



From
Balloons



To
Ballistics



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Cover Photo: At the Pueblo Weisbrod Museum, volunteers Steve Kelly, Lance Barber, Shawn Kirscht, Brian Richardson, and Joe Johnston work to remove the upper right wing of the Society's Alexander Eaglerock biplane. The aircraft has been placed in temporary storage at the museum pending a move to a new location (Photo: Larry Liebrecht)

Your article in *Balloons to Ballistics*

The Colorado Aviation Historical Society is soliciting articles that relate to Colorado and aviation from interested contributors. We are 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

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President's Message: New Community Sponsors

Steve Kelly
CAHS President

Several years ago, we initiated a community sponsor membership to encourage businesses to help CAHS in our primary missions to preserve and promote Colorado's aviation heritage. I am glad to report that we now have three corporate members noted below:

Gogo Business Aviation became a community sponsor in August. For over 30 years, Gogo has been the driving force behind breakthrough ideas and technology that connects business aviation passengers, pilots, and operators to their world. They provide 4G wi-fi service to all types of business aircraft and are completing a network for 5G service.

TravelAire Service became a community sponsor in October. Based in Pueblo, Colorado, they have been providing Executive Aircraft Charter, Aero Medical Services, and aircraft maintenance services regionally and nationally since 1984. Their modern fleet of turbo and jet engine aircraft are matched to the customer's specific operational needs by an expert staff of highly trained, dedicated, customer service-oriented personnel.

Our long-time community sponsor, Charters by AirDenver, has increased its commitment to the Society with a large contribution which served to get our outstanding new website (coahs.org) off the ground. AirDenver is a major charter brokering service providing 24/7 passenger or freight operations in North America and beyond. We are grateful to Air Denver for their continuing support of our organization.

Contact information for these companies will be found in their specific advertisements in this issue of *Balloons to Ballistics*.

Mystery Quiz Answer Summer 2022 (2Q22) Journal

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



Emily Howell Warner most certainly epitomizes the image of a "glass ceiling" breaker. An exceptional aviator, she ultimately rose through the ranks of professional aviation and was a most staunch advocate of women's rights for much of her adult life. Passionate about flying and determined to become a professional pilot, Emily began flight training when she was just 19. Battling to pay for every hour of flying that she could, Emily eventually earned all of the necessary airman's certificates to qualify for an airline pilot's license.

Emily started at the bottom of the Frontier Airlines seniority list in 1973. She eventually rose to the rank of Captain. After several years, she left commercial flying for a position with the Federal Aviation Administration (FAA).

Some of her other major accomplishments include:

- First woman member of the Air Line Pilots Association (ALPA), 1974
- Inducted into the Colorado Aviation Hall of Fame 1983
- Commanded the first all women flight crew, 1986
- Inducted into the Women in Aviation International Pioneer Hall of Fame, 1992
- Inducted into the National Aviation Hall of Fame, 2014

Congratulations to the following CAHS members who responded to this Mystery Quiz and in the following order:

1. Babette Andre (HoF 1990) 9/9/2022 @ 1537
2. Jer Eberhard 9/9/2022 @ 1635
3. Joe Johnston 9/10/2022 @ 0129
4. Sarah Dolliver 9/13/2022 @ 0709

Hall of Fame Banquet Celebrates its 52nd Year



Rocky DeVenency and wife Jamie at the 52nd Hall of Fame Banquet (photo: Dave Kempa)

Piper Lance Dorris' call to dinner, a Civil Air Patrol presentation of the colors, and Nikki Neilson's great rendition of the National Anthem, provided a traditional patriotic opening to the 52nd Hall of Fame banquet at the Lakewood Country Club on October 8th.



Larry Gentz receives the Wright Brothers Master Mechanic Award from Dale Ogden, FAA Denver Flight Standards District Office (FSDO) manager (Photo: Dave Kempa)

Over 130 guests, including many family members, saw Rocky Alan DeVenency installed as a laureate of the Colorado Aviation Hall of Fame. DeVenency has had a

long and illustrious career as a pilot, air charter and air ambulance operator, and major promoter of aviation in Southern Colorado.

Four Wright Brothers 50 year Master Pilot/Mechanic awards were presented by Dale Ogden, FAA Denver Flight Standards District Office (FSDO) manager and Regional Safety Program Manager Brian Richardson to Mark Dickerson, John McLaughlin, Randy Trujillo, and Larry Gentz.



Col. Mark Dickerson received a Wright Brothers 50-year Master Pilot Award at the CAHS banquet (Photo: Dave Kempa)

Master of Ceremonies, Jim Huffman, introduced our guest speaker, Major General Trulan Eyre (USAF, Ret), who gave us a presentation on the missions and roles of today's Air National Guard. General Eyre has had a long involvement with the Colorado Air National Guard, previously serving as the Commander of the 140th Wing at Buckley Air Force Base, Colorado from May 2007 to April 2013.

