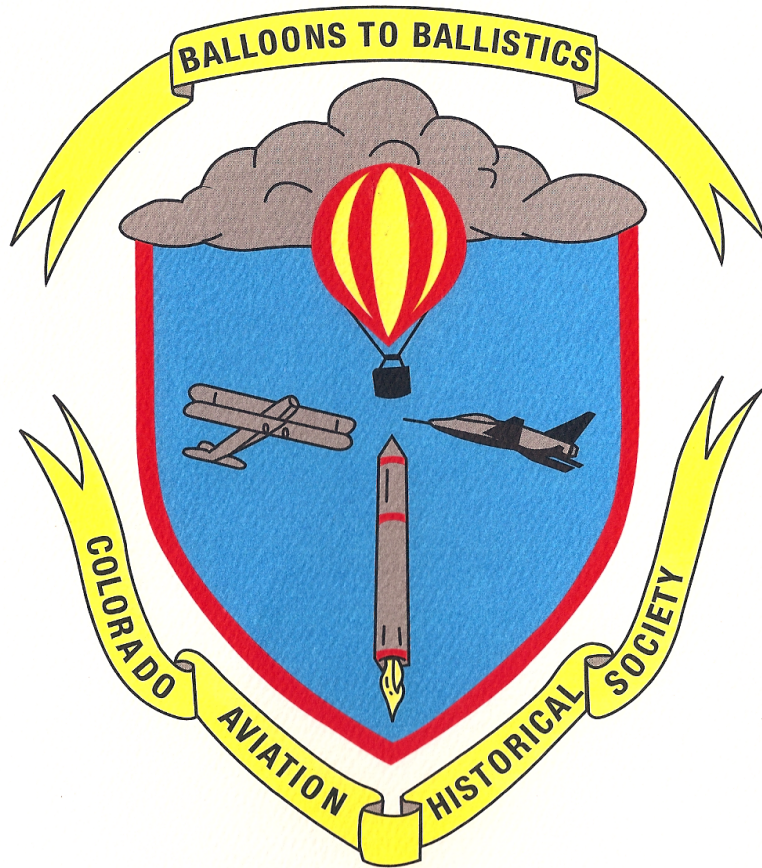


2019-2020 Fall-Winter Journals III & IV



Official Digital Version

Colorado Aviation Historical Society

Journal Publication

at Wings Over The Rockies Air & Space Museum
Denver, Colorado

Colorado Aviation Historical Society 2019-2020 Fall-Winter Journals

2020 Annual Membership Meeting & Election!

March 28
Denver Eagles Lodge
10 AM-12 PM
1151 South Galena St.
Aurora, CO 80247
(Please see Map on Page 12)



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**2020 Annual Membership Meeting;
Board of Directors Election March 28th!**

**Colorado Aviation Hall of Fame
Celebrates 50 Years of Aviation Heritage**

By Penny Hamilton, Ph.D. (2011)

As an aviation writer, participating in the celebration of the 50th anniversary of the founding of the Colorado Aviation Hall of Fame was an incredible opportunity to breathe in so many stories about aviation history.

The Governor proclaimed October 12, 2019 as “Colorado Aviation 50th Annual Hall of Fame Day.” The inductions of new laureates, Gregory Anderson, John Bond, Peter Paul Luce, and Gary Tobey, along with a posthumous Special Recognition of Colorado native, Frederick Renshaw Vance, who volunteered for the Royal Canadian Air Force (RCAF) prior to the US Entry into WWII. Vance flew in three different theaters of war for the RCAF. All these luminaries provided a wide spectrum of Colorado aviation history over the years.

Combine that recognition with the large number of past Laureates attending, the Lakewood County Club was the setting for a stellar “Who’s Who” in aviation history. Tuskegee Airman, Colonel James Hames Harvey, along with the participation of other living WWII service members, added to the special historic significance of the celebration.

A reprint of the history of the Colorado Aviation Historical Society (CAHS) written by the late Jack Wilhite and Dody Engel, provides a small glimpse of the dedicated band of aviation heritage founders from 1966 to today. The aviation world in 1966 saw the introduction of the USAF SR-71 Blackbird and the Gemini space missions and lunar orbiters.



Photo by Hamilton

Foreground: Board Member David Kempa, Banquet Co-Director leads Banquet attendees in the Pledge of Allegiance.

Back Row: (L-R) Julia Tobey and Laura Tobey Davis, KNUS Radio host and event MC, Steffan Tubbs, and CAHS President Stephen Kelly.

Hall of Fame Celebrates 50 Years

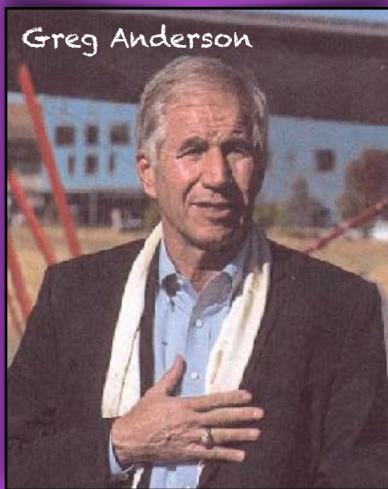
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Americans enjoyed the new television series, Star Trek, with the intrepid Captain Kirk and his USS Star Ship Enterprise crew, especially Communications Officer, Lt. Uhura.

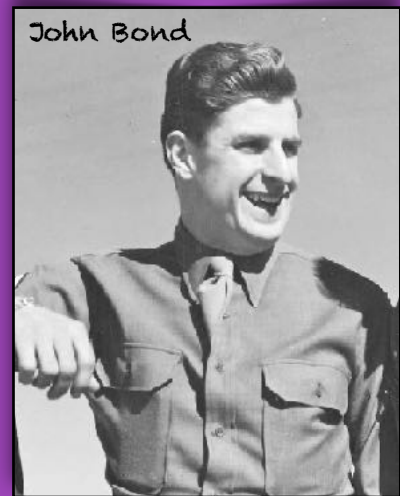
In 1966, the Founders, wishing to immortalize those making significant aviation contributions, established the Colorado Aviation Hall of Fame with an original Laureate class of ten: Ivy Baldwin, Allen F. Bonnalie, Albert E. Humphreys, Ira Boyd Humphreys, Will D. "Billy" Parker, Chriss J. Peterson, Reginald Sinclair, George W.

