

From
Balloons



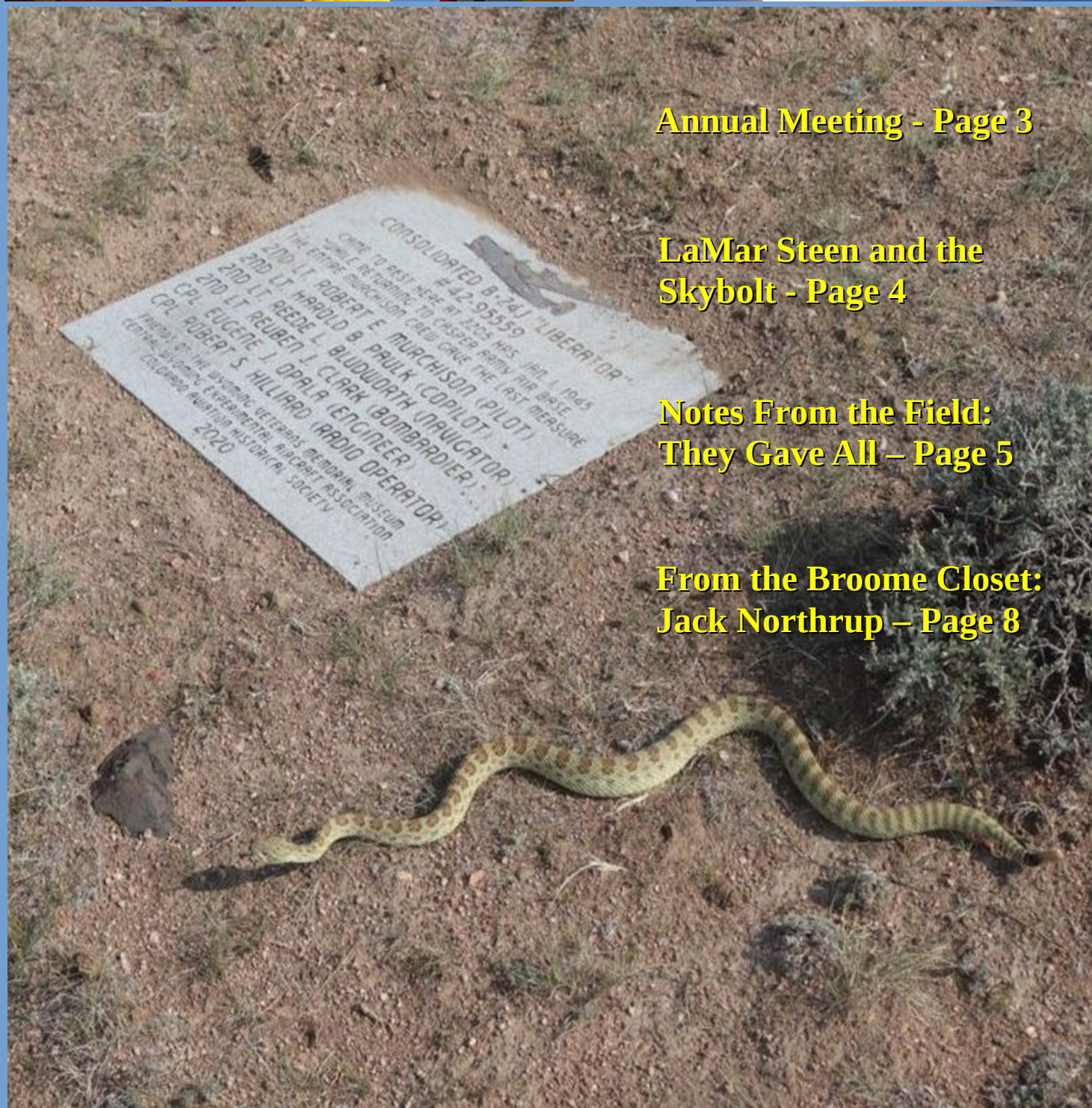
To
Ballistics

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Cover Photo: The Murchison crash site plaque near Casper, WY (Photo: Brian Richardson)

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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

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, located at 7711 East Academy Blvd, Denver, Colorado 80230. The mailing address is: P.O.

