

June 1963 COANG performs summer field training for first time at Volk Field, Wis.

December 1963 COANG goes global, deploying their F-100s non-stop to Puerto Rico for "Operation Abbey Tower," landing at Roosevelt Roads Naval Station after KC-97 air refueling. Support personnel provided C-97 airlift. **Marks the first ANG overseas deployment.** The distance was greater than an eastern U.S. to Europe deployment and proved the feasibility of KC-97-supported deployments.

1964 Maj. Ron L. Jankovsky assumes command of 120th TFS; Unit supports "Operation Desert Strike" in California, JCS exercise "Operation Diamond Lil" and Alaska Army Command "Denali Eagle I" and "II" exercises in Alaska and "Operation Ready Go" in Germany.

1964-1965 140th TFW wins two consecutive USAF flying safety awards, an ANG first.

1965 138th AC&W Squadron in Greeley receives highest rating in ORI. **In the same year they provided key controller members for the ANG team competing at the USAF-ADC Inspection Weapons Meet (from which the ANG emerged victorious, another first).**

***March 25, 1965** ANG receives approval to display standard USAF marking on aircraft.

June 1965 Floods rage through Denver and eastern Colorado farming areas. In its state role, the COANG patrols disaster areas to prevent looting and helps Denver police in directing traffic. 233rd Mobile Communications Flight sets up communications facilities and helps the citizens of Deer Trail, Colo., dig out.

***July 1965** President Johnson orders a major build-up of American troops in South Vietnam; Two F-4C aircrews score first USAF aerial victories in SEA.

October 1965 Col. Williams promoted to brigadier general.

1966 Most BANGB service contract employees convert to air technician status; **Douglas C-54 Sky-master** received.

March 1966 138th AC&WS receives AFA's Citation of Honor for outstanding operational ability.

July 1, 1966 All flying operations cease at Lowry AFB and the handling and servicing of all transient aircraft becomes a COANG responsibility at Buckley ANG Base.

August 1966 Col. Joe F. Meis appointed assistant adjutant general for air; promoted to brigadier general in October 1966.

March 1967 140th rated C-1, highest possible readiness rating, in TAC ORI.

March 31, 1967 138th AC&WS becomes the first non-flying ANG unit to win the Air Force Outstanding Unit Award.

Summer 1967 140th is the first ANG unit to experiment with laser-guided bombs; Unit participates in "Operation Night Owl," a large night field training exercise at Fort Carson, Colo. With their C-47s rigged for flare drops, every pilot is qualified combat ready in night deliveries. **COANG becomes the first unit to participate and qualify in F-100 night-gunnery firing exercises.** Same scenario is successfully repeated later in 1967 at Fort Hood, Texas.

October 1967 Unit participates in 7,000-mile deployment to take part in NATO exercise "Deep Furrow" in Incirlik, Turkey, for 15 days. **Marks first time ANG fighter aircraft in a NATO exercise had used KC-135 tankers to refuel.**

Jan. 26, 1968 140th TFW and 120th TFS included in President Johnson's activations of 11 ANG units totaling more than 9,000 people in response to North Korean seizure of *USS Pueblo*. More than 2,000 Air Guardsmen eventually served in combat.

April 30, 1968 120th TFS, under the command of Lt. Col. Robert Cherry, deploys to Phan Rang AB, South Vietnam, becoming the first ANG squadron sent to a combat zone as a unit since World



Vietnam activation: In 1968, the 120th TFS became the **first ANG** squadron sent to combat as a unit.

War II. Using in-flight refueling, the unit's 20 F-100s make the 10,000-mile trip.

May 1968 Members of the 140th TFW deploy to Cannon AFB, NM, to train air liaison officers and forward air controllers for assignment in Vietnam.

May 8, 1968 COANG combat operations in Vietnam commence. **Lt. Col. Cherry and Maj. John France fly the first sorties by an ANG squadron committed to combat as a unit.**

***1968-1969** ANG units comprise more than three-fifths of total U.S. air power in Korea and provide four of USAF's 13 tactical fighter squadrons in Vietnam (making nearly 25,000 combat sorties and completing some 38,000 hours of combat flying).

1968-1969 During their one-year tour of duty in Vietnam, the 120th TFS compiled a remarkable record of flying 5,934 combat sorties (8,804 flying hours) while earning the distinction of having the lowest abort rate and the highest munitions reliability rate during their tour at Phan Rang AB. Most 35th TFW key supervisory positions held by COANG personnel by end of their tour. **For their SEA efforts the unit is awarded the Air Force Outstanding Unit Award with the "V" device for valor.**

***May 13, 1968** Three additional Air Guard units mobilized for Southeast Asia service.

December 1968 Air Force version of **A-7D Corsair** accepted.

Dec. 29, 1968 120th TFS pilot **Capt. Joe O'Neil** shot down and recovered near Bihn Thuy, South Vietnam.

1969 BANGB technicians convert to *excepted* civil service status (Title 32). USAF Aerospace Data Facilities construction begins at BANGB.

Jan. 26, 1969 Phan Rang AB perimeter infiltrated, leaving 15 U.S. personnel wounded, 16 Viet Cong dead and one V.C. captured.

Jan. 30, 1969 120th pilot **Maj. Clyde Seiler** flies squadron's 5,000th combat sortie over Vietnam.

March 28, 1969 Maj. Seiler killed when his F-100 crashes after being hit by enemy ground fire during a strafing mission in Vietnam.

April 3, 1969 120th TFS intelligence officer **Capt. Perry H. Jefferson** listed as missing in action in Vietnam after the light observation plane he was on failed to return from a mission. Exact circumstances of disappearance never determined.

April 11, 1969 Most squadron personnel return home to a huge welcoming party at Buckley ANGB.

April 30, 1969 Members of 140th TFW, 140th TFG and the 120th TFS deactivated at formal ceremonies and returned to ANG status.

May 1969 Sworn in by COANG personnel chief **Maj. Donald J. David, SSgt. Virginia McCann becomes first COANG female (non-nurse) member.**

June 1969 Lt. Col. France assumes command of 120th TFS.

***July 20, 1969** Astronaut Neil Armstrong walks on the moon.

December 1969 COANG provides relief assistance to Navajo Indian families in Farmington, NM.

The 1970s

May 1970 Colorado National Guardsmen assist Denver police during "Woodstock West" disturbances at Denver University.

1971 Back to Alaska, this time for "Punch Card XV" and "Ember Dawn." KC-135 refueling proved to be much more efficient for long-range deployments in marginal weather than KC-97 refueling. COANG also deploys again to Puerto Rico; **North American F-100D Super Sabre** received; **Lt. Col. William H. Neuens** assumes command of 120th TFS.

April 1971 Buckley ANGB awarded the **Rex Riley Transient Services award for outstanding transient maintenance and service, a first for an ANG base.** Base maintenance division commanded by **Lt. Col. Sidney Webb** at the time.

Late 1971 138th Tactical Control Flight (TCF) formed at Greeley ANG Station.

December 1971 Three Tactical Air Control Groups established east of the Mississippi River and three west of the Mississippi, each responsible to a regular USAF TCG located within each region. The 154th TCG is formed at BANGB under commander **Col. Richard E. Saltmarsh**, bringing a new dimension to the nation's inventory of military units enabling commanders to gain specific knowledge of enemy position and movements. 154th Tactical Air Control Center (TACC) at Buckley and 138th Tactical Control Squadron (TCS) at Greeley formed.

1972 Wing furnishes the command structure and three fighter squadrons for "Sentry Guard Strike IV," an ambitious and highly successful Army and Air Guard training exercise; **120th WF recognized as ANG outstanding weather flight.**

May 1972 Col. Winett A. Coomer appointed COANG chief of staff, promoted to brigadier general in April 1973.

***Aug. 28, 1972 Capt. Steve Ritchie** becomes first USAF ace in SEA by downing his fifth MiG-21 near Hanoi. He later joins the COANG.

1973 Lt. Col Robert Flick assumes command of 120th TFS.

***Jan. 27, 1973** Cease-fire agreement signed, ending U.S. involvement in the war in Vietnam.

March 1973 Vietnam War's first returning POWs arrive at BANGB.

***July 1973** United States' draft authorization ends.

July 1973 Col. Thomas Barfoot assumes command of 154th TCG.

Fall 1973 Word was received that the COANG would soon receive the new \$3.5 million A-7D. No exercises were planned since many maintenance people were immediately sent to A-7 technical school. The F-100s began leaving and the first A-7 arrived.

September 1973 Maj. Perry Jefferson, COANG Vietnam MIA, declared killed in action; **C-131B Convair** replaces COANG C-54.

Late 1973 154th TCG implements the "Hot Wheels" concept, the first in a series of combined air to ground operations designed to counter a simulated enemy attack. The highly successful exercises continued through 1979; deactivation of 140th Supply Squadron, activation of 140th Weapons System Security Flight and 140th Mobility Support Flight.

December 1973 First LTV A-7 Corsair II arrives at BANGB for ground training.

1974 Convair C-131 received.

April 1974 140th TFW becomes the second ANG unit to convert to the **A-7D Corsair II** tactical fighter. The A-7 replaced the unit's aging F-100 *Super Sabres*. A single-engine, single-pilot, close-air support aircraft, the A-7D is rated at the time as one of the most accurate navigation and weapons delivery systems ever developed by the USAF.

