

2nd Seaplane Splash-In Scheduled in June; Colorado Seaplane Initiative Is Underway

by Guest Editor Ray Hawkins
Colorado Pilots Association

The Second Annual Colorado Seaplane Splash-In will feature a Grumman Widgeon, a Piper Super Cub flown all the way from Florida, and includes a couple of local aircraft. We are in the process of attracting a visit from a war bird seaplane. The purpose of the splash in is to have fun and educate others and ourselves about the benefits and advantages of water flying and recreational aviation.

The event will be held at Lake Meredith, near Ordway, CO, on June 2, between 8 am and 4 pm. All are welcome to attend; the event is free and will be a wonderful family centered activity.

This year the splash-in will be held jointly with the Mile High Meet and Greet Wakeboarding event. An event started by wakeboarders, the MileHigh Meet & Greet is a gathering of all the wakeboarders in Colorado. Its main purpose is for wakeboarders to get together and share the common bond of boats, boards, and beaches.

On July 14, 2017, we will hold our First Annual Mountain Seaplane Splash In at Kenney Reservoir near Rangely, CO.



This is a simple event with seaplanes arriving and a picnic lunch provided for all attendees.

These events almost DID NOT happen at all! Colorado prohibits seaplane access on all public waters.

The Colorado Seaplane Initiative

How it began...In 2010, I was approaching my flight review due date and was interested in doing something really fun. I had wanted to get the seaplane rating for many years; this seemed like an ideal time to do it. One problem, as I looked around, I found that **I could not get the rating in Colorado.** In fact, **I could not even get a ride in a seaplane in the State.** So, begin the Colorado Seaplane Initiative a grass-roots effort to bring seaplanes to Colorado.

I began with the impression that the reason the State prohibited seaplanes was that seaplanes were so rare in Colorado that the authorities simply did not know anything about them. I approached a state park about a special event...a splash in. I presented a full event plan showing how seaplanes could be integrated into the parks operations with minimal disruption to normal operations.

(Article continued on Page 2...)

The Colorado Seaplane Initiative (...continued)

They denied. The reason, seaplanes are prohibited. I began walking the issue up the Colorado Parks and Wildlife (CPW) chain of command. Denied at each level. I went to the Colorado Parks and Wildlife Commission and presented the seaplane communities case. They seemed to be interested, but ultimately they refused. Steve McCaughey, Executive Director of the Seaplane Pilots Association, was at the last meeting. He had traveled to the meeting from Florida, he was given 3 minutes to speak. It was obvious they did not intend to seriously consider the issue.

We turned to the State Legislature. In 2016, Representative Melton introduced legislation that would have allowed seaplanes on state waters where powerboating is permitted. The Bill died after the first hearing. Many seaplane pilots attended the hearing and were disappointed.

In 2017, I retained a political strategist, Kelly Sloan, to help maneuver around the political obstructions. Senator Crowder, who had attended our first splash in at Lake Meredith, sponsored our next attempt. This Bill would have worked with CPW to develop a pilot program to explore introduction of seaplanes in Colorado. It also died in committee.

Between sessions, Kelly worked very hard and we have had significant progress. The first breakthrough was when CPW admitted to the Water Resources Review Committee that seaplane safety and invasive species issues are manageable. After the meeting, the Colorado Division of Natural Resources (CDNR) reached out to us explore various options. Further meetings with CDNR produced a commitment to take steps toward seaplane access and possible removal of the prohibition.

This year, our Bill will be a joint effort with CPW. The Bill will be sponsored by Senator Ray Scott with cosponsors from both sides of the aisle.

Seaplane Safety and Environmental Issues

Seaplanes have an impeccable safety record. In a 13-year period, based on NTSB data covering more than 10 million flight hours, there were only three seaplane-on-boat collisions in the US, and only two of those resulted in injuries or fatalities. Compare this to over 12,000 fatalities and over 28,000 collisions between boats during the same period. History and evidence overwhelmingly demonstrate that seaplanes are safe.

The spread of aquatic nuisance species (ANS), in particular Dreissenid (zebra and quagga) mussels, is a real threat! — hundreds of cases of ANS infected boats are reported every year, dozens in Colorado alone. However, seaplanes pose virtually no ANS risk. In fact, there has never been a documented instance anywhere in the nation of a seaplane introducing invasive mussels into any water body. The reasons are a simple case of physics and biology.

