

Closed its' doors
NOV 13, 1992

PREFACE

THIS DOCUMENT IS INTENDED AS A SOURCE OF GENERAL INFORMATION CONCERNING THE GRAND JUNCTION, COLORADO FAA FLIGHT SERVICE STATION. THE INFORMATION WITHIN IS FACTUAL, NOT AS COMPLETE AS THE WRITER WISHES. THE PURPOSE OF THE WORK IS TO COMPILE AND PUT INTO ORDER THE INFORMATION AND PICTURES THAT ARE AVAILABLE SO THAT THE DATA WILL NOT BE LOST OR REMAIN IN A HAPHAZARD FILE. IT IS HOPED THAT SOME ENJOYMENT WILL BE DERIVED FROM IT AND THAT IT WILL PERHAPS RECALL SOME PLEASANT MEMORIES FOR THOSE OF US WHO HAVE WORKED IN THIS FLIGHT SERVICE STATION.

DEDICATION

THIS HISTORY IS BEING DEDICATED TO MR. GLENN JOHNSON, FIRST TEAM SUPERVISOR OF THE GRAND JUNCTION FLIGHT SERVICE STATION. GLENN'S DEDICATION TO DUTY, HIS FAIR PLAY, HIS COMPASSION FOR HIS FELLOW WORKERS AND HIS CHRISTIAN ATTITUDE ARE ALL FACTORS INFLUENCING THIS DECISION. HE RETIRED FROM THE FACILITY IN FEBRUARY, 1981.

RECOGNITION

A SPECIAL THANKS GOES TO MR. MARVIN SUTTON, WHO'S PATIENCE AND PERSEVERANCE MADE THIS DOCUMENT POSSIBLE. MR. SUTTON GATHERED AND COMPLIED MOST ALL OF THE INFORMATION, DATES AND PICTURES CONTAINED HEREIN AND SPENT MANY HOURS WRITING AND REWRITING THE DATA. MARV RETIRED FROM THE FACILITY IN FEBRUARY, 1984.

MANY SPECIALISTS HAVE PASSED THROUGH THE DOORS OF THE GRAND JUNCTION FLIGHT SERVICE AND HOPEFULLY NOBODY WAS LEFT OUT.

THE ORIGINAL CREW WHEN THE FACILITY OPENED ITS DOORS WERE JIM CAMPBELL/MANAGER, MERTON SMITH, GERALD LISENBERRY, JOE BERTRAND AND SAM JONES.

AL WEIR JOINED THE STAFF IN 1955 AFTER HE RETIRED AFTER 23 YEARS FROM THE U.S. COAST GUARD. AL SPENT HIS ENTIRE CAA/FAA CAREER AT THE GRAND JUNCTION FSS AND RETIRED IN 1974 WITH 42 YEARS OF FEDERAL SERVICE.

WAYNE JACKSON BEGAN WORKING AT THE FLIGHT SERVICE STATION IN THE LATE 1940'S AND MOVED ON TO EAGLE FSS AS THE CHIEF IN THE LATE 1960'S AND ON TO DENVER WHERE HE WAS A DUTY OFFICER AT THE REGIONAL OFFICE.

THE REST OF THE SPECIALISTS ALTHOUGH NO LESS INTERESTING, ARE LISTED BELOW WITH THEIR DATES OF SERVICE AT GJT FSS WHEN KNOWN:

	<u>THEN</u>	<u>NOW</u>
GEORGE WONG	1964	RETIRED AUGUST 1986
SAM SCHARF	FEB 1967	RETIRED 1986
STELLA MEYERS	FEW YEARS IN THE 1960'S	
HARRY PECK	APRIL 1957	RETIRED AUG 1979
GEORGE WONG	OCT 1951	RETIRED MAY 1979
LANNIE MATTHEWS	SEP 1972	GJT ATCT
JOHN COFFEY		MANAGER OF THE EGE FSS
HAROLD BEDDOR	TRANSFERRED TO BTM MGR	RETIRED
BRUCE DANIELS		RETIRED 1980'S
GEORGE CANTRELL	1975	RESIGNED MAY 1980
KEN BORREGO	TRANSFERRED TO DEN FSS	SUPVR IN RNO
SHARON BUHL	BEGAN 1977	
WALTER KAMINSKI	DEC 1977 DEC 1981	
CARL BECKER	SUMMER 1977 - 1986	SLC FSDPS
ORVIS CLARK	LEFT 1976	RETIRED TO WHIDBEY ISLAND
MARVIN SUTTON	1976 - 1984	RETIRED 1984
TED THOMPSON	MAY 1979	AREA SUP BDL AFSS
ERIC LILLVIS	MAY 1979 - JUN 1982	RESIGNED
RAY DRAKE	TO NOV 1992	RESIGNED WHEN GJT FSS CLOSED
JAKE WILLIAMS	1980 - 1984	DEN FSDPS
HOWARD CLODFELTER	AUG 1980-1981	GTF ATCT
JANET COOK	SPRING 1982 - 1987	CPR AFSS SUPVR
TOM CAMPOS	1982 - NOW CPR AFSS	CPR AFSS
RON BROADBENT	MAR 1982 - AUG 1983	BIL ATCT
STEVE PROESCH	JULY 1982 - NOV 1992	RETIRED NOV 1992
RODNEY SHAFFER	JAN 1985 - NOV 1992	GTF AFSS
BETH SCHERER	1985 - 1987	DEN AFSS
DAVE JANZ	FEB 1986 - 1990	
JIM WILDS	MAR 1987 - NOV 1992	DEN AFSS
GINI BRIGHT	OCTOBER 1979- DEC 1988	REGIONAL OFFICE ROC
LISA WORSTER	AFTER 1988-NOV 1992	DEN AFSS
FRED AMEND	AFTER 1988-NOV 1992	DEN AFSS
DARRELL DELAROSA	AFTER 1988- NOV 1992	DEN AFSS
MARK SPINA	AFTER 1988-NOV 1992	DEN AFSS
DENISE STAHL	AFTER 1988- NOV 1992	BOI AFSS
BILL LANDRY	AFTER 1988-NOV 1992	CPR AFSS

GRAND JUNCTION'S FIRST "CHIEF", AS THEY WERE CALLED BACK THEN" WAS JIM CAMPBELL. JIM WAS ALSO A PART-TIME BUILDING CONTRACTOR, RETIRED IN 1965 OR 1966 AND DIED ABOUT 1969.

JIM WAS REPLACED BY BOB BURNETT, WHO AT THAT TIME WAS THE GRAND JUNCTION TOWER CHIEF. TO CUT DOWN ADMINISTRATIVE COSTS THE REGIONAL OFFICE DECIDED TO COMBINE THESE TWO POSITIONS. BOB MOVED TO DENVER IN 1967.

RALPH CALKINS FOLLOWED BOB AS THE CHIEF OF BOTH THE TOWER AND FLIGHT SERVICE. HE HAD WORKED IN FLIGHT SERVICE STATIONS SINCE 1949. IN 1972 RALPH BECAME THE CHIEF OF THE TOWER ONLY AND RETIRED AFTER 26 YEARS OF CAA AND FAA CAREER SERVICE.

RALPH'S RETIREMENT REPLACEMENT FROM 1972 TO 1975 WAS WAYNE BRIMNER WHO IS NOW THE MANAGER (CHIEF) OF THE DENVER AFSS. WAYNE BEGAN IN THERMAL CALIFORNIA IN 1962, AND ALSO WORKED AT LOVELOCK NEVADA, NORTHWAY ALASKA, RAWLINS WYOMING, AND IMPERIAL CALIFORNIA.

ED MARVIN WAS PROMOTED TO THE FLIGHT SERVICE CHIEF IN JANUARY OF 1975. ED STARTED HIS CAREER AT THE SEATTLE FSS IN 1956 AND SAW DUTY AT WHITEHALL AND BOZEMAN MONTANA, AKRON COLORADO, AND WAS CHIEF AT THE DICKENSON NORTH DAKOTA FSS. HE ALSO WORKED AT THE CHEYENNE WYOMING TOWER. ED RETIRED IN 1988 AND DID A STINT AT THE ACADEMY WORKING WITH THE COMPUTER BASED PROGRAMS AND AS A FLIGHT SERVICE INSTRUCTOR. ED IS NOT BACK IN GRAND JUNCTION STILL PLANNING THE WRITING OF A GREAT NOVEL.

IN 1974 AN ASSISTANT CHIEF POSITION WAS ESTABLISHED AT THE FLIGHT SERVICE. GLENN JOHNSON WAS SELECTED FROM DENVER FSS TO FILL THIS SLOT. HE STARTED OUT WITH THE U.S. ARMY SIGNAL CORP IN 1940 DURING W.W.II AS A RADIO OPERATOR, AND ENLISTED AS A CIVILIAN AFTER THE SERVICE TO SERVE ABOARD A SHIP. HE BEGAN HIS CAA/FAA CAREER AT SEATTLE FSS AND SERVED MANY OTHER STATIONS INCLUDING YAKIMA, WASHINGTON, BAKERSFIELD CALIFORNIA, LOS ANGELES, WICHITA, JOPLIN MISSOURI, TUCSON AND DENVER. GLENN RETIRED IN 1980 AND IS STILL A HAM RADIO OPERATOR.

MEL SOUTHAM WAS AWARDED THE AREA SUPERVISOR POSITION AT GJT FSS FROM THE OKC TRAINING ACADEMY. HE FIRST BEGAN AT THE SALT LAKE CITY ARTCC, TRANSFERRED TO THE MALAD CITY IDAHO FSS, THEN TO THE SALT LAKE CITY FSS. IN 1979 HE TRANSFERRED TO THE ACADEMY. MEL RETIRED IN APRIL 1987.

CHUCK TORRES CAME TO GJT FSS AS THE MANAGER IN 1988, AND RETURNED TO DENVER AFSS 1989. BECAUSE OF THE CLOSING DATE, A PERMANENT MANAGER POSITION WAS NOT FILLED. SPECIALIST ROTATED THROUGH THE POSITION ON 120-DAY DETAILS UNTIL CLOSING.

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NINE SECRETARIES WERE EMPLOYED BY THE GRAND JUNCTION FSS/TOWER SINCE THE EARLY 1960'S. THE SECRETARIES WORKED FOR BOTH THE TOWER AND THE FLIGHT SERVICE CHIEF'S, HALF A DAY EACH PLACE.

LISTED BELOW ARE THE NINE WITH THE DATES OF SERVICE WHEN KNOWN:

PAT KEPHART

WANDA HARDISON

KATHY EGAN - FALL OF 1980 -FALL 1981

BONNIE HOLLOWAY - SEP 1981-JULY 1983

JUDY OUSLEY - MAR 1987

ARLONE LARSEN - 1967-1975

GINI KINKEAD BRIGHT - JULY 1976-OCT 1979

MICHELE GUYTON 1981

NINA BRAKE - NOV 1983 - OCT 1985

Although the modern FSS's had their beginnings in August, 1920, they were not known as such at their conception. They were instead known as Airway Radio Stations and extended from New Jersey to California and were generally located at those locations where there were airports. The humble beginning of the FSS was brought about because of the U. S. Post Office and its initiation of coast-to-coast airmail service. Personnel manning these facilities were forerunners of the modern Flight Service Specialists; many of the duties performed by these people are still being done today in the modern Flight Service Stations including weather observations, air/ground radio communications, airport advisory service, control of airport runway lighting (in the "old" days this often consisted of building bonfires for arriving aircraft), and pilot weather briefing. Additional duties often included maintaining electronic equipment. These first communicators worked 7 days a week and were on call 24 hours every day. Many changes and improvements as well as a diversified job description has improved the FSS system today to a modern well-equipped Air Traffic entity. Navaid monitoring, provision of emergency services, teletype and computer operation are but a few of the operations performed today by the approximately 250 Flight Service Stations in the United States. With the new "Hub Station" program, that number has decreased from approximately 300 stations, with more and more being closed year-by-year as the "Hub" stations are modernized.

The Grand Junction Flight Service Station was opened in 1945 by a staff of 5 people. Jim Campbell was the Chief of the facility and was capably assisted by Specialists Merton Smith, Joe Bertrand, Al Weir, and Gerald Lisenberry. A coin was tossed to determine who would stand the first shift; the dubious honor fell to Merton Smith (it was a mid-watch). From that day forward a large number of dedicated Specialists have provided many outstanding services to thousands of pilots.

The first Flight Service Station at Grand Junction was located in an old wood and metal hangar located just west of the present Tower building. According to an early Daily Sentinel story, the building was called a barn-like structure, with facilities being rather crude. Bathroom facilities often froze up in the winter; the tin-roofed building was heated by a small inadequate oil stove, which often became overheated. The U.S. Weather Bureau, now known as the National Weather Service, Monarch Airlines, (Forerunner of Frontier Airlines), Eddie Drapela's Flying Service, Western Airlines and United Airliens also shared these not-too-comfortable quarters.

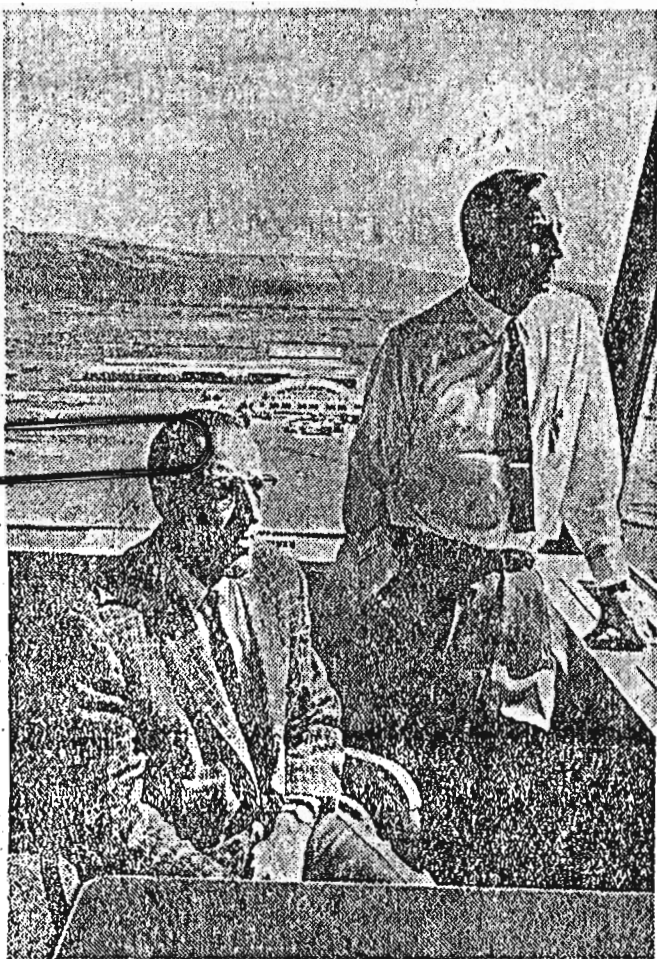
THE CHAPTERS

The Facility's first Chief was Jim Campbell, a veteran of Flight Service. In addition to the duties of his position, he was a part-time building contractor. Jim retired in 1965 or 1966 and moved to Redstone, Colorado where he died in about 1969.



Jim Campbell was replaced by Bob Burnett, who at that time was the Grand Junction Tower Chief. It was decided by the Regional Office that this might be a way to cut down administrative costs and combined the two positions. Bob came to Grand Junction from the Billings, Montana Tower. In 1967, Bob moved to the Denver area office where he became an Operations Specialist and/or Evaluations Specialist. He retired about 1977 and now lives in Aurora, Colorado.

MAR 67



Ralph Calkins followed Bob as the Chief of both Tower and Flight Service. He came to Grand Junction from Pocatello, Idaho Center Station/Tower in June of 1967. Prior to his service at PIH, Ralph worked at several Flight Service Stations, Station/Tower's and Towers. He began his career at the Omaha, Nebraska FSS in March of 1949. In between these assignments, he worked at DGW, PUB, CPR, LAS, and TUS. Among Ralph's many hobbies and interests was traveling.

In 1972 the Facility was decombined and Ralph became the Chief of the Tower only. Ralph retired in September, 1975 after 26 years of CAA and FAA career service.

