

Air Guard guardians . . .



1st. Lt. Gregory B. Dominguez
 SMSgt. James R. Wilhoit
 MSgt. Mary Ann Andrew
 MSgt. Joyce A. Armstrong
 MSgt. Charles D. Baum
 MSgt. Thomas E. Campbell
 MSgt. Paul P. Ludwig

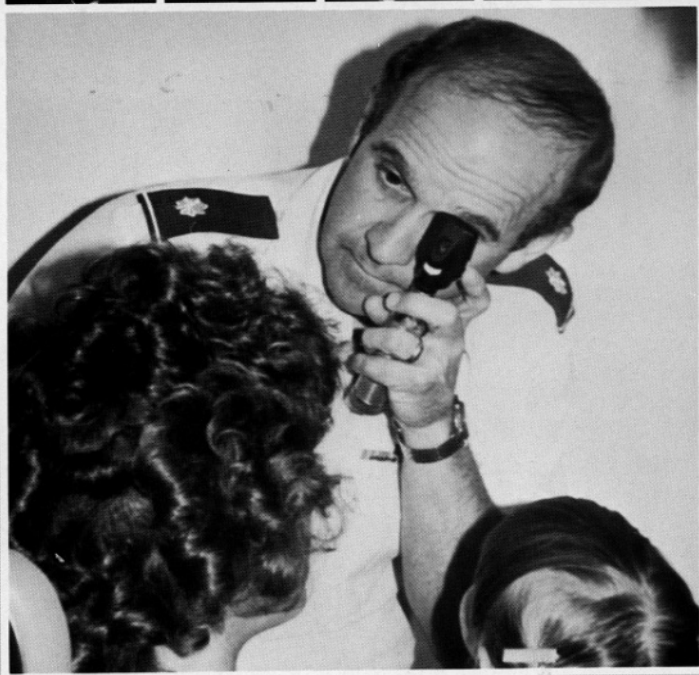
MSgt. Doc L. Miller
 MSgt. John H. Pittman
 MSgt. Robert G. Sisneros
 MSgt. Duane Slack
 MSgt. Henry R. Swanson
 TSgt. Orbel L. Benavidez
 TSgt. Mona L. Burkett

TSgt. Frank W. Carroll, Jr.
 TSgt. Robin R. Foss
 TSgt. Ronald L. Lane
 TSgt. Leona F. Meis
 SSgt. Bonita K. Eisel
 SSgt. Colleen K. Gunning
 SSgt. Carmen A. Lemke

SSgt. Julie A. Parker
 SSgt. Thomas G. Walker
 SrA. Cindy L. Berroth
 SrA. Lois L. Gargala
 SrA. Cynthia R. Jamieson
 SrA. Sandra L. Kiefer
 SrA. Geraldine O. Martinez



SrA. Kelly K. Shaw
 SrA. Robin A. Shinault
 Amn. Pamela L. Worthington



Eye exam: Lt. Col. Larry Housley at Spangdahlem AB clinic, West Germany, 1988.

Holbrook, bio-environment engineering technician; MSgt. Bill Seiler, flight medicine; and TSgt. Orbel Benavidez and Sgt. Harold Van Hercke, corpsmen. In August 1988, the unit conducted an overseas annual training tour in Spangdahlem AB, Germany.

The hospital was taken out of the normal Inspector General chain (separate from numbered Air Force, MAJCOM and the parent unit) in 1979 and received an "excellent" rating for medical readiness and training in its most recent USAF IG inspec-

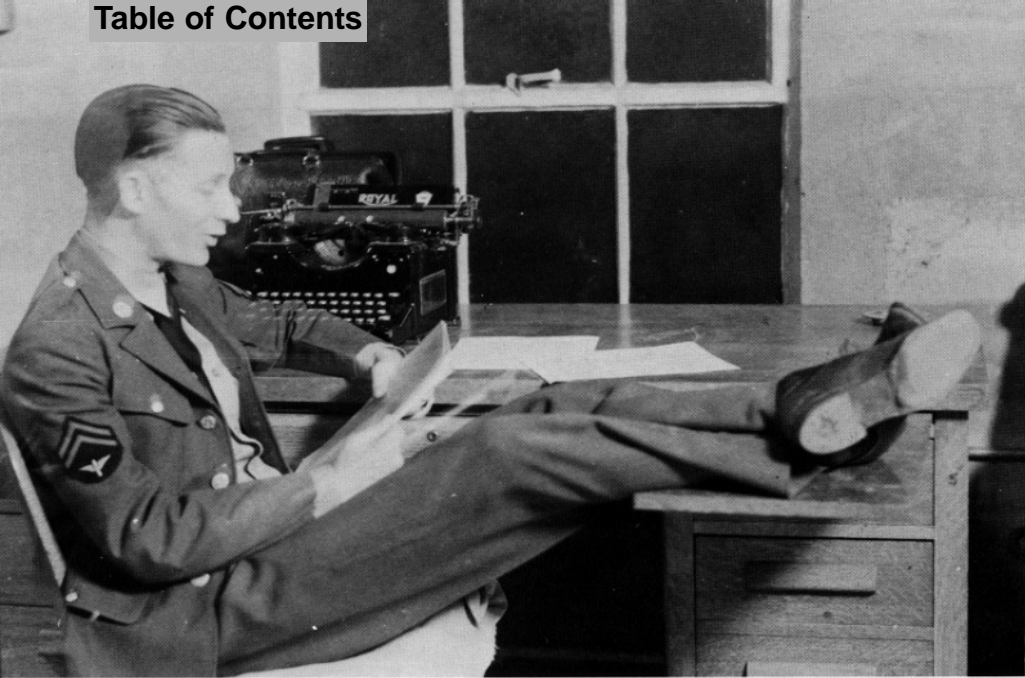
tion in 1987.