The primary ANS risk is transmission via standing water, such as ballast water and live bait wells. Seaplanes carry no standing water. Any water that may inadvertently enter the aircraft is a flight hazard and is removed prior to takeoff. Any small amount of water that may remain is quickly depleted of oxygen, becoming anaerobic and inhospitable to life.

Safety and Environmental Issues (...continued)

Concerning mussels which may attach to the floats, the scrubbing action of takeoff acts as a natural pressure washer on the external surfaces of the aircraft. Any attached ANS are stripped away by this action. Furthermore, zebra and quagga mussels are susceptible to temperature and moisture changes; typical flight conditions kill the mussels due to dehydration and/or freezing. These are among the reasons why western states with large populations of seaplanes, such as Alaska, Washington, and Idaho, remain free of invasive mussels.

As a good steward of our natural resources, the seaplane community takes extraordinary steps; all pilots are required to land at an in-state airport, physically inspect and decontaminate the aircraft with a high temperature pressure washer. The inspection/decontamination is documented before the aircraft is allowed access. We effectively reduce a negligible risk to zero; and we propose this same process for any lake, private or public.

Seaplane Benefits and Usage

The public benefits of seaplanes are many, and go beyond increased tourism, recreational, and economic opportunities. The threat of wildfires in Colorado is enormous and recurrent, and their impact on the state's economy and the lives of its citizens is immediate and devastating. Because of the state's prohibition, our first responders are deprived a critical weapon in firefighting; seaplanes capable of scooping water and delivering it with high repetition to stop or contain wildfires. This benefit is realized everywhere else in the nation, and worldwide.

There are environmental benefits as well. Seaplanes are the only form of transport allowed in many environmentally sensitive waters around the world. They are used precisely because they do not contaminate the waters in which they land. The National Park Service extensively use seaplanes to survey and test water across the nation. The US Army Corps of Engineers conducted an environmental assessment and concluded that seaplanes have no environmental impact on air quality, water quality, soil quality, wildlife, fisheries, or hydrology.

Coloradans deserve the economic, recreational, environmental, and public safety benefits that come with seaplanes, and a state-wide standard for access. Colorado's seaplane community seeks nothing more than fair and equal treatment; to be offered the same reasonable access to our public waters as other motorized water users. We are willing to go the extra mile to protect our water resources. We are eager to work with the state, waterway owners, and recreational operators as partners in pursuit of the safe enjoyment of Colorado's natural wonders. We wish to work with the Colorado Department of Natural Resources and Colorado Parks and Wildlife to construct a legislative solution, and welcome their recent willingness to engage with us to find some common ground.

As evidenced in 49 other states and world-wide, seaplanes operate in conjunction with other water users safely. Colorado's seaplane prohibition defies common sense, fairness, and science, reflecting — instead — outdated bureaucratic stubbornness, fear, and superstition. We hope 2018 is the year we can join the rest of the nation in enjoying the benefits of seaplanes!

•••

President's Farewell (2013 - 2017)

2017 was another very busy year for the Society. We supported the Colorado Pilots Association (CPA) with a fly-out/fly-in to Casa Grande, AZ. It was the 59th Annual Cactus Flyin. We also had the honor of providing the *AvAr* guest speaker, Mike McComb, who addressed the mid-air aircraft collision over the Grand Canyon.

Thanks again to Gordon Page, Spirit of Flight Center, for hosting our spring membership meeting, Keith Shaddox, our Board Member, at the Aspen Flying Club for hosting our late summer membership, and, Curator Shawn Kirscht, of Pueblo Weisbrod Aircraft Museum for the winter membership meeting and the Gathering of Laureates.

Our very own Steve Kelly, now Society President for 2018, was busy giving presentation time to Wings Over the Rockies on Colorado aircraft and aviation history including displays the 50th anniversary of the Apollo Space Programs.