Thompson, Frank A. Van Dersarl, and Jerry Cox Vasconcells.

Fast forward 50 years and the tradition continues of honoring Colorado Aviation game-changers. U.S. Air Force Academy graduate (1972), Gregory J. Anderson, has garnered many aviation accolades over the years. He earned the Phillips 66 Aviation Leadership Award, Living Legends of Aviation Harris Ford Aviation Legacy Award. He served as Wings over the Rockies Air and Space Museum CEO at Lowry and the new Exploration of Flight campus on Centennial Airport.



Greg Anderson



John Bond

Official Hall of Fame 2019 Laureates

Upper Left:

Greg Anderson

Upper Right:

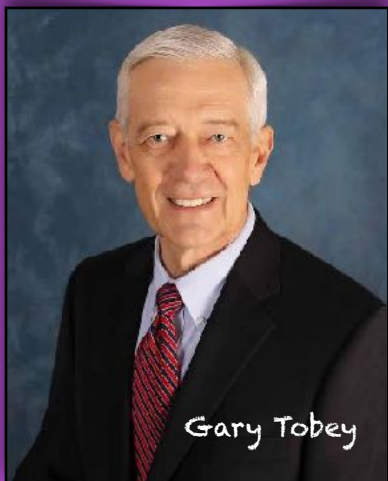
John Bond

Lower Left:

Gary Tobey

Lower Right:

Peter Luce



Gary Tobey



Peter Luce

Photos from HoF Archives

(See brief profiles on page 6)

Hall of Fame Celebrates 50 Years

(...continued from Page 4)

Another Laureate, WWII Army Air Corps Veteran John R. Bond, who also contributed to preserving and promoting Lowry AFB history with the publication of *Colorado Aviation History: Lowry Air Force Base*, and *Legends of Flight: Lowry Heritage*. Bond also played a large role in cataloging and organizing a huge archive of Lowry AFB History.

The late Peter Paul Luce, private pilot and aviation history benefactor, was involved in many facets of aviation. He personally flew medical mercy

missions for AirLifeLine, ALIE Foundation, and Angel Flight. Peter Paul was a very active board member and officer of the Colorado Aviation Historical Society and Wings Over the Rockies Air & Space Museum. He also was a Living Legends of Aviation Harrison Ford Aviation Legacy Award winner.

Vietnam-era fighter pilot, Gary H. Tobey, continued to contribute his many talents after his military



Photo by Hamilton

Singers, Julia Tobey and Laura Tobey Davis, perform the National Anthem. KNUS Radio host and event Emcee, Steffan Tubbs is on the right.

service. He is active in the Civil Air Patrol (CAP), serving as Colorado Wing Commander. As early as 1996, he co-founded the Colorado CAP Foundation, to provide scholarships for cadets aspiring to be pilots. As a volunteer, Tobey, was extremely effective in representing General Aviation views before the Legislature. He also served on the Arapahoe County Airport Authority.

Another outstanding Coloradan honored was Durango native, Fred Vance. Born on January 19th, 1918, Vance (at the age of 22) in November 1940, volunteered for flight training with the Royal Canadian Air Force, to fight the Nazi invaders. Fred Vance flew many missions in the Mediterranean Theater. His last flight was July 13, 1943, over Sicily in support of the British 8th Army, lead by General Montgomery. He was officially listed as "Missing and Presumed Dead," the very next day.

America owes a huge debt to all of our aviation pioneers. Special annual events such as the Colorado Aviation Historical Society Hall of Fame Celebration gives us an opportunity to do that. We thank them and the many other deserving aviation pioneers." ...



Photo by Hamilton

New Laureate, Greg Anderson accepts the important honor with Lance Barber, Chairman of the Board, former President and long-time Colorado Aviation Historical Society Board member and Stephen Kelly, President listens to Anderson's acceptance.

Editor's Note: Dr. Hamilton is laureate of both the Colorado Aviation and the Women's Halls of Fame. Learn more at www.PennyHamilton.com.

2019 Hall of Fame Laureates Profiles

From The Hall of Fame "Blue Book" by Charles Holmes

Greg Anderson

Greg Anderson is a graduate of the U.S. Air Force Academy (1972). After leaving active duty, Greg joined the Experimental Aircraft Association (EAA) in Milwaukee and oversaw the development of the EAA museum in Oshkosh, Wisconsin. He also made significant contributions to the highly successful "Young Eagles" youth program.

In 2004, Carl Williams recruited Anderson to become the president and CEO of "Wings over the Rockies" Air & Space Museum.

This institution experienced dramatic growth during the years of Greg Anderson's administration with the acquisition of much needed new funding.

The result of the additional funding led to an expansion of educational programs, including the aerospace charter school and a unique "Teacher Flight" program. And, importantly, the building of the Exploration of Flight facility at Centennial Airport.

Greg Anderson has been recognized with the Phillips 66 Aviation Leadership Award, the Shades of Blue Ed Dwight Jr. Award, and Living Legends of Aviation Harrison Ford Aviation Legacy Award.

John Bond

John Bond joined the Army Air Corps in 1942. This was the beginning 22 years of service with a significant amount of time spent at Lowry Air force Base.

After his retirement from civilian employer (IBM) John became associated with the Lowry Heritage Museum in 1988, and later served on its Board of Directors from 1993 to 1995.

With the closure of the base in the fall of 1994, John was instrumental in the collection, cataloging, and organization of a huge photo archive collection. This included photographic negatives and prints, books, newspapers, and artifacts documenting the significant role that Lowry Air Force Base played in Colorado's aviation history.

John has co-authored two books on Colorado aviation history-*Lowry Air Force Base* (2013) and *Legends of Flight: Lowry Heritage* (2017).

