



President's Message:

An Innovative Annual Meeting

Steve Kelly
CAHS President



This year's annual meeting was held at the Wings Over the Rockies Museum's Exploration of Flight hangar at Centennial Airport on March 29th. This meeting was a departure from all previous Society gatherings as we combined the in-person session with a Zoom "virtual" link-up, allowing members to attend from home. This allowed for a better attendance with members participating from locations outside of the Denver metro area.

Elected to the Board of Directors at this meeting were currently serving members, Dave Kempa, Bob Rushforth, Joe Johnston, and Ernie LeRoy, and new board members Jim Huffman and Gary Tobey.

Retired U.S. Navy Captain Jim Huffman serves on the board of Centennial Airport. Jim has many years of leadership experience with youth oriented 501(c)(3) organiza-

tions. He currently holds an air transport and flight instructor ratings.

Gary Tobey is retired after 45 years in private law practice with a major emphasis on business and nonprofit corporations. He has served in leadership positions in Civil Air Patrol (CAP) and other aviation organizations. Gary served as board member on the Arapahoe County Public Airport Authority, board member and President of Colorado Pilots Association, and was inducted into the Colorado Aviation Hall of Fame in 2019.

I would like to recognize our retiring board members Mike McRhodes and Ron Newberg for their many years of loyal and productive service to CAHS.

Ron has served as our vice-president for the past eight years and previously served as Secretary and Archivist. He had been a board member since 2001. Over the years, Ron conducted research on our Hall of Fame Laureates, contributed numerous articles to the "Balloons to Ballistics" journal, and served on a number of our committees.

Mike McRhodes has been a board member for 10 years and served as president of the society for the year 2012. Mike has been the editor of our "Balloons to Ballistics" journal for the past several years. During this time, our journal made giant strides in overall quality and graphic presentation, and transitioned from an all print to an electronic publication.

We wish Ron and Mike the best. They will continue to be involved in CAHS through various committees and other endeavors.

Christman Field (CO55)

By Brian Richardson

Nestled against the foothills just west of Fort Collins is an old airfield that might well-qualify as a true aviation time capsule. Not much has changed from the way it appeared in the early half of the last century. At first glance, it truly looks like something out of a history book: hangars constructed of brick walls with arched tin roofs; a white, clad-board, single story office building, reminiscent of 1940s construction; and a paved apron, taxiway and runway that are so worn with age, it is hard not to relate the cracks in the paving to a giant jigsaw puzzle. This is Christman Field (CO55), and in just eight short years from now, it will celebrate its 100th anniversary, making it one of the oldest surviving airports in Colorado, or anywhere else, for that matter.

Following Lindbergh's epic trans-Atlantic flight, citizens across America suddenly became air-minded and "every

town that was any town" wanted to become a part of that marvelous air age. Accordingly, in 1928 the citizens of Fort Collins acquired approximately 200 acres of pastureland and with a few improvements, one year later dedicated it as the Fort Collins Municipal Airport (May 1929). Mr. Paul V. McNutt, National Commander of the American Legion was the keynote speaker, promoting the need for a strong national aviation infrastructure. There was even a special airmail flight to augment the daily Commercial Air Mail (CAM) run between Cheyenne and Denver, on that auspicious occasion.

Public records indicate that the airport thrived after its opening. It sustained the community's aviation needs by catering to local businessmen, private aircraft owners and those wanting to become aviators. Pilot training, along with aircraft maintenance, sales, and storage, as well as prompt fueling services, was always readily available at this airfield.

In 1938 the government established a Civilian Pilot Training Program (CPTP) at colleges and universities across the nation that had access to appropriate facilities. (continued on page 3)

Mystery Quiz

In each issue of the Journal we will present a photograph from the Society archives and challenge you, the reader, to identify the subject. Anyone who responds with the correct answer will be mentioned in the following issue. Send your response to aviator_b@msn.com

The challenge for this issue: *Identify the international airport where this facility (UAL University of the Air) was constructed?*



(Continued from page 2)

This impressive program produced a total of 435,165 airmen nationally by the Summer of 1944 and Colorado Agricultural College in Fort Collins was one of them. This was also the same year that the Massey-Ransom Flying Service took over operations at the Ft. Collins Municipal Airport, providing aircraft sales, service, and flight instruction. While accurate records are not immediately available, it is estimated (anecdotally, by local flight instructors over the years, to this author) that more than ten-thousand airmen were certified at Christman Field during the duration of this federal program. There is evidence that the U.S. Navy (excluding Army Air Force candidates) awarded the school a special commendation for producing 6,000 airmen without a single accident during its tenure.



