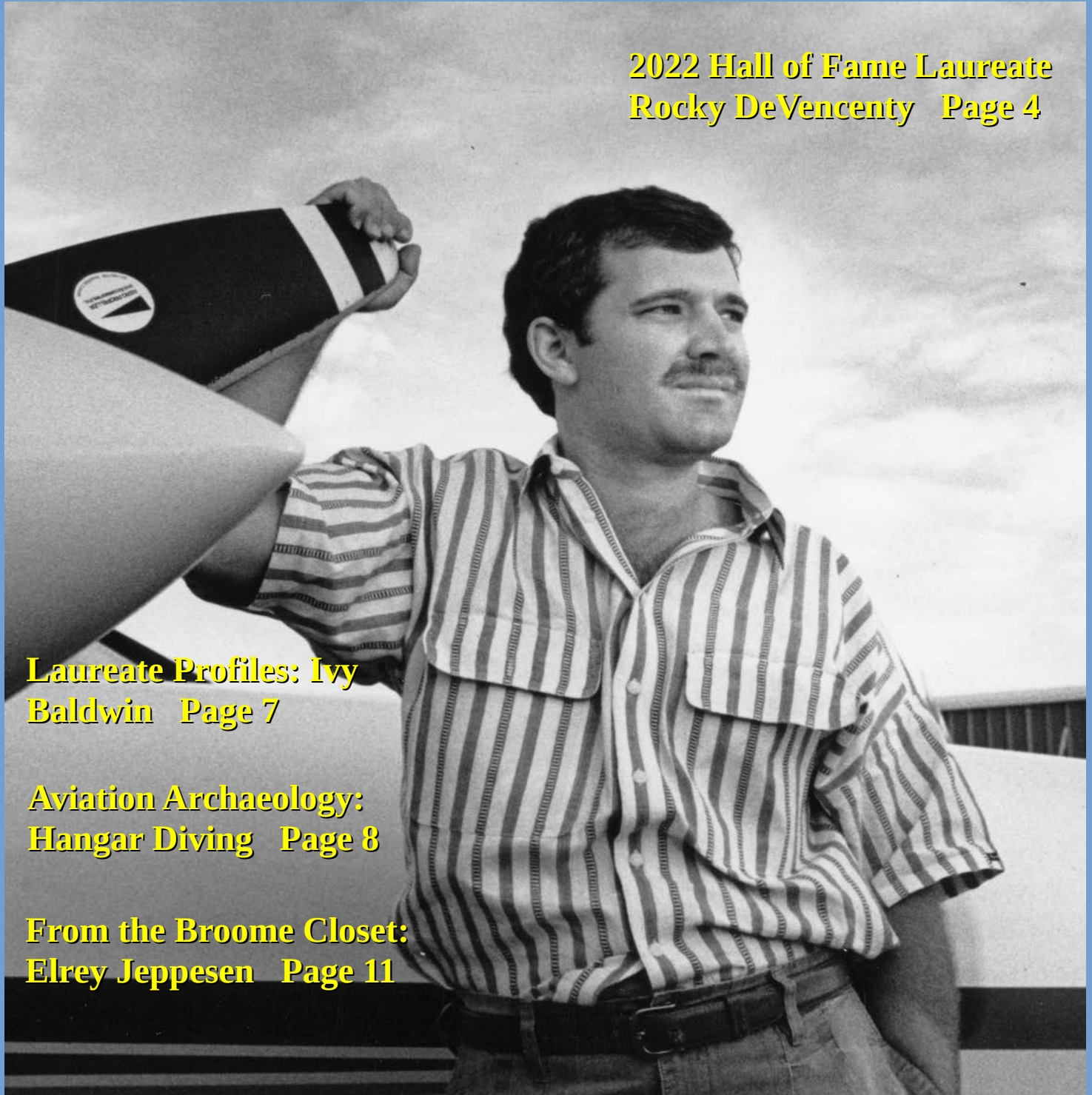




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Cover Photo: 2022 Hall of Fame Laureate Rocky Alan DeVencynty  
(Cover photo & page 4 courtesy Rocky DeVencynty)

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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.

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## President's Message: Due Recognition

Steve Kelly  
CAHS President



The Colorado Aviation Hall of Fame was established in November of 1969 when ten aviation pioneers, whose aviation accomplishments were performed prior to 1918, became the first laureates. Later the date restriction was raised to 1935. This restriction was eventually eliminated altogether, but the criteria for membership in this group has always been specific-significant contributions in the field of aviation in the state of Colorado.