Peter Paul Luce

Peter Paul Luce (1929-2018) was involved in many facets of aviation during his lifetime. He obtained his Private Pilot's License in 1947, and was involved in aviation activities in Colorado beginning in 1969.

During the 1990's, Peter financed and promoted the development of the first FAA certified single engine prop-jet aircraft – the Interceptor 400. Working with The International Group for Historic Aircraft Recovery (TIGHAR), he was one of the sponsors of the search for remains of Amelia Earhart's Lockheed 10 aircraft in the Pacific.

Peter's philanthropic activities are significant. He logged over 4000 flying hours in his own Mitsubishi MU-2 flying mercy missions for a number of non-profit organizations including AirLifeLine, ALIE Foundation, Angel Flight Center, First Plymouth Church of Englewood, CO.

Peter Paul Luce was a founding board member of Wings over the Rockies Air & Space Museum and was a long-time member of CAHS, serving on our Board of Directors as Treasurer. He received the Harrison Ford Aviation Legacy Award at the annual "Living Legends of Aviation" in 2017.

Gary Tobey

During the Vietnam conflict, Gary Tobey served as a fighter pilot with the U.S. Marine Corps, flying from carriers in the Gulf of Tonkin on combat missions over North Vietnam.

After his military service, he came to Colorado to practice law and became active with the Civil Air Patrol (CAP). As Wing Commander of the Colorado CAP, Colonel Tobey set the standards to develop a first class CAP organization in our state.

In 1996, he co-founded the Colorado CAP Foundation, a program to provide scholarships for young people aspiring to become pilots that would allow them to complete Pilot training.

Gary Tobey has been extremely effective in representing the interests of general aviation-with his legislative efforts as President of Colorado Pilots Association (CPA) before the Colorado General Assembly, and through his years of leadership on the Arapahoe County Airport Authority. . . .

The COB REPORT:

Update: The Society is on the Move (in Pueblo)!

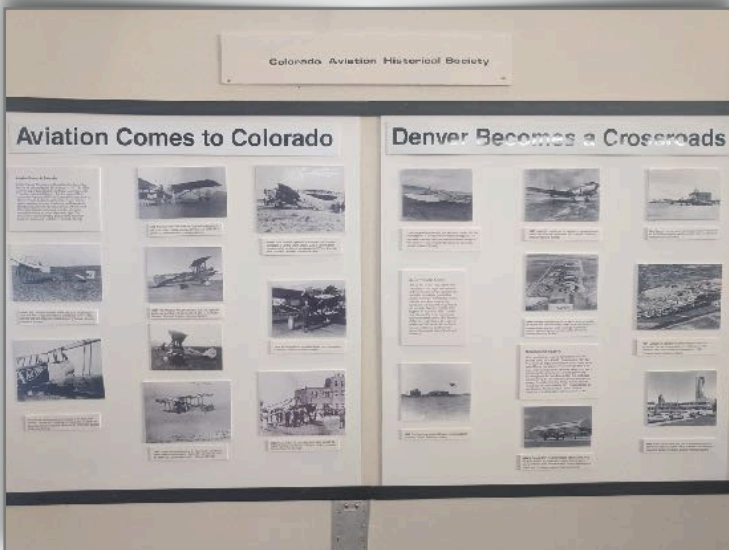
The Society "History of Flight" Pictorial Traveling Exhibit, originally on exhibit at Colorado Department of Transportation in 2015, was revived for a long-term showing at the Pueblo Weisbrod Aircraft Museum (PWAM). Laurie Tune and yours truly installed this exhibit Jan. 5th & 6th. It was well received by the PWAM Executive Staff, volunteers, and visitors.

We repositioned the Southern Pioneers of Colorado (CAHoF Laureates of Southern Colorado) to the exhibit wall in front of our Eaglerock; as well as our aviation timeline panels and the WWII Navajo Codetalkers Exhibit.



Photo by Kempa

Lance Barber
Chairman



We, along with other additional Society members, visited PWAM last November and December, and cleaned both Dave Ebershoff's Steen Skybolt Long and Alexander Eaglerock Longwing aircraft.

Our presence at PWAM has expanded Society reach from La Junta Airport Terminal Museum Room; to PWAM; to Spirit of Flight Center.

CAHS is on the move!

...

President's Message:

The Hall of Fame First Ten!



Steve Kelly, President

In November of 1969, the Colorado Aviation Historical Society inducted the first ten members into its Hall of Fame. This original Laureate group was composed of some of the earliest aviators in our state, and these Laureates became leaders in the progress of commercial, general, and military aviation in Colorado during the decades to follow.

Ivy Baldwin

Ivy Baldwin was a true dare-devil always seeking another adventure. Born William Ivy in 1866 he joined the circus at age 11 and learned to perform as a tight-rope walker. He later joined with performers Thomas and Sam Baldwin, and changed his name to Ivy Baldwin in order to be billed as "The Baldwin Brothers". He performed high wire acts and by 1890 he was making parachute jumps from balloons. This act was included in the opening celebration for the original Elitch's Gardens in 1890.

Ivy joined the U.S. Army Signal Corps in 1894 as a balloonist. During the Spanish-American War in 1898, he was the pilot of the hot air balloon that gave U.S. troops location information on Spanish snipers before the

Battle of San Juan Hill. The balloon was shot down on June 30, 1898, and Ivy and another officer became the first Army Aeronauts to be shot down in combat.

Ivy later served in the First World War. He is credited as the first to fly a powered aircraft in Colorado when he made a short flight in a powered dirigible type balloon. He is also credited with the first airplane take-off from water in Colorado when he flew a home built pusher airplane on floats from Sloan's Lake.

Allan F. Bonnalie

As a teen-ager in Corte Madera, California, Allen constructed a home-built glider which he flew with the aid of a tow rope. In 1912 he designed a powered aircraft which he was able to fly for short distances.

