

Colorado Aviation Historical Society



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COLORADO AVIATION
HISTORICAL SOCIETY
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PRESIDENT'S MESSAGE

Bea Khan Wilhite

Summer, a period considered as "a time of fruition, fulfillment, happiness or beauty," brings wonderful aviation events and activities, and sometimes the unexpected crisis - consider the recent shocking news of the crash near Platteville, Colorado of Mark Johnson's prized, high performance Venom! We are told that by incredible and skillful flying, Mark succeeded in flying under electrical wires and bringing the aircraft down. Unfortunately, the plane was demolished, but only after an unseen ditch, camouflaged by very tall weeds, reared its ugly head! Fortunately, not a scratch on Mark.

Good news is the election of new CAHS Board Members: Mark Johnson, Dan Callender, Michael McRhodes and Marilyn Taylor, who was also elected to serve as Vice President. Duke Sumonia was previously appointed to complete the term of Brian Richardson, which expires in 2009.

Happiness is my opportunity to serve on the June 7th RMMA Open House Planning Committee; great working with Wayne Hammack, Chairman; Daril Cinquanta, JAA and the airport crew.

Beauty will be greeting all our friends and seeing all the awesome aircraft: Col. Buck Newsum, who celebrated his 90th birthday on May 22nd. and who has been offered a flight in the B-17 Sentimental Journey along with youngest CAHS member, Brandon Eaker; Col. Bill Bower; WASP Lucile Wise; M/G Mason Whitney, B/G Steve Ritchie; Paul Rosin, the National Anthem; Sina, who will sing "God Bless America;" Joe Thibodeau and his P-51, Jack Wilhite and many others. Very special thanks to Marilyn Taylor and the many CAHS volunteers. You will find us in the "Patriots and Heroes Pavillion," please plan to stop by for Buck's birthday cake at 1:00 pm. Blue skies!

SCHEDULE OF EVENTS

June 7, 2008, Rocky Mountain Metropolitan Airport
OPEN HOUSE, JAA FLY-IN, 10:00 AM - 4:00 PM
CAHS Patriots and Heroes Pavillion Exhibits 12:00
CAHS Stage Introductions

August 1, 2008 Hall of Fame Nominations Due

August 16, 2008, 10:00 AM, Platte Valley Airport
CAHS General Membership, 4th annual Bar-B-Que
Fly-in, Drive-in, Hosted by The Lafayette Foundation

November 1, 2008, Hall of Fame Banquet
Lakewood Country Club

WOMEN AIRFORCE SERVICE PILOTS



WASP

Meet Lucile Wise,
(seen here)
Kay Gunderson
and Grace Lotowycz
at the RMMA
Open House

In September 1942 an independent training program for Women Airforce Service Pilots "WASP" was begun. By the end of 1944 The WASP had flown every type of aircraft in the Air Force inventory from trainers to the B29.

LEARN ABOUT HOMELAND SECURITY (June 7th, RMMA Open House)

Explore your options with information about "Ready Colorado" and become informed with "Make a plan, Make a difference." Meet M/G Mason Whitney, Director 10-11am and Capt. Jennifer Steck, Project Manager Denver Urban Area Security Initiative

A YANK IN THE RAF WILSON "BILL" EDWARDS BATTLES HITLER'S LUFTWAFFE

The Colorado Aviation Historical Society officially opened the Eagle Squadron Exhibit on August 11, 2002, at Wings Over The Rockies Air and Space Museum. Photos and memorabilia were collected from Lt. Col. Wilson V. "Bill" Edwards~ USAF (Ret.), who was inducted into the Historical Society Hall of Fame on May 5, 2001. An authentic "Eagle Squadron uniform" worn in battle by aviator, Don Young, was added to the Exhibit, a small showcase, driven by powerful memories.

Very little has been written about 300 eager American flyers, who joined the Royal Air Force in 1939 to fight against Hitler's Luftwaffe, long before the U.S. became involved in the conflict. Churchill wanted the American people to realize that there were, individual Americans helping England defend themselves against Nazism, so the idea of having an "American Squadron" assigned to the RAF was born.

