



2017 Hall of Fame Inducts Capt. Marlan Dewitt Green

Capt. Marlan Dewitt Green became the 201st Inductee into the Colorado Aviation Hall of Fame at the 2017 Banquet and induction ceremonies, October 14th.

Marlon Dewitt Green (June 6, 1929 – July 6, 2009) was an African-American pilot whose landmark United States Supreme Court decision in 1963 helped dismantle racial discrimination in the American passenger airline industry, leading to David Harris' hiring as the first African-American pilot for a major airline the following year. Green was subsequently hired by Continental Airlines, for whom he flew from 1965 to 1978.

It seems incredible today but, before 1965, there were no pilots of color flying for American commercial carriers. That all changed because of our inductee.

The following profile of the Laureate was presented to the CAHS Nominating Committee and the attendees of the 48th Annual Colorado Aviation Hall of Fame Banquet by Mr. Flint Whitlock

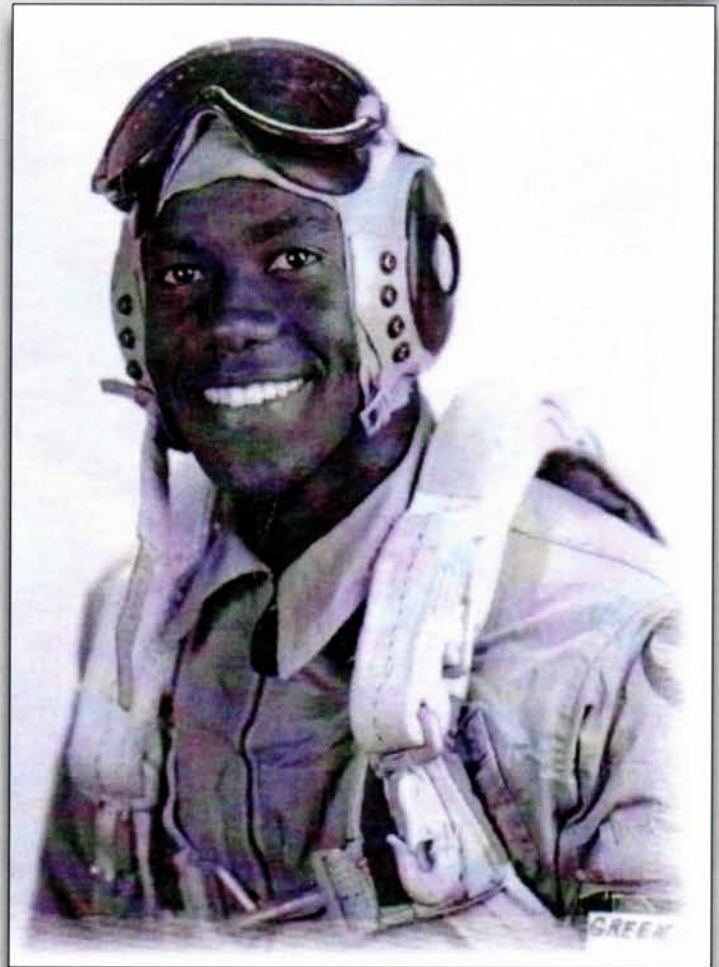
"Captain Green was born on June 6, 1929, to McKinley and Lucy Green, in El Dorado, Arkansas, one of five children. Although the family was poor, he proved his intellectual acumen by becoming the valedictorian of his grade school.

After changing from his Southern Baptist faith to Roman Catholicism, he wished to pursue a career as a priest, and accepted a scholarship to Xavier Prep High School in New Orleans, where he graduated as co-valedictorian.

His priestly dreams did not materialize and he sought a new direction for his life. He had had an early fascination with flight, so he enlisted in the U.S. Air Force in February 1948, shortly before President Harry S. Truman desegregated the military.

After a few months as an enlisted man stationed in Hawaii, he decided he wanted to become an officer and a pilot.

(Article & photos continued on Page 2)



CAHS-PWAM Fall Membership Meeting Held in Pueblo Museum;

In an effort to expand Membership Meetings to a broader membership base, an Autumn Membership Meeting was held in the Pueblo Weisbrod Aviation Museum on October 23.

(Article & photos continued on Page 10)

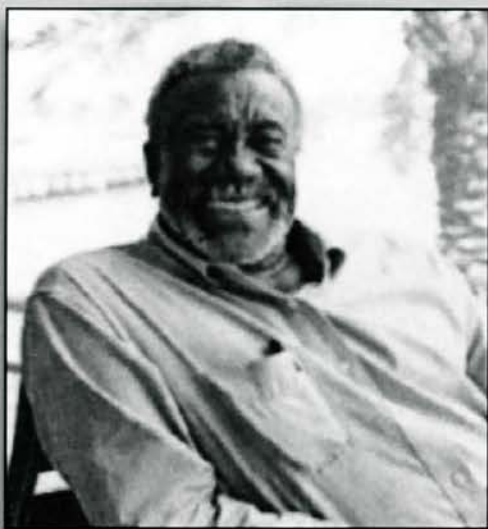
Canadian & British Royal Air Forces Honor U.S. WWII Flyers at HoF (Article on Page ?)

Captain Marlon Green Paved The Sky Paths for Black Pilots

But, because of his skin color, his requests for flight training were repeatedly denied until his application was pushed forward by his commanding officers.

Although he had had no college education, he passed the tests that qualified him for flight school, and was admitted to basic flight training at Randolph Field, Texas. After graduating and receiving his commission and pilot's wings, he applied for and was accepted to multi-engine pilot training at Lake Charles Air Force Base, Louisiana.

In December 1951, he married Eleanor Gallagher, a white teacher he had met while at Xavier Prep. Because interracial marriages were outlawed in the South at that time, the Greens could not be stationed in Louisiana; he was transferred to the SAC base at Lockbourne AFB, in Ohio.



During his nine-year Air Force career, he piloted B-26 bombers, C-97 aerial tankers, and SA-16 amphibious rescue planes while stationed in Japan. In 1957, with the Green family growing and after hearing that the airlines were ending

their policy of discrimination against black pilots, Marlon decided to become an airline pilot. He resigned his commission and the family returned to the U.S., settling in Lansing, Michigan.