In 1917 he enlisted in the Aviation Section of the Army Signal Corps and attended the school of Military Aeronautics at the University of California. In August of 1917 he was sent to England and, attached to the Royal Flying Corps, participated in air raids against the Germans. His Great War experiences earned him the Distinguished Service Order (UK) and Distinguished Service Cross (US).

After the war, Allen continued to serve in the Naval Reserve attaining the rank of Rear Admiral in 1953.

Allan worked with United Air Lines in Denver from 1929 to 1958, later becoming the general manager for Lamsa Airlines, the United subsidiary in Mexico. In Denver he was in charge of flight training programs and was assistant vice-president of flight operations. Allen inaugurated the most comprehensive training program ever undertaken by an airline, leading to the UAL Training Center becoming the largest and best equipped training facility of its' type in the world.

Ira Boyd Humphreys

Ira attended the Curtiss Flying School in Miami and first soloed in 1918. Soon after, he came to Denver where he and his brother Albert operated the first commercial airport at 26th Avenue and Oneida Street beginning in 1918. He began the Curtiss-Humphreys Airplane Company, the first aircraft dealership in Colorado, during this time. I.B. Humphreys and Alexander Lendrum were the first to fly over Pike's Peak in a Curtiss Oriole in August of 1919.

Possessing great engineering ability, I.B. Humphreys was the sole inventor of the Humphreys Spiral Concentrator which permitted mining operations to utilize low-grade ores previously regarded as having

The Hall of Fame First Ten Laureates

(...continued from Page 8)

no value. This invention earned him a spot in the National Mining Hall of Fame.

At the bequest of Ira Humphreys, the Grant-Humphreys mansion (noted on the U.S. National Register of Historic Places) became a property of the Colorado Historical Society in 1976.

Albert E. Humphreys, Jr.

Albert Humphreys, Jr. also attended the Curtis Flying School in Miami and soloed in March, 1918 in a Jenny. During the First World War, he became a Marine Corps Aviator, receiving the Navy Cross during combat operations on the Belgian Front from September to November, 1918.

As president of the Humphries Investment Corporation, Albert became one of the first businessmen to use an aircraft for business travel. He operated an aircraft continuously for business purposes from the early 1920's through the rest of his life.

Will D. "Billy" Parker

Billy Parker was born in Oklahoma and grew up in Ft. Collins, Colorado. When he was in the eighth grade he built a glider and soloed in a powered aircraft soon after. He built about ten biplanes in his youth. During the First World War he served as an instructor in the Royal Flying Corps. After the war he barnstormed, worked for the Dewey Airplane Company, and eventually went to work for Phillips Petroleum as manager of their aviation division. Billy held a number of patents on the first successful variable pitch propellers.

Chriss Peterson

Peterson's interest in aviation began when he attended an air meet in Denver and met aviator Arch Hoxsey. Chriss then became a student at the Wright Flying School, soloing in 1913 at Sims Station, Ohio. Peterson served in the Army Signal Corps in 1917 as an instructor at Chanute Field and Millington, Tennessee. After the war he joined the ranks of the barnstormers, but left that endeavor when the field became too crowded.



Chriss Peterson
Courtesy of CAHS Archives

Reginald Sinclair

While a youngster in Corning, New York, Reggie would visit the Curtiss Airplane factory in Hammondsport. His first airplane ride was with Ruth Law, one of aviation's early female pilots.

At the beginning of the First World War, he went to France to join the Foreign Legion. He got into the Bleriot Flying School and flew a number of aircraft including the SPAD XIII. Reggie became a member of the legendary Lafayette Escadrille, flying with Squadron 68 during 1917 and 1918. He had a number of confirmed victories over aircraft and balloons and was awarded the Croix de Guerre medal with three Palms.

When he came to Colorado after the war he purchased an Alexander Eaglerock with the Curtiss engine. He modified another Eaglerock which he

The Hall of Fame First Ten Laureates

(...continued from Page 9)

raced in the 1928 National Air Races in Los Angeles, finishing second. Reggie served as a member of the first State Aeronautics Commission in the 1930's.

During WWII, he served with the Navy teaching aerial gunnery to fighter pilots in the Pacific Theater. Reggie was the official historian and a president of the Lafayette Flying Corps Association working with Hall of Fame Laureate Dr. Jim Parks.

George Thompson

George Thompson is generally considered to be the first Coloradan to fly. As a self-taught aviator, he built and piloted his own first aircraft patterned after Curtis pushers. The Mathewson Automobile Company of Denver sponsored George's shows and partnered in building what were called Mathewson Flyers. In total, he built nine of these aircraft and taught others to fly them. Through 1911 and 1912 he flew exhibition flights in Colorado and Wyoming. On July 19, 1911, he took Mrs. O.N. Stonebreaker for a ride as a passenger. She is believed to be the first women to fly in the state. He helped to organize the American Federation of Aviators, and served as the president in 1911-1912. Thompson was killed in a crash on August 21, 1912 at the Powers County Fair in Lamar.

Frank A. Van Dersarl

While still high school students, Frank and his brothers John and Jules obtained plans for a Bleriot monoplane. These industrious teenagers spent the next two years building their own version. On June 10, 1911, they flew their homebuilt aircraft east of today's Anschutz Medical Center at a site called Sable Airstrip.

Frank, as with many of the earliest aviators, later went on to fly exhibitions, performing stunt flying and selling rides to the adventurous. He later was associated with Denver's Curtis-Wright flight school. Frank owned and operated the Denver Union Airport—a center of aviation activity until the great depression. During the Second World War, Van Dersarl worked for Emily Griffith Opportunity School where he helped train hundreds of mechanics and other workers needed in war-time aviation industries.

Jerry Vasconcells

Jerry Vasconcells attended Denver East High School and later graduated from DU Law School. At the beginning of the Great War he joined the U.S. Army.



Sent to France in 1917, he became an ace shooting down six aircraft and two balloons. Vasconcells was a flight commander for the 27th Aero Squadron of the 1st Pursuit Group, American Expeditionary Forces (AEF) in 1918, and by war's end he was in command of the 185th Aero Squadron, the first night pursuit squadron of the AEF. Jerry was shot down once and awarded the French Croix de Guerre and other awards.