(See more photos on page 9)

Notes From the Field:

Wyoming Mystery

By Brian Richardson

In the rugged hill country southwest of Glendo, Wyoming, there still exists evidence of a crash site that long ago perplexed the local area residents. These are the remains of a Douglas A-20 "Havoc," painted in overall olive drab green, but festooned with the red star markings of the Soviet Air Force. Witnesses stated that not long after the crash, truckloads of U.S. military troops descended upon the site, scouring the area and picking-up everything they could find. One witness even reported soldiers with rakes combing the area surface for smaller parts. Everyone was told to forget what they had seen. End of subject!

Lend-lease was a policy enacted by President Franklin D. Roosevelt's administration in March, 1941, with the express purpose of supplying allied nations (Great Britain, China, France, & Russia) in need of tanks, trucks, aircraft, and the other necessary materials to conduct warfare against the Axis Powers (Germany, Italy, and Japan).



7385 Douglas A-20 Havoc light bombers were built during World War II. Many of them were exported to Allied nations. (Photo: CAHS Archives)

U.S. manufacturers supplied Russia with a total of 14,833 aircraft of all types between 1942 and the end of World War II. Travelling by cargo ship across the North Atlantic or flown directly from manufacturing plants to Russia, via Canada and Alaska, 2,908 of these were twin-engine Douglas A-20 Havocs.

On Wednesday, June 13, 1945 Flying Officer (F/O) Charles E. Lewis departed the USAAF maintenance facility at Cheyenne, Wyoming enroute to Great Falls, Montana. His ultimate mission was to deliver AF No. 44-586, an A-20K to Ladd Army Airfield in Fairbanks, Alaska, where it would be turned over to Soviet officials.

Seven minutes past 1000, that morning, eyewitnesses on the ground saw AF 44-586 descending from the Northwest with engines sounding like they were "popping". The aircraft turned to the southeast and was obviously trying to attempt an emergency landing onto the flat plain ahead. Aviation Archaeology (*AvAr*) records show that at the last moment, F/O Lewis retracted the landing gear, tried to pull up the left wing, but impacted terrain with the left wing low and cart-wheeled the aircraft across a plowed field. Sadly, he did not survive.

It was a little more than 65 years later when ten *AvAr* team members-and a guest-arrived on scene to conduct a two-day field survey over the weekend of July 16, 2010. Following introductions with the property owner, who was a small boy living on the same ranch at the time of the accident, we proceeded to the meadow and began operations.

As is often the case with decades old memories, we were pointed in the wrong direction by the property owner. In the sweltering 90+ degree temperatures, team members walked several miles before stumbling upon evidence of the crash site well to the north of the supposed target area. Once the first artifact was found, it wasn't long before the debris field became apparent.



Starting the search from the wrong side of the road (Photo: Lance Barber)

(continued next page)

Wyoming Mystery (Continued from page 5)

The resting place of AF No. 44-586 was nothing more than a micro-site: miniscule pieces of non-descript aluminum, plexiglas shards, and other tiny parts that appear to be from an aircraft. But regardless how old the site, there is still always evidence of a story to tell!

Well-briefed on the official accident report, **AvAr** team members scoured the crash site, identifying its overall debris field and locating the initial impact point of the left wing, cockpit and right wing in the process.



AvAr team member Dave Seniw locates an artifact. Rattlesnakes were an ever present danger (Photo: Larry Liebrecht)

Red navigation light (left wing) glass shards were located at the initial impact point, followed about 15 yards later with copious amounts of clear glass windshield fragments. Approximately 18 yards further, in a near-perfect linear trace, elements of the green navigation light (right wing) lens were found.



Green lens glass; evidence of the right wing-tip Point of Impact (Photo: Larry Liebrecht)

These artifacts corroborated the summation provided in the original accident report, proving that the aircraft had cartwheeled upon impact of the left wing with terrain.

More than 130 artifacts were located and marked with pin flags. Varying in size from tear drop size molten aluminum remnants to eight-inch pieces of aluminum skin.

In the end it was determined that the pilot, F/O Lewis, was ill-equipped and too inexperienced to serve as pilot-in-command of such a long-distance ferry flight. Indeed, he had accumulated only ten and one-half hours of experience flying the A-20 attack aircraft since graduating from flight training. Pundits suggest that this was a failure of command thinking, based on Lewis's qualifications, while others say that this mission was an exigency of war.



