



DODY ENGEL HAS FLOWN WEST; SOCIETY MEMBERS, FRIENDS & FAMILY SAY FINAL GOOD-BYES” TO LAST FOUNDING MEMBER



Above: One of the last official CAHS photo taken of Dody. Right: CAHS Archive photo from the *Honoree Album CAHS Hall of Fame*, containing Laureates (and photos when available). (Please see Photo layout, Page 11.)



Dody Engel

1939 – 2017

CAHS Special Recognition Award, 2002

Dody Engel was born in Ohio, February 24, 1939, and later came to Colorado to work for United Airlines from 1960-1975 as a secretary. She married Dale Engel, a UAL mechanic.

Dody had an avid interest in history with an emphasis on aviation and was one the original founders of the CAHS. She was the only women in the cadre of men who formed CAHS in 1966 and became active in the Society in 1967. She served as CAHS Secretary for many years through the past 50 years. Her knowledge of the early years of CAHS, its officers, and the many Colorado pilots has supported the Journal, Hall of Fame events, and countless public and Board requests.

In dedication, devotion and willingness to serve, Dody was unsurpassed. She was recognized by the Board of Directors for her service on three previous occasions; in 1969, 1977, and 1986. Her service to the Board and general membership coupled with her beautiful personality made her a most valuable

member of the Society.

In-home life responsibilities, crafts projects, and volunteer work with the Fraternal Order of the Eagles Auxiliary has kept Dody busy in recent years.

With great pride and sincere appreciation, the Society gave her the CAHS **Special Recognition Award** in 2002. She remained on the Board till February 23, 2017, at which time Dody Engel 'flew west'. She will certainly be missed. ...



R.I.P.

Dody is now at rest in her beautiful birth state of Ohio.

Please refer to this Journal, Page 11 for a pictorial of her last CAHS-CAHOF event, the 2016 Annual Membership Meeting.



*Past, Present...
and The Future, now!*

Michael McRhodes, Managing Editor / 2012 Past President

Editor's Note: The Past is a fixed record directly impacting the Present. The Present is the crucible of the Future. Now, it appears The Future of Aviation is ramping... and is upon us! (Also see Charlie Johnson Update bottom of Page 5.)

Official "Sun Flyer-XTI" News Release

An official NEWS RELEASE from Charles Johnson on "Sun Flyer," XTI & Current Happenings (Additionally see "Sun Flyer Update," Page 5):

XTI Aircraft Company and Bye Aerospace form alliance on Hybrid/Electric "Sun Flyer" Airplane (www.sunflyer.com).

DENVER, Colo., March 6, 2017 – XTI Aircraft Company (XTI) and Bye Aerospace, Inc., jointly announced today that the two companies have entered into an agreement to develop a hybrid/electric prototype of XTI's revolutionary TriFan vertical takeoff airplane (VTOL) (Speed390 mph-Ceiling 35,000 ft.).

For additional information and updates about XTI Aircraft Company, Developer of and the TriFan 600, visit www.xtiaircraft.com.

"Sun Flyer" Solar Electric Flight Trainer

Established in February 2014, Aero Electric Aircraft Corporation ("AEAC") was created to produce the two seat "Sun Flyer" to be fully certified under the new FAR 23, and bring it to market.

"We intend to serve general aviation by providing a clean, renewable energy, electric training aircraft." As a privately-held Nevada Corporation, the company is headquartered near Denver, Colorado and is working closely with its founding and contract partner, **Bye Aerospace**.



CONTACT US! To contact CAHS or to send feedback, via postal mail at: CAHS, P. O. Box 201615, Denver CO 80220, or visit at 7711 Academy Blvd, Denver. You may also call directly at 303-341-7711 and, if no answer, please leave a message. Copyrights 2010-2017. All rights reserved by the Colorado Aviation Historical Society. All logos found on the websites and e-mail communication, as well as in the printed versions of all publications, are registered trademarks, or copyrights in the U.S by/of Colorado Aviation Historical Society or Contributors. Other logos and/or organization names mentioned herein may be trademarks of the respective owners. No use nor reproduction of any content herein may be used commercially in any manner or form without the express and written permission from the Colorado Aviation Historical Society Board / (www.colahs.org).

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- Colorado Antique Airplane Assoc.
- Colorado Civil Air Patrol
- Colorado General Aviation Alliance
- Colorado Pilots Association
- Daedalions
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- Silver Wings
- Spirit of Flight Center (KEIK)
- Tuskegee Airmen
- Vintage Aero Flying Museum (PVA)
- WASPs
- Pueblo Weisbrod Aircraft Museum & Society (PWAM)
- ...
- Wings Over The Rockies Air & Space Museum
- (Wings Membership or admission required)

Notes From The

President's Desk

Two-Day Special CAHS / AAACO / SOFC Event

A special 2-day joint event of the Antique Airplane Association's and CAHS's members to help the Spirit of Flight and their membership's progress in the restoration of a rare Pietenpol aircraft.

