remaining in a tail-high attitude. Full brakes were used, however, aircraft failed to decelerate sufficiently to stop on remaining 3500-4000 feet, and skidded through boundary fence and across a highway. A car on highway was struck by left nacelle and dragged 40 feet.

Copilot, who had been communicating with tower, failed to inform Captain of wind change.

Runway was snow covered and slippery.

Newspaper articles:

The Salt Lake Morning Tribune, Tuesday, January 3, 1950.

The Denver Post, Tuesday January 3, 1950.

Crew; Captain William McCristoll, of Salt Lake City. Copilot Eldon Leetz, of Salt Lake City. Stewardess, Batsine Frasier of Denver.

June 1, 1950, Consolidation-Merger of Arizona Airways, Monarch Airlines, and Challenger Airlines to form Frontier Airlines.

April 21, 1957. Phoenix, Arizona Frontier Airlines Flight 7.

Sunliner News, April, 1957, Vol. 6 - No. 4

On Sunday, April 21, just 55 miles north of Phoenix about 12 ft. of the left wing was left on the rocky crags of New River Mountains when the Sunliner hit a down draft.

Carrying twenty-three passengers and its crew, Captain Welling landed the plane safely in Phoenix.

Crew; Captain Dale Welling, Co-pilot Herman Wrasse, Stewardess Donna Bailey

December 21, 1967, Denver, Colorado, Frontier Airlines Cargo Flight

The Denver Post, Friday, December 22, 1967.

Stapleton cargo plane crash kills two.

Crew; Captain F. A. "Rocky" Crane, F/O Ricardo Cochran

Apparently the Frontier DC-3s went out of service with a whimper, not a bang. I've searched my FLiles and done a web search and cannot find any ceremonyial or photographic records of the event.

The only evidence I found are these two brief mentions on page 4 in the 1968 Frontier Annual Report.

1968 - FRONTIER SPREADS ITS WINGS

A year of transition. 1968 marked the end of an era when the last DC-3 was phased out of service.

It signalled a new era as Frontier became all jet-powered.

.....

On October 23, 1968, an era ended. The last DC-3 was phased out of service after flight 91 from Dodge City to Dallas.

A BRIEF HISTORY OF THE DOUGLAS DST/DC-3/Super DC-3

First Service: 1936

Type/Purpose: Pwin-engined, commercial, short/medium-range transport

Number of Seats: 3 crew, 14 - 31 passengers

Dimensions: Length: 64.5 feet (DST/DC-3)/ 64.8 feet (Super DC-3)

Height: 16.11 feet (DST/DC-3)/ 17.11 feet (Super DC-3)

Wingspan: 94.6 feet (DST/DC-3)/ 90 feet (Super DC-3)

Gross weight (pounds): 25,000-36,800

Engines: 2 Wright GR-1820 Cyclone radials or 2 Pratt & Whitney R-1830 Twin Wasp radials

Performance: Maximum range: 1,200 nautical miles (DST)/

1,300 nautical miles (DC-3)/

1,900 nautical miles (Super DC-3)

Service ceiling: 23,200 feet

Maximum cruising speed: 167 knots (DST/DC-3)/ 218 knots (Super DC-3)

Initial Test Flight: December 17, 1935

Initial US. Operator Service: American Airlines, June 25, 1936 (DST)/
American Airlines, September 18, 1936 (DC-3)/
Capital Airlines, August 1, 1950 (Super DC-3)

Remarks: In continuous service for half a century by summer 1986, the Douglas DC-3 is the classic airliner; the most widely employed civil or military transport in history, it is still employed by 26 U.S. carriers and well deserves its title as "the plane that changed the world." The aircraft had its origin in a 1934 request from C.R. Smith to Donald Douglas for a sleeper transport that could replace the Curtiss Condor as American Airlines was then employing on its Boston-Dallas-Los Angeles route. Douglas was initially reluctant to proceed with the new design as his DC-2 was just becoming available; Smith's promise of firm business made the project feasible. American placed an initial order for 10 Douglas Sleeper 'Thansports (DST), as the plane was initially known, in July 1935 and the prototype was test flown in December; it was certified on April 29, 1936, the day Smith took delivery of his first \$110,000 aircraft.

Of cantilevered, low-wing, monoplane configuration with the stressed-skin, multicellular-wing construction of the DC-2, the all-metal DC-3 enjoys an almost circular monocoque fuselage (in cross section) with an internal cabin height sufficient to allow most passengers to stand upright in the single offset aisle. In fact, a stretch of its predecessor, the airliner was equipped with more powerful engines, a stronger undercarriage, an enlarged tail, and 16 sleeping berths. The first DC-3, the "day-plane" version of the DST with seating for 21-24 passengers and four bunk windows deleted, was delivered to American on August 8, 1936.

