



**Julia Child in Turkey?** Capt. Becky Munroe refines her culinary talents at the Kehansaray Night Club, Istanbul.

tasked to load, fuel and prepare their planes, then meet rigorous sortie requirements in support of the joint NATO strike force. As soon as morning missions were completed, the aircraft were recovered, reloaded, refueled and turned to take off again — all in time to meet narrow ground windows. Maintenance crew preparation before deploying and during the first week in Turkey was crucial to their success in the NATO exercise.

"No question in my mind that the deployment was successful," said Brig. Gen. George A. Franzen. "We deployed more than 200 people to Turkey, accomplished the mission in a NATO environment, and returned home safely. That alone made Coronet Bronco a successful deployment. Everything else was part of the lessons learned that will benefit us in years to come."

Different armed forces units from different allied nations

### Seeing the forest

I pounded the ramp for 22 years as a crew chief, until I finally wanted a change and the opportunity to manage people and resources. Everybody thinks their shop is the most important, until you cross the line and realize every shop is equally important to get the mission accomplished. I think we're number one in the fighter business because of our self pride, unit pride and past history.

*MSgt. Jim "Dutch" Holland*

**Traveling man:** Jim "Dutch" Holland and his deployment souvenir cap, Eskisehir AB, Turkey.



**Linguists:** 140th CAMS weapons release technician TSgt. Dave Borges (right) and a Turkish airman use a Turkish-English dictionary included in mobility packages. "Coronet Bronco" preparations included in-depth briefings on Turkish historical, cultural and political facts as well.

working together effectively . . . that is the ultimate goal of every NATO exercise. It is a challenge to which forces of the Warsaw Pact must also respond. But in time of crisis, the alliance which finally prevails will most likely be the one which can most effectively mix its disparate blend of men from different nations, speaking different languages, and operating different equipment in support of national interests which are not always fully consistent.

One of the highlights of the deployment was the American effort to assist Eskisehir's Orphans Home for Boys. Both units collected clothing and toys and the Jolly Rancher Candy Co. of Denver donated 50 pounds of candy to the orphanage. The day's biggest moment came when jungle gym and swing sets were set in place on the orphanage playground. It was hard to tell who was the happiest — the boys, the orphanage and community leaders, or the Americans who had extended the long-lasting expression of friendship unbound by language and cultural differences.

Col. Lutfu Aksoy, Eskisehir AB support commander, offered parting food for thought: "We have seen many old friends and made many new friends. We look forward to working with you in the future. Many of you have been here before; some of you were here for the first time. We hope you leave with a good opinion of Turkey and the Turkish Air Force."

### Stop and smell the roses — or else

My job in Eskisehir, Turkey, in 1984 took me past a pretty little rose garden that was the prized possession of the Turkish commanding officer. One day I stopped to smell the flowers, only to be greeted by armed Turkish soldiers. It scared me, but not enough to keep from doing the same thing the following day. I learned enough Turkish to tell them I didn't want to pick the flowers, only smell them. They explained that anyone caught picking the commander's roses would be shot, no questions asked.

The soldiers reported the story to their superior officer and he'd watch for me. Then one day, as I stopped at the garden, a Turkish officer bent over to pick a rose. I tried desperately to stop him, telling him he would be shot. Much to my surprise, he started laughing . . . it was his garden. Almost every day the commander met me in his garden and offered a cup of Turkish tea. His kindness was very touching. The day we returned to the U.S., he gave me all the roses in his garden. I'll never forget it.

*Sgt. Yolanda White*

Arvey Mason

Arvey Mason was a relentless worker and a true gentleman. As base commander, he represented almost two dozen tenant units and managed a facility of 3,500 acres. He fought and won many battles with community leaders and area developers to help preserve the buffer zone around Buckley. He helped preserve this base and make the surrounding area safer for our neighbors.

*Brig. Gen. George A. Franzen*

Back home . . .

Not all COANG concerns were global. Back at Buckley, Lt. Col. Arvey Mason, base commander, was embroiled in a storm of controversy over a draft revision updating the base's 1976 Air Installation Compatible Use Zone (AICUZ) study. The update, the first of its kind for the ANG or USAF, recommended restricted development and land use around the base to Arapahoe County and city of Aurora planners. Landowners and developers around the base, whose own interests didn't necessarily include the preservation of Buckley as a flying installation, protested incorporating these suggestions into city ordinances.

The release of the study, along with announced plans to develop a future international airport north of Buckley that might interfere with its flying operations, propelled the base into a new realization that commanders would have to stay closely involved in community concerns in the years to come.

The new year began shakily for Maj. Clifford Montgomery, 120th TFS, when the controls of his A-7D started to fail Jan. 5, 1985, and his aircraft descended from 15,000 to 9,000 feet before beginning a nose-down spin. The major ejected, only to have to fight, seconds later, to keep his chute from carrying him into the fireball created by the crash just east of Agate, Colo. Montgomery fortunately escaped with little more than a sprained knee.

The Colorado ANG was once more in the international spotlight in 1985, participating in the humanitarian airlift of supplies for the famine-ravaged country of Ethiopia. In January, a COANG T-43 flew nearly 8 tons of medical supplies to McGuire AFB, N.J. There the load was consolidated with other emergency relief materials to be airlifted to African victims by MAC. The 500 boxes had to be loaded and unloaded by hand, a difficult but worthwhile effort.

On March 5, a D.C. Air Guard T-43, carrying 52 recently promoted brigadier general officers, left one-third of a wheel rim and part of its tire on Peterson AFB's runway. The 140th TFW's A-7K was dispatched to make an aerial inspection. While the T-43 was burning off 20,000 pounds of excess fuel, fire trucks, ambulances, helicopters and a large contingent of news media gathered at Buckley for the emergency landing. The star-filled T-43 made an uneventful landing to the "general" relief of all concerned.

In early May, Maj. Gen. John L. France was elected president of the Adjutants General Association of the United States, serving as the point of contact with all service chiefs on Guardsmen's concerns. The following May, Col. Arvey Mason released the completed AICUZ update to Aurora officials. The format and zoning ordinances adopted by the city of Aurora, in response to the study's recommendations, were considered



**Maj. Gen. Joe C. Moffitt Dining Hall:** Dedicated in January 1985 with historic COANG photos on the walls.



**VIP visit:** Gen. Jerome O'Malley, TAC commander, steps out of the McDonnell Douglas A-7D flight simulator as supervisor SMSgt. Jim Sanford looks on, March 1985. O'Malley died in a CT-39 crash approximately one month later.

models for all air installation/community planners.

The high point of 1985 for the 140th TFW came in August with a 12th Air Force five-phase ORI at a new 1980s site — Volk Field, Wis. The wing deployed more than 600 people (more

**Humanitarian airlift:** T-43A crew chief TSgt. Greta Wood secures medical supplies bound for North Africa, 1985.





**Contrails:** Base commander Lt. Col. Alford, Brig. Gen. Franzen and editor Tom Schultz. The COANG newspaper won 1985's USAF 30th annual media contest under editor John Spann.

than two-thirds of its authorized strength and the largest group deployed to date) for a week of all-out simulated war.

Faced with ground and air attacks, sappers, snipers and chemical warfare situations, wing personnel refused to buckle to inspection pressures. The result was one of the highest ORI ratings ever achieved by the 140th TFW. Brig. Gen. George A. Franzen, following the inspection outbrief, summed up his people's effort in three words: "You performed magnificently!"

October saw the mission capability of OL-BB double as two T-43s (military Boeing 737s), each configured to carry 64 passengers with a crew of five, were delivered from Andrews AFB, Md. The new aircraft, according to OL-BB's commander, Lt. Col. Melvin J. Walden, would conduct special airlift missions for NGB and MAC. OL-BB had been working toward receiving the aircraft for almost two years and soon put them to work: one flew a mission within two hours of its acceptance; the other's first OL-BB mission was flown the next morning.

Throughout 1986, COANG's pace of innovative and challenging activity never abated. In January, eight A-7s and 72 Guardsmen deployed to Key West, Fla., the first time an ANG unit had participated in U.S. Navy water survival training. In February, a portion of the 140th TFW deployed to Ankara, Turkey, as part of a "Dense Crop" NATO military preparedness operation. Other mini-deployments occurred in late January, March and April with trips to Kingsley Field, Ore., Luke AFB, Ariz. and Gowen Field, Idaho.

The first quarter of 1986 also saw the COANG newspaper, *Contrails*, take first place in the USAF Newspaper category for an official multilith publication. Shortly thereafter, editor John M. Spann was honored again when the newspaper took the second place award in the Worldwide DoD Thomas Jefferson contest — an unprecedented achievement for an Air Guard publication.

From May 4 to 17, eight A-7Ds and 91 persons deployed to Hickam AFB, Hawaii, for "Sentry Bronco." Three Utah ANG KC-135s provided airlift for personnel and cargo, offering en-route refueling as well on the seven-hour flight. The wing flew 102 sorties during the exercise. Thirty-five personnel and six

(continued on page 201)



**Memorial dedication:** Plaque (inset) honoring 120th TFS Vietnam activation casualties Clyde Seiler and Perry Jefferson was dedicated in July 1985. In attendance were Seiler's sons Bill (left front), a Colorado Air Guardsman, and Stephen (right front), now a member of the U.S. Army's "Old Guard" 3rd Division.

## Missing Man Memorial

*Maj. Clyde Seiler, killed in action March 28, 1969.  
Capt. Perry Jefferson, missing in action April 3, 1969*

"Lest we ever forget the valiant and heroic deeds  
Of our fellow Air Guardsmen in combat . . .  
Let this memorial stand through time as a tribute  
To these men and the supreme sacrifice they gave  
In the defense of freedom and human dignity."

*Words on the plaque at Buckley's main gate  
(near the F-100C bearing Major Seiler's tail number 897).*

**TAC Aircrew Distinction Award recipient:** Capt. John Painter.





**Anchors away:** 120th TFS pilots and life support personnel on water survival training, Key West, Fla., April 1987.

**Say what!**

I really do not like being this far south in latitude because of the Coriolis force here at Key West that causes cerebral instability after massive consumption of tropical beverages.

*Capt. Dean McDavid*



**High Flight:** Pilot Keith Rimer (top); *Rocky Mountain News* columnist John Coit (above). Colorado Army Guard captain and admired journalist Coit, who took the self portrait (note the A-7s reflected in his helmet), died in January 1986.

**Aerial ballet**

Capt. Keith Rimer called to ask if I wanted an A-7 ride. Sure. I figured we'd go up, fly over the mountains and come down. I've been a ground-pounder all my life. I didn't know what the Air Force does. Those guys just seemed to always have better hours than the Army.

It was beautiful, that aerial ballet, six lethal jet fighters swooping and rising, rolling and then streaking across the sky, playful as dolphins in that high arena. Some 15,000 feet below were the patchwork fields of eastern Colorado. A few hundred feet above were three clouds, and Capt. Rimer rolled the A-7 *Corsair* fighter-bomber to the left, on its side, then looped it in a high arc that took the plane into the cloud layer. It was incredible, skimming what seemed like the top of the sky, the clouds brushing away from the sides of the plane, the vapor turning shades of rose and gold in the reflection of the sun.