Ralph's replacement was Wayne Brimmer who came to Grand Junction in 1972 from Bryce Canyon FSS. Wayne's career began at Thermal California in May 1962. Sandwiched between Thermal and Grand Junction, Wayne also worked at Lovelock, Nevada, Northway, Alaska, Rawlins, Wyoming, and Imperial California where he became Supervisor then landed the Chief's position at Bryce. Wayne is considered a very dedicated FAA employee and a very good and impartial manager who gets things done. Wayne was presented with a Special Act Award in November 1982 for his performance associated with the project to relocate the Denver FSS to Arapahoe.

among his many hobbies, Wayne counts woodworking, photography, camping, bicycling, fishing and is an avid basketball fan. (His son won a basketball scholarship to Eastern Montana College).



With Wayne moving up to the FSS Chief position at the Denver FSS, an opening was again created at Grand Junction. It has never been determined whether there was a lack of really good bidders on this vacancy or whether the selection panel felt sympathetic. Perhaps it's time I introduced this gentleman---Mr. Ed. Marvin.

Ed started his career at the Seattle FSS in 1956 and saw duty with facilities at Whitehall and Bozeman Montana, and Akron Colorado. He was Chief of the Dickinson, North Dakota FSS before being promoted to the Chief at Grand Junction FSS in January, 1975. Ed also worked at the Cheyenne Wyoming Tower. Ed's hobbies include tennis, fishing, trap shooting, camping and being an avid fan of those perennial losers--the Chicago Cubs, and the Purple People Eaters, the Minnesota Vikings. Ed and wife Isabel live on the Redlands in Grand Junction and have three sons and one daughter, who are grown and have families of their own. They also have three grandchildren (to date).

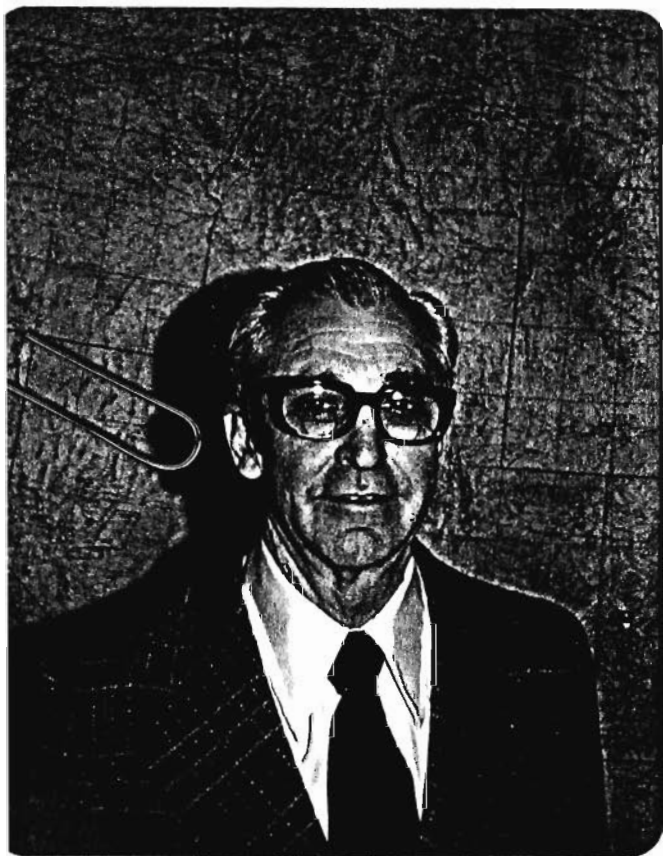


During Ed's tenure, many new innovations and changes have taken place at this facility. Several major and minor facelifts have also occurred. The major project was the removal of the Uranium Mill Tailings in 1978. This project sorely tried the mettle of all those working in the facility at that time. New consoles, briefing

counters, carpeting and remodeling of the Chief's and Secretary's offices were among the other changes and additions. Operational-wise, the advent of the SAS is probably considered the most significant. The demise of "SVC A" was not a tearful one by any of those who were forced to work with it.

Ed has always been very community-oriented and as a result, has belonged and participated in many community and fraternal organizations and projects. He has been FAA Local Coordinator for most of his tenure at Grand Junction. He also is past Chairman of the Mesa County Federal Executive Association. Among his many accomplishments, Ed also holds a private pilots license (although nobody in this facility allows him to fly while they are on duty).

In 1974 an Assistant Chief position was established at Grand Junction. Many outstanding people applied for this position, among them was Glenn Johnson from the Denver FSS. Glenn was selected to fill this much coveted slot. Glenn reported on duty in March of 1974 and was a very welcome addition to the "family".



Glenn's first couple of weeks were very hectic as he had the dubious experience of handling ten different aircraft accident reports!!! He must have thought that Grand Junction was the aircraft accident capitol of the world!

Glenn recounts some of the highlights and rewarding experiences of his time spent at Grand Junction. Among them is the writing of the justification for the FSS of the Year Award. Another was coordinating and assisting with the many activities and problems associated with the visits of Air Force One and President Gerald Ford. Glenn still likes to recall and brag a little about personally shaking hands with President Ford. Secretary of State, Henry Kissinger was also a guest of this facility during Glenn's stay at Grand Junction. When asked his feelings about his career at the FSS, Glenn replied, "I loved every minute of it."

Glenn's communication experience began with the U.S. Army Signal Corps in 1940 during WWII as a radio operator. Pearl Harbor Day found him aboard a ship plying between Seattle and Alaska. From there he was transferred to a new base in Honolulu from which he participated in many South Pacific Campaigns. After the war, he continued to be associated with radio work. The Korean War again alerted his patriotism and he enlisted as a civilian, to serve aboard a ship.

He began his CAA/FAA Career at Seattle and served at many stations including Yakima, Washington; Bakersfield, California; Los Angeles, California; Wichita, Kansas; Joplin, Missouri; Tucson, Arizona; and Denver, Colorado. Glenn's Christian attitude was an inspiration to us all and contributed greatly to his success as a supervisor. A dedicated family man, Glenn and wife Cleda adopted twins, John and Jane, prior to moving to Grand Junction. Glenn enjoys fishing, camping, hiking, and is also a HAM Radio operator.

In April, 1981 Mel Southam, from the Oklahoma City Training Academy was awarded the Area Supervisor position. Mel and his wife Margaret are the proud parents of five children, 4 daughters and one son. Mel, being a good dedicated family man naturally lists high on his hobby list that of gardening, landscaping and the upkeep of his home and auto mechanics. To get away from it all occasionally, he enjoys the great outdoors by camping, snow and water skiing, and has also been known to chase the little white ball around the golf course.

Mel entered in the FAA at the Salt Lake City ARTCC. Four years later, he transferred to the Malad City, Idaho FSS where he remained for about 15 months. From there he returned to Salt Lake City to work in the FSS. It appeared he had found a home there as he remained for eleven years. However, in January, 1979, he again was taken by the wanderlust and transferred to the Oklahoma City Academy. After "doing his time" there, he was awarded the Supervisor position at Grand Junction

where he said he was most happy to be. Mel retired in April, 1987 and last we heard he was "leisurely" managing an apartment complex in town to supplement his income and keep busy. Mel and his wife still live in Grand Junction and have two children remaining at home.



**THE
SECRETARIES**

Nine secretaries have been employed by the Grand Junction FSS and Tower since the early 1960's. The names of all are available but history or other data on some are not.

The first secretary was a lady who is now Pat Kephart. Mrs. Kephart is married to the owner of Jac's Flower Shop on North Avenue in Grand Junction.

Mrs. Arlone Larsen took over the secretarial reins in October, 1967. Arlone reported that she has only the most pleasant memories of her stay at the FAA. She worked for three Flight Service Chiefs and two Tower Chiefs as well as for many different Specialists and Controllers. (The FSS and Tower share the secretary's time). Arlone's husband Norval was also an FAA employee serving as an Electronics Technician and Supervisory Electronics Technician.

Arlone retired in August of 1975 and is now enjoying life in Grand Junction with her husband who is also retired.



Wanda Hardison followed in the footsteps of Arlone and here again very little personal information is available. She came to Grand Junction from Denver and worked only a few months with the FAA in Grand Junction before returning to Denver.

The next in line was Gini Kinkead, now Mrs. Gini Bright. She came to us from a local farm equipment company here in Grand Junction (what could be more appropriate for a girl from Iowa?) Gini was in the secretarial field most of her life since high school, but has also held jobs with Collins Radio Company, Square D Company (making circuit breakers on an assembly line), was a parts runner for a motor supply company and Secretary/Receptionist for a Community College all in Cedar Rapids, Iowa and was a Secretary/Receptionist at Missouri State University in Kirksville, Missouri.

Gini and husband Dick were married October 1983 and enjoy Country Music and dancing (which she taught for awhile), water sports, trap shooting and camping. She also purchased a four-wheel drive pickup truck but says she seldom takes it off the road--on purpose anyway.

Gini was the secretary for the Tower and Flight Service from July 1976 through October 1979 when she opted to become an Air Traffic Control Specialist, and was fortunate to be selected as a Specialist at the FSS at Grand Junction where she is doing an excellent job. Very little adjustment had to be made from the Secretary's office to the Operations room!



Kathy Egan was born in Heidelberg, Germany and grew up in New Jersey, moved to Denver in 1975 and worked for two government agencies (HUD and IRS) before coming to the FAA in Grand Junction. Kathy was the fifth secretary for the Grand Junction FSS and Tower when she came on

board in the Fall of 1980. Kathy worked with us for approximately one year before moving back to Denver and obtaining employment with Husky Oil Company as a Lease Analyst. Kathy also attended college in Denver studying toward a degree in Accounting. Kathy enjoys most outdoor sports including tennis, softball, biking, camping, swimming and skiing. Kathy was married July, 1983 and is now Mrs. Kathy Sims and at last report, living in Casper, Wyoming.



Although Michele Guyton was secretary for only a few months, she left behind many pleasant memories. Michele came to Grand Junction from deep in the heart of Texas; however, she is a native of Grand Junction. She attended Mesa College here and Fashion School in Florida and Texas and worked in that field prior to secretarial jobs. Michele transferred to the BLM in June of 1981, subsequently resigning to become manager of a local fashion shop. Michele's hobbies include snow skiing, swimming and tennis. She also spends much of her spare time in the summer working at her family's business at Fun Junction Amusement Park.





Bonnie Holloway came to the FAA in September of 1981. Bonnie began her Federal career with the Soil Conservation Service in December of 1973. She moved to the Department of Energy in September of 1981, but due to a reduction-in-force there, she transferred to the FAA that same month.

Bonnie is a native of Grand Junction, graduating from Grand Junction High and from Mesa College. She worked in the private sector in the local area including Montgomery Wards before her start in the Federal Service.

Bonnie and husband Don have two children and are all avid sports fans. Son Brian graduated from Grand Junction High where he was an outstanding pitcher. Besides watching Brian pitch, Bonnie and Don also enjoy racquetball, swimming, golf, fishing and crafts.

Bonnie left behind many friends when she decided to move to the Veterans Administration in July, 1983. Better opportunity for advancement was there. Her aspirations include a position as a Personnel Specialist or an Office Manager.

Nina Brake who served as Secretary for the Tower and FSS from November, 1983 to October, 1985, is a native of Oakland, California area and lived in Grand Junction from 1976 to 1983. Prior to the FAA Nina was self-employed at a furniture rental company and managed an apartment house complex. Nina also worked for the BLM and Department of Interior in Washington, D.C. and the Department of Interior in Phoenix, Arizona, the Department of Health, Education and Welfare in Phoenix, the Interior Department in Alameda, California, bank and casino work in Las Vegas, Nevada, at a finance company in Fayetteville, North Carolina, at the University of Virginia, and with a college at San Mateo, California.

Nina and her husband Levi moved to the Republic of China with Occidental Petroleum to teach the Chinese mining safety.

Judy Ousley is the ninth secretary to work for the Grand Junction Tower and FSS. Judy started her Federal career in 1967 as a clerk-typist and then a classified clerk until 1972 when she transferred to the Grand Teton National Park as a personnel clerk. She worked there for only a few months when she quit working to begin raising her two sons, Brandon (now 14) and Todd (now 10). Her Federal career was on "hold" until 1984 when she resumed Federal employment as a secretary for the White River National Forest in Glenwood Springs, Colorado. Judy transferred from there to the Grand Junction Tower and FSS on March 30, 1987. Judy and husband Dave have lived in Colorado since 1973. Dave is employed with the C.D. Smith Company.

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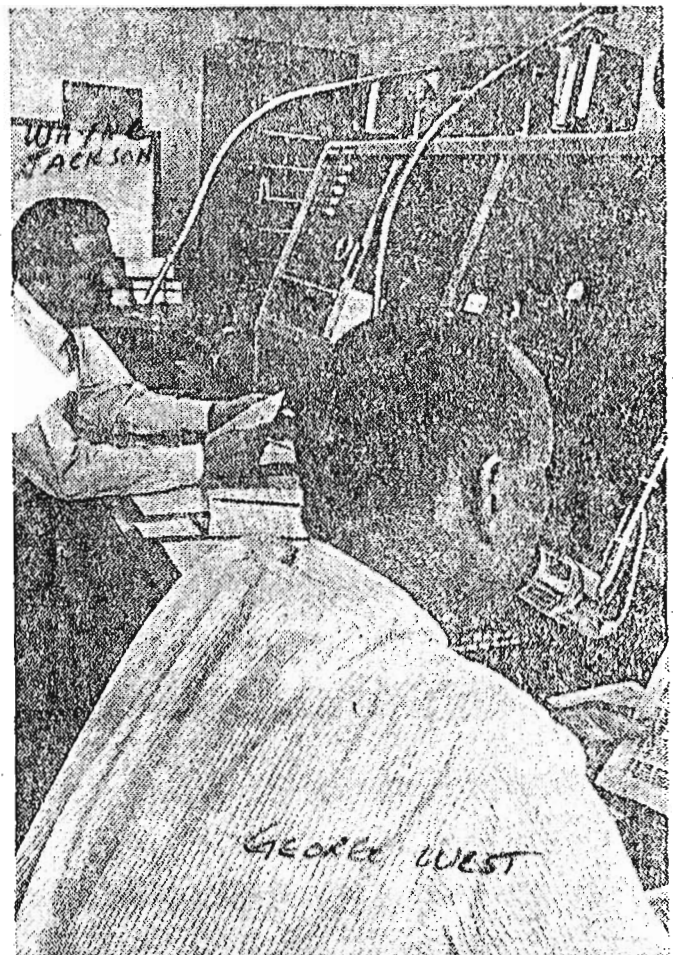
**THE
SPECIALISTS**

Due to the large number of Specialists that have worked at this station, I will be able to touch only briefly on many of them. It is not my intention to slight anyone or to "over do" anyone.

The original crew when the facility opened it's doors were Jim Campbell (Chief), Merton Smith, Gerald Lisenberry, Joe Bertrand and Sam Jones. Of these five men, Joe bertrand is the only one retired and living in Grand Junction. Campbell and Smith have expired and the whereabouts of Lisenberry and Jones are unknown. As mentioned previously, Smith worked the first shift at this facility. He was awarded Federal Employee of the Year for the Grand Junction area in 1970.

Al Weir joined the staff in 1955 after he retired from the U.S. Coast Guard where he spent 23 years. Al spent his entire CAA-FAA career at the Grand Junction FSS and received his 40-Year Federal Service pin in 1972. He retired in 1974 with 42 years of Federal Service and has mde his home in Grand Junction since his retirement.

Wayne Jackson began working at the Flight Service Station in the late 1940's and became the 5th Specialist. Wayne worked at Grand Junction for many years before moving on as Chief of the Eagle FSS in the late 1960's. From Eagle, Mr. Jackson moved on to Denver where he was a Duty Officer at the Regional Office.



George Wong is a native of Western Colorado having lived in Telluride, Durango and Grand Junction most of his life. George went to school in Durango and Telluride and attended Mesa College in Grand Junction. He and his wife Pat have four children, Two boys and two girls. George began his Federal career with the USAF and served from 1953-1957 as an Early Warning Radar Operator. He then began his FAA career at Elko, Nevada in December of 1961.

In 1964 George moved his family back to Grand Junction and except for a 2-year "hitch" in Honolulu IFSS, 1976-1978, George remained here at the Grand Junction FSS. He retired in August, 1986 but still manages the local Rocky Mountain Fellowship Association funds, so visits with us quite regularly. George was an active member of NAATS and enjoys traveling, gardening, and spending time with his family.