From its earliest years, the 140th Tac Hospital has occupied building 33 at Buckley ANG Base, a facility that has seen many changes to better accommodate the medical mission. In 1976, the unit began using the south wing of building 32 for its medical material, bio-environmental engineering, environmental health and optometry sections and as a training classroom (an Air National Guard primary mission). In March 1988 the balance of building 32 was acquired by the unit for additional offices and training space.

The hospital is augmented by the base medical section, a full-time contingent of civilian and military duty technicians who provide emergency medical care and ambulance coverage to the base 16 hours a day, seven days a week. The section also provides health screening and diagnostic services in support of the Air Force Occupational and Health Program to approximately one-third of the full-time base population.

In July 1988, **Lt. Col. Lyle G. Heimerich, D.C.**, the first dental officer to serve as hospital commander, replaced Col. Roger G. Santala, M.C. Santala moved to the HQ COANG state air surgeon position. **Lt. Col. Demerick Fradl, M.C.**, assumed command in 1989.

The high level of dedication and commitment of hospital personnel reflect the pride of the unit. The staff constantly strives to guard the physical health of all COANG individuals and enhance unit readiness.



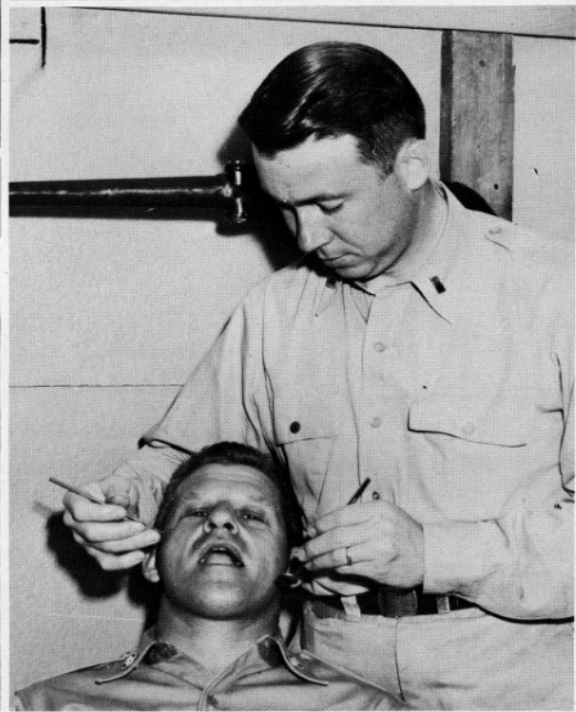
Hard-working medical section: Field training day, December 1939.



Early commander: Col. Alvin Daywitt during 1956 training at Casper, Wyo.



Wyoming ANG nurses: Working with the COANG in 1953 (left to right in front of Bldg. 33) ... Doris Puckett, Ruth Lenn, Patsy Bryan, Delores Novak and Harriet Nesbitt.



Dental exam: 1st. Lt. Dennis Nelson in control, SSgt. Al Franz in the chair.



Ambulance loading exercise: Jim David, right front, and Kenneth Bruning, left rear, assisted by two Wyoming Air Guardsmen in 1958. Looking on: MSgt. Donald David.

Wisconsin Dells: Pfister, Turner, Rowan, Armstrong, Cheyney, Ludwig, Martenson (left to right), Volk Field deployment, 1978.

Saturday cookout: SrA. Mulligan, MSgt. Seiler, SSgt. Foss, 2nd. Lt. Dominguez and SSgt. Tomach at Buckley, 1985.



140th Weapons System Security Flight

Commander: Maj. Gary H. Mittelstadt

The mission of the 140th Weapons System Security Flight (WSSF) is the training of personnel for the protection of assigned resources. Upon federalization, the flight would deploy with the tactical squadron for enroute security operations, being integrated into the host base security police organization upon arrival at their destination.

The history of the 140th WSSF and its air police/security police forerunner is a colorful progression from a small branch in the old air base group of the 1950s to a separate unit with its own commander. There have been many changes in requirements, tasking and personnel structure. Security police work requires a special kind of teamwork and dedication that receives small rewards for the responsibilities encountered. Their greatest reward: satisfaction for a job well done.

The security police unit was called to active duty along with the rest of the 140th Fighter-Bomber wing in 1951. They helped re-open Clovis, now Cannon AFB, N.M. Security police ranks were at the time filled with veterans of WWII, including some who had flown bombing raids throughout Europe, including the raids over Ploesti. From 1952 to 1961, the unit continued to accept new responsibilities and train with new equipment. They, like the rest of the Air National Guard, gained acceptance as "professionals" by their Air Force counterparts.

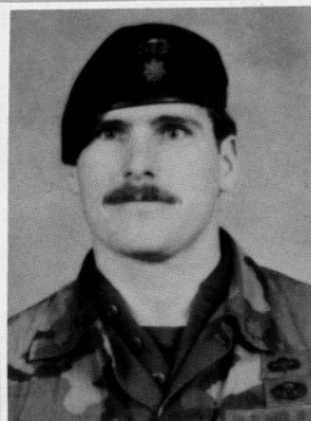
When President Kennedy took his stand against the blockade of Berlin in 1961, the unit was once again called to active duty, spending a considerable amount of time at George AFB, Calif. Also active at the time was a very successful squadron drill team known as the "Blue Berets," wearing headgear that would become standard issue for the unit in the not-too-distant future. Many unit personnel left after being released from active duty in 1962 and a rebuilding process began again — as it does after every call-up and subsequent release. In 1966, the air police career field was changed to "security police." The term was considered more descriptive and uniformly applicable and it combined the two main mission elements — police and security forces.