As Colorado has been one of the leading states in the development of aerospace activities, there have been many accomplished individuals who have been nominated for this honor. To date 209 individuals are in the Hall of Fame and this October Rocky DeVencenty will be added as number 210.

One of the Society's primary missions is to ensure that the accomplishments of these people are recognized and imparted to the general public. We have done this through the Colorado Aviation Hall of Fame and hope to reach a much greater audience through the new website.

Even with this seeming large number of laureates, there are still Coloradans who have made major contributions and have not been recognized. Our members have the opportunity to submit applications for inclusion in the Hall of Fame. The requirements for nomination packages can be found on our website, but it is recommended to visit our office to view the best examples of prior nomination packages. We encourage those who may have an interest in submitting a nomination book to contact CAHS officers (email at: [coloradoahs.org@gmail.com](mailto:coloradoahs.org@gmail.com)) to arrange a visit to our office at Wings over the Rockies Air & Space Museum.

## General Aviation Display Panels Go To La Junta Airport



Nine colorful display panels that highlight the story of general aviation were installed at the La Junta Airport this past July by Keith Shaddox and Steve Kelly.

Designed originally by society member Chuck Stout, these panels had previously been on display at Wings over the Rockies Air & Space Museum in Denver.

Using photos and text, the panels have been designed to inform the viewer about what general aviation is and the many ways in which it affects their lives including aerial applications for agriculture, firefighting, disaster relief, emergency medical services, package delivery, fisheries and wildlife management, and law enforcement. As our Society aspires to be an advocate for general aviation, this new display will educate the public through informal learning about the great value of the services that general aviation provides.

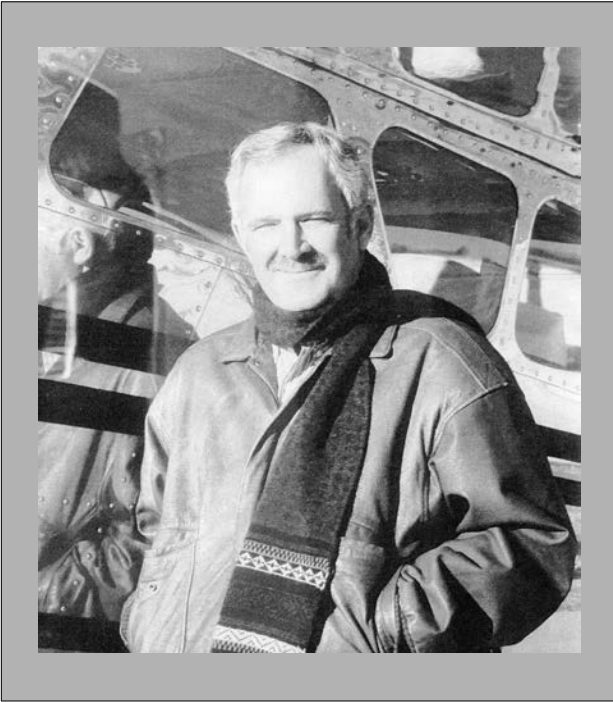


(Photos: Steve Kelly)



## Colorado Aviation Hall of Fame Laureate 2022

# Rocky Alan DeVency



Rocky Alan DeVency was born in Vineland, Colorado, just south of the Pueblo Airport, in 1957 to Kay and Aldo DeVency. Aldo had trained to fly a Piper J3 Cub through the WWII Civilian Pilot Training (CPT) program. He had a love for aviation and shared his passion with Rocky. After graduating from high school, Rocky got his pilot's license and saved enough money to purchase his, and his father's dream plane, the Piper J3 Cub.

Rocky was hired at Pueblo Air, an FBO and Air Charter business. With this opportunity came multi-engine and ATP ratings. In 1984, Pueblo Air was facing severe financial difficulties and closed its doors. The owner agreed to let Rocky take the established phone number and rolodex, and within several months, he had started Travelaire Service, an Air Charter and Air Ambulance company.

Rocky was able to secure a contract with Memorial Hospital in Colorado Springs, transporting Neonatal (pre-mature babies) in desperate need of Neonatal care units. At the same time, he also became a provider for the Veterans Administration in Denver and to this day, 33 years later,

Rocky is still flying for the Veterans Administration in Colorado, Utah and Wyoming regions. For 17 years Rocky never left the outskirts of Southern Colorado, as he always wanted to be available for patients in need of his service.

