



Colorado Aviation Historical Society 2021 4Q Winter Journal



Courtesy of CAHS Archives, Photo # P34 001

**Air Conditioned Flight
Over the Rockies!**

**Season's
Greetings 1**

President's Message 2

**Pearl Harbor Event
At Wings 3**

**AVAR Notes
From the Field 4 & 5**

**Direct from the
Broome Closet 6 & 7**

**Oldest Airport
In Colorado 8-9-10**

**Colorado Aviation
Museums 11 & 12**

**2Q21 & 3Q21
Journal Quiz Q & A**

Colorado Air National Guard Douglas O-2H observation aircraft, circa 1930. (See in T of C & Page 14.)

Table of Contents



Next Annual Event

Colorado Aviation Historical Society Annual Meeting Coming in March

(Date TBD)



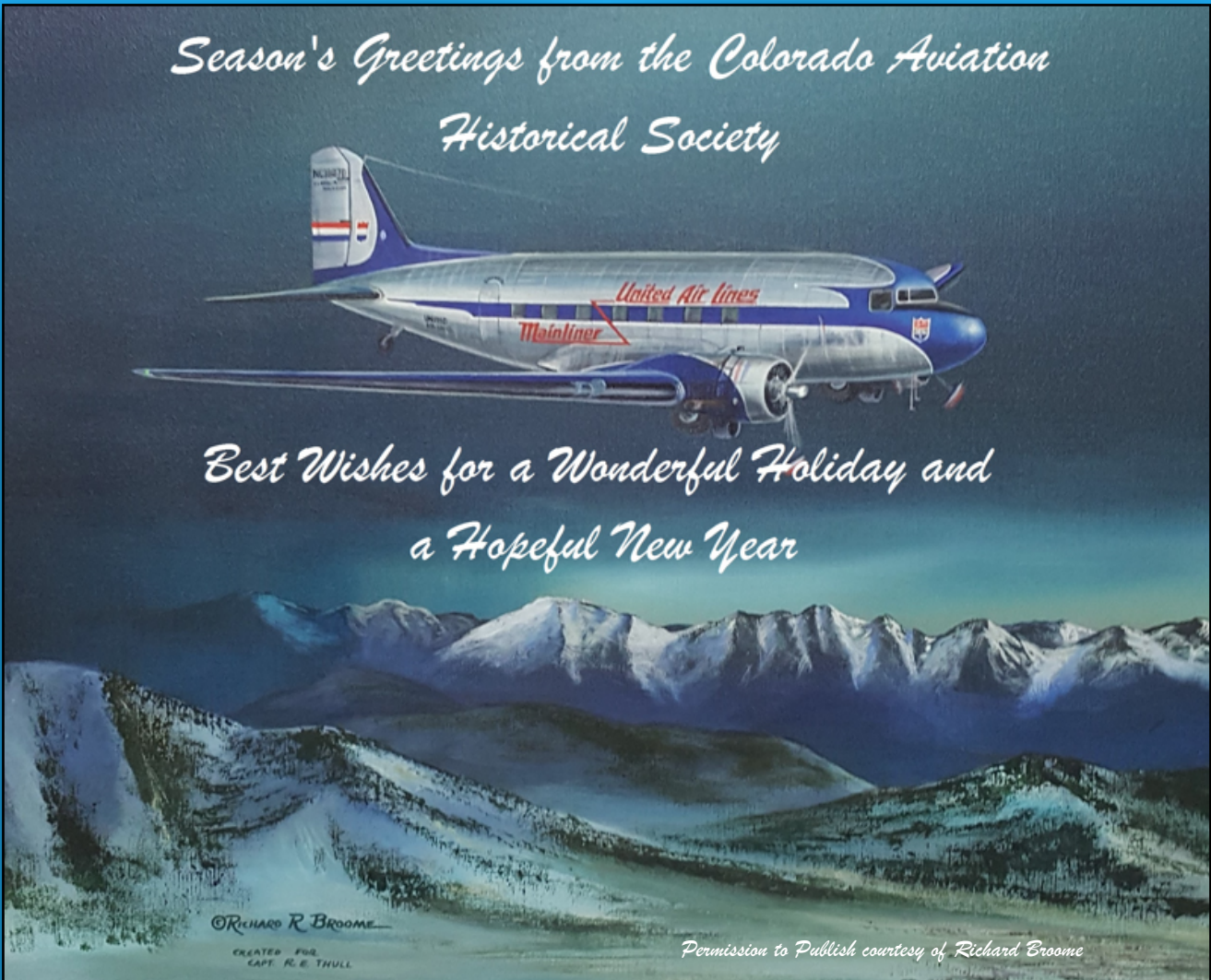
Cover Page & Key Features.....Page 1

President's Message.....	Page 2	Colorado Aviation Museums Update.....	Page 11
Pearl Harbor Event at Wings Museum.....	Page 3	Colorado Aviation Museums Update (concluded)	Page 12
AvAr Notes From the Field.....	Page 4	Calendar of Events.....	Page 12
AvAr Notes From the Field.....(concluded)	Page 5	Journal 3Q Mystery Quiz Questions.....	Page 13
The Broome Closet!.....	Page 6	Journal 2Q Mystery Quiz Question & Answer.....	Page 14
The Broom Closet!.....(continued)	Page 7	Give the Gift That Lasts! & Notices.....	Page 15
Just a Few Wings' Events.....	Page 7	CAHS Officers & Board of Directors Roster.....	Page 15
Oldest Airport in Colorado.....	Page 8	CAHS Journal Roster.....	Page 15
Oldest Airport in Colorado.....(continued)	Page 9	Community Affiliate Brochure (Page 1).....	Page 16
Oldest Airport in Colorado Photos....(concluded)	Page 10	Community Affiliate Brochure App (Page 2).....	Page 17

Cover Photo:

A flight of three Colorado Air National Guard Douglas O-2H observation aircraft, circa 1930. Note the under-wing landing lights and the fact that two of three aircraft have tail skids, while the third has been fitted with a tailwheel. Also please note all aircraft of the vintage were fully air-conditioned

Credit: CAHS archive picture P34 001.





Steve Kelly, President

President's Message:

Colorado Aviation Historical Society 2022 Planning Already Under Way

The Society Is in Motion to Enhance Communications to the Public

As the year comes to a close, planning for the Society's 2022 activities has already begun.

We have been well pleased with the successful implementation of virtual meetings, using the Zoom platform. The previous March Annual Meeting and October Hall of Fame Banquet were viewed by a number of our members who otherwise would not have been able to take part in these events.

The December 7th Pearl Harbor presentation given by Dick Hugen was viewed by people around the state. These remote viewers expressed very favorable responses to the program. As more presentations of this type are in the works, we will continue to develop our capabilities in providing them to a larger audience through this technology for those who cannot personally attend.

