

GREELEY-WELD COUNTY AIRPORT

HISTORY

Greeley Airport exists at two different sites in the city prior to its present location.

1921-1942

The Greeley Municipal Airport existed on the south side of Greeley, bound by what is today 8th Ave., 27th Street, 22nd Street, and the Union Pacific Railroad line. The airport was relocated for a short period to the intersection of 37th Street and U.S. Highway 34.

1943

- April 6 A general obligation bond of \$100,000.00 is approved by voters during the general municipal city election for the purpose of establishing, constructing and equipping a municipal airport.
- April 26 District Airport Engineer J.H. Monroe approved the location of the airport.
- July 1 The Greeley City Council issued \$100,000.00 in general obligation bonds for the airports construction payable in 15 years.
- August 1 The City of Greeley purchased 80 acres from Kuner-Empson Company for the airport.
- October 1 The City constructed a large hangar with steel and concrete blocks.
- October 19 A contract was awarded to Edward Selander for construction of three runways, each being 2700' x 300', configured in a triangle. Total cost is \$8,465.00.

1944

- June 22 John R.P. Wheeler, President of the Junior Chamber of Commerce proposes to the Greeley City Council the Greeley Municipal Airport be named the "Clarence Crosier Field" in honor of the man who worked diligently in obtaining an airport for Greeley and who was the first local resident to lose his life in an aircraft serving his country over France in war.
- July 13 Permission to purchase aviation gasoline without payment of motor fuel tax was granted by John F. Healy, Jr., Chief of Taxation Bureau, Department of Revenue.

July 30 The change of name from the Greeley Municipal Airport to Clarence Crosier Field was officially acknowledged by Lake Little John, Chief Commercial Operations Section, General Inspection Division, Civil Aeronautics Administration (C.A.A.), Department of Commerce.

Sept. 24 Dedication ceremony of the Greeley Municipal Airport, "Clarence F. Crosier Field". Unveiled during the ceremony was a large portrait of Clarence F. Crosier, present at the airport today.

1946

July 1 The City of Greeley began condemnation suits for additional land for the airport.

August 1 The City of Greeley applied for federal aid for improvement of runways and for land acquisition.

1947

August 1 Passenger, airmail and air express service was inaugurated at Greeley with the landing of a Challenger Airlines DC-3.

1948

Sept. 17 The City of Greeley purchased a 10 unit T-hangar building from ARMCO, ARMCO No. 4-1307-A. Approximate cost was \$17,000.00. Other various private hangars were constructed throughout 1949.

1949

January 20 The City of Greeley applied for federal aid to be reimbursed for land acquisition cost.

January 24 The City Engineer and City Attorney summarize the land acquisition for municipal airport purposes:

Parcel 1	155.9 acres	\$15,000.00	from Mr. & Mrs. Analee Smith
Parcel 2	80.0 acres	\$14,000.00	from Kuner-Kempson Co.
Parcel 3	21.06 acres	\$53,200.00	from John Benson
Parcel 4	.42 acres	\$ 675.00	from ?
Parcel 5	.42 acres	\$ 450.00	from Cullen & Onie Hildenbrandt
Parcel 6	9.85 acres	\$ 4,500.00	from David & Mary Martin
Parcel 7	Easement	\$ 675.00	from William A. Hatch
Total	267.33 acres	\$88,500.00	

Parcel 4 exchanged with Parcel 5 by agreement

January 27 Master Plan for the Greeley Municipal Airport, C.A.A. Project Number 9-05-011-801 approved by R.D. McDonald, District Engineer, C.A.A., Department of Commerce.

March 29 Federal aid of \$4,416.60 approved for land acquisition. Total project cost \$19,271.92.

October 14 Application for federal aid for grading, graveling and drainage of WNW/ESE runway, 5,000' x 100', runway lighting, installation of wind cone and 26 inch rotating beacon. Total project cost \$33,071.00. First phase of construction.

Nov. 10 C.A.A. Project No. 9-05-011-902 for specifications for construction or runway, lighting, beacon and wind cone approved.

1950

January 31 Bids received for furnishing electrical equipment for lighting WNE/ESE runway.

April 1 Inventory of City property at airport included; main hangar, cafe building, residence, ten unit T-Hangar, ten unit hail shed, metal dust house and miscellaneous small items.

June 12 C.A.A. Project No. 9-05-011-902 given final inspection. Facilities available as a result of project were; WNE/ESE runway 5,200' x 300', grades and drained, gravel sub-base course 5,000' x 300', medium intensity runway lights, 36 inch clear and green beacon, illuminated wind cone.

