

# *Colorado Aviation Historical Society 2019-2 Post-Summer Journal*

**Annual Main Event**  
  
**Colorado Aviation  
Hall of Fame Banquet;  
Induction Ceremony**  
 ...  
**October 12**  
 ...  
**Lakewood Country Club**



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The COB Report:

Directly From The  
Chairman's Desk!

***Happy 50th Anniversary  
Colorado Aviation Hall of Fame!***

The soft opening of the renovated Heritage Hall and the Hall of Fame will be Monday, November 11th, and it is exactly 50 years from when it first opened. It is also Veteran's Day and the end of WWI. The formal grand opening will be announced when a date has been determined. (All Members will be sent a phone blast message.)

The ground breaking of the new Centennial Airport Administration Building, Phase 1, is still planned for this calendar year. A proposed Phase II building expansion is under consideration.

Our Eaglerock and Steen Skybolt are currently still on display at the Pueblo Weisbrod Aircraft Museum, adjacent to the Pueblo Airport. Stop by to see them if you are visiting or traveling through Pueblo. CAHS volunteer workers and staff keep our aircraft looking great.



Photo by Kempa

Lance Barber, COB

In 2014 CAHS agreed to loan for public display, a 1926 Alexander Eaglerock bi-wing aircraft, manufactured in Englewood CO, to the Pueblo Weisbrod Aviation Museum.

Alexander Eaglerock, CAHS prize artifact, nested comfortably in the Pueblo Weisbrod Aviation Museum.



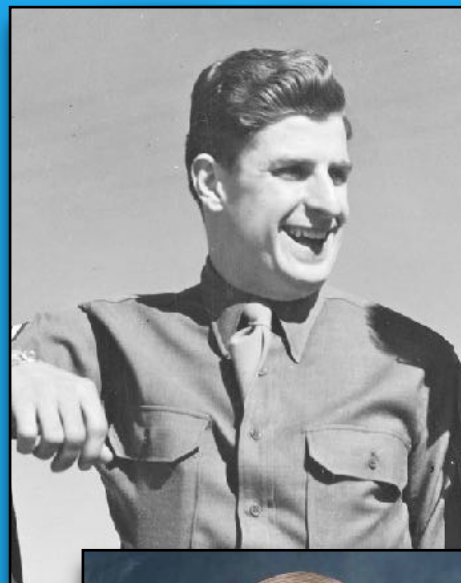




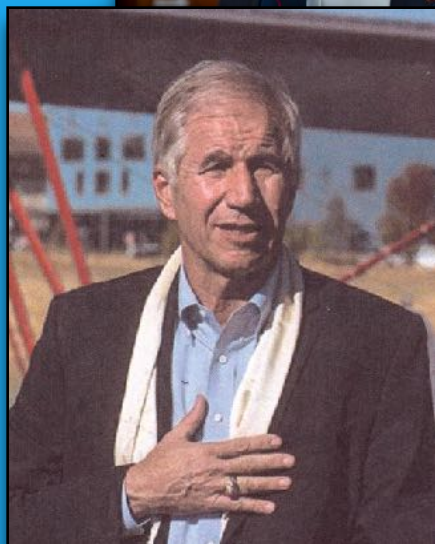
**Greg Anderson, John Bond, Gary Tobey & Peter Luce  
To Be Inducted Into the Colorado Aviation Hall of Fame;  
Banquet & Ceremony at Lakewood CC October 12th**



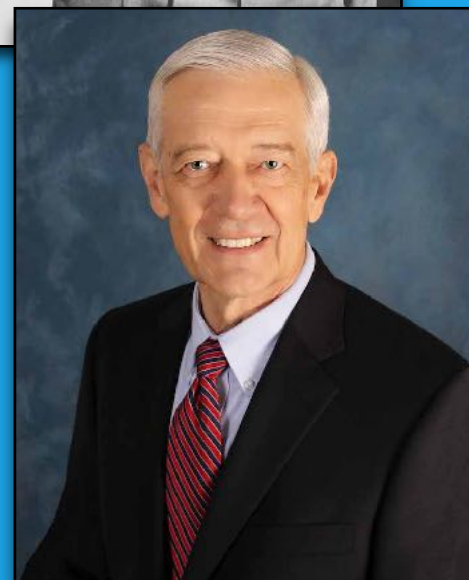
Upper Left:  
**Peter Luce**  
(Posthumous)