Quickly gaining wide acceptance, the DC-3 soon replaced the DST in Douglas order books (to say nothing of the DC-2) and, flying for both scheduled and nonscheduled carriers, had captured 95 percent of all U.S. airline traffic by 1938 and 90 percent of the world's by 1940. In the period 1936-1941, the U.S.-national-passenger mileage increased nearly 600 percent with most of that directly attributable to the adoption of the DC-3 as standard equipment by the nation's air carriers.

Before World War II, 417 standard-model DC-3s were produced and were sold to America's airlines in this numerical order: American, 72; United, 39; Eastern, 35; Pan Am, 34; TWA, 29; Northwest, 12; and Braniff, 10. Following Pearl Harbor, 194 civil DC-3s were quickly impressed into U.S. military service; during the remainder of the conflict, another 10,238 were manufactured and were operated by U.S. and Allied forces as the C-47/Dakota.

Following victory, thousands of the military models became surplus, were reconfigured to airliner status, and

served to equip dozens of civil carriers. In 1949, Douglas sought to bring out a replacement, the Super DC-3 or DC-35, by modernizing, stretching, and making more powerful the DC-3; in light of the increasing availability of newer equipment, however, few orders were received. Other than the original DST and the DC-35 stretch, there has been remarkably little change in the aircraft's airframe design. Over the past 50 years, however, the power plant has been altered frequently, including 13 variants of the Wright Cyclone, 11 of the Pratt & Whitney 1\win Wasp, and even the installation of the Rolls Royce Dart of Pratt & Whitney turboprops.

The search for an effective DC-3 replacement has been underway for at least the past 35 years, but only the Fokker F-27 Friendship has come close to filling the bill. Indeed, the DC-3 is as popular in certain quarters today as it was with the majors in the late thirties. Basler Flight Service of Oshkosh, Wisconsin, is currently refurbishing DC-3s for airline service, and offering them for sale at approximately \$ 125,000—about \$25,000 more than C.R. Smith paid for his first DST in 1936. No other airliner of its size can today be purchased for that amount, which in 1985 was roughly 15 percent of the cost of, say, a new Embraer EMB-110 Bandeirante or a Beech C-99 commuter-liner. Cost effectiveness and rugged dependability explain why an aircraft, which enjoys a proud place of display in the National Air and Space Museum, continues to have an impact on workaday airlines.

Selected List of U.S. Operating Airlines: Allegheny Airlines; All-American Aviation; American Airlines; **Arizona Airways**; Capital Airlines; Chicago and Southern Air Lines; Continental Airlines; Delta Air Lines; Eastern Airlines; Flying Tiger Line, **Frontier Airlines**; Hawaiian Airlines; Mohawk Airlines; **Monarch Airlines**; North American Airlines; North Central Airlines; Northeast Airlines; Northwest Orient Airlines; Ozark Airlines; Pacific Northern Airlines; Pan American Grace Airways (PANAGRA); Pan American World Airways; Pennsylvania-Central Airlines; Piedmont Airlines; Pilgrim Airlines; Southern Airways; Southwest Airways; TWA; United Airlines; Western Airlines; West Coast Airlines; (1984-1985): Aero-Dyne Airlines; Aero Virgin Islands; Audi Air; Baron Aviation Services; Basler Airlines; Bo-S-Aire Airlines; Caribbean Air Service (CASAIR); Caribbean Aviation Services; Century Airlines; Crystal Shamrock Airlines; Emery Worldwide; Florida Air motive; Four Star Aviation; Harold's Air Service; Hogan Air; Lynbird International; Northern Airways; Provincetown-Boston Airline (PBA); Pro Air Services; Saber Aviation; Selair; Skyfreight; Skyfreighters Corporation; Summit Airlines; Trans-North Air; Virgin Air.*

-Passenger Airliners of the United States: 1926-1986 by Myron J. Smith, Jr.

(*Challenger Airlines and Central Airlines also flew it.)

NATIONAL STEWS

Back in 1970, March I believe. National Airlines had a group of stewardesses go to DEN to sit in on a training class of Frontier stews. I often wondered why!! Could it have something to do with Bud Maytag's affiliation with Frontier? This seems a highly unusual move.