Repeated job applications to every U.S. airline all resulted in failure. One airline executive even told Marlon he would not hire him due to his race. Because he did not enclose a photo of himself on an application he sent to Continental Air Lines, then headquartered in Denver, he was given an interview and flight test.

But, although he had more flight hours than five, less-experienced white applicants, they were all hired and he wasn't.



As a conciliatory post-humous gesture in 2010, Continental Air Lines named a new 737 aircraft the tenacious, trailblazing "Captain Marlon Green."

It was then that he started trying to get legal recourse. A suit brought by the Colorado Anti-Discrimination Commission was thrown out twice—first by the Denver District Court and then by the Colorado Supreme Court. By now Marlon was nearly destitute. In 1963, a sympathetic Denver lawyer took Green's case to the U.S. Supreme Court, which came back with a unanimous, landmark verdict: Continental had discriminated against Green, and must now admit him to a training class.

After two years of negotiations, Continental finally made an offer that was acceptable to Green and his lawyer, and he went to work for the airline in 1965 until retiring in 1978. His tireless efforts paved the way for other pilots of color and led to the formation of OBAP—the Organization of Black Airline Pilots.

In 2003, Marlon Green was given the Lifetime Achievement Award from OBAP and, two years later, he was inducted into the Aviation Hall of Fame in his home state of Arkansas. He passed away on July 6, 2009—one month after his 80th birthday.

In 2010, as a way of apologizing for the treatment Marlon Green had received at the hands of the airline, Continental named a new 737 aircraft the "Captain Marlon Green."

The airline's president, Jeff Smisek, said at the ceremony, "The fact that we did this shows how regretful we are about our history, and we took the opportunity to honor Capt. Green because it's important to us.... I stand here on behalf of my 41,000 co-workers [at Continental] today so glad that he won, because he blazed the trail of diversity."

And now the struggle and achievements of Captain Marlon DeWitt Green have been recognized by Colorado.

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Notes From The

President's Desk

2017 Review & 2018 Events

I would like to thank Peter Paul Luce, Director Emeritus, for his decades of service to our Society. We honored him at this year's Hall of Fame Banquet with a memorable plaque as Director Emeritus, joining the status of our late Charles "Chuck" Holmes, Director Emeritus. It was my privilege to bestow this honor. (See the Director Emeritus Award presented to Director Luce on page.)

We have added a new Board member; please welcome Col. Michael "Dice" Paradise aboard. Dice is a retired CoANG and Continental Airlines Pilot.

This year has been stressful with the passing of Miss Dody Engel, and her presence with the Executive Board is missed deeply every week in the Archives Office.

CAHS hosted a Colorado Pilots Association spring fly-out to the 59th Cactus Fly-In, Casa Grande, AZ, which included an **AvAr** Presentation from Mike McComb on the 1956 mid-air collision over the Grand Canyon.

This year's Annual North American Aviation Archaeology Summit was held in Pasco WA. The CAHS' **AvAr** Team had two expeditions this year: Sept 22-24 Casper Airport WY and Nov 18 Pueblo Airport.

We recently held a year-end Winter Membership Meeting and Gathering of Laureates at the Pueblo Weisbrod Aircraft Museum on Nov 18. Leo Scheberle, 99 years young, Charlie Johnson, Doc Callender, Emily Howell Warner, Rick Broome and Dewey Reinhard honored us with their presence.

Happy Centurion Birthday to Hall of Fame Laureate Leo Scheberle, who turned 100 years-old on 12 Dec.

2018 is here! – with aviation events being planned throughout the State. Our spring Membership Meeting and Board of Directors Elections, will be in late March or early April, weather permitting; Hall of Fame nominations are due August 1; the Summer Membership meeting in August with a possible Air Classic fly-in; Banquet in October; and another Winter Membership meeting, location to be announced in 2018.

Ninth International Aviation Archaeology Summit, Phoenix AZ, March 24-25; Pueblo Spring Event, May 19th; CPA Splash-in for float planes at Lake Meredith June 2; Longmont Airshow June 23; and EAA Granby Flyin, Warner Field in July.

Update from Facebook: CAHS 383 Likes; 376 Followers; AvAr Program: 85 Likes; 84 Followers. All are invited to join us on social media.

Keep checking the www.colahs.org website's Event Calendar for details, additions and changes. * * *



Photo (replace coming)

Lance Barber

President, 2013 – Present

Titan I, Atlas, and Redstone are displayed at the Launch Pad Brewery 884 S Buckley Rd.,



Members of the CAHS Board of Directors and Officers wish All a Happy, Prosperous, & Positive

St. Paddy's Day!!!



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

email michael.CAHS@yahoo.com or call 303-913-7384

CANADIAN & BRITISH ROYAL AIR FORCES HONOR U.S. FLYERS; HALL OF FAME INDUCTS WWII COLORADO AVIATOR VOLUNTEERS

Editor's Note: As WWII was beginning in Europe and Nazis had invaded most of the western nations, Great Britain fell under siege. Along with their ally, Canada, was in crisis, experiencing an extreme shortage of airmen and especially combat pilots and aviators who could be trained as combat pilots.

Meanwhile, the official USA attitude, post WWI, had become and isolationist, was highly resistant against becoming embroiled in a second world war in Europe. Ergo, a number of American aviators answered the Canadian Royal Air Force (CRAF) and British Royal Air Force (RAF) call for aviation help. A number of those responding to the call were a number of Coloradan aviators. Thanks to Canada and the Bomber Command Museum of Canada and in collaboration with John Stemple, Member of CAHS and BCMC (Sponsor), nominated 10 of those brave aviation volunteers for induction, as a group, into the Colorado Aviation Hall of Fame on 14 October 2017.



Stéphane Lessard, the Consul-General of Canada in Denver and Maj. Gen. Christopher Coates, Canadian Commander at NORAD.