With many organizations, like ours, seeking to bolster their digital means of engaging audiences, a big component to our future success will be the development of a new user-friendly web-site. The Communications Committee, headed by Ernie LeRoy, is now looking at potential web development firms which can produce the type of web-site that will enable us to have a much better on-line presence.

Closures of museums to visitors over the past year and a half has certainly taken a toll. The American Alliance of Museums (AAM) has reported that as many as one third of museums will permanently close because of the pandemic. The two museums where we

currently have displays and artifacts, Wings over the Rockies, Denver, (which includes Exploration of Flight at Centennial Airport) and Weisbrod Aircraft Museum, Pueblo, have weathered the COVID closures and cancellations far better than many, and are getting back on track with visitor programming.

Our board members are now engaged in assisting with the preparation of new programming, including a lecture series at Wings over the Rockies planned for the spring of 2022. Continuing to improve our physical displays of artifacts at these two facilities will also be a priority in the New Year — with additions to the Colorado Aviation Hall of Fame, and upgrades of our other exhibits currently on the hangar floor at Wings.

Reports on these efforts will be seen in future issues of this publication.

Here's wishing everyone a happy and healthy New Year throughout 2022!

Steve Kelly

...

Pearl Harbor Commemorated on December 7th 2021



First Event of the Series

The commemoration of the 80th anniversary of the Pearl Harbor attack was held at “Wings over the Rockies” Exploration of Flight facility on December 7th. The special guest speaker, Richard “Dick” Hugen, who was five years old at the time, was an actual eyewitness to this momentous and consequential event in 1941.

Mr. Hugen is the son of United States Navy Senior Chief Petty Officer R.G. Hugen. He was born in Tsingtao, China while his father was assigned to the USS ISABEL of the American Asiatic Fleet.

Dick and his mother were living ashore in Honolulu when the Japanese attack took place on Sunday, December 7th, 1941. Just 5 years old at the time, he nonetheless remembers most of the significant events of the day. Mr. Hugen has since become a student of the Pearl Harbor attack and has made presentations on this subject to numerous groups.

Our members, present at the Exploration of Flight hangar and at home via a Zoom meeting connection, were provided with a comprehensive history of the Japanese attack, including some amazing personal anecdotes of Dick’s childhood experience of this world changing event.