-Ken Jensen, flight attendant

Intriguing! I do not know. Maytag had left FL in 1962 but I suspect it may have been a potential strike at NA and he was getting some scabs ready. I'll check and see what I can find out.

-Jake Lamkins, senior station agent

Take a look at <http://archives.chicagotribune.com/1970/02/01/#page/3/article/airline-halts-450-flights-as-3-500-employees-strike> I expect Maytag thought he could scab the strike.

-Jake Lamkins, senior station agent

FLacebook Post: Does anyone recall NA sending flight attendants trainees to our training classes in early 1970? NA had a strike by ALEA in Feb 1970 so it may have been a scab operation.

-Jake Lamkins, senior station agent

I could be wrong, but while I was doing my training class for station agent in Denver, the girls class had a couple outsiders in their class. The only thing I can tell you about it, is that they were ALL pretty!

-Jerry Turner, station agent

Gretchen Densley should be able to tell us about that....

-Roberta Brashears, flight attendant

Yes, I was the lone wolf that stayed with Frontier.

-Gretchen Densley, flight attendant

What was it all about, Gretchen?

-Jake Lamkins, senior station agent

We were all just glad that Gretchen stayed!

-Jack McLaughlin, pilot

I was with National Airlines..they were having a strike. Frontier came to us and asked for temps while they were training flight attendants. Think there were 42 of us who volunteered!! When their ranks were filled we were given the choice to stay! I was the only one that stayed! It was a great choice for me..never looked back!!!

-Gretchen Densley, flight attendant

Thanks, now we know the story.

-Jake Lamkins, senior station agent

(Sometime later the subject came up again!)

Does anyone remember when Frontier hired 40 National Flight Attendants? I was and those were some of my best days ever!

-Suzie Gilgenback Doras, flight attendant

I do. 12 of us Jr. Frontier pilots and all of you National stews were staying at the old Voyager Inn Aka. Ft. Apache on east I-70 and Chambers Rd. For about 3 months in 1970. Great big place with nite club dance floor, separate restaurant, etc. We were all on reserve. Great time was had by all 24/7.

-Dennis Lacy, pilot

POWERBACKS AND POO

A story from another airline group: Powerbacks and spilled lav waste are a very bad combination! Many of you probably remember the time when powerbacks from the gate were used. Powerbacks were supposed to cut labor costs by not requiring a pushback tug and an operator, but no one initially considered the wear and tear on the engines because of it.

Powerbacks went something like this... The engines were started at the gate and the flight crew was given hand signals from the ground. After a slight forward roll the engines were put into reverse thrust and the aircraft then backed out under its own power.

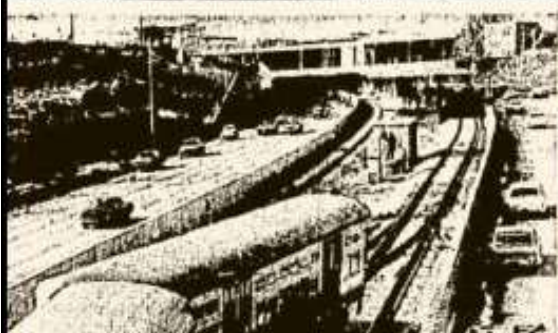
I was working second shift, Line Maintenance at MCI when ramp service spilled the contents of a DC-9's lav waste tank onto the ramp at the gate. No one bothered to clean it up. When it was time to dispatch the flight, some brave soul donned their goggles and hearing protection and proceeded to use their wands to motion the captain to move the aircraft forward.

At the correct moment the unsuspecting ramp service person rotated their wands to indicate the crew needed to select reverse thrust to back the aircraft from the gate. I don't think I need to tell you what the result was, but I will. That brave soul was covered from head to toe with blue fluid, bits of toilet paper and more disgusting stuff!

Chicago Tribune Feb. 1, 1970

CHICAGO TRIBUNE, SUNDAY, FEBRUARY 1, 1970

*** Section 1 -3



Airline Halts 450 Flights as 3,500 Employees Strike

Miami, Jan. 31 (AP) — National Airlines cancelled 450 flights serving 43 United States cities today as more than 3,500 members of the Airline Employees association walked out on strike.

in other labor disputes in recent months. The air line fired about 1,000 members of the machinists union last year during a wildcat strike. That dispute still is being contested in the courts. Service to London, which

World Airlines, American, Delta, Continental, Eastern, National and Northeast—thus qualified to extend their current fares through April 30.

The CAB earlier threatened to roll back a 6.5 per cent fare

But, hats off to him. He carried on with his powerback tasks until the aircraft was safely on its way! Now that's dedication to your job!

