



OSOTMG NEWS

VOLUME 11 ISSUE 3

APRIL 2018-MAY 2018

* NEXT MEETING WILL BE WEDNESDAY JUNE 6 2018 SOCIALIZE AT 11 am, MEETING STARTS AT 11:45 AM AT TREA 39, 15821 CENTRETECH CIRCLE, AURORA, CO 80011. MEALS WILL BE CATERED BY GOLDEN SHERMAN. SO COME AND ENJOY REMINISCING WITH YOUR FRIENDS!! THE MEETINGS WILL CONTINUE ON THE FIRST WEDNESDAY OF THE MONTH FOR THE FORSEEABLE FUTURE. *

Important Frequently Used Phone Numbers

- 140th Phone #'s
- Casualty Assist
720-847-6946 Family Support
- 720-847-9116
- 460th Phone #'s
- RAO (Retired Activities Office)
720-847-6693
- Legal
720-847-6444
- Other Phone #'s
- CODMVA
303-343-1268
- www.colorado.gov
- Deputy Director
CODMVA
- Mickey Hunt
720-250-1510
- 303-249-0146(c)
- michael.hunt@dmva.state.gov
- TRICARE (UNITED HEALTHCARE-WEST
1-877-988-9378
- TRICARE for Life
1-866-773-0404
- Social Security
1-800-772-1213
- TREA 39
303-340-3939
- COUGAR TALES:
www.140wg.ang.af.

APRIL 4, 2018 MINUTES

The meeting opened with the Pledge of Allegiance to the Flag of The United States of America by Paul with the invocation by Joe.

The 1st timer was Dale Brown.

Dewey briefed us on the 2018 Veteran's Salute at the Wings Museum in November. The "millennials" are organizing this years' program and will not have "face to face" meetings. They will coordinate the program via e-mails and texts. The tentative theme is honoring Lowry AFB and Buckley AFB history.

Buckley AFB 460th is offering a 1/2 hour tour of the base via the Fire Dept and K-9 unit and you can sign up for this tour at the 460th Security Police unit.

Jack Tole's Antique Society's Biplane is at DIA.

Joyce briefed us on the NGACO State Conference which had a successful motorcycle ride, financial seminar, retiree luncheon.

The EANGUS National conference is in August in West Virginia.

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Committee Members:

- | | |
|---|--|
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*Contribution Checks should be made payable to "OSOTMG" can be mailed to Paul Turner at 1945 Ensenada St., Aurora, CO 80011-5353.

Tony Lucero is on sick call list.

There is a change of command ceremony for 140 Wing Command Chief Master Sergeant from CMSgt Whitlow to CMSgt Hoef at the April UTA.

Birthdays present were Joyce Saitta.

Meeting closed with the next meeting May 2, 2018.

May 2, 2018 Meeting Minutes

The meeting opened with the Pledge of Allegiance to The Flag of The United States of America by Paul with the invocation by Joe.

Joyce briefed us about NGACO increasing membership in the last year, but still need folks to become life members. Joyce attended the Women's Veteran's National Conference and they gave the Vietnam 50th pins to the Vietnam Veterans. Also, they played taps at the Women's Vietnam wall.

Allie Bess is the coordinator for the 2019 NGACO State Conference which will be held in the Denver area. The plan is to have another motorcycle ride, golf outing, and 70's disco night in April 2018.

The NGAUS National Conference will be held in Denver in Aug 2019.

Chuck Hoffman will be talking to Chief Reiser and Col Turner Wing CC about the Heritage Museum items disposition.

The 200 AS will have a formal shutdown ceremony in June with a possible get together on June 14. The annual Bobcat Reunion is set for May 19 at Bar Louie in Southland Mall.

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APRIL 4, 2018 ATTENDANCE *1ST TIMER

Sonja Broom
Joe Broom
Dewey Hicks
Reed Lutz
Jerry Smith
Judy Pock
Larry Sell
Paul Turner
Linda Turner
Ben Benedict
Arlo Sorheim
Roderick Williams
Joyce Saitta
Leo Seeba
Dale Bristol
*Dale Brown

Monroe Mathias
Allura Weimer

MAY 2, 2018 ATTENDANCE *1ST TIMER

Mark Covalt
Dan Gay
Paul Turner
Linda Turner
Golden Sherman
Dewey Hicks
Roderick Williams
Chuck Hoffman
Dan Heinz
David Bell
Judy Pocki
Sonja Broom
Joe Broom
Mike Schnurstein
Susan Schnurstein
Allura Weimer
Ben Benedict

Arlo Sorheim
Dale Bristol
Allie Bess
Joyce Saitta
Leo Seeba
Bob Beabout

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It was asked whether there would be a big 68 50th Anniversary call up ceremony like the 25th ceremony. The only ceremony for the 68 call up was held at the National Western Stock show in January 2018. Bob Beabout participated in the ceremony with six other folks from that call up. No other ceremony is planned at this time. But the COARNG PA officer Maj Adam Morgan is working on a 4000 word history document for the 68 call up.