This was the first of a series of presentations exploring the history of significant events in which air power played a decisive role in shaping the course of twentieth century warfare. Please see our event calendar and watch the CAHS Facebook page for notifications of upcoming presentations.

• • •



Brian Richardson

Aviation ARcheology:

Notes From the Field

Damn Those Prairie Dogs!

(The 1942 Crash of an Army Air Force A-29)

By Brian Richardson

While it's probably not surprising to most that prairie dogs are a pain in the butt for property owners and dangerous to livestock, would it surprise you to know that they are also a threat to a 12,000 pound aircraft?

On the morning of Friday, May 29, 1942, an Army Air Force A-29 (Lockheed Hudson), serial number 41-23252, was destroyed when it impacted terrain approximately six miles southeast of LaSalle, Colorado, in an area known as Beebe Draw.

According to the official Army Air Force report, pilot-in-command 2nd Lt. Joseph Degrade, along with co-pilot 2nd Lt. Carlos R. Kibler, and flight engineer Cpl. James H. Flournoy, departed Lowry Army Air Force Base at 09:18 Mountain War Time (MWT) on a maintenance test flight to check the operation of the bomb bay doors, long-range cabin gasoline (ferry) tanks, and the propeller governors, as the latter had presented a problem on previous flights. Also along for the ride were Privates Louis H. Garcia and Alec Chavarrio, as well as an Army Air Force civilian employee, Edwin T. Kelly.

Several eyewitnesses reported that the aircraft, obviously in trouble and trying to make an emergency landing on the prairie, crashed through some power-lines and plumped down [sic] in a pasture on the John Adams family ranch. The landing looked okay, according to most witnesses, until it seemed the aircraft hit a large prairie dog mound with one of its tires, causing a wing to dip and the aircraft to then cartwheel, bursting into flames.

Several airmen had survived the crash and crawled from the wreckage, their clothing aflame. Local citizens raced to help them, but to no avail; all either died on site shortly afterwards or while enroute to the hospital in Greeley.

It wasn't long before the lookie-loos arrived and choked the county roads around the crash site, preventing emergency personnel and their equipment from gaining timely access. Local deputies were quickly overwhelmed and called the State police for help in controlling these spectators.

An official Army Air Force Form No. 17 (Damage to Property Certificate) was filed by the property owner



Looking south across Beebe Draw, the A-29 crashed in the light colored area in the center (forefront) of this 1998 picture. (Photo courtesy of Duke Sumonia Collection. *AvAr* File 1201-CS)

in the amount of \$87.50, which in 2019 dollars would equate to approximately \$1,157.42 – a tidy sum for any farmer in those days. Given the amount of damage caused by this cartwheeling bomber, the land owner probably wasn't that far off in his damage estimates.

(Continued to Pages 5)

AvAr Notes From the Field Photos (...conclusion.)

With the passing of each generation, old memories are soon forgotten and the years tend to erase these sites with little further notice. Valuable farm land is a definite commodity and crash sites quickly disappear under the tiller blades. Serial number 41-23252 certainly fell into this category and seems to have been nearly forgotten until aviation historian Duke Sumonia rediscovered the site in 1998. As a result of his dogged investigation, family members were soon located and the property owner contacted.

Some 56 years after the accident, Duke managed to bring together surviving family members and original crash site witnesses at that very same crash location. Needless to say, it was an incredible reunion for all involved. (Note: Duke Sumonia requested that photos of the reunion will not be shared with the public. Rest in peace, old friend.)

AvAr first contemplated a return to this site in 2008 in order to conduct a thorough survey, but then reconsidered when it was determined that the field had been seasonally plowed more than two-dozen times over the past five decades. In 2012, **AvAr** once again revisited the site, but quickly decided to close the file on this case.

While this is a perfect example of a crash site that simply faded away, it's also an important opportunity for **AvAr** to highlight the need for all Colorado Aviation Historical Society members to take action and help conserve what remains at many other crash sites around the state.

If you're interested in learning more about the CAHS **AvAr** program and its efforts to relocate, record and conserve historic aeronautical properties, please contact Brian Richardson at aviator_b@msn.com.



Original 1942 AAF photo of the crash site showing investigators combing through the wreckage. (Photo courtesy of **AvAr** File 1201-CS.)

...

Direct From The Broome Closet!

CAPTAIN CLAY LACY IN TROUBLE, AGAIN...

by Rick Broome, Contributing Editor

Seen here are United Air Lines Captain Clay Lacy and me in the Beverly Hilton at Living Legends Of Aviation in 2018. Also shown is the number 4 Pratt and Whitney JT-3D turbofan engine that he burned up on this DC-8 in 1970!