Join us for both days, or a day of your choice. Note: No RV, camper, nor tent camping, as originally planned. But we will do a Bar-B-Q on Saturday evening. Volunteers of the 3 organizations will come together for a memorable weekend of camaraderie and work! See colahs.org Event Calendar for details as they progress.

59th Cactus Fly-In

The 59th Cactus Flyin was a success with 200 aircraft flying into Casas Grande, AZ. CAHS and Colorado Pilots Association attended and provided volunteer support to this long-time event.

CAHS was asked to provide the culminating speaker of the day: Michael McComb's AvAr presentation of the 1956 Mid-Air Collision over Grand Canyon, AZ. McComb was one of the key speakers at the 7th International Wreckchasing Symposium last year in Pueblo which AvAr helped sponsor.

We were also asked to provide an AvAr speaker for the 2018 Cactus Flyin. Bart Jones and Frank Niehus of the CPA provided support to the annual Flyin. ...



Lance Barber

President, 2013 - Present

Titan I, Atlas, and Redstone are displayed at the Launch Pad Brewery
884 S Buckley Rd.,
Aurora, CO 80017



Bart Jones, Lance Barber & Frank Niehus

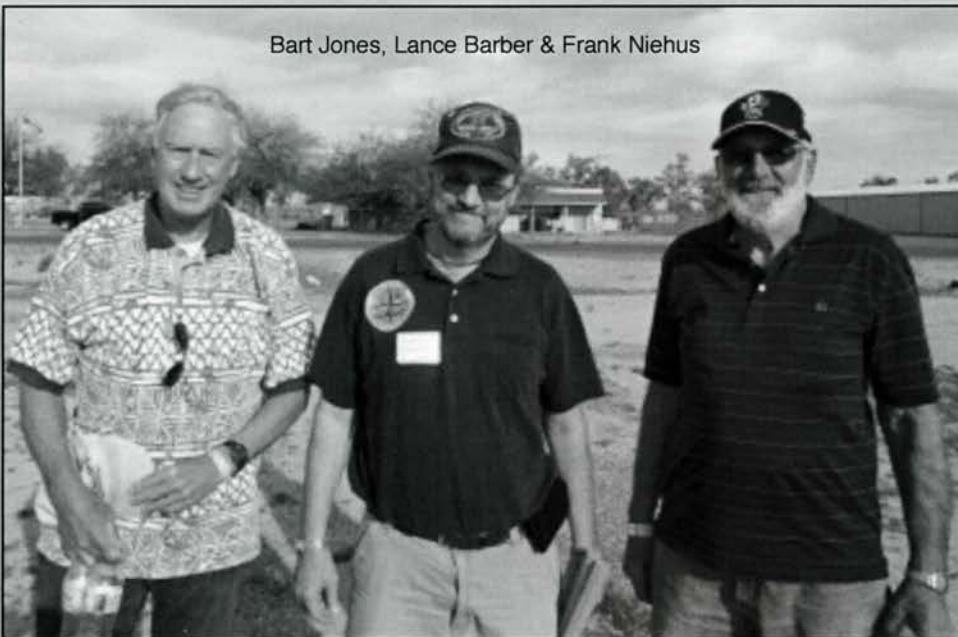
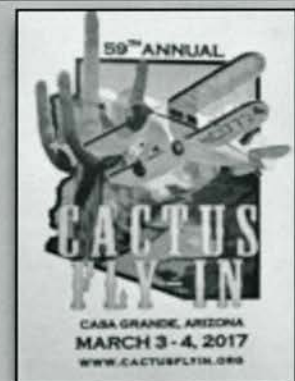


Photo taken at the 59th Annual Cactus Fly-in, Casa Grande Airport, after Michael McComb's AvAr presentation of the 1956 Mid-Air Collision over Grand Canyon, AZ.



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



Aviation Archeology: "Notes from the Field"

Missed It By That Much!

By Brian Richardson

On May 17, 1942, at approximately 12:00 hours Mountain War Time, a Lockheed F-4 "Lightning", Army Air Corps No. 41-2161, conducting a photo reconnaissance training mission, impacted steeply rising terrain about 30 miles southwest of Denver, Colorado. The aircraft was destroyed and its sole occupant, Lt. Constance S. Owens, was killed instantly. *AvAr* has identified this as the second (of 128) recorded fatal military aircraft accident to occur in Colorado during World War II.