Upper Right:  
**John Bond**



Lower Left:  
**Greg Anderson**



Lower Right:  
**Gary Tobey**

Photos from HoF Archives  
(See brief profiles on page 3)



Steve Kelly, President

## President's Message:

# CAHS Summer Membership Meeting Nominates Four for Hall of Fame; 1st CAHS Meet at Air & Space Port

Our summer meeting was held at Colorado Air & Space Port (Front Range Airport) on Saturday, August 17. During our business session, four candidates were nominated to be inducted into the Hall of Fame at the October 12<sup>th</sup> banquet-Greg Anderson, John Bond, Peter Luce, and Gary Tobey.

Additionally, Flight Sergeant Fred Renshaw Vance will be added to the group of RCAF/RAF Colorado Aviation Volunteers who were given a special award in 2017. Brief biographies of these awardees are contained in this edition. The banquet meet/greet all attendees will be in Lakewood Country Club. at 10:30 AM.

Upon conclusion of the business portion, we viewed a presentation from our guest speaker Dave Gianakos. Dave is recently retired from Delta Air Lines as senior captain and a Lead Line Check Pilot for Boeing 747-400 aircraft.

Dave was a major participant on the restoration team of Lunar Module 2 at the National Air and Space Museum (NASM). His presentation covered the restoration of this historic spacecraft in 2009, and again in 2015-2016, which is on display at NASM, Washington, DC. . . .



Photo courtesy of Dave Kempa

Dave Gianakos presents at the summer meeting hosted by Colorado Air & Space Port.



"Selfie?" photo courtesy of Dave Gianakos

Interior of the Lunar Module 2. Dave gave members in attendance the inside story on the National Air & Space Museum's acquisition and restoration process.



## 2019 Colorado Aviation Hall of Fame Nominees

### 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, as well as 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 (Posthumous)

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 and First Plymouth Church of Englewood, CO.

Peter Paul Luce was a long-term 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, 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.



Brian Richardson

## Aviation ARcheology: *They Almost Made It Home: The Dotson Reservoir B-29*

Through an unbelievable twist of fate, thirteen young American airmen lost their lives in a training accident over Southern Colorado just 57 days before the end of World War II. Had this tragic event not occurred, it is unlikely that they would have even made it to the Pacific combat zone and been placed in harm's way. Such are the tragic realities of war!

Sunday, July 8, 1945, at approximately 18:03 hours Mountain War Time (MWT), a Boeing B-29, A.F. No. 44-86315, assigned to the 215<sup>th</sup> Bomber Unit, 16<sup>th</sup> Bomber Training Wing, 2<sup>nd</sup> Air Force, stationed at Pueblo Army

Air Force Base (PAAB), Pueblo, Colorado, departed on what was to be a combat crew training mission consisting of a 1,600 mile, round-trip, navigational exercise. The pilot-in command was 1<sup>st</sup>. Lt. James R. Betcher. Supervising the flight was Capt. John R. Simpson, a seasoned instructor pilot. There were eleven other crew members onboard completing the regular crew compliment.

Approximately twenty miles southeast of PAAB, the "Superfortress" encountered a tremendous thunderstorm that couldn't be out-climbed or penetrated. According to an eyewitness on the ground, the bomber, then heading west, turned 180 degrees steeply to the left, back towards the east, quite near the face of the cloud formation. During this turn the aircraft's empennage separated from the fuselage and the airplane entered a 45 degree nose-dive, impacting terrain with a huge explosion. Witnesses estimated the fireball to have reached about 200 feet above ground level. Although each crewman had a parachute, none were observed leaving the aircraft.

Interestingly enough, there was little fire damage to the aircraft remains or the surrounding terrain. Many witnesses stated that they arrived on scene within twenty-five minutes of the accident and found little conflagration. It was later determined by the Army Air Force investigators that the outer-wing sections of the bomber had separated as a result of extreme turbulence, allowing most all of the 5,000 gallons of aviation fuel to escape before the impact with terrain. The debris field was noted to encompass more than a linear mile.