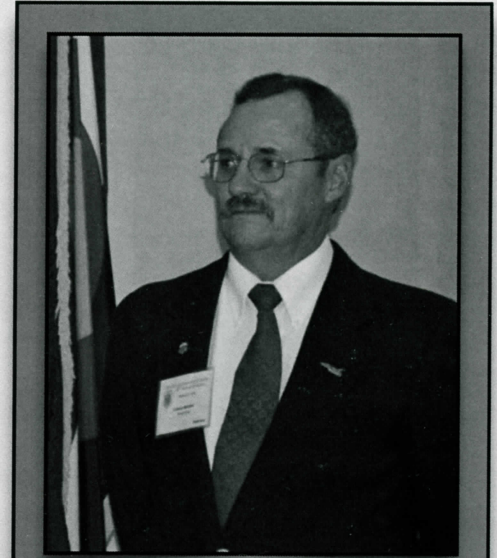
Our *Aviation Archaeology* Program has been busy with expeditions to B-24 and B-17 crash sites in Casper WY; B -25 at Westcliff; AAF glider fields at Ft. Morgan; and the 8th International *AvAr* Wreckchasing Summit in Pasco WA.

We transferred some of our books to the newly developing LaJunta Airport Terminal Museum Room.

We have also digitized our core photographic collection and sorting/cleaning of our Archives.

The Society Board has created a Community Affiliate Program to accommodate the corporate and associations communities who are also supportive of the Society.

Larry Liebrecht gave a presentation on : Documenting La Junta Airport, AAF and American Legion Field for at the Colorado Archaeological Society 2017 Annual Conference in Oct 2017.



Lance Barber, COB
President, 2013-18

Now, a few Words from The Chairman!

The Society has begun its activities for 2018 "...with Great Vigor!" We started with participating at the 2018 9th International AvAr & Wreckchasing Summit, Phoenix AZ, March 24,25 with CAHS speakers: Larry Liebrecht, Ernie LeRoy, and Lance Barber. Also, there is no cost to the Society from our members or Board to attend any of these Summits.

At this point, I am proud to have served as your President for the past 5 years! Mr. Steve Kelly has been elected as your new President!! And, I have been elected as the Chairman of the Board.

Ron Newberg, Bob Rushforth, and Keith Shaddox have been re-elected to their current positions, VP, Treasurer, and Secretary, respectively.

Yours truly gives thanks for the opportunity to serve as the Chairman of the Board.

With the new activities of the Society, we will have an exciting 2018 year!!!

MANY THANKS

I would like to thank the members of my Advisory Board for their support and very valuable feedback for the past 5 years:

**Norm Avery
Doc Callender
Larry Liebrecht
Dave McCord
Brian Richardson
Bill Totten
Bea Wilhite**

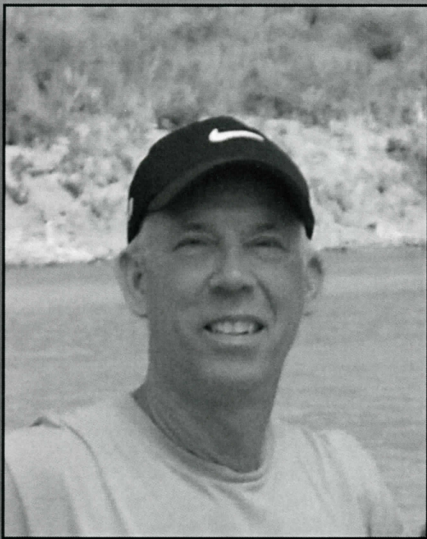
Their advice certainly adds that extra depth to the Presidency and Board of Directors....

Thank you so much!



A limited quantity of CAHS 50th Anniversary Challenge Coins are available for Donors to the Society. Contact Lance Barber. or email michael.CAHS@yahoo.com / cell 303-913-7384

President's Message



Steve Kelly, 2018 President

The "SILVA SAGA" RESCUE!

at the Spring Membership Mtg, Spirit of Flight Center

It is certainly an honor to succeed Lance Barber as the president of the Colorado Aviation Historical Society — an organization composed of exceptional and professional people who take great pride in our state's remarkable aviation history.

I want to take this opportunity to thank Lance, as our recent past president, for his commitment to the progress of the Society. Lance has brought great energy and enthusiasm to the job. Without a doubt, he has been a hands-on leader — initiating a number of undertakings that have and/or will in the future, move our organization forward in the coming years.

One of the projects that Lance has been responsible for is the proposed display of the Society's 1926 Eaglerock at the planned Centennial Airport Administration Building. Currently on loan to the Weisbrod Museum in Pueblo, the Eaglerock will become a prominent feature of the new Admin building sometime in 2019.

There are currently a number of projects under way — initiated by Lance during his tenure as president — which will occupy my presidential attention this coming year. For the remainder of 2018 we will concentrate on the design and completion of the upgraded Hall of Fame room at "Wings over the Rockies" Air and Space Museum. The plans are nearly complete for a major upgrade to the room, but we need to obtain the funding to insure that this project can be completed in a timely manner.