In the 1920's he became involved in aviation activities in Denver. He was one of the organizers of the first Colorado Air Meet in 1921, served two terms as the chairman of the Colorado Aeronautics Commission, and helped Mayor Ben Stapleton establish Denver Municipal Airport in the late 1920's. Major Vasconcells was a founding member of the Quiet Birdmen Association. . . .



Brian Richardson

Aviation ARcheology: The Punkin' Center-- a US Army Air Corp F-5A Story

Early in the morning of December 24, 1942, after refueling his Lockheed F-5A (photo-reconnaissance version of the P-38 Lightning, AF No. 42-12667) 2Lt. Lee R. Crowe, launched from Godman Army Air Field, Louisville, Kentucky, on his way back home to Peterson Field in Colorado Springs.

Cruising at an altitude of 30,000 feet, Lt. Crowe was west of Karval, Colorado, about 50 miles east of Peterson Field, when something went terribly wrong. The aircraft entered a high-speed dive and when the pilot

attempted to level out the tail section failed and separated from the twin-boom fuselage. A witness on the ground near the village of Punkin Center stated that the aircraft spun a couple of times to the left, then straightened out and dove near-vertically into the prairie, exploding upon impact. Lt. Crowe was unable to extricate himself from the crippled airplane and perished in that crash. One can only hope that the Crowe family was spared the miserable telegram from Uncle Sam until after Christmas!

Within hours a recovery team from Peterson Field had arrived on scene and commenced with the task of investigation and recovery. Working through the Christmas Holiday, investigators quickly discovered the cause of this tragic accident; the elevator trim tab push rod had broken and the resultant flutter of the trim tab had caused both broken ends to pound against each other, creating an intense vibration in the tail section that ultimately led to structural failure. From this investigation was borne a recommendation for increased scrutiny of the trim tab push rod during routine inspections. The Army Air Corps quickly adopted this recommendation, ending further failures.

Seventy-nine days shy of this tragedy's 65th anniversary, **Aviation Archeology (AvAr)** dispatched a team to relocate, survey and memorialize the site of AF No. 42-12667, and 2Lt. Lee R. Crowe. Having gained [approved] access through-the-fence to private property, team members Len Wallace and Brian Richardson spent close to forty minutes searching the area before a distinct, circular impression in the prairie surface revealed the impact point. Approximately fourteen feet in diameter and nearly perfect in its described circumference, this depression averaged about two inches in depth around its periphery. It was immediately apparent that this was the crash site based on the multitude of non-descript, aircraft-grade-aluminum

artifacts that were situated throughout the search area. In addition, minute fragments of blue-green glass particulate was found in the northern quadrant of the search area, indicating a possible impact point of the right wing tip navigation light lens. This archaeological feature tends to corroborate evidence of the aircraft heading west towards Peterson Field.

Satisfied that the site had been located and officially mapped, **AvAr** closed this case file on Saturday, October 6, 2007. However, this wasn't the last time that



Photo by Len Wallace

AvAr Director Brian Richardson mapping the Punkin Center crash site. Note the circular outline of this debris field described by the linear tape. (Photo by Len Wallace)

AvAr team members would visit the crash site of AF No. 42-12667. Colorado Highway 71, which runs between Limon and Rocky Ford, passes less than 150 feet to the east of this crash site. Between 2010 and 2014, **AvAr** team members routinely traveled this

(Continued to Page 12)

Aviation ARcheology:
The Punkin' Center—
a US Army Air Corps F-5A Story

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highway on their way to the La Junta AAF project site, always stopping to point out the easily recognizable depression in the ground to guests and new team members. This has since become an **AvAr** rite of passage.

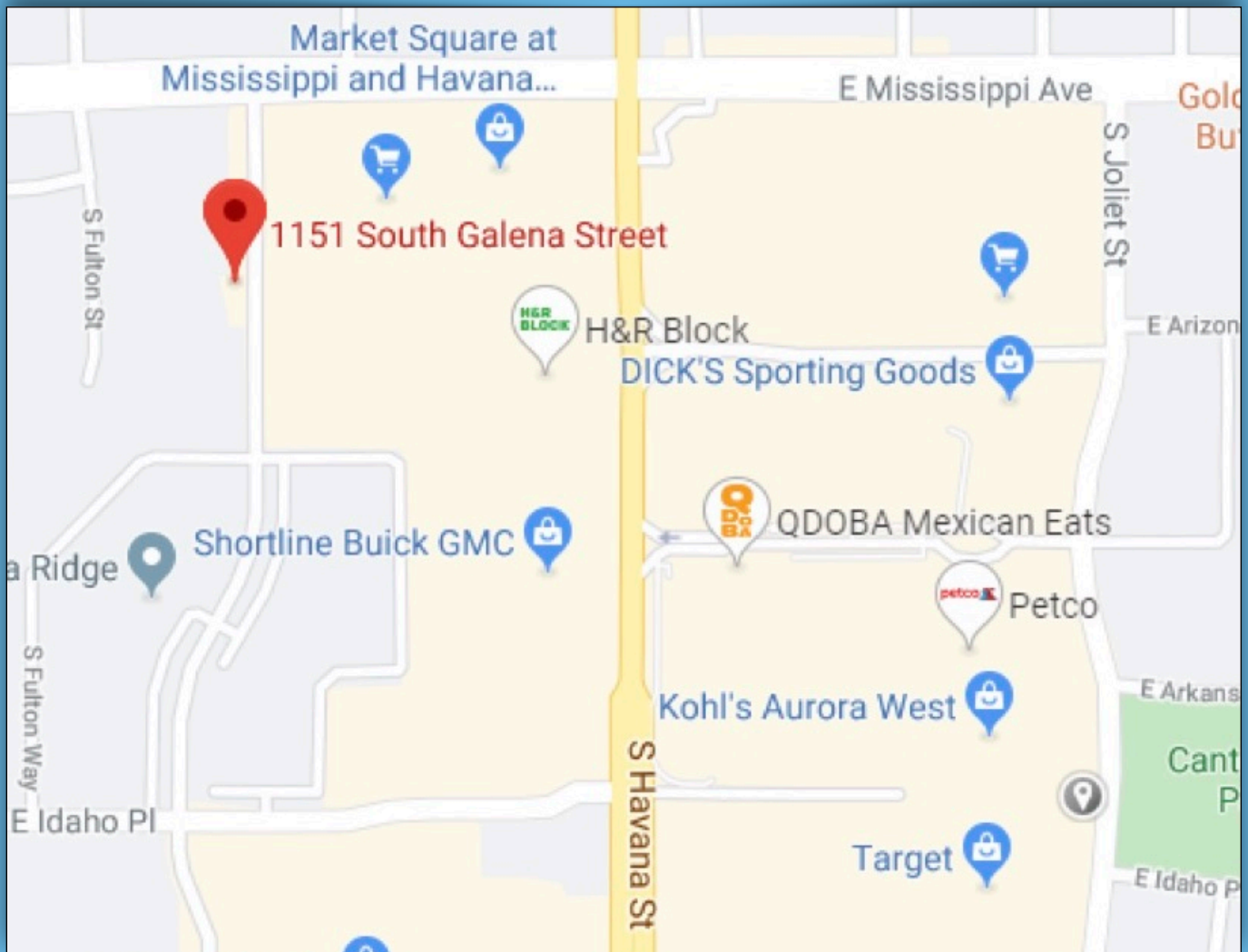
As the Arkansas River Valley is rich with aviation archaeological sites yet to be explored, **AvAr** team members will no doubt be passing by the Punkin Center F-5 crash site for many more years to come, and offering a quick nod of recognition towards this hallowed site. . . .