While individual AvAr team members had made independent forays to the suspected crash area over the years, an official survey was not conducted until 29 June 2013. On that date, AvAr team members Larry Liebrecht, Robert Rushforth and Brian Richardson spent four-plus hours walking over the open prairie, under a cloudless sky. The average temperature recorded (each hour) was 105.9 degrees Fahrenheit, without a breath of wind.



*Photo courtesy of Brian Richardson & the AvAr Archeological Team*

2016 Symposium members starting out to explore the B-29 crash site.

One and a half hours out, we located the first artifact, then quickly identified an approximate debris field that covered about 422,000 square feet. Finally overwhelmed by the intense heat, it was decided to

*(Continued to Page 5...)*



**Aviation ARcheology:  
They Almost Made It Home:  
The Dotson Reservoir B-29**

(...continued from Page 4)

make the one mile trek back to our vehicles and call it a day. Automotive air-conditioning never felt as good as it did that day!!!

AvAr has since returned to this site on several occasions, the most recent being the September 2016 by Aviation Archaeology and Wreckchasing Symposium, hosted by the Pueblo Weisbrod Aircraft Museum and Colorado Aviation Historical Society. During that visit, about thirty aviation archaeology and wreckchasing enthusiasts scoured the site and some significant artifacts were uncovered, not the least of which was an airman's dog-tag, identified by Craig Fuller of Aviation Archaeology and Investigative Research (AAIR), a former AvAr alumni and team member.



*Photo courtesy of Brian Richardson & the AvAr Archeological Team*

2016 Symposium members starting out to explore the B-29 crash site, and finding an archeologic treasure– a crew members dog tag.

AvAr is considering making this a training site for future aviation archaeologists. We have been approached by other archaeological interests to share this unique deposit. Concerned about the sites historic integrity, we are guardedly considering our options. . . .



*Photo courtesy of John Stemple & Bomber Command of Canada Museum*

**FRED RENSHAW VANCE  
Joins Fellow Colorado Airmen /  
RCAF Volunteers in the  
Colorado Aviation Hall of Fame**

**Flight Sergeant Fred Renshaw Vance**

Fred Vance was born in Durango, Colorado on 19<sup>th</sup> of January, 1918. When war broke out in Europe he enlisted with the Royal Canadian Air Force in November of 1940. He underwent flight training at Aylmer, Ontario and was then sent to the Operational Training Unit at RAF Grangemouth in Scotland. Sergeant Vance took part in combat operations with the 121st, "Eagle" Squadron, during 1942 and was later assigned to squadrons in the Mediterranean Theater. In April of 1943 he was assigned to the 112th Squadron in Tunisia, flying Curtiss Kittyhawks. Fred's last operation occurred on 13 July 1943 over Sicily in support of the British (Gen. Montgomery) 8<sup>th</sup> Army's advance. He was officially listed as "Missing and Presumed Dead" on 14 July 1943.



Contributors: Joy Jackson and Salida Regional Library Archives

(Editors Note-Joy Jackson works at the Salida Regional Library as a desk clerk and in the Archive. She writes a history article for the local newspaper (The Mountain Mail) once a month and is currently working on publishing a collection of these articles.)

The first plane to take off at an elevation of over 7,000 feet was here in Salida, Colorado.

The Fourth of July celebration in 1919 was going to be jam-packed with events: baseball games, horse racing, bronc riding, fireworks, boxing tournaments, and a special treat: the first aeroplane flight in Salida.

Most people in Chaffee County had never seen an airplane in flight before. The plan was to showcase two flights a day: one in the afternoon, and then an "illuminated flight with fireworks" each night.

For months, the town was buzzing with excitement. Nearly every eligible female was dreaming of going up into the air with pilot Harry B. Crewdson. The planning committee was promising flights with Harry and they were immediately inundated with letters of intent from interested ladies requesting consideration.