Box 201615, Denver, CO 80220. Visit our website

www.colahs.org or use the QC code at left.



President's Message: A New Website

Steve Kelly
CAHS President



In this issue of *Balloons to Ballistics*, we have included a request to our membership to help with the creation of the Societies' new website. We are committed to telling the inspiring story of aviation in Colorado, and our future success in this will depend on having a compelling on-line presence. We need a web-site that will provide easier navigation for the user, more current and relevant information, contemporary design and graphics, and the ability to easily join or renew membership in the organization.

The Communications committee, led by Ernie LeRoy, has been exploring ideas for a new website which will provide for these current and future needs. They have looked at the websites of aviation organizations in our state and across the country. Through this process, they have selected a local company with considerable experience and talent.

A new website requires a significant initial investment to get up and running. We have conducted a review of our income and expenses, as we would like to finance the website development, as much as possible, from our current annual revenues. Over the last two years, we have been able to reduce our operating costs by a significant amount through the transition to an online journal, vice the printed journals which were done for many years. We have also pursued other cost saving measures, and these will be highlighted in the Treasurers' report at our upcoming annual meeting.

There will still be a short-fall, and to complete the project this year we need additional funding. A generous offer to match any donations up to \$5000, has come from board member Dave Kempa. This will help us get the new site up and running sooner, and we welcome all additional contributions to this fund. Please see the article which provides details on this project on page 12.

Annual Meeting March 26th

The Colorado Aviation Historical Society will be hosting its annual meeting of the membership on March 26, 2022 at Exploration of Flight-Centennial Airport.

This meeting is held annually to inform our membership about the current state of the Society, and to elect three directors to the governing board.

Candidate profiles are found on pages 9 & 10.

Following the reports of the President and Treasurer, CAHS Vice-president, Keith Shaddox, will be giving a presentation on the UH-1 helicopter during the Vietnam War.

The meeting will begin at 7:00pm at the Exploration of Flight hangar at Centennial Airport, 13005 Wings Way, Englewood, CO 80112.

The Zoom video connection for those who are not able to attend in person is:

<https://us02web.zoom.us/j/84544439291?pwd=eTlmMEszNFhTNmxkVS84SUhDa1dXZz09>

Meeting ID: 845 4443 9291
Passcode: 437111



LaMar Steen and the Skybolt

By Brian Richardson

I first met LaMar while attending a Colorado Aviation Historical Society (CAHS) general membership meeting in the late 1980's, at the Meadowlake Airport restaurant. He was the featured speaker for the Society's event and truly captivated the audience.

After the meeting, I made my way through the crowd and introduced myself. I had completed a bit of aerobatic training in a friend's Skybolt and was eager to let him know how impressed I was with its handling characteristics. We chatted for several minutes about the Skybolt design, and flying around Colorado in general, then parted company.

He impressed me so that I'll never forget those few brief moments in his presence.

In contemplation of writing this article for the Journal, I spent several hours doing research on the Internet for information about LaMar A. Steen. I found very little online that would help me create an image of this spectacular 1990 Colorado Aviation Hall of Fame (CAHoF) laureate.

What I did find was this...

LaMar A. Steen was born in Elkader, Iowa on April 19, 1924. Little is known of his formative years of education, yet he went on to become a respected teacher in the Denver Public School System for more than 28 years. CAHS records indicate that he first lived in Colorado between 1943 and 1944, and then from 1959 until his death in 1993; just a bit more than half of his total lifetime.

In 1944, LaMar enlisted in the United States Army Air Force as an aviation cadet. He made his first solo flight in a Stearman PT-17 "Kaydet" at the Tex Rankin Flying School in Tulare, California. By the time he completed his military pilot training in 1945, the war was winding down and he, along with his entire class of flying cadets was deemed surplus to the military's immediate needs and discharged from their service obligation.

Back on "civvy street", LaMar, now a military trained pilot, returned to academia and attended the University of Northern Colorado in Greeley, earning his post-graduate degree in education.

He eventually found employment with the Denver Public School system as a High School industrial arts teacher at Manual High School, a position that he would hold for nearly three decades. Quickly recognizing the need to engage his students with something other than the usual curriculum, LaMar drafted detailed plans for an initial aircraft design, and then challenged his students with the task of creating a marketable home-built aircraft package. This High School project went on to become the world-famous Steen Skybolt aerobatic aircraft. More than 3,000 drawing packages have been sold to date, and about 650 actual aircraft have been constructed by homebuilders from these plans. In the realm of experimental-amateur-built designs, those are some pretty impressive numbers.