That is where the Society's new Community Affiliate program can be of great help. I encourage everyone to reach out to companies that they do business with and who share in the values of our Society. We need to inspire members of the aviation community to become new partners in our Society's work, which began 52 years ago, to preserve and honor Colorado's great aviation history and heritage. (Please refer to Community Affiliates Program details and application in the previous Journal.)

...



Silva explains how perp held weapon on kidnap victim.



Silva shows how perp was taken, as officers distract.



Photo of police chase where officer was killed.



Photo from TV helicopter hovering over kidnapper.

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A Brief History of Agricultural Aviation

by Jessica Freeman, Executive Director, CAAA

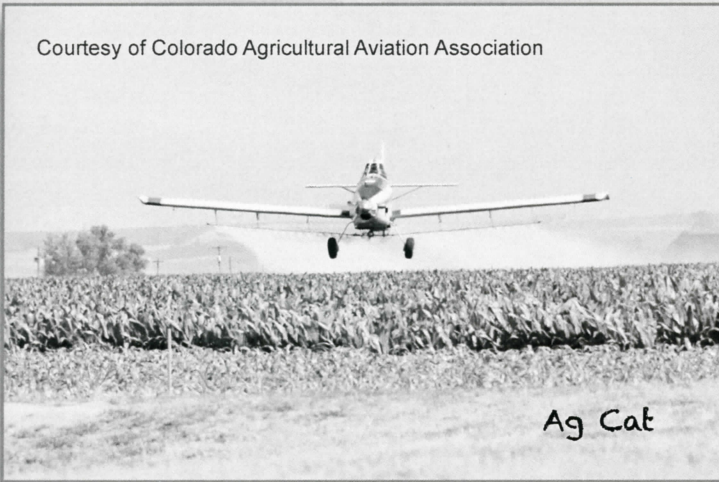
Agricultural Aviation was born in 1921 when Lt. John Macready used a modified Curtiss JN-6 “Super Jenny” to spread lead arsenate over catalpa trees in Ohio to kill sphinx moth larvae. In 1923 Huff-Daland Dusters performed the first commercial dusting of crops in the Mississippi Delta. Huff-Daland Dusters was the precursor to what we now recognize as Delta Air Lines. By the 1930’s enterprising young pilots were using open-cockpit Stearman biplanes to dust crops.

In the 1930’s and 1940’s American pilots recognized a business opportunity to support agriculture while still getting to fly. During those two decades businesses were founded across the country. In those days a lot of things were still “experimental”. The men and women working in agricultural aviation had to learn quite a bit through trial and error.

In 1951 Leland Snow began designing his first ag airplane the S-1. Snow would turn out to be a pivotal figure in the industry by designing the modern-day Air Tractor and Thrush aircrafts. By 1957 the Grumman G-164 Ag-Cat was the first aircraft designed by a major aircraft company for ag aviation.



Jessica Freeman



Courtesy of Colorado Agricultural Aviation Association

Ag Cat

The National Agricultural Aviation Association (NAAA) was founded in Washington, D.C. in 1966 to be the “recognized public policy advocate for the agricultural aviation industry.”

Colorado ag aviation operators recognized the need to follow the NAAA’s lead and organize representation at a state level. The Colorado Agricultural Aviation was formed in 1977 to serve its membership in legislative concerns, education of pertinent issues, and to promote technical programs to enhance the betterment of Agricultural Aviation and it related activities.

Aerial application is often the only, or most economic, method for timely pesticide application. It is often-times the fastest, most fuel efficient, and most non-disruptive to the crop method of application for crop protection products. The applications became even more accurate with the introduction of affordable Global Positioning Systems (GPS) in the late 1990’s.

Fast forward to today and Colorado is home to approximately 40 spray operations, with the majority still being family owned. There are multiple operations now operated by a third-generation spray pilot.

Most operations average 2-3 aircraft in the state. The majority use fixed wing aircraft ranging from Ag Cats to the large turbine powered Air Tractors and Thrushes, with a few Bell helicopters making up the rest of the fleet.

While the number of planes working in Colorado has decreased, the number of acres protected by aircraft each season has steadily increased.

More powerful aircraft have allowed pilots to carry heavier payloads and apply at faster working speeds, increasing the efficiency of each pilot. On average the aircraft spend 25,000 flight hours protecting the \$42 billion-dollar agricultural industries in Colorado.