August 1943 aerial image of Fort Collins Airport, before being renamed Christman Field. (Photo Credit: Scott Murdock via Abandoned and Little Known Airfields)

As a side note to the above, one of the early CPTP instructors from the Ft. Collins Municipal Airport, Ms. Cornelia Fort, was in the air with a student near Pearl Harbor, Hawaii on the morning of December 7, 1941. This incident was brought to light in the 1970 blockbuster movie *Tora, Tora, Tora*. She had transferred to Hawaii from Ft. Collins just two months before.

Sometime between 1939 and 1941 the airport became the property of the university and was renamed Colorado State College Airport, no doubt a result of the tremendous impact the influx of CPTP students had upon the school and the local economy. The City of Ft. Collins, however, still leased and managed the airport.

It was in 1943 that international acclaim first came to Colorado State College Airport. Former alumni and world-renowned cartoonist, Albert "Bert" Christman, a

member of the famous "Flying Tigers" American Volunteer Group, died while flying in defense of the Burma Road. Christman's plane was shot down and he was killed by the Japanese Army Air Force as he parachuted from the disabled craft. The airport was officially dedicated as Christman Field in his honor.



Alan "Bert" Christman, for whom Christman Field was named. (Photo Credit: David Armstrong)

In the years immediately following World War II, fixed-base-operators (FBOs) at Christman Field struggled, as did most other FBOs at small town airports. The aviation boon so many speculators had anticipated for the immediate postwar years did not come. Some operators survived on what little general aviation business there was, but many eventually failed. One innovative idea the Massey-Ransom Flying Service brought to Christman Field was a venture called Scenic Airlines. Serving many of the smaller community airports between Northern Colorado and Denver as one of the earliest feeder (regional) airlines, it proved very successful. Then, in the late 1950's, prosperity returned to this airport in the form of a new opportunity; light-aircraft manufacturing.

Prominent Fort Collins businessman, Otis Massey (CA-HoF 1987), a Luscombe aircraft dealer since the 1930's, and half-owner in the Massey-Ransom Flying Service, acquired all manufacturing rights and assets of the defunct TEMCO Aircraft Company and began production of the Silvaire Model 8-F Luscombe aircraft, in 1956. His most significant improvement to this model was the inclusion of a C-90 (90 hp) Continental engine. Massey constructed a manufacturing facility which measured 200 feet long by 75 feet wide, just south of West Vine Drive, on the eastern perimeter of Christman Field. (Continued on page 4)

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Eighty examples of the Model 90-F were produced before Massey sold the rights to an out-of-state entity in 1961. Between 1950 and 1955 Univair Corporation, a Colorado



Silvaire product lineup in front of the Christman Field manufacturing plant, circa 1959. Photo credit: Roy Treadwell from the book *The Luscombe Story*, by John C. Swick.

subsidiary, owned all rights to the Ercoupe aircraft design. Univair sold its Ercoupe type certificate to the Forney Aircraft Company, which later became the Fornaire Company of Fort Collins. Otis Massey, a smart businessman and general manager, incorporated both production lines and produced some 138 Ercoupe models, before going out of business in 1960. As with the Luscombe line, all assets for the Ercoupe model were liquidated by 1961.

Ercoupe and Luscombe aircraft were manufactured on Christman Field, making this an extremely notable property as far as American general aviation is concerned. Very few airports around the United States can boast of having hosted the manufacturer of one popular aircraft design, let alone two. But the story doesn't end here!