By 1995, Rocky had added LearJets and King Air's to his fleet and built a 10,000 square foot hangar and office space. In the early 2000s, Travelaire Service had the largest jet fleet in Colorado. To add to his repertoire, in 2010 Rocky trained and received his helicopter rating and purchased a Robinson R66. He began working for the sheriff's department looking for fugitives and missing persons. Rocky DeVency has been responsible as the Director of Operations and owner of Travelaire for over 42,000 hours of accident, incident and violation free operation for 40 years. He has attended Flight Safety International twenty-two times. He has received over fifty FAA part 135 competency checks with the FAA during his career. From 2005 to 2018, Rocky was the only person other than FAA designated pilots to give LearJet type ratings in the Denver area.

In 2014, Rocky and his wife became owners of Flower Aviation, an FBO in Pueblo, Colorado. Throughout his aviation career, he has transported thousands of patients throughout the US and Canada and was one of the only civilian pilots allowed to fly on 9/11. He has instructed multitudes of students and given pilots their license through being a pilot examiner. Rocky has dedicated his professional life to developing aviation in his community and state. He has given freely of his time and treasure to build aviation in Southern Colorado. His selfless efforts as a model citizen (serving on the Pueblo Memorial airport board) and brilliant business man have grown Pueblo airport into a thriving hub of aviation that it is today.

## Mystery Quiz Spring 2022 (1Q22) Journal

In each issue of the Journal we will present a photograph from the Society archives and challenge you to provide information about the subject. Anyone who responds with the correct answer will be mentioned in the following issue. Send your response to [aviator\\_b@msn.com](mailto:aviator_b@msn.com) to ensure your submission is included in the next journal.

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



Subscriber Chuck Kinney, correctly identified the aircraft pictured as a Cessna DC-6. Well done!

The aircraft pictured is a Cessna DC-6A "Chief," powered by a 300-horsepower Wright R-975 Whirlwind engine. Advertised with a cruise speed of 130 miles per hour (MPH), the Chief was tested to a top speed (Vne) of 161 MPH. It was capable of certified to carry up to six occupants with a range of 600 miles. Not bad for the technology of that day.

Sadly, Cessna Aircraft Corporation received official Civil Aeronautics Administration Type Certification for these aircraft on Tuesday, October 29, 1929; the same day the stock market collapsed and began the "Great Depression." Only 20 DC-6A aircraft were produced before Cessna shut down its manufacturing line due to restructuring. When it began producing commercial aircraft again, the company engineers had moved on to more advanced designs and the Cessna DC series quickly faded into history.

The aircraft pictured, NC631K, is an example of a DC-6a that is believed to be parked on a Colorado airfield, Ca. 1929-1931. Unfortunately, the CAHS archive catalogue listing for this photograph contains no real description. It is generally accepted that most of these (CAHS archive) photos were contributed by citizens and were taken at local airports. If you have any information to share about this aircraft or if you can identify the airport it is pictured on, CAHS would appreciate hearing from you. Please contact Brian Richardson at [aviator\\_b@msn.com](mailto:aviator_b@msn.com)

## Aviation Archaeology Notes From the Field :

# A False Fire Warning

By Brian Richardson

Frontier Airlines Flight 73 was a regularly scheduled daily service from Denver to Grand Junction, Colorado, with intermediate stops at Pueblo, Gunnison, and Montrose. On Friday, August 23, 1958, at around 12:04 pm, First Officer Donald L. Lockwood, sitting in the left-hand seat, acting as pilot flying (PF), lifted Douglas DC-3C, N64426, from runway 30 at Pueblo Memorial Airport on what seemed to be just another routine leg of the trip. Nineteen of the twenty-one passenger seats were occupied and the aircraft was just under the maximum gross weight limit. Stewardess Joanne V. Lohse, strapped into the cabin crew seat, was the flight attendant.

As the aircraft was ascending through 100 feet, Captain James R. Langhofer, serving as the pilot monitoring (PM) and sitting in the right-hand seat, observed the cockpit fire warning light for the number one (left) engine come on. In accordance with the [then] company operations manual instructions, he tested the system circuit, found no fault with the warning system, and subsequently feathered the number one engine.

With rising terrain on its present heading and unable to maintain a positive rate-of-climb, Captain Langhofer assumed control of Flight 73 and executed a successful off-airport, emergency landing on open prairie approximately two miles west of the airport, with no loss of life. Making this feat even more impressive, he managed to maneuver the aircraft under powerlines that were suspended only thirty-four feet above ground level on his descent heading.

(continued next page)

## A False Fire Warning (Continued)

Accident investigators recorded that Flight 73 skidded approximately 841 feet on its belly along a heading of 190 degrees magnetic. They also noted that the aircraft travelled across three minor/shallow arroyos before coming to rest, spinning to the right, almost back to a reverse (180°) heading.



