



## ***AvAr Bulletin: 015***

***Subject: Return to Jimmy Camp; Glendo Monomail; Trinidad B-24; Hell's Hole BT-13; TIGHAR; New Equipment***

***Date: July 23, 2007***

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### ***Return to Jimmy Camp***

There has been an unforeseen delay in our return to Jimmy Camp Creek. Although the crash site rests on city (Colorado Springs) land, we have to access to it via the Banning-Lewis Ranch. Even though the city is excited to have us working this site, they too are limited to access this property at present.

We have begun negotiating with the folks at Banning-Lewis Ranch Management Company, LLC in order to gain regular, unrestricted access. The City of Colorado Springs has already completed the necessary permits on their end for us; now all that remains is to receive permission from Banning-Lewis. We will keep you informed as to any developments. Hopefully, we will be able to return sometime this fall.

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### ***Glendo Monomail***

I'm sure you all remember the case study presented in your *AvAr* training by Ron Miller concerning the 1935 Boeing Monomail Crash, somewhere near Glendo, Wyoming. Ron has been investigating on-and-off for this site for some two years, conducting over-flights and looking for the legendary "horseshoe shaped" ridge from the air. Well, with a little combined effort, we're happy to report that the site has been located again after 72 long years.

On Saturday, June 23<sup>rd</sup>, five team members (Larry Carpenter, Larry Liebrecht, Ron Miller, Brian Richardson, Len Wallace) originally planning to attend the Jimmy Camp Creek excavation, all hopped-up on adrenaline and ready to do some field work, decided at the last minute to travel North for a little Wyoming excursion.

Between 7:00 and 9:00 am, a series of choreographed rendezvous' brought all five members (spanning some 60 miles) together in a two-car procession, headed for Glendo, Wyoming. Arriving at Beacon Hill around 11:25 am – and having received permission from the property owner beforehand – this intrepid group, armed with an assortment of metal detectors, began a systematic sweep across the area suggested by researchers Duke Sumonia and Len Wallace, as the possible crash site.

Approximately 30 minutes into the search, Len Wallace found the first artifact; a fragment of some (as yet identified) cast aluminum assembly. An artifact inventory log (*AvAr* Form 007) was opened immediately and, over the next two hours, our team toiled in 90° F (+) temperatures to identify and plot a fair representation of the present day debris field.

Strewn with boulders and moderately forested with coniferous trees, there's a carpet of pine needles over the entire area, better than an inch deep, which camouflages the evidence and pretty much requires searching by metal detectors. Fortunately, all the rattlers were keeping cool and staying out of site. (According to the property owner, however, we missed seeing a 10 footer that lives by the gate that we accessed the property through. It was there when he joined us at the site around 2:00 pm.)

By the time our team left at 2:30 pm, more than 100 artifacts had been collected; most no more than small bits and pieces, but all significant in their own right. One truly intriguing artifact (0702-CS-AR-018) is a tiny bit of blue fabric material found buried about 6 inches below the surface at the site's benchmark. Len Wallace, through his personal contacts at both CSU and the Scripps Howard Institute will try and have these samples analyzed.

All in all it was a most successful adventure for such last minute arrangements. *AvAr* will plan a return trip to continue digging around the benchmark (suspected impact site) area sometime this fall when temperatures are bit cooler. We will keep you informed.

One final note... a very special thanks to Duke Sumonia and Len Wallace for doing such a tremendous job of investigating this incident. In a matter of 10 days they tracked down not only the current owners name, address and phone number, they traveled the 300 (+) miles round trip to meet with him and check the area out. Their search also took them to Laramie, WY where they found a collection of photographs and documents from the airline (Wyoming Air Service) that was using this aircraft when it crashed in 1935. Great job, guys!

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### ***Trinidad B-24***

Over the weekend of August 24 – 26, 2007, an *AvAr* team will be visiting the site of a WWII B-24 crash in the San Isabel National Forrest near Trinidad, CO. This particular

site is unique in that it is considered, by many, as the most intact WWII crash site in Colorado – perhaps even in the United States.