While some have the impression that “crop dusting” is a dwindling industry, the truth is that the modern Aerial Applicator continues increasingly to be a necessary component for modern agriculture.

Just look at Olathe Spray Service with both the business and operator celebrating their 50th spray season in 2018. •••



Courtesy of Colorado Agricultural Aviation Association

Air Tractor 402B

Aviation Archeology: "Notes from the Field"

Colorado Aviation Tid Bits!

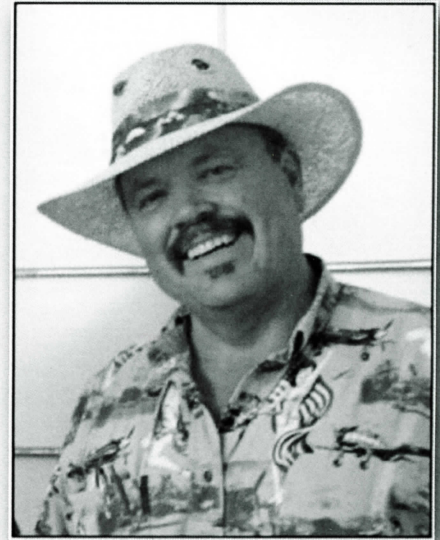
By Brian Richardson

At a recent luncheon I found myself in a spirited conversation about aviation history with a colleague from North Carolina. While he threw a few seemingly insignificant tidbits of aviation history at me his entire argument for prominence and acclaim [truly] centered around the fact that the Wright Brothers soloed at Kitty Hawk, North Carolina, on December 17, 1903. "After all," he tittered, matter-of-factly, "the state license plate says *First in Flight*, doesn't it?"

That is indeed a fact. But the Wright brothers never returned to Kitty Hawk, North Carolina after that great day in December 1903, preferring to continue their experiments closer to home at Huffman Prairie near Dayton, Ohio. Then again, there's always the Gustav Whitehead controversy but, hey, that would take too long to go into with this editorial.

The problem is you can never get two know-it-alls together without some sort of residual fallout. In this instance, as soon as I returned home I began feverishly researching Colorado and Coloradans' prominence in aviation history and, quite frankly, I was astonished by what I found:

- The first American pilot to die in an aircraft accident while acting as pilot-in-command was Ralph Greenley Johnstone, who crashed to his death on November 17, 1910 at Overland Park fairgrounds in Denver, Colorado;
- On June 17, 1912, Julie Clark, a Denver resident and only the third woman to ever receive a pilot's license was the first female pilot to die in an airplane accident in the United States;
- Mounted on the back of a truck, successful tests of the first turbo-charged aircraft engine were completed atop Pikes Peak, elevation 14,109 feet, on 7 Oct 1918 by General-Electric;
- According to David Brooks and his website *Open and Closed Listing of Airfields/Airports* <http://airfieldsdatabase.com/index.htm> last revised on 5/29/2012, there's presently 244 active airports or airfields in the State of Colorado and some 298 closed sites, many dating back to before 1935 and most of these are unknown to the current property owners;
- In the summer of 1905, Ivy Baldwin became the first person to fly a powered "air craft" in the state of Colorado when he demonstrated an airship he had designed and made at Elitch Gardens; it combined a lighter-than-air bag with an engine driven propeller;
- More than 50 nuclear ICBM launch sites were placed in Colorado during the Cold War (1947 to 1991), many of which have been demilitarized, abandoned and or sold-off by the government since the fall of the Berlin Wall;
- Between 1926 and 1945 the Department of Commerce operated 18 lighted beacon sites along the Pueblo to Cheyenne (CAM 17) airway, and supported six intermediate emergency landing fields over the entire 200 mile route;
- The first confirmed in-flight bombing of a commercial airliner over the continental United States took place on November 1, 1955 when a United Airlines DC-6B exploded near Longmont, Colorado, killing all 44 persons on board;
- Colorado has been home to no less than three "widely" successful aircraft manufacturing firms: Alexander Aircraft Company, which produced a number of different models including the Eaglerock biplane (1925-1932); Forney Industries, which produced the Fornaire F-1A Ercoupe (1958-1959); Silvaire Aircraft and Uranium Corp., which produced the Luscombe 8F (1958-1961);
- There have been 22 astronauts with distinct Colorado ties since the inception of the U.S. space program on 1 October 1958: Acton, Brand, Carpenter, Carr, Doi, Durrance, Chawla, Grunsfeld, Herrington, Hieb, Ivins, Kelley (HoF 2010), Lounge, McCandless, Nelson, Onizuka, Rominger (HoF 2000), Roosa, Sega, Shriver, Swanson, Swigert (HoF 1988), and Voss;
- Although it is uncertain how many Coloradans actually served as military aviators during WWI, 19 Colorado Aviation Hall of Fame laureates have so far (2017) been recognized for their truly unique contributions during that first aerial conflict;
- At least 12 different commercial airlines were founded in Colorado: Colorado Airways (1926); Air Express Corp. (1932); Monarch Airlines (1945); Frontier Airlines (1950); (Continued to Page 6...)