Sam Scharf is also a Grand Junction native but spent most of his early years in Oregon. He entered the Navy during WWII where he was an Airborne Radio Operator serving overseas in the North African Theater. Sam began his FAA career at the Denver FSS in October of 1963 and transferred to Grand Junction FSS in February of 1967. Sam was a large part of the backbone of this facility helping to train many new recruits and helping to "Area Rate" many transferees from other facilities. He is an accomplished stone mason and still does an occasional fireplace, etc. Sam and his wife Shirley retired in 1986 and live in the home he built on "SAM HILL" above Palisade, Colorado on East Orchard Mesa and enjoys his tractor, gardening, and his orchard and vineyard. (He has been known to brew a few of the grapes.) Sam also makes an annual trek to Oregon for Salmon fishing.



The first female Specialist to grace the Grand Junction FSS was Stella Meyers who worked a few years in the 1960's before moving to the Eagle FSS. The whereabouts of Stella at this time are unknown. Three men who trained at this facility during the 1960's were George West, who moved on to Oakland, and a Mr. Kelly and a Mr. Cutter. No information is available on these two men.

Other Specialists who checked in during the 1960's include Harry Peck, George Wong, Lannie Matthews, Sam Scharf and George Molitoris. Harry Peck came to the Grand Junction FSS in April of 1957 and retired in August of 1979 and still lives here in Grand Junction. George Molitoris entered on duty in October of 1951 and retired in May of 1979. George and his wife Betty stayed a few years in Grand Junction before moving to Sun City, Arizona. Lannie Matthews is an Air Traffic Controller in the Grand Junction Tower. Lannie transferred to the Pueblo Station/Tower in February of 1967 and returned to Grand Junction in September of 1972.

Air traffic controller retires at GJ airport

George Molitoris, an air traffic control specialist assigned to the Federal Aviation Administration's Walker Field Flight Service Station, has retired from federal service after 31 years.

Molitoris recently was feted at a retirement party attended by his friends and colleagues.

Following 3½ years in the U.S. Marine Corps., Molitoris started his FAA career at Fairbanks, Alaska in 1951. Molitoris also was stationed in two other Alaskan communities, Minchumina and Homer.

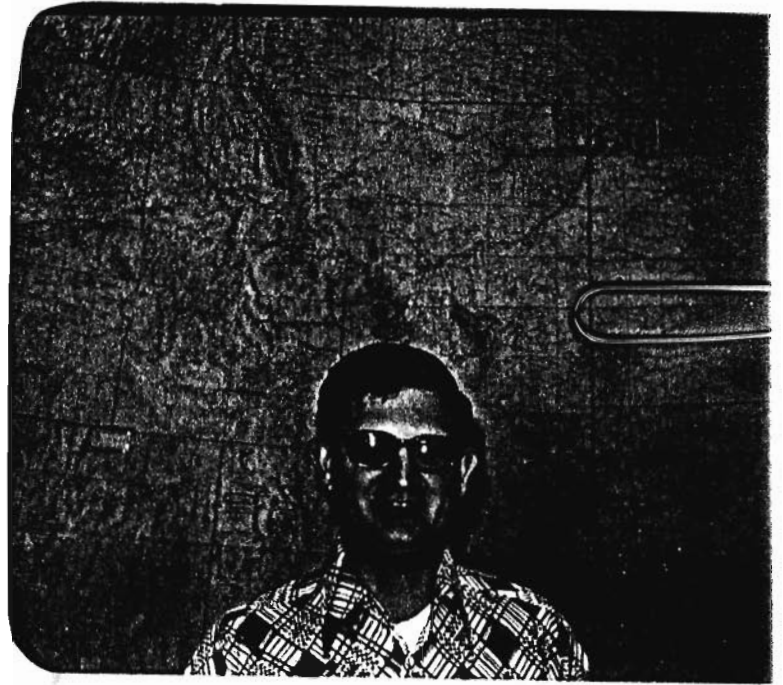
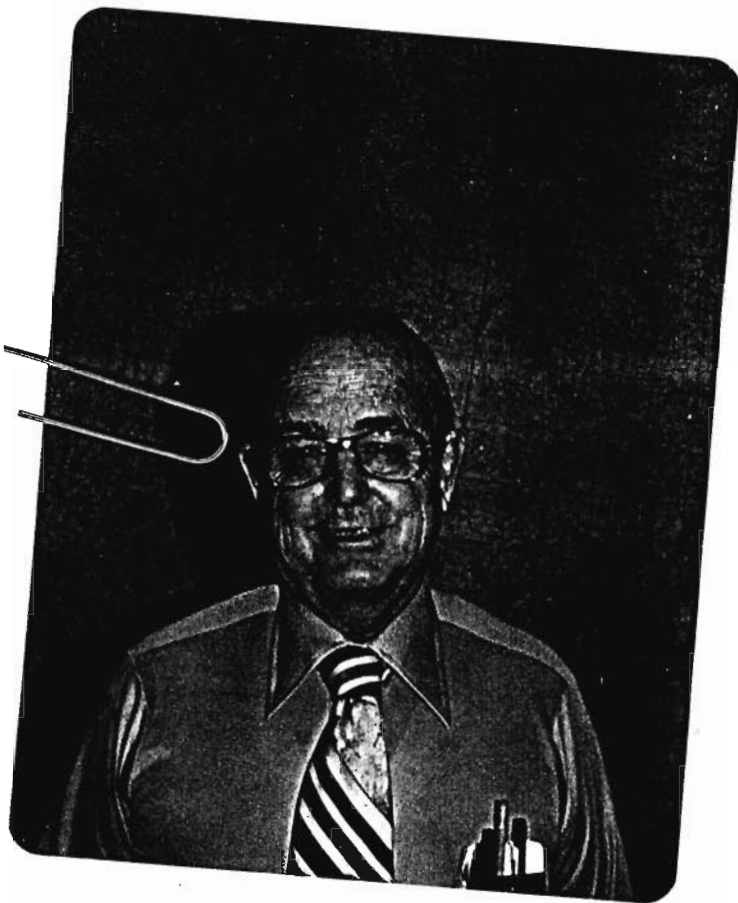
Prior to moving to Grand Junction in 1968, Molitoris served in San Juan, Oklahoma City, Rock Springs and Denver.

Molitoris and his wife Betty plan to remain in Grand Junction.

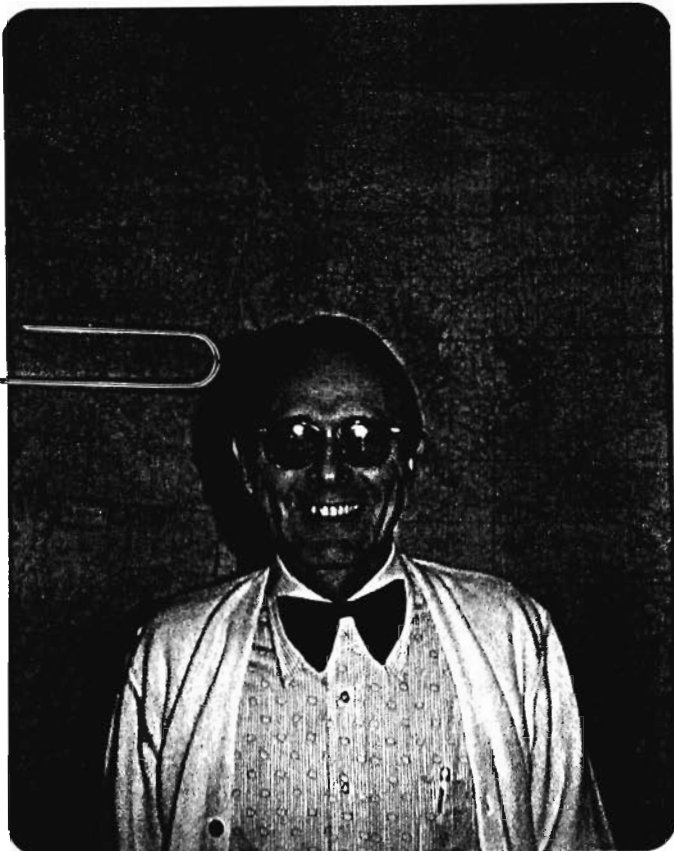


George Molitoris
...retires

Grand Junction Flight Service's complement was expanded in the 1970's due to a rather large increase in activity. As a result, many new people passed through (or remained) this facility. Among these were John Coffey, who is now the Area Manager of the Eagle FSS. John enjoys Eagle because it is a small town and because of its outdoor recreational areas. John came to the Grand Junction FSS from Montana where he also had worked for the U.S. Forest Service.



Harold Beddor also came from Montana (Dillon) and after spending five years at Grand Junction successfully bid the Chief's position at Butte, Montana from which he is now retired.



Bruce Daniels began his career in Texas and Oklahoma but was working at the Cedar City FSS before coming to Grand Junction. Bruce took retirement in the early 1980's and is now residing in Utah.



George Cantrell transferred from Worland, Wyoming to the Grand Junction FSS in 1975. After spending a few years, he resigned from the FAA in May of 1980 to try other fields of endeavors, primarily welding for which he attended classes at Mesa College. He is still living in Grand Junction.



Ken Borrego began his career at Grand Junction but after completing his training, moved on to the Denver FSS. He moved from there to supervisory positions at Pierre South Dakota, Phoenix Arizona and Reno Nevada.



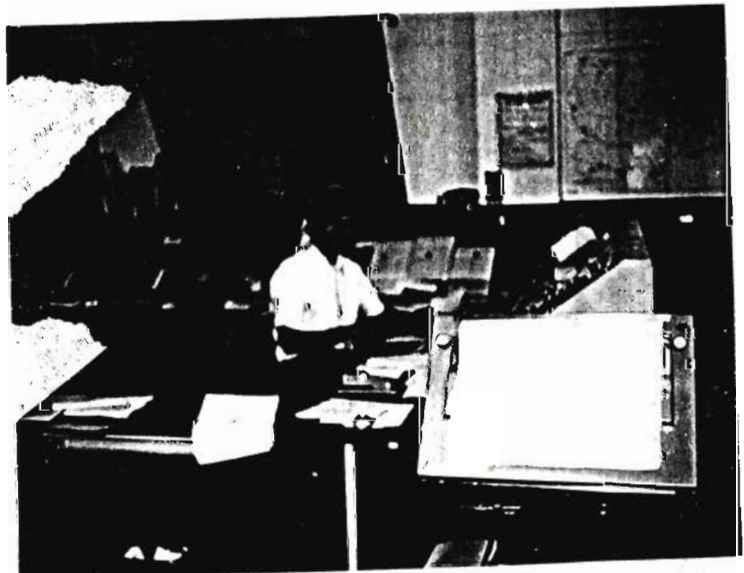
Sharon Buhl was another transferee from Montana. Sharon started in Cut Bank and came to Grand Junction about 1977. She remained only a few short years before resigning to work at a ski resort so that she would be closer to the sport she loved. She reapplied for employment and at last report, was in the Great Falls, Montana FSS (1987).



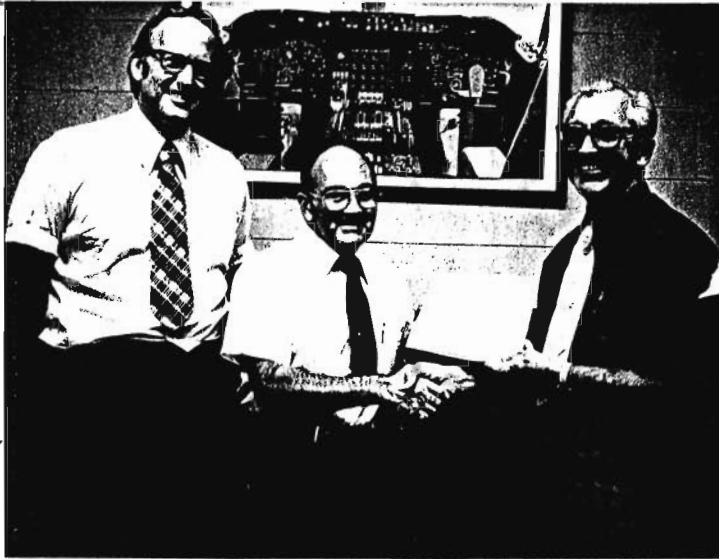
Walter Kaminski entered on duty in the FAA at Denver in June of 1971; transferred to Cut Bank Montana in March of 1976 and to Grand Junction in December of 1977. December of 1981 he transferred to the Rapid City, SD Tower.



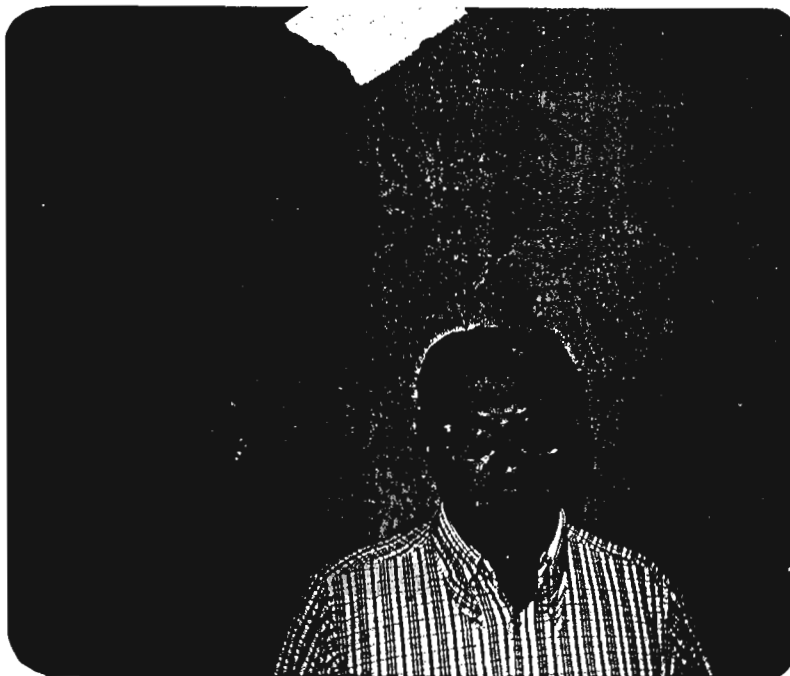
Carl Becker arrived in Grand Junction in the summer of 1977 from Rawlins FSS. After a few years, he left the Grand Junction FSS to try his hand in the Grand Junction Tower. He transferred to the Colorado Springs Tower, back to Grand Junction Tower, then back to the Grand Junction FSS. In 1986 Carl moved on again, this time to Salt Lake City where he is working with a new program with computers at the Flight Service Data Processing Station. Carl enjoys Country Music, dancing and spending time with his wife Sue and their two children.



Orvis Clark, who spent most of his career in Alaska, came to this facility by way of Wyoming. In 1976 he completed a mutual swap with Marvin Sutton from the Ukiah, California FSS. Orvis is now retired and living on Whidbey Island, Washington.



Marvin Sutton came to Grand Junction in 1976. His career began in Blythe, California in 1961. He enjoys fishing, reading, woodworking and is an avid sports fan. He is married and has two sons and a daughter. Marvin retired in 1984 and moved with his lovely wife to Eckert, Colorado where they bought a home.



Ted Thompson and Eric Lillvis came from the Oklahoma City Academy approximately the same time, May of 1979. After a fling at Tower school, Ted is now an Area Supervisor and BDL AFSS. Ted has received several Outstanding Awards for his performance and sustained performance since his promotion to Supervisor. Ted has also married since he started making the "Big Bucks" at BDL and has built a new home in Connecticut.

Eric left Grand Junction June of 1982 choosing the Center option in Minneapolis. That training did not pan out and last we heard he is headed for the Hub station in Princeton, Minneapolis AFSS. Eric married while here at Grand Junction.



