

## ***2019 General Membership Meeting, Elections To Be Hosted by Journeys Aviation at KBU***

Submitted by Stephen Kelly, President

The CAHS Annual Membership Meeting will be held on March 23, at the Boulder Municipal Airport (KBU). Meeting will commence at 10:30AM in the Airport Terminal Building, located at 3335 Airport Road, Boulder. The meeting room is located in the lower level of the eastern side of the FBO terminal building.

Andrew McKenna, owner of Journeys Aviation will be our host for this year's meeting. Journeys, which serves the Boulder airport as the FBO and flight school, offers a wide range of services, including aircraft refueling (both Avgas and Jet-A fuel), parking services, aircraft rental, and flight training services. Andrew is a long time member of CAHS; an original instructor with our Aviation Archeology (AvAr) Group; and has participated in numerous AvAr expeditions of the International Group for Historic Aircraft Recovery (TIGHAR), over the years.

Members will receive updates on the accomplishments of the Society; progress of the Hall of Fame renovation; and current plans for both summer and fall activities, including future Aviation Archeological expeditions.

CAHS members will elect three Directors (for a three-year term, each) to our Board at this meeting, so your participation is greatly desired. Thereafter the Board will elect the 2019 officers, per the CAHS By-Laws.

The meeting should conclude at about 12:00, and lunch will be provided for our members will follow. •••



*Photo courtesy Journeys Aviation*

*Journeys Aviation pilot training aircraft at Boulder Municipal Airport (KBU). The "Sportys" await Instructors & Students for morning flights.*



Steve Kelly, President

## President's Message: Part II Colorado Aviation Hall of Fame Laureates' History Highlights Warriors in § of World War I

*(This President's Message carried forward from the 2018 Autumn Issue Message.)*

By the end of that titanic struggle, World War I, thousands of pilots and aviation mechanics had been trained and had gained a knowledge and love of the exciting new technology of powered flight. Convinced that a great future was in store for aviation, these Colorado Aviation Hall of Fame Laureates became leaders in the progress of commercial, general, and military aviation in our state and beyond.

Ralph Hall (inducted 1974) continued in military aviation with the Colorado Air National Guard and later worked for Curtis-Wright's and Texaco's aviation businesses.

Arthur Goebel (inducted 1995) gained prominence after winning the Dole race to Hawaii in 1927 and later performed aerobatics for Hollywood movies.

Aubrey Keif (inducted 1974) continued to fly with the Colorado National Guard, went on to become the world-wide manager of Texaco's aviation business, and served as chairman of the Aviation Services Technical Committee of the American Petroleum Institute.

Jerry Vasconcells (inducted 1969) returned to Colorado and played a role in the establishment of Denver Municipal Airport (Stapleton) in 1929 and served as chairman of the Colorado Aeronautics Commission.

Oliver LeBoutillier (inducted 1978) worked with CAA as the Inspector in Charge for Colorado and Wyoming and was a leader in search and rescue operations with the CAP.

Neil Taylor McMillan (inducted 1972) continued flying with the Colorado Air National Guard, flew the Air Mail, and later became a pilot for Eastern Air Lines.

Billy Parker (inducted 1969) became manager of the aviation business for Phillips Petroleum and held a number of patents for variable pitch propellers.

Chriss Peterson (inducted 1969) was an early aviation pioneer carrying passengers and photographers and after WWI became a barnstormer.

Carlos Reavis (inducted 1970) started the Reavis Flying Service after the war and continued flying with the Colorado National Guard, was recalled to active duty prior to WWII, and served as Commander of Mt. Home AFB and Lowry, AFB.

William Shaffer (Inducted 1984) had a long career with Western Air Express (later Western Air Lines), was a founding member of ALPA, and assisted with the creation of the CAA.

*(Article continued on Page 4....)*

**Please Help  
Remodel  
Our Heritage  
Hall of Fame Room!**

**Donation Form  
Inside  
Front Mailer Cover**



**Free  
Challenge Coin  
w/ \$100+  
Donation  
to Heritage Hall  
Renovation**

# The COB REPORT: Centennial Airport Update From The Chairman!

UPDATE: Centennial CO - 17 Jan 2019

The Centennial Airport Authority Commission reports that the construction schedule on the new Administration Building has been readjusted. Contract negotiations are ongoing due to increased costs of steel and labor. Both have exceeded budget.