Although no technical climbing is required, the site is moderately difficult to reach. This expedition will require an honest assessment from everyone going along concerning his or her personal physical condition.

Len Wallace, *AvAr* instructor, has made the journey several times, the most recent being just this past June when he took some reporters from Colorado Springs up to the site. (If you'll remember, Len is 71 years young.) He says the secret is to pace yourself and take it slow. The trek takes about an hour and will be guided by either Len Wallace or Brian Richardson.

An advance team will be setting up base camp on Thursday, August 23<sup>rd</sup>, then hiking to the site on Friday with some US Park personnel to verify terrain conditions and identify any wildlife issues. Saturday morning, about 8:00 am, we'll launch from the base camp and plan to spend the day surveying this site.

Since it is about 3 ½ hours drive from the metro-Denver area, all field agents attending are urged to plan on spending the night at the base camp both Friday and Saturday nights, but this will not be required.

If you think you might be interested in this expedition, please contact Brian Richardson at [aviator\\_b@msn.com](mailto:aviator_b@msn.com).

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### ***Hell's Hole BT-13***

Over the weekend of July 14/15, 2007, *AvAr* field agent Alan Sparks (Class of '07) entered the Arapahoe National Forest (near Idaho Springs) at the West Chicago Creek trailhead, and ascended to more than 11,000 feet MSL in order to visit the legendary Hell's Hole BT-13 crash site, which occurred September 2, 1945.

Although not a technical climb, given the altitude and extreme terrain conditions, this was indeed a most rigorous ascent and required Alan, along with friend Ed Soulliere and K-9 pal Stanley, to set-up a base camp and spend the night.

During their 2-day visit, Alan shot more than 100 photographs and completed a fairly descriptive inventory of the crash site. Even though it has been visited over the years by hikers and campers, an official survey has not been accomplished since the actual event 62 years ago. Following a staff review, *AvAr* will submit its formal report to Dr. Nicole Branton, USFS North Zone Archaeologist, later this year.

If you'd like further information concerning Alan Sparks' recent adventure, please contact him at [aalhs@msn.com](mailto:aalhs@msn.com)

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## **TIGHAR**

**AvAr** instructor and longtime TIGHAR (The International Group for Historic Aircraft Recovery) member Andrew McKenna, is presently on an expedition in the Pacific to find evidence which will support the theory that Amelia Earhart crashed on or near the island of Nikumaroro, situated in the Phoenix Island Group, some distance Southwest of Hawaii.

The eighth expedition to this island since 1989, TIGHAR funds each of these adventures solely through grants and personal endowments; this says a lot about the fortitude of this organization!

Reported daily by satellite phone, you can follow Andrew's progress at [www.tighar.org](http://www.tighar.org)

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### ***New Equipment Report***

A very important part of **AvAr**'s mission is to evaluate new technology that might advance the science of aviation archaeology. The following report is offered for your personal consideration and does not constitute either an endorsement nor a condemnation of this particular product.

#### **Craftsman Laser Measuring Tool Model 320.48298**

Acquired for the purpose of accurate measurements over difficult terrain, this tool proved a valuable asset at its debut on the Glendo Monomail site. With its "point and shoot" ease of operations, the recorder quickly measures distances (up to 150 feet) in either standard or metric format. Lightweight and compact, this is an invaluable tool when you plan to pack light and travel to remote sites. The only setback is the fact that its laser-light technology is susceptible to intense ambient light, requiring adjustments (specified in the operators manual) to be made concerning positioning of the operator.

**AvAr**'s final evaluation: this is a valuable tool and should be considered as standard equipment in [our] basic field kit.

If you're planning an expedition and would like to use the Craftsman Laser Measuring Tool, contact Brian Richardson at [aviator\\_b@msn.com](mailto:aviator_b@msn.com). **AvAr** is happy to provide this significant tool to any qualified (graduate) field agent.

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**Send comments, corrections or submissions to [aviator\\_b@msn.com](mailto:aviator_b@msn.com)**