The unit was once again called to active duty in January 1968

for Vietnam, with greater emphasis on unit readiness than ever before. A 12th Air Force team (in the air at the time of the call-up notification) inspected and passed the squadron as a regular Air Force unit. Personnel processing was hectic as the unit prepared to deploy individuals to separate locations, much to the disappointment of a unit which would have preferred deploying intact. Eight security policemen were assigned to the 35th Security Police Squadron, Phan Rang AB, Vietnam — part of the first deployment of a Guard unit from its home base into a combat zone. Some 20 other individuals went to Kunsan AB and Kwanju AB in Korea and two remained in CONUS. Those deployed overseas performed commendably, garnering numerous decorations as individuals, including one bronze star with the "V" device for valor.

The unit returned in 1969 to start another retraining and rebuilding process. New challenges included full-time manning of a "priority 'A'" resource, as well as full-time base security. There were now two security police units, the old group belonging to the 140th TFW, and a new unit, HQ COANG Det. 1. Many personnel in the full-time headquarters unit were veterans of both Korea and Vietnam. The units worked as one, growing from 30 to 71 full-time personnel. They received two Air Force Organizational Awards for the protection of resources. In 1971, the enlisted career field was divided into two separate fields, identified as "security specialist" and "law enforcement specialist."

There have been many deployments and exercises since 1969. State call-ups such as the Northglenn tornado, the Estes Park flood and forest fires have seen the unit always rise to the occasion. If the entire unit was not called, many traditional Guardsmen gave of their own time to help whenever needed. As day-to-day operations increased in recent years, arrivals of many VIPs to the Denver area and their need for security became commonplace. The unit has averaged two presidential/vice presidential visits per year and assumed the protective requirements for King Hussein of Jordan when he visited Colorado. One significant tasking in August 1983 saw the larg-



Maj. Gary H. Mittelstadt
CMSgt. Gurney A. Ulrich
SMSgt. Terry M. Walker
MSgt. Lawrence T. Cavener



MSgt. John C. Costigan II
MSgt. Christopher J. Gallegos
MSgt. Linda D. Holliday



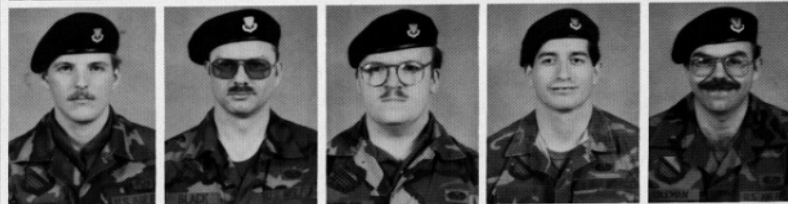
MSgt. Bryan T. Jordan
MSgt. Gilbert L. McKay
MSgt. Richard M. Rhenish
TSgt. Douglas R. Coon
TSgt. John R. Craig
TSgt. Frederick W. Darras
TSgt. Frank A. Harman

To serve and protect . . .

TSgt. Michael E.W. Kingsland
 TSgt. Lynn Mercer
 TSgt. Warren G. Moore, Jr.
 TSgt. Ray G. Niehaus
 SSgt. David P. Ahern, Jr.



SSgt. Douglas F. Allen
 SSgt. Roger A. Black
 SSgt. Rex A. Butler
 SSgt. Jay L. Callen
 SSgt. Bud L. Coleman



SSgt. Robert K. Hampe
 SSgt. Gail L. Kenyon
 SSgt. Douglas P. Knox
 SSgt. Robert V. Lambert
 SSgt. John F. Lozoya

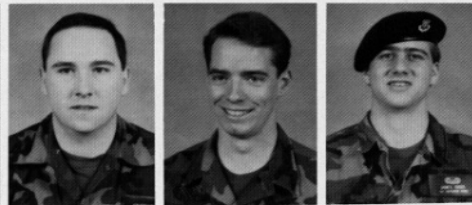


SSgt. Philip G. Mabie
 SSgt. Lynnette E. Meis
 SSgt. John G. Neuroth
 SSgt. Patrick D. Novak
 SSgt. Ira J. Smith, Jr.

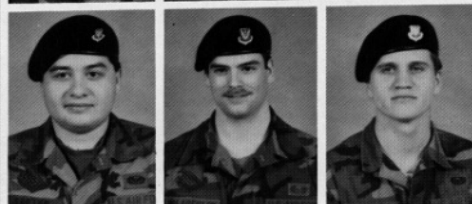


SSgt. Linda K. Warfield
 Sgt. Daniel A. Dunbar
 Sgt. Steven Foster
 Sgt. John D. Lobato
 Sgt. Shelley Owens
 Sgt. David G. Pittman
 SrA. John W. Criswell

SrA. Stewart J. Knuppertz
 SrA. Garrett E. Reeves
 SrA. James V. Riser



A1C. Laurence C. Carter
 A1C. John S. McLaughlin
 A1C. Matthew J. Richter



Joint Army/Air exercise: SSgt. Hampe administers camouflage to Sgt. Collins, April 1987.



Riot training: Prepared for "Woodstock West" disturbances at DU, 1970.

est gold shipment in U.S. history (west of the Mississippi), involving two C-5As and \$1.5 billion in gold bullion, arrive at Buckley ANGB . . . destined for the Denver Mint. Considerable attention was paid by the security police.