LaMar Steen, a longtime Colorado resident proved himself a brilliant aircraft designer and teacher, as well as an incredible influence on many of Colorado's future aeronautical entrepreneurs. If you were a student of LaMar Steen, please send your remembrances to Brian Richardson at aviator_b@msn.com I'd like to capture your comments and memories of this tremendous character for the CAHS archives.

The Colorado Aviation Historical Society (CAHS) is always looking for members that have the desire to help record our considerable aviation history. If you're interested in helping the Society, please contact me at aviator_b@msn.com



LaMar Steen at Oshkosh 1987 (Photo by David Gustafson, Sport Aviation 3/88)

Aviation Archaeology

Notes From the Field:

They Gave All in the Line of
Duty for Their Country.

The mission and loss of the 2nd Lt.
Robert E Murchison crew and B-24J
42-95559

By Mark Milliken

Editor's Note: I usually write the articles for this column. However, one of AvAr's Wyoming team members, Mark Milliken, who contributed an overwhelming amount of effort and energy to this project, also wrote an article for the *Experimental Aircraft Association (EAA)* magazine last December, and I couldn't have done better myself. So, with permission from the EAA, CAHS is reprinting his article in this edition of the *Journal* -Brian Richardson, AvAr.

The Mission. It had been a long, cold, dark, and stressful night in the cockpit of B-24J 42-95559. But now, at 2200 hours on New Year's Day 1945, aircraft commander 2nd Lt. Robert Murchison and his copilot 2nd Lt. Harold B. Paulk were relieved to be finally descending into the Casper, Wyoming area. They would intercept beams of the Casper low frequency radio range (LFR) for a westerly approach to Casper Army Air Field (CAAF, now Casper/Natrona County International Airport). The mission was a round-robin navigation training problem to Nebraska.

The Murchison crew was almost an hour overdue because weather forced them to reroute south of a weather front at Douglas. Being a navigation mission, the gunners were left behind. The crew of six was likely still recovering from New Year's Eve, which didn't help the monotony and discomfort of a cold, drafty, and noisy airplane.

B-24J 559 was one of eight aircraft on the mission. Six aircraft landed at alternate airports. One aircraft climbed to 14,000 ft. and found the Casper LFR cone of silence for a landing. Murchison was over Lusk, Wyoming on the return leg to CAAF, when a radio call signaled an intention to climb above the weather. He had only 6.5 hours of instrument time as pilot in command, a normal situation in wartime training. It was 2030 hours, and 559 was about 108 miles east of CAAF. It may have been Paulk who radioed the change of altitude. Another plane received the transmission, the last words ever heard from 559. Radio static from the storm was severe.

With poor navigational aids and no radio communication, the crew may have been flying north on the Casper LFR beam over what they thought was Bates Hole and Muddy Mountain. Their shallow descent into the Casper area was now on a northeasterly heading and 1.8 miles east of the LFR beam they had been following.

Descending at an altitude of 7000 ft. at cruise speed, the cockpit crew were sure they were comfortably north of 8130 ft. high Casper Mountain. Being just a few minutes from base, Paulk advised the crew to assume positions for landing. The prospect of a hot meal, hot shower, and a warm bunk were welcomed by all. Outside the cockpit, it was total blackness with no visual references whatsoever. Suddenly and without warning, BANG! A severe upward crashing jolt threw the crew to the floor and around the forward cabin. Murchison and Paulk quickly realized the plane was executing an unplanned 200 mph crash landing. Within one second, the bomb bay was crushed and propellers scattered across the prairie. The shattered ball turret and bombardier's greenhouse were shedding Plexiglas, armored glass, and shredded aluminum along the aircraft's path.

The cockpit crew would have had a natural reaction to pull back on the stick. Still with flying speed, the B-24 may have briefly become airborne. Sliding downhill in deep snow, 559's toboggan ride took about seven seconds

B-24J 42-95559



to cover a distance of 1300 ft. In that short time, perhaps the crew was wondering if the plane would soon grind to halt so they could all jump out and wait for rescue.