The DC-3 was the mainstay of Frontier Air Lines fleet at the time of the crash of Flight 73 (Photo: CAHS Archives)

It was ultimately determined that a fault in the thermocouple warning system had been noted on several previous flights, but that the maintenance department had failed to adequately resolve the problem. Maintenance also failed to notify in-coming crews of the continuing problem. It was also determined that pilots should visually check engines for obvious signs of default prior to shutting down the engine. Captain Langhofer, sitting in the right-hand seat, did not reach across the cockpit and visually check that the left engine, number one, was actually out, nor did he ask the first officer, sitting in the left-hand seat, to verify this condition, before he shut down the engine. In the end, maintenance management was found negligible, and the operator implemented measures to correct that deficiency. As a result of this accident, all air-carrier operators are more cognizant of their operational responsibilities.

On Thursday, January 17, 2019, AvAr team members David Seniw and Brian Richardson invested more than 17 hours and travelled some 341.5 miles to investigate the crash site of Frontier Airlines Flight 73.

Employing standard AvAr methodology, our team members traversed more than six miles of open prairie on foot. This terrain included flat surface, as well as treacherous washouts/arroyos that are more than twenty feet deep and extend beyond a mile.

After hours of searching, AvAr team members identified a cache of glass and plexi-glass fragments, most probably from an aircraft of that period, near the eastern perimeter of the identified crash site. Given the proximity of these artifacts to each other and to an established trail, it was agreed that these pieces were most probably fall-off<sup>1</sup> from a recovery vehicle hauling the wreckage from the crash site to a roadway.

This case, AvAr File 1901-CS, turned out to be one of those inconclusive field studies. The fact that this aircraft received minimal damage during the crash and that it has been some 61 years since the actual event, locating the exact crash site based on finding aircraft artifacts will be challenging. AvAr intends to continue visiting this site to identify any extant ground markings and or debris-field artifacts. These unique findings could help future investigators identify other historic crash site markers.

<sup>1</sup> Fall-off is the term most referred to modern archaeological artifacts that are excavated, loaded for transport, and then carelessly lost during the transportation process due to neglect.

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## Laureate Profiles

# Who is Ivy Baldwin

by Dr. Jack Ballard



To the members of the Colorado Aviation Historical Society this question is important as Ivy Baldwin was the first inductee in 1969 into the Colorado Aviation Hall of Fame. Ivy received this honor because he was a pioneer balloonist and pilot in the late 1880s and early 1900s, with many of his exploits centered in Denver. He reported he had over 2,500 balloon ascensions and an amazing 2,500 parachute drops.



Ivy Baldwin stands on the right of the balloon basket. He completed many balloon ascents at Denver's Elitch Gardens. (Photos: Colorado History Collection)

Intently watching the Wright Brothers flying developments, he built copies of the Wright and Curtiss biplanes

and survived, he claimed, nineteen crashes. Following in the footsteps of his far more famous mentor, Thomas Scott Baldwin, Ivy built and flew the first balloon-type dirigible in Colorado and in 1913 became the first in the state to fly a Colorado seaplane.

Although a runaway from home and school, Ivy nevertheless progressed into exploring all matters related to flying. Ballooning led him to study air currents at different altitudes and he built and tested balloons, dirigibles, and airplanes. Just prior to the Spanish-American War, the Army recruited Ivy to help develop their emerging balloon corps at nearby Fort Logan. Later, he saw combat with his balloon in Cuba.

Ivy Baldwin had a unique personality and despite his aviation accomplishments, he became better known in Colorado, especially Denver, for being a courageous, highly skilled tightrope walker and tower diver. He was a prominent, headline performer for the Elitch's Gardens amusement park for many summers. Later, he astonished the public by tightrope walking across the mouth of South Boulder Canyon and above the Eldorado Springs resort. He became a noted celebrity for his time.

Intelligent and forever adventuresome, Ivy Baldwin always sought to combine his love for entertaining with practical flight developments. University of Colorado history professor Howard Scamehorn declared Mr. Baldwin should be remembered as "the central figure of aeronautics in the West."

(Additional information on Ivy Baldwin's exploits can be found in historical aviation author and Society member Dr. Jack Ballard's recent book entitled, *Colorado's Daring Ivy Baldwin: Aviator, Aerialist, and Aeronaut*).