May 1974 Capt. Albert T. Sage killed in A-7 crash south of Pueblo.



New aircraft, new commander: In 1974, Col. John France assumed command of the 140th TFW and its new fleet of A-7 Corsairs from Brig. Gen. Walt Williams. 140th becomes first ANG A-7 unit to attain C-1 status.

July 1974 Col. John L. France assumes command of the 140th TFW. Promoted to brigadier general in February 1976.

August 1974 Capping a 42-year military career, 14 of which were spent as adjutant general for the state of Colorado, **Maj. Gen. Joe C. Moffitt** retires with full wing review honors.

***November 1974** F-15 delivered to TAC at Luke AFB, Ariz.

***December 1974** Tactical airlift transferred to MAC.

Becomes specified command in September 1977.

Late 1974 Fuel storage tank explodes at BANGB, killing five and injuring three people.

1975 BANGB employees convert to competitive civil service status (Title 5) under Lowry AFB service; **Brig. Gen. Joe F. Meis** selected as the **first Air National Guardsman** (although he retired in 1967) to serve in a civilian capacity as the **principle deputy assistant secretary of the Air Force for manpower, installations and reserve forces**; COANG receives A-7D simulator.

May 1975 140th TFW becomes the first ANG unit flying A-7Ds to attain full combat ready status, attaining "C-1" rating less than one year after receiving new aircraft.

June 1975 Brig. Gen. Walter Williams retires after 32 years of military service, 28 with the ANG; **Col. Harry A. Serra** appointed assistant adjutant general (air), promoted to brigadier general in June 1976.

1976 120th WF receives Collens Award as ANG outstanding weather flight.

February 1976 Wing increases its viability as a member of the total force through the joint readiness exercise "Bold Eagle."

March 1976 BANGB Air Installation Compatible Use Zone (AICUZ) study presented at Aurora public meeting.

April 1, 1976 154th TACC deactivated, 154th Tactical Control Flight (TCF) (renamed 139th TCF in July 1982) activated at Peterson AFB in Colorado Springs.

1976 Bicentennial activities conducted throughout the year.

July 1976 COANG assists in aftermath of Colorado's Big Thompson flood; Unit participates in simulated war game "Red Flag VI," at Nellis AFB, Nev.

August 1976 First annual COANG Family Day held at Elitch's Amusement Park.

1977 Buckley ANGB Contrails receives first place in NGA annual newspaper contest; 140th TFW operationally readies its entire fleet of 18 A-7s in six hours, successfully passing first NGB no-notice aircraft generation test.

September 1977 140th TFW deploys to Gilze-Rijen AB, Netherlands, as a part of exercise "Coronet Ante" in support of NATO exercise "Reforger." **Unit is the first USAF or ANG unit to deploy to a Dutch owned and operated base. The success of this deployment resulted in the 140th TFW being awarded another AFOUA.**

October 1977 140th TFW is first ANG unit to take part in an operational test of the ground laser locator designator.

1978 Lt. Col. Jack Rosamond assumes command of 120th TFS.

January 1978 Col. Jack D. Abercrombie assumes command of 154th TCG.

February 1978 Col. Monroe G. Mathias appointed COANG chief of staff and promoted to brigadier general a year later.

May 1978 Maj. Joseph B. Mandell dies in A-7 crash west of Kit Carson, Colo.

***July 27, 1978** ANG Professional Military Academy named I.G. Brown Professional Military Education Center in honor of Maj. Gen. I.G. Brown.

August 1978 154th TCG joins other National Guard, Army and Air Force elements in "Brave Shield 18," a Joint Chiefs of Staff exercise headquartered in Colorado Springs.

December 1978 140th TFW begins "Coronet Cove" rotational deployments (once every 18 months) to Howard AFB, Republic of Panama, to support the defense of the Panama Canal. Deployments have continued through the 1980s.

1979 Lt. Col. John B. Stone assumes 120th TFS command; **140th TFW among first units to modify**

their aircraft with "Pave Penny" laser target identification system; 138th TCF receives AFOUA for period from January 1977 to June 1978.

***January 1979** F-16A delivered to TAC at Hill AFB, Utah.

February 1979 Capt. Dennis E. Klock killed in A-7 accident in eastern Colorado.

March 1979 154th TCG receives AFOUA for period beginning January 1977.

April 1979 Capt. Harold M. Cochran dies in A-7 crash at Fort Carson bombing range.

June 1979 Two T-43As, the military equivalent of a Boeing 737-200, reassigned from ATC resources to Operating Location AA (OL-AA) at Buckley ANGB.

July 1, 1979 OL-AA officially assumes USAF Academy Airmanship program responsibilities. **COANG is the only ANG unit tasked to directly support any of the military academies. Unit given secondary role of providing MAC airlift.**

August 1979 Brig. Gen. France appointed as adjutant general of the state of Colorado, continues to serve as 140th TFW commander.

September-October 1979 Wing deploys entire squadron of 24 aircraft for a period of 30 days for "Coronet Rider" at Merzifon Air Base, Turkey, as a part of NATO exercise "Display Determination." **Becomes the first ANG unit to deploy under "bare base" conditions in which only a runway and water supply are provided. A-7 Number 001 (Cihanda Suhl), flown by Brig. Gen. France, clocks total of 25,000 flying hours during Turkey deployment.**

November 1979 Col. William H. Neuens appointed assistant adjutant general (air), promoted to brigadier general in May 1980.

The 1980s

March 1980 "Sentry Aspen Flag," a composite-force training exercise, hosted by 120th TFS at BANGB.

June 1980 120th TFS returns to Panama for second "Coronet Cove" rotation; COANG personnel and equipment called to active duty to battle several forest fires around the state.

***July 1980** First KC-10 flight.

July 1980 140th TFW receives AFOUA for Gilze-Rijen deployment in 1979, making unit the first ANG organization to hold three such honors.

December 1980 COANG hosts "Aspen Flag II" at BANGB. Gov. Richard D. Lamm takes orientation flight in F-15 Eagle.

1981 Lt. Col. Wayne L. Schultz assumes 120th TFS command; 154th TCG elements participate in "Black Hawk IV" in Panama, "Team Spirit '81" in Korea and "Border Star '81" in El Paso, Texas.

January 1981 154th TCG and COANG state staff take part in "Brim Frost" at Eielson AFB, Alaska. The joint Army and Air Force exercise was designed to test the readiness of American military forces against attack from the North.

Jan. 6, 1981 40th Anniversary of the Colorado Guard pre-World War II muster. Reunion of the 120th Observation Squadron held during January Unit Training Assembly.

March 1981 140th TFW participates in "Exercise Cloverleaf," a mobility exercise simulating the wing's deployment to its Checkered Flag training base.

April 1981 Col. James Hall promoted to (brevet) brigadier general.

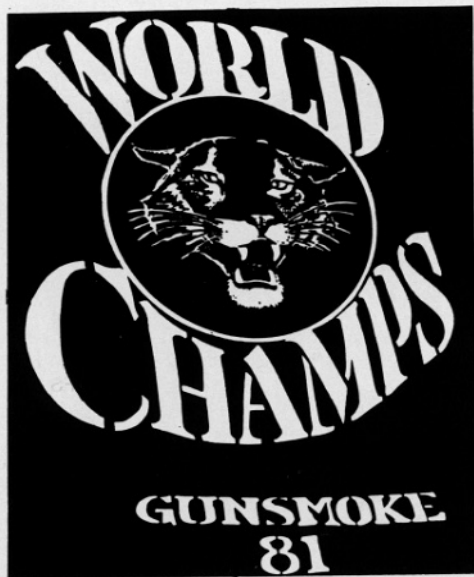
June 3, 1981 Tornado funnel touches down in Thornton. Members of both Air and Army National Guard assist state and local law enforcement officers in preventing looting and aiding in traffic control.

June 1981 140th TFW deploys to its PFTS in Gulfport, Miss., successfully passes ORI.

July 1981 Members of the 154th TCF and the 154th TCG provide assistance to the Forest Service fighting forest fires which plagued the state in late July.

July 30, 1981 Colorado Gov. Lamm travels to Tomb of the Unknown Soldier, Arlington National Cemetery, to present and permanently display the state's highest award, the *Colorado Meritorious Service Medal*, in commemoration of Colorado's war dead.

September 1981 "Gunsmoke '81" and another BIG first. Wing takes honors as *Top Team* in "Gunsmoke '81," the USAF's Worldwide Tactical Air-to-Ground Gunnery Meet at Nellis AFB. In addition, Lt. Col. Wayne L. Schultz captures the *first-place Top Gun* award, the highest individual prize of the competition, and the 140th TFW earns the title of *World Champions*, both ANG *firsts*. Other team members included third-place finisher Capt. Lawrence Sittig, Maj. Joseph M. Thomas, Capt. Charles C. Betts and back-up pilot Capt. Larry R. Sadler. Coinciding with "Gunsmoke '81" deployment, 140th TFW acts as main strike force for "Maple Flag '81," a joint forces exercise at Canadian Forces Base, Cold Lake, Alberta.



Top Guns: In an unprecedented display of ANG superiority, the 120th TFS *bested all comers* in the USAF's Worldwide Tactical Air-to-Ground Gunnery Meet in 1981.

Sept. 20, 1981 BANGB hosts *COANG '81*, an open house dedicated to Colorado Guardsmen and their families.

