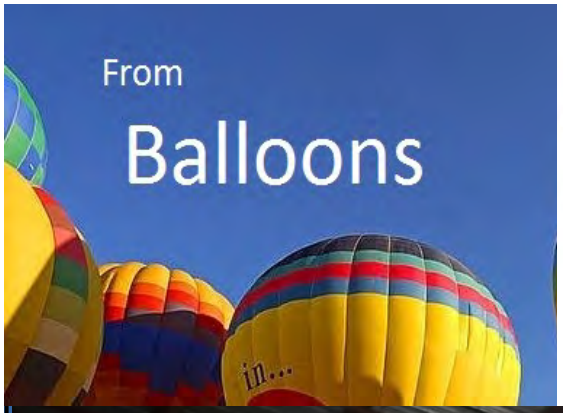
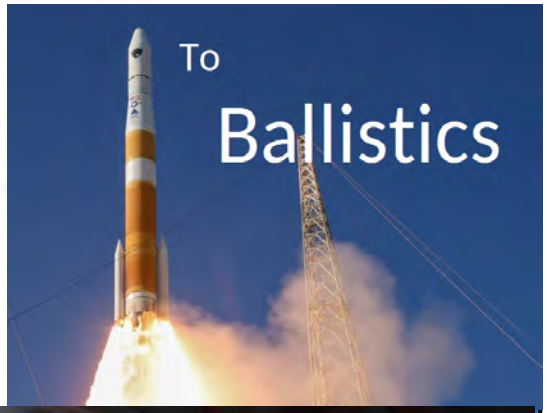


BALLOONS TO BALLISTICS
COLORADO AVIATION HISTORICAL SOCIETY



Contents

Cover Photo: The Seversky P-35 was built by Republic Aviation in 1937. This example is at the Planes of Fame Museum in Chino, CA. A Republic P-47 can be seen directly in back of this aircraft. Six members of our Aviation Archaeology group represented the CAHS at the National Aviation Archaeology and Wreckchasing Symposium which was held at the Yanks Air Museum in Chino this past March. ***AvAr*** team member Larry Liebrecht, gave a presentation on several of the significant crass sites in Colorado. (Photo: Dave Kempa)

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@outlook.com

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President's Report

Exhibit Updates

Keith Shaddox

In October of last year, we had a very successful HOF banquet. We inducted three people into the Hall of Fame: John Barry, Larry Ulrich and Pic Walker. I was very pleased with the proceedings at the banquet, and we have received positive comments. Recordings of the banquet are now running on the Hall of Fame TV and we should soon have them up on the web site as well.

In other ways this was a very challenging year for the Society. Steve Kelly who has served with distinction as President and then as Vice President, found himself pulled into civic duty with an election commission during the special election prior to the banquet. Subsequently he was asked to stay in that roll full time and has resigned from the board.

For two years we have tried several times to hang the Long Wing Eaglerock in the Wings Museum. For a year we were stymied by the lost commitment from the rigger that the museum had used in the past. Then the museum arranged to train members of the staff to rig things in the hanger and we thought we would do this. However, we ran into several problems with the airplane itself. It turns out that that the old airframe is not as strong in some areas as we thought. After an abortive attempt in which a cross member of the airframe was deformed a full examination of the empennage indicates that there is probable corrosion in the tubing.

At that point there were possible solutions to this problem, but the museum staff has lost confidence in the risk of hanging this aircraft from the ceiling. We are in talks with the museum about the future of the aircraft. We may begin a search for a new home for it.
(continued page 4)

Mystery Quiz Winter 2024

The challenge for the last issue was to Identify the make and model of this unique, 1930's aircraft, which was ahead-of-its-time.

The aircraft featured in the 1Q2024 Journal Mystery Quiz is a Beech Model 17C R-75, registration number NC282Y, purchased at the factory 5 September 1936. The registry shows that it was exported to Mexico. In 1939 it is reported to have been restored (?). From 1942 to 2012, it was reportedly back in the US, but the registration was cancelled due to expiration. Records indicate that a sale was reported in Oklahoma, but that is where the trail ends for now. Hopefully, this beauty will soon grace the skies once more.

First flown on 4 November 1932, the Beech Model 17 "Staggerwing" was the very first aircraft design for the newly formed Beech Aircraft Corporation of Wichita, Kansas. Easily recognizable by its negative wing stagger (the lower wing is farther forward than the upper wing), during the 1930's this model of aircraft was the equivalent of today's private business jet, selling initially for about $17,000.00 each.

Between 1933 and 1948, Beech produced 785 examples of this aircraft in 19 various model designations. The differences were largely engine installations, but there was also a few structural options available such as fixed gear, retractable gear, floats (instead of wheels), as well as a few military variants for the US Army and Navy. A much sought after antique today, surviving Beech Staggerwings can command up to a half-million dollars, depending upon condition and equipment installations. It's interesting to note that, based upon the online inflation converter that I checked, the $17,000 Beech Staggerwing price in 1933, is equivalent to about $403,314.54 today. It's nice to know that some things can still hold their value.

Surely an art deco classic, the Beech Staggerwing has also been described as a prime example of vintage beauty. It certainly gets my vote! Congratulations to Mr. Billy Walker of Phoenix, AZ. Who responded within 24 of on-line publication.

Flown West

Bart Whitehouse

Dr Bart Whitehouse, a 2003 laureate of the Colorado Aviation Hall of Fame, passed away on April 8th.

Bart was born on September 7, 1933 in Connecticut. He came to Colorado in 1958 and attained a Masters and Doctorate from the University of Northern Colorado.

Bart started teaching at the Emily Griffith Opportunity School where he created new programs in electricity and avionics. After retiring from the Denver public Schools in 1992, he joined the Department of Aerospace Science at Metro State University in Denver where he taught Aviation History and Avionics for Aviators. Bart wrote several aviation text books and created a teaching lab at Metro. Over the years, Bart encouraged hundreds of young people to pursue careers in aviation.