The building design is being revamped in two phases; Phase 1 for administrative needs, and Phase 2 for public use, i.e., meeting rooms, café, and atrium for the Eaglerock. Phase 1 is expected to be contracted first. More information will be noted here and on our website as details becomes available. ...



Lance Barber

Note: The Admin Building is located in the NW corner of the Jet Center parking lot and grass area between the Pilot Shop and TacAir Center fence line.

Artist's  
conception  
of the  
Centennial  
Air Port  
Adminis-  
tration



A limited quantity of CAHS 50th Anniversary Challenge Coins are available for Donors to the Society. Contact Lance Barber.

Phone: 303-946-9901 • email: cba1974@aol.com

## President's Message: Part II

(Continued from Page 2)

# Colorado Aviation Hall of Fame Laureate Warriors of World War I

Clarence Braukman (inducted 1973) flew Air Mail over the Omaha-Cheyenne-Salt Lake City route and later became the factory manager for Alexander Aircraft.

Eddie Brooks (1972) flew Air Mail with Colorado Airways, gained national recognition for a dramatic rescue of children stranded by a 1931 blizzard, and became a long time pilot for United Air Lines.

John Gower (inducted 1972) became a barnstormer after the war, later became a corporate pilot for Gulf Oil.

Albert Humphries (inducted 1969) returned to Denver after the war and became instrumental in the use of aircraft for corporate travel.

Orval Mosier (inducted 1972) became a barnstormer and demonstration pilot for Alexander Aircraft, and went on to become Vice-President of Operations for Braniff Airways, later Vice-President and President of American Airlines.

Reginald Sinclair (inducted 1969) pursued air racing after the war, served as a member of the Colorado Aeronautics Commission, taught aerial gunnery to pilots during WWII, and later became the historian and president of the Lafayette Flying Corps Association.

Alan Bonnalie (inducted 1969) Continued to serve a distinguished career in military aviation and went on to develop the United Air Lines Flight Training Center in Denver.

Today, the origins, great battles, and impact of that tragic world war are unknown to most young Americans. It's our mission to enlighten the public on the contributions of these remarkable aviators.

Colorado's "Knights of the Air" have inspiring stories that need to be shared. As we proceed with the revitalization of the "Hall of Fame", our goal will be to develop these stories for our visitors in order to spotlight their achievements in the "Great War" and their role in the subsequent development of Colorado Aviation. ...



## "Support Aviation" License Plates Available To Aviation Enthusiasts

Aviation enthusiasts in Colorado can now display a Support Aviation license plate.

This is a project initiated by the Colorado Aviation Business Association, and backed by CDOT's Division of Aeronautics, that is intended to raise awareness of the impact aviation has on most citizens and industries across the state.

Aviation has a significant economic impact in Colorado: it accounts for 265,700 jobs, \$12.6 billion in payrolls, and a total economic output of \$36.7 billion, according to the latest study by the Division of Aeronautics.

The plates cost \$50, the standard fee which covers DMV costs and the Highway User Tax Fund (not including normal State fees). ...

### Calling All Aviation Buffs!

### SUPPORT COLORADO

### AVIATION!

### Drop By Your Local County License Plate Vendor!

## Long time CAHS Member and WASP Has Flown West

COLORADO SPRINGS — A Colorado Springs woman who was among the first women to fly for the U.S. military during World War II has died at age 96.

Millicent Young, a member of the Women's Airforce Service Pilots, or WASPs, died Saturday of complications related to chronic obstructive pulmonary disease, her son Bill Young told The Gazette.

WASPs flew bombers and other warplanes to free up male pilots for combat service overseas. They served as civilian employees but were granted veteran status in 1977.

Of the about 1,000 women chosen for the job, fewer than 30 are still believed to be alive, said Bill Young, who wrote a book about the program.

"They opened so many doors for women," he said.

Young, born near Lodgepole, Neb., dreamed of flying since she was 6 when a pilot landed at her family's farm and told her "Don't touch that plane, little girl." according to her family. She learned to fly at an airstrip in Ogallala, Neb., using money she earned growing wheat on land leased from neighbors.

She told The Spokesman-Review in 2010 that she could drive a truck and a car by the time she was 10 and did not doubt she could qualify for the WASPs.