December 1981 140th TFW operations deputy Lt. Col. George A. Franzen promoted to colonel, replaces Brig. Gen. France as commander of 140th TFW. Col. Franzen promoted to brigadier general in June 1983. Brig. Gen. France continues to serve as adjutant general; **BANGB receives USAF Organizational Excellence Award:** Col. Sal Villano, Jr. assumes command of 154th TCG.

March 1982 140th TFW deploys to Panama in "Coronet Cove" exercise; Col. Jack M. Rosamond appointed COANG chief of staff.

June 1982 Brig. Gen. France promoted to major general.

July 1982 COANG assists in aftermath of the Estes Park flood after Lawn Lake dam breaks; 154th TCF in Colorado Springs redesignated the 139th Tactical Control Flight.

August 1982 140th TFW deploys to Elmendorf AFB, Alaska, for "Operation Midnight Sun." Unit also hosts "Loadeo '82" an ANG A-7D munitions loading competition in which the 140th placed second.

September 1982 Two seat LTV A-7K Corsair model arrives.

October 1982 Lt. Col. Wayne Schultz receives the *Chennault Award* at the Air Force Association convention in Washington, D.C. as the *Outstanding Aerial Warfare Tactician for 1982, a COANG first*.

December 1982 More than 100 members of the Colorado Air National Guard mobilized during the "Blizzard of '82"; new base supply complex (Bldg. 841) opened and dedicated in honor of CMSgt. John Plunkett.

1983 138th TCF receives the NGA's *Outstanding Communication-Electronics Unit Award*. Unit also receives *AFOUA* for period from February 1981 to February 1983.

February 1983 Elements of 154th TCG support "Ahaus Tara" ("Big Pine I") in Honduras.

March 1983 139th TCF moves from Peterson AFB to BANGB.

June 1983 Col. George Franzen promoted to brigadier general.

July 1983 T-43s become "stand alone" unit designated OL-BB; Lt. Col. Melvin J. Walden assumes command; Col. Donald J. David appointed assistant adjutant general (air), promoted to brigadier general in November 1983; "Midnight Sun II" deployment to Alaska by 120th TFS.

August 1983 More than \$1.3 billion in gold bullion shipped through Buckley ANG Base to the Denver Mint. In conjunction with Lowry AFB, the COANG hosts an open house at Buckley ANGB featuring the USAF Thunderbirds and the 1981 *World Champion Gunsmoke Team*. **Event draws over 300,000 people, the largest attendance at any one-day event in the state's history.** 140th TFW deploys to Panama as part of "Coronet Cove."

***Oct. 25, 1983** USAF joins Grenada rescue operation.

October 1983 Capt. Charlie Betts takes first place honors as *Top Reserve Forces Pilot* and *A-7 Top Gun* award in *Gunsmoke 83*. Team finishes in fifth place, ahead of all other ANG and USAF Reserve teams.

November 1983 140th TFW takes part in "Red Flag" training at Nellis AFB, Nev.

***January 1984** First F-15 delivered to USAF Reserve at Hill AFB, Utah.

***February 1984** USAF selects F-15 as its dual-role fighter aircraft.

May 1984 COANG assists NGB to produce national recruiting film, *Air Guard Experience* (film later earns three *Gold Camera Awards* and many other distinctions); Wing deploys to Gulfport, Miss., PFTS for successful five-phase ORI.

June 1984 140th TFW deploys to Panama in support of "Coronet Cove."

October 1984 140th TFW joins Nebraska ANG in "Coronet Bronco" deployment to Turkey. Unit deploys to Eskisehir AB with 12 Colorado ANG A-7s and 9 Nebraska ANG RF-4Cs to take part in "Display Determination," a NATO exercise.

1985 Lt. Col. Clifford Montgomery assumes 120th TFS command.

January 1985 OL-BB's T-43 aircraft used to airlift medical and other supplies for famine victims of North Africa; BANGB refurbished dining hall (Bldg. 704) is dedicated and named in honor of Maj. Gen. Joe C. Moffitt.

May 1985 Maj. Gen. John L. France elected president of *Adjutants General Association of the United States, a COANG first*.

July 1985 Plaque honoring the casualties of the 120th TFS during its Vietnam activation dedicated in front of F-100 static display at BANGB main gate.

August 1985 140th TFW deploys to Volk Field, Wis., taking 24 A-7s and more than 600 people. Wing

receives highest ORI rating.

September 1985 140th TFW takes part in "Rocky Mountain '85," a combined Colorado Air and Army National Guard exercise at Fort Carson.

***September 1985** U.S. Space Command activated at Peterson AFB, Colo.

October 1985 Two additional T-43A aircraft, configured for passengers, assigned to OL-BB to support MAC mission; Maj. John F. Painter receives the *TAC Aircrew Distinction Award* for saving an A-7D during an in-flight emergency.

December 1985 Buckley ANGB hosts nuclear, biological and chemical center operations course, presented by NATO and Allied Command Europe (ACE). *First time offered outside Europe.*

1986 Lt. Col. Mason C. Whitney assumes 120th TFS command.

January 1986 36 pilots from the 120th TFS go to Key West, Fla., *the first time an ANG unit and participated in U.S. Navy water survival training;* COANG's C-131 formally retired.

Spring 1986 COANG newspaper *Contrails* takes first place in *USAF 30th annual media contest* and second place in *DoD Thomas Jefferson Awards* competition.

***April 15, 1986** F-111s based at RAF Lakenheath, England, conduct air strikes against Libya in response to Libyan-sponsored terrorist acts.

May 1986 "Sentry Bronco" exercise at Hickam AFB, Hawaii.

June 1986 "Sentry Independence" exercise at Volk Field Wis.; 140th TFW deploys to Panama in support of "Coronet Cove" activities.

September 1986 "Maple Flag" exercise at Canadian Forces Base, Cold Lake, Alberta.

August-October 1986 139th TCF, with augmentees from 154th TCG, becomes *first ANG FACP* to deploy to Honduras in support of JCS exercise "Poker Buff."

1987 Two aircraft control and warning units in Puerto Rico assigned to 154th TCG.

March 1987 140th TFW satisfactorily passes UEI by TAC's 12th AF inspection team.

April 1987 Wing makes "Coronet Cove" deployment to Panama, taking part in joint forces exercise "Pegasus" at Goloson AB, Honduras.

June 1987 139th TCF deactivated; 227nd Air Traffic Control Flight activated as a unit of the 154th TCG.

July 1987 Col. Jerry Bowling appointed assistant adjutant general (air) and promoted to brigadier general in June 1988.

October 1987 COANG's Capt. Dean McDavid takes first place honors as the *A-7 Top Gun* in "Gunsmoke '87." Wing finishes sixth overall, ahead of two F-16 units and all F-4 and A-10 units. **Colorado also takes honors as Top A-7 Weapons Load Team and Top A-7 Maintenance Team.**

December 1987 Perry Mason television movie, *The Case of the Avenging Ace* filmed at BANGB using COANG aircraft and extras.

1988 Lt. Col. Lawrence A. Sittig assumes command of the 120th TFS.

January 1988 140th TFW returns to Panama for "Coronet Cove"; Col. Donald O. Neary appointed COANG chief of staff.

April 1988 COANG's SMSgt. James R. Sanford recognized as one of eight outstanding Air National Guardsmen.

May 1988 BANGB Bldg. No. 730 dedicated as new \$1.7 million home of the 154th TCG and 227th ATCF.

September 1988 Lt. Col. James N. Hagenson assumes command of 154th TCG.