Royal Canadian Air Force Crest Tribute to Coloradan Volunteers in World War II

"We remember with enduring gratitude the patriots from Colorado who voluntarily joined the Royal Canadian Air Force during the Second World War. These individuals asked their lives in defense of Mother England, the United Kingdom of Great Britain and Northern Ireland, British Commonwealth of Nations and Freedom. Some of the Coloradans made the ultimate sacrifice during their service.

Metal from Canadian Air Force Halifax bomber LW682, shot down during World War II and recovered in 1997, was donated by Bomber Command Museum of Canada and was used in the casting of the Royal Canadian Air Force Crest."

• • •

Colorado Aviation Hall of Fame 2017 Special Award



*Colorado Aviation
Hall of Fame*

Royal Canadian Air Force and Royal Air Force
Colorado Volunteers

Luke Elbert Allen • Frank Raymond Boyles • James Campbell Davie
Billy Orin Gates • Leroy Gover • Robert Henry Hendrix • Clyde Homer Jay, Jr.
Fredrick Holbrook Mahn • James Christian Nelson • and Richard Earl Todd

Special Award

Posthumously Honored 14 October
2017

(See brief Colorado Aviator Volunteers Profiles on Page 5...)

"We remember with enduring gratitude..."



We remember with enduring gratitude the patriots from Colorado who voluntarily joined the Royal Canadian Air Force during the Second World War. These individuals risked their lives in defence of Mother England, the United Kingdom of Great Britain and Northern Ireland, British Commonwealth of Nations, and Freedom. Some of the Coloradans made the ultimate sacrifice during their service.

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Colorado Aviation Hall of Fame

Laureate Penny Hamilton: a "Great Colorado Woman!"

The *Colorado Women's Hall of Fame* and *Rocky Mountain PBS* are proud to debut a new broadcast series focusing on historic and contemporary Colorado women and their little known, and quite often under-reported achievements.

This five-episode television series premieres on Thursday, February 1, 2018 at 8 p.m.

The program is entitled "Great Colorado Women" and was produced by the *Colorado Women's Hall of Fame*. Please join us in honoring these amazing women!

Great Colorado Women

Video Series on Rocky Mountain PBS

Produced by Colorado Women's Hall of Fame



Dana Crawford

Jill Tietjen

Marion Downs

Marilyn Van Derbur

Atler Penny Hamilton

GRIT GRACE
INSPIRATION



Do NOT miss (or DVR) Dr. Penny on Feb. 15 @ 8 P.M. PBS!

Schedule of Airings:

Feb 1 (8 p.m.) – Marion Downs • Feb 2 (1:30 a.m.) – Marion Downs
Feb 8 (8 p.m.) – Dana Crawford (only at this time)

Feb 15 (8 p.m.) – Penny Hamilton • Feb 16 (1:30 a.m.) – Penny Hamilton

Feb 22 (8 p.m.) – Jill Tietjen • Feb 23 (1:30 a.m.) – Jill Tietjen

Mar 1 (8 p.m.) – Marilyn Van Derbur • Mar 2 (1:30 a.m.) – Marilyn Van Derbur



Board of Directors

For decades of faithful service to the Society,
the official and permanent title of

DIRECTOR EMERITUS

is hereby conferred to

PETER PAUL LUCE

2017

COLORADO AVIATION HALL OF FAME 2017 SPECIAL AWARD RECIPIENTS

Royal Canadian Air Force and Royal Air Force Colorado Aviator Volunteers

Allen, Luke Elbert -- Ignacio (RAF / Eagle Squadron). He flew Hawker Hurricanes with the RAF 71st Squadron, and later joined the USAAF Air Transport Command in Dallas. He served in the USAF during the Korean War.

Boyles, Frank Raymond -- Resident of Denver (RAF / Eagle Squadron & USAAF). Boyles was born in Syriam, Burma. He evidently joined the RAF. He was posted to the 133rd Squadron, RAF, and transferred to the USAAF. Frank flew Supermarine Spitfires, Republic P-47 Thunderbolts, and North American P-51 Mustangs. He was KIA on 8 April 1944.

Davie, James Campbell -- Pueblo (RCAF). Davie died in Canada on 16 October 1941 of causes relating to pneumonitis.

Gates, Billy Orin -- Loveland (RCAF). Gates died 15 April 1942 while piloting Vickers Wellington bomber Z1148 as a member of RAF 214th FMS (Federated Malay States) Squadron.

Gover, Leroy -- Loveland (RAF / Eagle Squadron & USAAF). Gover flew Supermarine Spitfires with the 133rd Squadron, RAF. He transferred to the USAAF and piloted Republic P-47 Thunderbolts. He flew West at Menlo Park, California in 1997.

Hendrix, Robert Henry -- Walsenburg (RCAF). Hendrix died on 27 July 1941 as a result of a recreational swimming accident during training.

Jay, Clyde Homer, Jr. -- Denver (RCAF). Clyde perished, while flying in the vicinity of Hambledon, Hants, in the 415th Squadron Handley Page Hampden AT230.

Mahn, Frederick Holbrook -- Denver (RCAF). Frederick Mahn flew anti-shipping patrols with the RCAF 415th Squadron. On 4 June 1942 his aircraft (Handley Page Hampden AT240) was shot up by the enemy. He ditched the crippled bomber into the North Sea and survived for two weeks drifting in a dinghy. Fred Mahn remained in the RCAF and flew West on 5 March 1946.

Nelson, James Christian -- Greeley (RAF / Eagle Squadron). Nelson flew Supermarine Spitfires with the 133rd Squadron, RAF. Afterward he test flew de Havilland Mosquitoes. James Nelson was employed after 1953 by the Northern Colorado Water Conservancy District. He passed away in Loveland on 11 June 1971.

Todd, Richard Earl -- Colorado Springs (RCAF). Todd was reported "missing and believed killed" in Wellington BJ762 on 29 March 1943, while on operations with the 426th Squadron, RCAF. The crash was located & Todd was buried in Belgium with 3 other crew members.