With the assistance of his wife Diane, Bart was responsible for the creation of the avionics exhibit at Wings over the Rockies Air and Space Museum which displays a rare and unique collection of radio and avionics equipment dating from the First World War (WWI) to the present. Bart served as the volunteer curator of this collection for more than 25 years. He built what's probably the best and most complete collection of aviation-related instruments, navigation and communication equipment in any museum, anywhere.

Many of us remember Bart for his passion for electronics, avionics and aviation, but his real passion was learning, and then sharing knowledge. Bart personified the idea of lifelong learning. Not only was he a lifelong learner, he was a lifelong teacher.

One thing that made Bart memorable was his love of language and his way of speaking. You and I talk to convey information, but with Bart, speaking and use of language became an artform. His thoughtful style and delivery conveyed drama, intensity and emotion. This made his lectures both fun and memorable for his students!

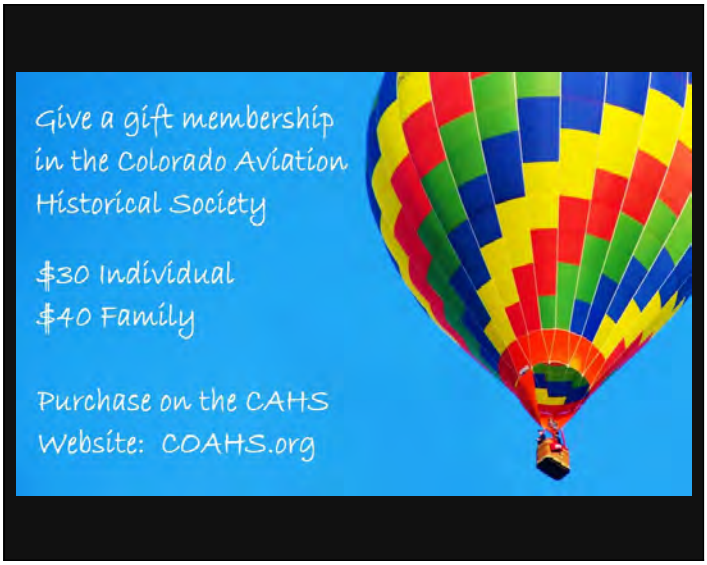
President's Report (continued from page 3)

We also had an abortive attempt to obtain the Wilhite Skybolt as we were not able to raise the funds required.

The organization's Hall of Fame room continues to be a work in progress. We have moved three display cabinets from one side of the museum to the other to get them inside the room or in front of the room. A new display of Eaglerock artifacts has been installed just outside the room. Also, a new Tuskegee Airmen exhibit is there. We have two empty cabinets that need to be re-worked. One of them will be the new Aviation Archaeology exhibit. We are planning the other cabinet soon.

Finally, Jamie DeVencenty has offered to fund some new display plaques for each of the Hall of Fame inductees that are on display on the center panels. The first 15 of those representing the most recent laureates have been placed on the panels. The list for the next set is being prepared now and so this will continue. We have concluded that we need to change the lighting in the room to better highlight these new plaques.

So the work of the Society continues and we will push ahead with current projects.



Miracle at Cortez

Hsichun M. Hua

Editor's Note: The following article is reprinted from the February 1989 issue of Air Force Magazine. It was written by the author, Nationalist Chinese Air Force Lt. Gen. Hsichun M. "Mike" Hua (Ret.), after he saw a Bob Stevens "There I Was" cartoon depicting his narrow escape. Mike died in Taiwan on 24 January 2017, at the age of 91.

"Cortez, Colo., Aug. 4, 1959—An Air Force major escaped injury shortly before midnight when his weather reconnaissance jet flamed out and he was forced to make a crash landing here. The Air Force said the pilot, Maj. H. C. Hua, glided the Lockheed U-2 to the Cortez Airport… Major Hua was on a weather reconnaissance mission out of Laughlin AFB, Tex…."- News item

It was my seventh training flight in the new, super-secret U-2 reconnaissance aircraft, and it was a night mission. Months before, I had been selected by the Nationalist Chinese Air Force (NCAF) to go to the US for training in the exotic U-2. Everything about U-2 operations was clandestine, even the pilot selection process.

Those of us who were NCAF U-2 trainees had been told only that top fighter pilots were being evaluated for a new mission and that selectees would have to pass rigorous physical and English-proficiency exams. That was about all. Not until we arrived at Laughlin AFB, Tex., in April 1959 did we find out what kind of aircraft we would fly.

Training was a challenge, even for someone like me who had flown many F-86 sorties over the Taiwan Strait during the 1958 Quemoy crisis. The small U-2 cockpit was uncomfortable, the special pressure suit was cumbersome, and preflight oxygen-breathing was taxing.

My initial flight, and that of each pilot, was conducted over the wide-open spaces of southwest Texas. Subsequent flight courses would range across the US. The pilot was required to constantly identify the current position, update the flight direction, and make corrections toward the next waypoint. The typical ten-hour flight was never boring.

For my seventh mission, I was to fly to Ogden, Utah, and back, using celestial navigation. The flight began around 8:30 p.m. on a hot August night. The flying weather was good, and everything was going reasonably well.

It was my first night flight in a foreign country. I recall that, with thousands of glittering stars crowding the clear dark sky, it was difficult to find the precise celestial body needed for a navigation fix. The heating wire inside the glass faceplate of the pressure suit obscured my vision, and the cockpit light was not bright enough to allow me easily to draw the most probable position line on my map.

Lockheed U-2A high altitude reconnaissance aircraft (photo: USAF Museum)

"Altitude Above 450"

When at last I reached Ogden, I was happy and gratified that I had been able to reach the farthest route point without getting lost. I made a 300-degree left turn, heading toward Delta, Utah. Once over Delta, I called out my position report and: "Altitude above 450." (45,00ft) I was really flying above 70,000 feet, but the fictitious altitude was reported as a security precaution. That done, I concentrated once more on celestial navigation.