Photo courtesy of Brian Richardson & the AvAr Archeological Team

A piece of Lt. Crowe's F-5A, found within the immediate, and well marked, impact area.

Map to 2020 Annual Membership Meeting!



AvAr Group Offers Instruction/Orientation Course in Aviation Archeology on April 25th!

by *Brian Richardson*

Colorado Aviation Historical Society is pleased to announce that AvAr will be offering an Aviation Archaeology Indoctrination course on Saturday, April 25, 2020, in Boulder, Colorado. The cost of this course, which includes all necessary materials, refreshments and noontime meal, is \$99.00. There are no special prerequisites or educational requirements to attend, just an interest to learn and participate.

AvAr candidates attending the course will receive basic instruction in field work, documentation, research methodology, and general laws pertaining to such operations. In addition, internationally recognized members of the aviation archaeology community have consented to attend and provide

AvAr Field Agent credentials once they have attended an **AvAr** field expedition. (Note: There is no cost to attend an **AvAr** field expedition. Once you have completed the Indoc course, you will be placed on **AvAr**'s alert list and will be invited to all **AvAr** field work during the following 12 calendar months. You need only attend one of those expeditions to earn the **AvAr** Field Agent credential.)



AvAr Indoc (Class 901) conducting a field expedition near Colorado Springs.



AvAr Indoc (Class 901) receiving instruction on imagery

briefings on expeditions in Europe as well as the South Pacific.

Completion of the **AvAr** Indoctrination course provides an individual with the fundamental skillsets required to get started in the field of aviation archaeology. Any graduate of this course may further qualify for CAHS

The Colorado Aviation Historical Society **AvAr** (**A**viation **A**rchaeology) program was created in 2005 for the purpose of providing all Society members with an opportunity to join in the collection and preservation of our aviation heritage through an organized activity. To meet this end, pioneers in the field of aviation archaeology developed a training program that would ensure safe, informed and methodical conduct of operations in the field for all **AvAr** team members, regardless their previous experience level. Since its inception, **AvAr** has graduated more than forty candidates from this training program.

Interested applicants should contact Mr. Brian Richardson aviator_b@msn.com or Mr. Lance Barber cba1974@aol.com for further information. •••



Penny Hamilton, Ph.D.
Laureate (2011)

Colorado Airports Honor Air & Space Legends

Editors Note: The following article was submitted to the Journal Staff by Penny Rafferty Hamilton, Ph.D., one of the Society's most aviation-active Laureates (2011), prolific journalist and author of the newly published book, "America's Amazing Airports book." (Please see Page 21 for book cover.)

Because airports are so important, many are named to honor our nation's aviation heroes and leaders. Airports as JFK in New York recognizes WWII Naval hero and US President, John F. Kennedy. O'Hare International Airport-ORD is named for Chicago's World War II US Navy Ace, Edward "Butch" O'Hare, a Medal of

Honor recipient. Every state uses some of its airports to honor heroes of air and space.

But, what about Colorado? We have a long list to celebrate but here are just a few of our aviation legends honored at our airports. Starting with Denver International Airport, two Colorado Aviation Hall of Fame Laureates, Elrey Jeppesen (1970) and Astronaut John "Jack" Swigert (1988) are recognized.

The award-winning Jeppesen Terminal has a number of exhibits sharing the "Captain Jepp" story. Elrey Jeppesen's aviation career spanned more than 60 years. From Flying Circus performer, airline pilot, to aviation entrepreneur starting his aviation chart business. The Jeppesen Company, had humble beginnings in the basement of their home, in partnership with his wife. In fact, The Jeppesen Company was later given a Special Organizational Award by the Colorado Aviation Historical Society in 1999.

While many know of the contributions of Captain Elrey Jeppesen to aviation, you may not know about his wife, Nadine Liscomb Jeppesen, a former United Airlines stewardess, who helped build the world famous aviation company with its incredible Black Book Airway Manuals. Beginning in 1941, Nadine managed the store front Jeppesen Flight Chart business on East Colfax Avenue, while Elrey continued flying passengers for United. Over the years, Nadine interviewed and hired cartographers, designed, and wrote promotional materials for the fledgling company. She juggled business and family obligations as company secretary-treasurer until the Times Mirror Corporation bought The Jeppesen Company in 1961. In 1994, Nadine Jeppesen was awarded the National Aeronautic Association Katharine

Wright Award, named for the sister of the famous Wright Brothers because of Katharine's significant personal and financial support of the Wrights' pioneering aviation efforts. Nadine Jeppesen was inducted into the Women in Aviation Pioneer Hall of Fame in 1995.



