



# OSOTMG NEWS



VOLUME 15 ISSUE 1

FEBRUARY, MARCH, APRIL 2022

**NEXT IN PERSON MEETING IS AUGUST 3, 2022, 1100 AT TREA 39, 15821 E CENTRE TECH CIRCLE, AURORA, CO. COME AT 1030 TO SOCIALIZE. WE INTEND TO ALSO INTEGRATE A ZOOM CONNECTION FOR THOSE FOLKS WHO CANNOT BE THERE IN PERSON. CHECK YOUR EMAIL FOR ZOOM REQUIREMENTS OR OUR "OTHER SIDE OF THE MOUNTAIN GANG" FACEBOOK PAGE FOR MORE INFORMATION.**



## FEBRUARY 2, 2022 MINUTES

The meeting was opened with the Pledge of Allegiance to The Flag of The United States of America followed by the Invocation.

Our guest speaker is Amy Eagen the Colorado National Guard Transition Assistance person. She briefed us on Tricare for Life and that you must sign up at age 65 for Medicare A and B or there is a finance charge if you sign up later. Tricare contracts are up shortly and a new company may take over Prime, Prime Select and Tricare for Life in the near future. Pharmacy Express Scripts is going up by 2 dollars. BENFED opened up Dental and Eyecare to Military Retirees allowing many new choices. All choices are allowed only during the open season in November thru December. Spouse ID cards are now indefinite at age 65 the same as the military retiree. But, don't replace a spouse ID until it expires. All gray area retirees are now required to have DFAS account. All persons who served in the military should file with the VA even if you don't have a disability.

Joyce said that you can still register for the NGACO conference at the end of April at Cheyenne Mountain Resort using the NGACO.ORG site. There are open volunteer positions in NGACO with some pay benefits. EANGUS National Conference in August in Arkansas.

No Sick Call or Taps.

We will continue to meet at TREA 39.

We will continue to have guest speakers from the 140 Wing each month.

Dewey is now a volunteer with the 460 Space Group interest organization.

Birthday present is Gloria Hicks.

Next meeting will be March 2, 2022 at TREA 39.

### Committee Members:

Jan Love

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Paul and Linda Turner

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Dan Gay

Daniel.gay0954@gmail.com

303-755-7350

Dewey Hicks

### 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

720-250-1510  
303-249-0146(c)

#### 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

#### COANG INFO

140 WG Phone App

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

MARCH 2, 2022 MINUTES

The meeting opened with the Pledge of Allegiance to The Flag of The United States of America followed by the Invocation.

Our guest is TSgt Chance Johnson from the 140 Wing PA Office. We currently have 295 folks deployed to AEF CentCom. Last year we deployed 350 people to AEF and they have since returned. We are planning a LCRE, Large Scale Readiness Exercise to test our Agile Combat Deployment in September so we can deploy in a moments notice with the proper training. March is Women's History Month and TSgt Johnson would like to interview some our folks after the meeting on Video.

Allie briefed us about the State NGACO Conference the last weekend of April, with 1940s theme dance, a casino night, a wine tasting, beer garden, craft and coffee time, Concealed Carry Class, a special speaker and golfing. Registration is \$79. Rooms are \$129 a night.

Our NGACO officers were at the Lobbying event with our Senators and Representatives for the NGACO in Washington DC two weeks ago. As a member of NGACO, NGAUS or EANGUS you will be sent a "Call to Action" for legislative items which allows you contact your Representatives in Washington DC.

Tony Lucero was present at the meeting who was at Buckley from the opening of BUCKLEY ANG BASE in 1951 and retired in 1980.

Folks retiring are Col Nefe 240 CE, 3 Security Forces and one from Vehicle Maintenance this UTA. Sick call are Bill and Peggy Seiler, and Pete Triolo.

No Taps at this time.

You can preregister for burial at Military cemeteries.

Next meeting will be April 6, 2022 at TREA 39.

APRIL 6, 2022 MINUTES

The meeting opened with the Pledge of Allegiance to The Flag of The United States of America followed by the Invocation.

We have no guest speaker this month.

Joyce talked about the NGACO State Conference at Cheyenne Mountain Resort on April 29-May 1, 2022. Come and enjoy the activities and special speaker, the Ft. Carson Commander.

Sick call, none to report. Taps are Jim Sanford and Bob Huffman. Birthday is Joyce Saitta.