## Hangar Diving

# Things You Could Find Lying Around An Old Airport

By Ernie LeRoy

*Editors Note: CAHS has been the recipient of many items of historic interest over the years and a number of these have found their way into our display cases at the Hall of Fame and other locations. There are still items waiting to be discovered and researching their history can reveal some fascinating stories-as the following article relates.*

A recent trip to Platte Valley Airport tower uncovered a K-10 Tail Turret Compensating Gun Sight. This WWII US Army Air Forces Part was made by the Sperry Gyroscope Co. Inc., and was used by B17 & B24 bomber airplanes for .50cal turrets. Note the “Caution: This sight to be used in a tail cone only” warning.



Look what was found at Platte Valley Airport Tower. (Photo: Ernie LeRoy)

This Gun Sight is designed for use with .50 caliber machine guns in A-17 Nose and Tail Turrets on the B-32 Dominator, A-6B and A-6C Nose and Tail Turrets on the B-24 and the A-15 Nose turret on the B-24. The K-11

was used on the Nose Turret of the B-32 and the K-10 in the Tail Turret.

This Gun Sight consists essentially of an optical system and a computing mechanism. The optical system is used to locate the target. The computing mechanism calculates the deflection angles and positions the optics so that the line of sight is deflected from the axis of the gun bore (or gun line) by an amount which corresponds to the deflection angles. When the operator, by means of the turret control handles, positions the guns (and therefore the sight) so that the optics are correctly positioned with respect to the target, the guns are automatically in the correct position for accurate fire.

Everybody knows about the B-17 Flying Fortress, B-24 Liberator, and B-29 Superfortress histories, but the B-32 Dominator was a little-known rival of the B-29 developed by the manufacturer Consolidated, better known for its mass-production of the B-24 Liberator heavy bomber. Had the Superfortress failed to perform as expected in trials, the B-32 Dominator was designed to be the fallback option.



The consolidated B-32 was designed as a fall-back for the Boeing B-29. Only 116 were produced. (Photo: General Dynamics)

The B-29 actually did end up performing according to expectations when it began operations in the Pacific Theater





The TB-32 was the training version of the bomber. A total 116 of these aircraft were produced by Consolidated Aircraft. (Photo: General Dynamics)

but Consolidated still produced more than 100 B-32s which were deployed into action in mid-1945. In fact, Dominator crews fought the last U.S. air battle of World War II — tragically, after the war had ended.

The program for a super-heavy bomber predated Pearl Harbor. The Consolidated project, which used the B-24 as its basis, fell considerably behind Boeing's development of the B-29. The B-32 is most visually distinguished by its enormous tail which stretched 10 meters tall. The Dominator resembled the B-29 in key performance parameters: both aircraft used four Wright R-3350-23 Cyclone engines for power, had a maximum speed of around 358 miles per hour — as fast as an early-war Bf-109E fighter — and could lug a huge bomb load of 20,000 pounds. The B-32's defensive armament included 10 conventionally manned machine guns, operated by a similar number of crew.

Consolidated attempted to implement the pressurized fuselage and remote-control gun turrets that were features on the B-29. It eventually abandoned these features due to technical difficulties that could not be overcome. As a result, the Dominator was considered a low or medium-altitude bomber, in comparison to the B-29.

The B-32 had a nearly 20 percent greater range than the B-29 of 3,800 miles and could maintain a much higher cruising speed of 290 miles per hour, compared to 230 for the B-29. The Dominator also benefited from reversible-pitch propellers and the thick Davis wing inherited from the B-24, which minimized drag at lower speeds — an especially useful quality while attempting to land.

Despite the B-32's upsides, the U.S. Army Air Corps was largely satisfied by the B-29's performance and at the request of the 5th Air Force only dispatched three B-32s for operational testing in the Philippines. Eventually these

aircraft were transferred to the 386th Bombardment Squadron, and conducted a series of raids against Japanese forces in the Philippines and the island of Formosa (modern-day Taiwan). The 386th was fully outfitted with B-32s in July, and in August they were redeployed to Yontan airfield at Okinawa where they were reassigned to flying photo reconnaissance missions over Japan.

On the evening of Aug. 15, 1945, Emperor Hirohito made a speech declaring his intention to surrender and ordering his armed forces to cease resistance. While anticipating the surrender of Japanese forces on Sept. 2, the Army Air Corps continued reconnaissance overflights of Tokyo to verify compliance with the terms of surrender and scout out the road network for the occupation forces.

However, Japanese fighter pilots on the ground perceived the overflying bombers in a different light. One Japanese ace, Saburō Sakai, later claimed that they feared the American bombers were returning to bomb Tokyo in violation of the surrender, and decided they were justified in attacking them. Another Japanese ace, Sadumo Komachi, simply stated that they were infuriated by seeing the American bombers flying unopposed over the Japanese capital after the immense devastation wrought by American bombs.