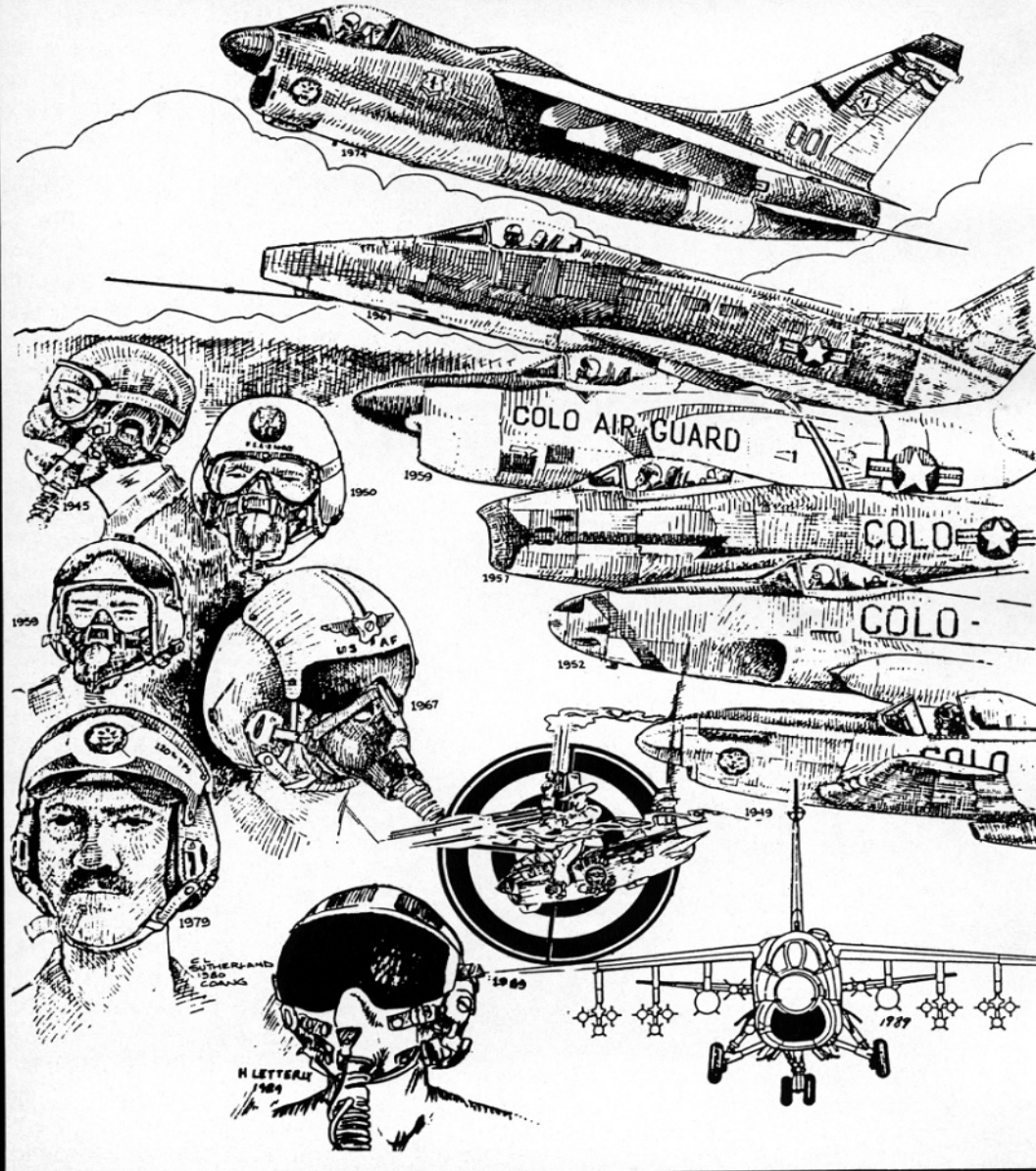
September-October 1988 Full five-phase ORI at Volk Field, Wis., successfully passed by 140th TFW.



COANG veterans: Initially received in early 1961, North American F-100 *Super Sabres* admirably served the Colorado Air National Guard for more than a decade. Aircraft montage on facing page by COANG artists Larry Sutherland and Hugh Letterly.

Aircraft

WORLD CHAMPS





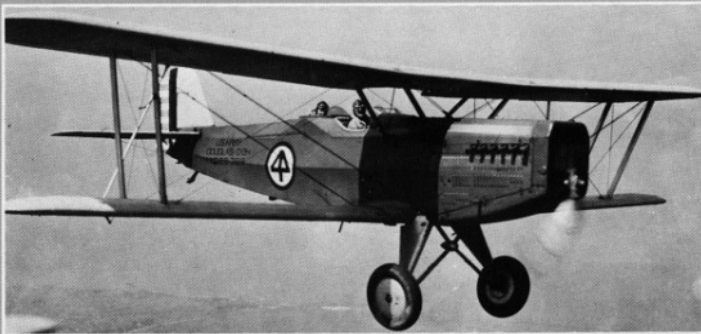
Curtiss JNSE Jennie (1924-1927)



Douglas O-2C (1926-1928)



Consolidated PT-1 (1927-1931)



Douglas O-2H (1928-1934)



Consolidated O-17 Courier (1930-1935)

The Aircraft

As Colorado Air Guardsmen, there is not one of us who does not look up as one of our aircraft takes to the air, makes a low pass or pitches out to land. We are all intrigued by the power, beauty and allure of aircraft and flying . . . whether we happen to be a pilot, security policeman, support troop, medic, tactical controller, whatever. Each time we look to the sky and see one of "our birds," in that instant our emotions and pride are captured by the history of the moment.

The 140th Tactical Fighter Wing began more than 60 years ago with the formation of the 120th Observation Squadron. The unit received its first aircraft, **Curtiss JNSE Jennies**, in crates. They took to the air June 1924 at Old Lowry Field near East 38th Avenue and Dahlia Street in Denver. The Colorado "Cougar" has adorned aircraft of the Colorado Air National Guard ever since. It was a wondrous, adventurous time for aviation. There were first flights to make . . . air races to win . . . new records to be set. Air shows were born and Colorado's "iron men in their wooden ships" participated.

The 120th progressed through many observation-type aircraft in its formative years and moved to Stapleton Field in 1938. Many of the unit's mission aircraft are depicted in color at the beginning and end of *Colorado Pride*, part of the fine original art series painted by Jim Potter for this book. Using its **North American O-47A** aircraft, the squadron — as a reconnaissance unit — performed photography, observation and anti-aircraft artillery support duties during World War II.

After the war the unit, now located at Buckley Field, was rich in surplus aircraft of many types including the reliable **P-51 Mustang** and the **Douglas A-26 Invader**.

When the U.S. entered the Korean War in 1951, Colorado pilots were called to duty. Soon, the jet engine came into being, changing air combat forever. The jet age officially began for the Colorado Air National Guard in 1953 with the **Lockheed F-80 Shooting Star** and the COANG aviation saga continued on through the decade and the fabulous *Minute Men* era with the **North American F-86 Sabre Jet**.

The early 1960s saw conversion to the **North American F-100 Super Sabre**, an aircraft that took Colorado's Air Guard through two activations, including a tremendously successful proof of airpower capability at Phan Rang AB, Republic of Vietnam, in the late 1960s. As the F-100D was phased out in the early 1970s, sophisticated advances in military technology thrust the Colorado Air Guard into a new era of tactical air support with the **A-7D Corsair II** in 1974. It was the first time that Colorado had received production-line aircraft. At the time, the A-7 was rated as one of the most accurate weapons delivery sys-



Douglas O-38 (1933-1935)

Jennies to Jets Gallery of Fame

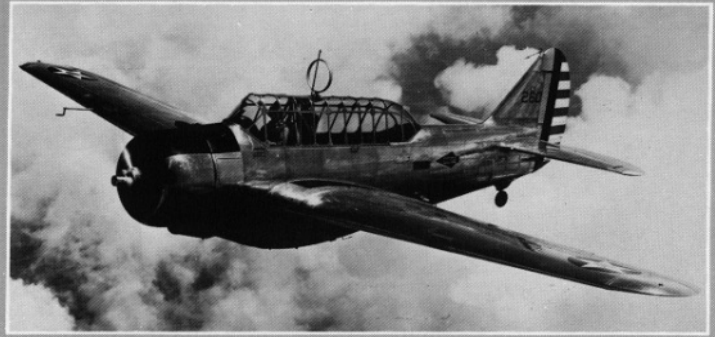
tems ever developed by the Air Force.

The many other airplanes "owned" by the unit as support, utility or general purpose aircraft included the venerable **Douglas C-47 Gooneybird**, the **Douglas C-54 Skymaster** and the **Convair C-131 Samaritan**, as well as today's **Boeing T-43A**, the military version of a Boeing 737.

When the F-16, an improved version of the A-7 or some other aircraft eventually comes to the Mile High Militia, it will take its place beside these significant members of the COANG *Jennies to Jets* Gallery of Fame.

- 1924-1927** *Curtiss JNSE *Jennie*
- 1926-1928** Douglas O-2C
- 1927-1931** *Consolidated PT-1
- 1928-1934** *Douglas O-2H
- 1930-1935** *Consolidated O-17 *Courier*
- 1933-1935** *Douglas O-38/O-38E
- 1935-1938** *Thomas-Morse O-19E
- 1935-1938** Douglas BT-1 (O-2K)
- 1938-1943** *North American O-47A
- 1940-1944** Beech C-43 *Traveler*
- 1941-1957** North American BC-1A (AT-6 *Texan*)
- 1941-1943** Vultee-Stinson O-49 *Vigilant* (L-1A)
- 1942-1943** Bell P-39 *Airacobra*
- 1942-1943** Curtiss P-40F *Warhawk*
- 1943-1945** Cessna UC-78 *Bobcat*
- 1943-1948** Vultee-Stinson L-5
- 1946-1953** *North American P-51D *Mustang*
- 1946-1966** *Douglas C-47 *Skytrain* (*Gooneybird*)
- 1946-1952** Douglas A-26 *Invader*
- 1949-1960** Beech C-45 *Expeditor* (*Bug Smasher*)
- 1953-1965** Lockheed T-33A *Shooting Star*
- 1953-1957** *Lockheed F-80A/C *Shooting Star*
- 1955-1960** *North American F-86D/F/E *Sabre Jet*
- 1960-1961** North American F-86L *Sabre Jet*
- 1961-1971** *North American F-100C *Super Sabre*
- 1961-1972** North American F-100F *Super Sabre* (two-seat)
- 1966-1975** *Douglas C-54 *Skymaster*
- 1971-1974** North American F-100D *Super Sabre* (*Hun*)
- 1974-pres.** *LTV A-7D *Corsair II*
- 1974-1986** Convair C-131 *Samaritan*
- 1979-pres.** *Boeing T-43A
- 1982-1987** LTV A-7K *Corsair II* (two-seat)

*Represented in artist James Potter's original, "mission-aircraft" series for this publication (introductory and final pages of *Colorado Pride*).