Another jolt occurred as the aircraft bumped over a knoll before flipping upside down and falling 40 ft. into Bates Creek. The instrument panel clock stopped at 2208 hours. B-24J 559 and its crew came to rest 25 miles south of their estimated position.

Recovery. The crash site was found by the Colorado Civil Air Patrol at 5 PM on January 3, 1945. It wasn't until January 5, 1945 that the base doctor and recovery team managed to get a snow tractor into the remote site to recover the deceased crew. Weather was a factor in the delay. The CAP map plot was about five miles in error, a fact probably not helpful to crews attempting to make a timely recovery.



According to local ranchers, the site would have been cleaned up by May 1945, when access to the area was possible. Wreckage would have been a hazard to livestock and wildlife, and a nuisance to the rancher. Since USAAF had large numbers of underutilized troops at this stage of the war, they did a thorough cleanup of the site.

Post-war. After the war, ranchers and other locals quickly lost interest in the site. It was out of sight and out of mind. No specific information was passed on to younger generations and subsequent landowners. It was virtually invisible to ranchers and sportsmen. Local tales and rumors prevailed as decades passed, but no one seemed to know or care about the site. Most ranchers thought the

nearby 1951 crash site of a civilian Beech D-18 was the Murchison B-24J.

Perhaps B-24J 559 and the souls of her crew were destined to be lost forever to history.

Discovery. In 2018, the Wyoming Memorial Veterans Museum in Casper requested Friends and **AvAr** to research and discover the mysterious Murchison site. **AvAr** had success in locating and documenting training crash sites immediately adjacent to CAAF. Finding the Murchison site would be a much more challenging task, given the lack of accurate location data and remote wilderness location.

References to the crash site location are many and often exceedingly inaccurate. They included the USAAF report, newspaper articles, published articles, official photographs, and local lore. The locations were plotted on Google Earth and included within a polygon that covered 186 square miles. That was a large and unworkable search area that needed revision.

In 2018, Friends embarked upon a campaign to acquire permission to access land in the vicinity of the CAP location, the only hard location data we had. Land owner and rancher Rob Shook was very cooperative and assisted with permissions from adjacent land owners. In 2019, Shook joined the Friends and **AvAr** on several unsuccessful foot traverses in the vicinity of the CAP map location.

As a result of these dead-end traverses, the CAP location and surrounding vicinity was ruled out. Clearly, a new approach was required. A careful analysis of terrain description and photos in the accident report led to recognition of unique geology and topographic features at the crash site. Geologic and topographic models were built and applied to published geologic maps and Google Earth imagery to restrict search areas.

In 2020, EAA pilots were conducting overflights of terrain they thought matched the topographic model between Muddy Mountain and Shirley Basin. During a ground recon on some promising terrain, EAA members discovered aircraft castings in an old shepherd's trash dump. From the casting numbers, **AvAr** identified the pieces as B-24 bomb bay door mounts. Although the dump is not the

crash site, the parts suggested that research was closing in. The dump is five miles south of the CAP location.

The discovery allowed the search area to be refocused to a three-square mile area NE of the dump including Bates Creek. Applying the geologic model to Google Earth imagery, a series of topographic profiles were studied. One profile in particular stood out as a near perfect match for the crash site model.

On May, 22, 2020, about 75 years after the crash cleanup, Friends and **AvAr** researchers set out on foot along the profile. They immediately found aircraft wreckage strewn along a narrow path to the NNE for about 1300 ft. The trail of debris took them down a gentle slope, to the top of a low knoll, and then down a 40 ft. bank to Bates Creek, the final resting place of 42-95559 and the Murchison crew. The debris field was photographed and GPS'd. The landowner had no idea a crash site was there.



B-24 bomb bay bracket found over a mile from the crash site by EAA members. The #32 identifies the part as being from a B-24.

The debris field. The search area was reduced to a three square mile area including Bates Creek and northern Shirley Basin. Several topographic profiles were captured from Google Earth imagery across Bates Creek. One particular profile matched exactly the topographic model determined from the photos and accident description.

