



From
Balloons



To
Ballistics

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Cover Photo: Howard DGA, (N53H) Displayed by Tyler Appleton received the Grand Champion Antique Civil and People’s Choice awards at the Colorado Aviation Classic sponsored by CAHS at the Longmont airshow on September 14th. The airshow was held at the Vance Brand Municipal Airport in Longmont. Howard Aircraft were produced in Chicago between the years 1937 and 1944. (Photo: Steve Kelly)

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:
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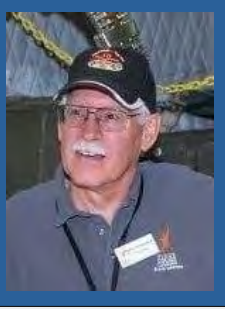
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From “Balloons to Ballistics” is an official publication of the Colorado Aviation Historical Society. Our office and the Colorado Aviation Hall of Fame are located at the “Wings over the Rockies Air & Space Museum, located at 7711 East Academy Blvd, Denver, Colorado 80230.

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President's Report

Keith Shaddox



- Colorado Young Eagles Flights
- Colorado Flight Medical Examiner with Impeccable Reputation

In the Flown West part of our program, we toasted the loss of Bart Whitehouse, Pete Bartoe, Lucile Bledsoe, Roy Morgan, and Robert Olislager. We were particularly saddened to hear of Roberts death just a few days before the banquet. We honored Robert in 2021. We all thought Robert had a lot more he wanted to do for aviation. He will be terribly missed.

We thank everyone who attended or otherwise contributed to the society and the silent auction.

The process of re-modeling the Hall of Fame room at Lowry has begun. The plan is to partner with the museum to replace the floor, refurbish woodwork and new paint on the walls. Then a new setup of display cases and Laureate plaques will be implemented. We have already received the third set of new plaques courtesy of Jamie DeVency and we will order the last set for this year soon. They are beautiful and they will look great in a new well-lit room.

In addition, work continues on the restoration of our DC8 model in the restorations department at the museum. Mike Spalling (AKA Spike) in restorations has taken the task of cleaning and reforming all of the model passengers and crew members on the DC8 model. This will not happen fast, but it should be wonderful when it is complete.

Stay tuned, there is much more to come.

Keith Shaddox, President CAHS

We had a wonderful banquet ceremony on October 5. If you were there you witnessed a couple of milestones for CAHS. We have never had that many Generals at a banquet (four) and for the first time we had a Four Start General as our guest. We were honored to have in attendance USAF Ret. General Ron Fogleman, who received his 50-year Master Pilot award from the FAA. Also receiving his Master Pilot Award was our own director and Banquet Master of Ceremonies, James Huffman. Also receiving Master Pilot Awards was USAF Ret. Brig. General Jerry Limoge.

We also witnessed 50-year Master Mechanic awards for Mr. Ben Walden and Mr. Robert Pounders. We inducted into the Colorado Aviation Hall of Fame two outstanding individuals this year. Mr. William Michael "Bill" Dunn and retired USAF Brig. General and Dr. Jerome P. "Jerry" Limoge.

Bill Dunn is known to a lot of pilots in Colorado for his amazing work on safe mountain flying courses, guides and techniques. Just a few of his accomplishments include:

- Master Weather Briefer
- Master of the ATC System
- Worked in Denver Center and Denver TRACON
- Developed Solutions for RNAV Departures and Approaches
- Developed Benchmark Mountain Flying Course

Jerry Limoge has an amazing history both in the Air Force and in civilian aviation. Today Jerry is known by a lot of pilots as their medical examiner for their FAA medical certificate. This includes more than 2000 FAA medical exams a year as well as excellent support for special issuance medical certificates. Jerry has many, many accomplishments. A few are:

- Former Commander Colorado Air National Guard as well as Flight Surgeon
- 7900 Hour Pilot
- Pilot for Angel Flight Colorado

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Colorado Aviation Classic 2024

By Brian Richardson

For the first time in more than nine years the Colorado Aviation Historical Society held the Colorado Aviation Classic on Saturday, September 14th, at the Vance Brand Airport during the Longmont Airport Airshow and Expo.