Thus on Aug. 17, Japanese fighters intercepted the reconnaissance B-32s and harried them for two hours while the bomber crews shot back with their .50-caliber machine guns, neither side inflicting much damage on the other. The surprised bomber unit decided to dispatch a follow up recon mission on Aug. 18 to investigate whether the intercept was an isolated incident.



The Consolidated B-32 was a low to medium altitude bomber  
(Photo: General Dynamics)

It's worth noting that that same day, Japanese forces in the Kuril Islands also engaged in air battles against Russian aircraft, another post-surrender conflict which would take several days to sputter to a halt.

At 7:00 a.m. on the morning of the 18th, two B-32s set out for Tokyo again, each plane loaded with three additional photo-recon specialists drawn from the 20th Reconnaissance Squadron. The extra crew normally flew aboard F-7s, a reconnaissance version of the B-24. By 2:00 p.m. the two B-32s completed their runs over Tokyo at altitudes of 10,000 and 20,000 feet when they noticed Japanese fighters rising from their aerodrome toward them. In fact, records show 14 A6M Zero fighters and three N1K-J Shiden ("Lightning") fighters launched to intercept from Yokusuka air base. The Shiden was one of the best Japanese fighters of the war, capable of exceeding 400 miles per hour and well-armed with four fast-firing 20-millimeter cannons, though it had relatively poor performance at high-altitude. Nonetheless, the aircraft swarmed over the larger B-32s, their machine guns and cannons chattering. The 10 .50-caliber machine guns on each bomber were soon spitting back curtains of lead in response.

Screaming down from 12 o'clock high, Komachi raked the engine of the B-32 named Hobo Queen II with his 20-millimeter cannons and burst the plexiglass bubble of the top turret, wounding turret gunner Jimmy Smart.

Another fighter strafed Hobo Queen II's fuselage, the rounds slicing through the plane and riddling the legs of aerial photographer Joseph Lacharaite. The wounded spe-

cialist began applying a tourniquet to his wounds, and fellow photographer Sergeant Anthony Marchione, a 19-year old Italian American from the Bronx, helped move him to a cot.

Suddenly, a cannon shell penetrated Hobo Queen's fuselage and struck Marchione in the chest. The young man crumpled, bleeding from a big hole in his chest. Three crew members came to his aid, applying compression bandages and administering blood plasma and oxygen.

Meanwhile, both B-32s entered a steep dive, their relatively high speed combined with the momentum gained from their greater weight allowing them to surge ahead of the Japanese fighters. Both managed to limp back to base by 6:00 that evening. Hobo Queen II was down one engine, had a damaged rudder and was pocked by 30 large holes in its fuselage. Lacharite would spend several years recovering from his wounds.

Marchione, however, bled to death 30 minutes after his injury, and would bear the unfortunate distinction of being the last U.S. airman to fall in combat during World War II. His Italian immigrant family was stunned to receive notice of his death after the end of hostilities had been declared. The following day the Japanese military was compelled to begin removing the propellers from their aircraft to avoid further such incidents.

Just three weeks later the Army Air Corps canceled production of additional B-32s and began swiftly decommissioning the 116 already produced — the B-29 had simply rendered the type redundant. The last Dominator was scrapped in 1949, leaving little evidence behind of the aircraft type that had embarked on that fateful last mission over Tokyo, the last aerial combat mission of WW II.

Was this K-10 unit from a Pacific deployed aircraft? K-10 sights were used on other bombers as well. Who knows without tracking down the specific part number and serial number.

No luck so far.

## 2022 Hall of Fame Banquet Coming October 8th

Join us on October 8<sup>th</sup> at the Lakewood Country Club for the 52<sup>nd</sup> Colorado Aviation Historical Society Hall of Fame Banquet.



(Photo: Dave Kempa)

This year we will be inducting Rocky DeVency (story on page 4) as a laureate and presenting four Wright Brothers Master Pilot/Mechanic awards. Doors will open at 11:00AM and the ceremonies will start at 1130AM.

We are honored to have Major General (Ret) Trulan Erye as this year's guest speaker. Maj. Gen. Erye had a long and distinguished Air Force career, retiring as the Air National Guard Assistant Commander, Continental United States North American Aerospace Defense Command Region and 1st Air Force, after 37 years of service. He served as commander of the 140th Wing, Colorado Air National Guard at Buckley Air Force Base.