Edwards, by 1941, was an experienced pilot and with two buddies, Bill Wallace and Charlie Cook, was assigned to Sutton Bridge Operational Training Unit, for transitioning into fighters and the American Eagle Squadron, the "133" Squadron, last of the famed Eagle Squadrons. He flew Hurricanes and Spitfires, flying convoy escort duty out of Northern Ireland, delivering all types of British Aircraft to and from operational units. Aircraft in the air included the British Marine Spitfire - PROZ (PR identified the Squadron). In the original design, it was built as a racer, winning a speed trophy as a float plane. It was modified for the war to carry ammunition and was used as an interceptor. There were 22 modifications and it had a Merlin Rolls Royce engine. Another was the British Hurricane Mark II - an interceptor built in the U.K. and in Canada. It was provided on the Lease/Lend Program to Russia. Excellent for specific use, the Lysander was used during World War II to transport the underground. It could fly 100 to 150 feet off the ground and land on short fields, where flashlights were used for landing lights. Spitfire VB Squadron operated off a bombed Air Base. The cruel war was savage.

By September 1942, Lt. Edwards joined the USAAF, along with most Eagle Squadron pilots, who wore the wings of both the RAF and the USAAF. Assigned to the 8th Air Force Fighter Command, Bill's job was to insure that newly arriving fighter units received first hand information on the British navigating systems, aircraft, maps etc. As a Major, Bill commanded the first P-51 and P-38 OTU in England, providing intensive flying in all combat and weather and weather conditions.

July 1944 - while flying escort on a 3rd trip to the birthplace of Nazism, Munich, Bill's P51 was hit by flak and downed near the border of France and Germany. These missions were a seven hour sortie for the Mustang, most of it-over hostile territory. Munich was a "maximum effort" target for five straight days, day and night. There were 1000 American bombers from England in the morning, 800 American bombers from Italy in the afternoon and another

800 RAF bombers from England at night. Bill was taken as a POW to Stalag Luft 1 at Barth, Germany. From the time of being assigned to the Eagle Squadrons in the RAF, to the end of WWII, 37 Eagle Squadron members were Prisoners of War. There were 73 confirmed kills during the 18 months of the Eagle Squadrons service, prior to becoming part of the Army Air Corps - and perhaps more, unconfirmed.

Bill was liberated by the Russian Army in April 1945. Upon returning to the states, he was promoted to Lieutenant Colonel in November 1945, at the "ripe old age" of 26. Because of his combat and flight training experience, he was assigned to Air Training Command at Moore AAF in Mission, Texas, as Director of Operations and subsequently, to Base Commander. He remained on active duty as Commander or Director of several Units, with assignments in areas of operations and maintenance, each involved what he loved most, flying! He retired from the Air Force in 1968 after 26 years of service.

After military retirement, Bill worked all over the world, under contract for the Air Force's DEWLine office in Colorado Springs; then during the latter part of the 70's he was under contract to Lockheed Aerospace in Arabia. Since 1980, Bill has been an FAA Certified Flight Instructor, beginning a long second career. He is currently an instructor at Blue Sky Aviation Meadowlake Airport, instructing Lieutenants enrolled in the USAF Academy's 50-Hour Flight Training Program. Flying safely is his hallmark, substantiated by the safety record of his students.

Among his numerous and some incredible accomplishments, Col. Edwards is credited for being responsible for the Eagle Squadrons Association choosing the USAF Academy Library as their official Archive and Depository for their papers, log books, photographs and other records.

Wilson V. "Bill" Edwards, Eagle Squadron Association, was honored on the 19th day of July, 2002, by the National Aviation Hall of Fame with the Milton Caniff Spirit of Flight Award, presented to this distinguished group. "Prior to the United States' entry into World War II, the 244 men of the R AF American Eagle Squadrons- the 71st, 121st and 133rd voluntarily bolstered the ranks of Great Britain's battle weary fighter pilots in the struggle to defend freedom."

The Aviation Organizations in which Col. Edwards has been most active over the years are: The Order of Daedalians; Aircraft Owners and Pilots Association (AOPA); Quiet Birdmen, Colorado Springs Hangar; Civil Air Patrol, Cadet Aeronautical Program; Experimental Aircraft Association (EAA) and Peterson Air Force Base Aero Club.