There will be a salute to Bob Hope by the Air Force at Buckley AFB.

The 5th Colorado Remembers ceremony will be at the Freedom Memorial on Saturday May 26. There will be entertainment and free food from 9 AM to 3 PM.

If you have VA Disability and Military Retirement pension, they are combined in your military pension from DFAS.

Allie Bess talked about increasing the participation in the Honor Flight for WWII, Korean and Vietnam veterans. It is a free service that flies veterans back to Washington D.C. to visit the various Veteran Memorials twice a year. The North Honor Flight is the best organized. They can contact former JAG Jerry Brown for more information.

Birthdays present were Dale Bristol and Arlo Sorheim.

Next meeting is Wednesday, June 6, 2018 at TREA 39.

Sick Call



Jan Love Tony Lucero
Peggy Seiler

Taps



Bob Hippler
Glenn Nishiki

TRICARE CHANGE FOR FOLKS UNDER AGE 65

Due to recent changes to TRICARE that went into effect Jan. 1, members in the TRICARE West region who utilize TRICARE for their health insurance must update their insurance premium payment method with the new insurance provider, or face dis-enrollment. Health Net Federal Services replaced United Healthcare as the insurance provider for TRICARE West On Jan. 1, 2018. To update your insurance premium payment method, contact HNFS at 844-866-9378, or visit the TRICARE West website:

<https://www.tricare-west.com/>

ANG TRAINING AND EDUCATION CENTER 50TH ANNIVERSARY AT MCGTEE TYSON ANG BASE

NCOAGA will be hosting a banquet the evening of July 19th at the Airport Hilton.

TEC will be hosting ceremonies and lunch on July 20th

- 0900 social
- 1000 50th Anniversary ceremonies
- Lunch
- Self guided tour of the facilities
- Dress: Service dress/business casual
- there will a 50th Anniversary Book (pictures) that can be ordered on 20th.
- RSVP by July 13th. Pay by PayPal.
- sending out email invites again/making changes to make them easier to open (some have complained they couldn't open)
- Bricks will be made of granite (last a long time)
- Some will be on display for sales purposes
- Placement may not happen before the 20th Ceremonies
- 50 per brick until July 20th/\$125 each after July 20th

APRIL 2018

Birthdays

MAY 2018

Joe Aguinaga
Lance Barber
Art Bowens
Tony Burczyk
Janet Clark
Dawn Conroy
Shannon DeLarosa
Karen Dutral
Ken Findlay
Richard Fisher
Sy Harjes
Rob Harkins
Steve Jaouen
Linda Kelsey
Darlene Lovison
Helen McCabe
Pat McCabe
Bruce Mey
Glenn Nishiki

Mary Lynne Peters
Nancy Prentiss
Michelle Rowan
Ronald Rutter
Paul Shingledecker
Kay Silvrants
Carol Smith
Darlene Squire
Janice Teasdale
Joyce Saitta
Julie Thomas



Hope Adler
Buzz Allen
Paul Barcroft
Marilyn Beckage
Cheryl Bohn
Janet Bowens
Dale Bristol
Sharie Butler
Kathryn Carter
Claude Dutral
Ann Eddy
Beverly Elmore
Monty Faber
Woodie Glaser
Bob Goetz
Bob Hales
Charlie Heinle
Barney Jensen
Harrel Lambert
Mary-Lou Lane

CherylN Markus
Scott McLaughlin
Marty Martinez
Monroe Mathias
Newell Moy
Jerry Navarette
Helen Nold
Joanna Perkins
Kim Pipkin
Walter Seymour
Cliff Sherman
Arlo Sorheim
Carol Upton
Jim Vitale
Flo Wilhelm

Base Flight

Once upon a time — long ago, most Air Force bases had a section named Base Flight, which was needed as a support unit to haul equipment and personnel to areas. The Strategic Air Command (SAC) that I was in used their own tankers for hauling people for TDY (Reflex) like SAC named it, or they called in Military Air Lift Command (MAC) for bigger moves.