The changes have been many, the people numerous, but there has been one constant: the dedication of the men and women who have chosen to serve and protect. In the security police/law enforcement career field there is no "normal" duty day. Weather is not a factor; the "cop shop" never closes down, often operating when no one else does. This dedication of "unsung heroes" gives the elite few who wear the shield proudly a common bond. They truly *Serve and Protect.*"



Blue Berets: Organized in the early 1960s, the precision drill team prepares at Buckley for a Memorial Day parade in downtown Denver.



Hooked up: Capt. Mittlestadt on static line.

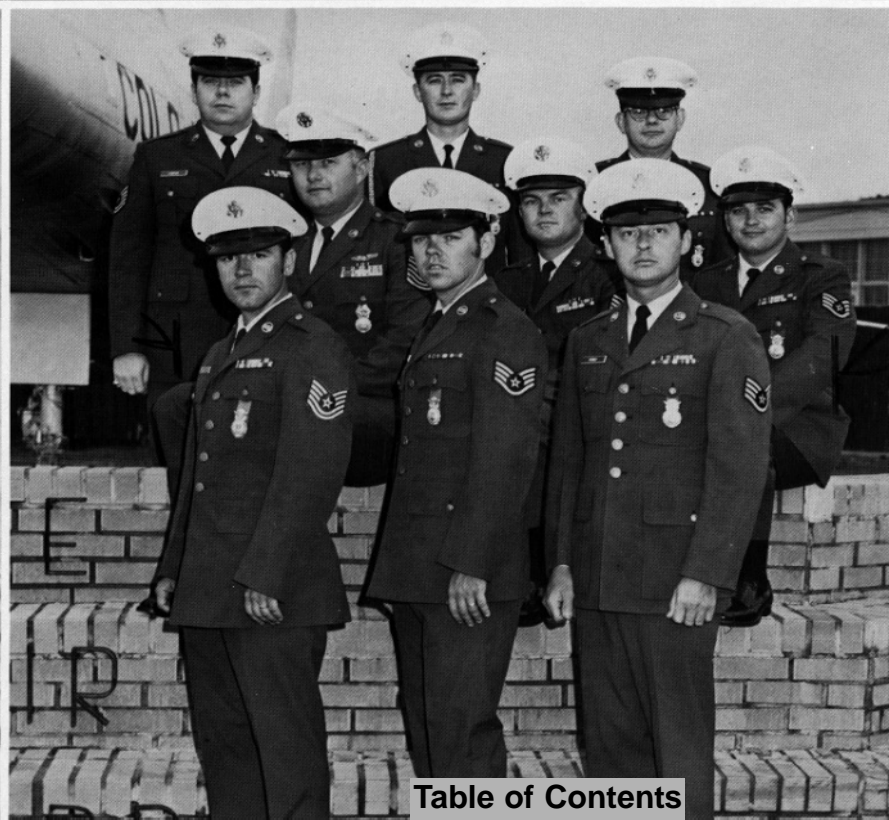


Merzifon police: 140th WSSF personnel taking part in NATO exercise "Coronet Rider" in Turkey, September 1979.

Swamp Thing: Forward observer SSgt. Richard "Rambo" Riss prepares to strike during WSSF training, 1987.



To serve and protect: APs, 1970 . . . Nelson, Barnes, Kirby (front); Ulrich, Lopez, Bauer (middle); Locke, Iverson and Cooke (rear).



120th Weather Flight

Commander: Lt. Col. Doug Brown

The 120th Weather Flight's primary mission is to provide forecasting and observing services in a tactical environment to the 163rd Armored Cavalry Regiment, Montana ARNG. Upon mobilization the flight would be gained by Air Weather Service under the Military Airlift Command, and deploy with the regiment. The flight obtains administrative support from the 140th Tactical Fighter Wing, and conducts routine training at Buckley ANG Base.

The 120th Weather Flight was allotted to the state of Colorado and activated on April 15, 1967, commanded by **Lt. Col. Crow**. In 1968 the flight was activated and deployed to the Republic of Vietnam. Upon return to the United States, the flight was tasked to backfill the base weather station if and when its active duty personnel were mobilized.

The flight was twice recognized as an outstanding Air National Guard weather flight, first in 1972 and again in 1976, when it received the first Collens Award (in honor of Brig. Gen. John W. Collens, former commander of the Air Weather Service).

In December 1980 all ANG weather flight missions were converted to Army support and the 120th was tasked to support the 163rd Armored Cavalry Regiment, Montana Army Guard, headquartered in Bozeman, Mont. The 163rd's colorful history can be traced as far back as the Indian uprisings of 1866 and the Battle of the Bighole.

The flight rapidly learned how to support the new mission, although there were difficulties overcoming the problems of geography (the unit is located over 700 miles from Denver) and supply (both the Air National Guard and Army Guard are responsible for providing different types of mission equipment). Personnel are both "airmen" and "soldiers," living in

two worlds simultaneously.

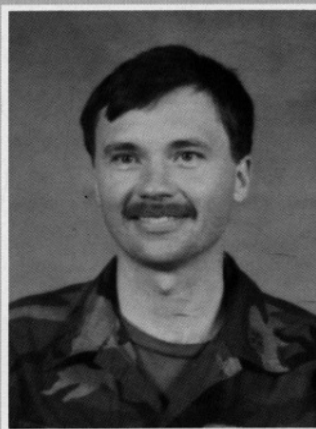
The flight's training requirements are unique in that much time must be spent learning how to "soldier in the field," as well as performing technical weather duties. Personnel must know how to interpret topographic as well as weather maps and operate combat weapons and vehicles as well as tactical weather instruments. Tanks, helicopters and howitzer batteries are every bit as dependent on accurate weather information as fighters and bombers. While "living in the field" is not what people usually expect when joining our Air Guard weather unit, a member's first annual training exercise with the regiment at Gowen Field, Idaho, is a "baptism of fire." Sleeping under the stars, eating MREs and living in the dirt without the luxury of daily showers is something the weather flight now takes for granted.