I was the United A&P (airframe and power-plant technician) at LAX (Los Angeles International Airport) who “blocked him in” with the engine failure.

Because he shared with me about losing the turbofan just after takeoff from JFK (John F. Kennedy International Airport), I had no choice but to write him up for a policy violation; he got in “big” trouble.

Regarded unfavorably by card carrying Union member’s, he’s a Living Legend and quite a



Right Photo: Author/Artist Richard Broome (CAHoF 1988) with aviation legend Clay Lacy, at the Beverly Hills Hilton for the Living Legends of Aviation 2018 induction ceremony.

character, having flown almost 50,000 hours during his career. And, yes, he still remembers when I wrote him up for flying my DC-8 “TransCon” from JFK to LAX, with number 4 shut down. The JT-3D seized when it spun down, costing the company a hefty chunk.

I remember this as if it happened yesterday! Clay got three days off (without pay) because of that poor decision. He told me to watch his takeoff in his purple P-51, which I did an hour or so later.

I think he always had his #64 purple P-51D Mustang parked on the south side of LAX at his buddy Carrol Shelby's (creator of the Shelby Mustang race car) place.

Clay used the P-51 to commute to-and-from LAX! And the Captain promptly flew it to Van

(...continued on Page 6)



Capt. Clay Lacy departing LAX in his prized P-51 Mustang.
(Photos courtesy of Rick Broome)

Direct From The Broome Closet! (...concluded)

Nuys (VNY) in time for his afternoon Lear Jet photo session. Which, by the way, is why he didn't return to JFK when the engine flamed out.

I had my cameras at work that day and got photos of the burnished cowl. Also shown in the opposite column is his takeoff in his prized Mustang. Note the LA Helicopters in the background dating this 1970 photo.

The turbofan engine was subject to being flown at altitude; spinning for hours without the engine driven oil pump at 50 degrees below Zero. And this obviously caused the overheat of the engine. I recall how he bragged that he pushed up the three good engines and almost made schedule

•••



The DC-8 in question, being towed by author Richard Broome in 1970 to the maintenance dock for repairs. (Photo Credit: Richard Broome)

TIRED OF DIA?

Are you Considering Fractional Aircraft Ownership or a Jet Card Program?

Talk to Charters by Air Denver first, a World-Wide Charter Referral Service in business for 40 years with a perfect safety record.

- ✓ No initiation fees
- ✓ No membership dues
- ✓ No long-term commitments
- ✓ No pre-purchase agreements
- ✓ Safer Aircraft
- ✓ Immediate access to over 18,000 quality aircraft of every size
- ✓ Quotes in 20 minutes
- ✓ Airborne in 2 hours from anywhere
- ✓ Personalized Service

Let us show you how fast, easy and affordable private air can be.



a CAHS Community Affiliate



Available 24/7/365
(800) 333-4057
(303) 333-3332
Sales@airdenver.com

www.AirDenver.com

Please see Pages 16 & 17 for Community Affiliate information.

Do You Know...

Which Is the Oldest Airfield In Colorado?

By Brian Richardson

For years I've been asked the question, by scholar and layperson alike, "*Which is the oldest airfield in Colorado?*" That sounds like a simple enough question, right? Well, not exactly. It all depends on your definition of oldest and airfield. Are we talking about the earliest airfield from which aircraft were operated in the State of Colorado or are we talking about currently active airfields that have been in operation the longest?

Arguably the first actual airfield in Colorado was the Fort Logan parade grounds situated in Southwest Denver. In use from 1887 to 1946, the parade field of this military installation became the unofficial home of Army Aviation in 1894, when the only serviceable Signal Corps observation balloon remaining after the Civil War, was posted there. Following its destruction by high winds during a routine launch, Sgt. Ivy Baldwin (CAHoF 1969), with his wife's assistance, made a second balloon for the U.S. Army. When the Spanish-American War began in July 1898, Baldwin and the balloon deployed to Cuba and took part in the Santiago Campaign. On its second day of operations, the balloon and Sgt. Baldwin were shot down. Baldwin became a prisoner, but the fate of the balloon remains unknown. This brought an immediate end to ballooning at Fort Logan.

If you are looking for the first airfield in Colorado used for the purpose of demonstrating heavier-than-air flight, then the racetrack at Overland Park is the answer. Three members of the Wright Exhibition Team used this popular destination to attract a crowd of thousands from Thursday through Saturday, November 17 through 19, 1910. Ralph Johnstone, one of the Wright Team fliers, crashed to his death on Thursday afternoon after his aircraft was seen to collapse in flight.