She spent about a year at a female-only air base in Sweetwater, Texas, mainly flying an AT-6 Texan single-engine plane towing a target so male pilots could train for in-air combat.

Young and other surviving WASPs were awarded the Congressional Gold Medal, among the nation's highest civilian honors, in 2010.



# Give the HISTORY GIFT!!! Give a Membership in the COLORADO AVIATION HISTORICAL SOCIETY

*Need a unique gift for an Aviation Buff? Consider giving a Membership into the Society!!! It is a gift that continues giving benefits and is very affordable. A mere \$30 individual, or \$40 family for the entire year! And for that special friend — how about a lifetime Membership?*

*Members receive the CAHS four times a year; meet famous Aviation Greats; hear descriptions of aviation events, experiences and history; actually participate in Air Shows; join Aviation Archeology (AvAr) expeditions; visit historical sites; view highly experimental and leading edge aircraft in development; access fascinating aircraft collections; and much, much more...*

**To expedite your gift, please call Dave Kempa at 303-527-6161 and mail your check or MO to: Colorado Aviation Historical Society, P.O. Box 201615, Denver CO 80220.**



Brian Richardson

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### ***Aviation ARcheology:***

## ***"The Barbed Wire Fence"***

At 01:46 hours in the morning of Tuesday, May 4, 1943 under an overcast sky, 2<sup>nd</sup> Lt. Robert C. Brown, the pilot in command of a B-17F, A.F. No. 42-5320, pushed all four throttles forward for maximum takeoff power. The four Wright Cyclone engines throbbed as the "Flying Fortress" accelerated along the centerline of runway 25. Pilot Brown eased his bomber into the air when she was ready, then relaxed a bit as he established a positive climb rate. As he continued his climb straight ahead, up into the dark, moonless sky, the massive four-engine bomber began a visually imperceptible, gentle roll to the left and impacted terrain on the airfield's outskirts, tearing through a wartime perimeter fence, then coming to rest against a farmer's barbed-wired fence. Within seconds the crashed bomber was engulfed in flames. Lt. Brown managed to escape the conflagration, but his entire crew perished in the wreckage.

Casper Army Air Force Base (CAAB) personnel responded almost immediately, suppressing the fire in short order. The accident investigation team sifted through the wreckage and made the results of their study known within eight days, as was the routine.

Following usual protocols, a property damage assessment was accomplished and the land owner received adequate financial compensation for his temporary inconvenience. The bulk of 42-5320's wreckage was returned to CAAB maintenance facilities for reclamation of all that could be salvaged. What evidence of that crash still remained after the settlement would become the property owner's responsibility. In most cases, this meant all remaining artifacts eventually settled into the soil, were redistributed and buried by mechanical (tractor and plow

means or scavenged, most likely during the 1970s for their scrap value.

On the fourth weekend of October 2017, members of the CAHS **AvAr** team ventured forth and scabbled with the gravelly-soil and inclement weather surrounding the old Casper Army Air Base. Temperatures remained in the low 40s and a persistent, annoying drizzle of rain continued throughout that morning, making search efforts more difficult than necessary.

The first thing team members noticed was the fact that the previous property owner(s) had been dumping trash on this site for nearly seventy years – since the crash – making our task all that much more difficult.

Extrapolating evidence from the original 1943 USAAF Form-14 report and employing modern methodology, **AvAr** team members immediately discerned several obscure clues and picked up a "scent" on the trail of A.F. No. 42-5320.

Within fifteen minutes of our initial launch time, scattered remnants of the aircraft were being identified.

(Continued on Page 7....)

## Aviation ARcheology: "The Barbed Wire Fence" - Part 2

Point of Impact



*AvAr team members inspect propeller grooves and impact deformation on the prairie, searching for additional evidence west of the old Casper Army Air Base perimeter fence, seen in the background. Note the inclement weather gear worn by all our team members.*

(...Continued from Page 6.)

Although the original report stated that the aircraft came to rest against a barbed wire fence, there was no [current day] fence in the search area indicated, when we arrived.