Lawrence Farnham, a Fort Collins resident and avid aviation enthusiast, assumed the responsibilities of airport manager sometime in the early 1950s. During his oversight, until leaving that position in 1962, Larry maintained the airport and oversaw general day-to-day activities of the fixed base operations (FBO) known as Fort Collins Flying Service. It was during this time that he



Launching of the first Fornaire F1A (circa: 1958)

conceived of and built the Farnham FC-1 Fly-Cycle, a simple, easily maintained single-pilot aircraft utilizing handlebar (motorcycle) controls. The Fly-Cycle was intended to serve as a military scouting vehicle or agricultural spraying platform. Sadly, neither application of this craft attracted financial support and the project failed. Mr. Ken Burnham, one of Farnham's successors in the early 1960's, reported (to this author) that he saw a set of wings believed to be from the Farnham FC-1 prototype stored in the rafters of Hangar #1 during his tenure.

National acclaim was visited upon Christman Field, once again, in August 1958 when former First Lady Eleanor Roosevelt, flew into the airport. She had agreed to be the commencement speaker when her grandson, Elliott Roosevelt Jr., graduated from CSU.

Late in 1965, following the opening of the new Downtown Fort Collins Airport a few miles east of the city, Christman Field was officially closed to all public general aviation traffic. While the college has since maintained



A 2016 aerial view of Christman Field's north/south paved runway. No longer visible is the northwest/southeast crosswind runway. (Photo Credit: Abandoned and Little Known Airfields)

this site as a restricted, private-use airport, it has continuously operated as an airfield to suit the university's needs. Atmospheric research, state militia (National Guard) and ROTC training, Department of Fish and Wildlife, as well as United States Forest Service fire-fighting operations are but a few of the recent and present-day activities conducted from this site. At present, Christman Field is being used regularly as an unmanned aerial vehicle (UAV) training facility for the College.

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While the primary function of this airport has apparently transitioned from a piloted-to-unmanned-aerial-vehicle operations center, it is obvious that Christman Field is still a viable and important contributor to Colorado's aviation industry.

Throughout its years of service this airfield has witnessed the dawn of commercial aviation, trained fledgling airmen to fight our nation's foes, struggled through various periods of general aviation prosperity and downturn, then met the challenge of providing an entirely new generation of technologically advanced airmen. To my thinking, that is a most impressive record.

Christman Field will turn 100 years old in May 2029. It would be a shame if this monumental anniversary passed without notice. We have about eight years to develop something special for this anniversary celebration (believe me, in the scheme of things this date will come sooner than you think). Would you like to help the Society plan something special for this unique occasion? If you're interested, contact me directly at aviator_b@msn.com and let's discuss some ideas.

Flown West

Norman "Norm" Eldon Avery



Norman "Norm" Eldon Avery of Denver, Colorado died on June 3, 2021 at the age of 81. Norman was born in 1940 in McPherson, Kansas the son of Everett and Lenora

Avery. He was raised in Larned, Kansas where he was a graduate of the class of 1958.

He attended Emporia Kansas State College where, in 1963, he graduated with a degree in Communications. After college he returned to Larned where he was a news director for the local radio station. During that time he met Eleanor Curry and they were married for almost 57 years.

In childhood, Norman contracted encephalitis which caused the loss of the use of his legs. At that time, through reading, Norman began acquiring an intense knowledge of space. That interest led him to career positions with Estes industries (model rockets) and the Solar Energy Research Institute. Through sheer will and determination, Norm earned a FAA Private Pilot certificate in 1995. Over the coming years he would own and fly two Ercoupes.

Norman served as the Manager of Communications/Marketing for Projects for Denver's Stapleton International Airport. His expertise was called upon in the design and construction of the new Denver International Airport (DIA), where he made significant contributions which garnered DIA worldwide acclaim. When DIA opened in 1995, Norman continued in the public relations and consultation capacities for many years until his retirement.

While employed at Denver International Airport, his expertise was requested internationally and he often found himself providing educational and inspirational aerospace presentations. He wrote articles for the Frontier Airlines Magazine, Air And Space Smithsonian Magazine, and wrote and published a book, Time Out for Tomorrow.

