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Cover Photo: Hall of Fame laureates gathered at the 55th annual Hall of Fame Banquet on October 12th. Laureate Line-up: (L to R) James Harvey III (Col. USAF Ret.) Bill Dunn, Capt. Willie Daniels, Bill Standerfer, Patsy Buchwald, Dr. Jerry Limoge (Gen. USAF Ret.) Rocky DeVencenty, Gary Tobey (Col. USAF Ret.), Mike Silva (CWO. USA Ret.), John Penny, Charlie Johnson (Col. USAF Ret.), John Barry, MG (USAF Ret.)
Photo by Dave Kempa.

Your article in Balloons to Ballistics

The Colorado Aviation Historical Society is soliciting articles that relate to Colorado and aviation from interested contributors. We're looking for submissions that speak to any subject that you would like to see in print (i.e. aeronautical memorabilia, airports, aviators, aviation businesses, astronauts, etc.). If you have something to offer please forward it at your earliest convenience.

Articles should be submitted in a Times New Roman (12 font) format, and have an unjustified right edge. Please do not insert photos into the article, but add them each as an additional jpg. attachment and include a caption for each.

Submit your article(s) or questions to:
aviator_b@outlook.com

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President's Report

55th Annual Hall of Fame Banquet

Keith Shaddox



If you weren't at the Hall of Fame banquet, you missed a great time. The Lakewood Country Club upped their game this year. We were welcomed by a professional staff that set us up quickly. The Country Club has a new audiovisual system that was a huge improvement over previous years. We have always been pleased with the food at the Country Club, but this year everything was especially delicious. Our master of ceremonies, Jim Huffman made a point to invite the chef to meet with Jim and I, after the banquet so that we could compliment him on a great meal.

At the banquet the first year I was president of the Society, I suggested that everyone should get out their Pulse Ox Meter. That's because people in the room every year are just extraordinary. The first year I told the story of how my wife bought a welcome mat outside our door a few years ago that said "A pilot and a normal person live here." I then challenged the audience that year to look around the room and see if these people seemed normal to them. After a few quick thoughts I reflected that we know these people. Just like the previous years, we have flown with some of them. We have participated in hanger BS sessions with a lot of them. We have learned that the people in the room do the things that they do because they are normal people who are driven to do extraordinary things.

So once again this year I asked everyone present to look around them. In our ranks are pilots, mechanics, flight attendants, aviation journalists, air traffic controllers and a plethora of people from aviation disciplines. We focus primarily on the contributions to civil aviation in Colorado. But sometimes a recognized individual has shown brightly all over the country and maybe the world. This includes both civilian and military.

When you walk around the Hall of Fame you will find people who were involved in amazing adventures in aviation. There are people who demonstrate remarkable stick and rudder skills in amazing demonstrations at air shows.

We have one of our laureates who urgently collected as much information as he could about airports and approaches in the 1920s when there was no such data available. Elray Jepesen saved his life doing this as well as the lives of other pilots.

I believe we are the only aviation Hall of Fame that honors a Vietnam Helicopter pilot who in civilian life stopped a cold-blooded killer with a news helicopter. It is a story that Mike Silva lived to talk about and mesmerized those of us watching TV.

There are a lot of women in our Hall of Fame. I often operate the Redbird Flight simulator at Exploration of Flight when we can bring someone into the device who has no aviation experience. Young women in almost all cases will take to the instruction quickly and easily. One demonstration of over control is usually all it takes to smooth out control input. Proving once again what your wife tells you all the time women listen, and men usually don't. Emily Howel Warner is one of our women laureates who refused to listen to one bit of advice though. When she was told she could not be an airline pilot, she set out to prove them wrong. She became the first woman captain flying the left seat in a major airline.

One of the most important contributions to Colorado Aviation by many of our Laureates in the Hall of Fame is to help mentor and elevate the next generation. In the 2025 ceremony we learned about not one but two people who take this very seriously. We met a real Professor of Aviation. Teaching young people about wings, rudders, ailerons, air space and adverse yaw. By the way; I mentioned that if you were sitting with the professor, you shouldn't ask him about Bernoulli because his salmon would get cold. We also learned the professor has had an enormous influence on flight safety through our mountains. Our first inductee was Bill Standerfer, and he is asked repeatedly to teach mountain flying techniques at Oshkosh.

We also met a man who has flown all over the world behind the windshield of big airliners. But his gift to Colorado aviation was encouraging and nourishing the minds of young people. You can do this too and your future in aviation is within reach, is the message he leaves with every young person he works with. This was our second inductee, Willie Daniels, who has a wonderful legacy lifting the lives of so many young people of all walks of life to aviation pathways.

(Continued on next page)

(Continued from page 3)

Normal people, right??