*John Coit, former Rocky Mountain News columnist and Colorado ARNG captain*



**C-9 Nightingale:** The Military Airlift Command transport makes regular aeromedical evacuation stops at Buckley ANGB.

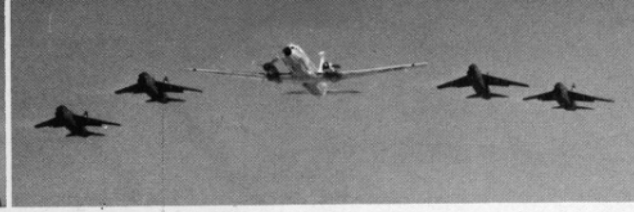
**"Hot Dog Ladies"**

Buckley's "Hot Dog Ladies" are the unheralded volunteers who, since 1967, have been greeting incoming passengers and Medevac patients transiting through Buckley on their way to Fitzsimons Army Medical Center. From its height during the Vietnam War, the number of visitors had dwindled to just over 3,000 by 1981. By 1984, however, numbers had grown to more than 11,000 annually. All were met by smiling volunteers and served hot dogs, cookies, milk, coffee and tea from donated funds. For many a wounded or ill soldier — lonely, a little frightened and far from home — the hot dog flag outside Bldg. 809 has meant home, a smile and the caring hearts of the Hot Dog Ladies. Not Guardsmen — but certainly in touch with the spirit of the Guard.

*Capt. Tom Schultz*

**Volunteers:** Brig. Gen. Franzen presents certificates of appreciation to Buckley's "Hot Dog Ladies" in early 1985. In addition to the certificates, the Colorado Air National Guard Non-Federal Welfare Board contributed a check for \$300 in appreciation of their volunteer services at the base.





## Much "adieu" about something

If planes are brought in ceremoniously, so also are they retired — as illustrated on Jan. 6, 1986, when the C-131 *Convair* was flown for the last time. Tail No. 55-0292 — a two-engine, passenger plane with reciprocating engines — made her last official landing at Buckley with Maj. Eric Hall and Steve Steenrod at the controls and MSgt. Leon Duggins as crew chief. Duggins, who had served as the airplane's crew chief for eight of its 10 years, came out of his two-day-old retirement to accompany the *Convair* on her final flight to Ellsworth AFB, S.D., where she was placed on permanent static display.

"If the civilian world would look at us, they would think we're a little strange. Here she sits — just a piece of metal with a couple of engines on it — and we're making a big adieu over this thing," said General Franzen. "Nevertheless, we hate to let her go. She's not just an airplane . . . she's a little bit of each of us."

*Maj. Chuck Whitley*

**Proud lady retires:** Colorado's C-131 landing at Buckley (above left). Four A-7s accompanied the vintage bird to its resting spot at the Ellsworth AFB, S.D., museum (above); Crew chief MSgt. Leon Duggins, aircraft commander Maj. Eric Hall and copilot Maj. Steve Steenrod prepare the *Convair* for its last flight after more than 3,000 hours of COANG service (right).

A-7s traveled to Volk Field, Wis., in June for "Sentry Independence." The exercise was unique, incorporating Army and Air Guard units in a variety of realistic joint forces training scenarios.

A few days later, the 140th began another Coronet Cove rotation (its sixth) to Howard AFB. From June 27 through July 27, 108 Air Guard men and women, split into two detachments, carried out the now-familiar Panama Canal defense mission. This time, however, there was a new twist to the flying operations. During the first two weeks of the operation, one overnight mission was flown to Goloson AB near the port of La Ceiba in northwestern Honduras . . . its purpose, to represent the U.S. government in rededication ceremonies at the Honduran air base.

The following month, wing people were again on the road conducting composite-force and dissimilar-air combat training with the 21st TFW, Elmendorf AFB, Alaska. The 102 missions flown between July 19 and Aug. 2 included close-air support and interdiction.

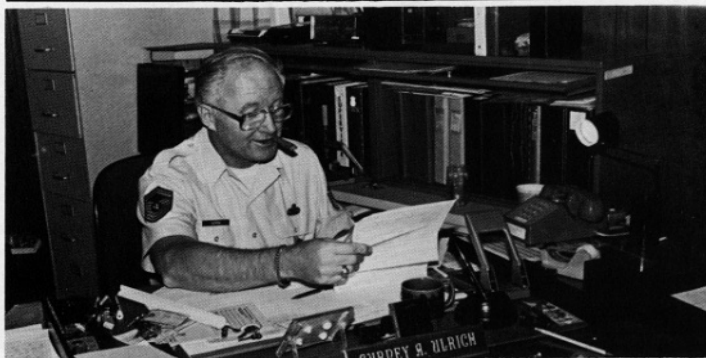


**Hawaii bound:** Utah ANG KC-135s provided enroute refueling for "Sentry Bronco" in 1986.

## At ease

I am at attention. It's my uniform that's at ease.

*CMSgt. Gurney Ulrich*



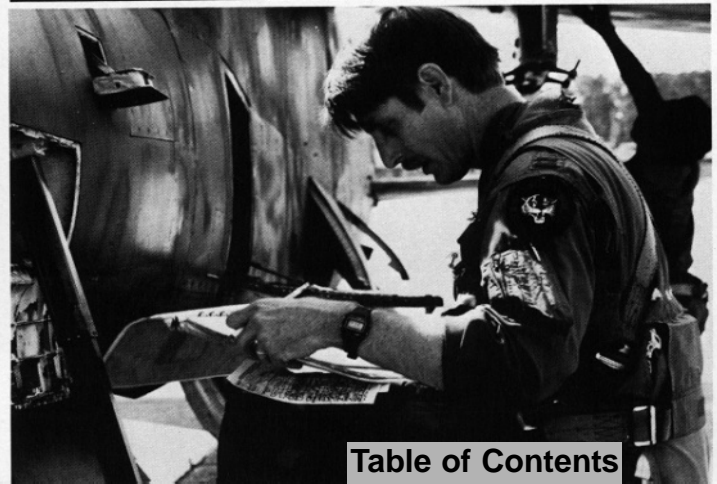
**Decades of dedication:** Security Police chief and former senior enlisted adviser CMSgt. Gurney A. Ulrich.

## Hey, buddy

We had finally started approach to Hickam AFB when air traffic controllers decided to vector us off into the only thunderstorm on the island. So, there we were, circling in a tropical thunderstorm trying to miss mountains — dead tired after the long eight-hour haul over the Pacific. ATC was definitely tightening our jaws. However, Col. D.O. Neary took control of the situation in his suave and debonair manner, telling the controller, "Hey, buddy get your act together and tell me what you want me to do!" The ATC supervisor took over and brought us in. "Hey, buddy" became the deployment call sign and rallying cry.

*Maj. David Lee Gaw*

**Preflight:** Capt. Davie Lee Gaw performs a maintenance check





**It's been real and it's been fun . . .** But it hasn't been real fun. Colorado Air Guardsmen loaded and unloaded the same pallet three times before C-130 "Freedom Bird" loadmasters allowed it aboard on a mini-deployment to Honduras from Panama.

### Pardon my Spanish

In June 1986, Maj. Bruce Collins and Pedro "Toby" Tobias escorted six state legislators and seven media members to Panama and Honduras to visit Colorado Air and Army Guardsmen. In Tegucigalpa, Honduras, a Denver newspaper reporter was overheard telling others in the party that a list of names posted on walls throughout the city was of Honduran political prisoners. Bilingual Toby turned to the reporter and in a loud voice responded, "You seem like a highly intelligent person, and you can believe whatever you want, but to the best of *my* limited knowledge of Spanish, that writing on the wall indicates those are the names of the national lottery winners." The speechless reporter just frowned.

*John Spann*



**Willie and Wylon:** "Doc" Fradl and "Leroy" Betts entertaining the troops in Panama.

### Goyette's gambit

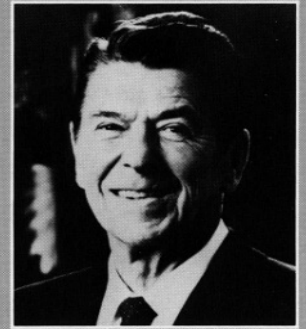
The evening of Aug. 28, 1986, was a long one for Maj. Thomas Goyette, 120th TFS pilot. In a life-or-death struggle with his A-7, Goyette proved Colorado's pilots could not only fly "by the seat of their pants," but also "with the soles of their feet."

Coming off a bomb run at Fort Carson's Airburst Gunnery Range, Goyette experienced severe control problems. As an investigation later revealed, a small metal plate used to secure a light assembly in the top of the airplane became dislodged, locking into place a rod affecting the aircraft's controls.

His control stick frozen in the back position, Goyette's first attempt to bring the A-7 under control resulted in a violent pitch

### Soviet expansionism in Central America

The national security of all the Americas is at stake in Central America. If we cannot defend ourselves there, we cannot expect to prevail elsewhere. Our credibility would collapse, our alliances would crumble and the safety of our homeland would be put at jeopardy. We have a vital interest, moral duty, and solemn responsibility. This is not a partisan issue. It is a question of our meeting our moral responsibility to ourselves, our friends, and our posterity. It is a duty that falls to all of us — the President, the Congress, and the people. We must perform it together. Who among us would wish to bear the responsibility



ty for failing to meet our shared obligation?

*President  
Ronald Reagan  
Before Joint Session of  
Congress April 1983*



**"Coronet Cove":** Maj. Paradise (left) in Honduras. CMSgt. Ortega (right) served three years as ANG liaison chief.

### Out of the fire

We've seen a few strange and exotic things during our foreign deployments . . . like the bonfire on a beach in Panama that started to move and make strange noises one time. We all jumped back as a huge lizard crawled out of the fire, stood up on its hind legs and looked us contemptuously in the eye before running off.

*MSgt. Don Stephenson*

upward, followed by an inverted roll and a 400 mph dive towards the ground.

The major heard the "eject" order, but couldn't grab the handles because both of his hands were fully involved in a desperate struggle to control the bird's wild gyrations. Jumping on the rudder pedals, Goyette rolled the stricken *Corsair* up and to the

### A warm fuzzy

It was during a 1986 "Team Spirit" Exercise in Hoeng Song, Korea, about 40 miles from the DMZ. I was trying to catch some shuteye one afternoon, shortly after arriving. Almost asleep on my cot, I felt something soft and furry in my outstretched hand. I opened my eyes and stared right into the beady eyes of a lonely rat, nestled in my hand. I never moved so fast in my life.

1st Lt. Kathy Berry



**TAC award recipient "Tommy G":** Called flying "hours of boredom interrupted by moments of stark terror."

right. The maneuver worked — and was repeated . . . over and over again . . . 70 long miles back to Buckley.

While Buckley emergency crews and equipment stood by, Goyette maneuvered the A-7 for a barrier-engagement landing on Runway 32. On his first try, the fighter flipped over and stalled about 100 feet above the runway. A second try also resulted in a stall, followed by a crazy climb and pitch to the right, almost into the control tower.

On the third try, Goyette came careening down the 11,000-foot concrete ribbon at close to 230 mph (normal landing speed is 150-160 miles per hour). His tail hook bounced over the first cable across the south end of the runway . . . at the north end, a second cable caught. Goyette's 40-minute gambit was over.

Saving the aircraft allowed investigators to discover a mechanical hazard that, uncorrected, could have impaired other aircraft in the nation's A-7 fleet. Goyette's wild ride received national television attention and coverage in the February 1987 *Reader's Digest*, reaching 17 million subscribers worldwide. The major was presented the Air Medal and the TAC Aircrew of Distinction Award.