In the late afternoon of the following day, a local forest ranger reported smoke on the mountain adjacent to the one his lookout station was situated on. Search teams from Lowry Army Airfield, the aircraft's home base, were dispatched to the slope, arriving on scene around 01:00 hours on May 19th. Throughout most

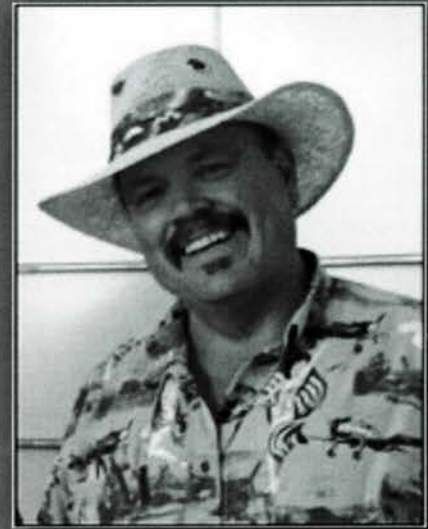
of that early Tuesday morning search teams scoured the rugged terrain until a positive identification was made of the pilot by way of his wallet and the ring found on a finger of his left hand.

Considering the treacherous location of the crash site and the fact that the aircraft was not armed, it was decided to abandon the wreckage where it lay, deemed unworthy of so risky a recovery effort.

Sixty six years later the Colorado Aviation Historical Society dispatched a 14 member *AvAr* (aviation archaeology) team to survey this site. From its initial launch point the team spent 45 minutes traversing steep slopes through dense underbrush at an average elevation of 8,000 feet mean sea level, before reaching the approximate center of the debris field. Organized into three groups, and with the site divided into lower, middle and upper sections, our teams spent the next four hours surveying this site. It was noted that while the terrain was difficult, the fall weather conditions made this venture much easier than expected. Due to the fact that the aircraft rests on private property and is rarely visited, the debris field remains almost completely untouched and pretty much just as it did in May 1942.

While the original military report offered only speculation as to what happened, it soon became apparent to *AvAr* field agents that Lt. Owen had been contour-flying the river valley below, then [mistakenly] turned up the wrong valley and tried to out-climb the rapidly rising terrain, but slammed into a large boulder about 400 feet short of the mountain's summit, which was reported to have been completely shrouded in cloud at the time of the accident. Had Lt. Owen cleared that boulder to either the left or the right of his fateful course, it is possible that he might have cleared the summit and survived. *C'est la vie*.

The debris field of No. 41-2161 is somewhat symmetric, straddling approximately 400 feet across and 800 feet up and down a steep saddle on the south-facing slope of this mountain. The crash remains are fairly evenly dispersed and



Brian Richardson, AvAr Trainer
AvAr Program Director

their relative position is congruous with the suggested direction of flight and sudden impact theory.

Many of the artifacts are easily identifiable either by design or manufacturer's identification number, though very few components are completely intact and what might be considered serviceable. The vast majority of artifacts lay downslope of the boulder while a few smaller parts, mostly from the cockpit and nose compartment, managed to travel a short distance further uphill before the impact energy was completely spent. Following our team's organized survey that day (November 1, 2008), the *AvAr* file on case number 0801-CS was officially closed and all documents archived.

When CAHS decided to sponsor an expanded *AvAr* display for the 2011 Rocky Mountain Air Show in Broomfield, components from No. 41-2161 were readily offered by the property owner. A different team of ten *AvAr* trained field members was dispatched on August 14, 2011, almost three years after the initial expedition, this time charged with a mission of recovery.

(Continued to Page 5.....)



AvAr member Dave McChord locates an intact radiator shutter.

AvAr: "Notes from the Field" - Missed It By That Much! (...continued from Page 4.)



(08/14/11)

AvAr member Robert Rushforth discovers another artifact (08-14-11).

Whereas the 2008 team had explored this site during sparse fall vegetation and a reasonably tempered day, this new team would be challenged by a full summer's undergrowth, sweltering heat and the threat of animal interaction (i.e. rattlesnakes and mountain lions). Using machetes to hack its way across the steep slope to the crash site coordinates, team members struggled to locate and retrieve artifacts previously GPS mapped. Indeed, more than a few of the recovered artifacts were located by accidentally kicking or stumbling over them under the intense chaparral. "At times you could look straight down in front of you and see part of an artifact by your foot, but you were never able to see more than a few inches ahead anywhere on that mountain," stated one AvAr team member.

Exhaustion and heat prostration eventually overwhelmed several of our most ardent team members, causing this to become not only a recovery, but also a rescue mission.*

Fortunately, no resident predators were encountered that day – although their presence was duly noted – and we managed

to eventually get everyone out safely, thanks to AvAr's "preparedness through training" policy, and mountaineering expert Ron Miller.