The Colorado Aviation Classic is a free fly-in event hosted by the Colorado Aviation Historical Society and designed to showcase some of the finest examples of vintage aircraft from throughout the Rocky Mountain Region. It is an opportunity to recognize and reward the individuals who own, maintain, and restore these unique aircraft as well as educate the general viewing public by bringing together these wonderful machines in a realistic setting that cannot be duplicated in any museum.

On what can only be described as the perfect airshow day, thirteen fantastic Colorado-based aircraft entered into the competition for the title of either Grand Champion or Reserve Grand Champion in one of five different categories.

This year's judging team was made up of six society volunteers. These were: Keith Shaddox, Lance Barber, Dave Kempa, Dave Seniw, Steve Hankle, and Steve Kelly. Ernie Leroy managed the ramp movements while Larry Liebrecht manned the society's information pavilion. Brian Richardson served as chief judge and announcer.

There were three classifications of aircraft to be judged: antique, classic and replica.

Antique – aircraft built on or before August 31, 1945. Exceptions were those pre-war aircraft with short post war production runs. Classic – aircraft built between September 1, 1945, up to and including December 31, 1960. Replicas – full size

and scaled antique or classic aircraft, built to replicate the original manufacturer's plans in the antique category. The antique and classic aircraft are further divided into civil or military categories. In addition, a People's Choice Award is presented to the aircraft voted as best in show by airshow patrons.

The Colorado Aviation Classic 2024 winners were:

Stearman PT-17 (N111CN) Displayed by Craig Nelson-Grand Champion Antique Military

Beech SNB (N49625) Displayed by Jay Gates Colorado Wing Commemorative Air Force-Reserve Grand Champion Antique Military

JN4 (N192JN) Displayed by John Youngblut-Grand Champion Replica

Fokker DVII (N18852) Displayed by Andy Parks-Reserve Grand Champion Replica

Cessna 195 (N1591D) Displayed by Ted Brewer-Grand Champion Classic Civil

Luscombe 8E (N1976K) Displayed by Steve Vessey-Reserve Grand Champion Classic Civil

Ryan L-17 (N4238A) Displayed by Tom Burlace Grand Champion Classic Military

Bucher Bu-131 (N628BJ) Displayed by Gail Schipper-Reserve Grand Champion Classic Military

Howard DGA, (N53H) Displayed by Tyler Appleton -Grand Champion Antique Civil and People's Choice

The response for volunteers for this event was exceptional, but, unfortunately, CAHS was limited in the number of volunteers that we could accept. Plans are already underway for CAC25 and the Society hopes to expand the competition next year, which will also require more volunteers. Standby for upcoming announcements.

Continued on page 5

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Craig Nelson's PT-17 won Grand Champion-Antique Military (Photo: Steve Kelly)



CAHS President Keith Shaddox and Treasurer Ernie LeRoy present the trophy for Reserve Grand Champion-Classic Military to Gail Schipper. The winning aircraft is a Bucher Bu-131 (Photo: Brian Richardson)



Tom Burlace receives the award for Grand Champion Classic Military from CAHS Treasurer Ernie LeRoy for his Ryan L-17. (Photo: Steve Kelly)



Beech SNB displayed by Jay Gates and the Colorado Wing of the Commemorative Air Force won Reserve Grand Champion-Antique Military (Photo: Brian Richardson)

Photo Page Colorado Aviation Classic 2024



Keith Shaddox presents the trophy for Grand Champion Replica to John Youngblut for his Curtis JN-4 biplane (Photo: Steve Kelly)



CAHS President Keith Shaddox presents the award for Reserve Grand Champion-Replica to The Fokker DVII replica is owned by Andy Parks (Photo: Steve Kelly)



Ted Brewer receives the award for Grand Champion Classic Civil for his Cessna 195 from CAHS Treasurer Ernie Leroy. (Photo: Steve Kelly)



Tyler Appleton's Howard DGA was awarded-Grand Champion Antique Civil and People's Choice award. (Photo: Steve Kelly)

54th Hall of Fame Banquet a Success

By Brian Richardson

Colorado Aviation Historical Society held its 54th annual Hall of Fame banquet on Saturday, October 5, 2024, at the Lakewood Country Club, and by all accounts this year's event was a resounding success. Roughly 150 guests attended the event on the beautiful Colorado Fall Day.