We had a guest speaker who gave a truly wonderful presentation about some truly remarkable military heroes. Mr. Fred Martin of the Broomfield Veterans Museum is known for engaging stories about people who we owe a lot to and should never forget. We were all enthralled.

Throughout the ceremony we kept our oxygen masks close at hand because we climbed for ceremonial altitude, and the blue Colorado sky was where we roamed. A big thank you to everyone who came. If you weren't there you missed a good one. Make plans to be there next year. A big thank you also to the officers and board members of CAHS for making this year's banquet one of the best.



2025 HoF Laureate Bill Standerfer and wife Ann
(Photo: Dave Kempa)



Patsy Buchwald (CAHoF 2009), Col. James Harvey III (CAHoF 2012), Capt. Willie Daniels II (CAHoF 2025) (Photo: Dave Kempa)



2025 Special Recognition Award recipient Mark Milliken (Photo: Dave Kempa)



2022 Laureate Rocky DeVencenty and his ever-beautiful wife, Jamie. Jamie is responsible for the current HoF laureate plaques on display at the Hall of Fame. (Photo: Dave Kempa)



Walt Barbo and Terry Barbo with Willie Daniels
(Photo: Dave Kempa)

Mystery Quiz Spring 2024

In each issue of the Journal we will present a photograph from the Society archives and challenge you, the reader, to provide information about the subject.

The challenge for the Summer issue: Identify the make and model of this barnstorming era favorite, seen here in the skies above Denver.



Louella Perkable ready to parachute from a Standard J-1 above Denver (Photo: CAHS Archives)

The aircraft is a Standard Model J-1, commonly misidentified as a Curtiss JN-4 “Jenny.” It is seen in flight, about ready to drop Colorado’s first female parachutist, Ms. Louella “Perky” Perkable, over the Denver Union Airport, during a 1925 airshow. This particular aircraft is believed to have been owned by the Humphries Aircraft Company.

Intended to supplement Curtiss’ meager production rate in 1917-18, the Standards were remarkably similar in appearance to the JN-4, although there are a few subtle differences. First, the Standards upper and lower wings were swept slightly, whereas the JN-4’s was not. The front legs of the J-1s landing gear dropped from a position just beneath the lower wings leading edge, while the JN-4’s front strut was attached to the fuselage just forward of the lower wing. Perhaps the most

recognizable structural difference between the two aircraft is the kingpost arrangement above the top wing; Curtiss used two vertical posts with a cross-bar structure, whereas Standard employed a simple triangular support. Another obvious feature between the two is that the liquid-cooled engine radiator on the Curtiss was buried inside the engine cowling, but Standard decided that it would be more efficient to mount the radiator vertically between the two front wing struts, placing it directly in the slipstream in front of the pilots. Whenever there was a leak – and leaks were frequent – the pilot would be sprayed by the boiling liquid.

Ostensibly designed as a primary trainer for the United States Army Air Service (USAAS) in World War One, Standards soldiered on well after hostilities ceased. Following the war, the Nebraska Aircraft Corporation of Lincoln, Nebraska purchased all of the undelivered Standard airframes that they could directly from the factory at a huge discount. Reequipping them with more reliable, increased horsepower engines, and modifying them by positioning the radiator under the cowling, these improved aircraft were a much sought after commodity by the fledgling aviation community during the roaring twenties. In civilian use they not only served as a primary trainer but also as mail planes, cargo aircraft, crop dusters, mapping platforms, motion picture film ship, bootlegger, and barnstormer.

Designed and produced in a time before any sort of regulations existed for the burgeoning aviation industry, the JN-4 and J-1s time as America’s favorite airplane came to an abrupt end with the passing of the 1926 Air Commerce Act. Unable to meet most of the new standards for structural reliability, much of the fleet was ultimately grounded. This proved to be the break that aircraft manufacturers were looking for as they could now introduce newer, more advanced, safer and more reliable aircraft designs and market them for a price consistent with the actual costs to construct them.

Tens-of-thousands of early aviators learned to fly in the J-1. The JN-4 and J-1s are equally second in importance only to the Wright Flyer in contributing to the creation of the aviation and aerospace industry.

Congratulations to Jeff Cane of Denver who correctly identified this aircraft.

Eleventh Aviation Archaeology and Wreck-chasing Symposium

By Brian Richardson

Five members of the Colorado Aviation Historical Society Aviation Archaeology (**AvAr**) group attended the Eleventh Aviation Archaeology and Wreckchasing Symposium in Las Vegas, Nevada, September 10th through the 14th. These team members representing the society were Ernie LeRoy, Larry Liebrecht, Mark Milliken, Brian Richardson, and David Seniw.