From his presentations, Norm received the National Aerospace Education Association Award, the Award for Aerospace Education Leadership, the VFW outstanding Citizenship Award, and was included in United Who's Who Registry of Executives and Professionals. For 25 years, he was a member of the American Institute of Aeronautics and Astronautics, and was inducted into Who's Who in American Aviation. One of the biggest honors awarded to Norman was in 1995, when he was elected into the prestigious Colorado Aviation Historical Society Hall of Fame.

After retiring from Denver International Airport, Norman established Futurgram Network, a public relations consulting firm serving small airports throughout the nation.

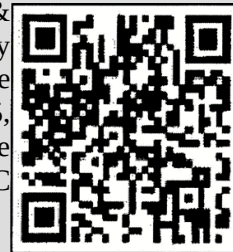
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Norman never let his leg braces, crutches, and later a wheelchair, be a handicap. He was an inspiration to all who were in contact with him and also to the over one quarter million students to whom he gave multimedia presentations about space.

Clear skies and favorable winds, Norm.

From "Balloons to Ballistics" is an official publication of the Colorado Aviation Historical Society. Our office and the Colorado Aviation Hall of Fame are located at the "Wings over the Rockies Air & Space Museum, 7711 East Academy Blvd, Denver, Colorado 80230. The mailing address is: P.O. Box 201615, Denver, CO 80220. Visit our website at www.colahs.org or use the QR code at right.



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Your article in Balloons to Ballistics

The Colorado Aviation Historical Society is soliciting articles that relate to Colorado and aviation from interested contributors. We're looking for submissions that speak to any subject that you would like to see in print (i.e. aeronautical memorabilia, airports, aviators, aviation businesses, astronauts, etc.). If you have something to offer please forward it at your earliest convenience.

Articles should be submitted in a Times New Roman (12 font) format, and have an unjustified right edge. Please do not insert photos into the article, but add them each as an additional jpg. attachment and include a caption for each.

Submit your article(s) or questions to:
aviator_b@msn.com

Give an historic gift! Give a membership in the Colorado Aviation Historical Society.

*Individual \$30
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From the Broome

Closet
by Rick
Broome



(Editor’s Note: From the Broome Closet is a new column offering insight and reminiscences into the more than fifty year career of world famous aviation artist and 1988 CA-HoF Laureate, Richard Broome.)

On June 3, 1961, I rode my bike to Stapleton Airport and across the big ramp to the old United Air Lines (UAL) Hangar Five. Parked on the broad ramp in front of the hangar was a sparkling, practically new DC-8 Jet “Mainliner,” registered N8019U. I got my picture taken in the cockpit by Captain George B. Ferguson, who was being rated in the big Douglas. We became pen pals and lifelong friends over the years. I also met United Captain Ed Mack Miller (CAHoF), and between 1962-1965, I became United Air Lines “Golden Boy”, getting special treatment and occasional quality time in the DC-6, DC-7, and Boeing 720 simulators.

A few years later, when I was 21 years old and I had my A&P Ratings, dear friend and mentor Captain Ed Mack Miller, helped me land a job with United Air Lines as a flight-line mechanic at their Los Angeles (LAX) base. This opened amazing opportunities. Imagine my delight on the first night of training when Mr. Ray Hunter of SFOMM (airline code for San Francisco Aircraft Maintenance) took me out and taught me the ropes on a DC-8. I



United Air Lines DC-8 being directed to the gate at Stapleton International Airport (photo: Simple Flying/Getty Images)

noticed that the "Fleet Number" stenciled on the gear door was 2619.

Fast forward to 1971 and I had been accepted as a Flight Officer Candidate with United. I had only one task remaining on my last night on the job as a mechanic at LAXMM. This was to work with Gary Rubel and tow the same jet airliner N8019U, from the terminal-area to the United Air Lines hangar for maintenance. The only write up was a missing check list. I replaced this form with a duplicate from stock. The aircraft was then released for duty.