The affair started promptly at 1130 a.m. with the sound of bagpipe music wafting through the halls as Mr. Timothy McKeown, our official piper, blew a call-to-dine. Reminiscent of the story The Pied Piper of Hamelin, guests obligingly followed the music into the great hall.

Once all were assembled, members of the Colorado Civil Air Patrol Valkyrie Cadet Squadron, presented the colors in a tremendous display of military discipline and precision that only results from hours of dedicated practice. Next came the lovely and vivacious Ms. Bianca of Bianca and the Fly Boys, singing a beautiful rendition of the national anthem.

Society board member Mr. James Huffman, serving as the banquet's master of ceremonies, led the gathering in the pledge of allegiance, followed by a toast to those who had Flown West, over the past year. This commemoration of life was dedicated to laureates Messrs. Bart Whitehouse (2003), Peter Bartow (2004), Robert Olislager (2021), Roy Morgan (2014), and Ms. Lucille Bledsoe (1994).

President of the Society, Mr. Keith Shaddox, welcomed the guests and provided a short

presentation entitled, Salute to Aviation. A delicious luncheon was enjoyed between noon and 1 p.m. As usual, the food was plentiful, and conversation was lively.

Launching into the awards ceremony following the luncheon, representatives from the Federal Aviation Administration (FAA) presented two Charles Taylor Master Mechanic and three Wright Brothers Master Pilot Awards. These awards are the highest honor that the FAA bestows on an airman, recognizing at least 50 years of activity as a certificated airman. Recipients were Mr. Ben Walden and Mr. Robert Pounders (Charles Taylor Award), and Mr. James Huffman, General Jerry Limoge, M.D., USAF (Ret.) and General Ronald Fogleman, USAF (Ret.) (Wright Brothers Master Pilot Awards).

Two new laureates who were ceremoniously added to the society's Hall of Fame (HoF) where Mr. William M. Dunn and General Jerry P. Limoge, MD, USAF (Ret.). Both of these laureates have had long and illustrious aviation careers which have significantly contributed to the advancement aviation in Colorado. Bill Dunn recently retired from the Federal Aviation Administration (FAA) after 40 years as a National Airspace and Procedures Specialist and mountain flying expert. Dr. Jerry Limoge is a current FAA Aviation Medical Examiner.

With the exception of 2020 (Covid epidemic), Colorado Aviation Historical Society has held a Hall of Fame banquet and induction ceremony every year since 1969. If you've never attended one you owe it yourself to experience this event firsthand. Besides good food and great company, it's a chance for you to help honor these wonderful men and women as we induct them into this unique fraternity of colorful Colorado characters.



Timothy McKeown piped the guests to the great hall for the start of the 54th Hall of Fame banquet. (Photo Credit: Dave Kempa)



Walt Barbo and wife Terry. Walt is still an active pilot at 100 years of age. (Photo Credit: Dave Kempa)



Gen. Jerry Limoge, center, with some of his guests. (Photo Credit: Dave Kempa)



Bianca of Bianca and the Flyboys, at left, with Colorado CAP cadets presenting the colors. (Photo Credit: Dave Kempa)



Col. James Harvey (CAHoF 2012), and daughter Alysyn Harvey Green. (Photo Credit: Dave Kempa)

Photo Page

54th Hall of Fame Banquet



L to R: Mike Silva (CAHoF 1988), Gen. Jerry Limoge (CAHoF 2024), and Gen. Ron Fogleman, former USAF Chief of Staff. (Photo Credit: Dave Kempa)