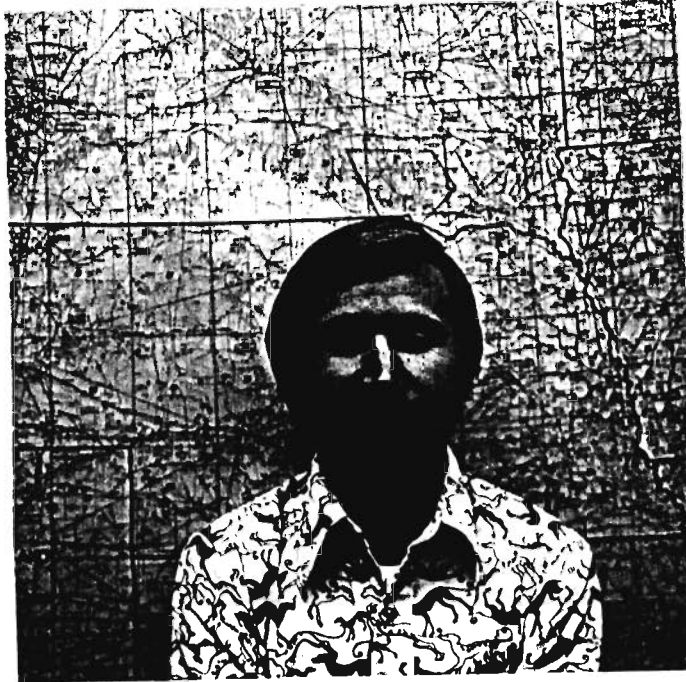
Ray Drake is a Grand Junction native and came to the FSS from the U.S. Postal Service here in Grand Junction where he worked for one year. Ray had a career as a military controller from 1967-1971 with the U.S. Air Force and with the U.S. Marine Corp from 1972-1978, spending most of his career in Arizona, California and Hawaii. Ray has two children and has a side business of auto body work and painting. Ray married July 1987 and kept it a secret from co-workers for a couple of weeks before releasing the information; the teasing he got was unmerciful. Ray has no plans to leave the Grand Junction area.



Jake Williams was retired from the U.S. Air Force before signing on with the FAA. He spent 26 years with the Air Force. He began with FAA Security in Denver transferring to the Grand Junction FSS in 1980 and to the Denver AFSS in March of 1984. In June, 1987 Jake was promoted to a permanent position of Training Officer at the Denver AFSS and couldn't be happier about it. Jake is married with two grown daughters and really loves golf and enjoys traveling.



Howard Clodfelter entered on duty at the Grand Junction FSS in August of 1980 from LaJunta, Colorado FSS. He transferred to the Great Falls Tower in July of 1981.



Janet Cook started in the FAA at NAFEC in Atlantic City, New Jersey, transferred to Millville FSS and after a stint as a craps dealer in one of the large casino's in Atlantic City came to our facility in the Spring of 1982. She transferred to the St. Petersburg Florida AFSS September 9th, 1987. Janet is married and has two sons; she and husband Dan love water sports and what better place to play than Florida? They also enjoy snow skiing, water skiing, gardening and raising horses.



Tom Campos began his Government career with two years in the U.S. Marine Corp in November of 1970. He then worked at Lowry AFB for a few months before starting to work at the U.S. Mint in Denver. Tom worked at the Mint for about five years (and never got caught taking samples home!) and then went to Oklahoma City to the Academy to train for an FAA career. He began at Lewistown, Montana FSS in 1978. After a brief stint at Oklahoma City and at the Cheyenne Tower, Tom came to the Grand Junction FSS in 1982. Tom is married with three children and during the Summer of 1987 adopted a fourth child. Tom says he just got the other three children old enough to be left alone so that he and wife Lupe could take off "alone" and now the new little boy has him settled down again. He loves it though, (the ole softee) and already has three live-in baby-sitters which saves more money for the activities they enjoy. Those include bowling, fishing (Tom's favorite), hunting, hiking, skiing and swimming.

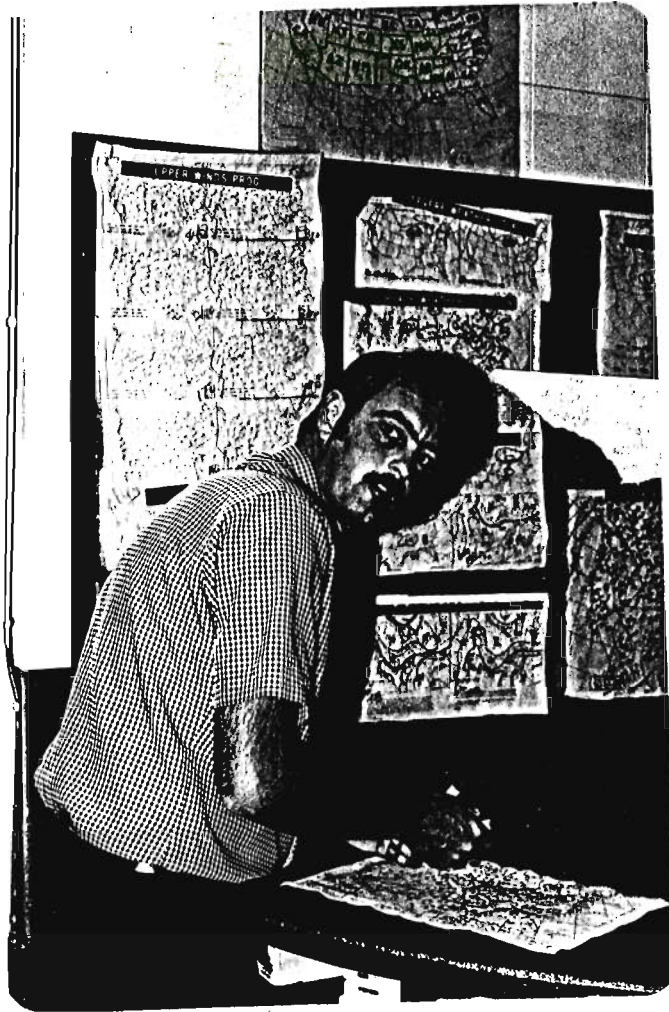


Ron Broadbent was born and raised in the Salt Lake City area where he attended school. Ron joined the U.S. Air Force in 1976 for four years. He went to work at the Salt Lake City Center in the Spring of 1981. Ron decided this was not for him and transferred to the FSS option early in 1981. After completing training in Oklahoma City, he reported to the Grand Junction FSS in March of 1982. Ron could still see bigger and better things in the Tower option and left GJT at the end of August 1983. Ron's hobbies include skiing, boating, biking and photography. Last we heard, Ron is working at the Cheyenne Wyoming Tower.



Steve Proesch was born and raised in Iowa and now prefers the Mountains of Colorado. Steve spent his younger years in Northeast Iowa, enlisted in the U.S. Air Force in 1966 and spent five years (some of that time in the tropical paradise of Vietnam) with them. After his service stint, he moved to Denver where he began working for the Justice Department as a Federal Marshall.

After 11 years of this, his sense of self-preservation dictated he depart this lifestyle and begin a career in the FAA. He arrived in our midst in July, 1982 and is a welcome addition to the staff. Steve's greatest enjoyment is relaxing--most of which is done on his boat in the summer or by flying which he does as often as his finances will allow after receiving his license in 1986. Steve also enjoys snow skiing and motorcycles. His aspirations are to become rich and to retire at an early age.



Rodney Shaffer transferred to the Grand Junction FSS from Trinidad FSS in January 1985. Rodney and his wife Barbara and three children live in Loma, Colorado.

Beth Scherer was born and raised in Nebraska where most of her family still lives. She moved to Denver in 1980 and went to work for the State Department of Labor. After working for the Coor Beer Company for awhile she was hired on by the Railroad. Due to cutbacks, she was laid off at the Railroad in 1983 and went to school in Oklahoma City to begin her FAA career. She started in Cedar City FSS staying there for two years, transferring to the Grand Junction FSS in 1985. Beth transferred to the Denver AFSS in May of 1987.

Dave Janz was born and raised in the Wisconsin area. He joined the U.S. Air Force as an Air Traffic Control Tower Specialist and remained there for 20 years, from 1963-1983. He began with the FAA at Longmont and Colorado Springs as an Air Traffic Assistant before attending the Oklahoma City Academy FSS training. He began his FSS career at Akron FSS and transferred to the Grand Junction FSS in February of 1986. Dave is married and has two grown children and enjoys fishing, bowling, golfing and watching football.

Jim Wilds started with the FAA in March of 1987 at the Grand Junction FSS. Jim worked for Frontier Airlines for 26 years, the last 20 in Grand Junction. He served in the U.S. Navy from 1956-1958. Jim and wife Barbara have been married 29 years and have four children, one son Keith who lives in Grand Junction, daughters Becky and Kathy who live in Grand Junction and daughter Vicki who lives in Seattle. Jim enjoys painting, cartooning, fishing and golfing, equally inept at all so he says.



**TRAFFIC
AND
TRIVIA**

TRAFFIC AND TRIVIA

The earliest annual traffic count available for this facility was in 1967 at which time 56, 338 annual operations were performed. This count steadily rose and reached it's peak in 1981 with a count of 189,896. Personnel increased during this time from 6 Specialists to 10. Needless to say, during the peak periods of activity, these people were forced to hustle! Teamwork was the key to the success of the operation. With management doing their share, it was a "fun" and rewarding era. In 1972 the coveted 100,000 plus operations was achieved and a Level II plateau was reached and an upgrade to GS-10 was accomplished. The busiest day of all time was recorded on 8/15/79 when 1,110 operations were documented. Five Specialists, the Team Supervisor, the Chief and the Secretary (working the Teletype position) were working that day without breaks or breathers!! Total IFR Flight Plans count was 97 on 10/29/81. 97 VFR Flight Plans were copied on 7/25/80. Total Flight Plans of 125 was recorded on 7/2/81. Total radio contacts of 262 were also recorded on 7/25/80, and total pilot briefs of 328 occurred on 8/15/79.

The Grand Junction and Hanksville Direction Finding equipment remoted at the Flight Service was commissioned in 1972.

The Grand Junction ILS was commissioned in 1846.

Service "A" was decommissioned in the late 1970's.

The Mill Tailings removal project (excavation of the Tower Building) was accomplished from May 1978 through January 1979.

The new Terminal building was opened in the Fall of 1982. Shortly after this time, the Airport Manager's Office was moved from the Tower building and the FAA took over the third floor of the building. In June, 1983 the NWS Electronics quarters were moved to the old Terminal building and the FAA had total occupation of the Tower building.

Old reliable Service A was bid a sad goodbye on 12/15/80 with the advent of the new SAS equipment--a much needed improvement.

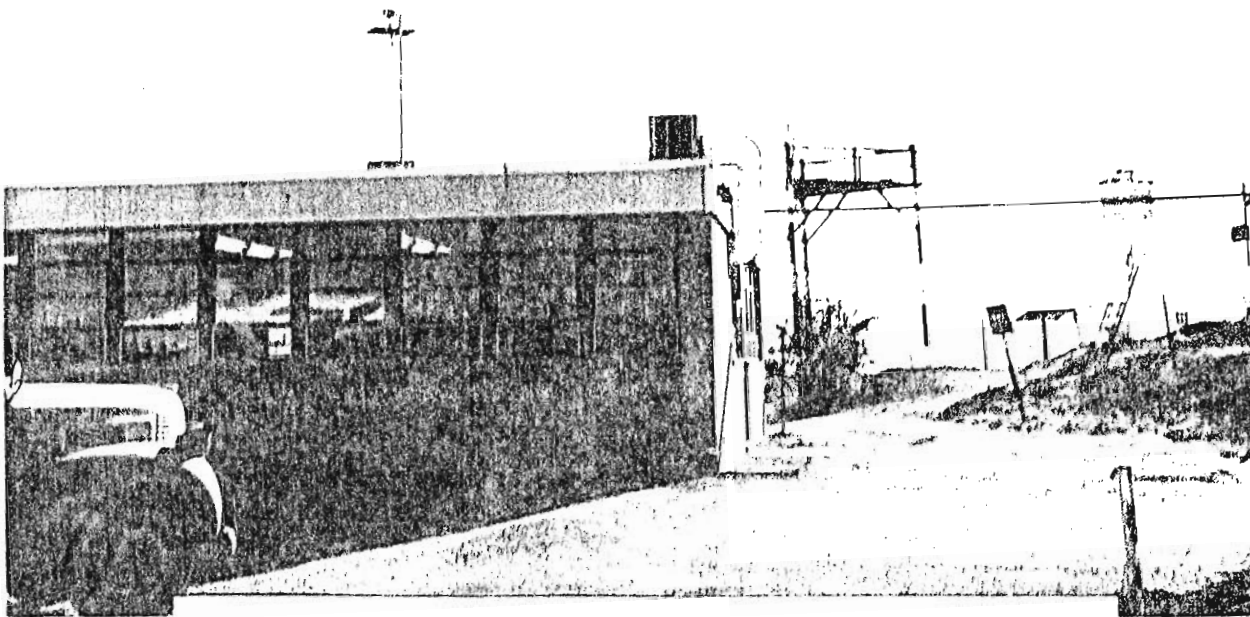
In 1983 the AFS Branch began modernizing the VOR and VORTAC systems. Solid State equipment was being installed; CRT monitoring was also installed in the FSS Operating quarters at this time.

The control of the Meeker VORTAC was transferred to the GJT FSS making a total of eleven VOR/VORTAC's being monitored by this FSS.

In April of 1986 the old WWII Teletype equipment was physically removed from the facility with cheers of joy from all of us.

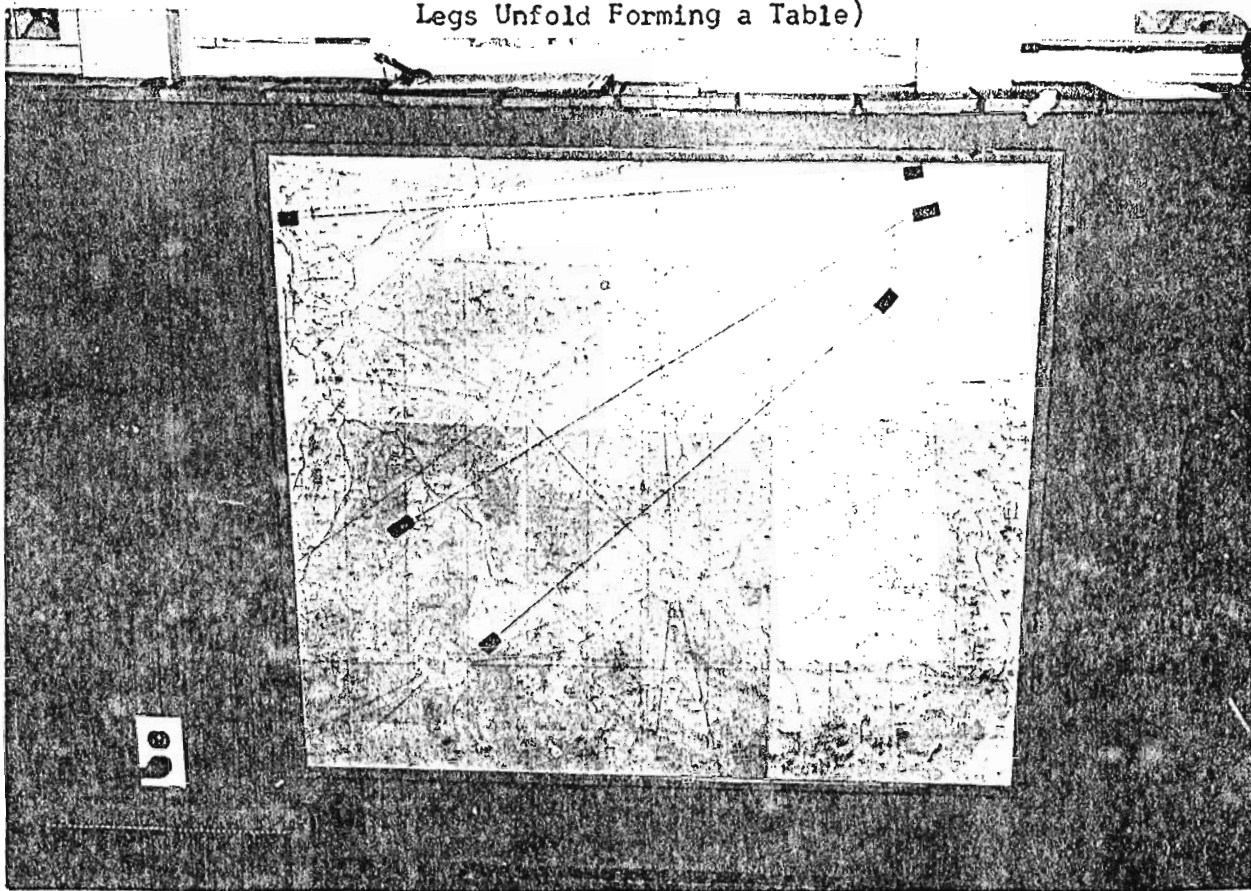
In June of 1986 all of the Utah VOR/VORTAC Navigational Aids were transferred to the Cedar City AFSS. Cedar City also became the tie-in facility for all of the Utah airports that were once the responsibility of Grand Junction FSS.