Retirements are 240 CE Willis Fredenburg. Thanks for your financial Support

Trea 39 is having Chili cookoff this Saturday. Active Duty enlisted can now join at \$30/year. We have karaoke each Saturday and Steak nite once a month. They now open at 1400 Tues thru Sunday.

We will meet May 4, 2022 at TREA 39 with Col Joe Jackson, Buckley Garrison Commander and 460 Space Wing Commander as our speaker.

FEBRUARY 2, 2021 ATTENDANCE \*1ST TIMER

Paul Turner	Mona Burkett
Linda Turner	Dewey Hicks
*Amy Eagen	
Shirley Pfister	
Delles Schneider	
Joyce Saitta	
David Bell	
Anna Kobashigawa	
Dave Avery	
Robert Nessler	

MARCH 2, ATTENDANCE \*1ST TIMER

Paul Turner	Bonnie Rought
Linda Turner	Dannie Heinz
Sue Andrews	Dale Brown
Tony Lucero	Leo Seeba
Romain Lucero	Shirley Pfister
Jan Love	Alan Buck
*Chance Johnson	Anna Kobashigawa
Dewey Hicks	Joe Ashby
David Lawrence	Joe Butkovich
Joyce Saitta	Allie Bess

FEBRUARY 2022 BIRTHDAYS

LINDA BADEN  
 CHUCK BAUM  
 BEN BENEDICT  
 GARY BOHN  
 PHYLLIS BROOKS  
 JOE BROOM  
 DALE BROWN  
 DOROTHY  
 BRUENING  
 LORENE CABALLER  
 JANE CARDENAS  
 IZZIE DE LA ROSA  
 KARMA FIELDS  
 LISA FRANZEN  
 JAY GATES  
 JAMES GILMORE  
 DOROTHY GOT-  
 TENBERG  
 BONNIE HEINZ  
 JOLENE HICKEY  
 GLORIA HICKS  
 CELESTE LAUFERT  
 DEVERNE LEHMAN  
 BARBARA LEIGH

DENISE LINN  
 DONNA LUCERO  
 LEONARD(VERN)  
 MARSHALL  
 ARVEY MASON  
 RUTH MATHIAS  
 MARY MCCLANAHAN  
 SALLY MCFARLAND  
 JEFFREY MILLE  
 THOMAS NEFE  
 JIM PATSEY  
 DIANNE SANFORD  
 JEANNE SCHJODT  
 GORDON TERROUS  
 FRED WADE  
 RODERICK WILLIAMS  
 MASON WHITNEY

**Sick Call****Taps**

DO Neary  
 Bill Seiler  
 Peggy Seiler  
 Pete Triolo

Jolly Britt  
 Henry McCarley  
 George Stolley  
 Rick "Space Doc" Fradl  
 Dave Baker

SCHEDULE OF EVENTS 2022

August 2022- 3RD OSOTMG MEETING  
 4TH Vietnam War Began(1964)

September 2022- 5TH Labor Day  
7TH OSOTMG MEETING

October 2022- 5TH OSOTMG MEETING  
 10th Columbus Day

MARCH 2022**Birthdays**APRIL 2022

GREGG ADLER  
 RON AGUINEGA  
 SHANNON BLASUS  
 JUDY BRAUN  
 SONJA BROOM  
 MONA BURKETT  
 JERRY CABLE  
 JEAN CARDINAL  
 MARLENE CHATMAN  
 KARYN CLARK  
 PHIL ECKLUND  
 MIKE EDWARDS  
 LINDA GUERRINA  
 MIKE HAINES  
 SOMCHIT HALES  
 MARY ANN HANSON  
 KENT KAMLA  
 MARCIA KROUPA  
 GREG KRSYZAK  
 CHERYL LUTZ  
 THERESA MCNELLEY  
 GORDON MITCHELL  
 ELLEN MOORE  
 MIKE PARADISE

DICK PARKOS  
 DAVID PAUL  
 SANCEZ  
 BOB SANDER  
 CECILIA SANFORD  
 JEFF SCHJODT  
 BILL SEILER  
 KATHY SIMPSON  
 SUSAN SMITH  
 LARRY SUBERVI  
 CHARLENE WADE  
 CLIFF WAGNER  
 MIRIAM WHITNEY



Joe Aguinaga  
 Lance Barber  
 Art Bowens  
 Tony Burczyk  
 Janet Clark  
 Dawn Conroy  
 Shannon DeLarosa  
 Karen Dutro  
 Richard Fisher  
 Sy Harjes  
 Rob Harkins  
 Steve Jaouen  
 Linda Kelsey  
 Darlene Lovisone  
 Helen McCabe  
 Pat McCabe  
 Bruce Mey  
 Mary Lynne Peters  
 Nancy Prentiss  
 Michelle Rowan