Many unique artifacts recovered from the No. 41-2161 site adorned three different display tables and proved a most effective draw to the Society's exhibit area later that year. This was most definitely a "hard won" victory for our AvAr members!

Sadly, there is no perfect ending to this story. Many other young airmen would go on to commit the same cardinal sin, over-and-over again; *don't do anything stupid unless the ground come up and smite thee*. The official record indicates that 14,903 pilots, aircrew and assorted personnel plus 13,873 airplanes were lost to training inside the continental United States during World War II. They were the result of 52,651 aircraft accidents (6,039 involving fatalities) in just 45 months of wartime training. While some of these were simply minor incidents, where airmen and aircraft eventually returned to service, far too many were not. Let us never forget the ultimate sacrifice these young service members made in the service of their country.

Artifacts from the crash site of No. 41-2161 will continue to serve the CAHS until finally placed on permanent loan at an area museum, dedicated to those 14,903 American airmen who lost their lives in training accidents throughout the United States during World War II. Also, hopefully, it will be remembered that CAHS AvAr volunteers risked a great deal to recover these artifacts so that others might have some examples of our heritage to share.

For more information about the CAHS AvAr program and how you can become involved, please contact aviator_b@msn.com

*AvAr adopted a much more stringent safety management oversight system following this adventure. ...

"Sun Flyer" Update - from Charlie Johnson

"Sun Flyer," a Colorado advanced aircraft project, the two seat all composite "Sun Flyer," has progressed well through the last few months. All ground and systems checks have been completed using an auxiliary battery pack and the flight batteries

are undergoing final test. We are planning battery installation, high speed taxi and first flight in June. The vertical takeoff TriFan 600 is also proceeding well and the ducted fans will now be powered by dual redundant electric motors. The aircraft is a true hybrid with battery charging provided by a 1000HP on board APU. More next Newsletter! (See Page 2 for more!)



**AvAr wants a few good "Wanna Be" Aviation Archeologists!
Training Available • Next Step: A really great Experience!**

Martin Company's Titan II Space Launch Booster, Built at Waterton Canyon, CO, Advanced Manned Spaceflight

Submitted by Steve Kelly

After the successful Mercury space flights of 1961-1963, a follow on series of missions would be needed to test the techniques required for the Apollo program's ambitious goal of landing a man on the moon by the end of the decade. The Gemini program (named for the astrological symbol of the twins), developed the next generation spacecraft-capable of extended durations in orbit, rendezvous and docking, and Extra Vehicular Activities-techniques that would need to be perfected for the lunar missions.



NASA photo.

A booster rocket built by the Martin Company was instrumental in powering America's Space program past the Soviet Union and towards a manned landing on the moon.

Gemini Spacecraft

The McDonnell Company had constructed the Mercury capsules, and their success with this program enabled them to gain the contract for the follow on Gemini spacecraft. A Denver native and resident, as a young man, James S. McDonnell, Jr. had been with a number of airplane manufacturing firms before founding his own company in 1939, based at Lambert Field in St. Louis, Missouri. The company became a leading edge

designer when it gained the contract for the Navy's first jet fighter-the FH-1 Phantom, which was the first of their series of high performing jet aircraft produced in the 1950's and 1960's.

Outwardly similar in appearance to the Mercury capsule, Gemini was truly a second generation spacecraft, with 50% more interior space to accommodate a crew of two astronauts. As a major part of these missions was to train astronauts to maneuver in space, rendezvous, and dock with other space craft, Gemini was designed to be flown primarily by its crew.

Titan II Booster

In 1955, the Martin Company entered the competition to build a new Intercontinental Ballistic Missile (ICBM) which, utilizing new technology, would be an alternative to the Atlas series of ICBMs. The requirements for this new two-stage missile included the delivery of a 3,800 lb warhead to a range of 5,500 nautical miles. This became the Titan I (of which 18 missiles were deployed at LAFB bombing range).

A growing concern, due to the worsening climate of the "Cold War", was that America's defense industry would be vulnerable to nuclear attack from the Soviet Union's bombers, and their developing capability to launch ballistic missiles from submarines. Air Force Secretary Harold Talbott had added a requirement to Martin's contract that the missile would be built at a central location away from either coast. *(Continued on Page 7...)*



A Titan first stage is tested at the Waterton Canyon, Colorado, Martin plant (Lockheed/Martin photo).

First There Was Mercury; Then Came The Gemini By McDonnell With The Powerful Titan II Launch Vehicle From The Martin Company

(...continued from Page 6)

Adhering to this additional criteria, the Martin Company determined that a new production facility would be built for the missile in the Denver area.