Len Wallace and Duke Sumonia, two founding members of **AvAr** at the Glendo A20 site. (Photo: Larry Liebrecht)

Whatever the case, an airman with a promising future, and the \$101,000 aircraft in his command were written off with the stroke of a pen in 1945. Other than the official USAAF form, little else is known about this specific moment in history. CAHS **AvAr** team members have confirmed and validated accounts of the surviving witnesses. While the story of F/O Lewis an AF No. 44-586 may go unnoticed by the general public, CAHS archives will memorialize this event for future generations of researchers.

Flown West

Dr. David Callender



This summer the Colorado Aviation Historical Society lost one of our charter members when Dr. David Callender passed away. Dave was earnestly committed to making CAHS an organization that would proudly carry the banner of aviation in our state. Dave received a special recognition award in 1992 and later served as the President of CAHS from 2009 to 2012.

As his son, Dan relates:

“My dad Dave “Doc” Callender was always proud to be a charter member of the Colorado Aviation Historical Society (CAHS). He knew the value of not only focusing on the future, but equally important, maintaining the history of aviation. Doc recognized the need to learn lessons from the past so not to repeat in the future, which he did by studying aviation pioneers and their accomplishments.

Receiving a Special Achievement Award and being inducted into the Colorado Aviation Hall of Fame (CAHOF) always humbled my dad. He had the utmost respect for his fellow aviators and the many, many accomplishments the inductees represented.

My dad’s passion was aviation, but most of all he loved the people involved with CAHS. His relationships would begin as acquaintances, but in many cases manifested into lifelong friendships. This organization always had a special place in my dad’s heart and touched him in so many ways.

Dr. Dave Callender leaves behind an accomplished legacy in aviation and I am grateful for you honoring my dad and celebrating his life at the CAHOF banquet.”

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Community Outreach Activities

Introduction to the Civil Air Patrol



Former Colorado Wing Commander and CAHS Laureate, Col. Gary Tobey, presented the history and the current missions of the Civil Air Patrol (CAP) at Exploration of Flight on Saturday, September 10. Beginning as an auxiliary of civilian pilots and aircraft to the Army Air Forces in World War II, the CAP has repeatedly proven to be a powerful, professional, volunteer force-multiplier for the Air Force, government agencies, states, and communities.

Parker Science Night



Parker Science Night was held at the Parker Arts, Culture, and Events Center on Sunday, November 6th. Various organizations contributed exhibits which allowed participants to explore some area and facet of space and aviation. CAHS members Larry Liebrecht, Ernie LeRoy, and Keith Shaddox displayed items from our artifacts collections and presented a slide program on our aviation archaeology discoveries.



Gogo Business Aviation is the world's largest provider of broadband connectivity services for the business aviation market. We offer a customizable suite of smart cabin systems for highly integrated connectivity, inflight entertainment and voice solutions. Gogo's products and services are installed on thousands of business aircraft of all sizes and mission types from turboprops to the largest global jets, and are utilized by the largest fractional ownership operators, charter operators, corporate flight departments and individuals.

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Hall of Fame Banquet Celebrates Its 52nd Year



Deb Eyre, Kathy Harvey, and Hall of Fame Laureate Col. James Harvey (Photo: Dave Kempa)



Major General USAF (Ret) Trulan Eyre-guest speaker at the Hall of Fame Banquet (Photo: Dave Kempa)



John McLaughlin receives the Wright Brothers Master Mechanic Award from FAA representative Dale Ogden (Photo: Dave Kempa)



Dale Ogden, FAA District Flight Standards Office Manager, presents the Wright Brothers Master Pilot Award to Randy Trujillo (Photo: Dave Kempa)



At right: Color Guard of the Mustang Cadet Squadron, Colorado Wing, Civil Air Patrol, presents the colors at the Hall of Fame banquet. Color Guard members include Cadet Airman First Class Kami Kelly, Cadet Second Lieutenant William Chen, Cadet Senior Master Sergeant Jonathan Pratt, Cadet Chief Master Sergeant Luke Forbes. (Photo: Dave Kempa)

Aviation Museum Updates

Emily Warner Field Aviation Museum

1023 CR 610, Granby, CO 80446 970-887-2123
ewfam@grandcountyhistory.org

The Emily Warner Field Aviation Museum opened in July 2015. Located in a room of the former Rocky Mountain Airways airline terminal of Granby/Grand County Airport, the museum's displays, photographs and artifacts tell the fascinating story of flying in Grand County. Admission is free. Open Fridays and Saturdays during the summer months.

The National Museum of World War II Aviation

775 Aviation Way, Colorado Springs, CO 80916 719-637-7559

National Museum of World War II Aviation opened to the public in 2012, the museum documents the role that military aviation played in the emergence of our nation as a world power. The museum tells the story of the tremendous technological advancement in aviation during the war and the contributions and sacrifices of the men and women who won the air war. Open Wednesday through Friday, with free parking. See website for admission fees. This visit is well worth the price of admission.