Denver FAA Manager Mr. Dale Ogden presenting Master Mechanic award to Mr. Ben Walden. (Photo Credit: Dave Kempa)



Mr. Bill Dunn (CAHoF 2024) with his wife Dee and three lovely daughters. (Photo Credit: Brian Richardson)



Denver FAA Manager Mr. Dale Ogden presenting Master Pilot award to CAHS Director Mr. James Huffman. (Photo Credit: Dave Kempa)



Denver FAA Manager Mr. Dale Ogden presenting Master Pilot award to Gen. Ron Fogleman. (Photo Credit: Dave Kempa)



Denver FAA Manager Mr. Dale Ogden presenting Master Mechanic award to Mr. Robert Pounders. (Photo Credit: Dave Kempa)

Mystery Quiz Answer Spring 2024

The challenge for the Spring issue was to identify the manufacturer and model of this early airliner seen at Denver Union Airport.



Ford's Trimotor was the epitome of comfort and luxury in air travel during the late 1920's and early 1930's. Pilots were especially impressed with the aircraft's performance and reliability, all while enjoying the creature comforts of an enclosed cockpit and cabin.

The aircraft depicted started life as a Ford 4-AT-B Trimotor, registration number NC7119, serial number 33, on August 28, 1928. One week later it was delivered to Maddux Airlines in Los Angeles, California, where it plied its trade until February 1930, when it was converted to a model 4-AT-E (this conversion consisted of installing three more powerful Wright J6-9, 300 HP engines). Transcontinental and Western Air (forerunner of TWA) acquired NC7119 on April 21, 1931, moving the aircraft to its New York hub. It is believed that the picture used in this quiz, CAHS archive number V14-001, was taken at Denver Union (later Stapleton) Airport, while on its voyage from California to New York, in the spring of 1931.

On Saturday, December 19, 1931, NC7119 was on a ferry flight Oklahoma City, Oklahoma to Amarillo, Texas for maintenance when it crashed immediately after takeoff. According to the Aeronautics Branch accident report, pilot L.W. Price and co-pilot Nate Morse, the only two onboard at the time, took off with one motor inoperative and crashed approximately six miles from the airport while still in the departure climb. Both airmen were seriously injured and on December 28, 1931, Nate Morse died in hospital from injuries sustained in the accident. The aircraft was a complete write-off.

The winner of the Spring (2Q24) edition Mystery Quiz is Mr. Phil Brown of Boulder, who responded 12 hours and 55 minutes after publication of the journal. He was the first of several to respond with the correct answer. A CAHS medallion has been sent to his residence.



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Lead On A Good Read

By Brian Richardson

From time to time we receive reports and reviews about aviation books that might be of particular interest that we like to share with our fellow members. If you come across a good read and would like to recommend it to others who you think may enjoy it, please send a note along to aviator_b@outlook.com Everyone appreciates a lead on a good read! In this edition of the Journal member Lance Barber recommends: *TIME FLIES; Memories of One of the Last Veterans of World War II*, By Raymond F. Schaaf, 146 pages, July 2018, Amazon retail \$11.95 paperback.



Summary

Raymond Schaaf's family lived in Animas City, which became part of Durango. In 1943, Ray joined the Army Corp at the age of 18. A lot of interesting

details of immediate family, grade school, high school, and remembrances of events and friends.

Schaaf reported to Ft. Logan, Denver, for induction in June; and traveled to Amarillo, TX for basic training. He told about meeting Gene Autry and Freddie Bartholomew from Hollywood and all his screwups. Next, his gunnery training was in Kingman, AZ, and receiving his Engineers Wings. Continuing to Lincoln, NE for forming his B-17 crew and flight training in Sioux City, IA. Interesting story of events in getting to England, and the 381st Bomb Wing, at Ridgewell. He was assigned to the 534th Bomb Squadron (+ 532nd, 533rd, 534th).