Meanwhile, 140th TFW deployments continued. The 140th Tac. Hospital conducted its annual field training in support of

(continued on page 208, after the 154th TCG section)



**Recon patrol:** 140th Weapons System Security Flight's MSgt. Gil McKay (right) with aggressors SrA. Benjamin Irving, SSgt. Henry Fountain and TSgt. Chris Gallego.

### Make my day McKay

Gil McKay has always carried on in the finest security police tradition. One of his hobbies is milking rattlesnakes. He's pulled rattlers out of their holes, saying as long as you pull them up by their rattle you're OK since the vipers can't turn around in their hole . . . uh-uh.

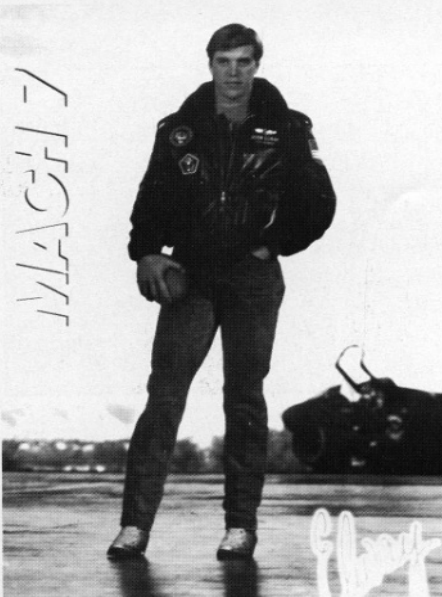
Jerry Boswell

### Batman

A few years ago, a crew chief was in the nose gear pre-flighting an airplane and felt something furry in the nose gear compartment. He found a small bat, sleeping in the gear. He called job control telling them there was a foreign object "bat" (fob), causing an obstruction. Jack Darveau came out on the flightline, suited up in his chem warfare gear (complete with broom stick). As he walked up to the aircraft, the crew chiefs provided appropriate mood music, singing the *Batman* theme. Darveau eliminated the bat and the "crew chief choir" went back to work.

SSgt. David Chamberlain

**Flightline:** Denver Broncos' quarterback (No. 7) and NFL *Top Gun* John Elway (left) on the Buckley tarmac posing for his *Mach 7* poster, 1987. Super Bowl-bound Elway carried the 120th Tactical Fighter Wing cougar on his flight jacket. A-7s at Buckley Air National Guard Base (below right), 1987.



# 154th Tactical Control Group . . . Pursuit of "excellence" in the decade

**W**ith their successful "Hot Wheels" exercises behind them at the beginning of the 1980s, the 154th TCG evolved into a significant national asset. Appropriately enough, the group began the new decade in its state assistance role, fighting forest fires at Red Feather, Eagle and Aspen, Colo. Newspapers reported it as the "largest forest inferno" in state history. Group volunteers supported a small army of firefighters which converged on the fire.

The 154th TCG accelerated its missions in 1981 with several exercises, including "Brim Frost" in Alaska, "Border Star" in Texas, "Owyhee Roundup" in Idaho and numerous "Red Flag" exercises in Nevada. Going global as well in 1981, "Operation Blackhawk IV" in Panama was the first 154th deployment to Central America. "Team Spirit '81" sent group people halfway around the world to Korea. Expansion of the group continued with the addition of the 111th Tactical Control Flight (ASRT) in Phoenix, Ariz.

## The Villano era begins

The 1981 10th anniversary of the group was greeted with mixed emotions — satisfaction and a sense of fulfillment on

one hand, but regrets on the other because of the retirement of Col. Jack Abercrombie, who closed out a military career spanning more than 34 years.

Command of the group went to Lt. Col. Sal Villano. Back in 1972, one of the group's older NCOs had dubbed young Capt. Villano "The One-Man Air Force." He tackled his job with high-voltage energy. Villano, a Denver native who had been a high school, college and semi-professional athlete, had more than 16 years of military service. Knowing the ins and outs of the group at all levels, he led the organization to new levels of achievement in the 1980s. Villano's stated goal was to make the 154th TCG the "best in TACS." The overall result of a 1982 general inspection was a successful rating, with several branches and sections earning superlative ratings.

Group personnel continued to answer many calls to state active duties. In the summer of 1981, the 154th and the 139th TCF provided transportation to Forest Service firefighters trying to control a blaze in south-central Colorado. The winter "blizzard of the century" hit Colorado and the Denver area during Christmas 1982. Once again, the people of the 154th and 138th pitched in to assist those in need.

The group's busy exercise schedule was expanding: slo-



**At home and in the field:** TSgt. Risley and MSgt. Bensing posting exercise data board (above); radar evaluation team: Col. Villano, TSgt. Meyers, TSgt. Scott, A1C. Garcia and TSgt. Scott. MSgt. Duran in front, 1985 (middle); unloading camouflage netting during 1982 ORI, Smokey Hill Range, Salina, Kansas (right); MSgt. Cramer, TSgt. Michael, CMSgt. Leiker and TSgt. Mitchell in a communications shelter (below left); 139th TCF TPS-43 in Honduras for "Poker Buff," 1986 (below right).



**Dark of night**

During the 138th TCF ORI in 1982, we were sent to McConnell AFB, Kan. We arrived at the site just before dusk and the IG team left for the night. They returned early the following morning to watch us set up but by the time they arrived all of our equipment was operational and under the cover of camouflage. We could tell we had impressed them. Until then no radar unit had ever set up during the dark of night! Our camouflage was noted as being the best seen in TAC.

*CMSgt. Wendy Ellison*





gans like "Have TACS will Travel!" and "You asked for work when you joined this outfit!" appeared on office walls. A 1983 "Brim Frost" exercise in Alaska was in sharp contrast to the subsequent deployment to Honduras with the intriguing title "Ahaus Tara" ("Big Pine I"). Following the deployment, the 138th TCF sponsored a shoe drive for Hondurans as well as Nicaraguan refugees who had crossed over the border between the two countries. Called "Operation Silver Slipper," more than 3,000 pairs of shoes were collected, sorted, shipped and distributed to the needy.

In 1983, Villano created an "I<sup>2</sup>" (I-Square) Council to propagate his philosophy of "improvements and innovations." He made a list of 56 specific goals and objectives, then set a hard-nosed deadline for completion in three words: "By next inspection!" Shirt sleeves were rolled up, lights burned late at night and Villano's rank and file gave him the 100 percent support he asked for.

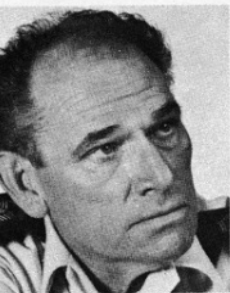
Villano hadn't forgotten the spirit and intent of the Hot Wheels exercises as he took the entire group headquarters into the field at Camp Rilea, Ore., for "Sentry Eagle '83." The 154th established a TACS network of radars and radio relays covering the Pacific Northwest from the coast to the mountains of Idaho.

Sentry Eagle training, complete with rain and mud, included working with chemical warfare gear and combat arms. Nevertheless, morale and esprit de corps soared. Especially noticeable were the reactions of the newer and younger troops; they

### Old soldier

After almost 40 years in the Colorado Air Guard, I'm semi-retired. I still find it hard to stay away from Buckley. I love the place. I love the grass, the trees, the clouds . . . I even like the smell of the place. My friends were here, the best friends a man could have. Some are gone and I'll never forget them, but I remember them best when I come back to Buckley.

*CMSgt. Walt Leiker*



### A good non-com

A good non-com isn't afraid to take risks now and then. Even if you don't win or worse yet wind up gettin' your butt in a sling, you'll at least have the satisfaction of knowing you lived up to your stripes and acted like a man . . . a lot more than some of your critics can say.

*CMSgt. Walt Leiker*

**Ground-breaking ceremony:** Begun in November 1986, the new \$1.7 million 154th Tactical Control Group headquarters building was formally dedicated in May 1988.



seemed to enjoy the "live training." As their boots became muddier and fatigues more worn and torn, there was justifiable pride and expanding combat awareness.

In 1984, the 139th TCF was relocated from Colorado Springs to Buckley, sharing facilities, knowledge and expertise with the group headquarters.

## New levels of achievement

After Sentry Eagle, exercise participation was scaled down to focus on the group's forthcoming management effectiveness inspection and provide assistance to operational units. While several group people volunteered for short tours in Saudi Arabia and others gained valuable experience from exercises in Germany, the group's collective energy was directed toward the inspection and attaining the highest rating.

In May 1986, the TAC inspection team arrived to begin an inspection of group headquarters — the most thorough inspection received to date. The inspection team presented their findings in a critique long remembered by all who attend-

### Wendy's kids

CMSgt. Wendy Ellison was particularly moved by the plight of the children in Honduras. Upon visiting a small school he was appalled at the conditions. He organized a renovation effort that repaired and painted walls, bought textbooks and provided food for the children. When he returned to the U.S., he maintained his contact with the teacher. A concentrated effort was started to collect school supplies, clothing and a bicycle for the teacher (the teacher served without pay and commuted seven miles daily on foot). A full pallet of supplies was shipped in January 1988. The spirit of the 154th TCG and its humanitarian efforts live on in the school, where the children are reminded daily of their friends in Colorado.

*CMSgt. Russ Palm*

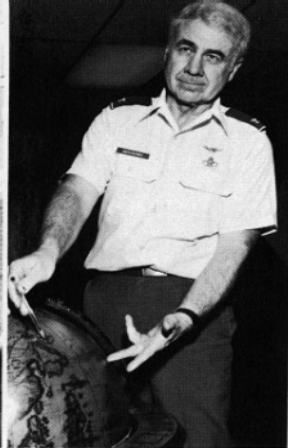
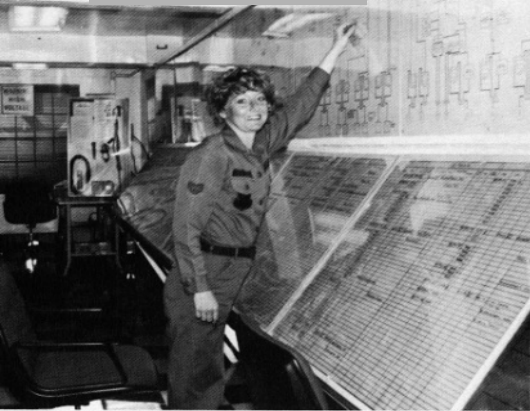


**Good Samaritan:** CMSgt. Wendy Ellison in Honduras, 1986.

### Odyssey

Because of the crowded working conditions in the early days, it became apparent to Col. Tom Barfoot that a new facility was needed. He appointed his logistics officer, Capt. Sal Villano, as the new building project officer. The young captain began a 13-year odyssey that finally ended with ground-breaking ceremonies in December 1986.

*CMSgt. Russ Palm*



**The whole world in their hands:** Kathy Donnelly maintaining equipment status (left); Col. Abercrombie's group built a combat-ready, worldwide-deployable reputation.

**Chase's cleanup man**

On the Friday evening prior to Brig. Gen. David's retirement ceremony, Lt. Col. Roy Chase, honorary group commander for the activities, was briefing 154th TCG operations personnel about the events of the weekend. He needed a staff officer to assist him and when asked about the position's responsibilities, Chase replied, "You just follow me around." I piped up, "With a broom?" I was unanimously selected to fill the position.