On May 20, 2020, researchers from Friends and **AvAr** found aircraft wreckage as they traversed the Google Earth line of profile. Later, several members of **AvAr** visited the location to further document the crash site. GPS locations and photos were taken of the debris. Some work was done with metal detectors and drones, but much wreckage remains unaccounted for.

The debris path tells a story of how the aircraft was shedding parts. A group of propeller pitch control gears suggests where the props hit the ground. Smashed practice bombs are from the collapsed bomb bay. Bullet-proof glass suggests where the ball turret hit. Thick Plexiglas fragments are from the bombardier's greenhouse. A fragment of green glass is from the starboard wing tip navigation light. Aluminum skin and longeron fragments litter the prairie, hiding amongst the sagebrush bushes. A metal frame was once a mounting base for the aircraft communications radio. Blobs of molten aluminum mark the aircraft's final resting place.



The memorial. A granite plaque was engraved with Murchison crew names and placed at the crash site. In early 2021, Friends researchers began contacting living relatives of the crew using ancestry software. Planning began for a memorial service at the crash site that would include a military funeral conducted by the Wyoming Army National Guard. Nineteen relatives of Murchison and Paulk accepted the invitation.



On the evening of July 21, 2021, Ray and Christy Paulk, and Ken and Marsha Pence came through the Casper airport arrival doors. They had been traveling from Georgia and Florida all day, suffering through canceled flights, weather delays, and ubiquitous mask mandates. Upon entering the Casper airport, they were shocked and greatly comforted to see no mask mandate. Every breath of clean Rocky Mountain air was a relief.

Ray and Marsha are siblings. Their sister Carol Greenway would arrive with her husband Jimmy later by car. Their mother is 2nd Lt. Harold Paulk's aunt (in her '90s) who couldn't come. Paulk was stationed on the very ground where Ray and Marsha were now standing.

The family of Sheryl Wilson drove and flew in to Casper from the Sacramento area, California. They are related to 2nd Lt. Robert Murchison. The families were amazed to learn that their airliners landed on the same runway that Murchison and Paulk flew off of many times in 1944 as training for a combat assignment in Europe. It may have been the same runway from which the Murchison crew took off from on their mission to eternity.

On the morning of July 24, 2021, a caravan of cars headed south to the Bates Hole area on a dirt road that predates the modern highway to Medicine Bow. With dry roads, clear skies, and comfortable temperatures, the group was escorted to the memorial plaque on the knoll. As the group arrived, a rattlesnake on the stone had to be shuffled away. Carol Greenway reflected that her uncle Harold Paulk was always prone to practical jokes.

The National Guard Funeral team was resplendent in their uniforms. A 21-gun salute and taps were performed by the Guardsmen. There was not a dry eye on that knoll. Two

American flags were folded and handed to the family matriarchs, Sheryl Wilson and Carol Greenway.

After some pensive moments, the families made their way back to the cars through the sage brush and debris field. While walking, they reflected on the meaning of this day and of the horrific tragedy that occurred on this plain 76 years ago.

The Friends and **AvAr** have moved on to researching other long-lost CAAF crash sites. More crew family reunions are planned for 2022 and 2023.

From the Broome Closet:

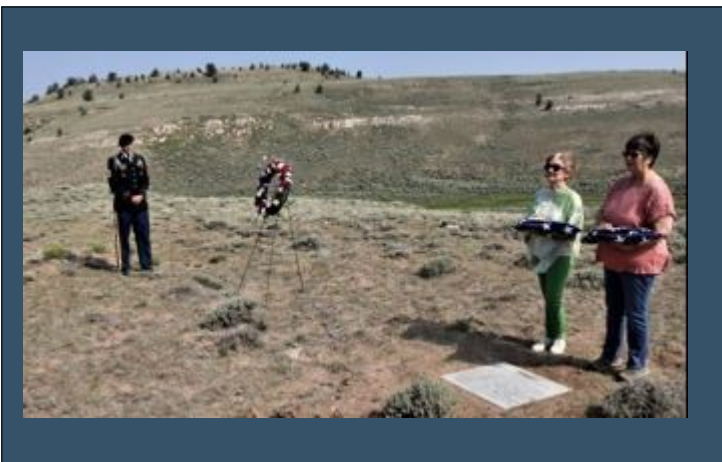
Jack Northrup

By Rick Broome

Seen here is Rick Broome with the legendary pioneer aircraft engineer and manufacturer Jack Northrup, at a prestigious college party in September 1965. Rick was only 18 years old and the youngest engineering student at Northrup Institute of Technology in Inglewood, California. It was then that Mr. Northrup took a keen interest in the kid. Later, Rick would be invited to work in the amazing Northrup Library, where he learned many deep secrets about the Flying Wing Project. Rick was both an Aircraft Maintenance and Aeronautical Engineering student from 1965-1971. Already an accomplished artist, Rick Broome continued selling his paintings and took technical art lessons from two amazing famous aviation art pioneers; Doug Ettridge and R G Smith ... 2021 © 09032021 Rick Broome



A youthful Rick Broome chatting with aviation icon Jack Northrup, at a college party in 1965. (Photo courtesy of Rick Broome)



Mystery Quiz Spring 2022 (1Q22) Journal

In each issue of the Journal we will present a photograph from the Society archives and challenge you, the reader, to provide information about the subject. Anyone who responds with the correct answer within 7 days from distribution of the Journal will receive a CAHS 50th Anniversary commemorative coin. Send your response to aviator_b@msn.com at your earliest convenience to ensure that you are the first.

The challenge for this issue: *Identify the make and model of this aircraft.*



A limited quantity of CAHS 50th Anniversary challenge coins are still available

Send a check for \$10 payable to CAHS to:

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



CAHS Board Election Candidate Profiles

Dawn Resling

Currently serving on the CAHS Journal Staff and the Communication Committee.



U.S. Air Force veteran served 38 years combined active and reserve duty as an enlisted member and commissioned officer. Deployed to Iraq in 2009 and provided advisory and assistance services to the Iraqi Ministry of Transportation in matters concerning the execution of international contracts to upgrade Iraq's Civil Aviation Authority capacity to conduct safe flight operations. Closer to home, she served as a Squadron Commander, 302nd Airlift Wing, Peterson AFB and as the 1st AF (AFNORTH), Emergency Preparedness Liaison Officer for the State of Colorado, surveying aviation assets throughout Colorado and neighboring states in support of USAF Defense Support to Civil Authorities.

She also served the Federal Government in Colorado as a civilian logistician and procurement analyst with Department of Defense, Department of Energy and Department of Housing and Urban Development.

Keith Shaddox



Keith Shaddox currently serves as Vice-president and Chair of the Special Events & Projects Committee.

Keith was born in Illinois but grew up in Englewood, Colorado. He is a Vietnam veteran who served as a communications sergeant in an Air Cavalry unit. Keith used his GI benefits to earn Airframe and Power Plant Certificate in 1974.

(Continued on next page)

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After working as mechanic for 5 years he was employed by Xerox Corporation in various technical support roles and as a Systems Analyst for 35 years.

Keith began to fly in 2005 as a private pilot and owned a Cessna 172 for a few years. Since retiring from Xerox in 2013 Keith has been very active in volunteering with Wings Over the Rockies Museum, eventually becoming a part-time employee of the museum on the event's staff. Keith has been a member of the Colorado Aviation Historical Society since 2014.

Stephen Kelly

Currently serving as president. Steve has been a member of CAHS since 2014, and Board member since 2015. Committee work has included Hall of Fame Nominating Committee, and Special Events & Projects.



He is a U.S. Navy veteran serving 22 years combined active duty and reserve time as an Intelligence Analyst with specialization in imagery interpretation. Later employed at Lockheed/Martin Corporation, IS&GS Division, working on classified satellite programs. Retired from the company in 2015.

Significant volunteer activities include membership in the Navy League of the U.S., a 50,000 member military advocacy organization. Served as a local council and region president, and Vice-president for Legislative Affairs in the Rocky Mountain region. Member of the organization's Executive Committee from 2016 to 2020. Volunteer with Wings over the Rockies Air & Space Museum beginning in 1994. Chairperson for Apollo 50th Anniversary Commemoration project in 2019. Created and taught classes for University of Denver Enrichment Program on space exploration topics.

The following museum updates were effective as of COB on March 2022. CAHS will continue to publish current updates in future issues of the Journal.

Museum Updates

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 too 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 CAHS Alexander Eaglerock biplane and Steen Skybolt aerobatic aircraft are displayed at this museum.