Ronald Rutter  
 Paul Shingledecker  
 Kay Silvrants  
 Carol Smith  
 Darlene Squire  
 Joyce Saitta  
 Julie Thomas

**APRIL 6, 2022 ATTENDANCE \*1ST TIMER**

- |                |                 |
|----------------|-----------------|
| Eddie Shreeve  | Barbara Ochs    |
| Joyce Saittac  | Ted Ochs        |
| Dannie Heinz   | Peter Triolo    |
| Sue Andrews    | Bill Pelletier  |
| Robert Nessler | Alan Buck       |
| David Bell     | Shirley Pfister |
| Jan Love       | Joe Butkovich   |
| Dewey Hicks    | Bonnie Rought   |
| Ken Love       | Wendy Stedman   |
| Paul Turner    | Dan Gay         |
| Linda Turner   | Joe Ashby       |

**LTC MARK MONSRUD RETIREMENT FROM THE 140 MEDICAL GROUP**



**NGACO STATE CONFERENCE 29 APRIL- 1 MAY 2022 AT CHEYENNE MTN RESORT**

**Situation / Timeline**

- OPS 11: May get awarded to PACAF
- OPS 11: "preferred base" selection expected 2023
- OPS 11: F-35 arrival expected 7-8 years post selection
- OPS 12: F-35 may get awarded to ANG (last chance on the cycle)
- CODEL/Key audience engagement timing critical
- Continue to engage DANG/ANG members on ACC staff

AIR NATIONAL GUARD *Guarding America - Defending Freedom*

**Problem / Goal**

**Problem**

- Block 30 Sunset 2028-2032\* / dwindling footprint CO, NJ, DC
- Compete with ANG units with aging assets for next ANG F-35 basing
- Receive post block F-16s if not F-35
- How do we get our message to HAF that we want/need F-35s?

**Goal**

- Receive OPS-12 F-35 selection
- Increased COANG visibility, participation and presence
- Support our CODEL in advocating our position in DC

AIR NATIONAL GUARD *Guarding America - Defending Freedom*



**2022 NGACO CONFERENCE**

**Membership by the Numbers**

- Combined Association
- CONG Numbers using 1000 Officers and 4500 Enlisted
- Our goal is to not only to grow membership but develop ACTIVE membership participation

<b>2022:</b>	1173 (goal 1250)
Enlisted:	15.6% (705)
Officer:	27.9% (468) Goal 35%
<b>2021:</b>	1275 (goal 1250)
Enlisted:	14.4%
Officer:	28.4%

*Howdy Duty Richard B. (Skeet) Gifford*  
*Editor: Dewey Hicks, Master Sergeant, COANG, (ret)*

### *The Evolutionary Gift*

*Richard B. (Skeet) Gifford*

You may have read of someone who had experienced a hazardous and unexpected event and commenting that the event seemed to be evolving in slow motion. Perhaps the reader has experienced such an event. I have read of a police officer who was taking fire from a bad guy who was firing a semi-automatic handgun. The officer observed that the brass casings being ejected seemed to arc slowly to the ground. The pilot of a badly damaged fighter wrote of the perceived "slow" ejection from his airplane. In his book, *Killing England: The Brutal Struggle for American Independence*, Bill O'Reilly described the phenomenon as an "adrenaline-fueled hyperawareness."

I have never flown in combat, but during my forty years as a pilot, have experienced this phenomenon twice. As you will read, I have reason to call it a gift--an evolutionary gift. The first such experience was in an Air Force C-119.

Both during my Air Force flight training in the B-25 and in the C-119 after graduation, our instructors called for us to continue to fly the airplane and accomplish the shut-down procedure. As a copilot, I had already experienced one actual engine failure on takeoff, but the circumstances of this event were significantly different. On the first failure, I was in the right seat and the aircraft commander was in the left seat flying the airplane.

Departing from our home base of Evreux, France on a clear morning, we lifted off the runway and the right engine had a severe backfire. The aircraft commander didn't say anything but simply reached up and pushed the feathering button. Since the power was still up on the good left engine and we were off the runway, I assumed that he was continuing the takeoff. I'm sure I confirmed that he wanted the landing gear retracted, then reached down and flipped the gear switch up. I completed the remainder of the procedures including cutting the mixture off and closing the high-drag cowl flaps. The airplane was light, and we easily climbed to traffic-pattern altitude, came around the pattern and landed. My wife was surprised to see me returning from the flight so soon.