1951

March 12 Airport graded Class P designation.

1952

Nov. 21 H.W. Farr purchased two bronze plaques for entrance markers of Crosier Field. Total cost \$387.80.

1953

January 30 The City razes the building used for the cafe.

March 14 The City purchases \$1,770.00 of cafe equipment to be installed in a room prepared in the large hangar.

Nov. 20 H.W. Farr reported that Cowan construction Company had completed the installation of the entrance markers at a total cost of \$1,648.00.

Dec. 31 Cafe closed.

1954

October 15 Airport inspected by O.W. Wolhowe, Airport Engineer, C.A.A. and "found in very good condition".

1955

January 17 Manual of Operation of the Municipal Airport approved by the Greeley City Manager.

1957

January 15 Cafe leased \$1.00 per year with utilities furnished by the City.

October 1 The City paved a large apron area in front of the large hangar and on each side of the metal T-Hangar.

Dec. 31 The Cafe closed for lack of business.

1958

June 27 The airport is inspected by A.T. Elliott, Airport Engineer, C.A.A. and found "in satisfactory condition and indicates that proper maintenance is being conducted".

July 1 Final payment on general obligation bonds.

Dec. 2 The Greeley City Council approved an increase in hangar rental fees, the first change since September, 1948.

Dec. 31 Construction of an eight unit hail shed almost complete.

Licensed Airport Operators:

Aircraft Service Company - Edward Beegles - Sales and service
Greeley Aerial Dusters - Don Carlisle - Agricultural & flight school
Low Level Dusting - Walter Cooms - Agricultural
Nolan's Dusters - Dick Nolan - Passenger rides, sales and service, Agricultural

DeMac Dusters - Marvin McCarthy - Agricultural
Ralph Doney - Aircraft rental

1959

January 20 The City of Greeley makes application for federal aid for the second stage of construction in improving and paving the WNW/ESE runway.

February 3 The City Council approved remodeling the old hail shed.

1962

July The Greeley City Council establishes a Board of Directors for the planning and operation of the airport.

1963

? Responsibility for the operation of the airport is assumed as joint venture between the City of Greeley and Weld County.

April A new 10 unit T-Hangar building is constructed. The Board of Directors rejected bids for a 3 unit hangar capable of handling light twin engine aircraft.

1964

April Bids let for the construction of a new terminal building.

May Board of Directors began planning for the paving of the parallel taxiway for Runway 9/27.

August Terminal building completed.

November The Board of Directors implemented plans for fuel tanks at the terminal building.

1966

September Planning for new runway and airport lighting system begins.

1968

February Board of Directors began discussions on obtaining professional aid in obtaining data for airport long range planning.

1969

- March Board of Directors conducted a detailed investigation into acquiring an air traffic control tower. A portable tower was also considered. Feasibility was found to be doubtful at that time.
- April New runway and airport lighting project completed and paid for.
- May Board of Directors holds discussions with City and County as to the possibility for funding Runway 9/27 extension.
- July Trans-Central Airlines requested permission to establish and operate non-scheduled airline service to Greeley.

1970

- February Mayor Perchlik presented a long range engineering study on the growth needs of the airport and related zoning problems associated with it.
- March Mr. Harry Dallas, FAA Regional Planner for airports discussed with the airport growth and zoning problems for airports. He also explained and defined the airport in terms of utility for this size community. He advised most strongly the necessity of meeting the zoning requirements without delay.
- April County Planner explained the initial phases and problems of zoning in general. He recommended and asked for a conservation type of zoning around the airport.
- July County Planner reports airport is being included in the County Comprehensive Plan. Requested cooperation of the Board for information needed in study.
- September Board began serious consideration of plans to purchase the land west of the airport.

1971

- April After initial talks and negotiations, the land west of the airport is priced at \$120,000.00. The Board decided to investigate and tie together information from the County Planner and other information from other sources before exercising options for the purchase. Airport Plan completed by Voorhees and Associates for Planning Commission.

August Greg Isbill, at the request of the Board of Directors, gave a summary report on options available for airport future growth and expansion.

1972

June Peterson farm purchased.

1973

November Construction of third T-Hangar building.

1975

June Installation of Jet fuel tank.

October Completion of Airport Layout Plan (ALP) update for return funding by FAA on Peterson farm purchase.

1976

July Final approval and selection of Isbill Associates to do Master Plan for airport.

1978

Airport Master Plan completed by Isbill and Associates.