Rick Broome restored this classic model of a DC-8 for CAHS. It is currently displayed at Wings Over the Rockies Air & Space Museum in Denver. (photo: CAHS)

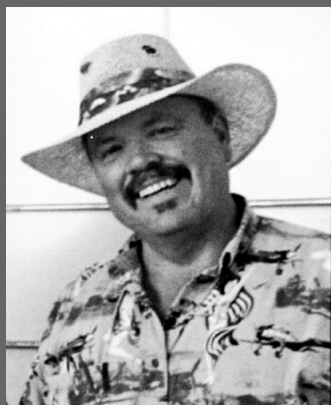
CAHS Summer Meeting

The Colorado Aviation Historical Society will hold its Summer meeting on August 14th at the Centennial Airport Administration Building, 7565 S. Peoria St. in Englewood. The new administration building is in the NW corner of the parking lot by TAC Air and Denver Jet.

Our meeting will be held in the Wright Brothers room at 10:00 am. The primary purpose will be to vote to confirm this year’s Hall of Fame nominees. Sponsors of the nominees will be present to address the membership. We will conclude the meeting with a report of CAHS activities to date.

We hope that you will be able to attend this meeting in person. If you are unable to do so, the meeting will be accessible by Zoom session at this link: <https://us02web.zoom.us/j/83029956226?pwd=aG9vNzRkRjhZTUgzWld2dHB4b0NtZz09>

Please call Dave Kempa with any questions at 303-521-6761.



Brian Richardson
AVAR Program Director

Aviation Archaeology - Notes From the Field

For the Sake of Others

By Brian Richardson

Late in 1944, First Lieutenant Donald O. Trail was a seasoned combat veteran. At just

22 years of age, he had already flown thirty-three bombing missions over Italy in B-24 Liberators. His reward was a stateside posting to Casper Army Airfield in Casper, Wyoming as a combat crew flight instructor.

Relieved that her only son was no longer exposed to the dangers of combat flying his mother, Mrs. Bonnie Trails of Edmonds, Washington, was convinced that her son was finally safe and out of harm's way. Sadly, it would not be long before she would earn the truly honorable, but much dreaded "Gold Star" mother status, symbolizing the loss of a service member during World War II.

Meteorological conditions were near perfect on the afternoon of Tuesday, December 5, 1944. A.F. No. 41-28426, departed Casper AAF at 15:30 hours Mountain War Time (MWT), on a routine combat training mission. The B-24E with 1,510 (logged) flight hours was most likely a "war weary" hand-me-down, which meant it had seen combat and having served its usefulness in conflict environs, it had been returned to the Continental United States to spend its remaining days as a training aircraft assigned to 3rd Squadron, 211th Base Unit, 15th Bomber Operational Training Wing, 2nd Army Air Force.

The mission did not require all ten crewmembers. The assigned crew included Pilot, 2nd Lt. Norwood Sisson, along with his Co-pilot, Flight Engineer, Radio Operator, and assistant Radio Operator. In command of the flight was Instructor Pilot, 1st Lt. Trail. Their mission was to fly a designated practice route and return to base. They were not carrying live ordnance. This should have been just another uneventful practice flight for the crew.

Approximately 30 minutes into the flight, while climbing through 10,000 feet (MSL), the number three (right-wing, inboard) engine caught fire. The aircraft was about 35 miles north of Casper AAF and the fire was uncontrollable. Rapidly approaching the massive Salt Creek petroleum field, with its many oil derricks spread across an area covering nearly 50 square miles, Lt. Trail ordered the crew to abandon ship. Four of the crewmen took to their parachutes and were safely recovered.

Unfortunately, by the time the rest of the crew was safely away the instructor pilot, Lt. Trail, and the crew-pilot, Lt. Sisson, were already over the Salt Creek oil field and struggling to maintain altitude. Fearing the horrendous results of a 60,000 lb. bomber loaded with high-octane aviation gasoline plowing through a bunch of oil wells at 180(+) miles per hour, Lieutenants Trail and Sisson elected to stay on board and nurse their crippled aircraft out of the danger zone.