The first of these events was held in 2009 at Moffett Field in Mountain View, California. Since then, these annual gatherings have been held at various locations in Arizona, California, Colorado, Nevada, and Washington. CAHS **AvAr** has hosted four: Broomfield, CO 2010, Nellis AFB, NV 2011, Denver, CO 2013, and Pueblo, CO 2016. For a number of reasons symposiums were cancelled five of the past sixteen years, the Covid pandemic accounting for three of them.



WWII P-39 crash site approximately 40 miles from Las Vegas. (Photo Credit: Mark Milliken)

Each symposium usually includes field work at historic aircraft crash sites, visits to local museums and, of

course, a day of platform presentations by notable experts in the field of aviation archaeology. During this year's symposium attendees travelled to five separate crash sites, visited the Thunderbirds Museum and the USAF Threat Training Museum, as well as the Nellis AFB outdoor aircraft park, and enjoyed lunch at the famous Little A'LE' Inn in Rachel, NV.



AvAr's Larry Liebrecht at 1953 F-86 crash site. (Photo Credit: Brian Richardson)

Hosted by author and historian Nicholas Veronico and Craig Fuller of Aviation Archaeological Investigation and Research (AAIR), 20 members of the aviation archaeology and wreckchasing community enjoyed nine interesting and unique presentations. CAHS **AvAr** team members Ernie LeRoy, Larry Liebrecht and Mark Milliken each gave a memorable presentation. Steve Wibalde of Las Vegas, NV organized the museum tours and, along with David Trojan of Columbus, MI, served as our site tour guides. Both AAIR and CAHS sponsored portions of the symposium.

The 2026 Symposium will be held at the Bob Hope Hotel and Conference Center on Wright Patterson AFB, Dayton, OH from September 23rd through 27th. Visitations to several area museums, along with special tours of the Museum of the United States Air Force, will be conducted in conjunction with the symposium. This symposium will be open to the general public and CAHS **AvAr** will be organizing and hosting. For more information about this event please contact Brian Richardson at aviator_b@outlook.com

Lead On A Good Read

By Brian Richardson



A HISTORY OF ALEXANDER AIRCRAFT COMPANY

by
Col. JOHN A. deVRIES



From time to time, we receive reviews about aviation books that might be of particular interest, which we like to share with our fellow members. If you come across a good read and would like to recommend it to others who you think may enjoy it, please send your summary along to our editor at aviator_b@outlook.com. Everyone appreciates a lead on a good read!

In this edition of the Journal, member Brian Richardson, recommends: Alexander Eaglerock: A History of Alexander Aircraft Company by Col. John A. deVries USAF Ret., Wolfgang Publishers, ISBN 09370080187, 148 pages, Hardcover \$98.88/Softbound \$33.20 on Amazon.

When I decided some years back, to order this book online, I was hoping for a thorough, in depth study of the Alexander Eaglerock Aircraft, as well as some serious technical data on all of their aircraft products. I definitely wasn't disappointed when it arrived.

The Alexander Eaglerock Aircraft Company was created in May 1925 as a division of Alexander Industries, a successful film advertising and travel lodge management firm owned and operated by brothers J. Don and Don M. Alexander. The aircraft division was originally intended to provide suitable aircraft for that corporations travelling sales force. While there is little evidence that many of the Alexander salesmen even learned to fly, there is no disputing that between July 1928 and July 1929, the Alexander Aircraft Company was the largest manufacturer of commercial aircraft in the world – although some of the WACO (Weaver Aircraft Company of Ohio) “faithful” will argue that point, statistical data seems to favor the Alexander claim.

Since most all Alexander Aircraft Company records were destroyed in a 1955 storage fire, John deVries painstakingly sifted through years of newspaper and periodical articles, conducted dozens of interviews with many former Alexander employees and aircraft owners, and along the way acquired a massive collection of period photographs – all to present the reader with an incredibly accurate chronicle of Alexander Aircrafts' contribution to aviation history. From the launch of the company's very first aircraft, which proved an utter disaster to the following successes of its young chief designer, a high school graduate named Al Mooney (the same Mooney who would one day launch the extremely unique line of high-performance general aviation aircraft of the same name), and from the disastrous fire at the Englewood plant, to the increase in operations at the busy Alexander Field in Colorado Springs, this book has it all.

From start to finish, John deVries (1924-2011) proves himself a talented researcher. Each and every page provides the reader with intimate details of the corporate structure, specific aircraft design and history, as well as character studies of the talented team that comprised the Alexander Aircraft Company. Few historians today could find such thorough information through simple online questing. His exceptional talent for digging deep and producing results is obvious throughout this monumental tome. This is arguably the most authoritative book about the Alexander Aircraft Company on the market today. This book belongs in the library of any serious aviation history reader.