Brian Richardson, AvAr Trainer
AvAr Program Director

Aviation Archeology:

**Colorado Aviation
Tid Bits!**

(...continued from Page 5)

- Air U.S. (1977); Trans-Colorado Airlines (1980); Frontier Airlines (1994); Western Pacific Airlines (1995); Key Lime Air Service (1997);
- Colorado was one of the few states bombed (four separate times) from the air by Japan during World War II with their infamous FUGO Bomb Balloons: Juanita (1944); Delta (1945); Timnath (1945); Collbran (1945);
- Air racing spectacles were common place during the Golden Era of Aviation, but few realize that the last official national qualifying heats (at an airport other than Reno) were flown out at the Front Range Airport in Watkins, Colorado, back in 1989;
- Al Mooney, Alexander Eaglerock's chief design engineer (1925); Lyle Shelton, creator of the American Gyro AG-4 Crusader (1933); and Lamar Steen, architect of the supreme aerobatic competition model Skybolt (1970); all share top billing for Colorado's most innovative aircraft designers;
- Christman Field, originally dedicated as the Ft. Collins Municipal Airport in 1929, was renamed for Bert Christman of *Flying Tigers* fame (Christman was also known as the creator of the newspaper comic strip *Scorchy Smith*), as he had soloed their while attending Colorado State University;
- Arlington, Las Animas, and Rocky Ford Auxiliary Army Air Fields were all remotely situated airbases that provided daily training facilities for the units assigned to La Junta, Lowry, Peterson, and Pueblo Army Air Force Bases during World War II; abandoned immediately after the war, all are now but ghostly images of airfields on the Southeastern prairie of Colorado;
- Ashby Gordon Hibbs, an Alamosa resident, pioneered planting fish into lakes from an aircraft in 1941; a practice which is now employed worldwide;
- Recognized in 1931 by President Hoover, Edward J. "Eddie" Brooks, a Colorado airman, made several daring flights to rescue stranded children from a school bus buried in snow along Interstate 70;
- Situated just outside Colorado Springs, the underground operations center for the North American Aerospace Defense Command (NORAD) was built during the Cold War to monitor North American airspace for missile launches and Soviet military aircraft – the theory being that Colorado was just about in the middle of the Continental US and thus the furthest (and probably highest) from our enemies enemies.

Ninth International Wreck-Chasing *Aviation Archeological Summit*, AAIR HQ, Phoenix, AZ.



Colorado AvAr Presenter, TIGHR member, and retired AF Col., Ernie LeRoy- a review of selected Colorado crash sites, and current update on Amelia Earhart Expeditions.



Colorado AvAr Presenter and former Navy Geo-spatial analyst, Presents a review of the 2 B-24s and B-17 crash sites at Casper Airport (former Army Air Field).

Aviation Archeology: Tid Bits! (The Conclusion!)

That's twenty-two unique facts about Colorado and our State's historic airman that I wasn't aware of before I began this odyssey. For all I know there may well be hundreds of other incredible facts just waiting to be revealed.

There's no telling what my friend will eventually come up with to counter this record, although I can report that he has not sent me any emails to refute or substantiate his position since I sent him the above list nearly a year ago.

I had to search for many hours (I.e. Internet, CAHS archives, public libraries, friend's databases, not to mention my own personal library) to find these important facts. Do you know of any other significant aviation historical events relevant to Colorado that aren't mentioned in this article, but should be? Please let me know, if you do, so that we can record that information in our official archive.

Remember... the Colorado Aviation Historical Society (CAHS) mission is 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". Please help us further capture and catalogue Colorado's aviation heritage.