Suddenly, only a few minutes after I rounded Delta, the U-2's engine flamed out and died. A quick glance at my clock showed it was 0528 Zulu, or 10:28 p.m. local time.

(continued on page 6)

(Cortez - continued from page 5)

Things got bad very quickly. When the pressure suit started to inflate, I had to pull the helmet cable down hard to keep the rubber bladder inside from choking me. Then the autopilot went out. Soon, I learned firsthand just how great was the U-2's lack of stability and control at high altitudes.

No try for an engine air start could be attempted until the aircraft had descended below 35,000 feet. But the speed range between the stall buffet boundary and the Mach buffet boundary of the U-2 is less than twenty KIAS (knots indicated airspeed) at that altitude. I thus could not go into a rapid descent to ease the uncomfortable situation.

The only way that I could correct the situation was to keep the aircraft gliding on course. Indeed, we had been told in ground school that many U-2s that had flamed out at high altitude had been successfully relighted at lower altitudes. I resolved not to panic.

The U-2 glided into the clouds below 40,000 feet. The air was bumpy. I struggled to keep the aircraft under control. Upon reaching 35,000 feet, I tried to relight the engine, but failed.

I thought that I must have followed an incorrect procedure, so I took the checklist out of my pocket, reviewed the air start procedure once more, and tried again. This attempt also failed. I tried again, using the alternate air start procedure. It also failed.

By this time, the altimeter indicated 17,000 feet. I was really in trouble. Lurking unseen in the clouds just below, I knew, were high peaks of the Rocky Mountains, some of which rose to altitudes of more than 13,000 feet.

A Desperate Mayday

What should I do? Bailout? Under normal circumstances, that would be the proper decision. But I was still in the clouds and was unable to see what kind of terrain stretched below. My prospects for surviving a bailout over rough, remote mountain areas were low at best. I called out a desperate "Mayday!" to a nearby Air Force base but got no response.

God Almighty, I reckoned, would be the only one to save me now. So, I prayed. I prayed aloud. Suddenly, I was astonished at what I saw: lights on the ground at the eleven o'clock position. I had come out of the clouds to find that I was clipping along through a narrow valley, flying between tall mountains. Their sheer black walls rose and disappeared into the clouds above me. Even so, I felt a surge of relief. If there are ground lights, I calculated, there are probably people nearby, and that means that the terrain might be reasonably flat, and I might be able to survive a forced landing.

I headed toward the lights. Gradually, I discerned alternating white and blue flashes, which I took to be a rotating beacon that normally identified an airfield. The altimeter showed the U -2 to be at about 7,000 feet. Bereft of information about the true elevation of the surrounding terrain, however, I had no way of knowing the actual altitude of the plane above ground. Under these circumstances, I had no alternative but to maintain an optimum glide speed and try to stay airborne until I reached the beacon.

Major Hua's aircraft rests just off the runway at Cortez, Colorado (Photo courtesy of author)

As I drew nearer to the beacon, I saw that there were also some runway lights, meaning that I had stumbled on an airfield. How wonderful was that vision! I had enough altitude to glide across the runway and go into a 270-degree emergency-landing pattern.

On final approach, I put down the U-2's landing gear and used the speed brake. The aircraft touched down fairly smoothly but did not stay on the landing gear. The aircraft, with its belly scratching the pavement and its left-wing tip striking the shoulder of the runway, went into a ground loop and came to rest in one piece.

(continued page 7)

(Cortez-continued from page 6)

Imagine Their Surprise

Quickly, I scrambled from the cockpit and made for the only lighted building around. Inside, I found the airport manager and a radio operator. It took me a little while to fully apprise them of the situation, using my Chinese-accented English. One can imagine their surprise at coming face to face with a Chinese pilot, wearing a pressure suit, having just flown in unannounced in the dead of night in an aircraft of the strangest appearance. They had never heard of a U-2. It would be nine months before the Soviet downing of Francis Gary Powers in Russian airspace was to make the name of the aircraft a household word.

Major Hsichun Hua in his pressure suit
(Photo courtesy of author)

As for me, I had never heard of Cortez, Colo. Not even the town, much less its airport, appeared on my map. The airport manager informed me that, due to the cost of supplying electricity, the local city council was debating whether to keep the tiny community's airport lights on at night. What's more, he told me, he and the radio operator had been preparing to close the office, douse the lights, and head home for the night.

That night, I was able to contact Laughlin AFB to report the accident. Next morning, the 4080th Strategic Reconnaissance Wing sent in a team, which dismantled the U-2 and loaded it in a C-124 transport. Inspection showed the problem had been caused by a broken fuel line, but the U-2 was otherwise in good shape. We all boarded the C-124 and flew back to Texas.

Months later, I was awarded a Distinguished Flying Cross by the US Air Force. The U-2—No. 56-6721—as modified and continued in active research and development use at Edwards AFB for many years.

Though this incident had a fortuitous ending, it was for me a solemn lesson about life. I do not believe that it was mere luck that brought me through the difficult moments. Think of the coincidences: The U-2 breaks out of the clouds in a valley, flying in the proper direction; within this valley lies the Cortez airfield, with no others around for 100 miles; the Cortez city council, against its better judgment, decides to leave the airfield lights on at night; and I had just the right altitude—no more, no less—required to land on such a short runway. For me, the conclusion to be drawn from all these "coincidences" is inescapable. My prayer was answered.

"Major Hsi-Chon Hua, Chinese Air Force, distinguished himself by extraordinary achievement participating in aerial flight on 3 August 1959, while serving as Aircraft Commander, 4080th Strategic Reconnaissance Wing, Light."
-Citation accompanying Distinguished Flying Cross
(Photo courtesy of author)

Notes From the Field

2024 Aviation Archaeology and Wreckchasing Symposium

By Brian Richardson

Have you ever thought of just taking a long weekend for yourself and visiting a handful of aviation museums? Well, that is exactly what six ***AvAr*** team members did between March 6th and 10th, 2024.