Weather personnel must be qualified to work independently, be able to brief commanders of tank, artillery and helicopter units with accurate weather data as well as know how to defend themselves under hostile fire and care for themselves in field environments. Forecasting in the field without access to the high-tech instruments available at a regular base weather station calls for special skills. *The Soldier's Manual of Common Tasks* is issued to each flight member and serves as the basis for most field skill training.

With the assistance of unit veterans TSgt. Andy Massanet, SSgt. Mary Mainwaring and SSgt. Shirley Smith, 120th WF commander **Lt. Col. Doug Brown** has taken the flight from the high-tech world of the base weather station to the "grunt" world of the cavalry soldier with the confidence that his people cannot only provide quality weather data to field commanders, but survive to do it!



Morning weather forecast: SSgt. Dan Bauer.



Lt. Col. Douglas B. Brown
Maj. William L. Kneas
Capt. Timothy J. Gump
MSgt. Ronald G. Wiles

TSgt. Noel A. Sivertson
SSgt. Daniel T. Bauer
SSgt. Mary E. Mainwaring

SSgt. Shirley A. Smith
SrA. Robert J. Florian
SrA. Steven T. Lovisone



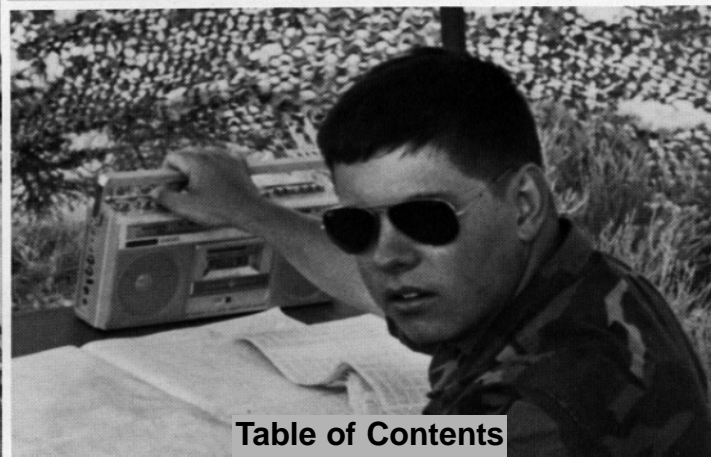


The great outdoors: Sgt. Steve Lovisone taking wind measurements in the field (above); members of the 120th Weather Flight manning an M-577 armored command post (below).

Citizen-soldiers-airmen . . .



Air Guard weathermen, Army patches: Maj. Bill Kneas and SSgt. Mary Mainwaring (left), Sgt. Lovisone plotting weather maps (below).



140th Civil Engineering Squadron

Commander: Maj. Jack A. Rychecky

There are two separate and distinct missions for the 140th Civil Engineering Squadron. First, and most important, is to provide a highly mobile (Prime BEEF Team) response capability with highly skilled specialists able to deploy as a unit or with the wing to satisfy USAF civil engineering requirements worldwide. The second mission is to provide construction, rehabilitation, repair and maintenance of installed property, fire protection and aircraft crash/rescue services.

The lessons of the Vietnam call-up demanded a new role for the combat support mission of civil engineering. To avoid depleting home station support upon activation, the Colorado Air National Guard separated wartime civil engineering forces from the 140 Combat Support Squadron, creating in September 1969 a new unit — the 140th Civil Engineering Flight. Until **Maj. Gilmore** arrived in January 1970, **MSgt. Walter Alberhasky** acted as commander. Of the original 35 members, only then Amn. Chris Barnes (now a chief master sergeant with the 240th CEF) remains at Buckley ANG Base. For its first drill in October 1969, the flight met in Building 38 with an open-ranks inspection and close-order drill conducted outside building 504.

Since that initial UTA the ranks of the unit have swelled as the mission has become more challenging. Originally the flight was tasked to merge with other civil engineering units, set up a bare base in theater and provide self-defense and fire suppression. With the implementation of Prime BEEF (Base Engineering Emergency Force) in 1974, the unit's responsibilities increased to include bomb damage repair, rapid runway repair and base denial, all in support of the 140th TFW combat role. To fulfill the tasking, the unit grew to 72 members, then 85, 97 and in 1989, the squadron will gain a services section and increase in size to 157 personnel. Accompanying this growth was the designation of the flight as a squadron in 1983. UTAs are now held in the civil engineer shops at buildings 711, 719 and 720.

Short-notice worldwide mobility coupled with a capability to accomplish almost any mission associated with construction has been fundamental to the Prime BEEF concept. Training has consisted of various out-of-state and out-of-country active duty deployments during which construction projects were completed within tight schedules. The number of plaques hanging on the squadron walls testifies to the professionalism and skill with which the unit has consistently overcome material shortages, equipment problems and design errors to complete its assignments.