It will be easier than ever to sign up for the Hall of Fame Banquet this year. The sign up form is on the CAHS website: <https://coahs.org> Look for "EVENTS" on the top menu and select "Hall of Fame Banquet" scroll down to the "Banquet Reservation" and fill in the fields. Payments can be made directly using a credit card. You will receive a confirmation email when you have made a payment.

For additional information, please contact:

Dave Kempa (303) 521-6761 or  
[Dave@airdenver.com](mailto:Dave@airdenver.com)

## From the Broome Closet: Jeppesen Art By Rick Broome

Ernie Gann wrote the book "Fate is the Hunter." This riveting novel describes Gann's years working as a pilot from the 1930s to 1950s, starting at American Airlines in Douglas DC-2 and DC-3 when civilian air transport was in its infancy, moving onto wartime flying in C-54s, C-87s, and Lockheed Lodestars, and finally at Matson Navigation's short-lived upstart airline and various post-World War II "nonscheduled" airlines in Douglas DC-4s. His story describes fateful events, near misses and pivotal coincidences that guided his career or could have tragically and suddenly, ended it. I, too, am a true believer in fate!

On June 3, 1961, I was 14 years old. I rode my bike all the way across Denver, out to Stapleton, and accessed the airport through an open gate at Denver Beechcraft. From there, I crossed the broad tarmac to United Airlines Hangar 5 where I was greeted by United Captain George B. Ferguson who was about to get a type rating in the DC-8. He answered a thousand questions and then took my photo aboard his beautiful DC-8 registered N8019U as seen here.



The author at 14 in the cockpit of DC-8 N8019U.  
(Photo Credit: Rick Broome)

Soon after this fateful, life changing event, Captain Ferguson introduced me to United Training Captain Ed Mack Miller. Ed soon learned I was from a single parent home and adopted me into his large family.

(continued next page)



Oh, the wonderful doors that Ed Mack opened for me! Besides meeting numerous United pilots, who gave me flight instruction, he took me to Cherry Hills Estates where I was introduced to Elrey and Nadine Jeppesen. They lived in a beautiful home on the famous Cherry Hills Golf Course and they became adopted Grandparents to me too. So much so, that when I was 18 years old, I brought my girlfriend Billie up from Pueblo to meet them; they approved.

He was always Mr. Jeppesen or “Jepp” to me and followed my college studies and dreams of becoming a United Airline pilot. Ol’ Jepp was never shy about sharing advise. I followed his amazing vectors very well. As fate stepped in and stopped my career as a furloughed flight officer candidate with United, my full-time career as an Aerospace Artist began on March 3, 1971.

We would see Jepp and Nadine every year at the Colorado Aviation Historical Society Hall of Fame Banquet. When visiting his home in 1982, he challenged me with three major commissions. The first was to be a Boeing Model 80 flying west of Salt Lake City with the entire area and Wasatch Mountains covered in snow. The bright green and orange paint scheme on his flying machine stood out from the background perfectly.



The Boeing Model 80. (Photo Credit: Rick Broome)

Next up was an amazing challenge. He wanted me to create a painting that accurately captured the scene when he first met his future wife, Nadine! Jepp was flying the amazing Boeing Model 247D that fateful summer day. His memory was sharp as a tack as was Nadine’s. As we did the research work, he brought out old logs and

records documenting the actual date and time. The location was west of Lincoln, Nebraska on a northerly heading. Weather was to be an essential part of my painting. A distant thunderstorm signified the importance of navigation in those early flying days.



The Boeing Model 247D. ( Photo Credit: Rick Broome)