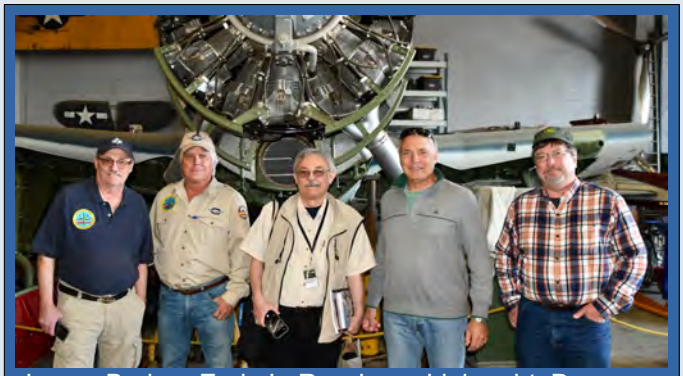
In addition to attending this year's National Aviation Archaeology and Wreckchasing Symposium in Chino, California, we decided to take in as many of the local aviation museums as possible, as well as a visiting a few historic crash sites if time permitted.

Departing Denver on Southwest Airlines on Wednesday (3/6) morning, members Lance Barber, Dave Kempa, Dave Seniw, Ernie Leroy, Larry Liebrecht, and Brian Richardson, arrived at Ontario International Airport, Ontario, CA at 0950 West Coast Time. Following an early hotel check-in, the team wasted no time heading for the Planes of Fame Museum in Chino, about ten miles north of Ontario.

Situated on Chino Airport, which served as a primary and basic flight training facility for the U.S. Army during WWII, the Planes of Fame Museum opened in 1957 and is considered the oldest warbird museum west of the Mississippi river. Its collection boasts more than one hundred and fifty aircraft, nearly fifty of which are flown regularly. While our crew was out on the ramp, one of the museum's P-51 Mustangs pulled up and shut down. There's truly nothing like the sound that a Mustang engine makes. We couldn't have asked for a better sound to augment our viewing pleasure. These aircraft are so well maintained that the majority of them appear as though they are fresh off of the assembly line. There is so much to see at this museum you need to schedule a full day visit to take in all that they have to offer.

Early Thursday morning our intrepid travelers left their lodgings for a two-hour drive to the northwest, crossing over the San Gabriel Mountains and dropping down into the Mojave Desert for a bit of wreckchasing. Weather conditions couldn't have been better for a day in the field with temperatures hovering around 64° (F), a light breeze and barely a cloud in the sky.

Rendezvousing with several other symposium attendees, the first stop was the crash site of a Grumman F6F "Hellcat", which had been converted to a target drone by the Navy. In August 1956, shortly after launching from Point Mugu Naval Air Station, the drone developed a mind of its own and rather than fly out over the ocean to the target range, it decided to head inland. Two Air Force Northrop F-89D "Scorpion" interceptors, based at Oxnard Air Force Base, were scrambled to bring the wayward unmanned aircraft down. Unfortunately, these jets were armed with "Mighty Mouse" 2.75-inch folding-fin aerial rockets, designed to bring down formations of massive Soviet bombers, not small targets such as this drone. In what has come to be known as the Battle of Palmdale, the two Air Force jets expended 208 air-to-air rockets, hitting two houses, a car, a truck, and setting at least 1,000 acres ablaze. The drone eventually ran out of fuel and slowly spiraled down to the desert floor eight miles from Palmdale Regional Airport. Fortunately, there was no fatalities.



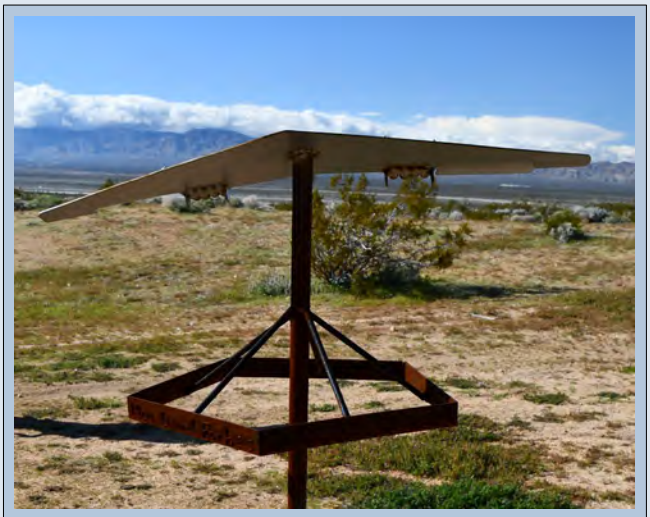
Lance Barber, Ernie LeRoy, Larry Liebrecht, Dave Kempa, Dave Seniw and Brian Richardson (not shown) attended the Aviation Archaeology symposium at Yanks Air Museum in Chino, CA. (Photo: Brian Richardson)

Moving on to the next site, which was just off the departure end of Runway 8 at Mojave Air and Space Port, we decided to grab some lunch at the Voyager Restaurant on the airport. The nosh and gab fest over, the caravan proceeded to the crash site of "Suzy Q," a P-51D that had won the 1974 Reno Air Races.

(Continued on page 9)

(Symposium-from page 8)

Moving on to the next site, which was just off the departure end of Runway 8 at Mojave Air and Space Port, we decided to grab some lunch at the Voyager Restaurant on the airport. The nosh and gab fest over, the caravan proceeded to the crash site of "Suzy Q," a P-51D that had won the 1974 Reno Air Races. On an extremely windy day in June 1976, the aircraft crashed while practicing for the upcoming air race at the Mojave Airport. Even though the wreckage had been removed, there's still a number of artifacts at the site.