Major deployments and projects

1970	Nellis AFB, Nev: Dismantle modular buildings
1971	Kulis ANGB, Alaska: Erect modular dormitory
1972	Nellis AFB, Nev: Wartime engineering training
1972	Davis-Monthan AFB, Ariz: Level aircraft parking area
1973	Ramey AFB, P.R.: Rehab barracks and install BAK-12
1974	Buckley ANGB, Colo: Integrate with civilian forces
1975	Tyndall AFB, Fla: Wartime engineering training
1975	Fort Hood, Texas: Augment base fire department
1976	Tyndall AFB, Fla: Wartime engineering training
1977	Whiteman AFB, Mo: Construct fire training pit and gas storage building
1978	Elmendorf AFB, Alaska: Construct parking lot and rehab VOQ
1979	McGhee Tyson ANGB, Tenn: Rehab VAQ
1980	Howard AFB, Panama: Rehab Airmen's club, raze post office, enhance airfield drainage and construct fire station addition
1981	Fairchild AFB, Wash: Convert ANG warehouse area and build LOX storage bldg.
1982	Great Falls IAP, Mont: Rehab hangar crypto area and CE shops
1983	McGhee Tyson ANGB, Tenn: Raze building, install radio tower foundation, improve ramp and relamp base
1983	Eglin AFB, Fla: RRR training
1984	Hickam AFB, Hawaii: Remodel dining facility, PACAF HQ and base gym, convert rec. center and install concrete slabs
1985	Camp Ripley, Minn: Repair roofs and construct biathlon range
1986	Eglin AFB, Fla: Base recovery after attack training
1987	Palmerola AB, Honduras: Support "JTF Bravo" with construction of a customs building and improvements to post office, base electrical systems and showers (the most realistic combat support training to date, for which the unit received an "outstanding" rating)

Commanders and First Sergeants

Commanders

- Maj. Gilmore**
- Lt. Col. Duncan**
- Maj. Bedker**
- Maj. Lightholt**
- Capt. Bowling**
- Capt. Gustafson**
- Maj. Renton**
- Lt. Col. Sheehan**
- Maj. Rychecky**

First Sergeants

- MSgt. Alberhasky**
- TSgt. Musselwhite**
- TSgt. Reiner**
- MSgt. Thigpen**
- MSgt. Heinz**
- MSgt. Biggers**
- TSgt. Dunnington**
- MSgt. Marticorena**
- MSgt. Marticorena**

Throughout the unit's 18-year history some special people have contributed their talents to the development of the squadron. Original member, first sergeant and NCOIC Walter

(continued on page 288)



Maj. Jack A. Rychecky
Lt. Col. Lars N. Lundin
Lt. Col. Lawrence F. Sheehan
Maj. David A. Sprenkle

Capt. John F. Guerrini
Capt. R. Dan North
1st. Lt. Gwendolyn Hooten

The mundane, the exciting, the tragic and the perilous . . .



SMSgt. William A. Frazier
 MSgt. William W. Burnham
 MSgt. Michael R. Dunnington
 MSgt. Michael J. Gay
 MSgt. Marvin C. Green
 MSgt. Kenneth R. Harp
 MSgt. Dannie W. Heinz, Jr.

MSgt. Jerry L. Jones
 MSgt. Judy K. MacDonald
 MSgt. Billy W. Marticorena
 MSgt. Robert J. "BJ" Nanney
 MSgt. Roberta J. O'Brien
 MSgt. Tom L. Paolillo
 MSgt. Ulysses Saxon

MSgt. Leo G. Seeba
 MSgt. John A. Slater
 MSgt. Harry M. Wales
 MSgt. David L. Young
 TSgt. Eugene R. Abeyta
 TSgt. Andrew A. Aragon
 TSgt. Bonnie R. Brown

TSgt. Dale A. Brown
 TSgt. Robert W. Faucett
 TSgt. Dianna M. Housel
 TSgt. John A. Martinez
 TSgt. John R. Mascarenaz
 TSgt. James L. Owens III
 TSgt. John A. Pacheco

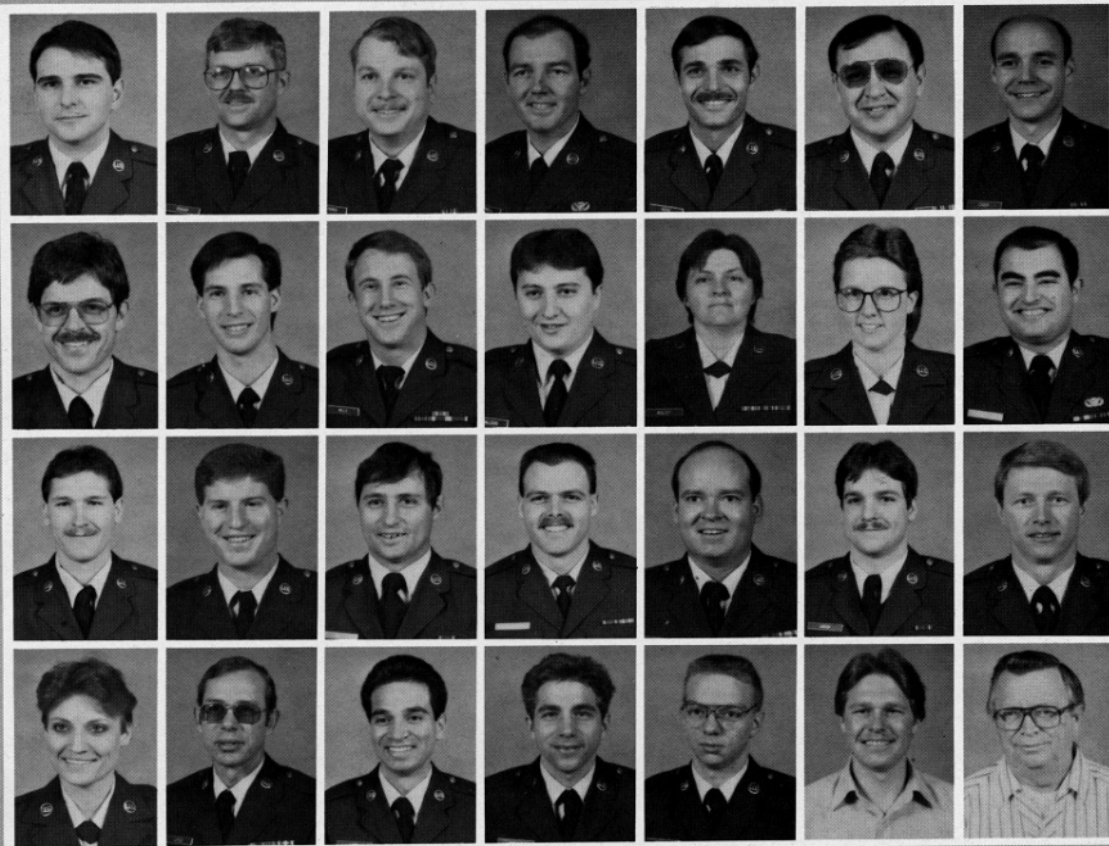
TSgt. James T. Pegg
 TSgt. Richard A. Platt
 TSgt. Larry I. Rauh
 TSgt. Anthony Smith
 TSgt. William C. Strait
 TSgt. Theresa M. Yanni
 SSgt. Peggy A. Anderson