North American O-47A (1938-1943)



Beech C-43 *Traveler* (1940-1944)



North American AT-6 *Texan* (1941-1957)



North American BC-1A (1941-1957)



Vultee-Stinson O-49 *Vigilant* (L-1A) (1941-1943)



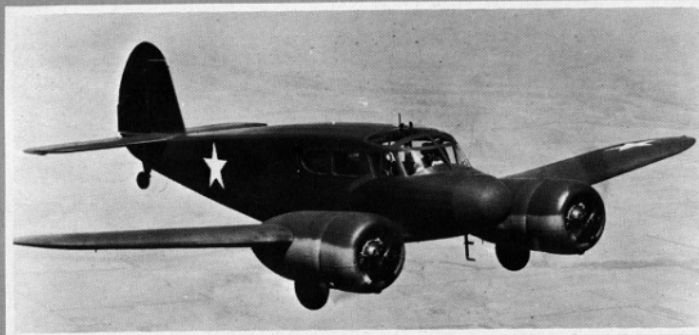
Thomas-Morse O-19E (1935-1938)



Bell P-39 Airacobra (1942-1943)



Curtiss P-40F Warhawk (1942-1943)



Cessna UC-78 Bobcat (1943-1945)



Vultee-Stinson L-5 (1943-1948)



North American P-51 Mustang (1946-1953)

Jennies to Jets Gallery of Fame



Beech C-45 Expeditor (1949-1960)



Douglas A-26 Invader (1946-1952)



Lockheed F-80 Shooting Star (1953-1957)



Douglas C-47 Gooneybird (1946-1966) Yes, Virginia, there is a General Moffitt

Jennies to Jets Gallery of Fame



North American F-86E Sabre Jet (1955-1960)



North American F-86D Sabre Jet (1957-1960)



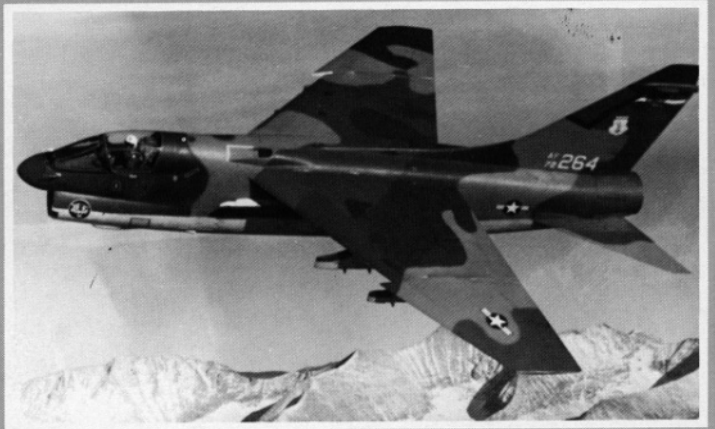
North American F-100C Super Sabre (1961-1971)



North American F-100F Super Sabre (1961-1972)



Douglas C-54 Skymaster (1966-1975)



LTV A-7D Corsair II (1974-pres.)



Convair C-131 Samaritan (1974-1986)



Boeing T-43A (1979-pres.)



LTV A-7K Corsair II (1982-1987)

A-7 Corsair II

The A-7 *Corsair II* is a subsonic, single-engine attack aircraft developed originally to meet Navy requirements for a carrier-based, light-attack aircraft. The aircraft first flew in September 1965 and the A-7D Air Force version was first accepted in December 1968. Once again — as with the F-4 *Phantom* — the Air Force had adapted a Navy aircraft to its purposes. The USAF version of the A-7 incorporated many changes and earned nicknames such as "Little Hummer" or "SLUF" (Short Little Ugly Fellow). Destined to replace the aging F-100, the A-7 was the first subsonic fighter-type aircraft acquired by the Air Force in 20 years.

When the A-7D went into combat, it was required to operate in many high-threat areas; it had a much higher survivability than either the F-4 or F-105. This was primarily because of the sophistication of its on-board systems, allowing a pilot to take evasive action throughout the bomb run while the aircraft's computer makes constant corrections to the bomb release point and to the additional protective armor the Air Force had specified to shield sensitive areas of the air frame and systems.

USAF A-7Ds were based at England AFB., La.; Myrtle Beach, S.C.; Korat RTAB, Thailand; Davis Monthan AFB, Ariz.; and Nellis AFB, Nev. ANG deliveries began in 1973 at Buckley ANG Base. There are now 14 ANG units and one USAF unit operating more than 450 A-7 aircraft.

You have to sit in the cockpit to appreciate that the A-7 is not really a small aircraft. Wingspan is 38.75 feet, length — 46.1 feet, height — 16.1 feet, with a maximum speed of 698 mph at sea level and a service ceiling of 51,000 feet.

The A-7D carries 1,425 gallons (9,600 pounds) of internal fuel and drop tanks that can be added to carry an additional 1,200 gallons (8,000 pounds). Maximum gross weight at takeoff on a typical combat mission with full fuel and ordnance is 42,000 pounds. With a typical fuel load and practice ordnance at Buckley ANGB, normal take-off weight is 31,000 pounds.

According to manufacturer Vought, the A-7D is designed for a service life of 4,000 flight hours and a load factor of 7 Gs at a combat weight of 29,575 pounds. The cockpit is intended to be man-efficient with fairly good visibility, roominess and ease of occupancy. Radar scope, projected-map display and electronic countermeasures (ECM) are located to the sides of the main instrument panel, preserving pilot scan of basic instruments. The heads-up display (HUD) provides aiming symbology and permits the pilot to display flight parameters in front of him. The exceptional accuracy of aim for weapons delivery is one of the A-7's strongest assets.

The A-7D is powered by the Allison TF-41-A-1 engine rated at 14,250 pounds thrust. Vought says this engine was selected for optimum low-altitude performance, shorter take-off distances, increased pop-up capability, higher cruise ceilings and speeds, and increased maneuverability. TF-41-powered A-7s are a vast improvement over earlier models, but are still considered underpowered by some. An extra advantage, however, is derived from the turbo-fan engine and its cooler exhaust gases at the tailpipe — providing major advantages in terms of increased survivability against heat-seeking missiles.

The A-7 navigation/weapon delivery system frees the pilot of most constraints previously imposed by manual bombing, augments his ability to find targets and permits random attacks against arbitrary maneuvers. The system can generate guidance to other targets or back home by the safest route. Before the A-7, no other aircraft was designed with so sophisticated a computerized system to enable its pilot to navigate to the tar-

get and deliver his ordinance. The heart of the system is the IBM navigation/weapon delivery system (NWDS) which includes a tactical computer, inertial measurement set (IMS), Doppler radar system, forward looking radar (FLR), air data computer, heads-up display, armament station control unit (ASCU) and projected map display set (PMDS).

The PMDS reproduces an actual map-in-motion, coinciding with the aircraft's to guide the pilot. This masterpiece of aerial wizardry uses a full-color projection of a standard aeronautical chart film of the region, reproduced on 35mm film. In response to computer signals, the PMDS moves the film to keep the aircraft's present position on the map. This kind of moving road map is available in the latest strike aircraft such as the European Tornado, but when the A-7 received it, no other aircraft had it. In the 1960s, A-7 pilots pioneered terrain-hugging, computerized navigation and pinpoint low-level ordnance delivery capabilities which have become routine in the 1980s. Computer software products have been modified and updated with new programs for the A-7 computer to reflect state-of-the-art technologies.

The A-7D has a 20mm, M61A1 six-barrel rotary Vulcan cannon mounted in the left side of the fuselage and routinely carries two AIM-9 *Sidewinder* heat-seeking missiles on fuselage launch rails. For passive electronic warfare, the A-7D has been modified to carry the Goodyear ALE-40 chaff/flare dispenser. An encyclopedia could be written about the various kinds of ordnance which can be carried beneath the six pylons on triple and multiple ejector racks (TERs and MERs). The wide range of conventional weapons carried can weigh from more than 15,000 pounds up to a maximum of 20,000 pounds. On longer missions the A-7 can carry two drop tanks and ten Mark 82s (500-pound bombs). For shorter missions, drop tanks are not necessary and the A-7 can carry 18 Mark 82 bombs. The A-7 also carries 1,000-pound Mark 83 and 2,000-pound Mark 84 bombs, napalm, rockets and various types of cluster bomb units (CBU). The diverse ordnance loads carried by the A-7 have ranged from the anti-shipping mines used in Haiphong Harbor to the TV-guided AGM-62 *Walleye* glide bomb and AGM-65 *Maverick* missile.

ANG A-7Ds have been retrofitted with the Pave Penny laser target designator, housed in a distinct flaring under the nose intake. All A-7s have been fitted with automatic maneuvering flaps (AMF) for improved performance and handling at critical altitudes and airspeeds. Some A-7Ds and two-seat A-7Ks have also been modified with LTV's forward-looking infrared (FLIR) receiver which provides enhanced night attack capability.

In walking around an A-7 parked on the ramp, one is impressed that the SLUF isn't as little as it was supposed to be. While far from graceful, the A-7 isn't as ugly as it was supposed to be either! After all, as most fighter pilots know, ugly is only a relative term anyway.