The company purchased 4,500 acres southwest of Denver in Waterton Canyon. Construction was begun on the plant on February 6, 1956. The manufacturing building contained a first floor machine shop which fabricated the structural components of the missile. The second floor comprised the welding, wire harness fabrication, and final assembly. To the north of the site, four captive test stands for testing the missile's components were built in an area known as the "hill".

Although repeated testing proved that the Titan I was a successful strategic weapon, the Air Force wanted an additional missile system that would resolve some of the vulnerability issues with the earlier ICBMs. The follow-on Titan II missile was a new design, not just an improvement, and created a more reliable, and safer design, with greater thrust (also built at Waterton Canyon).

The Titan II ICBM proved to be a great success, and due to its dependability and greater power, was selected by NASA to serve as the booster for the new Gemini vehicle. Components built at Waterton were transported to the Martin facility in Baltimore for final assembly prior to shipment to the Kennedy Space Flight Center. Testing of the Titan II had indicated that an unwelcome oscillation (commonly called the pogo effect) produced an increase/decrease in G-force as the rocket accelerated. As this could inhibit crew functioning during launch, modifications were made by Martin engineers which diminished this effect, and the Titan II was certified by NASA as a man-rated launch vehicle.

Two unmanned test flights, designated Gemini I and Gemini II, were conducted on April 8, 1964 and January 19, 1965.



A Titan II fuel tank is inspected prior to shipment to the Baltimore Martin Company facility. (Lockheed/Martin Photo)

Virgil Grissom and John Young comprised the crew of Gemini III for the first manned flight of the Gemini vehicle on March 23, 1965. A total of 10 Gemini flights were conducted throughout 1965 and 1966. Astronauts who had flown on the Mercury flights reported that the Titan booster was less bumpy and more solid than the Atlas.

By the end of 1966, the Gemini program had accomplished most of the major goals that would be needed if a moon landing mission was to succeed—long duration flight, Extra Vehicular Activities (EVA), and spacecraft rendezvous. The American space program, propelled by a booster built in Littleton, Colorado, had achieved significant successes and was now firmly ahead of the Soviets in the endeavor of the manned exploration of space. ...

Editor's Note: "The Martin Company" later became, through merger, "Martin / Marietta," and is presently known as "Lockheed / Martin."

CHANGE OF PLANS!

New Location
for the
**RODS N'
WINGS**
Event is
Rocky Mountain
Metro Airport!

An advertisement for a car show. On the left is a black and white photograph of a classic, low-profile car. To the right of the photo, the text reads: "RODS 'N' WINGS" in large, bold letters, followed by "Car Shows & Fly-Ins at Spirit of Flight". At the bottom, it says "June 10 - RMMA Airport • www.spiritofflight.com".

RODS 'N' WINGS
Car Shows & Fly-Ins at
Spirit of Flight
June 10 - RMMA Airport • www.spiritofflight.com

REGISTRATION INFORMATION

Car Registration
& Setup
7:00AM-8:00AM
Prizes! Pancake
Breakfast!
Info: Gordon
303-517-5078

Colorado Division of Aeronautics: 25 Years of Aviation Pioneering

Guest Article submitted by Shahn Sederberg

The State of Colorado has a rich pioneering spirit dating back to the Gold Rush of 1858. Teams of wagon trains carried men, women and children westward to the Rocky Mountains and to what is now known as Colorado, all in hopes to hit the mother load of gold and silver. This Colorado pioneering spirit carried on into the 20th Century and the age of flight, beginning with Colorado's first aviator George W. Thompson (1969 Hall of Fame).

There has been a number of Colorado aviation pioneers who helped forge the path toward the modern age of aviation we now see today. Colorado is home to aviation pioneers like Elrey Jeppesen (1980 Hall of Fame (HoF) Laureate), who was the first to produce aeronautical charts for pilots, and Colorado native Emily Howell Warner (1983 HoF), who became the first female Captain to fly for a U.S. scheduled air carrier. Colorado is full of legendary people who with their inherent passions, will, and dedication, dared to accomplish what had never been done before in aviation.

Colorado's diverse collection of aviation pioneers all had one thing in common; the need for airports. It would be safe to say that without a place for aircraft to land and takeoff, aviation would cease to exist in a safe and efficient manner. Today's system of airports in Colorado consists of 74 public-use airports. This dynamic system is comprised of big and small airports, all serving their communities with a myriad of services including medical transport, high-altitude aircraft testing, aerial agriculture spraying, and aerial firefighting to name few. Among the many critical services airports provide to Colorado communities, airports also provide Colorado with substantial economic benefits.

It is evident that airports in Colorado were key to the success of Colorado's aviation pioneers and to the development of many of Colorado's communities, but how do these airports continue to remain safe and efficient? Of course, it takes funding, typically from federal, state, and local sources.