-Bill Buse, son of inspector

I remember using power backs often!!

-Donald Porter, station agent

Don, "Where were you when the s--t hit the fan?"

-Joe Hagan

Sioux Falls, SD

-Donald Porter, station agent

And was immediately sent to the showers

-Fred Watson, station agent

Not sure how that happened, we always had to do a FOD sweep before doing a powerback.

-Bruce Osborne, station agent

Cost thousands in engine inlet blade replacements. This was prime reason for discontinuing the procedure.

-Stu Hammersmark, aircraft mechanic

Stu, you are so right

-Russ Redmond, aircraft mechanic

I was doing a powerback in MAF in mid 1984 when the jet blast lifted up the manhole cover from an underground fuel tank and blew it toward me. I ducked out of the way and it smashed into a parked baggage cart nearby.

-Jake Lamkins, senior station agent

Power backs from the gate were never a good idea, but were simply a way to reduce the number of mechanics on the payroll (mechanics were required to operate tugs for pushbacks).

-Steve Tidler, pilot

I remember those. Always seemed like a bad idea to me.

-Donna Harrison, flight attendant

I hated powerbacks!

-Penny Laws Tritthart, station agent

Agents were always getting dumped on when emptying the lav tank and the previous dumper forgot to reinstall the "doughnut" seal correctly. We called that "getting smirfed" and if that happened to you, you just had to throw away your clothes, because the blue stain would never come out.

-Gary Murrell, station manager

I was departing Denver the morning powerbacks were implemented. The advertised hand signal was going to be both wands pointing down towards the ground and then a pushing motion towards the airplane like you were trying to push it back. It was awkward to do and just felt weird.

While we were still in the process of backing up, our marshaller glanced over at the Continental jet next to us where the marshaller was using the rotating hands "squirrel cage" motion for their powerback. Our marshaller immediately adapted that signal and I never saw the official wands down book version again.

-Terry Thompson, pilot

When I was a DEN senior agent in 1985 I was on

temporary duty with the training department for the power back program. It had already been tried at some of the out stations. We used the squirrel cage hand motion in the training.

-Jake Lamkins, senior station agent

Dumping the "honey bucket" on the 580s could be just as disastrous. You learned early on to lay on the stairs and then open the trapdoor.

-Darrell Robson, station agent

SHUTDOWN MEMORIES

My name is Jacqueline Kennedy. I was hired on June 1, 1974. I was in my 12th year of flying when Frontier stopped operating. I flew with Continental Airlines and United Airlines and retired in 2016 ending a 43 year career with the airlines. I flew international out of Houston TX for 12 years and ended my career in Denver, CO. I am a mother of 2 children a grandmother of 9 children and a great-grandmother of 5. I will always remember Frontier - it was my first and only love....miss all of you ladies and gentlemen.

-Jacqueline Kennedy, flight attendant

Don't know that I know the rest of the story. I was interviewed by a woman for a middle management position at Frontier, if we got to start up again, employee buyout, the bankruptcy Judge would disapprove. The woman that interviewed me had managed Cannon Aeronautical in Cheyenne for Frontier. Frontier was making money when Peoples Express filed for bankruptcy. We were an asset and the judge sold us with the other assets.

-Roger Greenlee, station agent

It was heartbreaking!

-Lisa Kerr Zeman, flight attendant

In the days immediately prior to the shutdown, I was a reporter covering a National Governors' Association meeting in Hilton Head SC. The late Dick Lamm was Colorado's governor at the time, and I was asking him for behind-the-scenes Frontier updates several times a day. Before we both left to return to Denver, he was exasperated that options besides the UA deal were no longer on the table, but he wasn't at liberty to tell me what they were, because the parties had confidentiality agreements. I do remember the hell I caught when I reported that the PE and FL attorneys had mistakenly turned in the operating certificate when bankruptcy was filed, and then tried unsuccessfully to get it back. That suddenly turned the FL estate into a company with airplanes and other assets that was no longer legally an airline ... with a massive reduction in potential value.

-Lance Ross, DEN reporter

All my dad ever said was all the profit from Frontier was siphoned off to the other airline so they could shut Frontier down.

-Steve Humphrey, son of Irwin Humphrey, station agent

I remember the parade and crying...

-Jolie Haas Larder, flight attendant

My husband Nile Keeseey was in the ground control tower. The worst day of his life. He had to tell all the empty planes to park. He always said anywhere you want. Tears would be on every flight. A very tough time for all of us. Nile passed in 2004. His 30 year pin was on his lapel.