SSgt. Steven H. Austin
 SSgt. Douglas B. Brann
 SSgt. David W. Dodson
 SSgt. Bruce A. Doell
 SSgt. Michael D. Early
 SSgt. David A. Flanagan
 SSgt. Michael J. Flynn

SSgt. John W. Kelley
 SSgt. John M. Lauder
 SSgt. Gilbert Gary Lopez
 SSgt. Michael A. Martin
 SSgt. Joseph Mazzotta
 SSgt. William P. McLaughlin
 SSgt. Stephen R. Melko

Hard at work: Below left . . . Re-roofing project at Camp Ripley, Minn., July 1985; below right . . . Constructing a fire training facility at Whiteman AFB, Mo., 1977.





SSgt. Joseph G. Poteat
 SSgt. Mark S. Rosauer
 SSgt. Michael R. Taylor
 SSgt. Billy E. Turnbull
 SSgt. Robert Wire
 Sgt. Bernardino N. Charo
 Sgt. Kevin C. Egger

Sgt. Galen W. Frahm
 Sgt. Daniel M. Jeffords
 Sgt. Stephen S. Mills
 SrA. Joseph H. Gallegos
 SrA. Debra L. Maley
 SrA. Vickie J. Marshall
 SrA. Joseph N. Pineda

SrA. Kent Dwayne Schmidt
 SrA. Robert H.G. Schreffler
 SrA. Gary E. Smith
 SrA. Scott E. Steinman
 SrA. Alan W. Vanderkinter
 A1C. Steve P. Carter
 A1C. Daniel D. Daniels

A1C. Melanie Kay Hood
 A1C. Harvey L. Little
 A1C. Ronald L. Luna
 A1C. Dave A. Skelly
 Amn. Kevin J. O'Connell
 Amn. Leslie D. Watkins
 Civ. Roy B. Sutton

Alberhasky provided continuity of service through five changes of command. Alberhasky even offered his own land (across Sand Creek from Buckley) for the unit's early bivouacs and security training. MSgt. Merle "Gentle Ben" Travis (deceased) took new recruits under his wing. In addition to his military skills, Merle had a wonderful gift for brewing chili — a hot concoction with a lingering taste that made a jet engine's afterburner seem like a cool autumn breeze.

Another standout was CMSgt. Billie Musslewhite, first sergeant and the initial "chief" in the unit. His quiet leadership supported five commanders and encouraged the airmen to complete their many projects. The chief retired in 1987, but his patience and perseverance are not forgotten.

Capt. C.J. (Jerry) Bowling, unit commander with the longest tenure, guided the flight from its early mission to the current complex Prime BEEF tasking. Jerry was a people-oriented commander who helped many troops laid off at civilian employ-

ment. He pushed people to exceed their own expectations. When he chewed his gum, twitched his mustache and glared, you had immediate feedback about your job performance. The eccentricities of the 140th CES prepared Brig. Gen. Bowling well for his present important job — assistant adjutant general (air) for COANG HQ.

Civil engineers are a peculiar breed with a complex and extensive mission. We do the mundane — routine maintenance, the exciting — catching disabled aircraft in our arresting systems, the tragic — picking up the pieces after an aircraft accident and the perilous — repairing bomb-damaged runways for combat missions. Our job is to ensure that the wing is not just another static display. While we look back with pride on our accomplishments, we look forward to maintaining a combat-ready status to enable the 140th TFW to stand as a credible deterrent to war.

De Ridder, La., 1942: "Where's the fire? Where's the horse?"

World War II activation: Engineering section, De Ridder, La., 1942.





McGhee-Tyson ANGB, Tenn.: In a March 1979 deployment, the unit remodeled transient quarters and made improvements to the ANG's Professional Military Education Center.



Many jobs: Clockwise from left . . . F-80 transient, 1960; Sgts. Smith and Jones handle 1980 simulated aircraft fire in Alpena, Mich.; TSgt. Jerry Jones with Nebraska and Turkish counterparts, Eskisehir, Turkey, 1984.



Helping hand: SSgt. Ken Harp helping during 1974 March of Dimes.



No business like snow business: Clearing the runway in the early 1960s.