•••

Aviation Archaeological Investigation & Research (AAIR)
Brian Richardson, AvAr – (970) 405-5377

Members Meet—Re-Elect Barber, Kelly & Newberg; Barber Moves to COB; Kelly to Serve as President



President Lance Barber addresses attendees of the annual Membership meeting.



President Barber introduces host Gordon Page, Founder & Director of Spirit of Flight.



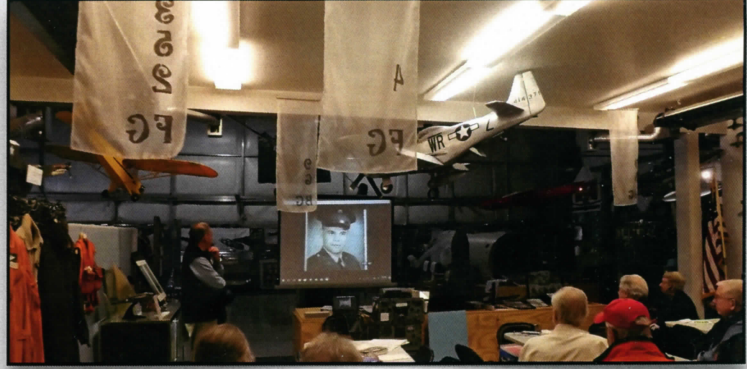
VP Ron Newberg conducts the Board of Director election of three Directors.



Mike Silva, Laureate/Guest Speaker reviews his Living Legends of Aviation award.



Gordon Page, Laureate & Dir., Spirit of Flight poses with 2018 President Steve Kelly.



Silva showing brief video of his Living Legend's profile viewed by all at the LLoA.



Laureates in attendance: Norma Ravnsborg (Harold, 1992); Babette André, (1990); Mike Silva. (1998); (Gordon Page. (2015). SoF Museum: Charlie Johnson (2014)



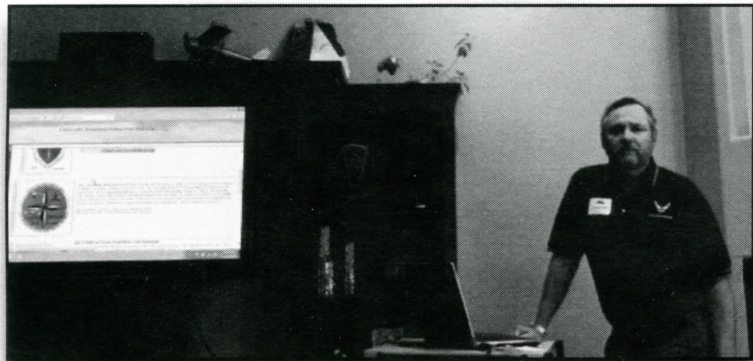
Mike Silva began his helicopter career at 18, in Huey Aircraft, a la Viet Nam War & is still associated with the Colorado Air National Guard at Buckley Air Force Base.

LIVING LEGENDS OF AVIATION

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Left to right: 1988 HOF Laureate and 2017 Living Legends of Aviation Nominee, Rick Broome; 1988 HOF Laureate Mike Silva, Vertical Flight Award 2018 Living Legend Of Aviation Honoree, and arguably one of the Worlds most accomplished helicopter pilots; Coloradan Greg Feith, Living Legends 2016 Inductee, formerly a NTSB Away Team Investigator in Charge (1993-2001). and Hawaiian DC-3 aviator John Fisher, Attendee.



Lance Barber in discussion & presentation at the *AvAr* Summit, Phoenix AZ, where the group of the representing Aviation Archaeology and Heritage Association is planning to proceed in the coming years.