Douglas SBD Dauntless dive bomber on display at the National Museum of World War II Aviation in Colorado Springs (Photo: Steve Kelly)

Pueblo Wiesbrod Aircraft Museum

31001 Magnuson Ave., Pueblo, CO 81001
719-948-9219 www.pwam.org

Conveniently located at Pueblo Memorial Airport, this is a must see attraction. Visit one of Colorado's largest collections of military, space, and civilian aircraft, vehicles, and artifacts spanning over a hundred years of history. Our two hangars and outdoor exhibits comprise over 85,000 square feet. Exhibits include both civilian and military aircraft, vehicles, missiles, and the Southern Colorado Space Museum. Open Monday through Saturday, 10am to 4pm, and Sundays 1pm to 4pm. Check website for admission fees.



The Colorado Aviation Historical Society's Steen Skybolt aerobatic biplane is on display at Pueblo Weisbrod Aircraft Museum. (Photo: Lance Barber)

Vintage Aero Flying Museum, Home of the Lafayette Flying Foundation 7507 County Road39, Ft. Lupton, CO 80621 303-668-8044

We are called the Lafayette Foundation in honor of the men who served in the LaFayette Escadrille and the LaFayette Flying Corps during WWI. At the final reunion of the Lafayette Flying Corps, the surviving members of the Corps, headed by Reginald Sinclair, asked Dr. Jim Parks and his son, Andy, to "carry on the Corps" after they were gone. In their honor, the name of the museum was changed to the LaFayette Foundation. Today, Andy Parks, as the President and Executive Director of the Vintage Aero Flying Museum, Home of the LaFayette Foundation, continues the work of his grandfather, and father, to preserve the history and memory of the these men who have served their countries via aviation in both peace time and war time, for the benefit of future generations to come. Open every other Saturday by appointment-call for reservations. Check out the video of the new Camel reproduction at the Vintage Aero Flying Museum Facebook page.

Wings Over the Rockies Air & Space Museum,
7711 E. Academy Blvd, Denver, Colorado 80631
303-360-5360 www.wingsmuseum.org



Planet Pioneers will challenge kids to solve problems on another world (Photo: Wings Over the Rockies Air & Space Museum)

Located in Hangar 1 of the former Lowry Air Force Base in eastern Denver, Colorado. The museum is dedicated to displaying iconic aircraft, space vehicles, artifacts, military uniforms and much more. Transport yourself to a different time and place. Our exhibits allow you to get up close and personal with historic aircraft, artifacts and memorabilia and explore the future of aviation and space through immersive events and realistic flight simulators. Planet pioneers is an exciting new exhibit composed of 17 hands-on activities and will be available through end of December. Open

10am to 5pm, Monday through Saturday, and 12pm to 5pm Sundays. Free parking with an admission fee. Definitely a full-day venue, especially if you are bringing the kids!

Spirit of Flight Museum 205 North Pilatus Lane,
Nampa, ID 83687 208-546-5001

Formerly based in Erie, Colorado, and managed by former CAHS President Gordon Page and his incredible family, this tremendous museum spread its wings to Idaho. The Spirit of Flight (SoF) Foundation's world-class collection blends general and military aviation to inspire the wonders of flight. Many one-of-a-kind aircraft and unique flight artifacts and memorabilia have been acquired to honor the men and women who have contributed to aviation history and to also educate the general public on the efforts to build and fly aircraft. Our mission is to acquire, restore, preserve and display aviation history to honor all American veterans, to educate the general public of the significance of aviation, and to inspire future generations to become involved in aviation and/or aviation history. In addition, the Spirit of Flight Foundation produces aviation-themed film and television projects to support its mission. Call ahead for hours and to book a tour 208-546-4882

Mystery Quiz Fall 2022 (4Q22) Journal Question

In each issue 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 the first person to answer will win a CAHS commemorative challenge coin. Send your response to aviator_b@msn.com at your earliest convenience to ensure your submittal is included in the next Journal. Please make sure to include a mailing address where you'd like to receive the coin. The challenge for this issue: *Identify this unique Western Air Express aircraft type sitting on the ramp at Denver Municipal (Stapleton) Airport in 1932.*





Holidays are here! Check out these aviation books from Hall of Fame laureate Dr. Penny Hamilton. All are available from Amazon.com

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TravelAire Service has been providing Executive Aircraft Charter and Aero Medical Services regionally and nationally since 1984. Our modern fleet of fixed wing turbo and jet engine aircraft are matched and custom tailored to your specific operational needs by an expert staff of highly trained, dedicated, customer service oriented personnel.

The people at TravelAire Service take great pride in offering the safest, most economical, on-time air charter services our industry has to offer. Our employees and aircraft are held to the highest possible standards, and we exceed every recommended FAA safety standard.