Elrey Jeppesen (1970) is honored in bronze in the airport terminal named for him. (Courtesy Denver International Airport)

Another local aerospace legend honored at DIA is Denver native, John "Jack" Swigert. Jack played football at the University of Colorado and pursued engineering. His U.S. Air Force aviation career included test pilot, before he joined the NASA astronaut corps. Jack is

Colorado Airports Honor Air & Space Legends

(...continued from Page 14)

internationally known for his flight as a NASA astronaut on the Apollo 13 flight to the moon in April 1970. He was the command module pilot for this mission that was to be a moon landing flight. As many readers know an oxygen tank explosion caused the landing to be aborted, replaced instead by an improvised spine-tingling drama that allowed for a safe ocean recovery of the crew. The feats of the crew were later documented in the blockbuster movie, Apollo 13.



Colorado's USAF test pilot and NASA Astronaut, the late John "Jack" Swigert, (1988) is honored in bronze in Concourse B at Denver International Airport. (Courtesy Denver International

From the movie, "Houston, we have a problem" is a popular but erroneous quotation from the first radio communications between Apollo astronaut, Jack Swigert, and the Houston NASA Mission Control Center. As the astronauts tried to explain their explosion discovery that crippled their spacecraft, the actual words Swigert spoke were "Okay, Houston, **we've had** a problem here" (with emphasis on **we've had**). After being prompted to repeat by Mission Control, after all they were in outer space transmitting to Houston on earth, Astronaut James A. Lowell repeated, "Uh, Houston, we've had a problem" That phrase was changed to the present tense in the film script. Since the successful movie, Apollo 13 with Tom Hanks, "Houston, we have a problem" has entered our

lexicon to indicate the emergence of an unforeseen problem.

Another aerospace and Colorado Aviation Hall of Fame Laureate (2000), Kent Rominger has deep Colorado roots, too. Born in 1956 in Del Norte, he graduated from Colorado State University, As a Naval aviator, he became a TOPGUN. He had 5,000 flight hours in over 35 types of aircraft and 685 successful carrier landings. He is a Distinguished Graduate of the U.S. Naval Test Pilot School and the Naval Air Test Center Test Pilot of the Year (1988). Rominger joined NASA in 1992. Colorado's Rominger continued to excel. He became a veteran of five space flights and has logged over 1,600



Del Norte Airport (RCV) is named in honor of hometown hero, Astronaut Kent Rominger (2000). (NASA photograph)

hours in space. Del Norte Astronaut Kent Rominger Airport (RCV) helps preserve his legacy contributions to air and space history.

Author and historian, David McCullough, said, "History is who we are and why we are the way we are." Our nation's airports often help us remember the contributions of so many to our outstanding national

2019 Hall of Fame Remodel Dedication

By Executive Committee Staff

The Colorado Aviation Hall of Fame was established 50 years ago on November 11th, 1969, when 10 aviation pioneers were inducted as the first Laureates. This notable group included Ivy Baldwin, Allan F. Bonnallie, Ira Boyd Humphries, Albert E. Humphries, Will D. "Billy" Parker, Chriss Peterson, Reginald Sinclair, George Thompson, Frank A. Van Dersarl, and Jerry Cox Vasconcells. (See pages 8,9 & 10 for additional information on these laureates.)

A 50 year milestone was celebrated on Veterans Day, November 11th, 2019 when the CAHS Hall of Fame at Wings over the Rockies Air & Space Museum was re-dedicated. The ceremony was attended by many of our members including laureates, Babette Andre, Charlie Johnson, Bill Mitchell, Gordon Page, Dewey Reinhard, Mike Silva, Bart Whitehouse and 2019 laureates Gary Tobey and John Bond. As chairman of the Wings Over



Photo by Dave Kempa

Left to right: Babette Andre, Bill Mitchell, Mike Silva & John Bond officially cut ribbon at the newly remodeled Hall of Fame Room at Wings Over The Rocky Mountains Air & Space Museum.

2019 Hall of Fame Remodel Dedication

(...continued from Page 16)

The Rockies Board of Directors, Charlie Johnson, Hall of Fame Laureate (2014), delivered remarks on behalf of Major General John Barry and the Museum.

The renovated Hall of Fame has been designed to incorporate a number of features that have become the new standard for exhibits at the Wings Museum.

The ceiling panels were removed to open up the vertical space of the room and allow for new lighting fixtures and for the display of our colorful aircraft models. Revitalized exhibit cases with new museum quality lighting and updated fire protection and security features have been installed. Dominating the North wall



Photo by Dave Kempa

Charlie Johnson (2014), Chairman, Board of Directors of Wings Over The Rockies Air & Space Museum

of the room is a 15 foot mural of Pike's Peak painted by laureate Rick Broome. A flat screen TV is currently showing the PBS program "Colorado Experience-Aviation" a 26 minute program which provides a great introduction to the development of aviation in our state.

Many hours of planning and construction work went into building this new exhibit space. Our Design Committee was headed by Keith Shaddox, who completed the original design of the room and

coordinated our efforts with the "Wings" management and staff. CAHS Directors Joe Johnston, Lance Barber, Steve Kelly, Mike Paradise, and Bob Rushforth also provided great assistance to the project.