The City of Greeley and Weld County by joint resolution, create the Greeley-Weld County Airport Authority under the Colorado Public Airport Authority Law, transferring governing authority over the airport to a seven member Board of Commissioners. The Airport Authority Board of Commissioners is made up of two City Council members, two County Commissioners, and three citizen appointees, one from the City, one from the County, and one appointed jointly by both.

The Airport Authority hired the first full time professional Airport Manager for the Greeley-Weld County Airport.

1982 – 1983

Runway 9/27 is extended to 6,200'. The project includes the enclosure/piping of Sand Creek which crosses through the airport and under the runway into a 21' wide 8' tall arched culvert with a concrete base and walls and corrugated metal arched top. The project requires land acquisition through the airport's right of eminent domain.

In 1983, by joint resolution, the City of Greeley and Weld County formally transfer ownership of all airport assets to the Greeley-Weld County Airport Authority, giving the Airport Authority ownership of the airport and its other assets.

Runway 17/35, a 3,600' long north/south runway is constructed.

1983 - 1993

Gap in record keeping concerning the history of the airport.

1993

An Amendment to the 1978 Airport Master Plan is approved which lays out the configuration of a new 10,000 ft. precision instrument north/south runway.

1996

The Airport Authority files for condemnation of 11 parcels of land equaling approximately 450 acres to accommodate the construction of Runway 16/34.

1997

Runway 17/35 is permanently closed. The initial closure was intended to be temporary, but ultimately became permanent as a result of traffic pattern conflict concerns between it and the new 10,000 ft. runway (Runway 16/34). The runway is ultimately demolished, and the asphalt millings are used to establish stable service roads around the perimeter of the airport property.

Ground breaking for Runway 16/34 is held in September, with a multi-year construction schedule to be carried out in phases due to phased funding by the Federal Aviation Administration. Weld County Roads 62, 64 and 64½ are permanently closed where they cross through the newly acquired property for the runway. Weld County Roads 45, 47, and 66 around the airport were paved under an FAA grant project in return for the closure of the aforementioned roads.

1998

Ground is broken on construction of a new general aviation terminal and administration building to replace the one built in 1964, which is located inside the Runway Protection Zone (RPZ) for Runway 16/34 and must be razed. Ground is also broken on a replacement hangar for Harris Aviation, whose existing hangar is also inside the RPZ. Construction of the new Harris Aviation hangar is funded mostly through an FAA grant, but and enlargement and additional improvements to the hangar are paid for by the Harris'.

Construction of new terminal building includes the extension of City of Greeley water and sewer systems onto the airport for the first time to serve the terminal.

Construction on Runway 16/34 continues.

1999

Construction on the new terminal building and Runway 16/34 continues through 1999.

Construction is completed on the new Harris Aviation hangar, and the business is re-located into the new facility. The old Harris Aviation hangar is sold to Andersen's Sales and Salvage which relocates it to a new foundation elsewhere on the airport and refurbishes it. The hangar is ultimately sold to J.W. Duff Aircraft Company.

2000

On June 2nd, the 56th anniversary of the death of Clarence F. "Red" Crosier, the new terminal/administration building is dedicated in a public ceremony. The original charcoal drawing of Red Crosier which was dedicated in 1944 was re-framed, and, along with information about him, displayed to the public on the second level mezzanine of the new terminal building. Ruth Kelley Croser (his widow), and William Crosier (his son), who were present at the original dedication in 1944, are both present for the dedication of the new terminal on this date.

Also on June 2nd, as part of the dedication ceremony, it is announced that the Greeley-Weld Jet Center, part of a chain of Fixed Base Operators (FBO) based in Fort Worth, Texas, will take over all FBO operations from the Airport Authority through an agreement to privatize the activities.

On August 1st, Greeley-Weld Jet Center assumes operation of all FBO activities on the Greeley-Weld County Airport.

On August 11th, Runway 16/34 is opened for operations following a "First Landing" ceremony carried out by a ConAgra, Inc. Learjet 35A (N8729CA), which was carrying dignitaries including Greeley Mayor Jerry Wones, Weld County Commissioner Mike Geile, Airport Authority Chairman Dale K. Hall, Colorado Aeronautics Division Director Travis Vallin, and Neil Rood of Washington Infrastructure (formerly Isbill Associates). The pilots were Steve Nealy of Eaton, CO, and Joe Schember of Windsor, CO. At the time of opening, parallel Taxiway C is only partially completed.