Finally clear of impending doom for the local citizens, at about one-and-a-half miles north of the town of Edgerton, Wyoming, with the aircraft fully ablaze and no real options for a successful forced landing, both pilots took to their parachutes. Sadly, it was too late for these brave airmen, as their bodies were found with parachutes that were only partially deployed. In retrospect, they must have known that they were too low, but opted to jump and take their chances rather than burn to death with the aircraft.

Both Lieutenants Trail and Sisson made an incredible sacrifice to ensure the lives of so many citizens in Midfield and Edgerton, Wyoming. Had they abandoned their aircraft, as training dictated, the results could have been disastrous for hundreds of area residents. They were both young and courageous airmen, thinking only of others before themselves.

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Citations were posthumously awarded. Local folks paid tribute to these airmen's memory. Then, as suddenly as it began, the war was over. Before long, Trail and Sisson's ultimate sacrifice was largely forgotten by the following generations. Although the exact date is unknown, a memorial cross and bronze plaque was permanently set in concrete alongside the highway where the bodies of Lt. Trail and Lt. Sisson were reportedly found. This monument can be seen by most drivers travelling southbound on State Highway 387.



The bulk of A.F. No. 41-28426 came to rest at the base of this hill. Steep and unstable terrain is what our **AvAr** team members had to deal with in surveying this site. Notable among the artifacts identified was a complete propeller hub and a functional bomb shackle. (photo: **AvAr** archives)

AvAr conducted two expeditions to this crash site of A.F. No. 41-28426 during its 2020 field season. The first was on Friday, July 10, 2020. Following hours of extensive research, our team members relocated the crash site and executed a basic pedestrian survey, identifying the debris field, confirming the aircraft's direction of travel, and taking inventory of the extant artifacts. With steep, unstable terrain, an ambient temperature of 96° Fahrenheit and not a hint of wind to help cool the situation, the team decided to pause the investigation until a later date.

Then, six weeks later, on August 21, 2020, **AvAr** team members, along with several local guests returned to the site and continued the search, further defining the debris field and deploying unmanned aerial surveillance (UAS)

assets to better document the site. **AvAr** conducted a thorough pedestrian survey, completely identifying the debris field comprising this site, covering almost two square miles of sunbaked prairie and arroyos. Wyoming-based **AvAr** field agent Mark Milliken, who led our team to this point, deserves the credit for this find.



Mark Milliken displays a shackle used to suspend ordnance in the bomb-bay of the B-24. (photo: **AvAr** archives)

Throughout the 20th Century there have been many airmen like Lieutenants Trail and Sisson. They are truly deserving of public adulation and reverence, yet they are still waiting to receive their due accord. Unfortunately, living memory of so many events like this have succumbed to the inalterable passing of time. These heroes are not always military members. Local aviation heroes such as aircraft maintenance shop managers, flight school owners, fixed-base-operators, and teachers or instructors of aeronautics have played significant and equally as important roles in the development of aviation.



Proof of the aircraft's model/type: The 32 prefix of this part number indicates that this was a B-24 aircraft. (photo: **AvAr** archive)

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The Colorado Aviation Historical Society Aviation Archeology (**AvAr**) program is dedicated to accurately recording all historically relevant (50+ years) aeronautical properties in Colorado and elsewhere. If you have a penchant for researching and or exploring historical aeronautical sites, then come join us. We realize that not everyone wants to spend time beating the bush or committing to hours of painstaking research online or in discovery centers, but with **AvAr**, there is always a way to share your special talent and love of aviation history. If you would like to join us, please contact **AvAr** at aviator_b@msn.com

Colorado's Commercial Aviation Legacy

By Brian Richardson

Colorado has the second largest aerospace economy in the United States employing an estimated 190,880 residents, while pumping more than \$36.2 billion into our economy each year.

Our state is home to some of the biggest names in the industry; Ball Aerospace, Boeing, Lockheed Martin, Northrop Grumman, Raytheon, United Launch Alliance, and Sierra Nevada Corp., all call Colorado home. This is not by circumstance. Colorado has a rich and colorful commercial aviation history, yet only a handful of citizens today can recall its humble beginnings.