*Capt. Chip "Little Broom" Harriman*



**Milestones:** Col. Villano relinquishes 154th TCG flag to Maj. Gen. France and new commander Lt. Col. Jim Hagenson (left); 154th TCG auditorium dedication (center) in memory of Mary Patterson (husband Pat in photo), 1988; commander Lt. Col. Morgan receives recognition for 138th TCF's Honduran exercise.

ed it. The group headquarters overall achieved the highest rating, a first-time accomplishment for any TACS group.

At a subsequent high-level TACS conference, Villano switched the group's overseas operating location from Turkey to NATO's Central Region. At the time, tactical air control systems were undergoing far-reaching changes in both Europe

and the U.S. The group and its units would play an important role in the defense of Western Europe.

A new TACS unit was activated in Gulfport, Miss. — the 255th TCS. The control and reporting center function of the 116th TCS was transferred to the 255th TCS and the 116th was moved to Camp Rilea with its mission changed to a forward air control post (FACP). The 139th TCF at Buckley was deactivated and then reactivated as the 227th Air Traffic Control Flight (ATCF) in June 1987. While still co-located with the 154th TCG, the 227th ATCF was now under the Air Force Communications Command. Guard Bureau assigned two aircraft control and warning radar units (located in Puerto Rico) to the 154th TCG in late 1987. One of the units subsequently converted to a FACP.

Construction of a new headquarters building was begun in November 1986, and deployments to Europe were increased and expanded. All personnel in the group headquarters had the opportunity to travel to their overseas operating locations in Europe, working directly with their active-duty counterparts. Knowledge, training and experience thus gained were constantly being applied to further enhance combat readiness and assure accomplishment of new missions.

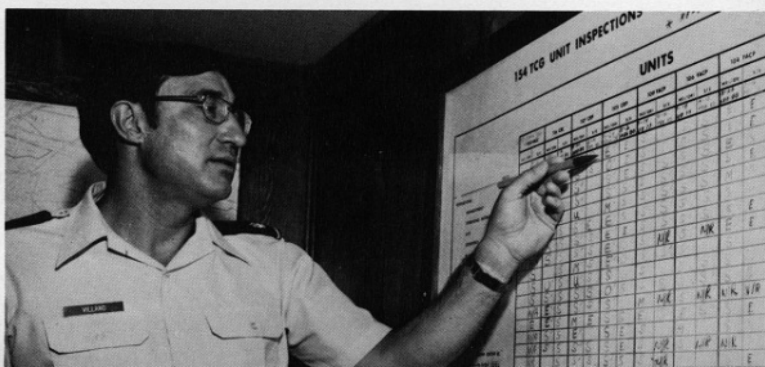
The 154th TCG reception teams were being trained and

### The great chaos

I have given many sermons and passed on a lot of thoughts to Colorado Guardsmen, but the one thing that most people remember is a joke I told the first year about an engineer, a surgeon and a civil servant arguing about who had the oldest profession. The surgeon said his was because "God created woman from Adam's rib — a medical miracle." The engineer said his was the oldest because "In the beginning God created order in the universe from the great chaos beyond and that was an engineering feat if there ever was one." The civil servant then piped in with "Who do you think created the great chaos?" It's just a joke. We have great civilian employees.

*Chaplain (Lt. Col.) Bobby Edwards*

**Exercise preparation:** Sal Villano assumed command in 1981. In 1988, he became Colorado's first ANG U.S. property and fiscal officer.



**A "blown-up" story**

Some people have accused Col. Sal Villano, Jr. of inflating a story now and then. For instance, he got up once in front of the TACS Planning Conference in Colorado Springs and tried to explain exactly how a life-sized, blow-up doll wound up in his hotel room!

*Lt. Col. Bob Stack*

organized to provide logistical support to radar units deploying to overseas operating locations and participating in NATO exercises. In 1986 and 1987, the unit deployed to Europe in a series of "Sentry Adler" exercises. All 154th TCG personnel studied the geography, demography, governments, religions, languages, culture and geopolitical/economic facets of various locations while at the same time fine-tuning combat skills.

The group also became involved in another kind of battle closer to home — the drug war. The unique ability of their tactical radar to pinpoint low-flying aircraft was used to assist the U.S. Drug Enforcement Agency in fighting airborne movement of drugs in the Southwest.

The group and its units now span the breadth of the U.S. with

missions and responsibilities on two continents. Worldwide deployments have become the norm for the 154th TCG as they are assigned new global missions requiring a high degree of combat readiness.



### Somebody up there . . .

Former 154th TCG senior adviser Lt. Col. Rhude was an avid Air Force Academy football fan and was known to have brought his portable TV to more than one Saturday UTA. It was late in the final quarter one afternoon with the Falcons' opponent leading by six points and driving for another score. Rhude made the unlikely prediction that the cadets would force a field goal attempt, block the kick and run the ball back for a touchdown, thus winning the game by one point. Someone up there granted Rhude's wish and the events unfolded exactly as he had predicted. Of course, he took credit for the victory and related the story of that miraculous finish for months afterward. Only the chaplains seemed interested . . .

*Lt. Col. Doug Mays*

**Operation "Poker Buff":** Rambo-ready members of 139th TCF "A Team," Tegucigalpa, Honduras, 1986. Back row . . . MSgt. Larry "Tank" Lint, TSgt. Ron "Radar" Cramer, SSgt. Roy "Photo" Baggett, "Doc" and TSgt. Kevin "Dash" Lash; Middle row . . . Capt. Tom "Tommy 2 Klicks" Rollins, MSgt. Warren "Tube" Miller, MSgt. Ike "Mechanic" Duran, SSgt. Chris "Flex" Nusbaum, MSgt. Russ "Tracer" Cramer, SSgt. Bill Younger; Kneeling . . . Sgt. Daniel "Extractor" Nelson, MSgt. Mike "Happy" Burnett, 1st Lt. Robert "Disco" Zimmerman and TSgt. Dan "Candyman" Johnson.

The more you sweat in peacetime, the less you bleed in wartime.

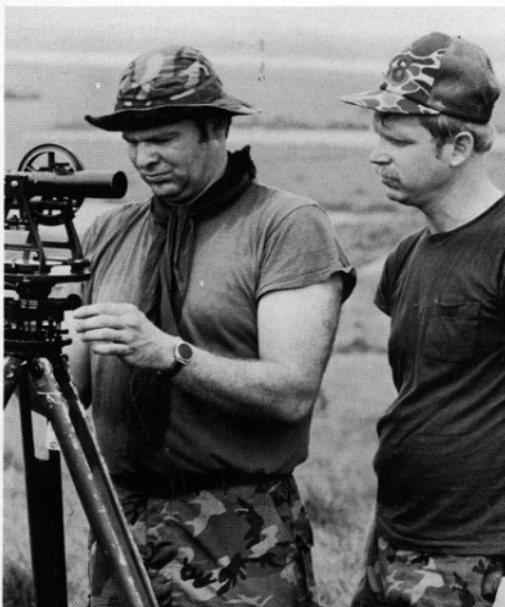
*Chinese proverb recalled during many 154th TCG exercises and deployments*

### Citizen-spaceman

Maj. Robert C. Stack (below) was selected to represent Colorado in NASA's teacher-in-space program. Of more than 80,000 applicants, Bob ended up in the final 12. He knew four of the Challenger astronauts, including college ROTC classmate Lt. Col. Ellison Onizuka. Bob (who was nominated Colorado Teacher of the Year) hopes to be the backup to (teacher) Barbara Morgan, who is scheduled to fly in the early 1990s.

*Col. Sal Villano*

**Mobile:** TSgts. Bob Zimmerman and Harley Sullivan survey a remote Honduran site during "Ahaus Tara" in 1983 (below); 138th TCF TPS-43 radar, 140th Tactical Fighter Wing A-7 Corsair II overhead (right).





(continued from page 203)

USAF personnel at Travis AFB, Calif., in May. Other deployments sent members of the 140th Information Support Flight to George AFB, Calif.; 140th WSSF to El Paso, Texas; 140th CEF to Eglin AFB, Fla.; and the 120th Weather Flight to Boise, Idaho. In September, 77 Guardsmen and six A-7s were sent to Canadian Forces Base Cold Lake, Alberta, for another joint Canadian-American forces exercises, "Maple Flag." While away, the runways at Buckley were closed for long-needed repairs at their intersection.

Overall, 1986 was, for the Colorado ANG, a year characterized in two words — *Combat Ready*. Objectives were met, obstacles overcome and wartime skills were polished.

The tempo continued into 1987 as the wing, Headquarters COANG, OL-AA and OL-BB prepared for a 12th Air Force Unit Effectiveness Inspection (UEI). In February, security and emergency responses as well as each unit's administrative procedures were inspected.

140th WSSF troops deployed in March to Fort Huachuca, Ariz., for night maneuvers. Conducted jointly with the Coast Guard and Army National Guard, the training involved basic "soldiering" skills. Those skills were tested in April when the WSSF was pitted against soldiers from the Army Reserve's 387th Infantry in defending a landing zone against aggressors.

April also marked the wing's seventh Coronet Cove deployment. In a new wrinkle, part of the first rotation stopped at Golson AB, Honduras, to take part in joint forces exercise "Pegasus." During the 10-day successful exercise, 35 Colorado Air Guardsmen lived in tents.

June brought a new organization to the Colorado ANG. The 227th Air Traffic Control Flight, activated June 15, was tasked with the mission to deploy, operate and maintain air traffic con-

**Weapons loaders:** SSgt. Christine Mason and SSgt. Jay Marincin.

### The real rush

I think I would still be a crew chief, even if they didn't pay me. Your aircraft takes on a personality; it's an emotional attachment. After you've worked hard to launch an aircraft and the pilot tells you you've done a good job, it gives you a real rush, watching it take off. In June 1987, I did the last launch on my plane. It tears me apart, just to think about it.

*SSgt. David Chamberlain*

trol and landing systems for users identified by the Air Force Communications Command. The unit's three officers and 74 enlisted came from the simultaneously deactivated 139th TCF. Not a TAC asset, the 227th was separate from the 154th TCG, assigned directly to Headquarters, COANG.

With the exception of a surplus phosphorus storage tank emitting suspicious fumes in August — causing evacuation of the base and several hundred surrounding homes — the summer of 1987 passed quietly as several organizations prepared for a UEI reinspection in September. Results were impressive and the "squared-away" Colorado ANG was able to concentrate its full resources on "Gunsmoke '87."

### Tie a yellow ribbon

When Dr. Stagg first asked me how I got all my ribbons, I told him I went over to Lowry and bought all the ones that matched my eyes.

*Maj. Mike Rowan*

### Short story

During a Gulfport deployment I couldn't help but notice that everywhere I went people were laughing behind my back. While I had been in maintenance control, MSgt. Richard Parkos had placed a piece of tape on my back that read: "Simulated Tall Person."

*Lt. Col. Don S. Lovisone*

### Gulfport Prayer

Prayer for today, Gulfport 1987: Lord, it's Tuesday and our practice for war begins. Nobody in his or her right mind wants war; yet, evil is real and war is possible. So, we practice to survive and win. Lord, the people who decide to war are not the people who fight the war. Please, guide the leaders of our nations into the ways of justice, righteousness and peace. It may help to have them wear chemical gear for a few days each summer in the sultry heat of Mississippi. Amen.