2001

In early 2001, the Airport Authority acquires a surplus Aircraft Rescue and Firefighting (ARFF) vehicle from Denver International Airport. By mid year, airport staff have been trained in firefighting duties and the airport officially initiates providing ARFF services.

On September 11th, the terrorist attacks on the United States cause the closure of all of the national airspace, completely shutting down the Greeley-Weld County Airport to all aircraft operations for several days for the first time in its history. After several days, aircraft operations slowly return in phases, though flight school and aerial application operations remain restricted by the U.S. Government for longer periods.

Near the end of the year, the Instrument Landing System (ILS) comes on line for Runway 34, utilizing the same ILS equipment which was previously installed on Runway 9.

2002

Construction of the remainder of Taxiway C and C4 are completed, eliminating back-taxiing on Runway 16/34. Construction on the re-alignment of the east portion of Taxiway A near the approach end of Runway 27 is undertaken to meet FAA separation standards from Runway 9/27, and the east end of Runway 9/27 is shortened by 400 ft. to 5,800 ft. to meet safety area compliance standards which conflicted with SH 263 (E. 8th Street).

The engineering/planning firm of Carter and Burgess are selected for the conduct of a new Airport Master Plan. The project is started in early 2003.

The Airport Board of Commissioners adopt an Airport Security Plan (ASP) for the first time in the airport's history, formally establishing and documenting restricted areas on the airport, requiring identification cards for certain airport employees, and limiting the movement of personal vehicles on the airport.

On July 31st, the airport experienced an aircraft accident which resulted in one fatality. One other person however was rescued from the burning aircraft by airport staff who had been trained to conduct ARFF duties. The ability of the staff to rescue the victim was the direct result of the presence of the ARFF vehicle placed in service barely one year earlier, which was used to knock down the fire enough, allowing staff to carry out the rescue.

2003

The re-alignment of the central and east portions of Taxiway A are completed, and Taxiway C5, the northern high speed exit off of Runway 16/34 are all completed.

Early in the year, as the result of deal between the airport and the Colorado Aeronautics Division, a second larger ARFF vehicle was located at the airport which belonged to the State of Colorado. When not in use for summer training, this vehicle was maintained by the airport and available for primary ARFF use at the Greeley-Weld County Airport.

The Airport Board of Commissioners formally decides to pursue the construction and operation of an air traffic control tower. The firm of PBS&J is selected to carry out a site selection study for the control tower under Phase I of its contract.

2004

The first phase of re-habilitation of Runway 9/27 is undertaken and completed with the removal of the top two inches of asphalt surface of the runway through milling. A new asphalt overlay is put down on top of the runway and the runway is re-marked as a non-precision instrument runway.

The first two phases of an airport security project are undertaken and completed, which includes the installation of chain link fencing throughout the hangar areas, and game fence in the more remote areas around the southern half of the airport. A computer controlled access control system is installed on four hydraulically operated vertical pivot gates for vehicle access, and on three pedestrian walk gates. The airport is secured for the first time as a result of this project.

The Airport Board adopts a re-write of the ASP, which now follows the guidance and suggestions of the Transportation Security Administration (TSA) for security of general aviation airports.

Early in 2004, the newly completed Airport Master Plan is adopted by both the Airport Board of Commissioners and the Greeley City Council. The Weld County Board of Commissioners does not formally adopt the Master Plan. The main focus of the plan is the development of land on the airport, as the airfield capacity is determined to be adequate for the 20 year planning period. Approximately 42 acres of land on the northeast portion of the airport is identified for future priority development, in the same general area previously occupied by Runway 17/35 before it was closed and demolished.

The site selection study for the air traffic control tower is completed. A location within the newly established 42 acre development area identified in the new Airport Master Plan is selected as the location for the tower.

2005

The second phase of re-habilitation of Runway 9/27 is carried out and completed. This project includes the complete removal and replacement of the runway electrical system, including all underground cabling, runway edge light fixtures, Runway 9 PAPI's, and new REIL's on both ends of the runway. The project also includes the construction of a segmented circle around the main wind cone, and the installation of a new airport rotating beacon and tower on the northeast portion of the airport near Weld County Road 62. The old beacon tower installed in 1969 is removed.

The Airport Authority submits an application to the FAA for inclusion into its Contract Tower Program, for funding of the air traffic control towers operations once it is built. Airport Manager Mike Reisman, along with City Councilman Carroll Martin, and Weld County Commissioner Bill Jerke, meet with U.S. Congresswoman Marilyn Musgrave to seek support for name place funding in the 2007 U.S. House Transportation Appropriations Bill for funding to construct the air traffic control tower.