A search of public records indicates that the first regularly used airfield in Colorado was the site at the intersection of Sable Boulevard and the Union Pacific railroad tracks in present-day Aurora. According to Frank Van Dersarl's (CAHoF 1969) biography, this was a favored location for early fliers and auto racers. Frank soloed his first aircraft from that field on Thursday morning, August 10, 1911. Today, that location is an overbuilt subdivision. It appears that as Denver expanded, this flying field gave way to commercial and residential development, as would so many of the other early airfields.

Sadly, there are many small flying fields around Colorado, used by various aeronautical pioneers, that have long-since been forgotten. Some of these were nothing more than convenient fields where barnstormers would operate for a few days as they squeezed all the locals they could for the price of a brief airplane ride. Many of those patrons would long remember that field where they first 'defied death' as the town's first airport. There is even an airfield, once used by Charles Lindbergh, submerged beneath 250 feet of water at the bottom of Lake Granby.

Other flying fields that were slightly longer-lived popped up regularly when a particular local resident took an interest in aeronautics. Will D. "Billy" Parker (CAHoF 1969), for example, used the foothills west of Fort Collins throughout 1911 and into 1912 for his early glider flights. He launched off the steep slopes to gain extended gliding flight time. In March 1912, having built a modified version of the Curtiss Pusher, Parker made his first solo flight from a pasture near the family home on West Vine Street. Subsequent flights followed, but no official record exists to document these flights.

(Continued to Pages 14-15)

Oldest Airfield In Colorado? (...continued...)

It is believed that because of his exploits, this same pasture was chosen as the site of the Fort Collins Municipal Airport in 1929.

Of course, there are many makeshift airstrips around the state that have been used on-and-off by aerial applicators, firefighting crews, private property owners, or even military units throughout the years. Few of these enjoy any sort of documented history that is readily accessible to the public.

The Colorado Springs Municipal Airport opened in 1927 and, to date, is believed to be the oldest, continuous-use airport in the state. At the onset of World War II, the airport was commandeered by the military and the field became a joint military-civil field. After the war, the city regained control. This was a common occurrence for many large, civil airports established prior to WW II. La Junta Municipal Airport was also operated by the military during the war and returned to civil use after the war ended. Today, Colorado Springs Municipal Airport is the second busiest airport in the State of Colorado, with Denver International Airport being the first.

Since 1911 there has been more than 270 known airfields constructed around Colorado for the purpose of heavier-than-air flight, which have been closed and largely forgotten. Today, seventy-six commercial and general aviation airports service the more populace communities of Colorado. Perhaps as many as 100 privately owned airfields or heliports currently exist to provide for the needs of the respective owners. Since there is no requirement to register personally owned and operated airfields, we may never know the exact number. Just as it has presented a problem in the past, this lack of general accountability and public recordation will continue to present a problem for historians in the future. Over the years **AvAr** has approached numerous

property owners requesting permission to search their property for remnants of lost airfields only to find that the owners were completely unaware of the airfield's previous existence.

Two significant periods of airfield development and growth occurred in the twentieth century. The first came immediately following Charles Lindbergh's trans-Atlantic crossing in May 1927. After that monumental event, every town across America wanted to be a part of the Air Age. Airfields began sprouting-up across the nation, most being a simple dirt runway scraped out of a farm field with a windsock stanchion planted to detect wind direction. Not long thereafter, the great depression hit America and these local airstrips disappeared faster than they had been created.

The second surge in the aviation industry came with the onset of World War II. Colorado, as well as many states, saw an unprecedented growth in the aviation industry. Many speculators believed that this would translate into post-war wealth for savvy investors. Surely, having trained more than 250,000 airmen and after producing more than 300,000 military aircraft, many now surplus to the economy, there would be a demand for local airport construction! Sadly, the post-war aviation boon speculators anticipated, was not realized for more than a decade. However, most of these post-war airfields had paved runways and were far more difficult to erase after all the hype wore off.

Platte Valley Airpark near Hudson, Colorado, is a prime example of the post-war expansion effort. Constructed in 1946, it still exhibits the signature control-tower structure above the main office building that is seen as you first pull into the parking lot. This is classic 1940's construction, and one of only a few retro-buildings that you'll still find at airports around Colorado. . . .

Oldest Airfield In Colorado? (...conclusion.)