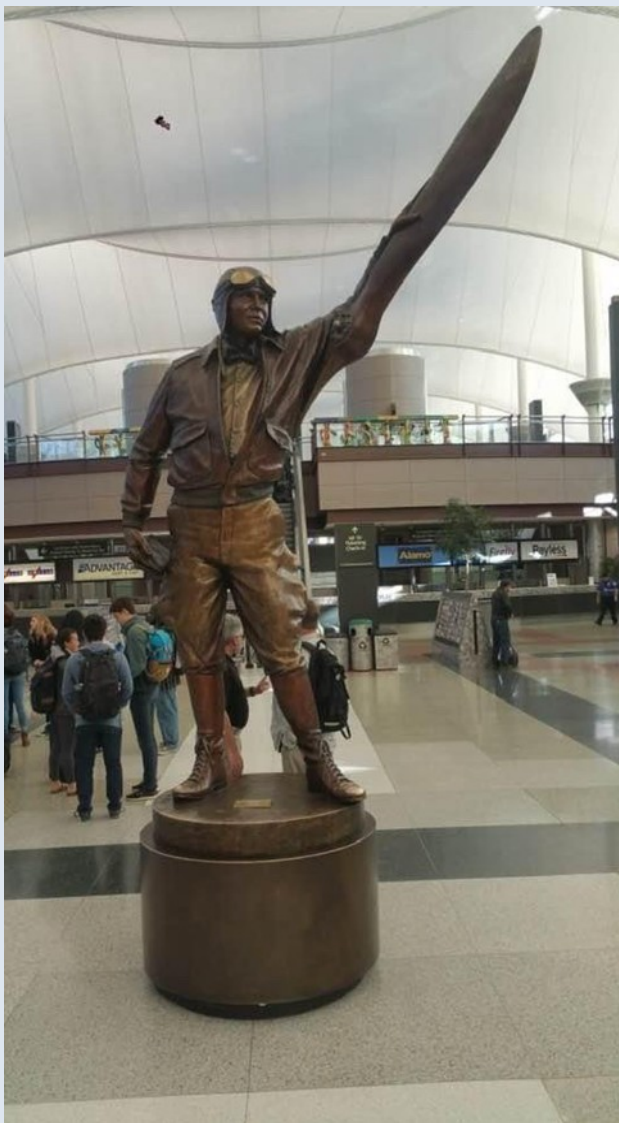
I brought my paintings up for inspections several times during the creative process. Billie and I were always treated like family and spent many hours in their beautiful den talking about flying and the importance of accuracy in my paintings. The real treat was when Mr. Jeppesen took me downstairs to his safe in the basement. I recall the floors were painted battleship gray. Rows of huge filing cabinets were there too. Then, Mr. Jeppesen spun the combination, opened the big door, and pulled out one of his original 1935 notebooks! These notebooks eventually resulted in his famous Jeppesen Charts many years later. I was floored at the details of his notes and only wished I could have thought to bring my camera!

Accurate photo reproductions of my Boeing Model 80 and 247D paintings are locked in a display case in the Jeppesen Terminal in Denver. Tragically, after completing my DC-3 painting, it was destroyed by a drunken neighbor of mine and not replaced.

One of the things I remember about Mr. Jeppesen was his short stature. I am also rather short. In 1961 my dear friend Barry Schiff sold his aviation recording company, Aero Progress, to Jeppesen. Barry shared with me that for the publicity photo, which later appeared in FLYING Magazine, Mr. Jeppesen insisted on being eye to eye with Barry. When the photo was taken, Jepp was sitting on three Denver telephone books! (Continued next page)

Decades later, a famous sculptor was commissioned to create a magnificent bronze statue of Ol' Jepp for the Jeppesen Terminal at DIA. Rather than go to see Jepp and Nadine personally, the artist relied on a phone call for his research. During the call he apparently asked Mr. Jeppesen how tall he was. And he replied that he was about six foot tall; an amazing exaggeration. As a result, the magnificent bronze statue is, unfortunately, not to scale.

Billie and I are blessed to include Mr. Jeppesen and the love of his life, his wife Nadine, as dear friends, and collectors who have flown West ...



Bronze statue of Capt. Jepp at DIA. (Photo Credit: Rick Broome)

## History Talks and Seminars Showcase Society Members Expertise

The “Speakers Series” at Wings over the Rockies Lowry Campus featured two of our CAHS members recently.

Steve Kelly made a presentation April 30<sup>th</sup> on the development of nuclear weapons and Keith Shaddox on the history of helicopters in combat, featuring the UH-1 “Huey”, in July.



Keith Shaddox at Wings over the Rockies (Photo: Lance Barber)

Our Aviation Archaeology group conducted a seminar at Exploration of Flight, Centennial Airport, on August 20<sup>th</sup>. Ernie LeRoy, Brian Richardson, and Larry Liebrecht covered topics including research and site explorations and recent searches for aviation legend Amelia Earhart, Colorado band leader Glenn Miller, and the French trans-Atlantic aviators Nungesser and Coli.



Ernie LeRoy, Brian Richardson, and Larry Liebrecht at Exploration of Flight (Photo: Steve Kelly)



## Mystery Quiz Summer 2022 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 will be mentioned in the following issue and will earn a CAHS commemorative challenge coin. Send your response to [aviator\\_b@msn.com](mailto:aviator_b@msn.com) at your earliest convenience to ensure your submittal is included in the next Journal.

*The challenge for this issue: Identify this Colorado Aviation Historical Society Hall of Fame Laureate*



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