An extremely wide coverage of telephone service is provided by the Grand Junction FSS for the flying public. Montrose, Durango, Cortez and Gunnison in Colorado and Vernal in Utah had their own direct dial toll-free lines to the Grand Junction FSS. The Colorado locations were removed and replaced with a 1-800 toll-free number for calls within the State. We also have two local Grand Junction numbers available, an FTS line, two direct lines to the Denver Center areas, and an interphone line for our local FAA offices.



Top: West End of Terminal Building, Showing Location of
Antennas and Proposed Control Tower Building

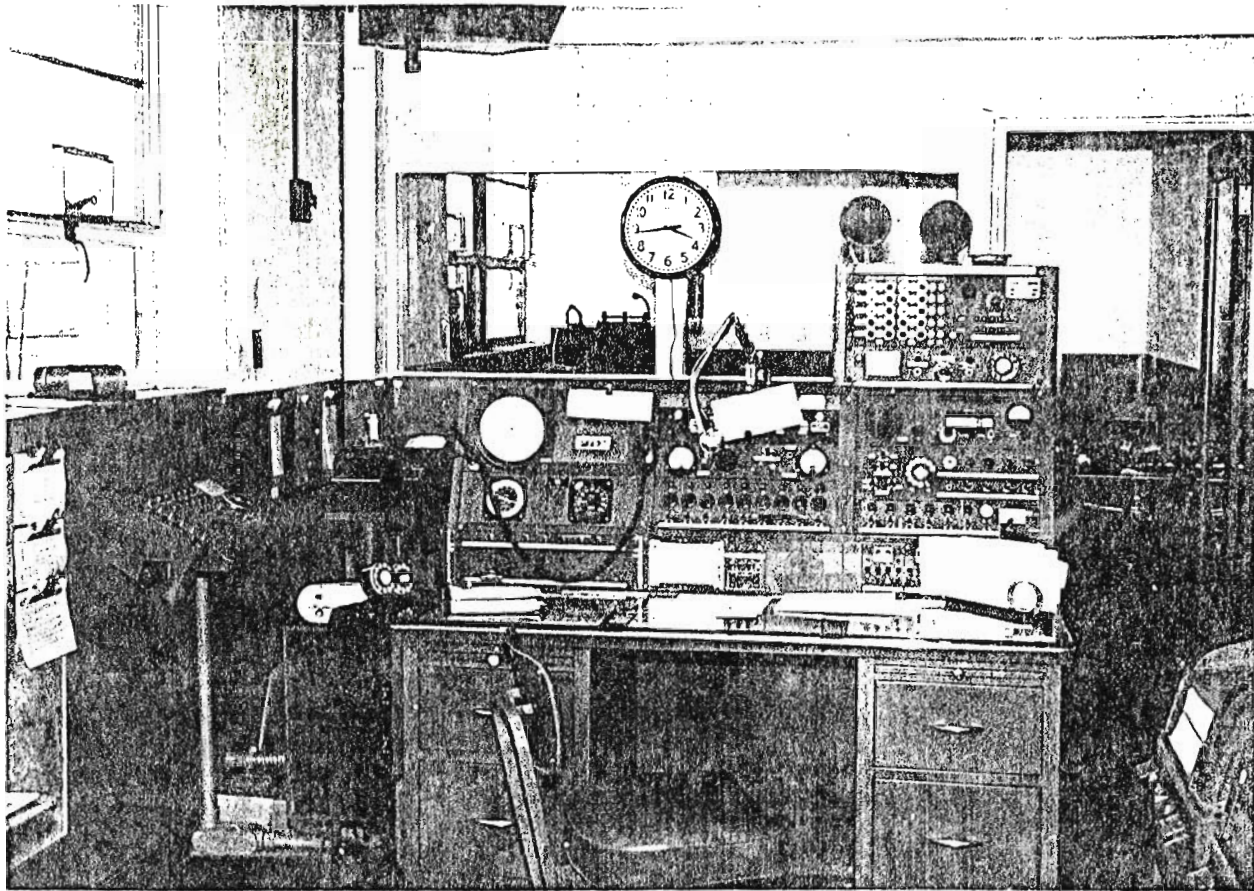
Bottom: Lost Aircraft Plotting Board (Concealed 1960
Legs Unfold Forming a Table)



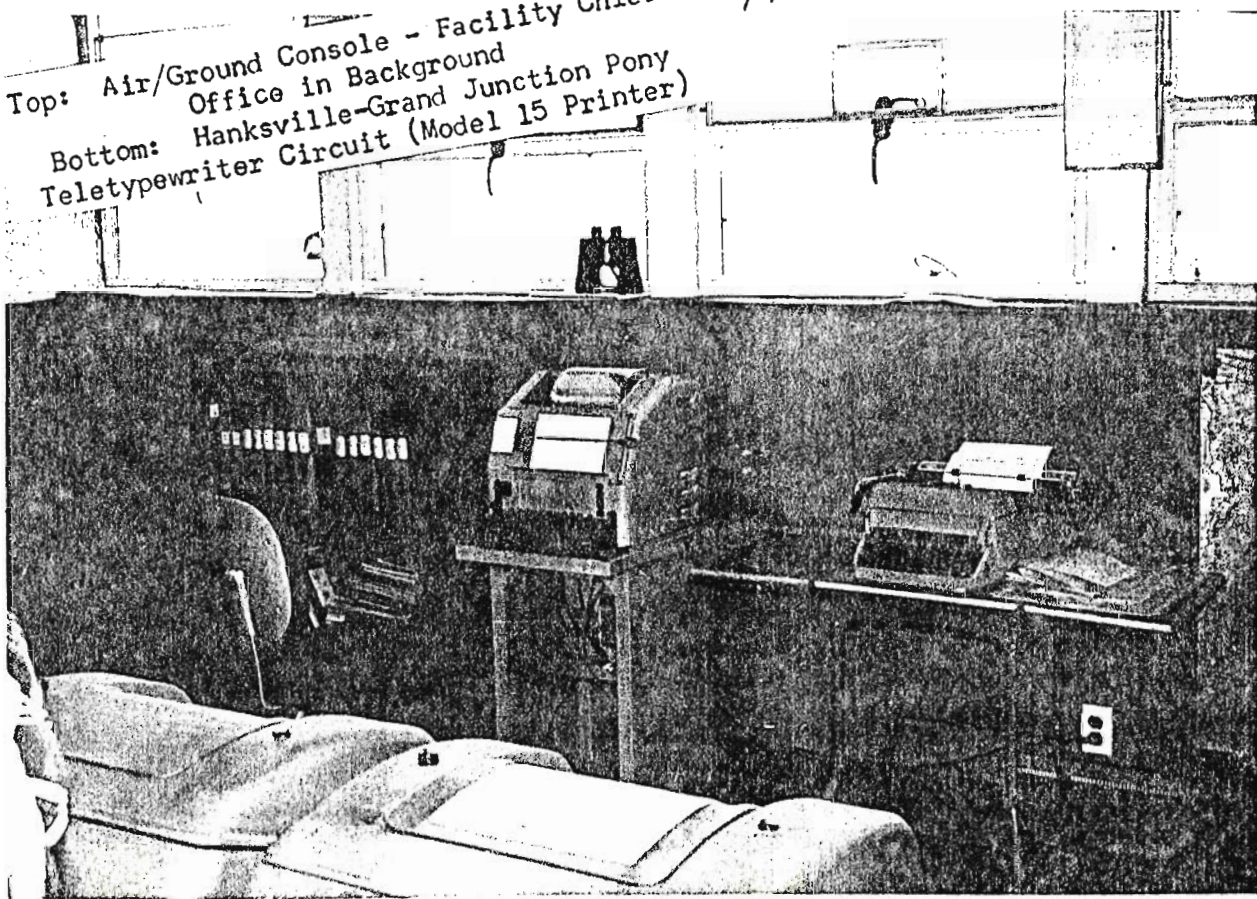
Top:

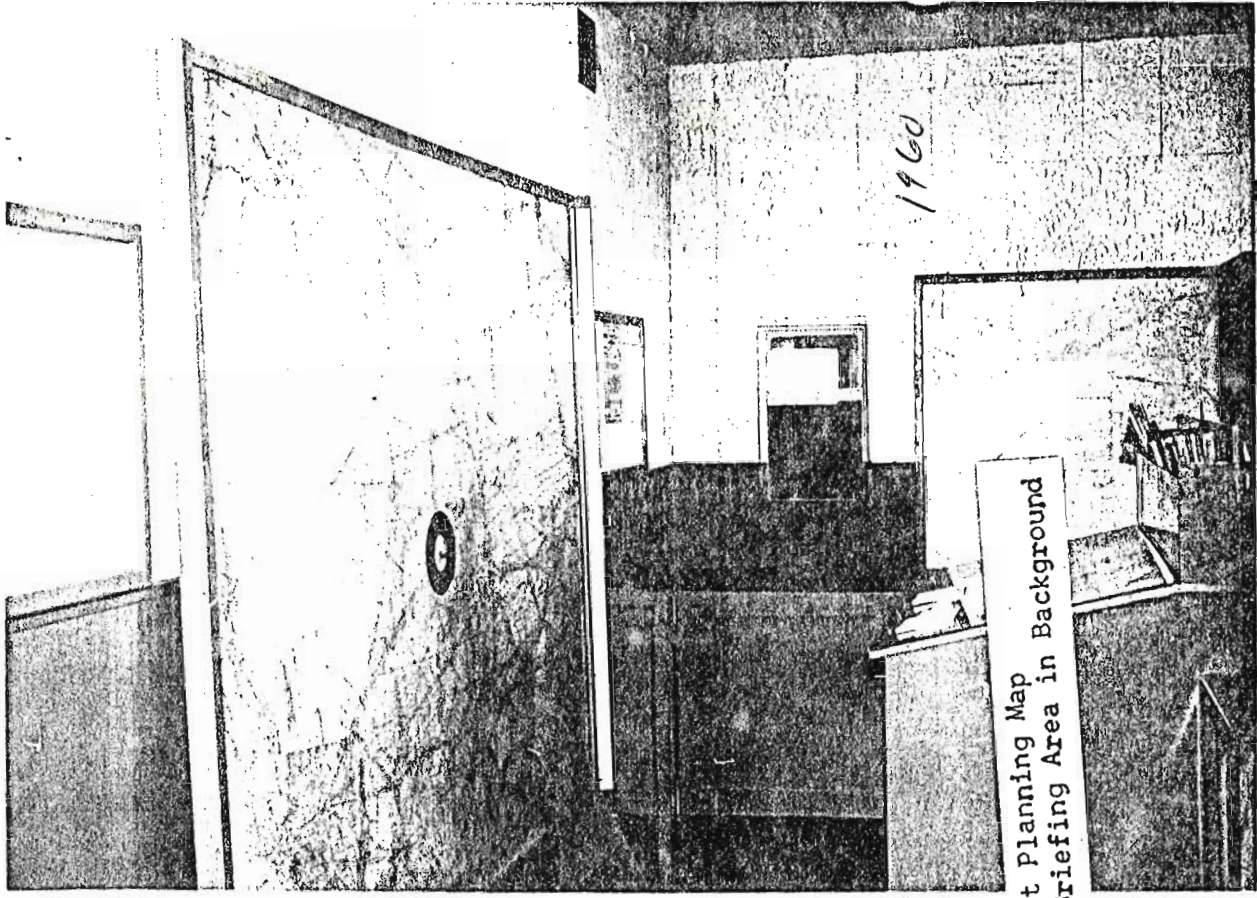
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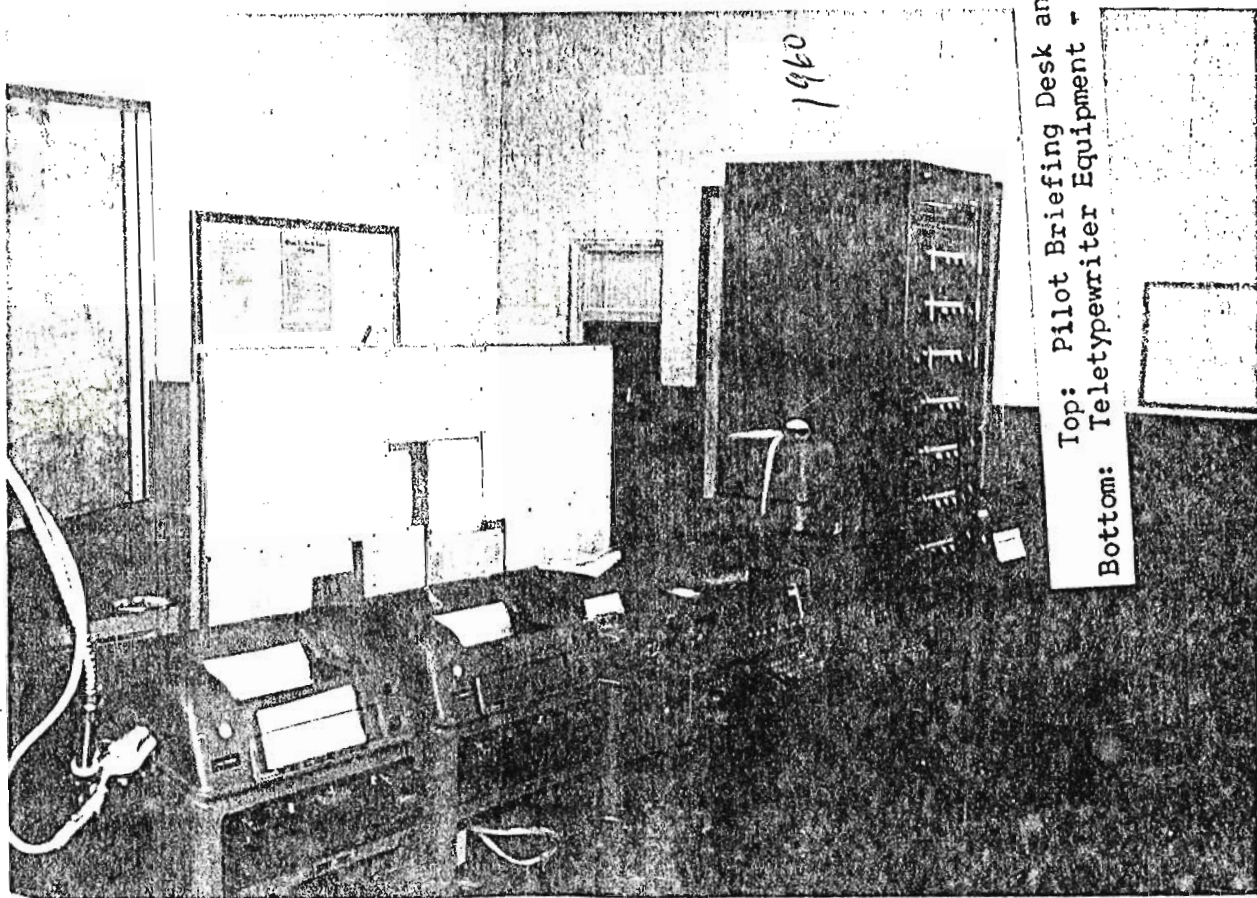
Top: Air/Ground Console - Facility Chief's Office in Background 1960
Bottom: Hanksville-Grand Junction Pony Teletypewriter Circuit (Model 15 Printer)