*Chaplain (Lt. Col.) Bobby Edwards*

**Dress-for-success:** Terry Posthuma's chem warfare gear.



**Mobility:** Don Lovisone



**Giving their all:** More than 40 operational, maintenance, and support members made up the "Gunsmoke '87" team.

## Gunsmoke '87

In early October the 140th returned for another head-on engagement with the best tactical fighter units in the Air Force, Guard and Reserves at Nellis AFB, Nev. The hard-fought Gunsmoke '87 competition, featuring the 140th as one of two A-7 units, saw the wing not the overall winner, but finish with more than a respectable showing in the "Super Bowl" of fighter weapons systems competition.

Of 18 participating units, the 140th placed sixth overall — ahead of two of the six F-16 units, and all the F-4 and A-10 units. Their total of 8,771 points was approximately 400 points behind the winner from the 388th TFW, Hill AFB, Utah, in competition that was close throughout the meet. Four out of the top eight teams were ANG or Air Force Reserve units. Significantly, five out of the top six overall top guns were from the Reserve Forces.

Colorado's Capt. Dean McDavid, a Project Season USAF pilot, showed the benefit of COANG training — placing sixth overall out of 100 pilots and claiming A-7 *Top Gun* honors. Playing a game of high-tech cat-and-mouse, sorting out tiny targets while streaking 100 feet above the rugged desert terrain and around jagged peaks northwest of Las Vegas at speeds in

### Huffy comments

By the time I finally got to the right place at the right time, I was the wrong age. Just don't ever forget you belong to the greatest outfit around. If you do, I'll come back and haunt you.

*CMSgt. Robert Huffman, Gunsmoke '87*

**Huffy:** Maj. Charlie Betts, Darrell Koenig and CMSgt. Robert Huffman on the Nellis AFB flightline, 1987.



**You can tell a fighter pilot . . . but you can't tell him much:**  
*Gunsmoke veteran and Skoal-chewin' good ol' boy Jose Thomas.*

### Macho modesty

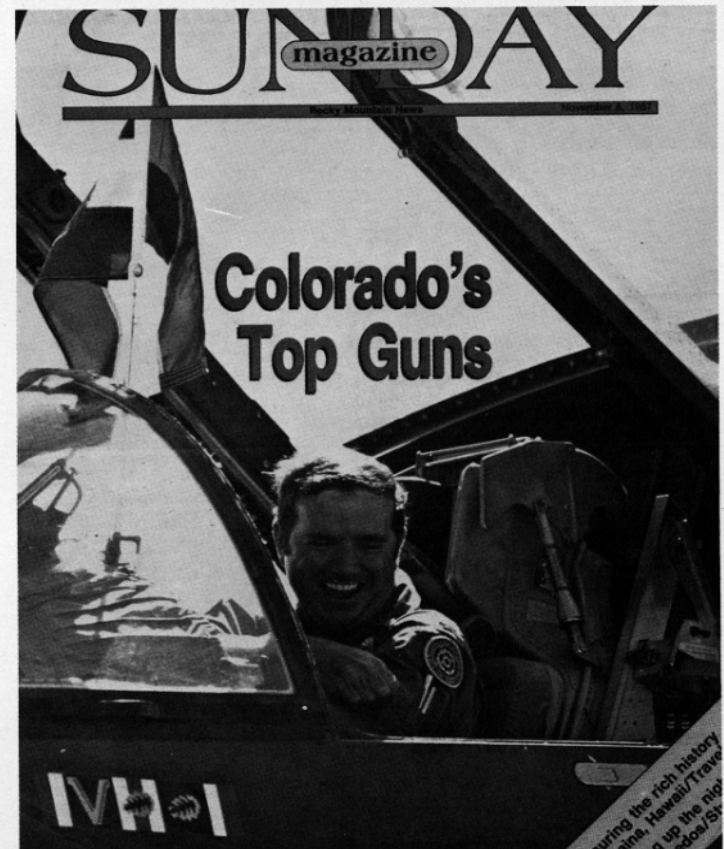
What's the difference between a "Tom Cruise" *Top Gun* and a real *Top Gun*? . . . You're looking at him, honey.

*Lt. Col. Joe Thomas, to a caller on Peter Boyles' TV talk show*

### Next question?

Asked in a Denver radio interview, "What does it take to really be a fighter pilot?" Joe Thomas unhesitatingly answered, "The spirit of attack, the blessing of rage and the absolute gift of destruction."

*Maj. Chuck Whitley*



**Featured:** The *Rocky's* Sunday magazine covered Gunsmoke '87 with a fine four-page cover story.

excess of 500 mph, "Hollywood" McDavid beat all pilots flying the 20-year-old aircraft. The five pilots who finished ahead of McDavid in the overall *Top Gun* all flew the F-16 *Fighting Falcon*.

In addition to McDavid, Colorado's Gunsmoke pilots were team leader Lt. Col. Lawrence A. Sittig, Lt. Col. Joseph M. Thomas, Maj. Charles C. Betts and alternate, Maj. Mark P. Meyer. All but McDavid were weekend Guard pilots and veterans of previous Gunsmoke competitions.

Led by maintenance officer 1st Lt. Dennis Gries and NCOIC CMSgt. Robert Huffman, Colorado also took honors as the *Top A-7 Weapons Load Team* and *Top A-7 Maintenance Team*, scoring a perfect 1,000 points on the last day of the meet. Colora-

do's competitive load team members were MSgt. Robert M. Quinn, TSgt. John "Do You Believe" Mitchell and TSgt. John L. Hadley. It was a good showing — a Colorado Gunsmoke tradition. Team leader Sittig said, "Nobody showed more pride than we did. We proved we could get the job done when the pressure is on; I'm proud of our showing."

As a result of wing public affairs officer Maj. Chuck Whitley's efforts, considerable publicity and recruiting spin-off was generated in Gunsmoke '87. Several Denver-area broadcast and print media representatives accompanied the team to Nellis. Coverage included several radio and television talk shows and a host of published articles, including a four-page cover story in the *Rocky Mountain News* "Sunday Magazine."

### Carrying the torch

Dean McDavid, a Project Season pilot, was here to broaden his knowledge of the tactical fighter world. I offered advice from my experience and pointed him in the right direction; he filled all the squares himself. One of Dean's goals was to make the Gunsmoke team; also, he wanted to be a *A-7 Top Gun*. He accomplished both. When there's somebody like Dean to carry on the fighter pilot tradition, it makes it easier to hang up your G suit for the last time.

*Col. Bill Gordon, USAF adviser*

### Dear Mom

When Dean first joined the Air Force, I worried about his safety. He said, "Mom, I don't want you to worry, because I love what I'm doing so much that if I die doing it, I'll die doing something I love." How many people in life can say that? After that I still worried, but I was at peace with Dean's profession.

*Mrs. Sharon McDavid*

**"Hollywood":** Capt. Dean McDavid, a USAF "Project Season" officer with the 120th TFS, took home the *A-7 Top Gun* trophy.



**McDavid mentor:** USAF adviser and 555th Tactical Fighter Squadron Vietnam veteran Lt. Col. Bill Gordon.

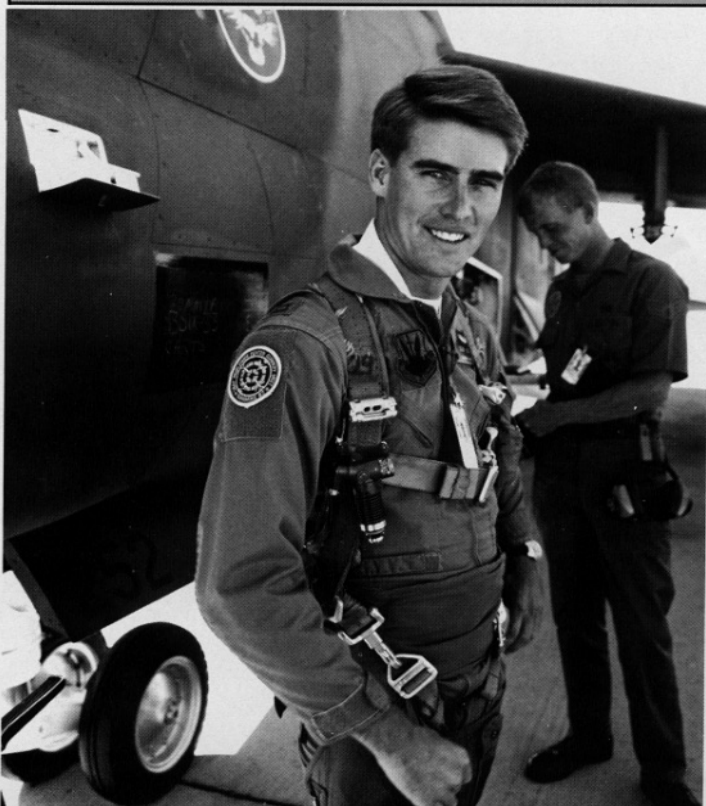
### History of winning

Our history of winning can't be denied. During one of my trips back to Capitol Hill and the Pentagon before the 1987 Gunsmoke meet, several general officers made reference to our history of competitiveness . . . saying something to the effect of "Well, you know, if your men win that thing, you'll sure throw the A-7 Strikefighter program into a tailspin." While they know that since 1974 we've been flying early 1960's technology, they also realize that we've proven winners . . . who can go into any gunnery meet . . . in any equipment . . . and win!

*Maj. Gen. John L. France*

**Gunsmoke '87:** A-7 awards included the *Top Gun*, Maintenance Team and Weapons Load Team trophies.

**Pilots:** Dean McDavid, Mark Meyer, Jose Thomas, Charlie Betts and team leader Bud Sittig (cockpit).



### "Flaming Doc"

During "Wintex '87" some 154th TCG people joined the locals at a German gasthaus in a mind-blowing custom — drinking Mullergeister, a potent concoction served flaming. To drink it you snuff out the fire with a coaster and polish it off. Arriving late to the party, our medical augmentee, Maj. Demerick ("Flaming Doc") Fradl, marched up to our table, grabbed a shotglass and instantly downed his first Mullergeister of the evening — without putting out the flame! He didn't say a word; the tears streaming down his face told the full story.

SMSgt. Jerry Bensing



**Irreverent but dedicated:**  
Flight surgeon, fighter pilot and 140th Tac Hospital commander Lt. Col. Demerick Fradl.



**Airburst range:** A-7 pilot Maj. John Dronenburg supervises aircraft at Fort Carson.

### "The Case of the Avenging Ace"

In December, Hollywood once again visited Buckley as VIACOM Productions came to the base to shoot a two-hour *Perry Mason* television movie, "The Case of the Avenging Ace."

"Support for the production from the base was tremendous," stated Maj. Bruce Collins, COANG public affairs officer and technical adviser for the Air Force to VIACOM, "everyone pitched in to make the production company feel wanted; they moved equipment when asked and, mostly, were patient as scenes were shot on the flightline and in the simulator."

COANG employees were used as extras and found themselves rubbing elbows with Raymond Burr, Barbara Hale, Patty Duke, Larry Wilcox (*CHIPS*), Bill Katt, Jr. (*The Greatest American Hero*) and David Ogden Stiers (*M\*A\*S\*H*).

In appreciation for their warm welcome, directors Chris Nyby and Gary Grillo filmed a free public service recruiting announcement with Wilcox, who had earlier received an A-7K ride, complete with barrier engagement.



**"The Case of the Avenging Ace":** Television movie filmed at Buckley starred Raymond Burr as Perry Mason, Barbara Hale as Della Street, Larry Wilcox as Lt. Col. Kevin Parks, Regina Krueger as Park's wife and Erin Gray as Capt. O'Malley. William Katt and Don Galloway are behind Gray. In the background is SSgt. Chris Parkins, 140th Consolidated Aircraft Maintenance Squadron, who portrayed the crew chief in the film.