Memorial honoring the crew of the Northrop XB-49 Flying Wing (Photo: Dave Kempa)

Travelling about twenty miles northeast through the desert, the next stop was the site of the 1948 Northrop XB-49 Flying Wing. While the cause of the accident was never completely determined, speculation has it that the one hundred- and seventy-two-foot wingspan suffered structural failure at 40,000 feet during stall testing, causing an uncontrolled descent that trapped all five crew members aboard. The design of this aircraft was way ahead of its time. Today the same sort of aircraft flies in the form of the Northrop Grumman B-2 Spirit, though it has extremely advanced on-board computer systems to maintain stability; a luxury the XB-49 did not have seventy-nine years ago. All that remains at this site today is some scattered micro-debris and a unique memorial erected to the memory of the test flight crew that perished there – a most solemn reminder of the dangerous nature of experimental test flying.

Last on the list for that day's site visits was the debris field of a Chance Vought Regulus I, a second-generation turbojet powered cruise missile that landed off-course in the Mojave Desert during a test run flight from nearby Edwards Air Force Base, in the late 1950s. Again, although most all major debris had been removed by the military, and then scavenged by souvenir hunters over the decades, there is still a sizeable number of micro-debris that can identify this unmanned aircraft.

With the sun low on the western horizon, everyone piled back into the rented hybrid minivan for what should have been a two-hour return trip to Ontario. However, heavy rush-hour traffic and a blinding rainstorm encountered in the San Gabriel Mountains turned this into a three hour and twenty-minute odyssey.

Friday morning the team had a leisurely breakfast at the hotel, then launched eastwards once again. This time Palm Springs Air Museum, approximately seventy miles away was the first destination.

This museum currently boasts a collection of fifty-one civil and military airplanes and helicopters, many of which are in airworthy condition. Some aircraft are flown regularly and some are even available for rides. Unique to this collection are two Boeing B-17 bombers, unlike most museums which have just one Flying Fortress. Also, to the best of my knowledge, Palm Springs is the only privately held museum to display an actual Lockheed Martin F-117 Nighthawk stealth fighter. Never having seen one up close and in person, this was a rare treat, indeed! A quick bite to eat at the Victory Canteen and Café, situated next to one of the B-17s in the north hangar, and our crew piled into its trusty hybrid rental van for a fifty-eight-minute road trip westbound; next stop… March Field Air Museum in Riverside.

March Air Reserve Base was opened in 1918 and is one of the oldest continuous-use military airfields in the US. It is also home to units from the Army Reserve, Navy Reserve, Marine Corps Reserve, California Air National Guard, California Army National Guard, and the California Wing of the Civil Air Patrol. The museum, which sits just outside the military base's perimeter, along Interstate Highway 215, was opened to the public in 1979.

(Continued on page 10)

(Symposium-from page 9)

Housing one of the largest collections of US and foreign military aircraft, both under roof and in its outdoor airpark, March Field Air Museum is a sprawling complex that requires at least a full day's visitation to completely appreciate its impressive collection of aircraft, artifacts, and memorabilia. One of the most incredible interpretations this museum provides is the Firebase Romeo Charlie exhibit; a reproduction of a Vietnam-era forward operating location, where examples of US Army helicopters are displayed in surrealistic settings, right down to the daily mud-puddle you have to cross to view the helicopters up close.

Committed to attend a formal dinner gathering at 7 PM Colorado's AvAr team members proceeded hastily towards Ontario. The evening's meal, at Vince's Spaghetti restaurant, was enhanced by the tremendous conversation had by all participants.

Saturday, March 9th, was an eight-hour day of presentations by some of the most prominent names in wreckchasing. Everyone gathered at the Yanks Air Museum conference center in the heart of the museum. It was the first chance that most all aviation archaeologists and aviation wreckchasers have had to come together in one location to discuss their trade, since 2020 and the great Covid outbreak. One of the presenters was ***AvAr*** team member Larry Liebrecht, who gave a presentation that was well received by all.

Before, between and after the presentations attendees got to view historic aircraft ranging from the earliest days of aviation to more contemporary examples. Access was provided into the restoration facilities as well as the boneyard, where the museum picks its next restoration projects.

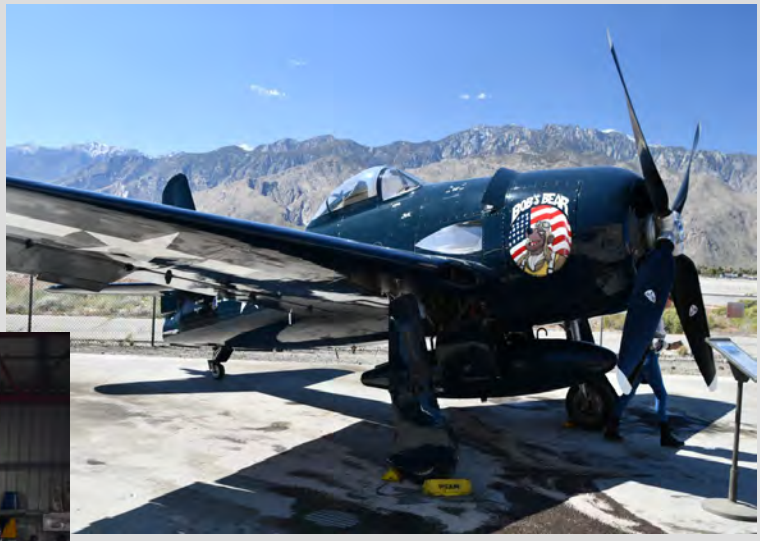
Following the conclusion of the symposium many of the patrons started scattering to the wind. About a dozen, including our CAHS ***AvAr*** crew, gathered at a local Mexican restaurant for one final meal storytelling. I'm sure most of the lies we shared that evening were true.