CAHS Participates in Wyoming Aviation Festival

The 2025 Wyoming Aviation Festival and Airshow was held at Cheyenne Airport on September 12th and 13th. The two-day event included aerobatic exhibitions, static displays of vintage aircraft, fly-bys performed by classic military aircraft, and aviation history presentations. The Wyoming National Guard also provided one of their C-130 aircraft for visitors to tour.



The 1960 Cheyenne Airport Terminal building.
(Photo: Steve Kelly)

This was the second year of the airshow, organized by the Wyoming Aviation Heritage League, a 501(c)3 non-profit organization. With a mission to preserve the aviation legacy of Wyoming through advocacy, engagement, and programming, this group is currently engaged in raising funds to restore the historic mid-century style Cheyenne Airport Terminal. Their plan envisions creating an aviation history museum, an arts center and creative spaces, a fixed base operation facility for large charter flights, a venue space for events, reviving the restaurant and providing space for small boutique shops.

The organization contacted CAHS board and **AvAr** member Larry Liebrecht to provide a presentation for attendees that he had created on Wyoming's Medicine

Bow Airport, one of the landing fields on the transcontinental Air Mail Route. Established to provide a fueling stop by the Department of Commerce in 1929, this airfield retains several historic structures from those days—an airways beacon tower, communications building, concrete directional arrow, a marker circle with landing direction arrows and the remains of several wooden hangars are found on this site. Being one of the last remaining unaltered sites of its kind, the possibilities of preservation of this site is of great interest to the Heritage League.

Liebrecht has visited the airfield multiple times and has conducted extensive research on its history and use. His detailed presentation has been viewed by audiences at several local history conferences and the Medicine Bow City Council. As Larry was unable to attend the Cheyenne event due to his attendance at the Aviation Archaeology conference in Las Vegas, this presentation was given by board member Steve Kelly to a group of aviation enthusiasts at the original (1938) Cheyenne terminal building.



Beautifully restored BT-13 on the ramp at Cheyenne Airport (Photo: Steve Kelly)

The Heritage League is making rapid progress in its efforts to preserve the aviation history sites in Wyoming and is certainly appreciative of the efforts to locate and document these historic places and aircraft crash sites made by our **AvAr** group.

New Tuskegee Airman Display Installed at Wings Over the Rockies



This summer, CAHS volunteers completed the set up of a new Tuskegee Airman display on the main floor of the Wings Over the Rockies Air & Space Museum. Two Tuskegee airmen who became Hall of Fame laureates, are highlighted on the display panels. Col. Fitzroy “Buck” Newsum served with the 477th Bomb Group during the Second World War, and also in the Korean War, and had a long and distinguished career in the U.S. Air Force. He was inducted into the Hall of Fame in 1991. Col. James Harvey III served with the 332nd Fighter Group and in 1949, was one of three pilots to win the first U.S. Air Force Fighter competition. He also served with honor in the Korean War. Col. Harvey was inducted into the Hall of Fame in 2012. The display text also covers the origin, training and combat service of the famed squadrons that fought in the European Theater in the Second World War.



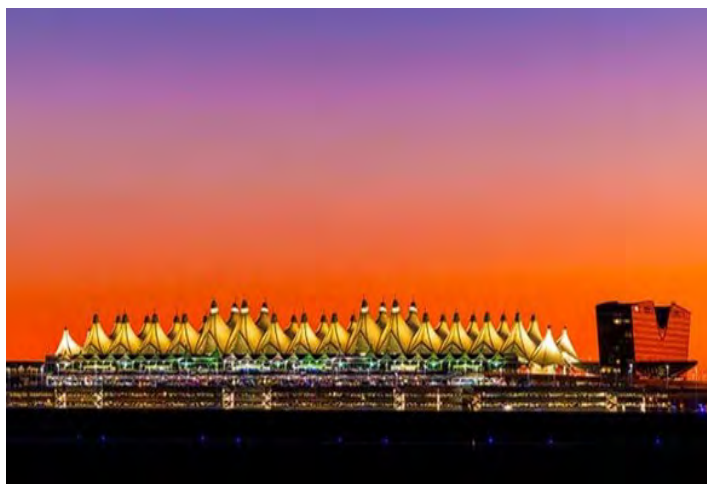
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Mystery Quiz Spring 2024 (1Q24)

In each issue of the Journal we will present a photograph from the Society archives and challenge you, the reader, to provide information about the subject. Anyone who responds with the correct answer will be mentioned in the following issue, and the first person to answer will win a CAHS commemorative challenge coin. Send your response to aviator_b@outlook.com at your earliest convenience to ensure your submittal is included in the next Journal. Please make certain to include a mailing address where you'd like to receive the coin.

The challenge for this issue: *Name the long-closed Colorado airport where this restored 1925 hangar was originally constructed. Hint: The airport closed in 1954.*



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