During the late 1920's and early 30's, two brothers who specialized in promoting motion picture advertisements decided they needed to build their own aircraft. They formed the Alexander Aircraft Company and launched the most successful line of general aviation aircraft in the world – the Alexander Eaglerock biplane (CAHoF 1970).

Early airmail pilots, lacking even the most rudimentary of aviation maps relied heavily upon personal piloting skills and the most accurate reminiscences of other seasoned airmen to navigate their routes. One of these gentlemen, Elrey Jeppesen (CAHoF 1970), began cataloging airfield details in the late 1920's on nothing more than notebook

paper. After working these “Jepps” in his basement in Utah, he moved to Denver, Colorado in 1941 and parlayed this ingenious idea into a personal fortune, becoming the most recognized name brand in aeronautical navigation aids throughout the world – Jeppesen Sanderson.

In 1937, a plucky aviation entrepreneur by the name of Robert F. Six (CAHoF 1971) assumed control of Varney Speed Lines. At that time, the airline was operating single-engine Lockheed Vega aircraft between El Paso, Texas, and Pueblo, Colorado, with stops in Albuquerque, Santa Fe and Las Vegas New Mexico. Six moved its headquarters to Denver's Stapleton Field, where it remained for the next 55 years as Continental Airlines, employing thousands of workers and contributing mightily to Colorado's economy.

Otis Massey created an aviation dynasty that lasted more than two decades in Fort Collins. Acquiring management responsibility for the Ft. Collins Municipal Airport operation in 1938, Otis expanded his Denver flight school to Fort Collins Municipal Airport at a time when the federal government was most in need of trained pilots for an impending war. Later, he added the manufacture of two distinct general aviation aircraft designs (Silvaire Model 8F Luscombe and the Fournier Ecoupe) bringing exclusive prominence to Colorado's aviation industry.

These are but a few examples of early Coloradans contributing to what is now a giant economic industry. There are many other significant stories waiting to be uncovered by volunteer research historians, as well as an incredible number of untold stories to be discovered and collected by CAHS **AvAr** field agents.

As time goes on, so much of Colorado's history aviation history is forgotten. Would you be willing to help capture and preserve this great legacy?

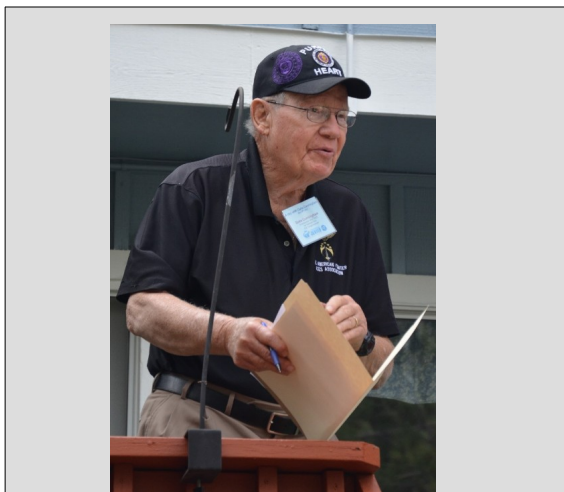
The Colorado Aviation Historical Society (CAHS) is interested in recruiting individuals who would like to help us research and capture historic documents and artifacts for inclusion in our archive. Training for these positions is simple, requiring about three hours of each candidate's time. If you are interested in helping the Society, please contact aviator_b@msn.com at your earliest convenience. We schedule classes when we receive a minimum of three applications, so sign-up now to get your name on the list.

Rick and Billie Broome Host Randy “Duke” Cunningham

Saturday, May 8th, 2021 was a special day for those fortunate few who attended a private party celebrating the life of Randy “Duke” Cunningham. On the day which marked the 49th anniversary of Duke’s second MiG kill; he relived his years as a Naval aviator. The Colorado Aviation Historical Society members who attended the party had a wonderful time experiencing some living history.