This brings us to the creation of the Colorado Department of Transportation's Division of Aeronautics. Ironically, Colorado was not the first to pioneer the idea to create a state government branch to help support a state aviation system. In fact, Colorado was the last.



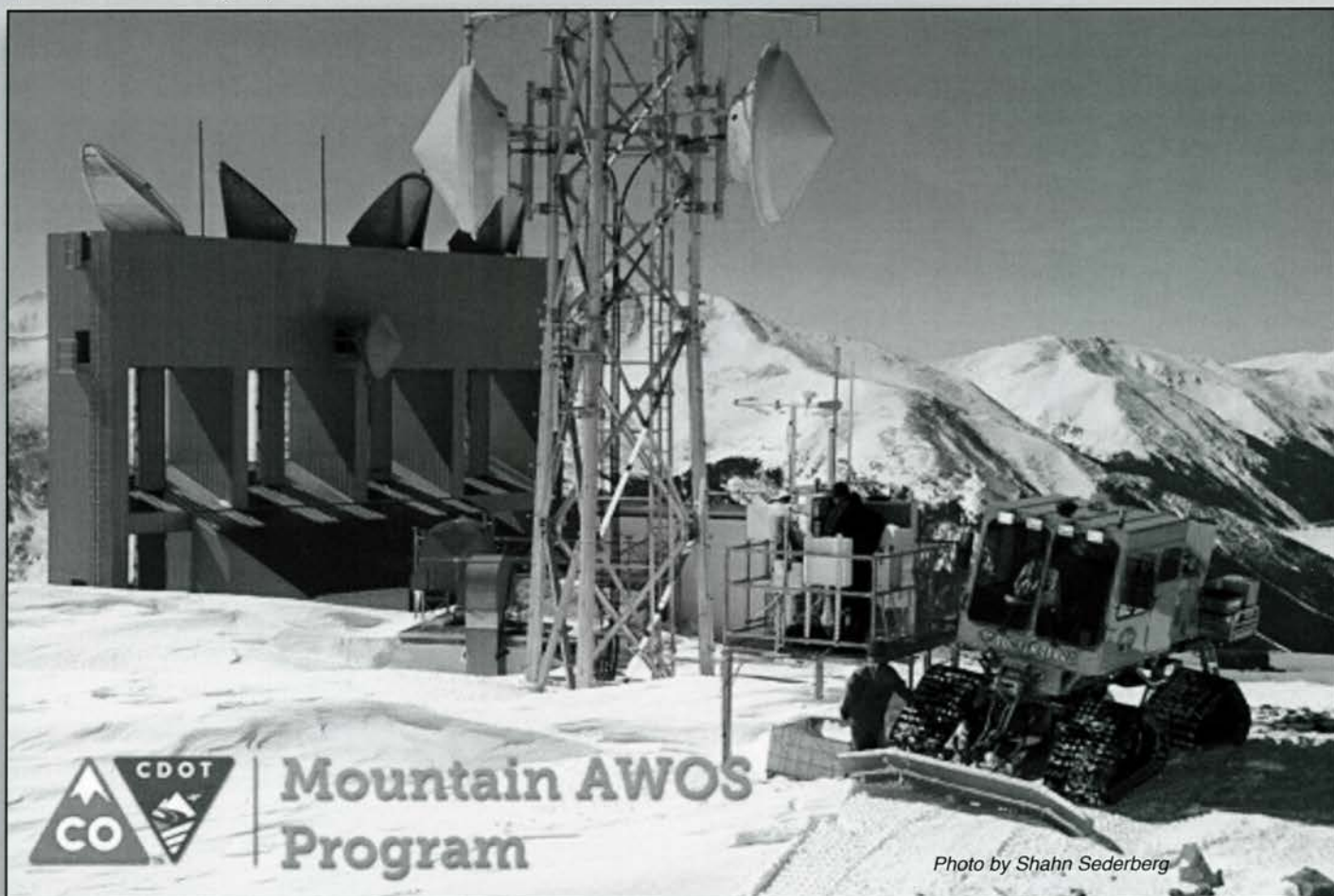
CDOT Division of Aeronautics file photo.

Colorado Governor Roy Romer (left) with Colorado State Senator Lewis Entz (right) signing C.R.S. 10-43 in 1991, forming the Colorado Division of Aeronautics and the Colorado Aviation Fund.

In 1991, Colorado Senator Lewis Entz (1992 HoF Laureate) and a group of Colorado aviation proponents drafted legislation (C.R.S. 43-10) to create the Colorado Aeronautical Board who would be responsible for the future development of the Colorado Aviation System. This legislation also created the Division of Aeronautics and the Colorado Aviation Fund. This made it possible for the State of Colorado to collect aviation fuel taxes and distribute these revenues throughout the state for "aviation purposes" to support, develop and maintain the Colorado Aviation System.