Maj. Mike Paradise

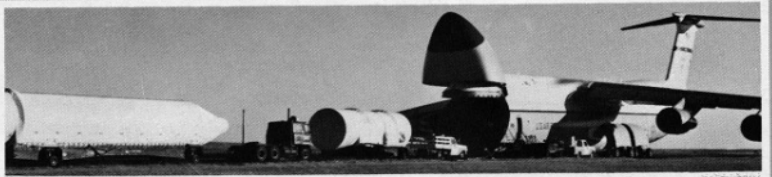
The Short Little Ugly Fellows: LTV A-7 *Corsair II*s.



Visitors . . .

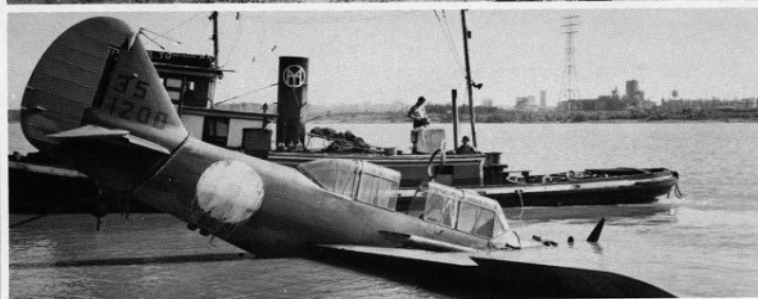
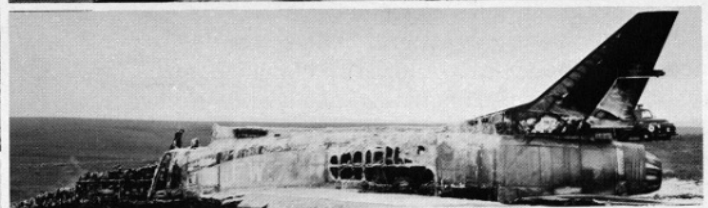


Buckley transients: Clockwise from upper right . . . SR-71 Blackbird, C-5A Galaxy, F-15 Eagle, E-3A Sentry Airborne Warning and Control System, A-4 Skyhawk USN Blue Angels, Super Guppy and an F-100 USAF Thunderbird.



Oops . . .

There are old pilots and there are bold pilots . . .
Clockwise from right . . . JNSE Jennie (1920s), O-47 (1941), Wynn Coomer's F-100 Super Sabre (1973), F-100 (1960), O-47 (1941), O-19 (1938).





COANG Units, Then and Now: A-7 Corsair II on the Nellis AFB flightline, "Gunsmoke '87" (above); Det. 1's T-43 at Buckley ANGB, 1980s and the 138th TCF's TPS-43E radar in Honduras (facing page).

COANG Units



Headquarters, Colorado Air National Guard

Assistant Adjutant General (Air): Brig. Gen. Charles J. Bowling

Extended federal recognition on Nov. 1, 1951, Headquarters, Colorado Air National Guard is located in the State Headquarters, 300 Logan St., Denver, with additional offices in Building 801, Buckley Air National Guard Base. Its assigned mission is to advise and assist Colorado state authorities in the administration, logistics, training and operation of the Air Forces of the state. This includes planning and employment of the Air National Guard for state missions.

In the chain of command, all units of the Colorado Air National Guard are subordinate to Headquarters, COANG. The "state staff," as it is also known, reports to the Air National Guard Support Center, Andrews AFB, Md., upon mobilization.

State staff members assist subordinate units in maintaining a high state of combat readiness through the conduct of staff assistance visits, and by periodically assuming the roles of inspectors and evaluators for self-inspections or operational readiness exercises. In order for individuals in the unit to maintain a high level of competence, members attend a variety of Air Force schools and seminars as well as deploying with subordinate units as exercise participants, rather than evaluators.

Headquarters, Colorado Air National Guard is committed to

maintaining the record of excellence set by all units under its command and control.

Assistant Adjutants General for Air

| | |
|--------------------------------------|---------------------|
| Brig. Gen. Joe F. Meis | Aug. 1966-Dec. 1967 |
| Col. Gale D.V. Stevens | Aug. 1971-May 1972 |
| Brig. Gen. Harry A. Serra | June 1975-Oct. 1979 |
| Brig. Gen. William H. Neuens | Nov. 1979-June 1983 |
| Brig. Gen. Donald J. David | July 1983-July 1987 |
| Brig. Gen. Charles J. Bowling | July 1987-Present |

Chiefs of Staff, COANG

| | |
|-------------------------------------|----------------------|
| Maj. Gen. Stanford Gregory | Jan. 1950-Dec. 1967 |
| Brig. Gen. Winett A. Coomer | May 1972-April 1978 |
| Brig. Gen. Monroe G. Mathias | Feb. 1978-Feb. 1982 |
| Col. Jack M. Rosamond | March 1982-Jan. 1988 |
| Col. Donald O. Neary | Jan. 1988-July 1988 |
| Col. Orville Hollenbeck | July 1988-Present |



Col. Victor J. Hoops
Col. Donald O. Neary
Lt. Col. Duwayne Ebertowski
Lt. Col. James A. Evans
Lt. Col. Harold R. Smethills

Maj. Don I. Bash
Capt. Thomas C. Schultz
1st. Lt. Daniel C. Candelaria
2nd. Lt. Nora L. Nettles
CMSgt. Joseph R. Ashby

CMSgt. Richard I. Burch
SMSgt. Robert L. Bailey
SMSgt. John P. Candelaria
MSgt. Estelle Arvanetaki
MSgt. Anthony C. Regalado
MSgt. Keith Smith
MSgt. Arlo D. Sorheim

Past and present . . .

Assistant Adjutants General for Air

- Brig. Gen. Joe F. Meis
- Col. Gale D.V. Stevens
- Brig. Gen. Harry A. Serra
- Brig. Gen. William H. Neuens
- Brig. Gen. Donald J. David
- Brig. Gen. Charles J. Bowling

Past and present . . .

Chiefs of Staff, COANG

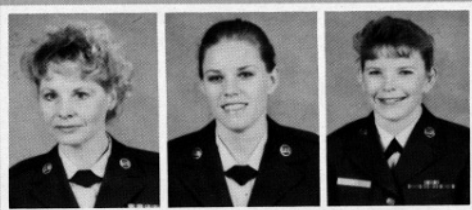
- Maj. Gen. Stanford W. Gregory
- Brig. Gen. Winett A. Coomer
- Brig. Gen. Monroe G. Mathias
- Col. Jack M. Rosamond
- Col. Donald O. Neary
- Col. Orville Hollenbeck





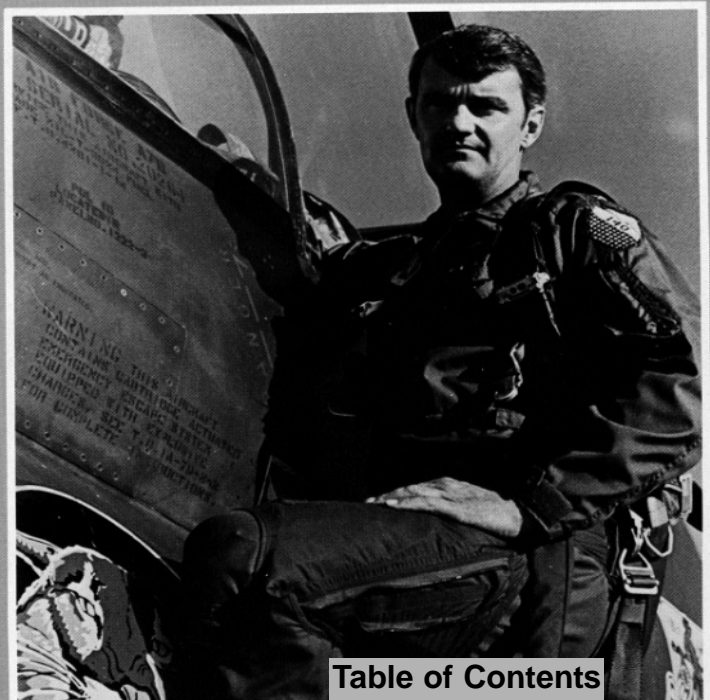
Colorado's National Guard Armory: Located at 300 Logan St., Denver (shown here in 1940), the armory was the site of the Air Guard's first post-war drills. The property was sold in 1989 to KUSA (Channel 9); a COANG Headquarters move is forthcoming.

A helping hand from 300 Logan Street . . .



TSgt. Sally A. Eley
 TSgt. Christy L. Morse
 SSgt. Julia C. Hartin

The Adjutant General: Maj. Gen. John L. France has served as TAG since August 1979.



There is no limit to the goal you can do if you don't care who gets the credit.

Gen. George C. Marshall

Our tusks are always sharp

The fox, finding the boar sharpening his tusks upon a tree, asked why he is doing that when there is no danger. "When danger comes," responds the boar, "it will behoove me not to sharpen my tusks, but to use them."

Aesops Fable on the Adjutant General's wall

140th Tactical Fighter Wing

Commander: Brig. Gen. George A. Franzen, Jr.

The 140th Tactical Fighter Wing has a rich history of service and is recognized as one of the top units in the nation. The wing's history fills the pages of *Colorado Pride*, beginning with its combat-arm-subordinate 120th Tactical Fighter Squadron's origins in the early 1920s. Additional information about wing activities can be found throughout the decade chapters of this book.

The primary mission of the wing is to provide overall supervision and necessary advisory assistance to ensure the wing and Colorado Air National Guard assigned units, including the 120th TFS, maintain a high state of combat readiness. The wing is additionally responsible for establishing and maintaining war readiness material to provide supplies to the tactical squadron when it is deployed.