The local paper headlined: "Girls Insist on Aeroplaning" and the committee chairman commented: "We have no objection to letting a girl go up and do the loop, nose

## Salida's First Flight... And First Aviation Crash!



Photo courtesy of Joy Jackson & Salida Regional Library

spin, tail dive, and bank fly, because, as the girls explain to us, they should have something to talk about the same as the boys who made flights in war planes."

Upon hearing the news that Crewdson would be the one to entertain Salida with aerial acrobatics, a visitor from out-of-town exclaimed:

"What! Harry B. Crewdson! Why you have the best aviator in the United States. He will do any stunt that any aviator in the world will do. He will try to please the crowd but he will not make a speech. He has less to say than any man I ever knew. But when it comes to flying he can use any style of machine and if necessary he can fly down F Street between the buildings."

In June, the preparations began in earnest at the Salida city fairgrounds, just southwest of town. Grandstands were being erected and concession booths built; thirty concessionaires were to be stationed at the grounds and thirty more would be in downtown Salida, amidst all the other amusements. In expectation of the large crowds, Poncha Boulevard would be closed off to cars from Salida all the way to Poncha Springs.

The big day arrived, and for 50 cents admission, a crowd of 8,000 people gathered at the fairgrounds to see Harry.

Problems immediately ensued when Harry couldn't get the plane's engine to fire. He and his band of mechanics worked feverishly all day and finally, at 4:30 in the afternoon, Harry B. Crewdson ascended into the sky above Salida.

The crowd thrilled as he made three circles to gain altitude and then began his stunts "looping the loop, flying upside down and then straight up, nose-diving, banking, and maneuvering like a bird. He mounted higher and higher into the air until his plane was no larger than an eagle and the sound of his engine could no longer be heard."

In these early days of aviation, pilots were still learning how to fly at elevation, and most would not attempt it. Thinner air density reduces engine horsepower; so, there's less air to mix with the fuel. An aircraft engine will lose about 3.5 percent of its

(Continued on Page 7...)



Quote: "...and the girls wanted to go up and do the loop, nose spin, tail dive, and bank fly..."  
 But Then, as Always, Gravity Took Over!  
 (...continued from Page 6)

horsepower for every 1,000 feet of elevation gain. At 7,000 feet, 25% of the engine's power is lost automatically. So it follows that the weight of the plane becomes a serious issue for pilots at elevation, particularly at takeoff and landing. Harry's plane that day contained a 250 hp engine, enhancing the weight of the plane. Also, in a high elevation scenario, density altitude factors in. Density altitude is pressure altitude corrected for variations from standard temperatures: as temperature and altitude increase, air density decreases which makes a plane accelerate and climb more slowly.

The heat of that July day, the high altitude of Salida, and the weight of Harry's plane contributed to the disaster that befell next. In view of thousands, pilot Harry Crewdson's plane engine failed when he attempted his descent, chronicled here by the Salida Mail:

"He volplaned [control dived] within 1,000 feet of the ground, swept over the fair grounds in a large circle and was preparing to ascend again when his engine stopped. He signaled to his mechanics that he was having trouble and would have to descend.

He swept again over the track and decided to land outside the grounds but the engine took hold again and he soared over to the aviation field. His engine was working again as he neared the earth and he intended to come within a few feet of the ground, elevate the nose of the plane and ascend to a great height to complete the stunts.

At that moment his engine commenced missing. He saw that he must descend and he looked for a favorable place, while he unstrapped himself from the machine to prepare for an accident. The wheels of the plane touched the ground, the right wing tilted to one side and swept the ground, wheeling the plane round until it faced in the opposite direction, while the nose of the engine plowed into the earth. The propeller blades snapped like matches and the plane crashed about him like a falling building."

A doctor who was first on the scene peeled a dazed Crewdson from his plane. The force of the crash had thrown his body backwards, sparing his legs from being crushed by the driver's compartment. His head was then thrown forward and he struck it against the dash of the plane. Harry only suffered a broken nose in the crash.

Harry later said of the incident:

"In the higher altitudes it is necessary to travel at a higher rate of speed in order to obtain enough resistance to fly. Once in the air, the machine can readily get up the necessary speed, but the danger comes at the moment of alighting.