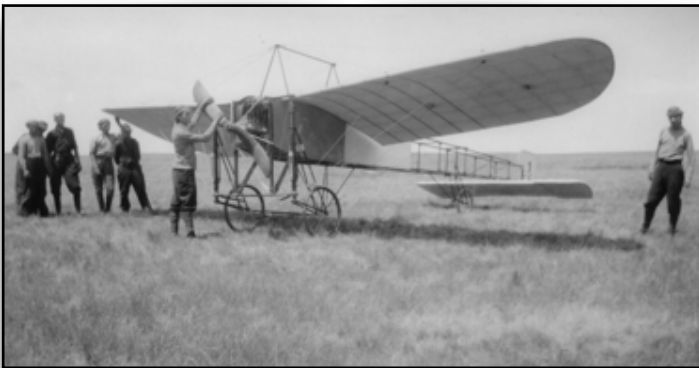
So, which is the oldest airfield in Colorado? I guess that all depends upon your definition. Hopefully, I answered some of your questions with this brief article and the documentation supporting it. If you would like to delve further into Colorado's airfields or if you can provide additional, substantiated information for our archives, please don't hesitate to contact me at aviator_b@msn.com.



Art Deco entrance to the Colorado Springs Municipal Airport main terminal building, now the Peterson AFB Museum. Colorado Springs is believed to be the oldest continuous-use airport in Colorado.



Louis Paulhan at Overland Park Raceway. Denver, CO, February 1910. This race track was considered by many to be the first airfield to demonstrate heavier-than-air flight in Colorado. (Photo credit: History Colorado)



Jules Van Dersarl hand-propping the Bleriot at Sable Airfield, CA., 1911. (Photo credit: History Colorado)



US Army Signal Corps balloon sheds near the parade grounds at Fort Logan, CA 1895. While it was probably the earliest airfield in the state – it didn't last very long. (Photo credit: (War Balloons of Fort Logan – Friends of Historic Fort Logan)

Colorado Aviation Museum Updates

Research by Brian Richardson

The following Colorado aviation museum updates were effective as of COB on 1 October 2021. CAHS will continue to publish current updates in future issues of the Journal.

Pueblo Weisbrod Aircraft Museum 31001 Magnuson Ave, Pueblo, CO 81001, (719) 948-9219

Dick Wood, museum vice-president recently sent the following memo... Hello from the Pueblo Air Museum, and the Southern Colorado Space Museum. The last several months have seen the acquisition of several new and quite large items from United Launch Alliance and NASA. These include a main engine for a Delta II rocket and a Delta engine section, a first stage LOX tank, and three Delta II transport trailers. In addition, for our vehicle collection, we received from the Army National Guard an M110A2 tracked 8 in. Howitzer. The rocket items have been on display for some time, the Howitzer will require a lot of work to get it to display status. We are looking forward to the arrival of our Predator drone from Tucson as soon as we can arrange shipping. This drone has 17,000 + hours of combat time, in several war zones. There is a very long list of missions in its log book. That's all for now.

The museum is generally open from 10 am to 4 pm, Monday through Saturday, and 1 pm to 4 pm on Sundays.

For more information about the museum, go to [Pueblo Weisbrod Aircraft Museum – Showcase of Heroes \(pwam.org\)](http://PuebloWeisbrodAircraftMuseum-ShowcaseofHeroes.org).

Spirit of Flight Museum 11025 Dover Street, Suite 600, Westminster, CO 80021, (303) 460-1156.

The Spirit of Flight (SoF) Gallery has closed its Westminster operation and is being relocated to Nampa, Idaho.

Founded in 1998 by past CAHS President and HoF laureate Gordon Page, the acclaimed non-profit Spirit of Flight Center, first located in Erie, and then Westminster, Colorado, featured over 1000 aviation artifacts. Aircraft in the collection include a James Bond BD-5 jet, a 1947 Race Plane built by aviation legend Art Chester, and a Radio-plane target drone, built in the factory where Marilyn Monroe was discovered.

Now located at the Nampa Municipal Airport, the new SoF facility will be comprised of an 8000 sq. ft. hangar with an additional 3200 sq. ft. office and gallery space. The build site allows for a future 3600 sq. ft. building to compliment the Spirit of Flight Center campus. Gordon Page anticipates the completion of the new facility by the end of November 2021.

While this is a significant loss to Colorado's community of aeronautical museums, we wish Gordon and the SoF all the best.

Vintage Aero Flying Museum 7507 CR 39 Ft. Lupton, CO 80621, (303) 668-8044

In a recent YouTube Video, CAHS learned that The Vintage Aero Flying Museum (VAFM), situated at Platte Valley Airpark (18V), was moving a portion of its collection to the American Heritage Museum (AHM) in Lynn, Massachusetts.