Wing operating location OL/GR operates the airburst air-to-ground gunnery range and is stationed at Peterson Air Force Base, with a duty location at Fort Carson, Colo. The airburst range's primary mission is to supply realistic training situations and opportunities for the wing and any other unit that requires the use of an air-to-ground gunnery range. Primary user of the range is the 120th Tactical Fighter Squadron.

Following the war, in 1946, the Colorado Air National Guard was formed as a separate air arm of the state's National Guard. Its first unit, and the first to obtain federal recognition nationally, was the newly reorganized 120th Fighter Squadron. The 140th Fighter Group — the unit which would later become The 140th Tactical Fighter Wing — was formed on May 26, 1946, and federally recognized on Oct. 1 of the same year. The 86th Fighter Wing was redesignated as the 140th Fighter Wing and federally recognized on Nov. 1, 1950.

Federal Service

The wing has been called to federal active duty on several occasions, beginning in April and May 1951, when the pilots of the 120th (now a fighter-bomber squadron) were called into Korea and 140th Fighter-Bomber Wing personnel spent an active duty tour at Clovis AFB, N.M. Later wing activations included the Berlin Crisis in 1961 and the Pueblo Crisis in 1968. As a result of the Vietnam call-up, the 120th TFS and wing members spent 15 months on active duty — including a year at Phan Rang Air Base, Vietnam.

While in Vietnam the unit earned the Air Force Outstanding Unit Award with the "V" device for valor. Flying F-100C *Super*

Sabres, the 120th flew more than 6,000 combat missions in support of the ground forces of the United States and the Republic of Vietnam.

The Minute Men

The unit didn't spend all of its time in the years from 1946 to 1969 in preparation for calls to federal service. The Colorado Air Guard also made a name for itself as the home of the Air National Guard's first, and only, precision aerial flying team — *The Minute Men*. Headed by Col. Walt Williams, the nationally acclaimed team performed across the United States and Canada, the then U.S. territories of Hawaii and Alaska, and in Central America. In the fall of 1956 the National Guard Bureau designated the *Minute Men* as the official team to represent the Air National Guard of the United States. For the next four years, the team flew more than 100 air shows before millions of spectators.

Overseas Deployments

The 140th TFW has also performed its mission in concentrated training deployments at bases around the country and the world. As part of a NATO exercise called "Deep Furrow" the wing deployed to Incirlik, Turkey, for 15 days in 1967. Six months later, the unit departed for Vietnam; there would be no more overseas exercises for the next 10 years.

The 140th's second overseas exercise was in September 1977, when the unit deployed to Gilze-Rijen Air Base, Netherlands, to participate in exercise "Coronet Ante," the first time a USAF or Air National Guard unit had deployed to a Dutch-owned-and-operated base. The success of the deployment resulted in the wing being awarded another Air Force Outstanding Unit Award in January 1980.

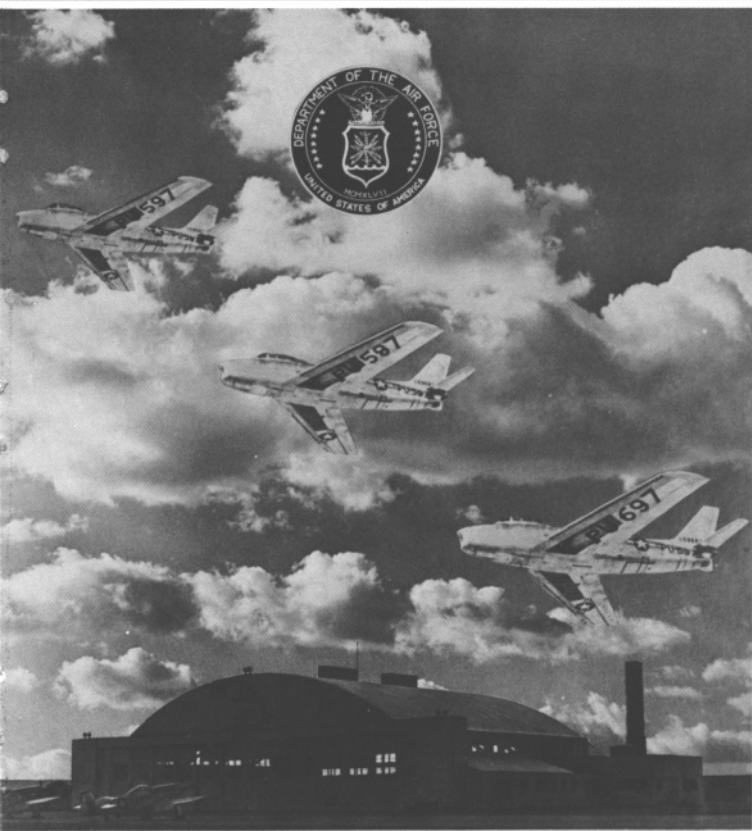
Since the deployment to the Netherlands, the 140th TFW has taken its A-7D *Corsair IIs* to other foreign lands. In September and October 1979, the unit deployed to Merzifon Air Base, Turkey, as part of exercise "Coronet Rider." The exercise was also the first time any Air National Guard unit deployed under "base base" conditions in which only a runway and water supply were provided. The wing returned to Turkey in 1984, taking part in NATO exercise "Coronet Bronco" at Eskisehir AB. Additionally, as part of the "Coronet Cove" program, the 140th deploys to the Republic of Panama on a rotational basis to support the



Brig. Gen. George A. Franzen, Jr.
Col. Arvey E. Mason
Col. William N. Page
Col. Wayne L. Schultz

Col. Mason Whitney
Lt. Col. Peter W. Borgos
Lt. Col. John W. Dronenburg

One of the best . . .



CLOVIS AIR FORCE BASE, CLOVIS NEW MEXICO

Korean activation: Ten years after World War II, the wing was called again to active duty.

defense of the Panama Canal as provided under the Panama Canal Treaties of 1977. The first such deployment took place in December 1978. Subsequent trips have taken place about once every 12 months.

World Champions

A measure of how well any unit performs can be found in its awards and decorations and the 140th has managed to earn more than a few highly prestigious honors. Among the more recently claimed was the title of "World Champions" from the USAF's Worldwide Tactical Air-to-Ground Gunnery Meet, better known as "Gunsmoke '81," at Nellis AFB, Nev. When the final scores were tallied, the 140th had not only taken the top team title for the competition, but had placed two of its pilots, Lt. Col. Wayne L. Schultz and Capt. Lawrence Sittig, in first and third place in overall individual competition.

Colorado's A-7s came in fifth place overall in the 1983 con-



Airburst tower: Wing aircraft practice tactical operations at the Fort Carson range.



Past and present . . .

140th TFW Commanders

Brig. Gen. Stanford W. Gregory
 Brig. Gen. Joe C. Moffitt
 Brig. Gen. Walter E. Williams
 Brig. Gen. John L. France
 Brig. Gen. George A. Franzen, Jr.



Lt. Col. Claud E. Dutro
 Lt. Col. Bobby O. Edwards
 Lt. Col. William S. Gordon III
 Lt. Col. James T. Hermanson
 Lt. Col. John S. Hoffman
 Lt. Col. Sammie R. Hunter
 Lt. Col. John M. LeVar

test. The 140th was still the best of all Air Guard or Air Force Reserve units represented at "Gunsmoke '83." And in the individual scoring, Maj. Charlie Betts was top Reserve Forces pilot and placed third overall among nearly 80 competing pilots. The wing finished in sixth place overall in "Gunsmoke '87," Capt. Dean McDavid was A-7 "Top Gun," and the 140th CAM Squadron won top A-7 maintenance and top A-7 load crew awards.

Commanders

The commander of the 140th TFW, **Brig. Gen. George A. Franzen, Jr.**, took control of the unit in December 1981 from **Brig. Gen. John L. France**, now a major general and state adjutant general. The wing has seen only three other commanders dating from its post-World War II roots. **Brig. Gen. Stanford W. Gregory** had much to do with the formation of the Colorado Air National Guard and the wing in the post war era. **Brig. Gen. Joe C. Moffitt** led the wing through the Korean call-up and into the eventful 1960s, serving as adjutant general (as a major general) for the state of Colorado from 1960 until his retirement in 1974. **Brig. Gen. Walter E. Williams**, leader of the *Minute Men* and a World War II and Korean War veteran, served as wing commander in the 1960s and early 1970s. Gen. Williams steered the wing helm through two activations and two new unit aircraft, the F-100 and A-7.

The men and women of the 140th Tactical Fighter Wing of the Colorado Air National Guard are constantly training to obtain and maintain a mission ready capability. *They stand ready in time of need to provide service to state and country.*

140th Tactical Fighter Wing Lineage

| | |
|----------------|--|
| May 24, 1946 | 59th Fighter Wing redesignated as 86th Fighter Wing |
| May 26, 1946 | 140th Fighter Group organized, redesignated from 370th Fighter Group |
| Oct. 1, 1946 | 140th Fighter Group federally recognized, Aurora, Colo. |
| Nov. 1, 1950 | 86th Fighter Wing redesignated as 140th Fighter Wing , federally recognized |
| April 1, 1951 | 140th Fighter Wing activation for Korea |
| April 14, 1951 | 140th Fighter Wing redesignated as 140th Fighter-Bomber Wing |
| Jan. 1, 1953 | 140th Fighter-Bomber Wing deactivated, return to COANG duties |

Berlin Crisis activation: Wing personnel were called to duty in October 1961, the third COANG activation.