Thank you, Col. Edwards, it is with pride that we honor you as a Laureate of the Colorado Aviation Historical Society Hall of Fame. We salute you and wish you a happy 90th birthday!

Bea Khan Wilhite, President

The B-25 "Martha Jean"



The WWII bomber "Martha Jean" is owned and flown by David Wheaton of Tulsa, OK, who has made numerous appearances at Rocky Mountain Metropolitan Airport. The "Martha Jean", a "J" model B-25, was ordered in 1944 but was not delivered to the Army Air Corps until 1945 from the Kansas City plant where she was manufactured. By that time, no more aircraft were required overseas, so it was refitted as a multi-engine trainer and was used through December 1958 at Goodfellow AFB, Texas. The B-25 first gained fame in April 18, 1942. The B-25 was declared surplus to the government in 1959 and has been in the hands of several private owners since that time.

Bill will be signing autographs at 11:00 AM, beneath the wing of the B-25 Martha Jean, at the June 7th Open House.

Col. William "Bill" M. Bower Honored 2004 Colorado Aviation Hall of Fame

Bill was born on February 15, 1917 in Ravenna, Ohio. He graduated from flying school at Kelly AFB as a 2nd Lieutenant in October 1940 and was sent to Lowry Field in Denver with the 37th Bombardment Squadron where the first contingent of commissioned bombardiers trained on the Buckley bombing range. They were then joined with the 17th Bombardment Group and moved to Pendleton Oregon in 1941 for war games, maneuvers and more training, then to the S.E. USA, returning to Pendleton on December 7, 1941. War with Japan had been declared and they were awaiting further orders.

February 1942 twenty crews from the 17th Bombardment Group were recruited for a "Special Mission." They moved to Eglin Field, Florida, where they were joined by Jimmy Doolittle, Commander and leader of the mission. Training was day and night: navigation, gunnery, bombing, formation flying and "quick take-offs." Doolittle emphasized to his men the extreme danger of the operation, saying "anyone could drop out." But none did. Twenty five-B-25s were converted to long range. In April 1942, at Alameda, California 16 aircraft were loaded on the USS Hornet, and only after they were on their way did the crews learn what the mission would be.

Tokyo Raid: On April 18, 1942, airmen of the U.S. Army Air Force, led by Lt. Col James H. "Jimmy" Doolittle, carried the Battle of the Pacific to the heart of the Japanese empire with a surprising and daring raid on military targets at Tokyo, Yokohama, Yokosuka, Nagoya and Kobe. This heroic attack against these major cities was the result of coordination between the Army Air Forces and the U.S. Navy, which carried the sixteen North American B-25 medium range bombers aboard the carrier USS Hornet to within take-off distance of the Japanese islands.

This raid was considered by most historians as being - one-of-five key turning points in the Air-war Theatre of WWII, directly resulting in the Allies eventual victory over the Axis Powers. Bill Bower piloted the 12th of 16 U. S Army Air Corp B-25 Mitchells off the Hornet on the morning of April 18, 1942. His participation in this historical event was a key factor in the immediate improvement of U.S. morale and resolve, both with American citizens at home and with our service men in the Pacific Theatre of war.

Some of Col. Bower's awards are: The Distinguished Flying Cross, The Air Medal, The Distinguished Unit Citation, The Bronze Star Medal, The Commendation Ribbon and the Chinese Medal.

PERFORMERS' DETAILS:

The USAF F-16 West Coast

Demonstration Team

The 388th Fighter Wing at Hill Air Force Base, Utah is home to the Viper West Coast Demonstration Team., one of two single ship F-16 aerial demonstration teams in Air Combat Command. The F-16 Fighting Falcon, more commonly known to military pilots as the "Viper," is a compact, extremely maneuverable multi-role fighter aircraft. The F-16's General Electric engine generates 28,000 pounds of thrust, the one engine produces more horsepower than the entire starting lineup of the Indianapolis 500. The jet's top speed exceeds Mach 2, twice the speed of sound. When an aircraft exceeds Mach 1, it is said to "break the sound barrier."