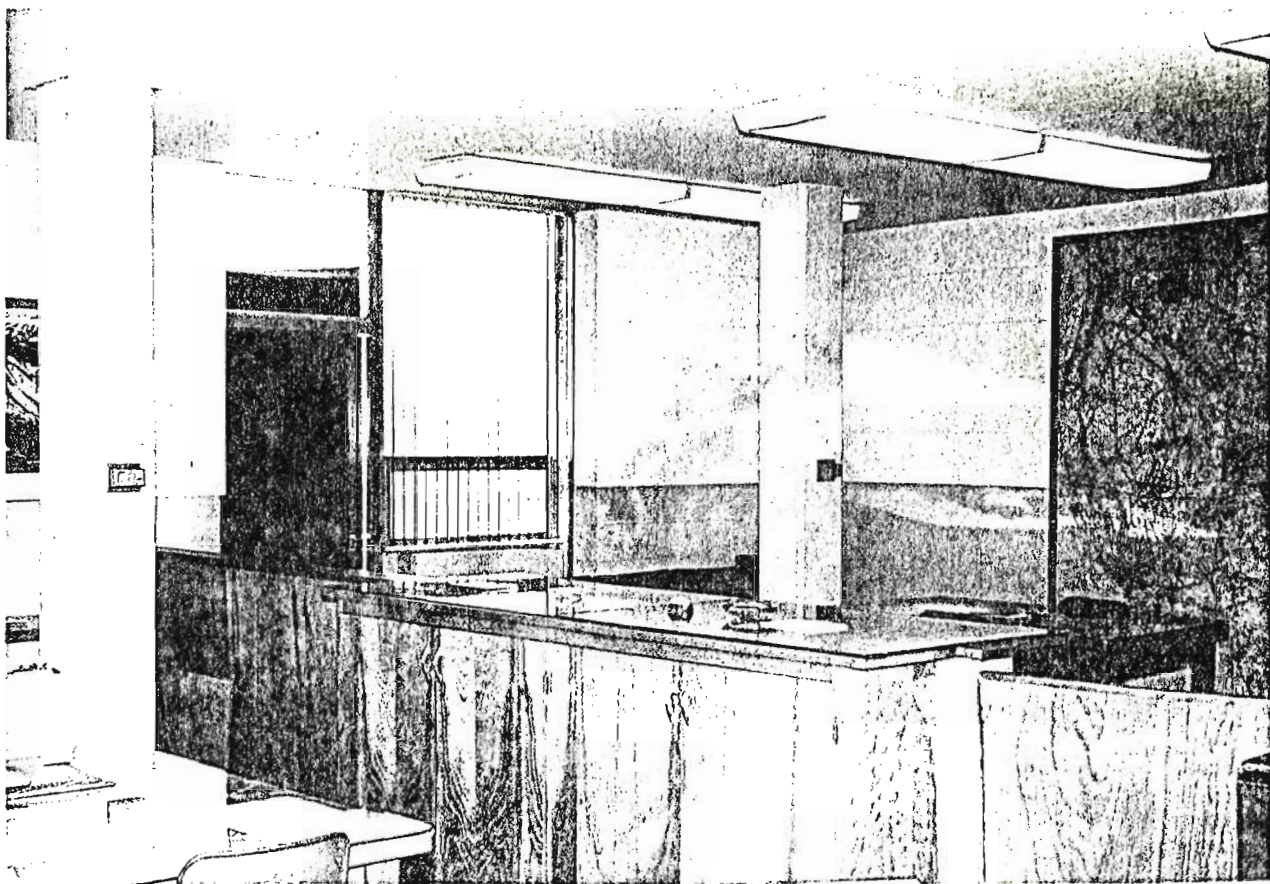
Top: Pilot Briefing Desk and Flight Planning Map

and Pilot Briefing Area in Background



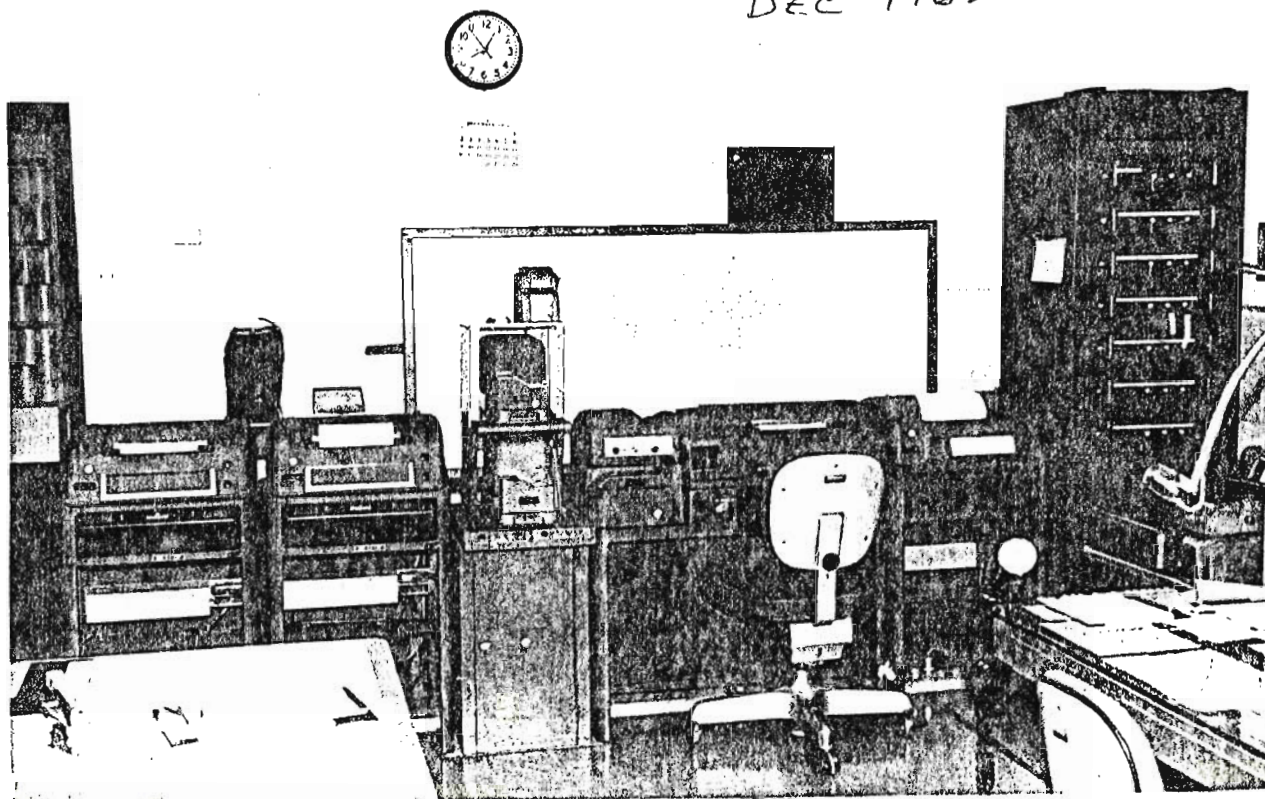
Bottom: Teletypewriter Equipment

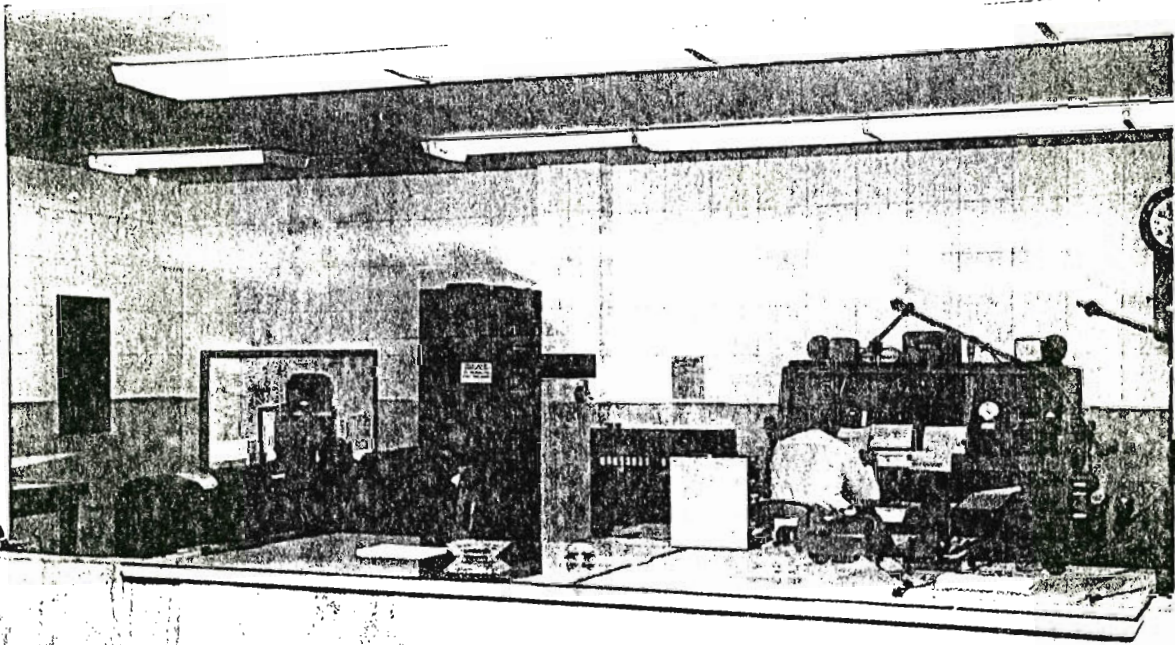
and Pilot Briefing Desk



TOP : PILOT BRIEFING AREA
BOTTOM: TELETYPEWRITER POSITION

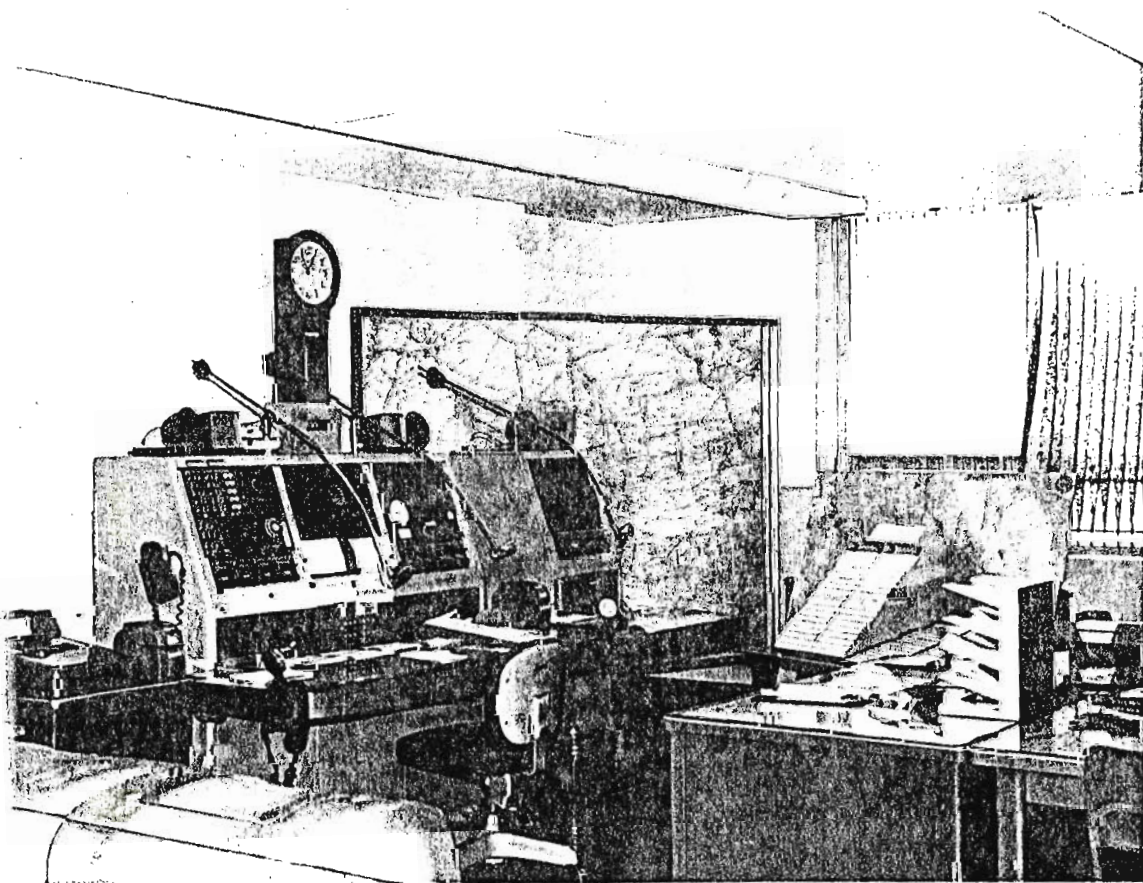
DEC 1962





DEC 1962

GENERAL OPERATING QUARTERS



SPECIAL EVENTS

This section is titled "Special Events" and includes Retirements, Award Presentations and Commendation, and other memorable occasions which were deemed worthy of preservation in this document.

Glen Johnson's Retirement from the FAA, February 1981, Grand Junction, Colorado.

HAPPY RETIREMENT!!

Glenn Johnson, Team Supervisor, Grand Junction Flight Service Station, retired recently after serving 40 years in the Federal service. He entered on duty at Yakima and served tours at Seattle, Bakersfield, Los Angeles, Wichita, Joplin, Red Bluff, Tucson, and Denver before transferring to Grand Junction in 1974. With this itinerary, Glenn obviously enjoyed the acquaintanceship of many people in the FAA. He is held in the highest regard by all. His future plans include tending one of the finest pear orchards in Western Colorado's Grand Valley, part-time announcing for a Christian radio station, KCIC-FM, in Grand Junction, and brass-pounding as an amateur radio operator.



Glenn Johnson receiving Superior Achievement Award from Chief Ed Marvin in 1976.



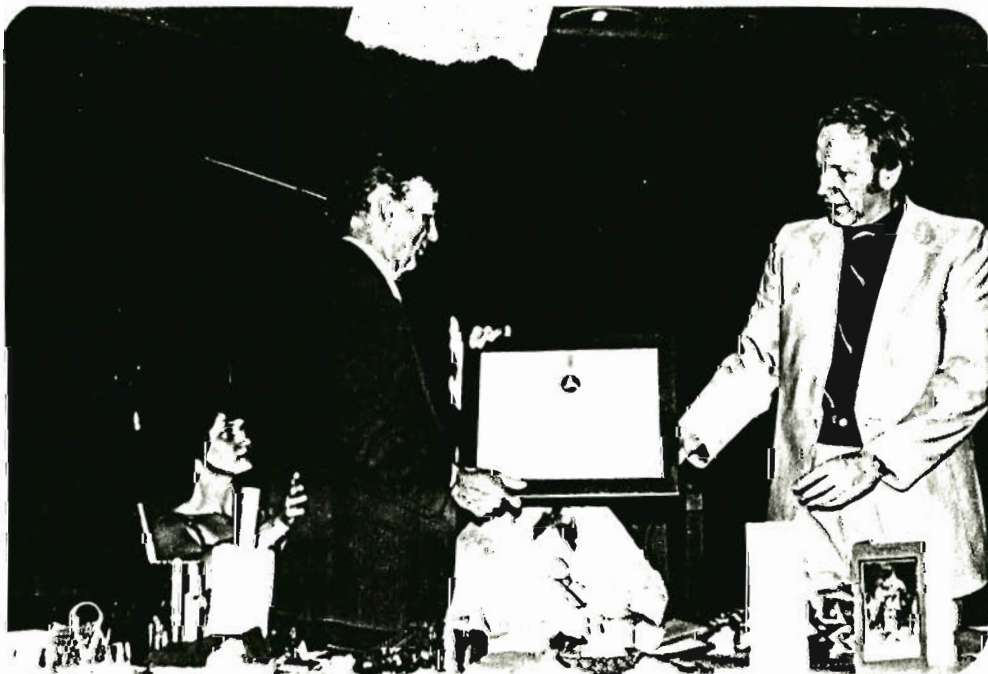
Glenn, right, receives his Retirement Certificate from Ed Marvin, Chief of the Grand Junction Flight Service Station.