Recognized for their exceptional contributions of many hours of hard work that went into the project were CAHS members Bill Totten, Jack Owens, Tony Bornhiem, and Scott Jones. •••

John Bond: Life & Times; Flown West

By George Paxton

WWII Veteran and then Some

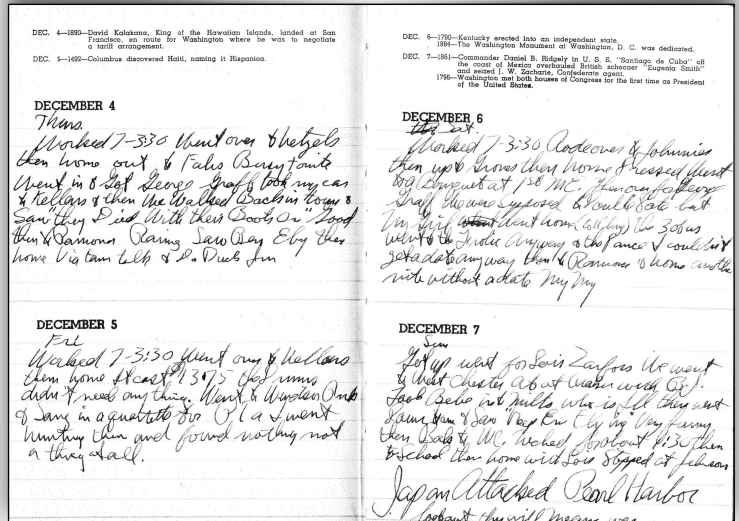
John was born in November, 1921, in York, Pennsylvania. His childhood dream was to be a pilot. He often talked about he and his family leaving the lunch table and going out to see the mail biplane going over the house. John and his father went to flying circuses in the twenties – where the star act was a wing walker. John

graduated from high school in 1940 and he took a job in York while deciding what to do with the rest of his life.

All that changed on December 7th, 1941. Still under age 20 and with his parental approval, he joined the Army Air Corps on 28 September 1942. He was called up on 28 February 1943, and reported to Nashville, Tennessee. After basic indoctrination he was sent to Maxwell, Alabama for pre-flight training. Then he was sent to several other fields in Arkansas, Tennessee,



John stands before the T-33 at Lowry Heritage Museum .



The December 7 page out John Bond's Dairy. Note his bottom-line prediction, "Lookout, this will mean war."

(Photo courtesy of Wings Archives)

and Texas. He persisted with flight training for three months but it was not meant to be for John Bond, and on June 10th, 1944 he was transferred to Lowry Field. He was assigned to 21 tech school, SQDN K, Lowry II, Arm school. On 14 May 1944, John was assigned to the 3705 AF Base Unit (TS) section R, Lowry I, Remote Control Turret Mech School, and on the 21 August, the same year, he was assigned to Remote Control Turret Repairman School. John was soon promoted to Corporal. At that time Lowry Field had the only Remote Control Turret training school in the Army. This training was to create for John an area of expertise to carry him through most of his military career.

John left Lowry Field in November, 1944, but he left his heart in Denver. He met a truck driver (civilian employee) named Grace Cook. He was transferred to Grand Island, Nebraska for training and work on B-29s. He was then transferred to Tinker Field, Oklahoma City in March and then to Stinson Field, San Antonio in April. He was then transferred to Davis-Monthan Air Field Arizona in July and to Victorville, California in

John Bond: Life & Times; Flown West

(...continued from Page 18)

November for further training and in preparation for being shipped overseas. He was promoted to sergeant and staff sergeant in 1945.

John Bond and Grace Cook were married in December 1945. The war was over and rumors of discharge were in the air. Due to John's seniority and his desire to be with his new wife he was offered and accepted a discharge on 2/20/1946 at Camp Beale, California.

Epilogue: the story continues. John remained in the reserves and was recalled in May, 1946. He continued in the Air Force until 1964, retiring after 22 plus years as a Master Sergeant. Perhaps his most important assignment during his time in service was at Lowry Field in the 7625th Operation Squadron, USAFA, in support of the infant US Air Force Academy, 1955-1958.

John did achieve his childhood dream of being a pilot. During his brief stay in Denver in 1946 he worked for Don Vest at Hayden Field. Trading work for flying lessons he obtained his pilot's license and delivered used planes for Vest in the Rocky Mountain region.

Sadly, John passed away in November, 2019, shortly after his 98th birthday . . .



Wings Archives

John celebrates the opening of the Lowry Room at Wings over the Rockies Air & Space Museum



Wings Archives

John instructs Air Force Academy Doolies at Lowry AFB.

Watch for These Future Articles!

As 2020 will be the 75th anniversary of the victory over the Axis forces in WWII, our editions of the CAHS journal this year will feature stories on Colorado citizens who made significant contributions during the war.



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Info call Dave Kempa at:
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On a Personal Note:
**A Journal Staff
Commitment**

*Michael McRhodes, Managing Editor
Past President (2012)*

Some may have noticed the Journal productions for 2019-2020 have not yet met the anticipated schedule.

Circumstances beyond our control have contributed to significant delays in publishing these Journals.

The Journal staff is committed to improvements to the 2020 schedule, and the continuance of the Mission to publish the best quarterly Journal possible!

If it can happen in Aviation...



It Likely will! (Outhouse Dominos?)

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CAHS 2020 Calendar

EVENTS CALENDAR

Mar 28: Annual Membership Meeting & Board of Directors Election & Guest Speaker:
at the Aurora-Denver Fraternal Order of Eagles – 1151 S Galena St Aurora/Denver CO 80247
1 block west of Havana on Mississippi, 1/2 block south on Galena, on the right!
Info: Steve Kelly, President 720-737-6761.

Apr. 25: AvAr Group Offers Instruction/Orientation Course in Aviation Archeology on April 25th!
Info: AvAr Director Brian Richardson 720-737-6761, aviator_b@msn.com.

Oct. 10: 51st CAHS Colorado Aviation Hall of Fame Banquet & Induction Ceremonies.
Info: Bea Wilhite, Chair 303-697-4775 or Dave Kempa, Co-Chair 303-521-6761.

Important Journal Notice!

The Colorado Aviation Historical Society Journal, in full-color, will be eMailed to all Members who have submitted an eMail address to Colorado Aviation Historical Society Journal.

**Please send your email address to:
Lance Barber at cbair974@aol.com**

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