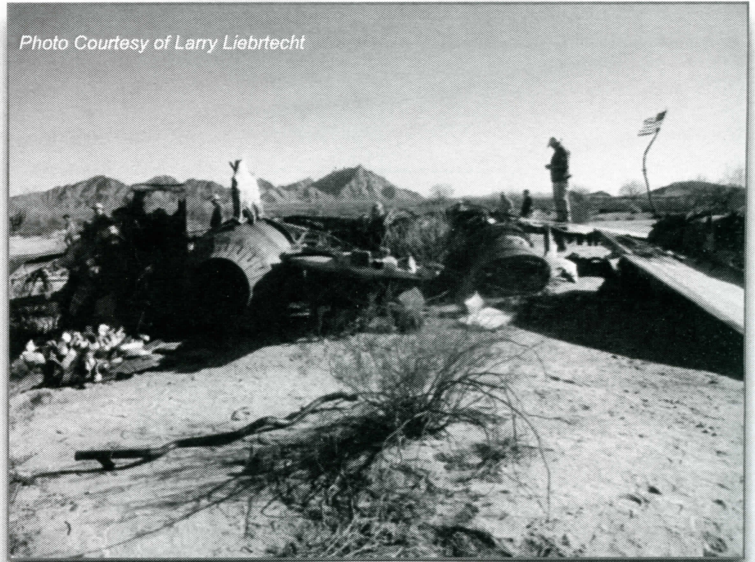
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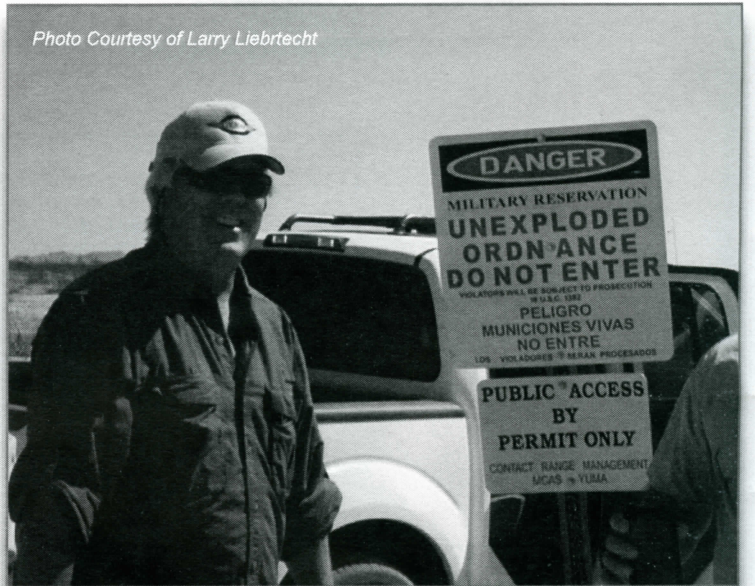
Yep... It's *Aviation Archeology Explorers* Having a Little Romp in the Arizona Sun... and Sand!

Photo Courtesy of Larry Liebrtecht



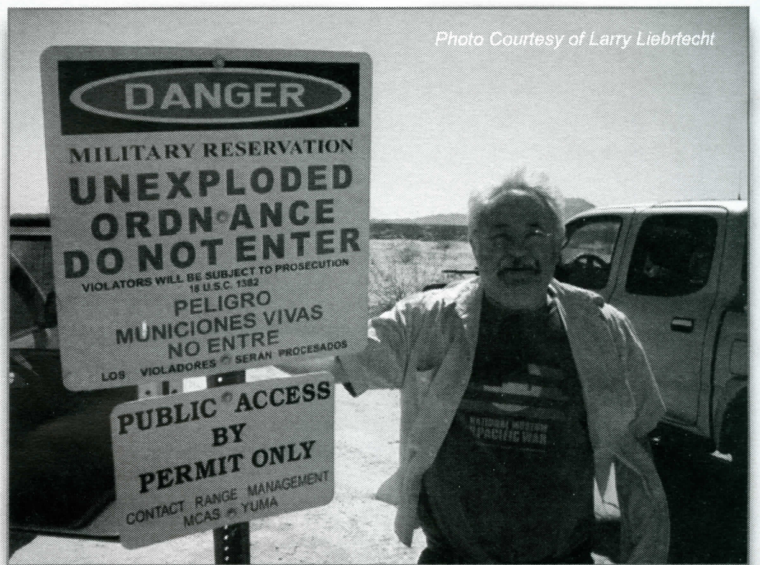
AvAr Team on the Barry Goldwater Firing Range. A Team Member is on the wing of a crashed F-14 .Tomcat.

Photo Courtesy of Larry Liebrtecht



AvAr Team Member Ernie LeRoy.

Photo Courtesy of Larry Liebrtecht



AvAr Team Member Larry Liebrecht.

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Silver Wings

Spirit of Flight Center (KEIK)

Tuskegee Airmen

Vintage Aero Flying Museum (18V)

WASPs

Pueblo Weisbrod Aircraft Museum & Society (KPUB)

Wings Over The Rockies Air & Space Museum