Raymond's first mission was 12 Sept 1944 as a tail gunner over Czechoslovakia and faced German ME-109s with flak coming and going!!...an eleven-hour flight!!...after arriving they counted 142 flak holes and not a man hit!! Some of the missions used special B-17s equipped with first generation radar (Pathfinder) so they could fly through bad weather and find their targets. His last mission was 21 April 1945; 19 missions as tail gunner and engineer, plus 16 missions as bombardier and top turret, totaling 35 full combat tour missions. Ray gives details of 19 mission accounts, including support from P-51s, P-47s and P-38s. The 381st lost 18 aircraft totaling 1810 men. Large massed missions, bombers and fighters, took 4 hours of flying to get all the squadrons of his wing and other wings together to proceed to Germany. After his last mission and celebration, he missed his ferry flight home; to his luck, the flight crashed in fog killing 31 crammed-in airmen.

The story continues of his return to the states, marriage and children, leaving service, various jobs and re-enlisting. There was an interesting detail of how Ellsworth AFB was named. Ray was an integral part of the Titan missile complex of the 451st Missile Wing at Lowry AFB. After 5 more years of service traveling to the Far East and the Strategic Air Command, including Thule, Guam, and Vietnam; he retired in 1970 with 26 years (3 years WWII) as a Lt. Colonel.

Mystery Quiz Fall 2024

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 the manufacturer and model of this pre- World War II airliner.



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CAHS August General Membership Meeting Held at Centennial Airport

The Colorado Aviation Historical Society Summer Meeting was held Saturday, August 31st from 10 am to noon at the Centennial Airport Administration Building, known as the Hangar.

The primary purpose of this meeting was to present the nominations for this year's induction into the CAHS Hall of Fame. This year's nominations were Mr. Bill Dunn and Dr. Jerry Limoge.

There were seventeen members in attendance, plus an additional thirteen proxy votes; more than

necessary to form a quorum according to our by-laws.

Following an individual review of the candidates' qualifications and short presentations by the respective sponsors, each member voted their approval. Both candidates received more than the minimum two-thirds vote necessary for induction. I

Immediately after the voting was completed our guest speaker, Mr. John Haman, provided an excellent presentation which focused on the closing of Stapleton Airport (DEN) at 9:27 pm on 27 February 1995, and the subsequent opening of Denver International Airport (DIA) at 12:01 am on 28 February 1995. Included in this program were some interesting facts about DEN and DIA as well as some great radar screen videos depicting the extensive operations capabilities at DIA.

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CAHS Represented at Museum of Flight

On Sunday, October 13, Seattle's the Museum of Flight (MoF) hosted a presentation billed as "Before It's Too Late", showcasing the works of two nationally recognized aviation archaeologists; Michael McComb of Lost Flights, and our own CAHS AvAr team member Larry Liebrecht.

Larry provided a presentation on the Front Range P-38 crash site. He has visited this difficult site several times for AvAr and is intimately knowledgeable of all aspects of the crash and the events leading up to the crash. He followed this with a cultural resources' perspective on the old Medicine Bow Airmail Intermediate Airfield preservation project he is working on in Wyoming.

Seattle's Museum of Flight is arguably one of the finest aviation museums. With more than 150 aircraft

exhibited within its massive 185,000 square foot facility, this institution is credited as being the largest privately funded air and space museum in the world.

An outstanding feature of this museum is its routine series of educational programs for young and old alike. Offering a regular selection of in-person lectures, the museum attracts many of their more than 600,000 visitors to these special interest presentations each year.

A member of the Colorado Aviation Historical Society Aviation Archaeology (AvAr) program since 2007, Larry has been a featured speaker at numerous symposia throughout the western states, sharing tales of his considerable experience in the field with interested audiences. He is also the driving force behind AvAr's public display team, making regular appearances at Colorado airshows and fly-ins, as well as the annual CAHS Hall of Fame banquet. Larry may be contacted at lc.liebrecht@gmail.com



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