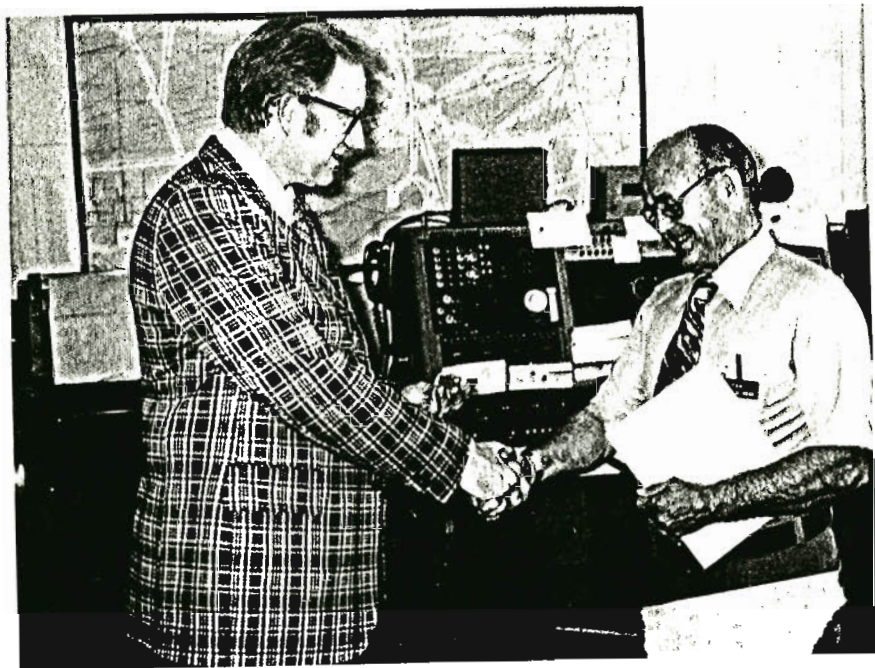
George Molitoris receives his 30- Year award from Chief, Ed Marvin, July 1978.



George Molitoris retires after 31 years of Federal Service in May 1979.



Harry Peck retired October, 1979 after 28 years with the FAA. Harry is a Grand Junction native and a graduate of the CSU Forestry School at Fort Collins, Colorado. He gave up his forestry career to become a member of the FAA in 1951. He was an avid and accomplished horseman in his earlier years and enjoyed all aspects thereof including rodeos and stock shows. Harry's wife Roberta passed away soon after his retirement. He spent most of his FAA career at the GJT FSS although he had his start at Grants, New Mexico FSS.



Arlone Larsen retired as FSS/Tower Secretary in August, 1975. Her FAA career began in October, 1967. She was secretary to Ralph Calkins, Wayne Brimmer, Frank Bacca and Ed Marvin during her career. One of her notable highlights was being a member of the Flight Service Staff when it was awarded the honor of being #1 Facility of the Year. She passed along the fact that she enjoyed working at the Flight Service Station immensely.



FRANK BACA, TOWER CHIEF
ED MARVIN, CHIEF, GJT FSS
JOHN MCCORMACK, CHIEF GJT AFS

Al Weir receives his 40-Year pin from Mr. Dale Rea.

Kermit "Al" Weir, Grand Junction, Colorado FSS, was presented a 40-Year pin by Dr. Dale Rea, RM-3, May 25th, 1972. Photo below shows Al's wife, Loretta, left, Al in the center and Dr. Rea, on the right. The ceremony was held on the ramp in front of the FSS/Tower building with several FAA personnel attending.

Weir began his government career in February, 1932 with the U.S. Coast Guard. He served on active duty with the Coast Guard until October, 1955 when he retired with 23 years of service. During this time he was assigned to the Atlantic Seaboard and the Caribbean. Search and Rescue were his primary duties which provided an excellent background for his FAA career.

Al joined the FAA in December, 1955. He was assigned to the Grand Junction Flight Service Station where he took his training and became a journeyman at this facility. After many years of search, he found a home when he moved to Grand Junction.

With only a two month break in 40 years of service, Al never lost his enthusiasm to provide excellent service.



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ROCKY MOUNTAIN REGION
PARK HILL STATION, P. O. BOX 7213
DENVER, COLORADO 80207



25 MAY 1972

Mr. Kermit A. Weir
Flight Service Station
Post Office Box 2687
Grand Junction, Colorado 81501

Dear Mr. Weir:

Rarely do I have the opportunity to recognize an employee who has completed 40 years of Federal Service. Therefore, it gives me great pleasure to commemorate this occasion by awarding you a Gold Service Emblem with a diamond.

Your dedication and the valuable contributions you have made to this expanding organization are very much appreciated. You can be proud of the role you have played in developing the respected position this agency enjoys in the aviation community.

I extend my best wishes for continuing career satisfaction with the Federal Aviation Administration.

Sincerely,

A handwritten signature in cursive script, appearing to read "M. M. Martin".

M. M. MARTIN
Director

The many visits of President Gerald Ford are a distinctive honor of the Grand Junction FSS. Not many FSS's can boast of that. In his many skiing sojourns to Vail for vacations and weekends he often stopped to say Hello to the FSS and Tower personnel. Much hustle and bustle and security preparations preceeded his visits. This even included a "RED" telephone being installed by Secret Service in our Chief's office which was a direct line to the President's temporary quarters in Vail.

Picture #1 is FSS Chief Ed Marvin shaking hands on August 24, 1975 with President Ford with Mrs. Ford and Tower Chief Frank Baca looking on.

Picture #2 is President Ford and entourage after deplaning at Walker Field.

Picture #3 is President Ford holding a conference in the FSS Chief's office.

Prior to one of Ford's visits, Secretary of State Henry Kissinger, his wife and son were forced to land at Grand Junction because of mechanical trouble. Good old "Western" hospitality was extended to these distinguished visitors.





The award for being #1 Flight Service Station was an honor that the GJT FSS crew was most worthy of. The award is made annually to the FSS which has the fewest system errors while still performing routine duties in an exemplary manner and retaining excellent rapport with the flying public.

Below, Glenn Johnson, Team Supervisor GJT FSS, receives the award from the Division Chief of the Air Traffic Division, Mr. Robinson. Chief Ed Marvin looks on.



Left to Right: Harold Beddor, Orvis Clark, George Molitoris, George Wong, Sam Scharf, Glenn Johnson, Ed Marvin, Mr. Robinson, and Harry Peck proudly pose with the #1 Award.





GEORGE MOLOTORIS

GEORGE MOLITORIS AND
WAYNE BRIMNER



SAM SCHARF AND HARRY PECK

L-R

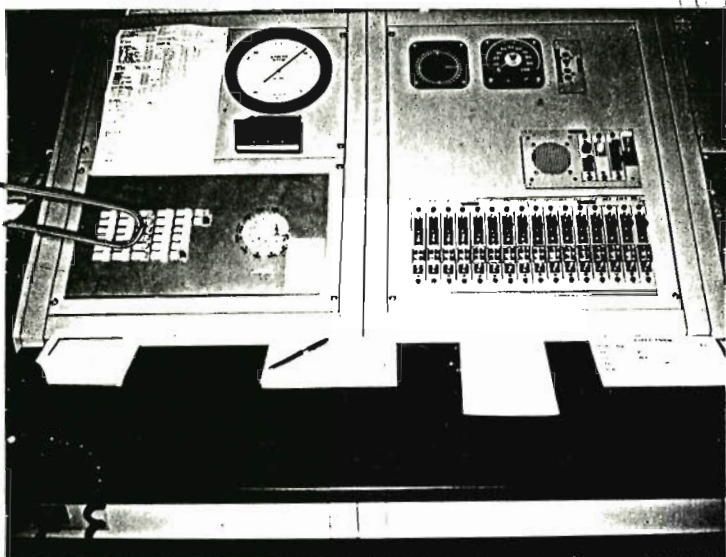
Mary Sutton, Gini Bright, Dick
Simouse, Bruce Daniels, Ben
Hutson, Sharon Buhl, ?, ?



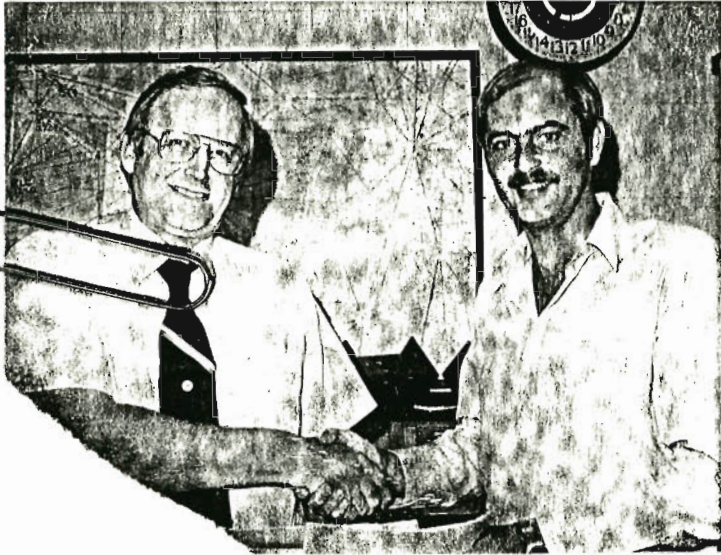
TED THOMPSON



Some of the new FSS Equipment



There have been many awards and commendations, presentation of various tenure pins, etc., during the years. Here again I will present pictures and material available.



STEVE PROESCH receiving 15
year pin from Manager, Ed Marvin.



MARVIN SUTTON receiving an SAA Award
from Team Supervisor Glenn Johnson
in 1978.



GEORGE MOLITORIS and
Larry Ebert. #1 FSS Award.



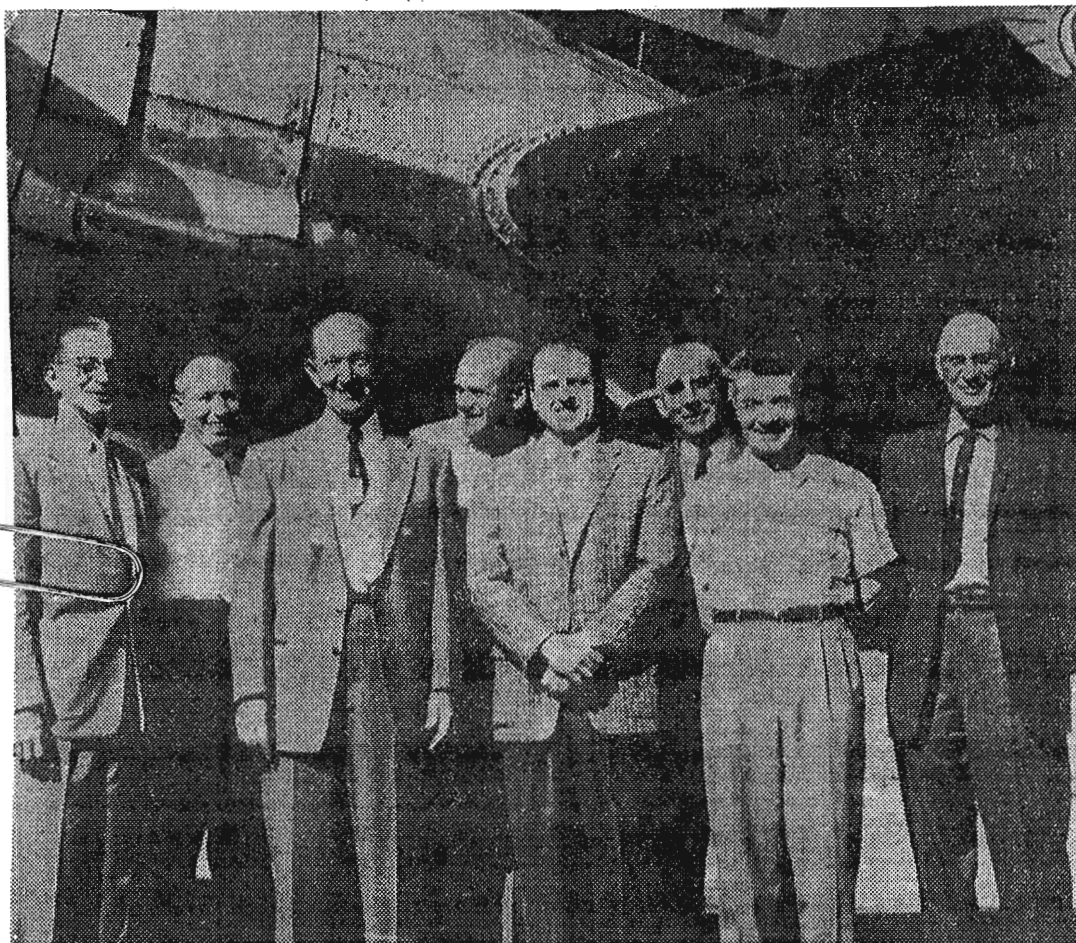
SAM SCHARF receiving SAA
from Team Supervisor
Glenn Johnson and Chief
Ed Marvin, 1979.

HARRY PECK and participant
from the Air Race Classic
1978.



FAA Service Awards

GRAND JUNCTION, COLORADO, FRIDAY, MAY 27, 1960



FAA SERVICE AWARDS — Staff members at the airport FAA office received awards for length of service Thursday. Shown here, from left, they are James Campbell, 35 years; Joe Bertrand, 15 years; Kermit Weir, 25 years; Merton

Smith, 15 years; Wayne Jackson, 20 years; Samuel Jones, 30 years; Charles Piccone, 20 years, and Ted Mundhenk, 25 years. Also receiving awards, but absent, were Joe Arriza, 15 years, and S. R. Myers, 15 years
SUN Photo

Mesa County Board of County Commissioners

Roe F. Saunders, Chairman
Art Jens
Henry J. Tupper



City Council, City of Grand Junction

C. E. McCormick, Mayor
Herbert Wright
Charles Love
Ray Meacham
Arthur Hadden
Harry Colescott
Warren Lowe

Joe Lacy, City Manager, City of Grand Junction

Carl Alstatt, Airport Manager, City-County Airport

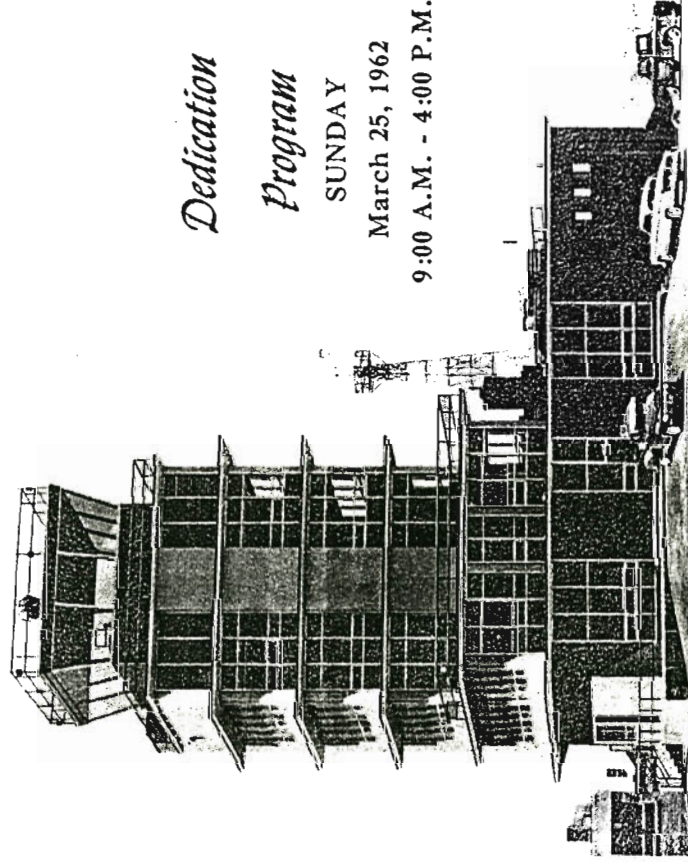
Thomas K. Younge, Attorney, City-County Airport Board

Ed Strnad, Secretary, City-County Airport Board

Mark K. Shipman, Chairman
Grand Junction Chamber of Commerce
Aviation Committee

Andy Prinster, Vice Chairman, Aviation Committee
Grand Junction Chamber of Commerce
and Dedication Program Chairman

Grand Junction's Walker Field Control Tower



Dedication

Program

SUNDAY

March 25, 1962

9:00 A.M. - 4:00 P.M.