THE ROYAL CANADIAN AIR FORCE (RCAF) & ROYAL AIR FORCE (RAF) AMERICAN WWII AVIATION VOLUNTEERS PROJECT & HISTORY

By
Karl Kjarsgaard & John Stemple
Bomber Command Museum of Canada

The RCAF played an important role in staffing the British Commonwealth Air Training Plan, which also supplied a sizeable number of personnel to RCAF and RAF combat squadrons, and, notably, in excess of 25 percent of the pilots comprising the legendary RAF Eagle Squadrons were trained by Canada and wore RCAF wings. The American component of the RCAF totaled over 8,800 and the number of "Yanks" serving in the RAF was more than 750. Combined then, the two aerial combat services possessed some 9,550 personnel, both male and female, from the United States.

Notably the databases of Americans, who hailed from all of the 48 states in the union at the time and also from what was then the Territory of Hawaii, in the RCAF and RAF who were killed-in-action now totals 829 airmen. This tally is being revised upwards as overlooked or lost records are discovered and examined.

To date a review of documentation reveals that during the period May - June 1942, which was after the attack on Pearl Harbor, in excess of 1,750 RCAF-Americans transferred to the U.S. Army Air Forces (USAAF). By November 1943 an additional group, which numbered just over 2,700, of RCAF and RAF-Americans had also completed reassignment to USAAF. In totality, transfers to USAAF exceeded 4,450. Importantly, many of these highly trained and experienced individuals were combat veterans. A fact not to be forgotten is that more than 5,100 RCAF-Americans remained in the RCAF until their terms of service were fulfilled.

The lack of remembrance and recognition is a result of several factors. One is that many Americans in the RCAF that were killed-in-action (KIA) are listed in the Commonwealth War Graves Commission as "Canadian citizens." Also, there were over 110 RCAF-Americans who were KIA (while flying in Canadian combat aircraft) that had already transferred to the USAAF but had not yet been mobilized by the USAAF in England. (This particular group of RCAF-Americans represents true unknown heroes both in the USA and in Canada.) As a result of the foregoing, RCAF histories and Rolls of Honor do not list these 110 American airmen and, unfortunately, RAF documents also reflect this oversight.

Related to those U.S. citizens who were killed, it is important to note that Canadians and RCAF-Americans were primarily posted to RCAF Bomber Command squadrons which were equipped with various marks of British-built Handley Page Halifaxes. (Later models of these warplanes arguably became the most versatile bombers in the Bomber Command inventory.) It has been found that the greatest numbers of RCAF-Americans killed-in-action (within bombers) were flying aboard the Halifax aircraft. This percentage is not surprising when one takes into account that approximately 70% of all RCAF bomber-related combats between 1942 and 1945 involved Handley Page Halifaxes. Essentially then, the foregoing research, which was conducted by Bomber Command Museum of Canada and Halifax 57 Rescue (Canada), indicates that the Halifax is to be credited with the fourth-highest tally of American casualties in bombers.

Note: A version of this article appeared on page 4 of the Fall 2016 issue of the Air Force Museum Foundation's publication *Friends Journal*.

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Aviation Archeology: "Notes from the Field"

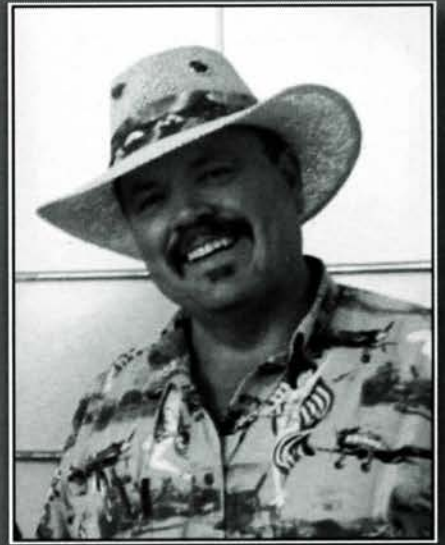
Japan Bombs Colorado!

By *Brian Richardson*

The Bombing of Timnath, Colorado

On April 18, 1942, Lt. Col. Jimmy Doolittle led 16 B-25 bombers, launched from the USS Hornet, on a daylight strike over Tokyo and several other major Japanese cities. This courageous act so infuriated the Japanese military high-command, they spent the next couple of years developing a retaliatory weapon in response.

On 4 November 1944 a United States Navy patrol craft spotted something odd floating on the sea 66 miles southwest of San Pedro, California. When the object was hauled on board, it was found to be a rubberized-silk balloon.