A C-119G takeoff from Long Beach Municipal Airport, California

A few months later in September 1956, I was approaching 800 hours of total flying time, the number of hours necessary to qualify as aircraft commander in the C-119. It was a flight from our home base of Evreux to the large depot at Chateauroux a little over an hour south of our base

and return. The Aircraft Commander (A/C), was an instructor pilot and let me fly both legs from the left seat. The squadron may have wanted an evaluation of me prior to qualifying as an aircraft commander.

We picked up our load and departed Chateauroux for the return flight to Evreux. It was night, and the weather since our arrival had deteriorated to a 200-foot ceiling and  $\frac{1}{2}$  mile visibility. As we lifted off from the runway I called for "gear up." At that moment the left engine made an explosive sound. I knew the engine was on fire because the cockpit was bathed in orange light from the flames of the left engine. I literally could have read a book by the light of the fire. We were in weather, on instruments and close to the ground.

I remember being uncertain whether I would be able to fly the airplane precisely on instruments, in weather, close to the ground, AND accomplish the fire procedure as I had been trained. Instantly, the procedure that we had practiced since the B-25 didn't make much sense to me and I didn't really have the confidence to pull it off safely.

I told the instructor, "I'll fly the airplane and you shut down the engine." Then (to get his attention) I tapped the engineer's leg and told him to watch him like a hawk and make sure he (the IP in the right seat) doesn't screw it up, or words to that effect. I would learn 9 years later that this was the airline procedure.

A moment went by before I realized that the instructor who would normally make the radio call was busy shutting the engine down, so I keyed the mike and said that we had an engine fire and needed to return.

The man who responded to my call had a deep, "smoker's" voice, and was unquestionably the senior controller. He gave me a, "when able" left turn to a crosswind leg to establish spacing from the runway. Then he gave another left turn to the downwind leg. I was relieved that the airplane had been able to climb easily on one engine and that the fire was apparently out.

Level on downwind and with the power on the good engine reduced a bit, I asked the instructor if he wanted to make the landing. He said no, you're doing fine.

The controller's voice was smooth and steady. He gave an excellent *GCA*. With the help of some adrenaline, I followed his instructions with all the precision I could muster. He even gave me a couple of one-degree corrections which I made with just a touch on the rudder pedals. We broke out a little under 200 feet above the threshold, and on the extended centerline of the runway.

Normal *GCA* procedures require the operator to advise minimums. "You have reached *GCA* minimums. If you see the runway, take over visually and land. If not, execute a missed approach. *GCA* standing by." The call at minimums never came; he talked us right down to touchdown.

The emergency equipment was visible standing by on the taxiway to the left of the runway and followed us to the end where we turned off and shut down. By the time I got out of the cockpit, fire fighters and mechanics had surrounded the engine and confirmed that the fire was out. The fire had, however, burned through some of the aluminum on the boom just aft of the engine. There was also a couple of inches of wedge-shaped rime ice on the four blades of the feathered propeller.

### Boeing 720

Fourteen years later, I was a flight instructor for an airline. I had already spent a year and a half in the DC-6/7, and three years in the DC-8. The simulators of the 1960s were not as sophisticated as they became later, so we were required to fly each and every training maneuver in the airplane. This included Mach buffet demonstrations at altitude, and engine out approaches and landings. The next aircraft I flew was the Boeing 720.