Sponsored by

CITY OF GRAND JUNCTION
MESA COUNTY COMMISSIONERS
GRAND JUNCTION CHAMBER OF COMMERCE

GRAND JUNCTION'S WALKER FIELD

Walker Field is operated by the City-County Airport Board, and is jointly owned by the citizens of Mesa County and the City of Grand Junction. The Airport Board has three City Councilmen and three County Commissioners.

The new \$312,624 Walker Field Control Tower went into operation on December 29, 1961. Average daily movements since then have made the Tower the second busiest in Colorado, surpassed only by Stapleton Field in Denver. The contacts for the first fifteen days of March 1962 averaged 195.2 per day, a remarkable number for even an airport serving a city five times the size of Grand Junction. The Tower was financed 53% by the Federal Government and 47% jointly by the City and County.

The entire area of Western Colorado and Eastern Utah is served through the modern facilities at Walker Field. Both transcontinental United Airlines and regional Frontier Airlines serve Grand Junction, with a total of 23,422 passengers enplaning from the field during 1961. United carried 6,193 passengers and Frontier had 17,229 passengers, with uncounted numbers arriving and departing in other chartered and private planes. Of the 64 cities served by Frontier Airlines, Grand Junction ranks fourth for passengers served with a daily average of 45.7 as of September 1961.

The City-County Airport Board continues to schedule annual improvements for the Airport such as surfaced taxiways and more hanger space scheduled for 1962. The lengthening of the main runway is also scheduled for completion at a later date.



Program

Master of Ceremonies

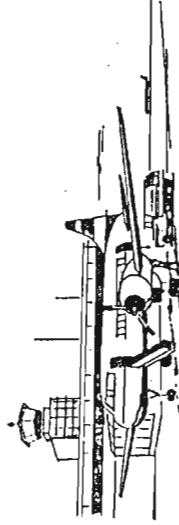
Tom Clark

Special Remarks:

C. E. McCormick, Mayor, City of Grand Junction
Roe Saunders, Chairman, Mesa County Commissioners
Mark Shipman, Chairman, Aviation Committee
Grand Junction Chamber of Commerce
Eddie Drapela, Pioneer Grand Valley Aviation Leader
John Garrison, Chief Operations Branch
Air Traffic Division Western Region
Federal Aviation Agency

Dedication of Control Tower

Adjourn



SPECIAL NOTICE

Displays of military, commercial and private planes will be held from 9:00 a.m. to 4:00 p.m. on Sunday, with guided tours of the new Control Tower during the same hours. Citizens are encouraged to view the planes and tour the Tower.

Federal Employee Of Year Is Air Traffic Controller

Merton O. Smith, air traffic control specialist at Walker Field for 25 years, is the winner of the Federal Employee of the Year award for 1970.

The award, a plaque, was presented by Chamber of Commerce president Paul Martin at the Chamber directors luncheon today at Cafe Caravan.

Reuben H. Denning, director of Veterans Hospital, was speaker.

"Many a pilot, lost or in difficulty, owes his safe landing to Smith," reported the Federal Aviation Administration in nominating Smith for the award.

"His great knowledge of the area within a 400-mile radius of Grand Junction is a tremendous asset to the agency, his fellow workers and the flying public," the citation reads.

In addition to his high rating for competence and efficiency, Smith was lauded for his demonstration of interest in public



MERTON O. SMITH

service through helping to organize the Grand Valley Rescue Club in 1950, an organization in which he still is active.

He is also active in the Odd Fellows lodge, has served in all offices of the local lodge and is

currently Grand Warden of the Grand Lodge. He is a member of the First Christian Church and the Civitan Club which he is presently serving as projects chairman.

Smith, who lives at 733 Road 26½, joined the Civil Aeronautics Administration, predecessor to FAA, at Granger, Wyo., in 1940. He subsequently served at Marshall, Mo., Spearfish, S. D., Chadron, Neb., in Alaska, at Garden City and Wichita, Kan. He came to Grand Junction in November, 1945.

Smith was selected for the award in competition with four other nominees. They were Dan Kube, electronics technician for the Federal Aviation Administration; Jacqueline Brown Young, clerk typist for the Atomic Energy Commission; Marvin Stapleton, physical therapy assistant at Veterans Hospital and Donald Torline, conservation technician for the Soil Conservation Service.

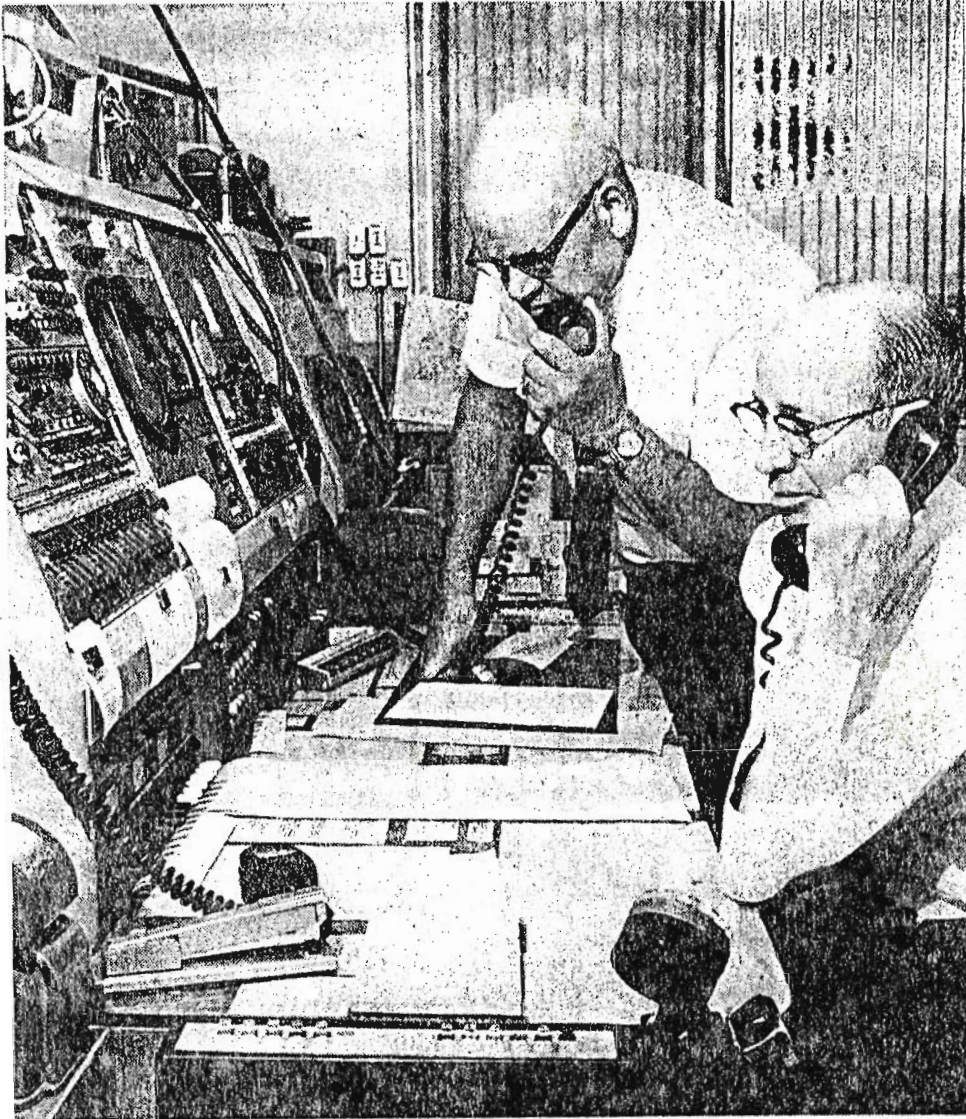
THE DAILY SENTINEL

Inside Front

Friday, Jan. 15, 1971

1-A

2-MAR 1970



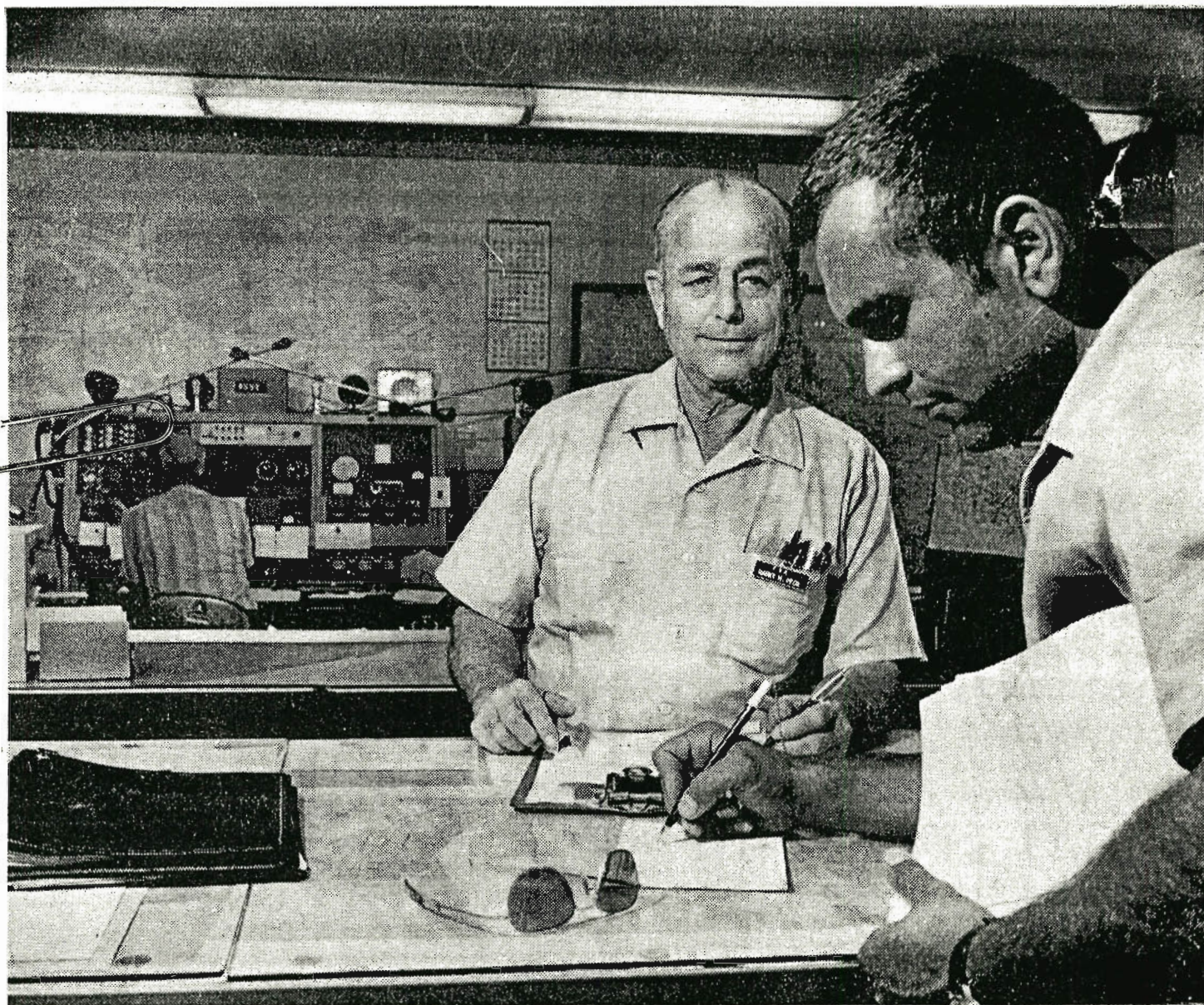
Long-Time Air Traffic Controllers

Merton O. Smith and Joe A. Bertrand, who have worked at Walker Field ever since the FAA opened flight service here in 1945, have received 30-year service pins. Each had served in a half-dozen airports before settling here. A pin for 15 years ser-

vice was presented by Ralph Calkins to Lane Stephens of the Grand Junction tower. Their voices are familiar to pilots, being recognized year after year as familiar friends.

Sentinel Photo.

Aug 22 1970



Planning Flight

Harry H. Peck, flight service specialist helps commercial and ferry pilot Jerry Basham file a flight plan and check flying conditions prior to a trip. In background, Al Weir mans the radio equipment. The

Flight Service Station, located on the first floor of the Walker Field control tower, will hold open house from 10 a.m. to 6 p.m. today to celebrate the service's 50th anniversary. Sentinel Photo.

Flight Service Specialists Saluted As Personnel Dedicated To Aviation



U.S. Department
of Transportation
**Federal Aviation
Administration**

rss wjo
Memorandum

Subject: New Regional Director

Date: Apr 1, 1986

From: FAA Coordinator - Western Colorado
ATM, Grand Junction FSS

Reply to
Attn. of: GJT FSS

To: Western Colorado FAA Coordinator Group

Mr. Wayne Barlow, Deputy Director of the Northwest Mountain Region has been selected as Regional Director effective May 2, 1986. Mr. Barlow replaces Mr. Charles Foster who plans to retire on May 1, 1986.

Ed Marvin



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: INTERCOM Material

Date: May 23, 1986

From: FAA Coordinator, Grand Junction, CO
Air Traffic Manager, GJT FSS

Reply to
Attn. of: GJT FSS

To: Public Affairs, ANM-5

The demise, on Apr 15, 1986 of the antiquated FSS teletype equipment was cause for much rejoicing by both Airways Facilities and Air Traffic personnel here. In the first photo, L-R, ATCS Tom Campos, ET Millie Hanson, ATCS Janet Cook, and ATCS Dave Janz, all of Grand Junction, are shown with a cake celebrating the event - the inscription reads "Hooray - no more teletypes."

In the second photo, ATCS Ray Drake is shown assuring that the ASR Teletype from the GJT FSS is given a "proper" send-off. (The reins consist of perforator tape.)


Edward R. Marvin

cc: DEN Hub AFSS





U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: CDC AFSS Assumption of Responsibilities

Date: Jun 11, 1986

From: ATM, GJT FSS

Reply to
Attn. of:

To: GJT FSS Personnel

Monitoring and control of the Hanksville VORTAC was transferred to CDC AFSS effective Jun 10, 1986 at 1918Z. Transfer of the remaining NAVAIDS (MTU VORTAC and VEL VOR/DME) is expected to occur this week. All NOTAM action has been taken by CDC including notification of the A/FD Directory publishers; those changes should appear in the issue effective Jul 3.

Action has been taken to discontinue the VEL FEX line but no date for its withdrawal has been set.

E. R. Marvin

CC: DEN AFSS Hub
GJT AFFO

Briefcase

Sentinel staff



Jurist



Ogle



Shore



Tenhagen



Marvin



Cook



Strong



Charlesworth

David P. Jurist, Grand Junction, recently returned from Phoenix, Ariz. where **Commerce Clearing House Inc.** introduced its new pension and deferred compensation report. The company is the world's largest and most experienced publisher of tax and topical law reports for professionals. Jurist is the publisher's representative for that company in western Colorado; eastern Utah, Rock Springs, Wyoming and Farmington, N.M.

William Ogle has been appointed president of **Sorter Construction Inc.** of Grand Junction. Ogle, a Grand Junction native, has been employed by Sorter for 17 years.

Veida Tenhagen, daughter of Louis and Mary Roybal of Fruita, has been named director of administration at **Runzheimer International**, the Rochester, Wis.-based management consulting firm. She will continue as assistant to the chairman as well.

Ed Marvin, Federal Aviation Administration area manager of the **Flight Service Station** at Walker Field, retired from service after 31 years. Marvin began his FAA career in Seattle in 1956 and served in Whitehall and Bozeman, Mont., Dickinson, N.D., and Akron before moving to Grand Junction in 1975. He also served as the FAA local coordinator during his tenure of 13 years in Grand Junction. A dinner will be given in his honor Jan. 23 at the Holiday Inn.

The Institute of Real Estate Management has announced that **Lynn J. Shore** has been awarded the designation of certified property manager. Shore successfully completed a multi-faceted educational program, demonstrated practical ability through a written thesis and had at least five years of effective property management experience.

Shore, a 15-year veteran of the real estate management and consulting field, owns his own firm based in Battlement Mesa.

The Stylist in Village Fair Shopping Center has added three new stylists to its staff. **Billie Sue Strong** has worked in the Grand Junction area for three years and specializes in permanent waving and styling. **Kimberly Charlesworth** and **Konni Cook** specialize in per-