*Brian Richardson, AvAr Trainer
AvAr Program Director*

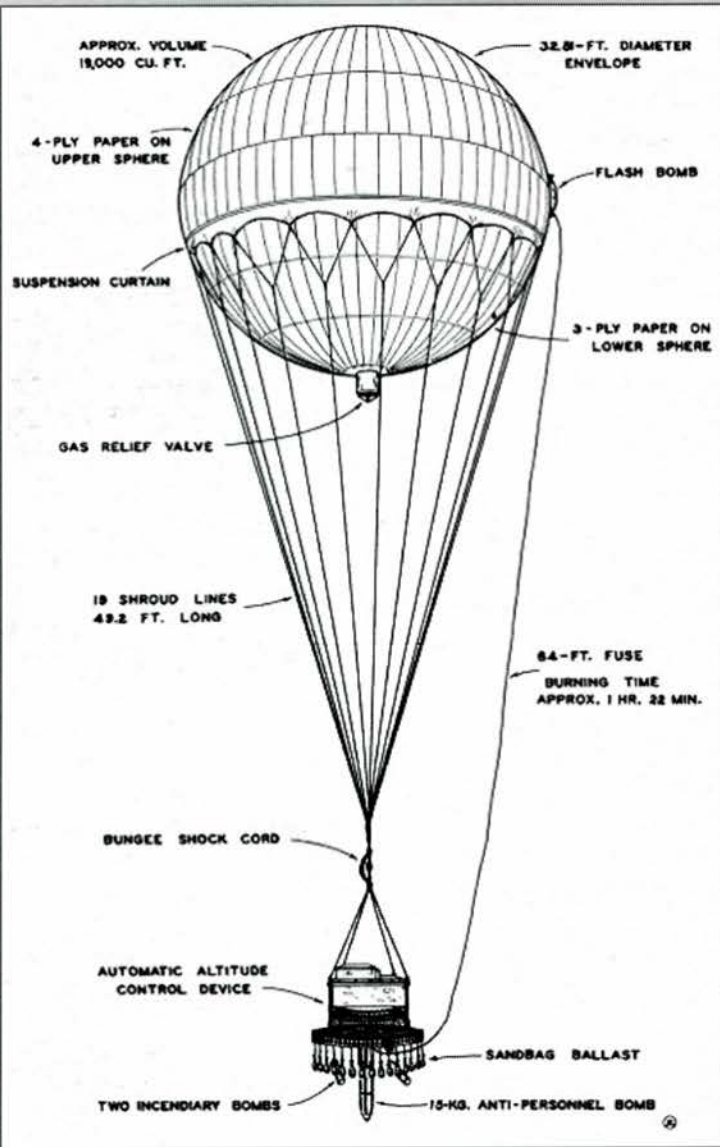


Diagram of FUGO Balloon Bomb

The Japanese had discovered that high altitude winds (known today as the jet stream) could deliver balloon-borne bombs to the west coast of the United States in 30-100 hours. That is 6,500 miles in 2-6 days!

The Japanese called the balloon weapons Fu-Go ("Fu" being the first character of the Japanese word for balloon). They were assembled by hand, usually by schoolgirls, constructed of mulberry paper sheets glued together and filled with hydrogen.

The thirty-three foot diameter balloons carried an aluminum ring (about three feet across) suspended from the balloon with nineteen shroud lines. On board the ring was a control and ballast system consisting of thirty-two, 7-10 pound sandbags and the bomb load.

To track the flight path of the balloons, each flight of ten had at least one balloon equipped with radio transmitters instead of bombs. Japanese radio tracking stations could track the flight of balloons for the first 1,200 miles of flight.

From November 3, 1944 until April 20, 1945, approximately 9,300 balloons were released. While only 300 were ever documented to have made landfall, experts believe at least 10 percent, or 930 balloons made the trek successfully. Balloons were reported over an area stretching from the island of Attu in the west to the state of Michigan in the east, and from northern Alaska to northern Mexico. The remains of a balloon bomb was found in Lumby, British Columbia in October 2014 and detonated by a Royal Canadian Navy ordnance disposal team.

Due to a strong voluntary press censorship, the Japanese heard nothing of the landings and assumed the balloon project was a failure. As it would turn out, this was the most effective countermeasure developed for the attacks.

The Japanese officially ended FU-GO operations in mid-April, 1945. Records indicate that there was a surplus of 1,000 balloons still awaiting launch.

(Continued on Page 9...)

The Japanese Bombing of Timnath, Colorado

(...continued from Page 8)

On March 19, 1945, nine-year old Jack Swets was standing in the corral on his family's farm in Timnath, Colorado, when an object crashed to the ground with a buzzing roar and immediately caught fire. When the fire subsided the family could see tail fins sticking out of the top of the crater which looked like a post hole. The FBI investigated the next day and confirmed that it was an incendiary bomb from a Japanese balloon.

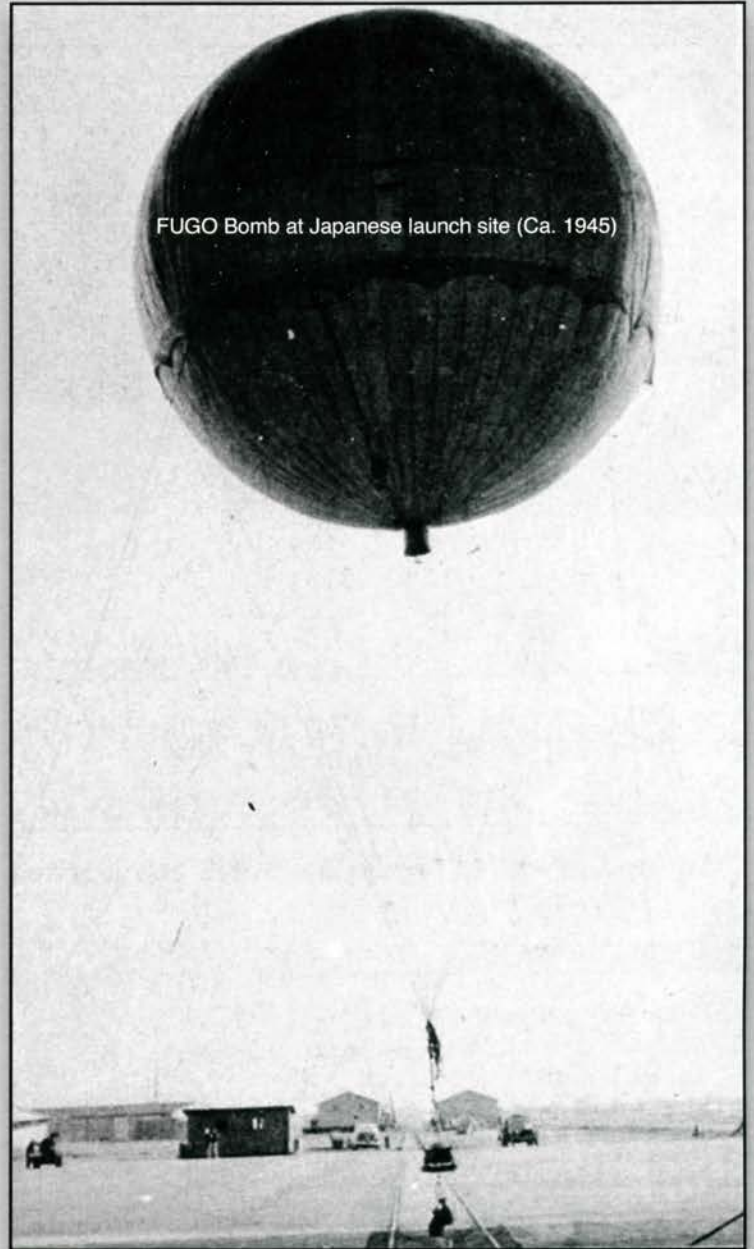
Several days later as Swets' father, John, drove through the field with his tractor, a bomb exploded and formed a crater large enough to swallow the on-coming tractor. Mr. Swets was unharmed. Authorities speculated that the bomb had burrowed into the ground and went undetected by investigators. Ground vibrations from the tractor must have set it off. One story has it that little Jack, who was close by and watching his father was so traumatized he couldn't speak for hours afterward.