(Continued on Page 9...)

(...continued from Page 8.)



Technicians with the Governor's Office of Information Technology (OIT) perform routine maintenance on the Berthoud Pass/Mines Peak AWOS located at 12,493' MSL.

The Colorado Aviation Fund became the sole state funding source for Colorado Airports and statewide initiatives administered by the Division of Aeronautics. This funding helped pave the way to keep Colorado a safe and efficient place to fly. Nearly 67% of all aviation fuel tax revenues collected are returned directly back to the airport where the fuel was pumped. 28% of the total tax revenues support the Colorado Discretionary Aviation Grant (CDAG) Program that helps Colorado public-use airport fund critical safety and maintenance projects, and assists airports with federal matching funds for large capital airport improvement projects. The remaining 5% or less of these collections are used to fund the administration of the Division of Aeronautics. The Colorado Aviation System does not rely on any funding from the Colorado General Fund. What makes the Colorado Aviation System especially unique is that it's supported only by those who use the aviation system.

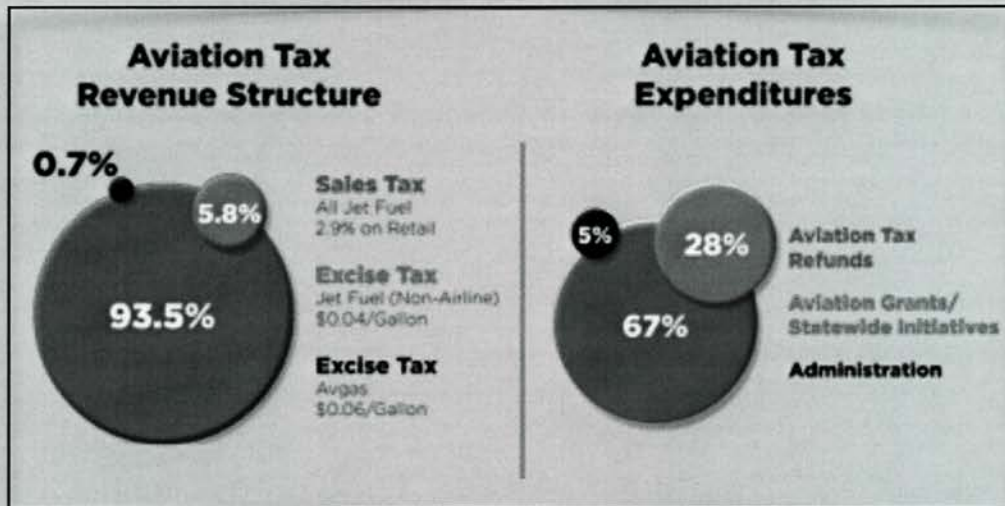
The legislation created in 1991 continued to propagate the Colorado pioneering spirit in the realm of modern aviation. The Colorado Aviation Fund has made it possible for the State of Colorado to pioneer leading-edge technologies and concepts that have helped keep Colorado's diverse aviation system safe and efficient.

In the year 2000, the Colorado Automated Mountain Weather Observing System (AWOS) Program was created. This first-of-a-kind project placed federally-certified weather reporting stations high in the Colorado Rocky Mountains to give pilots the most current weather information. Today, the Colorado AWOS Program consists of 13 weather reporting stations located near critical mountain passes that were most prone to weather-related aircraft accidents.

(Continued on Page 10...)

(...continued from Page 9)

Colorado Aviation Taxes



Colorado Mountain Radar Project & Remote Air Traffic Control Towers.

In 2005, Colorado pioneered the Colorado Mountain Radar Project. This revolutionary project capitalized on satellite technology to make it possible for air traffic controllers to be able to “see” aircraft through the entire approach sequence at many Colorado mountain airports, especially those airports that encounter high levels of passenger traffic during the ski season. Prior to the implementation of the Colorado Mountain Radar Project, aircraft were undetectable on conventional radar systems below 16,000 MSL in many areas around Colorado. The pioneering of this technology not only made Colorado’s skies safer, it tremendously increased the efficiency of Colorado’s airspace and aviation system.

The next iteration of aviation pioneering in Colorado will be the implementation of Remote Air Traffic Control Towers. In 2013 the Colorado Division of Aeronautics entered into a partnership with the Federal Aviation Administration to begin a testing and assessment program for this revolutionary new technology. The result of a test site selection study determined that the Northern Colorado Regional Airport (FNL) in Loveland, Colorado was the most suitable candidate for testing. This leading edge project will be the first in the world to integrate both ground-based video and aircraft track-based/radar components to provide necessary air traffic data to air traffic controllers working in a remote facility. The high-tech array will provide an enhanced level of efficiency and aviation safety with capital and operational costs dramatically lower than what would be needed to construct and staff a traditional air traffic control tower. Installation of the test equipment is scheduled sometime later this year.