I think there were various reasons for using a Base Flight section;

1. After WWII/ the Air Force had many cargo and transport Aircrafts at their disposal.
2. They had a surplus of pilots who could fly them and didn't or couldn't meet requirements of fighter Aircraft.
3. There was abundance of aviation gasoline in reserve. (115/145 Octane)

So most bases had C-47, C-54 or a T-29 at their disposal to use, even BKF, when you check the archives, had 4 C-47's at one time. So was natural for the Air Guard and Air Reserve to follow lead of Air Force.

During the Viet Nam era most Guard units had C-54 for their plane of choice as C-47's were phased out, then with the use of Convair T-29's and C-131's (which was basically a T-29 but has entrance stairs on left front side of the aircraft and a cargo door on left aft fuselage for loading and unloading) to carry wounded patients to different hospitals across the U.S. during the 1960's. Air force began using more Jet powered aircraft and adopted the C-9 with a jet engine mounted on either side of the tail, C-9's could carry more passengers and faster than Convair so this freed up more of aircraft to be given out to Guard and Air Reserve units to utilize.

So Base flight units began acquiring more of these newer type aircraft, which had better electronics, engines and systems, then those built in 1940's had. DC Guard at the time had an A-26! [originally joined the Air Force in Feb 1958 after Basic Training at Lockland AFB, Texas, went on to tech school at Sheppard AFB, TX for aircraft Mechanic (recip) then assigned to Schilling AFB, Salina Kansas Strategic Air Command (SAC) worked Field Maintenance (FMS) and Organizational Maintenance Squadron (OMS) 4yrs. Later received orders to Cigli AB, Izmir, Turkey and assigned to Base Flight (Turkish/US/Logistics Command. Went on flying status or Flight Engineer on C-47, T-29 and later C-131. Came back to U.S. with 1 year remaining on my second enlistment to Shaw AFB SC (Tactical Air Command (TAC) but due to low pay and conditions decided to leave the Air Force and go back to civilian life with a wife and 3 kids by then this was in 1966. Worked various civilian jobs including Mining, Continental Airlines (which I quit as they wanted to send me to LA) also worked at McDonnell/Douglas plant at St. Louis Missouri making F-4 aircraft but hated the climate of Missouri and came back to Colorado. I really missed aircraft work so I came out to BKF looking for a job. After 2 months had passed with no openings, I was called about Guard being activated and would I be interested in a temp job? After couple of weeks the Supervisor of Base Flight SMS Kennard Johnson approached me with an offer to join the Guard and fly on the C-54 they acquired in 1966. I really hadn't thought about joining the military again but as he said to me, if I didn't join I would probably lose my temporary job when Guard returned and I had the experience that they needed.

So began my Base Flight career in 1968 at BKF in Flintstone Airlines there were 3 of us full time technicians at the stat. (SMS Johnson, MSG Marvin Shissler and myself) We then acquired a Cessna U3A (Cessna 3-10) while Guard was gone. Also gained Don Welling (X-Navy) as full time tech We did mostly training flights during this time but also flew some of people that went to Cannon AFB, New Mexico back and forth to BKF.

Upon Guard returning to BKF, we gained SSG Amado Sanchez on Base Flight team. We started using IJ3A to fly range officer to range south of Denver and back every day for F-100's to practice gunnery. We gained a U3B model in crates in pieces at this time to eventually get put together but never used it as in the meantime we got an O2-A (Cessna Sky master) with push/pull engines. As time progressed we gained an O2-8, from Shaw AFB S.C to bring back to BKF lost U3A and 1.13B.

We had the five of us as technicians on flying status with 2 weekender types on guard weekends that were mechanics only. As a section we did our own maintenance, Dock Inspections, Engine Conditioning and Engine Changes. Plus, flying hauling people and material. SMS Johnson left Base Flight around 1972 to run TA at hanger that burned down next to Hanger 909 he was promoted to CMS, MSG Shissler took over and promoted to SMS.

By 1973, my wife was tired of me being gone all the time so I put in for a Supervisor job at 909 in Engine/Prop Shop that was supporting the 4 T-29 aircraft that were brought over from Lowry AFB. They were supporting the Air Force Academy Airmanship program for student navigation. Receiving the job, I moved to 909 but kept weekender non-flying slot at Base Flight things were evolving in Air Force Structure and Guard lost C-54D and got a C-54G, then on to a C131B they retired the O2A and O2B. At this time (1975) I was converted to a title 5 civil service from a title 32 were I had to be member of Guard to keep my job but had 8 years active and 6 years in Guard, so decided to keep my commitment going until retirement. Our engine/prop shop started supporting the Base Flight C-131 by providing dock inspections and engine/prop maintenance too!