Still another bomb was found a few days later on a neighboring farm in Timnath, but did not explode. (It was speculated that it had come from the same balloon.) In all, a total of four Fu-Go weapons were discovered near the Colorado towns of Colbran, Delta, Juanita, and Timnath. Fortunately, no one was killed or injured during these attacks. It is believed that others probably touched down in extremely remote parts of Colorado, but none have been reported thus far.

As a side note... those Japanese school girls who assembled the FU-GO balloons using an edible paste called konnyaku (devil's tongue), well, they were on sort-of-short rations and always hungry. Unbeknownst to their guards, the young girls routinely ate the glue off their brushes when the overseers weren't looking. In order to cover their transgressions, they would add some of their drinking water rations to the glue mix in order to fool the guards. In the end, seams on the balloon envelopes were weakened and many simply gave-way somewhere over the Pacific, the ordnance falling harmlessly into the sea and sinking to extreme depths.

AvAr team members* first visited the Timnath site in 1988, and once again in 1999. Extensively farmed over the years, no remains of this historic site were ever uncovered in-situ by any team members.

The Swets family heirs sold this property to commercial interests and today [2015] a Costco parking lot covers the exact location where this historic event took place some 71 years ago.



FUGO Bomb at Japanese launch site (Ca. 1945)

It is *AvAr*'s intention to eventually see an historical marker placed near this site as a reminder to all who pass of the day when Timnath, Colorado was bombed by an enemy of the United States.

*The aviation archaeology department of the Colorado Aviation Historical Society (*AvAr*) was first formed in December 2005. Many of its founding members were involved with aviation archaeology long before this organization had its start.

A special thanks to Mr. Jeff Benya of Michigan Aviation Archaeology for much of the background research used in this article. ...



You Can Be An Aviation Archeologists (AvAr)!
Training Available • Next Step: Really Great Experiences!

**SPECIAL WINTER 2017 MEMBERSHIP MEETING HELD
THIS YEAR IN THE PUEBLO WEISBROD AVIATION MUSEUM**



Above: Colorado Aviation Hall of Fame Laureates Charlie Johnson, "Doc" David Calander, Emily Howell Warner, Rick Broome, Dewey Reinhard, and Centurion Leo "Lee" Scherberle who passed the 100 century mark!

Below: Laureates Rick Broome and Dewey Reinhard pose, during original Broome artwork donation, with Bruce Elson, Museum Docent, tour guide.(center)

**A Gathering of Eagles in the
Wings of Honor Wall of Fame**

Traveling to Pueblo, a number of CAHS Colorado Aviation Hall of Fame Laureates joined Pueblo Members in a special joint Autumn Membership Meeting with Pueblo Weisbrod Aviation Museum (PWAM) Members.

Special donation by Rick Broome to PWAMuseum was one of the features of the "git-together" (A Gathering of Eagles)!
...



Center photo, above (left-right): Rick Broome, Laureate and renown aviation artist, donating an original Studio Press Proof (1 of 1) to Shawn Kirscht, Museum Curator, and Dick Wood, Museum Vice-President.

INVITATION

Shawn Kirscht, Museum Curator and Dick Wood, Museum VP cordially invite all Members to visit the Museum at their earliest convenience. The CAHS Hall of Fame Laureates received a personal tour of both hangars.

FAA Presents Master Pilot Awards at 2017 Colorado Aviation Hall of Fame; The Wright Brothers *Master Pilot Award* Presented to J. Deline and R. Pineal



Brian Richardson, FAA Denver Manager, John Wood, FAA Front Line Manager, Denver FISDO, present Johnnie Pineal & Robert Deline the FAA Wright Brothers *Master Pilot Award*. (See URL listed bottom of right column.)

50-year Master Pilot Awards have become a feature of the CAHS Colorado Aviation Hall of Fame.

The Wright Brothers *Master Pilot Award* is the most prestigious award the FAA issues to pilots certified under Title 14 of the Code of Federal Regulations (14 CFR) part 61.

This award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots".

Once the FAA award has been issued, the recipient's name, city and state will be added to a published "Roll of Honor" located at <https://www.faasafety.gov/content/MasterPilot/>



Photo courtesy of Living Legends of Aviation

Mike Silva & Wife, Susie, at Living Legends of Aviation Hall of Fame Awards (Vertical Flight) in Beverly Hills CA, January 19. Silva is best known in Colorado for his bravery vertical flight prowess in detaining a murderer, kidnapper (with victim) by vertical descent between ground obstacles in an amazing hovering maneuver, blocking his escape until officers could arrive on scene.



Mike Silva Wins Prestigious "Vertical Flight Hall of Fame Award."

Mr. Mike Silva, CAHS Hall of Fame Laureate (1988), received the "Vertical Flight Hall of Fame Award" at the 15th annual Living Legends of Aviation Awards Banquet at the Beverly Hilton Hotel on January 19.

Silva is currently a retired, Emmy award-winning news helicopter pilot, having flown helicopters extensively in the Front Range TV-news market, and he is also still flying as a helicopter pilot with the Colorado Army Air National Guard.

He served as combat pilot in Viet Nam in 1970-71, and is a veteran of Operation Iraqi Freedom; awarded the Army Commendation Medal, Bronze Star, Air Medal, and the Distinguished Flying Cross (DFC).

Since military service, he received the prestigious Wright Brothers' 50-Year Master Pilots Award, and now the Vertical Flight Hall of Fame Award from Living Legends.