Colorado’s pioneering spirit continues to live strong, especially with Colorado aviation. The Colorado Division of Aeronautics continues to strive further toward the exploration and implementation of advanced technology and concepts that will help advance a safer and more efficient Colorado Aviation System.

Please view our 20 minute documentary highlighting even more of the pioneering spirit of Colorado, celebrating 25 years since the creation of the Colorado Division of Aeronautics:

<http://bit.ly/COAviationPioneering>



COLORADO
Department of Transportation
Division of Aeronautics

5126 Front Range Parkway | Watkins, Colorado 80137 | 303.512.5250
Colorado-Aeronautics.org

Remembering Dody Engel and the Annual 2016 Hall of Fame Banquet



Above: Bob Rushforth, Director, checking in at the front table, handled by Dody, "Skip" & Ron Newberg for a number of years.



Above: R. Mary Maynard, Dody, Unidentified & Mike Miller (Ed Mac Miller's family).



Center: Dody with her familiar precocious expression.

Below:
(Front L-R): Dody, Director & Secretary and "Skip" Newberg, Archive Volunteer.

(Back L-R) Dave Kempa, Banquet & Board Director and Ron Newberg, Director & Vice-President.

Below:, Dody with the ladies from Ed Mac Miller's family.



CAHS 2017 March Membership Meeting - Spirit of Flight Center; Board of Directors & 2016 Administrative Officers Re Elected

Board of Directors Election

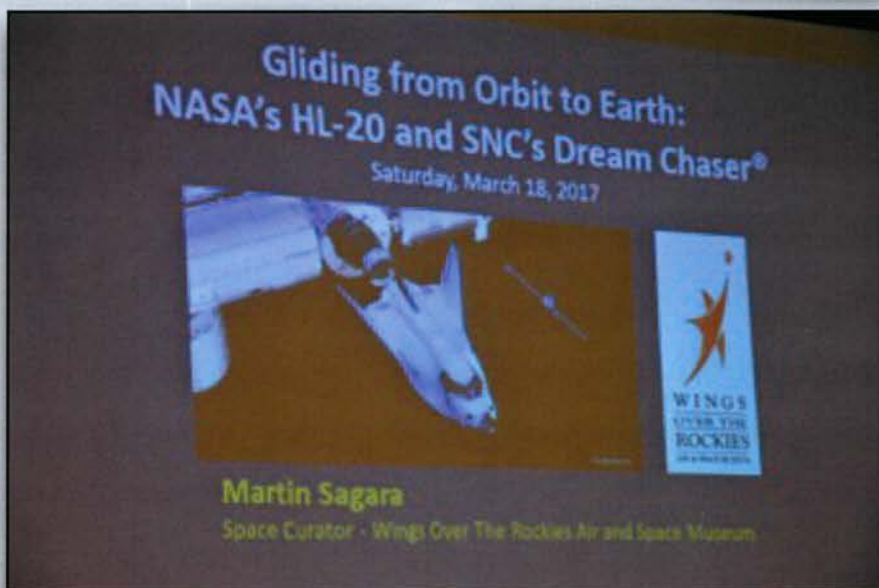
(Members' 2017 Motto: "If it ain't broke, don't try to fix it!")

Board of Directors Nominees were re-elected:

Joe Johnston
Dave Kempa
Michael McRhodes

The Board then reaffirmed the 2016 Officers for 2017 Society business:

Lance Barber, President
Ron Newberg, Vice-President
Keith Shadow, Secretary
Bob Rushforth, Treasurer



Above: Martin Sagara, Presenter, and Lance Barber, CAHS President.



Marilyn Mencarini, Dr. David Callender, Past President, 2009-2012, Dan Callender, Jack Owens & Dave McChord.

Martin Sagara

Martin Sagara, Aerospace Engineer for Sierra Nevada Corp, and long time Volunteer Space Curator at Wings Museum was the CAHS Guest Speaker for the 2017 Membership Meeting at SOFC,

Martin presented the origin of the HL-20, currently on loan and on display at Wings Museum. And, how the Dream Chaser evolved from the HL-20.



Gordon Page, Spirit of Flight Center Founder, showing the All-Service / MIA Monument which will become a part of a larger future attraction.

SoF Mission

The Spirit of Flight Center SOF was established to acquire, restore, preserve and display aviation history to honor all American veterans and aviators, to educate the general public of the significance of aviation, and to inspire future generations to participate and learn about modern and historic aviation.