The USN F-18 Super Hornet

This Boeing multi-mission aircraft can be deployed as a bomber, tanker or fighter jet. It's stationed with the VFA-122 "Flying Eagles" training squadron at Naval Air Station, Lemoore, California. The F-18 Super Hornet is the Navy's newest and most advanced tactical fighter jet. This \$57 million plane has two General Electric turbo-fan engines with 20,000 pounds of thrust and flies in excess of Mach 1.8.

Col. Jack Wilhite and his MiG-17

Colonel Jack Wilhite (USAF Ret.), Morrison, CO., is a retired United Airlines Captain with 32 years experience. He flew jet fighters with the U.S. Air Force, and Colorado Air National Guard for 32 years including the Korean War, in Europe and Africa. Jack compiled 277 combat missions in Vietnam. He owns and flies a Steen Skybolt aerobatic biplane at air shows and aerobatic competitions. Colonel Wilhite was inducted into the Colorado Aviation Historical Society Hall of Fame in 2004.

The MiG-17 is an improved version of the famous MiG-15 of the Korean War which engaged in many aerial battles with the North American F-86 Sabre. It is a light, highly maneuverable fighter designed strictly for dogfighting and is capable of supersonic flight in a dive. The MiG-17 was a very agile opponent and scored many victories over aircraft during the Vietnam conflict.

This particular aircraft is a two seat Chinese built advanced fighter trainer. It was built in Chengdu from 1966 to 1968 and is still in operation in several air forces across the globe. This aircraft is based at Rocky Mountain Metropolitan Airport and is painted in the colors of the Russian Air Force "Red Falcons" MiG-17 Jet Demonstration Team. It is one of only two in the U.S.

Roy Halladay and his

Lockheed T-33

Roy Halladay has been a corporate pilot in the Denver area for the past 31 years. His turbojet was assembled from spare parts obtained from junkyards and salvage. The engine is an Allison J-33, which was overhauled using surplus parts. Each airframe part was overhauled and rebuilt. All new electrical systems and all new hydraulic systems were installed. The restoration took nine years. Halladay's son, Roy Halladay, Jr., 2003 Cy Young winner with the Toronto Blue Jays, also helped in the restoration.

The B-17 "Sentimental Journey"

The WWII bomber "Sentimental Journey" is one of a handful of Boeing B-17 Flying Fortresses still flying in the world. It is maintained and operated as a flying museum by the Commemorative Air Force Arizona Wing Aviation Museum based in Mesa, AZ. It has been restored to its 1944 configuration. It flew in the Pacific Theater in WWII and was later commissioned for air-sea rescue and fire fighting. Its nose art is of actress Betty Grable, the most famous poster pinup of WWII

SENTIMENTAL JOURNEY is a flying memorial and museum of the men who flew and crewed these airplanes, as well as the men and women who built them more than 50 years ago during and especially to the crews that did not return. The B-17 Flying Fortress was famous for the daylight bombing raids over Germany during World War II and could sustain such battle damage that the aircraft lived up to its name of the Flying Fortress. Out of 12,731 built there are only about 10 restored and airworthy examples remaining. For the airplane enthusiast, it's an opportunity to have a museum come to the visitor instead of the traditional other way around.

Open House salutes armed forces, past and present

Patty Wagstaff, national aerobatics champion, headlines day of aerobatics, Air Force and Navy jet teams, WWII Bombers~ flybys, and more at Rocky Mountain Metropolitan Airport's Free Open House

Three time U.S. National Aerobatics Champion Patty Wagstaff headlines a day of aviation entertainment (in the sky and on the ground) at Rocky Mountain Metropolitan Airport to celebrate its annual open house on June 7.

The Open House is from 9 a.m. to 4 p.m. and free to the public. The airport expects 20,000 people will attend. Rocky Mountain Metropolitan Airport is located at the southwest corner of Highway 128 and Wadsworth Blvd. (one block south of Highway 36). Parking is free.