### Decade winds down, COANG winds up

"Colorado Pride" carried the wing through the end of 1987 and into 1988 when the unit returned to Howard AFB, Panama, for its eighth Coronet Cove deployment. Though deploying at a time of political turmoil for the Panamanian government and strained relations between Panama and the U.S., there was no visible impact on the unit or its assigned mission.

The second rotation returned home in February, the same month that Det. 1 rolled out the first of two T-43 passenger planes with a new paint scheme. Tail number 0284's improved interior enhancements included a galley modification, new navigation console, leather seats, increased seating capacity and new carpeting, among other improvements.

In April 1988, SMSgt. James R. Sanford received recognition in Washington, D.C., as one of eight outstanding ANG airmen. A first for the flight simulator supervisor, the honor was a repeat for his section — Sanford's predecessor and former supervisor, CMSgt. Tom Linam, received the award in the 1960s.

In June, the commander-in-chief of the Colorado National Guard, Gov. Roy Romer, had an opportunity to experience the A-7 first-hand. A licensed private pilot since age 18, Romer climbed into the backseat of an A-7K for a low-level mission to the Airburst Range near Fort Carson (please see photo on page 16). In the front seat to help acquaint the governor with his air militia's mission was Maj. John A. "Andy" Love, 120th TFS. Son of a former Colorado governor, Love himself had been a 1986

Republican gubernatorial candidate.

"It was a great sensation," said Romer. "It's a very maneuverable plane, a very effective aircraft." As for Colorado Air Guard pilots (including his mission wing man, Maj. Gen. France), Romer emphatically told the news media, "They're combat ready and I'm impressed. This (being an A-7 pilot) is a lot more fun than being governor. It was a spectacular time."

### The buck stops here

Jan. 25, 1988, from 7 to 8 p.m., Buckley ANG Base served as the Center of Executive Authority for the U.S. government. President Reagan was giving his State of the Union address to Congress. Since this requires the president and his Cabinet to appear together in public, one Cabinet member disperses to a "remote" location with the equipment and staff necessary to respond to any national emergency. Buckley was that location. Secretary of the Interior Don Hodel; General John L. Piotrowski, CINCNORAD, U.S. SPACOM; and the White House staff were hosted by Brig. Gen. George A. Franzen and Lt. Col. Ronald S. Rosson, base commander, in COANG's not-so-"oval" office.

Mr. John Spann



**Simulator boss:** Now 140th CAMS avionics branch superintendent and a chief master sergeant, Jim Sanford took the simulator helm from CMSgt. Tom Linam in August 1979.

### Lost in space

You can always tell when Jim Sanford has lost something in the barracks! At the top of his lungs he yells, "+!?!@\*XI, NOT AGAIN, I lost my damn keys." We were all going to chip in and get him a combination lock, but we were afraid he might lose his memory and never stop screaming.

*SMSgt. Edward J. O'Connor, Jr.*

Also in June, the 138th TCF (soon to be a squadron) set off for "Central Enterprise '88," a JCS exercise in Turkheim, West Germany. Under the operational control of the German Air Force, more than 100 Colorado Air Guardsmen directed NATO aircraft. In another deployment to West Germany, 44 medical personnel from the 140th Tac Hospital, with augmentees from the 120th TFS and 154th TCG, deployed to Spangdahlem Air Base in August for annual training. Also in August, Adjutant General, Maj. Gen. France designated Brig. Gen. George Franzen as commander, Colorado ANG. The selection simplified command and control by giving Gen. Franzen, who directed COANG activities on a daily basis as technician air commander, the same reins militarily.

In September, Col. Salvatore Villano, 154th TCG commander since 1981, relinquished command to Lt. Col. James Hagenson. Villano became the U.S. Property and Fiscal Officer for Colorado — a first for a COANG officer. Hagenson came to Colorado from Arizona via the Academy of Military Science at Knoxville, Tenn., where he had been commandant. In Det. 1., Headquarters, COANG (OL-BB), Col. Ron Rosson assumed control of Colorado's T-43 mission from acting commander Col. Mason Whitney. Rosson had served as Buckley's base commander and deputy commander for support since January 1987.

In late September, the wing entered a 12th Air Force five-phase ORI. The largest deployment of personnel and equipment in the 140th's history — more than 750 people — went to Volk Field ANG Training Site, Wis., to perform under simulated wartime conditions. The unit's high marks reflected the intense training accomplished since the last ORI in 1985.

"The mission of the 140th TFW is to fly, fight and win, and we left no doubt in anyone's mind that we are the best in the Air Guard at our mission," said Gen. Franzen. "Our outstanding results were generated by a complete team effort . . . giving everything we had every minute of the day."

In October, Lt. Col. Kenneth Kimber, 140th TFW chief of



**Keep them flying:** Buckley Air National Guard Base flightline in front of Hangar 801, 1988.

### Undying gratitude

My hat is off to the crew chiefs and maintenance troops in the COANG. I've flown in the unit for over 21 years without a mechanical failure. They have my undying gratitude and respect.

*Col. Jack Rosamond*



**Corsair art:** Brig. Gen. Franzen presents the traditional A-7 limited edition prints (Joe Milich, artist) to retiring COANG chief of staff Jack Rosamond and assistant adjutant general for air Brig. Gen. Don David in January 1988.

### Tap roots

I had the privilege of working for (and with) four wing commanders: Gens. Moffitt, Williams, France and Franzen. Those talented leaders are the taproots of the Colorado ANG, as we know it today. They took us from flying club days to Korea, through the *Minute Men*, into the century-series of fighter aircraft, to Vietnam, the A-7 tactical mission and beyond. We are indebted.

*Brig. Gen. Donald David*

**Stripes:** A combined total of two-and-one-half centuries of military service was represented with the retirement of seven COANG chief master sergeants in early 1989. Here at the Denver Museum of Natural History: Richard Burch, Ernie Davis, Larry Meis, Robert Huffman and Ronald Kuhn. Not Pictured: Robert Colhour and Walter Leiker.







**"Those of us who fly . . . have our debts to pay":** 120th TFS, Volk Field, Wis., for October 1988 ORI. Bottom . . . Charles Schulz, Pete Borgos, Dick Tucker, Mason Whitney, George Franzen, Bud Sittig, Wayne Schultz, Charlie Betts, John Hoffman and Pete Byrne; Standing . . . Howard Edwards, Larry Sadler, Tom Peraro, Dan Moore, Jeff MacDonald, John Pratt, Tom Allnat, Jim Hardenbrook, John Painter, Joe Thomas, Cliff Montgomery, Bill Gordon, David Gaw, Larry Peters, Robert Robbins, Chris Kelley, John Jones, Keith Harris, Gary Armentrout, Steve Krikorian, Doug Kelsall and Bill Bryce; On the A-7 . . . Russ Oakes, Dana Alexander, Alex Strickland, Buck Buckingham, P.J. Ashura, Scott Ralston, John Dronenburg, Fred Buhl, Emil Lassen, Don Ramm and Mark Meyer.

### Modesty is not their strong suit

"Through these doors pass the best damn pilots in the world."

*Sign at the Buckley simulator entrance*

supply, was named to the base commander job as the wing's new deputy commander for support. Almost simultaneously, a new deputy base commander, Shiela Woodcock, was hired as both the first civilian and the first woman to hold that position.

The death of Maj. Gen. (ret) Stanford W. Gregory at age 80 in October 1988 was marked with a military honor guard and A-7 fly-by to honor the passing of the Colorado Air Guard's first general officer . . . credited with founding the nation's first ANG unit, the Colorado Air National Guard.

By the end of the year, COANG emphasis was placed on safety, security, military professionalism and increased productivity focusing on mission and people. Air Guard recruiting needs generated special attention. CMSgts. Jim Ortiz and Ernie Davis, 140th CAMS, with many more assisting, held the first COANG Job Fair on Dec. 3. Recruiters garnered many prospects from the hundreds of visitors. The program was



**The adventure continues . . .** Colorado A-7 Corsair II over the Rockies (above); 140th Tactical Fighter Wing Commander, Brig. Gen. George Franzen (right).

### Critical times

These are critical times for the National Guard. Congress has increasingly looked to the National Guard as a means of ensuring a strong and cost-effective national defense. Today, we are threatened not just by the need to contain the deficit, but also by a questioning of the very federal-state connection that has made the Guard strong.

*Maj. Gen. John L. France, at the 1987 Adjutants General Association of U.S. meeting, Salt Lake City*

expected to become an annual event.

In early 1989 the retirement of seven chief master sergeants representing 253 years of service between them reinforced the recruiting and retention needs of the Colorado Air National Guard. Governor Romer proclaimed January 21 as "Chiefs Day in Colorado" and at their retirement banquet Adjutant General, Maj. Gen. France commented on the departure of "one-third of our COANG chiefs" . . . "These great Air Guardsmen were leaders and teachers. The students they taught are in our ranks today and now must carry on the tradition."

CMSgt. Richard Green, ANG Senior enlisted advisor, summed up the event: "I am very proud to be on the same stage with these great patriots and leaders of men. Our greatest heritage as a nation is our freedom . . . these men and the Colorado Air National Guard have helped preserve our way of life in America."

### "Colorado Pride" continues . . .

This, then, is the Colorado Air National Guard of the 1980s. A stellar past with the promise of an even brighter future distinguishes our organization. It will be up to the young airmen and officers of today — tomorrow's leaders — to achieve new firsts and earn even higher laurels as they contribute to the ideals of *Colorado Pride* — the "mile-high" spirit of our air militiamen.

In the development of air power, one has to look ahead and not backward and figure out what is going to happen, not too much of what has happened.

*Brig. Gen. William "Billy" Mitchell, Winged Defense, 1924*



# Colorado Air National Guard (COANG) Historical Milestones and "Famous Firsts"

(\*and a few other important military and aviation dates to place it all in perspective)

EDITOR'S NOTE: COANG "Famous Firsts," as well as significant events concerning individual Colorado Air Guardsmen, appear in **bold face print**. These milestones cover many of the COANG's most significant achievements with emphasis on the 140th TFW, 120th TFS, 154th TCG and OL-BB (Det. 1). Other important individual unit dates are included in other sections of *Colorado Pride*.

## Prior to Formation of the 120th Observation Squadron

**\*Dec. 13, 1636** Massachusetts Militia's North, South and East Regiments established, forerunners of today's National Guard.

**\*June 5, 1783** First public demonstration of an unmanned hot-air balloon made by France's Montgolfier brothers.

**\*Nov. 21, 1783** Jean-Francois de Rozier completes first balloon free flight.

**\*Oct. 1, 1797** Andre Jacques Garnerin makes first parachute jump.

**\*1804** England's George Cayley flies an unmanned model glider of modern configuration.

**\*Aug. 25, 1824** Term "National Guard" first used by New York militia upon visit of Marquis de Lafayette.

**\*July 2, 1900** First zeppelin flight flown by Count Ferdinand von Zeppelin.

**\*Dec. 17, 1903** First flight of a heavier-than-air machine by the Wright brothers at Kill Devil Hills, near Kitty Hawk. First powered, sustained, controlled flight from level ground.