In order to be safe an aviator should be traveling at the rate of 100 miles an hour when the wheels of his plane touch the earth, because if he shuts off his speed when he approaches the earth, the resistance of the air is not sufficient to sustain him and the plane drops like a plummet to the earth. Since he is close to the ground he has no chance to recover as he might when he loses altitude higher up.



**Harry B. Crewdson, accomplished 1919 pilot.**

The newspaper accounts of the flights make them appear easy, but the fact is none of the aviators will go up nowadays except in the evening, when the sun is low or early in the morning.

It is too bad I could not give the people all they came to see but my engine was not working properly and it was a bad finish. Aeroplanes are not built to start and alight at this altitude. Once they are up it is comparatively easy but the ascent and descent are trying."

Harry was such a good sport about the crash that Salida wished to repay him for the loss of his plane. The town took subscriptions from the locals and bought Harry a brand new airplane from the Ace Flying Company in New York. It was guaranteed to fly at Salida's elevation.

When it was delivered later that summer, Harry attempted to fly again but the plane refused to fire. 'Salida', the christened name of the plane, was returned to the manufacturer and everyone who made a donation received a refund. ...

## Historic CAF Grumman Avenger Featured at 1940's Ball

Contributer: John Stemple - Bomber Command of Canada Museum

A tribute flight to mark the 66th anniversary of Queen Elizabeth II's Coronation Review of the Fleet was held June 15, 2019 during the 1940's Ball at Boulder Municipal Airport. On that same day in 1953, Grumman Avenger Bureau Number 53503 led the Royal Canadian Navy's aerial contingent from the deck of the aircraft carrier Her Majesty's Canadian Ship (HMCS) *Magnificent*.

The 1945-vintage airplane was in the vanguard of a formation of 16 Royal Canadian Navy aircraft (8 anti-submarine warfare Avengers and 8 Hawker Sea Fury fighters) cruising above the waters of the Solent during the flypast segment of the Royal Navy Review. Those spectators gazing skyward included the following: The Queen, His Royal Highness the Duke of Edinburgh, the Queen Mother, other members of the Royal Family, Prime Minister Winston Spencer Churchill and thousands of sailors aboard hundreds of anchored naval vessels.

As a public tribute the flight of Avenger 53503, which is now possessed by the Rocky Mountain Wing of the Commemorative Air Force and based in Grand Junction, Colorado was featured at the 11th Annual 1940's WWII Era Ball. The event was a production of the non-profit 1940's Ball NFP, and the stated goals were to remember and honour the services and sacrifices of military veterans.

A 2019 tribute had been proposed by a Commemorative Air Force colonel after posthumous inductions, which were sponsored by Bomber Command Museum of Canada, of two Coloradans into

the Colorado Aviation Hall of Fame. Ralph and Robert Hendricks both joined the Royal Canadian Air Force in 1941 and perished during the war. Robert tragically died in Canada prior to the end of training at No. 6 Elementary Flying Training School, Prince Albert, Saskatchewan.

After his brother's death Ralph was discharged and became a U.S. Navy Reserve aviator and Avenger pilot. He perished aboard United States Ship (USS) *Bunker Hill* and 53503 is now painted in the livery of Air Group 84's Torpedo Squadron 84 (VT-84), the unit to which Ralph was posted on the day an Imperial Japanese Navy kamikaze pilot took his life and the lives of numerous shipmates.

At 1600 hours (4:00) the Ball commenced on the airport grounds as the Avenger circled the area at low altitude. After the playing of the national anthems (*God Save the Queen*, *The Star-Spangled Banner* and *O Canada*) Bob Caskey, the Executive Officer of the Rocky Mountain Wing, and Stephen Kelly, President of the Colorado Aviation Historical Society, spoke of Avenger 53503's history and the airplane's importance to Colorado's aviation legacy. Shortly thereafter, Consul General of Canada in Denver Stéphane Lessard proposed, in English and French, a formal toast to The Queen.

1940's Ball Producer Khyentse George afterward said, "It was spectacular and our more than 3,000 attendees seemed to really appreciate all the work put into planning and executing the flight and toast." She added, "Folks were really enjoying the display."