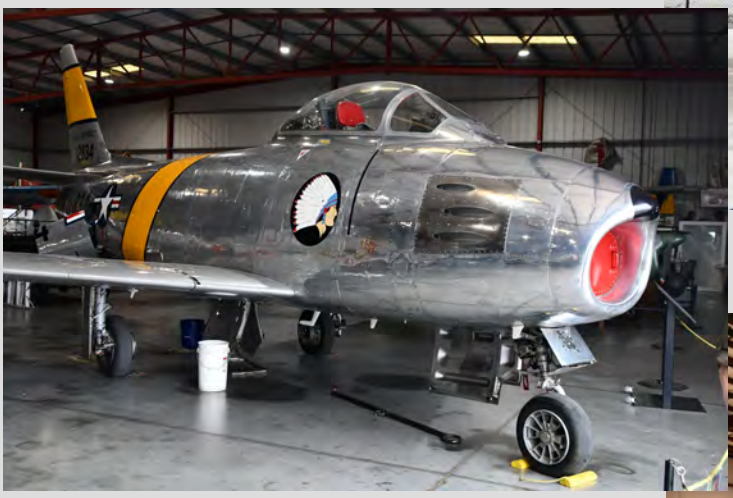
All-in-all it was a pretty spectacular four days spent in sunny California, with four great museums visited, four interesting and historic crash sites explored, and more than four hundred wonderful aircraft viewed – from a Wright Flyer to a Lockheed F-117 Nighthawk.

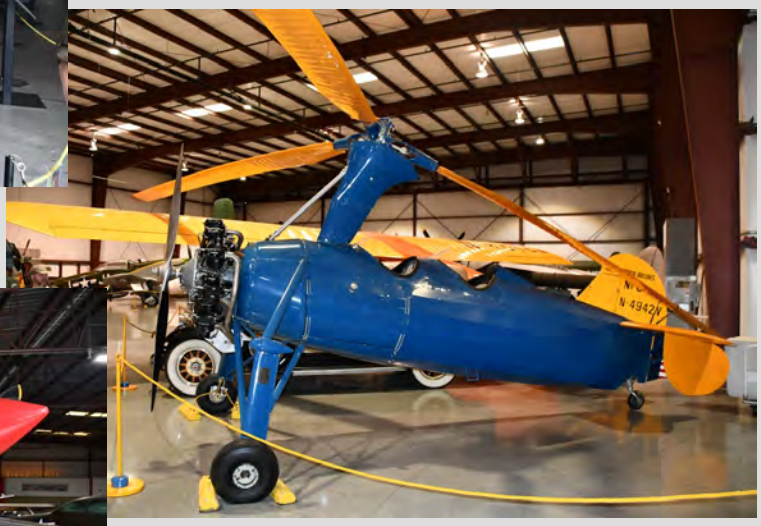
CAHS ***AvAr*** has been asked to host the next symposium in September 2025. This will be our fourth time hosting in Colorado, having held the gathering in 2010, 2013 and 2016. We also put together the 2011 symposium but held that event at Nellis AFB in Nevada. We will provide more information as time draws nearer to the date.

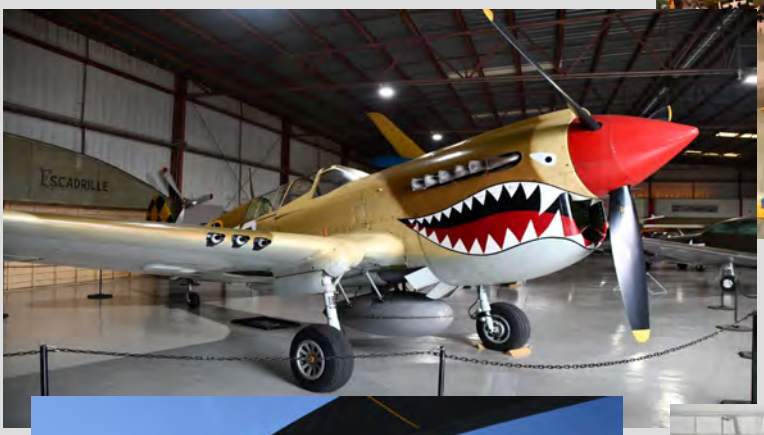
Dave Kempa's Photo Album

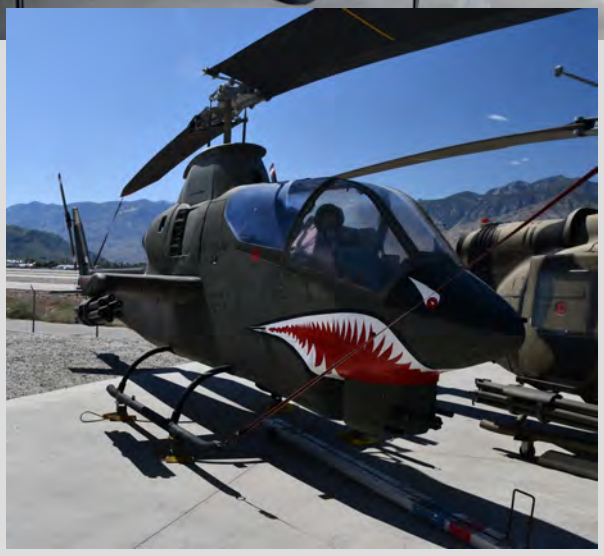
2024 Aviation Archaeology and Wreckchasing Symposium