**\*Aug 1, 1907** Creation of the Aeronautical Division (consisting of one officer) within the U.S. Army Signal Corps.

**\*Sept. 17, 1908** Lt. Thomas Selfridge, U.S. Army Signal Corps, becomes first military airplane fatality.

**\*Aug. 2, 1909** Wright Flyer formally accepted as Army's first airplane.

**\*March 17, 1911** First Curtiss airplane bought by Army Signal Corps.

**\*1911** Three years after its formation, 1st Company, Signal Corps, New York, makes first flight.

**\*April 11, 1911** Army's first permanent flying school established at College Park, MD.

**\*Feb. 17, 1912** First pilot physical examination requirements published by Army.

**\*Feb. 23, 1912** War Department officially recognizes military aviator rating.

**\*1914** Curtiss JN-1, forerunner of the **Jenny**, accepted by the Signal Corps.

**\*August 1914** World War I declared in Europe.

**\*July 13, 1916** Federal recognition of 1st Aero Company, New York National Guard.

**\*April 6, 1917** United States enters World War I. Most militia aviators perform Army active duty.

**Aug. 28, 1917** 120th Aero Squadron, predecessor to 120th Observation Squadron, organized at Kelly Field, Texas.

**\*April 29, 1918** Lt. Edward V. Rickenbacker, American ace of aces, shoots down his first enemy airplane.

**Sept. 17, 1918** 1st Lt. **John Harold Buckley** of Longmont, Colo., killed while flying on the third day of the Argonne offensive in France. Buckley Field in Aurora named for him in 1941.

**Sept. 26, 1918** Colorado aviator **2nd Lt. Francis B. Lowry**, 91st Aero Squadron, shot down by German anti-aircraft battery and killed near Crepon, France.

**\*Nov. 11, 1918** Germany signs armistice ending World War I.

**\*May 17, 1919** War Department orders use of *National Star* insignia on all planes.

## The 1920s

**June 27, 1923** 120th Observation Squadron (OS), 45th Division Aviation, mustered into Colorado state service and federally recognized. **Unit is the first military flying organization assigned to Colorado.** Unit is initially composed of eight officers and 50 enlisted men under the command of **Maj. Carl S. Milliken**.

**Summer 1923** Through the cooperation of unit members and several spirited public citizens, 80 acres of land are procured and two steel hangars are erected for a National Guard airfield (near City Park, East 38th Avenue and Dahlia Street) named Lowry Field.

**August 1923** Aerial circus and exhibit staged at original Lowry Field.

**February 1924** **Capt. William H. Dayton** succeeds **Maj. Milliken** as 120th OS commander.

**April 7, 1924** **Old Lowry Field**, first home of the 120th OS, is dedicated in honor of World War I casualty **2nd Lt. Francis B. Lowry**.

**May 1924** Squadron receives its **first airplanes, Curtiss JN5Es, familiarly known as the Jenny**.

**June 27, 1924** **Flying a Jenny**, **MSgt. Daniel Kearns** makes **first flight from old Lowry Field**.

**July-November 1924** Four additional sections organized and attached to the 120th OS: 120th Photo Squadron, 180th Intelligence Section, Flight B of the 120th OS in Pueblo and a Medical Department. The 180th and Flight B were disbanded in 1927 and 1928 respectively.

**August 1924** **First field training camp held at old Lowry Field**.

**1925** Squadron receives its first replacement for the *Jennies*, a de Havilland aircraft.

**Summer 1925** **Capt. Malcomb Robinson** and **Lt. Daniel Kearns** make successful six-day, round-trip flight from Denver to New York.

**August 1925** Squadron **1st Lt. Carlos L. Reavis** wins Denver-Parco, Wyo., cross-country race.

**1926** "Air Corps" designation replaces "Air Service"; 120th OS now part of 45th Aviation Division (AD), *Army Air Corps* (AAC).



**First flight:** Future Colorado Aviation Historical Society *Hall of Famer* **Daniel Kearns** flew the Colorado Guard's **first Curtiss Jenny** in 1924.

**January 1926** Two **Douglas O-2Cs** arrive at old Lowry Field.

**Spring 1926** Five *Jennies* allocated to Flight B in Pueblo.

**March 7, 1927** **Lt. Daniel Kearns** and **MSgt. Clyde Plank** fly the 120th OS's **first mercy mission, carrying medical supplies to the snowbound town of Silverton. Marks the first time air power had been used in Colorado for emergency assistance to isolated mountain communities.**

**May 1927** Four **Consolidated PT-1s** arrive with water-cooled Wright engines; **Maj. Bruce Kistler** assumes command of 120th OS.

**\*May 21, 1927** Missouri National Guard pilot **Charles A. Lindbergh** solos across the Atlantic in *Spirit of St. Louis*.

**Fall 1927** Ten original *Jennies* placed on Report of Survey and destroyed. Using three Douglas O-2Cs, 120th OS patrols the coal fields of Colorado during a series of bloody labor strikes.

**Early 1928** Squadron receives the **Douglas O-2H** with its 400-horsepower, 12-cylinder Liberty engine.

## The 1930s

**1930** Two **Consolidated O-17 Couriers** received.

**Summer 1930** At old Lowry Field **summer encampment, 120th OS pilots conduct first night-flying maneuvers and fly armed aircraft in strafing runs for first time.**

**August 1930** **Maj. Reavis** assumes squadron command.

**May 1931** Squadron participates in extensive AAC maneuvers at Wright Field, Dayton, Ohio.

**\*May 20, 1932** Amelia Earhart makes first trans-Atlantic solo crossing by a woman.

**May 25, 1932** Joe C. Moffitt begins his 42-year military career by enlisting in the 120th OS.

**June 17, 1932** 120th OS official marking, the Colorado *Cougar*, approved. Squadron aircraft continue to carry the insignia, revised somewhat, through the present.

**1933** Douglas O-38, equipped with a radio, received by squadron.

**January 1934** Maj. Virgil Stone assumes command of 120th OS.

**February 1934** Following President Roosevelt's order, Col. Henry "Hap" Arnold, supervisor of the Airmail Service's Western Section, requests all 45th AD aircraft be made available to the Airmail Service. Squadron complies for several months until commercial airplanes can adequately handle airmail requirements.

**1935** Squadron receives Thomas Morris O-19E and Douglas BT-1 aircraft.

**Summer 1936** Squadron aircraft support "Red" Army maneuvers in encampment war game called the "Battle of Cheyenne." 120th pilots Lt. Robert Ainsworth and Lt. Harley Teall observe flooded railroad bridge, avert potential disaster.

**1937** The name Lowry Field transferred to the AAC Technical Training School then being built in Denver at East Sixth Avenue and Quebec Street.

**1938** North American O-47A aircraft, costing \$60,000 each, received.

**Early 1938** 120th OS moved to new facilities at Denver Municipal Airport (now Stapleton International Airport); Maj. Frederick Bonfils assumes command.

**Fall 1938** Several squadron O-19s lost in flightline fire.

**February 1939** 120th OS relieved from 45th AD and attached to the 24th Cavalry Division (CD).

**\*Sept. 1, 1939** World War II declared in Europe.

## The 1940s

**1940** 120th OS relieved from 24th CD and redesignated the 120th OS, AAC, under the command of Maj. Harrison Wellman.

**\*August 1940** Legislation passes giving President Roosevelt authority to order 400,000 National Guardsmen and Army Reservists into active service.

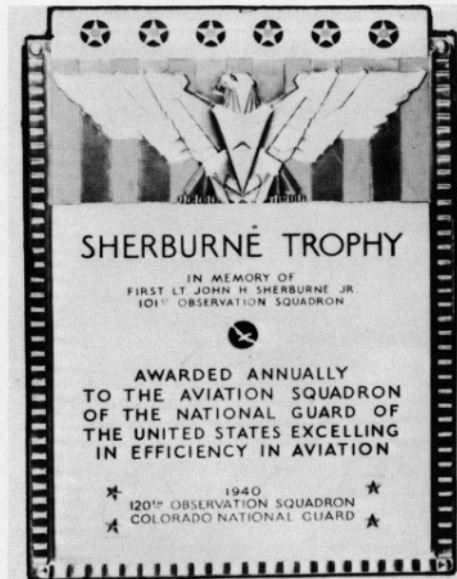
**\*Sept. 16, 1940** First National Guard observation squadrons activated for World War II. More than 4,800 men from 29 observation squadrons eventually called to active duty.

**Late 1940** 120th OS awarded the Sherburne Trophy and recognition as most efficient National Guard squadron.

**Jan. 6, 1941** Effective date of the first activation of the 120th OS. Nineteen officers and 116 enlisted men ordered into active military service and subsequently proceed to their first duty station with the 3rd Army at Biggs Field, Texas, under squadron commander Maj. Wellman. Later redesignated the 120th Reconnaissance Squadron (RS), the 120th flies patrols along the Mexican border and provides aerial support for ground forces in training. In the next three years the unit moves throughout the southern United States. Members of the squadron serve as instructors to active duty flying counterparts during World War II.

**1941** Using a 3,000-foot tow cable behind their O-47 aircraft, the 120th furnishes target support for anti-aircraft Army units training in the El Paso area and becomes the Army Air Corps first tow target squadron; North American BC-1A (aka the AT-6 Texan) and Vultee-Stinson O-49 Vigilant (E-1A) received by squadron.

**April 1, 1941** The outbreak of World War II starts Colorado on the road to becoming a great training cen-



**Best squadron:** The Sherburne Trophy was presented to the 120th Observation Squadron in 1940 for its top efficiency record in the late 1930s.

ter for the armed forces. Buckley Field opened east of Denver as an auxiliary airport to Lowry Field, becomes largest fighter aircraft armament school in U.S. Named after World War I aviator 1st Lt. John Harold Buckley, Buckley Field in Aurora becomes home station for the 120th OS when it returns from its active duty tour.

**October 1941** 120th loses O-47 with three men aboard in San Andres Mountains west of Alamogordo, NM.

**\*Dec. 7, 1941** Japanese airplanes attack U.S. Pacific Fleet anchored at Pearl Harbor, Hawaii.

**\*Dec. 8, 1941** U.S. declares war on Japan; U.S. declares war on Germany and Italy three days later.

**1942** Curtiss P-40F Warhawk and Bell P-39 Airacobra received.

**\*April 18, 1942** Lt. Col. James H. Doolittle leads 16 B-25s on daring daylight raid over Japanese mainland.

**July 1942** Buckley Field activated and begins operations as an Army Air Corps munitions training base.



**The Big One:** Activated in 1941, men of the 120th OS served in many locations during World War II. In 1946, the squadron became the first federally recognized postwar National Guard aviation unit.

**\*Oct. 1, 1942** First American jet plane flight by Bell Aircraft Corp.

**1943** While on active duty flying L-5s for the 8th and 9th Air Forces, MSgt. Howard W. Bellis and MSgt. Wayne Carlton earn the distinction of being among the first "flying sergeants" to arrive in England.

**January 1943** 120th provides air support to Army's 10th Mountain Division, stationed at Camp Hale near Leadville, Colo. Squadron L-1As make mountain lake landings.

**April 9, 1943** 120th OS redesignated as 120th Reconnaissance Squadron (RS).

**Aug. 15, 1943** 120th RS redesignated as 120th Tactical Reconnaissance Squadron (TRS).

**Nov. 30, 1943** 120th TRS disbanded and placed on the inactive list.

**\*May 7, 8, 1945** Germany unconditionally surrenders to Allies, ending World War II; V-E Day follows.

**\*Aug. 6, 1945** Enola Gay, a B-29 Superfortress, drops atomic bomb on Hiroshima. Second bomb dropped on Nagasaki three days later.