By 1976 Air Force was going thru restructuring, and Guard was feeling it. Money funding was changing, not as much flying or spending. T-29 program ended and we had reduction in force (RIF) Engine/Prop shop ended.

In 1977 my brother in law died at an early age leaving 4 kids, so I quit BKF to move to Kansas to help out After I left SMS Shissler moved on to 140th flight line supervisor and promoted to CMS. Sanchez promoted to MSG to take over Base Flight and TSG Welling got the job at the "Bubbles" at BKF taking care of their generator section that supply's emergency power to the radar!

I loved flying on the old C-54 (1942 Model) it was a great old airplane and kept you busy as an Engineer with 4 engines to monitor at all times. Worst was when you got into bad weather, especially in winter months, as you had to observe that carburetor's didn't ice over and watching out for ice on the wing leading edges, plus propeller de-icing.

I remember times flying in icy conditions and looking out at the engines with the whole front of the engines iced over! We had some great pilots most were commercial pilots for Continental, United and some were Base Headquarters, so they had plenty of experience. We never flew much above 10,000 feet, as we weren't pressurized so got into most of the turbulence. Always had some passengers get airsick. Colorado has some real turbulent areas, especially over on near the mountains.

I remember coming back from California with a load of passengers one time and en-route a guy came to the cockpit and asked me if he could lay in the double bunk we had to the rear of the cockpit He hadn't been in bed to long and we started picking up turbulence. I reached down and cinched up my seat belt. At about that time we hit an air pocket and dropped about 2,000 ft. I looked over my shoulder to see the guy floating horizontal next to the bunk about 4 feet off the floor, when we hit air again, he hit the floor and knocked the breath out of him. He recovered and said "I think I will go back to my seat. "

Another time we hit a bad spot over Green River, Utah. It was a clear air turbulence and caught us off guard. It shook the old C-54 like a dog shakes a rag. Never encountered anything like that before and I thought the wings were going to come off!!

Those were the good years though and I could tell stories forever but would need a book and for some people to be gone, ha-ha but BKF was one of the best times of my long career in aviation. Met some good people, both Officer, Enlisted, and civilian. I am proud to call them friends.

The people coming up now will never know what my generation of aviation was about. I loved sitting in the engineer seat of the old prop driven aircrafts doing all the required checklist for flight. Lining up on runway and pouring power to the old "Round Engines" feeling the surge of power, listening to the roar and feeling the runway thru the wheels on the ground and then lifting off like a big old bird.

I still remember one local night flight that we took off from BKF-, flew south to Durango and back. It was early fall evening and we were flying VFR (Visual Flight Rules) down over mountains heading for Durango. We topped a small hill and there before us was a body of water with an elk standing in the water close to shore, as noise of us reached him he ran for shore but the sun was glistening off the water spray of him running and on the peaceful lake. Was a beautiful serene picture of what Colorado used to be when I was growing up in the mountains west of Denver.

We had no computers or diagnostic equipment back in the day, so you had to be on top of things when flying to use sensible decisions when they were needed. Were a lot of gages to monitor and keep up with today's aircraft are like riding on a merry go round compared to the old Recips.

I always laugh when I look at aerial pictures of bases that had piston engines back years ago and you can still see the oil spots where each plane was parked! All mechanics back then had spotted T-shirts from oil dripping under the engines. Was our "Badge of Experience"

By 1979 got a call from CMS Schlager that I had worked for in HGR 909- That Guard was getting a T-43A to support AF Academy and asked if I would be interested in rejoining the outfit. So was in on around floor of that program where only four civilians were running the Flight line under Base Operations. I went back to Base Flight as a weekender working for MSG Duggins and TSG Poyer. Sanchez had moved on to Reno to work with his brother in Casino_

Base Flight was going through changes at this time throughout the Guard and Air Force. Money was getting tight and flying was restricted plus getting aviation fuel and oil needed for old Reciprocating engines was limited You had to call ahead to some areas to see if they could service your plane when you arrived there.

So finally they retired the last of BKF Base Flight Air Craft (the C-131) and she now proudly stands at the museum at Ellsworth AFB, Rapid City, SD- I went on a trip there with my grandkids around 2001 and there she stood in all her glory, still with Colorado Air Guard Markings and next to an O-2A! I always look back with pride at wearing the "Flintstone Patch" on my flight jacket and at being a member of the Colorado Air Guard during that era.

Larry Sell

LARRY SELL AND O-2





C-9 NIGHTINGALE



C-47 SKYTRAIN