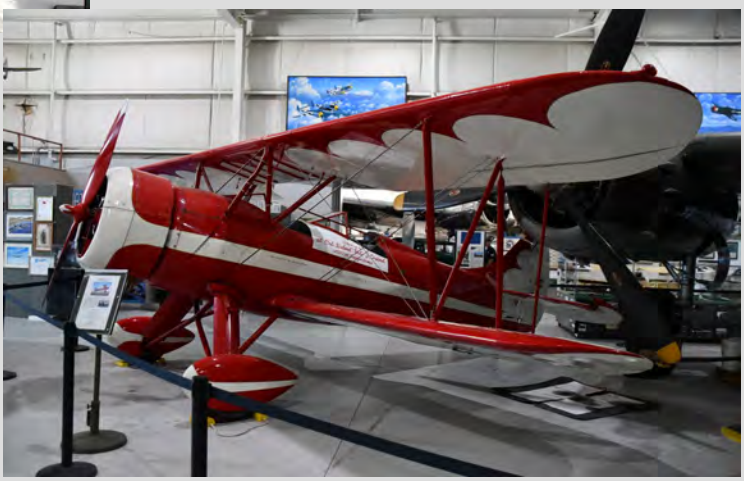


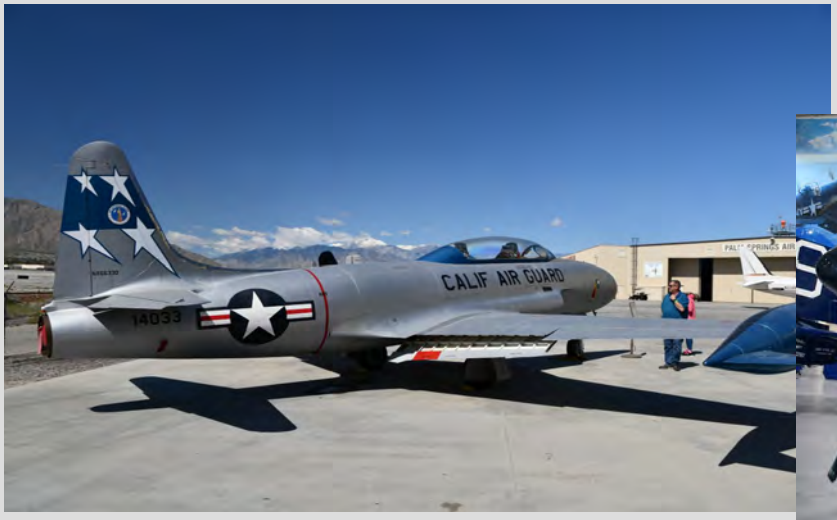








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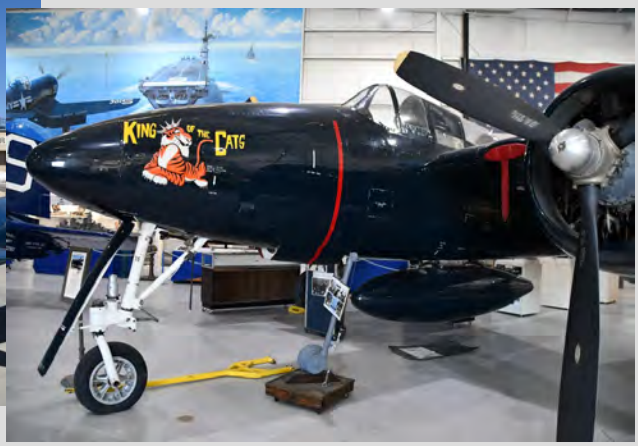
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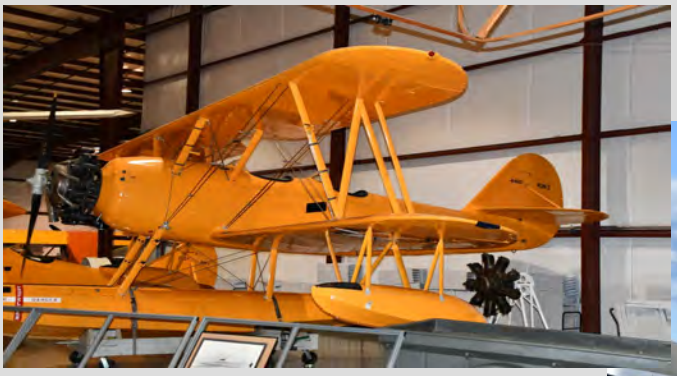