-Janet Keeseey, wife of Nile Keeseey, station agent

It was a very tough time for my stepfather, Harold Ruppel, and it was like he lost his family. He spent the following days putting planes into mothballs.

-Bill Buse, step-son of Harold Ruppel, inspector

In my experience there is always something going on behind closed doors that those in the room will go to almost any length to prevent from seeing the light of day. Human nature I suppose?

-Steven Graham, son of George Graham, pilot

I've had my Sep 1986 timetable a long time. I assumed it was the result of the lead time required to have it ready by the effective date.

Something similar happened with the pilots' last seniority list. It is dated Sep 1, 1986. The station agents Oct 1986 seniority list is a post-bankruptcy document with employees birthdates on it. The normal seniority list did not include birthdates.

For more on the death of Frontier, see

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

-Jake Lamkins, senior station agent**9/11**

Most all people will know where they were on 9/11/01! It's like JFK when he was assassinated.

On 9/11/01, I was on a short overnight in PWM (Portland, Maine) - where Atta* started his day! I awoke about 0800, turned on the TV and they were talking about a US airliner hitting the South Tower - our airline designator was US, so I thought it was one of our airplanes, just a few moments later you could see the other plane coming, headed right for the other Tower!

(*Mohamed Atta (Egyptian) was one of the hijackers who piloted the planes.)

I called the other 2 FAs and they came to my room! The captain knew nothing -yet - he was out jogging! I was on the AFA Safety and my phone started going crazy - I was kept abreast through AFA Int'l and AFA- USAirways and management. I made contact with the other airline crews (pilots and FAs) that were at the hotel, told them what I knew and made plans for all of us to get together in the dining room in 2 hrs - that went well! We kept them in the loop with what we knew - after 2 days one FA crew (from DCA - I think UAL) rented a car and drove home - 2 were new Moms and nursing!

We walked all over town, made new friends, gave blood and hugged a lot of people! We were there 5 days before they could get a plane to us - a lot because that had the

airport used to everyone (except a few mgmt) and lots of law enforcement because Atta's car and that of another hijacker were in the parking garage and they weren't sure that there weren't bombs (on timers) planted around! Everything changed from 9/11 forward!

While we did not have any flights affected with hijackers - 2 former US FAs were on 2 of the planes, 1 on UAL AND 1 on AA (leaving behind pilot husbands and children). I could go on for hours about that day-

-Pat Williams-Harter, flight attendant**VARIOUS NOTES**

I wonder how many of our pilots had flown military aircraft during WWII or Korea? I was riding a jump seat and co-pilot got on and settled into his seat and said this seems familiar - had me move, got up and pulled the radio from out behind the captain. His initials were scratched into the inside of the fuselage

-Roger Greenlee, station agent

The Frontier folks were the best in the industry. Spoken by a fellow who worked for TWA, American, Frontier, Alaska, and COPA. We ended up all over other airlines and made them better also. Sadness at the end, but also proud and honored to have worked there with the best.

My last job was Senior V.P. Operations and Chief Operating Officer. Still consulting in the industry. Working on a liquid hydrogen powered commuter aircraft to fly up and down the west coast. Cheers to y'all,

-Fred Schubel, vp operations

I was on a Southwest flight the other day, and the head flight attendant made an announcement that she was so proud of her crew who served 175 passengers drinks in 40 minutes. Yeah, we were packed in the 737-800 like sardines, but I thought to myself that we not only served drinks on the old Frontier, but also a hot meal service. Yes, we kicked butt with our service!

-Mary Anne Paszkiewicz, flight attendant

Yep, Steak & lobster, DEN to DFW.....we're the best in every way.

-Chris Bonatti, flight attendant

And a mini bottle of Mateus wine as well! We had it on the Wichita-Denver route.

-Charlotte Hackett, ticket counter agent

97 pax...stage length 1 hr 20min...ORD-LNK drinks & meal...3 rotations - 2 had steak with complimentary Mateus on Frontier.

-Karen Hirschfeld, planning & sales

Yes, I remember those days. 1979 on a flight from DEN to DFW, Frontier inflight service was steak and lobster with bottled red wine and silverware.

-Hiep Tran, aircraft mechanic

On the Convair 580 loaded with mostly businessmen and a total of 50 passengers, we served cocktails and club sandwiches with 30 minutes gate to gate.

-Karen Chalk, flight attendant

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BOJANG WHYHIGH

Look
for blessings
that are
in disguise.