However, it wasn't long before team members located and then excavated a few distinct depressions in the ground, revealing the rotted stumps of wooden fence posts. Strands of barbed wire were soon uncovered

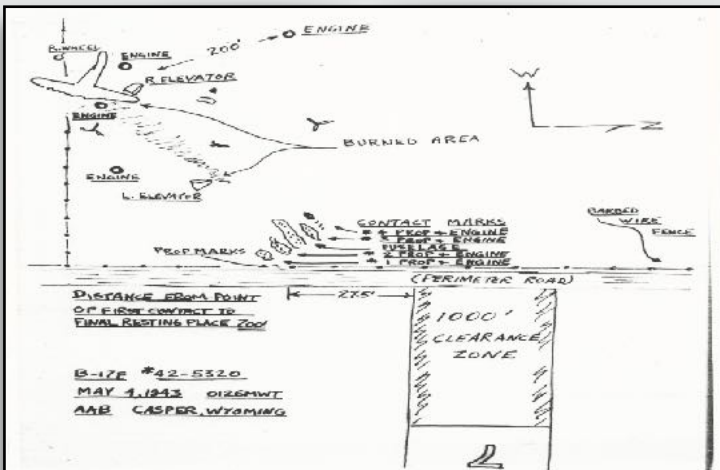


*Confirmation: Length of barbed wire fence with melted aircraft aluminum attached.*

nearby and, most telling for our expedition was the discovery of a section of barbed wire with a piece of aircraft grade aluminum melted tightly around it; evidence that the aircraft in question most likely made contact at that particular point, then was consumed by a mighty conflagration.

**AvAr** Team members Dave Seniw, Larry Liebrecht, David Kempa, Ernie Leroy, Ron Miller, and Brian Richardson, along with Wyoming Veterans Museum director John Goss, re-discovered and surveyed this site.

A fair amount of debris marked with part numbers specific to a B-17F was uncovered and recorded at this micro-site. All artifacts unearthed and removed were



*Above: Copy of the original USAAF Form 14 report map attachment.*

immediately relinquished to the Wyoming Veterans Museum representative.

Coordination with Wyoming Veterans Museum made this an especially important visit. **AvAr** team members fostered a significant connection with an out-of-state organization on behalf of CAHS and helped to complete a most historic exhibit by providing creditable artifacts. ...

### CAHS Membership Statistics Circa 2/12/19

Family Memberships.....	4	Current Membership .....	166
Honorary Memberships.....	6	Life Memberships.....	23
AvAr Trained Aviation Archeologists .....	14	5-Year Memberships.....	16
AvAr Interested .....	5	Total Hall of Fame Laureates.....	201
Allied Organizations .....	19	Living HOF Laureates.....	42

# 2018 Hall of Fame Banquet Photo Review; Laureate Richard “Dick” Janitell Induction



Left: Colorado Aviation Hall of Fame 2018 Laureate.

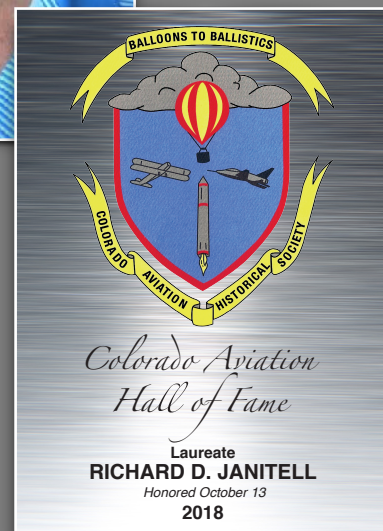
Below: Laureate Plaque awarded on October 13, at Colorado Aviation Hall of Fame Banquet.



Above: Babette Andre, Richard Janitell (2018) & Dewey Reinhard;  
Inset: Stéphane Lesaard, Canadian Consul General  
Below: WWII Coloradan CRAF honored pilot Hendrick's Daughter

Richard “Dick” Janitell, Colorado Springs Aviation Entrepreneur

(Plaque is new metal design, manufactured by Morrell Printing, Lafayette, CO.)



In the traditional – “A Gathering of The Laureates” Colorado Aviation Hall of Fame Banquet photo, with year each was honored: (L-R) Babette André (1990), Richard “Dick” Janitell (2018), Dewey Reinhard (1983), Rick Broome (1998), Charles Johnson (2014), Col. Mike Bertz (2011), Roy Morgan (2014), Lewis Entz ( 1992), John Penny. (2011)