Photo courtesy of Dave Kempa



Photo courtesy of Library & Archives Canada





Info call Dave Kempa at  
303-527-6161

## Give the Gift that Lasts!!! Give a Lifetime Membership in the COLORADO AVIATION HISTORICAL SOCIETY

Need a unique gift for an Aviation Buff? Consider giving a Membership into the Society!!! It is a gift that continues giving benefits and is very affordable. A mere \$30 individual, or \$40 family for the entire year! And for that special friend — how about a lifetime Membership?

Members receive the CAHS Journal four times a year; meet famous Aviation Greats; hear descriptions of aviation events, experiences and history; actually participate in Air Shows; options to join Aviation Archaeology (AvAr) expeditions; visit historical sites; view highly experimental and leading edge aircraft in development; access facinating aircraft collections; and much, much more...

Please mail your check or MO to: CAHS P.O. Box 201615, Denver CO 80220.

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NOTE: We will email  
future CAHS Journals!

Please send an email  
Into the Editor:

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## *The American-Canadian Military Alliance!*



Photo by Dave Kempa.

Left to right: John Stemple, Bomber Command of Canada Museum, Stephane Lessard-Consul General of Canada, and Steve Kelly, President of CAHS, took part in the tribute to the Queen Elizabeth II Coronation review flight of 1953, at Boulder Municipal Airport.

### *Formula for Failure in Vietnam:*

#### *The Folly of Limited Warfare*

By William Hamilton, Hall of Fame Laureate (2008)

- "This is the best book yet on the origins of the Vietnam War and how politicians continue to snatch defeat from the jaws of victory"—Lt. General Thomas G. McInerney, USAF (Ret.), former fighter pilot who served four combat tours in Vietnam
- "Why was the American public so poorly informed about the War in Vietnam? For some of the answers read: *Formula for Failure in Vietnam: The Folly of Limited Warfare*, in particular, read Chapter VI 'Troops, Time, TET, and Truth.'"—Joseph L. Galloway co-author of *We Were Soldiers Once...and Young: Ia Drang—The Battle That Changed the War in Vietnam* (1991), and co-author of *We Are Soldiers Still: A Journey Back*.

McFarland Books internet order [www.McFarlandPub.com](http://www.McFarlandPub.com) or  
Phone: (800) 253- 2187.

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28640-0611.

(William Hamilton is a 2008  
Hall of Fame Laureate.)

## **Formula for Failure in Vietnam**

**The Folly of  
Limited Warfare**

**WILLIAM HAMILTON**

With a Foreword by  
Lt. Gen. Thomas G. McInerney, USAF (Ret.)



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### EVENTS CALENDAR

**Sep. 16-19 – Flying Fortress:** CAF B-17 Texas Raider ground tours and paid flights on the ramp of Wings' Exploration of Flight, Blue Sky Hangar. Centennial Airport (APA) Englewood, CO.

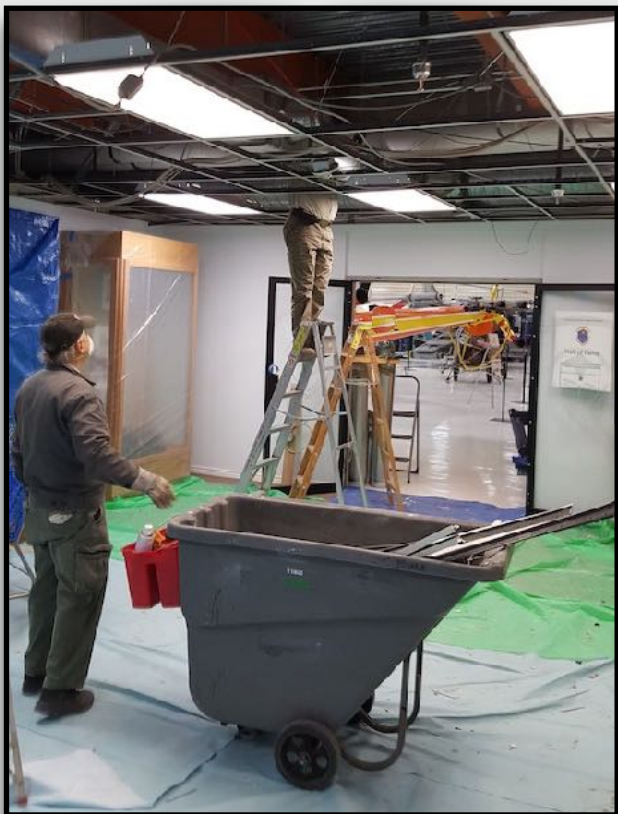
**Sep. 21-22 – Pikes Peak Regional Air Show:** Colorado Springs - is run by a volunteer 501(c)3 nonprofit organization and proceeds from the air show will benefit three museums: The National Museum of WWII Aviation, The Ft. Carson 4th Infantry Division Museum & The Peterson Air & Space Museum. Info: <http://www.pprairshow.org/>.