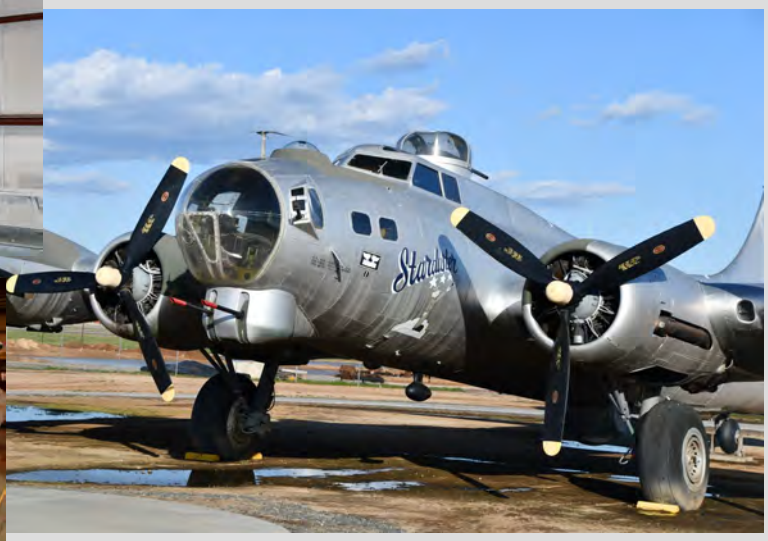

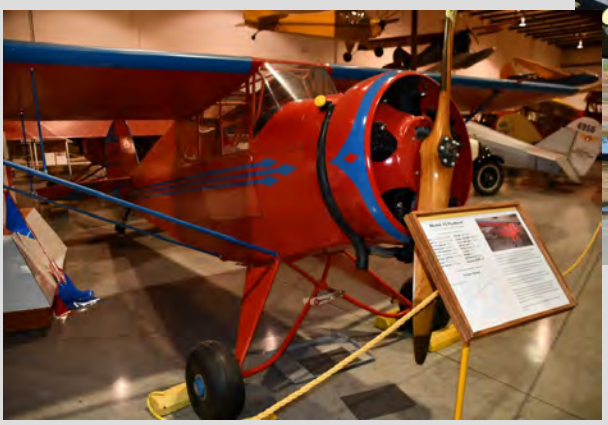

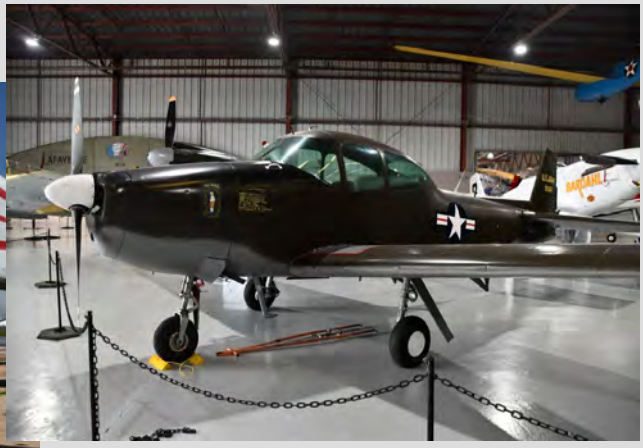

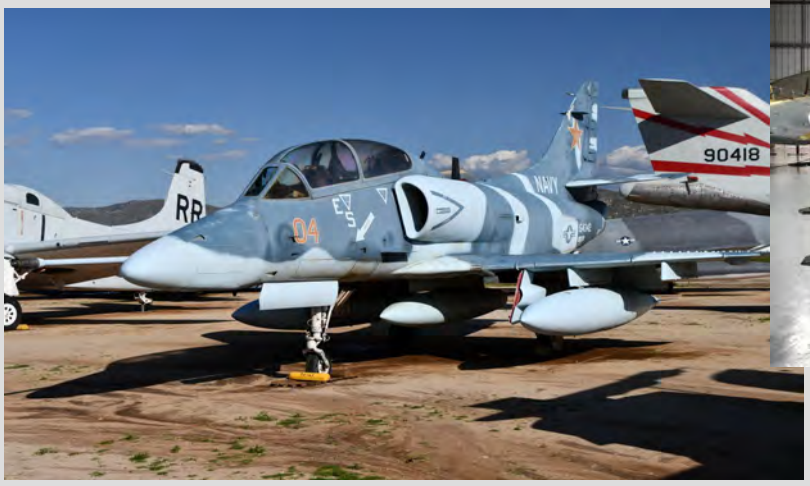
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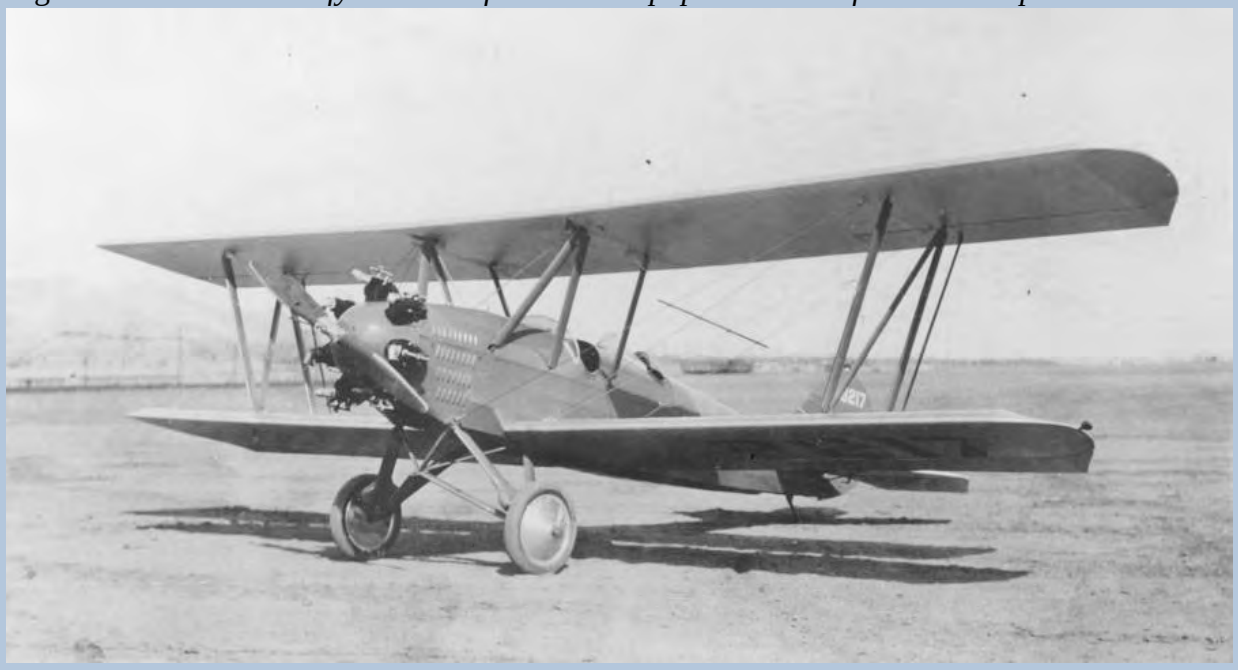
Mystery Quiz Spring 2024 (1Q24) Question

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 the first person to answer will win a CAHS commemorative challenge coin. Send your response to aviator_b@outlook.com at your earliest convenience to ensure your submittal is included in the next Journal. Please make certain to include a mailing address where you'd like to receive the coin.

The challenge for this issue: *Identify this manufacturer and popular name of this 1928 biplane.*



About Gogo Business Aviation

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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