Andy Parks, the third generation champion and current proprietor of the Lafayette Foundation, entered into an agreement with the AHM to conserve the most significant collection of WWI airman memorabilia anywhere. In a recent phone conversation with Andy, he related that the VAFM will continue to maintain a significant collection of artifacts and aircraft at their facility east of Ft. Lupton, Colorado. (...continued Page 12)

Colorado Aviation Museum Updates

The long awaited official certification of the VAFM's Sopwith Camel project is close at hand and the aircraft should be flying very soon. Andy said that he is already looking forward to the next project, perhaps a DH-2 or ?

Vintage Aero Flying Museum is currently open on Tuesdays and Thursdays, by appointment. Admission is \$5.00 for ages 12 and up. Please contact them at (303) 668-8044. This is one Colorado aviation museum you absolutely have to visit.

[World War 1 Collection Moves to American Heritage Museum - YouTube](#)

Wings Over The Rockies Air & Space Museum 7711 E. Academy Blvd., Denver, CO 80230

Wings Over the Rockies is open and welcoming back visitors! They are following all State and Federal recommendations regarding Coronavirus (COVID-19). Our first priority is always the safety of our guests, staff, and volunteers and we are taking extra measures to help keep our community healthy. The museum is open Monday through Saturday

from 10am to 5pm, and on Sundays between 12pm and 5pm. You can go online to pre-purchase your tickets at (wingsmuseum.org) or you can contact the reception desk at (303) 360-5360.

This facility has come a long way since its opening in 1994 and today it is truly a world-class museum. Well worth the visit.

National Museum of World War II Aviation
775 Aviation Way, Colorado Springs, CO 80916

With twenty-eight fully restored and flyable aircraft, along with another ten currently under restoration, the National Museum of World War II Aviation is open Friday through Sunday, 10:00 AM to 4:30 PM. The museum offers self-guided tours and, depending upon staff availability, group tours. The WestPac aircraft restoration facility (certainly worth the visit) tour is also open to visitors, which start every hour on the hour. More information is available at www.worldwariiaviation.org or (719) 637-7559. . . .

CALENDAR of EVENTS

Mar (TBD) – Annual Membership Meeting & Board of Directors Election
(www.coloradoaviationhistoricalsociety.org)

Fri-Sun – National Museum of World War II Aviation open for self-guided tours.
(www.worldwariiaviation.org)

Tue-Thur – Vintage Aero Flying Museum is currently open, by appointment. (www.vafm.org)

Mon-Fri – Wings Over The Rockies Air & Space Museum open M-F 10am to 5pm, and on Sundays 12pm to 5pm. for self-guided tours. (www.wingsMuseum.org)

Mon-Sun – Pueblo Weisbrod Aircraft Museum Monday-Saturday 10am-4pm, Sundays 1pm-4pm. (www.pwam.org)

Mystery Quiz - 3Q Autumn Issue Question!

Mystery Quiz Fall 2021 (3Q21) Journal

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 this unique – futuristic looking – aircraft designed and built by a native Coloradoan in 1933.*



Mystery Quiz - 2Q Summer Issue Q & A!

Mystery Quiz Summer 2021 (2Q21) Journal

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



The United Air Lines Training Center at Stapleton International Airport opened in 1968 with four buildings, expanding to six over subsequent years.

Recently, UAL broke ground on a seventh building which, when completed, will bring the size of the campus to nearly 540,000 square feet, with space for eight more flight simulator bays. In the five decades since its opening, pilots have participated in more than half a million training events, totaling approximately two million hours of training time.



**Info: Ernie LeRoy
303-883-3394**

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 Archeology (AvAr) expeditions; visit historical sites; view highly experimental and leading edge aircraft in development; not to mention access to fascinating aircraft collections; and much, much more...

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

Cover Photo: A flight of three Colorado Air National Guard Douglas O-2H observation aircraft, circa 1930. Note: the under-wing landing lights and the fact that two of three aircraft have tail skids, while the third has been fitted with a tailwheel. Credit: CAHS archive picture P34 001.



**NOTE: We email ALL
CAHS Journals!**

**Please send your email
Address into the Editor:**

**Ernie LeRoy at
ejl@mymountain.com**

The Board, Officers & Members

**Stephen Kelly
President**

**Keith Shaddox
Vice-President**

**Ernie LeRoy
Secretary**

**Robert J. Rushforth
Treasurer**

**James Huffman
Director**

**C. Joseph Johnston
Director**

**Dave Kempa
Director**

**Gary Tobey
Director**

**Michael D. Paradise
Director**

Advisory Board

**Lance Barber
Walt Barbo
Michael McRhodes
Brian D. Richardson**

Journal Staff

Editor-in-Chief:
**Stephen Kelly,
President**

•
Managing Editor
Brian Richardson

•
Composition Editor
Michael McRhodes

•
Feature Contributors
**Richard Broome
Brian Richardson**

•
Proof Readers
**Stephen Kelly
Dave Kempa
Dawn Reisling
Brian Richardson**

•
Photographers
**Doug Cypher
Dave Kempa
John Little
Joe Suchman**

•
Publisher
**&
Creative Designs
Michael McRhodes**

Colorado Aviation Historical Society Corporate Affiliate Brochure - (Front)

Programs and Events

The Colorado Aviation Hall of Fame

Located at Wings Over the Rockies Air & Space Museum in Denver, this permanent Hall of Fame honors the most prominent contributors to the development of aviation and space endeavors in Colorado. Displays include honoree profiles, as well as exhibits of significant artifacts related to the State's important and colorful aviation history.