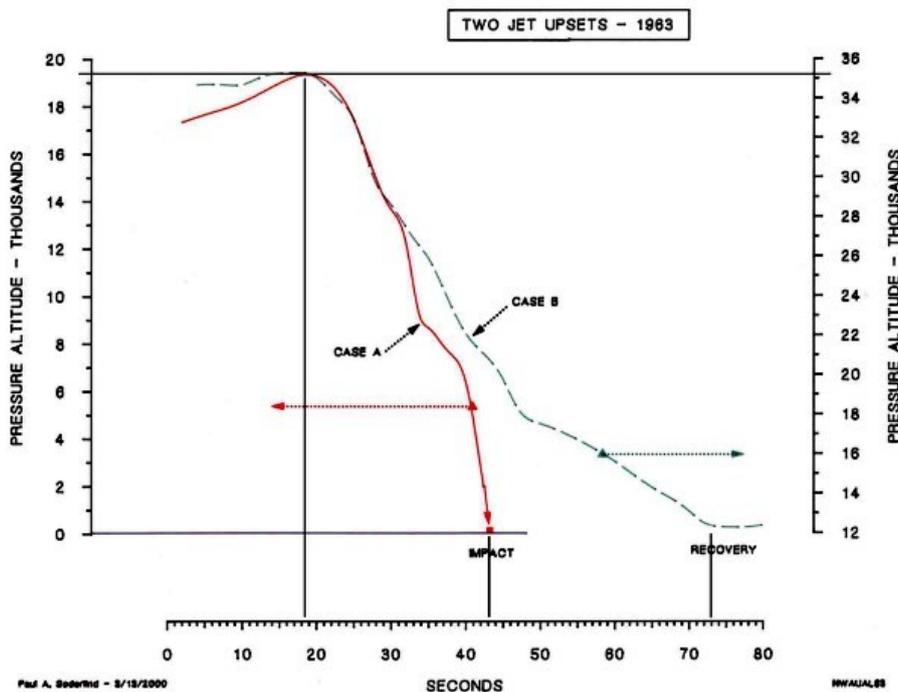
Although the Boeing 720 and the Boeing 707 were a common type rating, the two airplanes were different. The systems were similar, but the 720 fuselages were shorter (135' 6" vs 144' 6"). Because of this, there was a greater tendency to "Dutch Roll" (a simultaneous yaw and roll). Also, during stalls (especially with landing flaps), a blanking of the elevator occurred near the stall buffet point, resulting in a tendency to pitch up. If allowed to go too far, the airplane could enter a deep stall. The most obvious indication of this was relaxing of back pressure on the yoke required to maintain the pitch. The recovery was throttles to idle and yoke full forward.



There were two previously recorded upsets in the B-720, however in both cases, the airplane was in the clean configuration. One was a UA flight over O'Neil, Nebraska (Case B). While attempting to climb over weather, the airplane stalled, pitched up, and upset. The chart indicates they were at FL 350. They recovered at about 12,000 feet.

The other upset occurred on February 12, 1963. Northwest Orient Airlines Flight 705, a Boeing 720-051B upset over the Florida Everglades (Case A). They were unable to recover. Aviation Week published an overlay of the flight recorder traces for the two flights, and they were almost identical. I have inserted lines to compare our upset to the other two.

The pitch up tendency with full flaps did not manifest itself until the speed was reduced below the 7% warning threshold of the stick shaker. We were required to provide airplane training in stalls with the stall warning deactivated. This was accomplished by simply pulling the Stall Warning circuit breaker. The pitch up first became apparent with a reduction in the back pressure required to hold the pitch attitude. Of course, we did not trim the stabilizer into the stall.



On December 16, 1970, I was giving airplane training to a captain who was a former Air Force P-51 pilot and Korean War veteran. We had flown to an air work area east of Pueblo. Paul had done very well in training and I was comfortable flying with him. Prior to entering the stall, I repeated the briefing about how to recognize the pitch up. I reminded him that he must not trim into the stall, and when sensing the need to relax back pressure, he was to simultaneously close the throttles (this reduced the pitch up tendency associated with the engines located below the wing and therefore below the center of mass) and push the yoke forward.

We were at 17,000 feet, operating in a block altitude 15,000 to 17,000 northeast of Pueblo. The terrain in that area was about 5,000 feet, so we started with about 12,000 feet above ground level (AGL). We were on a westerly heading. I asked the second officer to pull the Stall Warning circuit breaker and I set the power for the stall entry. As the pitch attitude approached 10° nose up, I reminded Paul what to look for. The sequence of events from onset of the upset to recovery took less than 30 seconds, far less time than it takes to read about it.

Paul closed the throttles and pushed the nose forward, but the airplane did not respond to the elevator command and continued to pitch up. I called "my airplane" and took over. The yoke was full forward and the throttles were idle. In an attempt to employ vertical recovery as I had learned in the T-33 Jet Qualification Course, I applied right aileron (about half the travel). I discovered that the aileron input had absolutely no effect over lateral axis. With the flaps extended to the landing setting as they were, both the inboard and outboard ailerons, together with the spoilers, were active. The wings remained parallel to the horizon—the airplane had failed to roll to the right as I expected. I don't recall that there was any buffet, but there may have been.