Wagstaff is the only woman to win the national aerobatics title and is a six-time member of the U.S. Aerobatic Team. She will perform aerobatics in her high-performance Extra 3008

airplane. The 350-horsepower, propeller-driven plane was built in Dinslaken, Germany by Walter Extra. She has won numerous aviation awards and her Goodrich Extra 260 airplane is on display at the Smithsonian's National Air & Space Museum, in Washington, D.C., where it hangs next to Amelia Earhart's Lockheed Vega. This is her first time performing in the Denver metro area.

She joins outstanding Air Force and Navy fighter jet demonstration teams, the Coast Guard C-130 Hercules, WWII bombers, flybys, ground displays of military aircraft, Warbirds, corporate jets, US military exhibits, War heroes and more.

Below are the Open House schedule and more details about the performers:

OPEN HOUSE SCHEDULE:

Static displays (9 a.m. - 4 p.m.)
"The Martha Jean" WWII B-25 Bomber
"Sentimental Journey" WWII B-17 Bomber
F -16 fighter jet from Buckley Air National Guard
MiG-17 (Korean War and Vietnam War fighter)
P-51 Mustang (WWII and Korean War fighter)
C-21 Learjet 35 from Colorado Air National Guard
Warbirds
Corporate Jets
General aviation aircraft

Aerial Demonstrations (10 a.m. -11:30 a.m.)
Col. Jack Wilhite and his MiG-17
Roy Halladay and his T-33
Fly-bys: B-25, P-51

Aerial Demonstrations (1 p.m. - 3 p.m.)
Patty Wagstaff and her Extra 300S
USAF F.16 West Coast Demo Team
USN F-18 Super Hornet
US Coast Guard C-130 Demo
Air Force Academy Glider performance
Fly-bys: B-17, B-25, P-51 Mustang

Exhibitors (9 a.m. - 4 p.m.) Up to 55 exhibitors from local war heroes, branches of the military, and activities for the entire family, including:
Colorado Aviation Historical Society
Spirit of Flight Center
Tuskegee Airmen (America's first black airmen of WWII)
The Air Force Academy Falcon

Please note: Aerial demonstrations are subject to change

- FREE Admission and FREE Parking
- Jeffco Airport Association (JAA) Fly-In will feature a wide variety of unique and interesting aircraft
- Helicopter Rides (fee)
- Delicious Food and Beverage Concessions
- Booth Vendors including Airport Businesses and Displays
- Colorado Aviation Historical Society Display

Aerobatic Performance by
Patty Wagstaff



Sentimental Journey B-17



F-18 Superhornet
Aerial Demo and
F-16 Aerial Demo



2008 OPEN HOUSE

KBJC

ROCKY MOUNTAIN
METROPOLITAN AIRPORT

Saturday, June 7th
9 am to 4 pm

→ Other aircraft displays and performances will include TBM Avenger, Mig 17, Venom, T-33, Blackhawk, P-51 Mustang, Air Force Academy Glider Performance and more....

Rocky Mountain Metro Airport (KBJC)
11755 Airport Way, Broomfield
303-271-4850

www.flyRMMA.com

B-25 Mitchell Bomber
"Martha Jean"



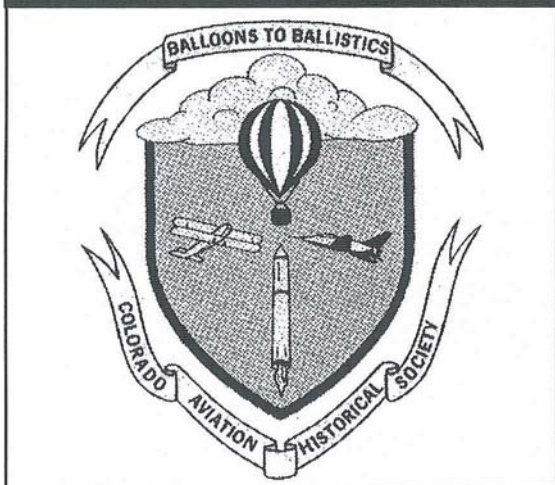
Coast Guard
C-130 Aerial Demo



*Aerial Demonstrations and static displays are tentative and may change at anytime.

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