Commanders of the 140th TFW (and preceding units)

Brig. Gen. Stanford W. Gregory August 1946-February 1948
(59th Fighter Wing; 86th Fighter Wing; 140th Fighter Group)

Brig. Gen. Joe C. Moffitt February 1948-April 1960
(86th Fighter Wing; 140th Fighter Wing; 140th Fighter-Bomber Wing; 140th Fighter Interceptor Wing; 140th Air Defense Wing)

Brig. Gen. Walter E. Williams June 1960-July 1974
(140th Air Defense Wing; 140th Tactical Fighter Wing)

Brig. Gen. John L. France July 1974-December 1981
(140th Tactical Fighter Wing)

Brig. Gen. George A. Franzen, Jr. December 1981-Present
(140th Tactical Fighter Wing)



Worldwide deployable: 1967 NATO exercise "Deep Furrow," Incirlik, Turkey.

| | |
|----------------|---|
| July 1, 1955 | 140th Fighter-Bomber Wing redesignated as 140th Fighter Interceptor Wing |
| July 1, 1957 | 140th Fighter Interceptor Wing redesignated as 140th Air Defense Wing |
| Jan. 1, 1961 | 140th Air Defense Wing redesignated as 140th Tactical Fighter Wing |
| Oct. 1, 1961 | 140th Tactical Fighter Wing activation for Berlin Crisis |
| Aug. 24, 1962 | 140th Tactical Fighter Wing deactivation, return to COANG duties |
| Jan. 26, 1968 | 140th Tactical Fighter Wing activation for Vietnam |
| April 30, 1969 | 140th Tactical Fighter Wing deactivation, return to COANG duties |

Vietnam activation: Wing headquarters personnel served at Cannon AFB, Clovis, N.M., with other Air Guard units in 1968.





Lt. Col. Cliff N. Montgomery
 Lt. Col. George F. Moravec
 Lt. Col. Larry E. Peters
 Lt. Col. Joseph M. Thomas
 Lt. Col. Richard G. Tucker
 Lt. Col. Melvin J. Walden
 Maj. Theresa Blumberg

Maj. Alan V. Box
 Maj. Bruce A. Collins
 Maj. Daniel W. Moore
 Maj. Michael D. Paradise
 Maj. Charles G. Whitley, Jr.
 Capt. Jose T. Aguinega
 Capt. James M. Hardenbrook

1st. Lt. Mark C. Anderson
 SMSgt. Ray E. Zorens
 MSgt. Clinton D. Allen
 MSgt. Janet M. Clark
 MSgt. Charles A. Fettes
 MSgt. John M. Hartman
 MSgt. Christopher A. Hause

MSgt. Michael T. Hunt
 MSgt. Joe A. Kinard
 MSgt. John D. Young
 TSgt. Lee R. Bennett
 TSgt. Mary Ann K. Fisher
 TSgt. Raymond E. Gilmore
 TSgt. Ronald G. Hilst

TSgt. Hubert F. Letterly
 TSgt. Charles Mestas
 TSgt. Herman Perez
 TSgt. Frederick G. Ripley
 TSgt. Susie Rosamond
 TSgt. Robert E. Simpson
 SSgt. Barbara L. Atencio

SSgt. Thomas Y. Cross
 SSgt. Thomas J. DiBernardo
 SSgt. Roger R. Durham
 SSgt. Linda S. Fick
 SSgt. Jeanne M. Hanley
 SSgt. Douglas J. Malcolm
 SSgt. Sandra K. Mavros

SSgt. Gary A. McClendon
 SSgt. Michael P. Mihane
 SSgt. Thomas J. Otto
 SSgt. Frederick C. Parker
 SSgt. Larry R. Percival
 SSgt. Terri M. Posthuma
 SSgt. Robert H. Townsend

SSgt. May M. Trumble
 Sgt. Cindi Feldwisch
 SrA. Jolene A. Bjorgo
 SrA. Susan A. Roth
 A1C. Chadd C. Betts
 A1C. Lonny D. Maercklein
 Ann. Kristy L. Zook

Civ. Arliss F. Guerrero
 Civ. Sharon L. Henderson
 Civ. Mary J. Hults
 Civ. Jerry L. Jones
 Civ. Alana M. Lendvay
 Civ. John F. Saylor
 Civ. James W. Thurmond

120th Tactical Fighter Squadron

Commander: Lt. Col. Lawrence A. Sittig

The mission of the 120th Tactical Fighter Squadron (TFS) is to achieve maximum combat readiness in order to defend the people of Colorado and the United States by defeating any threat and delivering air-to-ground ordnance *ON TIME, ON TARGET* in a variety of combat scenarios during day or night operations. Capable of worldwide deployment at all times, the squadron is the combat arm of the 140th Tactical Fighter Wing and is equipped with 26 A-7D *Corsair II* fighter aircraft.

Squadron sections include four flights, a medical element with a flight surgeon, as well as administrative, operations, life support and intelligence elements. Many of the details of the squadron's long and proud history of service to the state of Colorado and the United States are documented in *Colorado Pride's* decade histories.

Colorado's first flying organization was the 120th Observation Squadron, predecessor to today's 120th TFS. Eight officers and 50 enlisted men were mustered into service for the state on June 27, 1923. The unit's first commander was **Maj. Carl S. Milliken**, who was also Colorado's secretary of state at the time. **Maj. William H. Dayton** succeeded Milliken in command of the unit in February 1924, followed by **Maj. Bruce Kistler** in 1927.

The early years of the 120th were reflective of the beginnings of flight itself. Pilots who were pioneers in early aviation struggled with crude underpowered airplanes like the Curtiss JNSE *Jennie*. Dedicated ground crews kept the craft in the air with literally baling wire and sweat.

An outstanding example of early service to the state was performed by Lt. Daniel Kearns and MSgt. Clyde Plank in 1927, when they flew badly needed medical supplies and mail to the snowbound town of Silverton.

During 1926 and 1927 a program to replace the JNSE was begun by the Militia Bureau and in January 1926, two Douglas O-2C airplanes were received. In May 1927, four PT-1s were accepted by the squadron and the 10 original Jennies were retired. The years 1927 through 1934 saw many new aircraft and improvements in the 120th. **Capt. Carlos Reavis** was promoted to major and given squadron command after the death of Lt. Col. Kistler in 1930.

Col. Hap Arnold, supervisor of the western section of the airmail service for the 8th Corps area, ordered all the planes in the 45th Division be made available to the airmail service in February of 1934. A National Guard maintenance crew was put on full-time status. This action lasted for several months until com-

mercial airlines could adequately handle the airmails.

Maj. Reavis was succeeded in command by **Maj. Virgil Stone** in January 1934. In 1935, the 120th received the O-19 — a two-place, open-cockpit, 450-horsepower aircraft. Although it was an important improvement over prior planes, it was still underpowered for mountain flying. In 1938 the O-47 arrived, an all-metal, three-place enclosed-cockpit aircraft with a 1,000-horsepower engine and **Maj. Frederick Bonfils** took over the unit, commanding it until his resignation in 1940.

By the date of the infamous attack on Pearl Harbor, Dec. 7, 1941, men of the 120th Observation Squadron had learned the intriguing aspects of mountain flying; some had written the first books on aerial navigation and maintenance crews had mastered their skills under the most trying of circumstances. They had progressed from wooden and canvas airplanes to slick all-metal aircraft, from 85-horsepower to 2,000-horsepower engines, and from a unit of 58 men to a squadron of 150.

As commander, **Maj. Harrison Wellman** led the 120th Observation Squadron, later to be redesignated the 120th Reconnaissance Squadron, to its first duty station — Biggs Field, El Paso, Texas. The squadron flew patrols along the Mexican border and provided aerial support for training ground forces. By the time the 120th disbanded in November 1943, most of its men had gone their separate ways, becoming part of the nucleus for the magnificent Army Air Forces that arose from World War II.

Many of the men who had gone to duty in 1941 with the 120th returned to help re-organize the Colorado Air National Guard in 1946. The *first* unit in the Air National Guard of the United States to receive formal federal recognition, June 30, 1946, the 120th Fighter Squadron became the heart of the new Colorado Air National Guard organization. **Maj. Ralph Baird** served as squadron commander from 1946 to 1948.

When the communists struck in Korea, the Air Guard was once again called to duty. During April and May 1951, 1,500 Colorado Air Guardsmen were ordered into active military service. During the Korean War, many squadron pilots, including commander, **Maj. Walter E. Williams**, served in the combat zone while the bulk of the unit served at Cannon AFB in Clovis, N.M. After the war, Maj. Williams returned to Colorado to once again assume command of the 120th.

The prop-driven F-51 *Mustang* fighters were retired and the unit's first jet — the Lockheed F-80 — was accepted after summer field training in 1953. Even though equipment and supplies



Lt. Col. Lawrence A. "Bud" Sittig
Lt. Col. John A. Pratt
Maj. Dana L. Alexander
Maj. Gary R. Armentrout

Maj. Patrick J. Ashura
Maj. James F. Buhl
Maj. Demerick C. Fradl