The museum is usually 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(pwam.org))

Spirit of Flight Museum

205 N. Pilatus Lane, Nampa, ID 83687
(303) 517-5078

Gordon Page, longtime member and former CAHS President, sent this recent update on the migration of the world renowned Spirit of Flight Museum from Broomfield, Colorado to Nampa, Idaho...

We are happy to share some more GOOD NEWS at the new Spirit of Flight Museum facility. Another major milestone has been met with the museum sheeting and hangar door installation being completed! The main glass door storefront has been installed, and the interior buildout will begin soon. Next week we will complete all of the site work, which has been a HUGE undertaking. The next step is the concrete pouring for the massive concrete ramp, sidewalks and parking lot curbs. We are hoping to have the 14th Annual Spirit of Flight Day at the new facility on Saturday, July 9th. For more information on what is happening at Spirit of Flight, please visit www.spiritofflight.org. Thank you for your support of the Spirit of Flight Foundation and Museum, and stay tuned for more updates!



New Spirit of Flight building under constructed in Nampa, ID

Vintage Aero Flying Museum

7507 CR 39 Ft. Lupton, CO 80621
(303) 668-8044

Exciting news... Vintage Aero Flying Museum has flown their Spad replica. It's definitely worth a trip out to view this gorgeous flying machine. 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](#)

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.worlwarriaviation.org or (719) 637-7559.

Wings Over the Rockies Air & Space Museum

7711 Academy Blvd, Denver, CO 80220
(303 360-5360)

Breakthroughs in Flight is now open at the Lowry Facility. In this brand-new museum exhibit, you'll get to journey through extraordinary aerospace milestones and artifacts while discovering the stories behind the people who made them happen. Humankind went from no significant controlled flight at all to landing on the moon in 66 years. Progress has continued, and future achievements beckon. Each great moment in flight has helped to shape the course of human history and enabled the next generation of aviators to fly higher, faster and farther. The museum is open Monday through Saturday 10:00 am to 5:00pm, and Sunday 12:00pm to 5:00pm. You can go online to pre-purchase your tickets at (wingsmuseum.org). 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.

Emily Warner Field Aviation Museum

1023 Co Rd 610, Granby, CO

Two-time winner of Colorado History awards, the Emily Warner Field Aviation Museum invites summer visitors to our on Granby/Grand County Airport location in the historic former airline terminal of Colorado's Rocky Mountain Airways at 1023 CR 610 Granby CO 80446. This free and family-friendly museum is open June 4 – August 28, 2021 Fri & Sat 11am-2pm, except Saturday July 28 in support of the Experimental Aircraft Association Chapter 1267 pancake breakfast and fly-in. <https://grandcounty-history.org/museums/emily-warner-field-aviation-museum/>

Great news, our new website is coming!

The Colorado Aviation Society is redesigning our webpage to make it easier to navigate, provide timely updates and share information about the State's rich aviation history. The newly designed website will also have added features which will enable new members to enroll and current members to renew on-line.

We have enlisted the services of Ms. Kim Schroers, who has extensive experience in creating websites for aviation related organizations. Among her credits are the Wings Over the Rockies website, the Colorado Air National Guard website, the Air Force Historical Society website, Charters by Air Denver website and the Colorado Freedom Memorial website.

Making this project possible is a generous offer from long-time board member, Mr. Dave Kempa. Through his company, Charters by Air Denver, he has pledged to match any gifts received up to an amount of \$5,000. To take advantage of this unique opportunity, we are asking all members of the Society to consider a donation to the Website Fund and to spread the word about our current project.

Once launched, we will invite you to share it with your friends and business associates. It is our vision to conduct a broader, more extensive, membership drive and share our interest in Colorado Aviation History on a larger, more professional scale through this new site.

Thanks in advance for your support of this important project.

We can't pass this up this opportunity! Please mail your contribution to:

Colorado Aviation Historical Society
P.O. Box 201615
Denver, CO 80220
Please write "Website" on your check

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Colorado Aviation Historical Society Community Sponsor Brochure (Front)

This 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 the relevant information.

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



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Colorado

Colorado Aviation Historical Society Community Sponsor Brochure (Back)

This 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 the relevant information.

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:
- ¾ 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

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