Silva helped write helicopter safety standards that are still followed today by many news helicopter pilots. •••

Proudly Announcing:

The Colorado Aviation Historical Society

Community



Affiliate

Program

If you and your Organization support one or more of the following aviation historical goals, then your Organization qualifies for formal CAHS affiliation as a

Community Affiliate

*complete with all the right and privileges thereto entitled
by the Society.*

1. To acquire, restore, preserve and provide for public display, aircraft and other objects, documents, items and things of present or historical interest or value in connection with the development and history of aviation in the State of Colorado and elsewhere;
2. To foster, encourage, sponsor and promote public interest and education in all phases of aviation and the aircraft associated with such history;
3. To foster, encourage, sponsor and promote, public interest in the preservation, restoration, use and knowledge of antique and classic airplanes or other flying machines;
4. To foster, promote, and encourage aviation, by sponsoring, providing or participating in aviation museums, displays, shows and exhibit."

The President & The Board of Directors

Community Affiliates Definitions & Benefits

(CAHS Standing Rules Reference: "Standing Rule 7")

Platinum: (annual affiliate donation).

- 1.) Charitable tax deductible receipt for donation.
- 2.) Journal: 1 B&W 1/2 page & 3-1/4 page advertisements in 4 quarterly Journals (a \$900 value).
- 3.) Journal: Promotional Article (1/2 page, including optional photos).
- 4.) Journal: "Roster of Affiliates" listing, including full & complete contact information and logo.
- 5.) Banquet: Program Acknowledgement – Affiliate Biz Card & "Thank You to Our Supporters" listing.
- 6.) Banquet: Program – Display Ad – full page (B & W).
- 7.) Banquet: Screen Projection Display of logo &/or name (in rotation format) at the annual Banquet.
- 8.) Affiliation Plaque: Large Professional Award Plaque for display in Home or Office.
- 9.) Affiliation Certificate: Parchment Award Certificate for display at Home or Office.
- 10.) Website: Full recognition (TBD).

Gold: (annual affiliate donation).

- 1.) Charitable tax deductible receipt for donation.
- 2.) Journal: 1 B&W 1/2 page & 3-1/8 page advertisements in 4 quarterly Journals (a \$675 value).
- 3.) Journal: Promotional Article (1/3 page, including optional photos).
- 4.) Journal: "Roster of Affiliates" listing, including full & complete contact information and logo.
- 5.) Banquet: Program Acknowledgement – Affiliate Biz Card & "Thank You to Our Supporters" listing.
- 6.) Banquet Program – Display Ad-1/2 page (B & W).
- 7.) Banquet: Screen Projection Display of logo &/or name (in rotation format) at the annual Banquet.
- 8.) Affiliation Plaque: Large Supporters Award Plaque for display at Home or Office.
- 9.) Affiliation Certificate: Parchment Award Certificate for display at Home or Office.
- 10.) Website: Full Recognition (TBD).

Silver: (annual affiliate donation).

- 1.) Charitable tax deductible receipt for donation.
- 2.) Journal: 1 B&W 1/4 page & 3-biz card size advertisements in 4 quarterly Journals (a \$425 value).
- 3.) Journal: Article (1/4th page, including optional photos); Journal Roster of Affiliates listing.
- 4.) Journal: Master List of Affiliates with basic contact information.
- 5.) Banquet: Program Acknowledgement – Affiliate Biz Card & "Thank You to Our Supporters" listing.
- 6.) Banquet: Program – Display Ad-1/4 page (B & W).
- 7.) Banquet: Projected screen display of logo & name at the annual Banquet in rotation format.
- 8.) Plaque: Medium Affiliate Award Plaque for display at Home or Office.
- 9.) Certificate: Parchment Award Certificate for display at Home or Office.
- 10.) Website: Full Recognition (TBD).

Bronze: (annual affiliate donation).

- 1.) Charitable tax deductible receipt for donation.
- 2.) Journal: 1/8 display box in 4 quarterly Journals (a \$150 value).
- 3.) Journal: Promo Box (photo or logo option); Journal Roster of Affiliates listing.
- 4.) Journal: Master List of Affiliates with phone & eMail.
- 5.) Banquet: Program Acknowledgement – Affiliate & Logo & "Thank You to Our Supporters" listing.
- 6.) Banquet: Program – Company logo & "Thank You to our Corporate Supporters listing).
- 7.) Banquet: Screen Projection Display of name & logo at the annual Banquet in rotation format.
- 8.) Plaque: Small Affiliate Award Plaque for display at Home or Office.
- 9.) Certificate: Parchment Award Certificate for display at Home or Office.
- 10.) Website: Full Recognition (TBD).

Contact Info:
Colorado Aviation History Society 303-341-7711
Lance Barber, President • 303-946-9901



*Community Affiliate
Program Announced!*

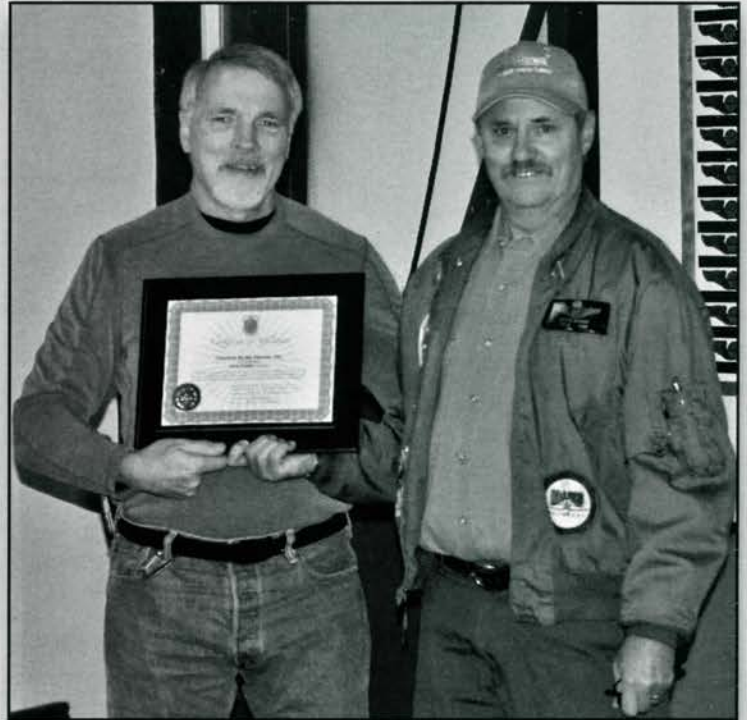
Michael McRhodes, Managing Editor

Editors Note: A lot of water has flowed under the bridge since the last Journal was published. This, to the point that the water is now turning to snow! This Journalist humbly offers the Membership, Officers & Board of Directors an apology for the delay. Seems the year 2017 has brought a plethora of ailments and illnesses my way. I think it comes from being a 26 year-old man trapped in a 76 year-old body! (Happily, things for this journalist are improving significantly!)