**Oct. 12 – 50th CAHS Colorado Aviation Hall of Fame Banquet & Induction Ceremonies:** Induction of Greg Anderson, John Bond, Peter Luce & Gary Tobey into the 2019 class of Laureates. 10:30 social hour meet & greet begins, lunch, and honors til 2pm. **Info:** Bea Khan Wilhite, Chair, 303-669-9363 • Steven Kelly, President, 720-737-6761 • Dave Kempa, Co-Chair, 303-521-6761.

### Important Journal Notice!

*This edition of the Journal all others in the future will be eMailed to all Members who have submitted an eMail address to the Colorado Aviation Historical Society.*

Please send your email to: [michael.CAHS@yahoo.com](mailto:michael.CAHS@yahoo.com) or contact Dave Kempa 303-521-6761.



## Colorado Aviation Hall of Fame Remodel Status Report 9/10/2019

Progress on the new CAHS Hall of Fame is continuing with 75% of the work items completed as of this date.

Monday, November 11th, and it is exactly 50 years from when it first opened. It is also Veteran's Day and the end of WWI.

The renovation project expenditures are at 76% of the estimated \$10,000 construction cost. Items completed include:

- Electrical rewiring for new outlets and lighting fixtures;
- Fire system updated to code;
- Interior drywall completed from existing drywall to ceiling;
- Overhead painting at 50% complete;
- New display case background panels have been designed and are currently in production at Harmonic Custom Graphics.

Phase II of the project will begin after the official opening in November and include the digitizing of Hall of Fame Laureates' photos and biographies for a video program and for physical display panels to be installed in the room's center, along with flat panel displays for CAHS produced videos.

### **DONATION FORM**

#### **Hall of Fame Renovation Fund**

##### **HELP PRESERVE AND DISPLAY COLORADO'S UNIQUE AVIATION HISTORY!**

The Colorado Aviation Historical Society is planning to upgrade the present Heritage Hall at Wings Over the Rockies Air & Space Museum. Notable figures in Colorado aviation, including Elrey Jeppesen, Al Mooney, Emily Warner, Robert Stanley, and Jack Swigert have been honored for their extraordinary accomplishments. The design envisioned will include revitalized exhibit cases with new museum quality lighting, large flat screen panels to display our laureate's stories and historic photos, with enhanced fire protection and security features.

We are planning to create a space that honors the heroes of Colorado aviation in the manner in which they truly deserve! The target amount is \$10,000.

You can help in this effort by contributing any amount to the society's "Heritage Hall Renovation Fund".

If you wish to contribute more we suggest funding a specific milestone element in the renovation:

- Electrical improvements & quality light fixtures . . . \$3000 Name: \_\_\_\_\_
- Flat screen TV & computerized video kiosk . . . . \$2500 Address: \_\_\_\_\_
- Alexander Eaglerock graphic mural . . . . . \$2000 City: \_\_\_\_\_ State: \_\_\_\_\_
- Architectural improvements . . . . . \$1500 Zip code: \_\_\_\_\_ Amount: \$ \_\_\_\_\_

All contributions over \$100: Donors will Receive a bonus CAHS Anniversary Challenge Coin.

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Heritage Hall Remodel**

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