**\*Sept. 1, 1945** Japan surrenders to the U.S. aboard the USS Missouri in Tokyo Bay.

**1946** As first commander, Col. Stanford W. Gregory helps organize Colorado National Guard's 59th Fighter Wing (FW). Unit becomes the 86th Fighter Wing (FW), 140th Fighter Group/Wing and, ultimately, the 140th Tactical Fighter Wing. Col. Gregory promoted to brigadier general in August 1946.

**1946** First postwar drills held at state headquarters, 300 Logan St., Denver.

**May 24, 1946** 59th FW redesignated as 86th FW; 120th Fighter Squadron (FS) assigned to 140th Fighter Group (FG).

**May 26, 1946** 140th FG organized, redesignated from 370th Fighter Group.

**June 27, 1946** 240th Air Base Group, commanded by Lt. Col. Howard Gamble, organized.

**June 30, 1946** First COANG unit, the 120th Fighter Squadron (FS) under the command of Maj. Ralph Baird becomes first postwar National Guard aviation unit in U.S. to receive formal, federal recognition.

**Fall 1946** 140th FG receives additional North American P-51D Mustangs and T-6s, as well as Douglas C-47 Skytrain (Gooneybird) and Douglas A-26 Invaders.

**July 13, 1946** Permanent caretakers (technicians) authorized for Colorado's flying wing.

**Oct. 1, 1946** 140th FG federally recognized.

**November 1946** Three P-51s destined for Colorado Air Guard delivered at Lowry AFB. USAF adviser Maj. Herbert Kolb killed on takeoff in first P-51 flight.

**Dec. 20, 1946** Buckley Field acquired on right of entry permit, renamed Buckley Air National Guard Base.

**\*July 26, 1947** President Truman signs Armed Forces Unification Act. National Security Act adopted, creating the USAF and the Air National Guard.

**\*Sept. 18, 1947** Department of the Air Force established; the USAF becomes a separate service. W. Stuart Symington sworn in as first secretary. Gen. Carl "Tooney" Spaatz first chief of staff.

**Sept. 28, 1947** Buckley transferred to U.S. Navy, renamed Naval Air Station — Denver, Colo.

**\*Oct. 14, 1947** Capt. Chuck Yeager of the USAF makes first supersonic flight in Bell XS-1.

**1948** Maj. Walter E. Williams assumes command of 120th FS.

**February 1948** Col. Joe C. Moffitt assumes command of the 86th FW, promoted to brigadier general in March 1950.

**\*June 1948** Berlin airlift begins, continues through September 1949.

**Late 1948** 138th AC&W Squadron activates \$50,000 radar training building in south Denver.

**January 1949** COANG provides airlift assistance following devastating blizzard.

**February 1949 1st Lt. Jay Sheppard and 2nd Lt. Harry Wilkins** die in P-51 crashes.

**\*May 12, 1949** Russians end blockade of Berlin.

**June 1949** More than 100 wing *Mustangs* perform mass flyby over Governor's Conference in Colorado Springs.

**Late 1949 2nd Lt. Elmer Splittstoesser and 1st Lt. Charles Callahan** killed in P-51 crashes.

## The 1950s

**January 1950 Brig. Gen. Stanford W. Gregory** assigned as COANG chief of staff, promoted to major general in August 1956.

**\*June 1, 1950** North Korean communist troops invade South Korea.

**\*Oct. 10, 1950** First Air Guard units activated for Korea. Three-fourths of ANG is eventually mobilized — 66 tactical squadrons in 22 wings. Four Air Guardsmen become Korean aces.

**Nov. 1, 1950** 86th FW redesignated and federally recognized as the 140th Fighter Wing (FW). Remains part of the Aerospace Defense Command (ADC) until 1961.

**\*Nov. 8, 1950** 1st Lt. Russell J. Brown, flying an F-80, downs MiG-15 in first all-jet air combat in history.

**April 1, 1951** Ten years after World War II activation, 1,500 COANG officers and airmen ordered to active military service for a period of two years because of the Korean war. **Brig. Gen. Moffitt** serves as wing commander. Pilots from the 120th FBS sent to Korean Theater.

**April 12, 1951** 120th FS redesignated 120th Fighter-Bomber Squadron (FBS).

**April 14, 1951** 140th FW redesignated 140th Fighter-Bomber Wing (FBW).

**\*May 10, 1951** Capt. James Jabara becomes first USAF jet ace.

**December 1951** 140th FW transferred to Clovis AFB, NM. **Brig. Gen. Moffitt becomes the first, and only, ANG general to command a tactical unit and base during the Korean War.**

**Early 1952** While at Clovis AB, and under the direction of air installation officer Capt. Rio Lucas, the 140th Air Installation Squadron becomes the **first ANG unit tasked to rehabilitate an Air Force base.** Officially dedicated on Feb., 10, 1952, base later becomes Cannon AFB. While at Clovis, wing personnel observe atomic energy demonstration at Yucca Flats, Nev.

**Jan. 1, 1953** Released from active duty, 140th FBW and 120th FBS return to COANG duties.

**Summer 1953** The **Lockheed F-80 (T-33A) Shooting Star** received. COANG becomes the **first** state unit to acquire jet aircraft.

**\*July 27, 1953** Truce agreement signed and fighting in Korea ends.

**\*Sept. 1, 1953** USAF announces first mid-air jet refueling.

**Fall 1953** Colorado Air Guard precision flying team christened the **Minute Men. Organized by Col. Walt Williams, it is the first, and only, ANG precision aerial flying team.**

**1954** COANG pilots flying *Mustangs* "star" in Korean War movie *Target Zero*; 120th FBS pilot Lt. Richard Huelot defeats all other F-80s in Ricks Memorial Trophy race, a COANG **first**.

**Fall 1954** Flying F-80s, 140th FBG (of which the 120th FBS was now a part) takes **first place in the ANG Gunnery Meet at Boise, Idaho, defeating units equipped with the newer F-86 Sabre Jet.**

**Spring 1955** COANG receives the **North American**

**F-86E Sabre Jet.**

**\*June 1955** First USAF B-52 delivered to SAC.

**July 1, 1955** 140th FBW redesignated the 140th Fighter Interceptor Wing (FIW); 120th FBS redesignated 120th Fighter Interceptor Squadron (FIS).

**\*July 1955** First USAF Academy class begins at Lowry AFB.

**1955 Maj. Warren "Satch" Harvey** assumes command of 120th FIS.

**October 1955** Representing the ANG and flying F-86Es, the 140th FIW takes third place overall in the USAF Worldwide Gunnery Meet at Nellis AFB, Nev. Unit places second in air-to-air gunnery and **Walt Williams takes first place as high team captain in the meet.**

**Summer 1955** COANG performs flyby at Lowry AFB for first USAF Academy class.

**1956 Maj. Wynn Coomer** assumes command of 120th FIS; 140th Consolidated Aircraft Maintenance Squadron (CAMRON) formed.

**July 1956** 138th AC&W Squadron GCI station begins operations at Buckley.

**\*August 1956** KC-135 maiden flight.

**August 1956** COANG dedicates new base hangar at Buckley.

**October 1956** NGB designates the **Minute Men as the ANG's official demonstration flying team. Another first.** For the next four years the team flies more than 100 air shows before millions of spectators throughout Canada, Central America and the U.S., including Alaska and Hawaii prior to their statehood.



**The Minute Men:** Flying F-80s and F-86s, the ANG's first aerial demonstration team thrilled flying buffs throughout the Northern Hemisphere in the 1950s.

**1957** Conversion to **North American F-86D Sabre Jet.**

**July 1, 1957** 140th FIW redesignated as 140th Air Defense Wing (ADW).

**\*September 1957** North American Air Defense Command becomes operational.

**June 8, 1958** Capt. John Ferrier dies in F-86 crash at Dayton, Ohio, *Minute Men* air show.

**April 1959** Brig. Gen. Moffitt assumes command of Buckley.

**June 30, 1959** Secretary of the Air Force licenses decommissioned Naval Air Station — Denver to the state of Colorado. **Host unit is the COANG's 140th ADW, the first time a National Guard unit serves as host command for a U.S. military installation during peacetime.**

**July 1959** *Minute Men* disbanded because of lack of funding; their last show was presented at Grand Junction. A fledgling team the Air Force was promoting called the *Thunderbirds* takes center stage.

## The 1960s

**1960** North American **F-86L Sabre Jet** received, increasing the potential of Colorado's ADC unit.

**January 1960** Brig. Gen. Moffitt honored as **Aurora's Man of the Year, a COANG first.**

**April 18, 1960** USAF officially designates base as **Buckley Air National Guard Base (ANGB), the first ANG base in the nation.**

**May 1960** Brig Gen. Joe C. Moffitt appointed Colorado's adjutant general and promoted to grade of major general. **He becomes the first rated Air National Guardsman to be appointed adjutant general.**

**June 1960** Col. Williams assumes command of the 140th ADW.

**1961 Lt. Col. Marion P. Barnwell** assumes command of 120th TFS.

**Jan. 1, 1961** COANG converts from ADC to the Tactical Air Command (TAC). 140th ADW becomes 140th Tactical Fighter Wing (TFW); 120th FIS redesignated 120th Tactical Fighter Squadron (TFS).

**Jan. 10, 1961** North American **F-100C and F-100F (two-seat) Super Sabres** received.

**\*April 1961** Band of exiles launch Bay of Pigs invasion of Cuba in attempt to overthrow dictator Fidel Castro.

**\*June 1961** Russia insists Western powers withdraw from East Berlin.

**September 1961** While standing by as a ready reserve unit of 12th Air Force (AF), 140th TFW successfully passes **first TAC ORI.**

**\*Oct. 1, 1961** ANG units activated for Berlin Crisis. 22,000 Air National Guardsmen respond — nine wings plus three squadrons deploy to European airfields.

**Oct. 1, 1961** 120th TFS, augmented by 140th TFW personnel, is **one of the first ANG units activated.** Assigned to the District of Columbia's 113th TFW, Andrews AFB, Md., under TAC's 19th AF, the unit did not deploy to Europe, but participated in several small-scale, close-air-support exercises in CONUS.

**\*Nov. 13, 1961** President Kennedy approves a 30,000-man increase in South Vietnam's armed forces.

**1961-1962** 120th TFS participates in diversified activities while on active duty: firepower demonstrations at Fort Sill, Okla.; Exercise "Falcon 62" at George AFB, Calif.; "Bristle Cone" at Camp Irwin, Calif.; "Clear Lake" at Brookley AFB, Ala.; and "Swift Strike II" in the Carolinas.

**\*1962** ANG transport units relieve USAF for high priority missions during Cuban Missile Crisis.

**1962** SMSgt. Thomas W. Linam of the 120th TFS selected as the **ANG's Outstanding Airman, a COANG first.** Buckley ANGB recreation area opened.

**\*July 1962** Maj. Robert White makes first manned aircraft space flight in X-15.

**Aug. 24, 1962** 120th TFS deactivated, returned to Air Guard status.

**\*October 1962** Construction of missile sites in Cuba, detected by USAF reconnaissance flight, brings U.S. and Soviets to brink of open confrontation.

**1963** COANG F-100s are refueled by KC-135s, an **ANG first that establishes the unit's capability to successfully deploy overseas.**

**May 1963** 138th AC&W radar towers erected on a site three miles east of Greeley. **Unit wins ADC's "A" award the following year, a first for a non-flying ANG unit.**