I knew that rudder was effective well below stall speed. In fact, when taxiing into the wind, the rudder could even be used for directional control (the 720 did not have rudder pedal steering). In Air Force pilot training, we trained to a "rudder-controlled stall" in the T-6G. In a full stall buffet with the stick full back in our lap, we controlled wings level with only the rudder as the nose fell. I also remembered that large rudder inputs in a stalled condition will cause the airplane to roll over the top and enter a spin as I had done in the T-6G and several other aircraft.

Once a pilot visualizes the airplane in a steep bank, the aerodynamics of the recovery make sense. The airplane is essentially falling, and the relative wind has a component almost perpendicular to the longitudinal axis (a yaw string would have revealed this). The center of pressure moves aft due to the prominent surface area of the vertical stabilizer and rudder. When the center of pressure moves aft of the center of mass, the nose drops.

With these things flashing through my mind, I eased in just a little right rudder; "think" rudder was just enough. I guess the roll to the right was natural, since I was in the right seat.

The airplane responded perfectly, starting a smooth, deliberate roll to the right. As the bank increased past 60°, the nose fell gently through the horizon, and we had recovered. I think the airplane was banked at about 80 degrees during the recovery, but I really had no control over the bank angle at that point. As soon as the nose dropped below the horizon and the speed began increasing, I pulled the flaps to the Boeing go-around detent (Flaps 30, maximum speed 210 KIAS) to avoid flap damage, and left the landing gear extended. The elevator and ailerons came back to life and I employed normal controls to roll the wings level and gently bring the nose from 18° below the horizon to level flight. Speed brakes were never required. We lost only 1,700 feet of altitude during the recovery and did a 180-degree turn, ending on an easterly heading. We had even managed to stay within our assigned 2,000-foot block altitude.

A check of the other folks on board showed that everyone was OK and none of us sensed that any structural limit had been exceeded. Paul admitted that he had felt the need to relax back pressure but held it a second or two longer to see what would happen.

Once again, I had experienced what a shot of adrenaline does for a person. As with the C-119 engine fire fourteen years previous, the event seemed to unfold in slow motion. There seemed to be more than enough time to think through the proper course of action, and the various elements of my training were neatly cataloged and waiting to be retrieved as needed. As with the engine fire, I felt calm. Years later, I learned that this phenomenon has a clinical name called *Tachypsychia*. I'm inclined to go with a gift.

### From Wikipedia:

Possibly related to the oddball effect, research suggests that time seems to slow down for a person during dangerous events (such as a car accident, a robbery, or when a person perceives a potential predator or mate), or when a person skydives or bungee jumps, where they're capable of complex thoughts in what would normally be the blink of an eye (See Fight-or-flight response). This reported slowing in temporal perception may have been evolutionarily advantageous because it may have enhanced one's ability to intelligibly make quick decisions in moments that were of critical importance to our survival. However, even though observers commonly report that time seems to have moved in slow motion during these events, it is unclear whether this is a function of increased time resolution during the event, or rather an illusion created by the remembering of an emotionally salient event.

### Epilogue

My roommate in Basic at Vance AFB was Al Friesen. We became friends and even took our student cross country flight together in the B-25 to visit his parents in Boise, Idaho. At the age of 21, I was still figuring out what I wanted to do. Al was way ahead of me and already had a plan. He wanted to fly for an airline. And not just any airline, but Northwest because he liked its route structure. He got off active duty after three years of service and was hired by Northwest. He and I stayed in touch with Christmas cards over the years. He got married, and knowing him, I'm sure his wife was a fine lady. I didn't get a card from him at Christmas, 1963, but a few weeks later, his wife wrote, telling us that he was aboard the Northwest B-720 that was lost in Florida. What are the odds? Two friends each experience a 720 upset.

Skeet served as a pilot in the United States Air Force for 12 years. Most of his time was in the C-119 with a couple of years in the C-123. He was hired as a flight instructor by United Airlines, a position which included a line seniority number. He flew most of the aircraft flown by United, was training supervisor in the B-727 and moved to the L-1011 when the small fleet was acquired from PanAm. He was then appointed project manager for the B-747-400. After retiring from the airline, he became a consultant at NASA Langley where he worked on over 30 studies and experiments. He is co-author of the book, *Big Boeing FMC User's Guide*. He has served on the Board of Directors of The International Group for Historic Aircraft Recovery (TIGHER) and has participated in two expeditions to Nikumaroro, Kiribati in search of clues to the disappearance of Amelia Earhart.

He is married to Marie, his high school sweetheart and they recently celebrated their sixty-seventh wedding anniversary. They have three children, five grandchildren and six great grandchildren.