Community Affiliate Program

Charters by Air Denver Inc. founded by David Kempa, President, becomes the first Community Affiliate of CAHS, entering the affiliation on the Platinum Level.

Please see the inside of the front cover of the outer Mailer for details of the CAHS Community Affiliate Announcement and inside the back cover for the Community Affiliate Application.



Director Dave Kempa, with Lance Barber, President, seen holding his newly acquired Air Denver, Inc., Community Affiliate Certificate. Dave's company has been managing air charters safely for thirty-six years!

Air Denver, Inc., is the first Corporate entity to acquire Community Affiliation status with CAHS. . . .

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Certificate of Affiliation

Charters by Air Denver, Inc.

under the direction of

David Kempa, President

Let all Persons & Organizations know from this date forward and until one or both Parties opt to cancel this association, the Organization named on this Certificate, above, is Formally and Officially an Affiliate with the Colorado Aviation Historical Society and its Mission, Projects and Goals, with all rights & privileges thereto.



Executed and signed this 23rd Day of July, in the year 2017,
Wings Over the Rockies Air & Space Museum, Denver, Colorado.

President: Lance A. Booker

Vice-President: Brufey

Secretary: Neil L. Holby

Copy of Actual CAHS Community Affiliate Certificate

Win This Beauty...



1957 Ford Classic T-Bird



1936 Lockheed 12A Electra Jr.

The 1957 Starmist Blue Thunderbird has only 35,000 miles and was fully restored in 2006. It has a 312 cubic inch V-8 engine and automatic transmission, and it is loaded with features including hard and soft tops.

"We plan to hand over the keys to the car at our 10th Annual Spirit of Flight Day event on July 14, 2018," said Gordon Page. "I can't wait to see the look on the winners face," added Page.

People can enter to win the car by making a donation to the non-profit Spirit of Flight Foundation at www.spiritofflight.com. You can also enter by mailing in the down loaded form.

All proceeds help restore the 1936 Lockheed 12A Electra Jr. that the museum acquired earlier this year.

Good luck, and thanks for your support!

Online entries began on Monday, November 27, 2017! Makes a great special event gift as well! ...

Spirit of Flight Center/Chasing Planes TV

2650 S. Main St., Bldg. A • Erie, CO 80516

(303)460-1156 Ext. 21 • Fax (303)464-7576

2017 COLORADO AVIATION HALL OF FAME



Group photo of Guests, living Laureates, Honorees, Sponsors, associated family members of both living and post humus Laureates in attendance at Lakewood Country Club for the 48th Annual Colorado Aviation Hall of Fame Banquet & Induction.



(L-R) Marlon Green's daughter Professor Monica H. Green, James Z. Green, one of Green's younger brother, Lance Barber, CAHS President, Laureate Emily Warner (1983), and military historian Flint Whitlock, author of *Turbulence Before Takeoff: the Life and Times of Aviation Pioneer Marlon Dewitt Green*.



Caption Marlan Green's daughter, Professor Monica H. Green of Phoenix, AZ and Capt. Green's younger brother, James Z. Green.



New metallic Laureate Plaque, in honor of Capt. Marlon Green.



Special WWII veteran guests: Don Whipple, Lucky McGinty, Jim Blane and Clayton Nattier who manned the WWII Veterans' table.



(L to R) Stéphane Lessard, Consul-General of Canada in Denver; Clark Hearn, Maj. General Christopher Coates, NORAD; Karl Kjarsgaard of Bomber Command Museum of Canada (BCMC), co-sponsor; Cynthia Hoffman, representing the family of Leroy Gover, RAF; Marla Groth, Marilyn Hendrix and Patricia Hendrix Schelhaas representing Robert Hendrix, RCAF; and far right, John Stemple, Member of CAHS, BCMC and Sponsor.

"CHASING PLANES"

Season One Episodes Now Available

In the complete first season of Chasing Planes, the viewer will get an inside look at the world of running a Museum and how aircraft and artifacts are appraised, acquired, restored and displayed.

Meet collectors, and hear some amazing stories behind historic aircraft and artifacts, sometimes forgotten in storage facilities and hangars (and even barns!) for years. Visit storage facilities and hangars full of history, and meet museum visitors who look to pawn off historic items.

Six full episodes of Chasing Planes; the complete First Season, hosted by aviation expert and museum founder, Gordon Page will be available for sale.

Order online at <https://vimeo.com/ondemand/chasingplanes>.



Photograph by Penny Rafferty Hamilton

Above: Lance Barber and RMPBS camera, sound & lighting crew waiting to go live camera, Lance having signed the many required legal documentary film production forms. Rocky Mountain PBS plans on releasing the documentary for airing in early 2018 as part of the Colorado Women's Hall of Fame series (see Page 5).

Also on set at Spirit of Flight Center in Erie waiting for a mic/sound level check and an important part of the production was Bill Ranshaw (winner of Emmy nomination), and Enchantment TV documentary productions. Thanks to Gordon Page, for dedicating and making available the entire Spirit of Flight Museum for the filming. Spirit of Flight was closed for the whole day in filming the documentary. ...

CHASING PLANES

It's not easy saving history...



"Great Colorado Women"

Five Episodes of Amazing Local Women

The PBS documentaries are "embargoed" by the Rocky Mountain Public Broadcast System until their airing.

Following the airings, DVDs will be available as well as viewing at the Colorado Women's Hall of Fame site and u-Tube. See more details in main Journal, Page 5.

Broadcast dates: February 1 to March 2. The Dr. Penny episode is set to air first on February 15 at 8p.m.

"Thanks to all of you for your awesome support!"

Penny Hamilton