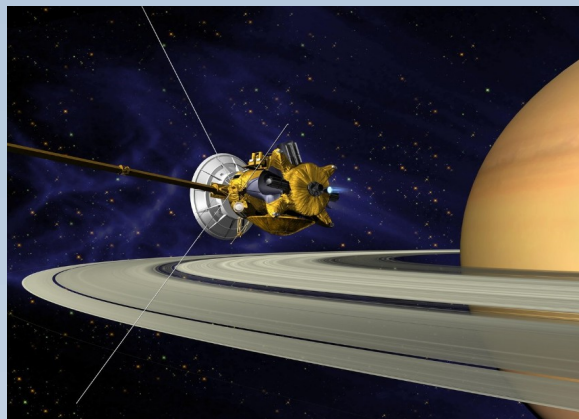
Cohosted by Rick and Billie Broome and Air Denver at the Broome’s home in Colorado Springs, the event was attended by 50 invited guests and dignitaries. The Broome’s hoped to help Duke raise funds for his Fighter Aces Museum.

On May 10th, the 49th anniversary of Duke becoming the first ACE in the Vietnam air war, he was the honored Distinguished Visitor Speaker at the Air Force Academy. After his patriotic speech, Duke received a standing ovation in the speaker’s room. Then on Tuesday, May 11th, Duke received another standing ovation after speaking at the Daedalions monthly meeting at the Academy Club. Duke signed dozens of autographs to the delight of all who attended. Duke, one of only two US Navy ACEs during the Vietnam War, led an exciting and colorful life. Following his tours in Vietnam, he became an instructor at the U.S. Navy’s Fighter Weapons School and the commanding officer of Fighter Squadron 126V (VF-126), a shore-based adversary squadron at NAS Miramar, California. His naval career was the inspiration for the movie TOP GUN.



Randy “Duke” Cunningham (Photo: Rick Broome)

Colorado Space Innovators Highlighted in New DU Course



Artist conception of the Cassini spacecraft. Instrumentation was built by the Laboratory for Atmospheric and Space Physics (LASP) at CU. The spacecraft was launched on a Lockheed/Martin Titan IV booster. (photo credit: NASA)

This Fall CAHS president and former Lockheed/Martin engineer, Stephen Kelly, will be presenting a class for the University of Denver Enrichment Program on the future of planetary exploration.

Titled “Rocket Science: Today’s Space Race is Supercharged” this course will examine some of the most ambitious efforts underway in today’s space race, including the billionaire entrepreneurs who have ignited a competition with their innovations, and the growing challenge of China’s space program.

The role of Colorado companies and institutions in the exploration of the Solar System since the 1970’s, and the development of the state’s vibrant aerospace industry will be a focus of this course.

The advances in space research that are being conducted in Colorado will be examined with the help of some special guests. Researchers from the Colorado School of Mines Planetary Resources Program, CU Laboratory for Atmospheric and Space Physics (LASP), and the Planetary Science Institute in Golden, will discuss the leading edge research that is being conducted in our state.

This course is open to the public and information can be found at the DU website: universitycollege.du.edu/enrichment

Mystery Quiz Spring 2021 (1Q21) Journal

In each issue of the Journal we will present a photograph from the Society archives and challenge you to identify the subject. Anyone who responds with the correct answer will be mentioned in the following issue. Send your response to aviator_b@msn.com

The challenge for this issue: *Identify the type of aircraft in this photograph, and the name of the two Colorado Aviation Hall of Fame [laureate] brothers who built it.*



ANSWER

Van Dersarl Bleriot. The two teenage brothers from Colorado who constructed this Bleriot 10 type aircraft from mail-order plans, Frank (standing, arms folded, before the cockpit) and Jules (seated in the cockpit), are poised for another flight at the old Sable Airstrip, in this 1911 photo.

Frank was inducted into the Colorado Aviation Historical Society Hall of Fame (CAHoF) in 1969, while brother Jules, received the same honor in 1971. Both would become significant contributors to Colorado’s rich aviation heritage.

This photo was taken at the old Sable airfield, then situated in Aurora, east of Stapleton at the junction of Sable Blvd., and the Union Pacific railroad tracks. It was a favored location for early Colorado flyers.

The aircraft in this photo has been restored to flying condition and is now a part of the National Air and Space collection at the Steven F. Udvar-Hazy Center in Fairfax County, Virginia.

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