Aviation Archaeology

Discovering and documenting aircraft crash sites, abandoned airfields and navigation aids are among the primary activities of the **AvAr** group within the Society. Training to use approved archaeological field methods and certification classes prepare the participants to investigate and document these historic sites, without disturbing them. Expeditions are typically conducted in western states during the summer months.



Programs and Events

Artifacts and Research

The Society maintains an archive of documents and photographs depicting Colorado aviation activities, from the beginnings of flight to the present day. Artifacts, curated by members of the Society, include everything from the earliest flying goggles to vintage aircraft. The archive is accessible to authors and researchers, who are seeking information about aviation in Colorado and the western states.



Hall of Fame Banquet

The banquet is an annual event, which includes an induction ceremony to honor newly selected Laureates for the Society's Hall of Fame. The banquet is attended by members of Colorado's broad aviation community and previously inducted Laureates of the Society, along with their guests.



Colorado Aviation Historical Society

Community Sponsor:

Helping Us Honor
Aviation
Achievements in
Colorado

The Colorado Aviation Historical Society Corporate Affiliate Brochure is available in hard copy from the Society. If you know of a business that you think might be interested in sponsoring the Society, please contact Ernie LeRoy at ejl@mymountain.com and provide him with that information.

Colorado Aviation Historical Society Corporate Affiliate Brochure - (Back)

Our Mission

To acquire, restore, preserve and provide for public display and education, aircraft and other items of historical interest related to the development of aviation in the State of Colorado.

In 1969, the Society established the Colorado Aviation Hall of Fame to honor those individuals who have made significant contributions in the field of aviation in Colorado.



The Society's aircraft and artifacts are on display at Wings Over the Rockies Air and Space Museum and the Pueblo Weisbrod Aircraft Museum.

Your financial support is vital to ensuring the research, documentation and recognition of the achievements of those men and women who have made notable contributions to Colorado's aviation heritage.

The Colorado Aviation Historical Society (CAHS) is a 501(c)(3) non-profit organization registered with the State of Colorado. All gifts are fully tax deductible.

Sponsorship Levels and Benefits

Bronze \$500 annual donation

- Charitable tax acknowledgement for donation
- 1/8 page display ad in each Journal edition
- Master list of all other Community Sponsors with contact information
- Your name or your company's name and logo in our annual banquet program booklet
- Screen projection display of your name or your company's name and logo during the annual banquet
- Community Sponsor Plaque
- Prominent listing on our website as a Sponsor
- Invitations to selected future CAHS events

Silver \$750 annual donation

- All Bronze level benefits plus:
- ¼ page display ad in each of our quarterly journals
- ¼ page display ad in our annual banquet program

Gold \$1000 annual donation

- All Silver level benefits plus:
- ½ page display ad in each of our quarterly journals
- ½ page display ad in our annual banquet program

Platinum \$1500 annual donation

- All Gold level benefits plus:
- ½ page display ad in each of our quarterly journals and a profile of you or your company in one issue of our journal
- Full page display ad in our annual banquet program

Application for Sponsorship

A Colorado Aviation Historical Society Sponsor may be an Individual, Organization, Association, Group or Corporation who wishes to support the work of the Society. Sponsors are entitled to enjoy the benefits as defined in this brochure.

Applicant Name: _____

Applying Entity: (if applicable) _____

Address: _____

City: _____

State: _____

Zip: _____

Contact Email address: _____

Phone: _____

This application is submitted for the sponsorship level of: (Please check one)

Platinum	Gold	Silver	Bronze
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Applicant signature: _____

Title: (if applicable) _____

Please make check payable to CAHS and mail to:

Colorado Aviation Historical Society
P.O. Box 201615 Denver, CO 80220

The Colorado Aviation Historical Society Corporate Affiliate Brochure is available in hard copy from the Society. If you know of a business that you think might be interested in sponsoring the Society, please contact Ernie LeRoy at ejl@mymountain.com and provide him with that information.