240th Civil Engineering Flight

Commander: Lt. Col. Anthony Eden

The mission of the 240th Civil Engineering Flight (CEF) is the augmentation of civil engineering staffs at major commands and numbered Air Forces. Specifically, the 240th CEF is a PACAF-gained S-1 team assigned to the 5th Air Force at Yokota AB, Japan.

The flight consists of senior non-commissioned and officer personnel with extensive civil engineering experience in contingency engineering and resource management. 240th CEF is divided into four main sections: engineering and construction; operations and maintenance; programs; and force development. Officer personnel are assigned to typical civil engineering positions such as project engineer, mechanical engineer, project architect, electrical engineer and project officer. The enlisted personnel perform in positions such as production control, engineering assistant, electrical technician and administration. Versatility is a predominate characteristic of civil engineering personnel. Although each member is trained for a spe-

cific job, experience from a wide spectrum of skills is always found to "get the job done".

The 240th was one of the three staff augmentation units (S-1) created in February 1980. The unit's first members came from the 140th Civil Engineering Flight: Maj. Jack Renton, Capt. Tony Eden, Capt. Ray Monacelli and CMSgt. Dick Jones. The unit's first "home" was Building 720, a sheet metal shed at the civil engineering compound and their first official deployment was to Volk Field, Wis., with members of the 231st CEF (MOANG) to investigate improving those facilities. Early full-unit deployments were to USAFE, especially Zweibrucken AB, West Germany. In September 1985, the 240th CEF converted to a PACAF resource and began supporting the MAJCOM's exercises at Hickam AFB, Hawaii, and augmenting the headquarters staff at 5th Air Force, Yokota AB, Japan.

Past commanders include **Lt. Col. Pete Michler** (1980), **Lt. Col. Jack Renton** (1981) and **Col. Jerry Bowling** (1982-1987).



Lt. Col. Anthony Eden
Lt. Col. Gregory M. Cunningham
Lt. Col. Raymond Monacelli
Maj. Jerry R. Cable

Maj. John A. Garry
Maj. Bruce F. Kroehl
Maj. Stanley G. Nalley

Civil engineers: Standing, left to right . . . Capt. Tom Helms, 1st. Lt. Dan Walls, MSgt. Chuck Trent, TSgt. Don Worthington, Capt. Andy Freeman, Capt. Carl Nordgren, 1st. Lt. Kathy Berry, CMSgt. Chris Barnes, MSgt. Melanie Lazor, 2nd. Lt. Scott Hass, Capt. Dave Womble, Maj. Gene Wangerin; Kneeling, left to right . . . Capt. Wayne Hagelberg, Maj. Bruce Kroehl, Maj. Jerry Cable, Maj. Stan Nalley, Capt. Larry Cole, Lt. Col. Norm Lundin, Lt. Col. Greg Cunningham, CMSgt. Dick Jones, 2nd. Lt. Roger Gerrard.

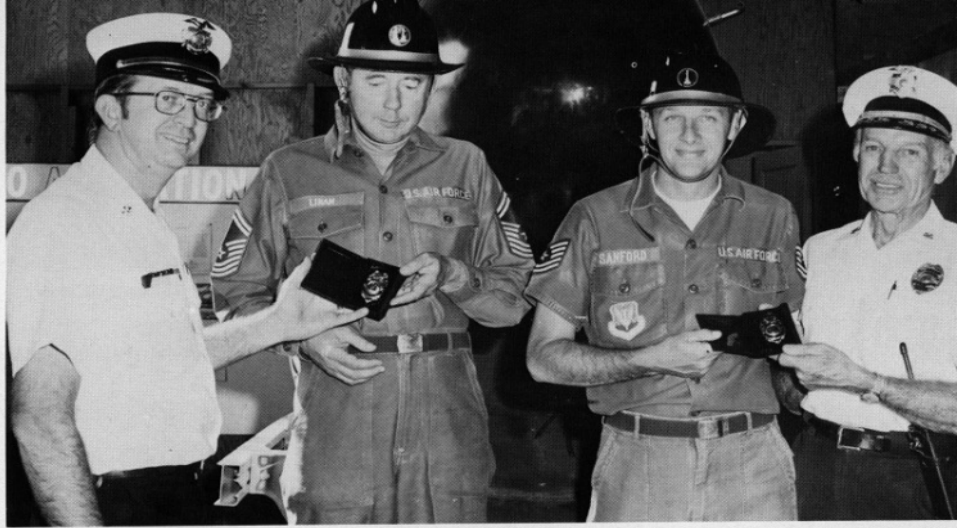


Versatility the key . . .

Maj. Eugene D. Wangerin
Capt. Michael L. Flood



Capt. Andrew K. Freeman
Capt. Wayne M. Hageberg



Fire department egress training: Chief Brehm (right) and assistant fire chief Butler (left) make Linam and Sanford honorary chiefs, early 1970s.



Capt. Thomas A. Helms
Capt. Carl R. Nordgren
Capt. Robert L. Shaw
Capt. David L. Womble
1st. Lt. Dan W. Wall
2nd. Lt. Roger I. Gerrard
CMSgt. Christopher H. Barnes

CMSgt. Dudley J. Butler
CMSgt. John R. Jones
SMSgt. George M. Ibarra
MSgt. Melanie Lazor
MSgt. Charles R. Trent
TSgt. Donald L. Worthington
SSgt. Anna Y. Kobashigawa

Flight members have received numerous awards due to their efforts during deployments to design facilities and to participate in exercises in such places as West Germany, Great Britain, Italy, Turkey, Oklahoma, Idaho, Nebraska, Illinois, Wisconsin, Virginia, Ohio, Florida, Missouri, Mississippi, New Mexico, Wyoming, California, South Korea, Japan and at Buckley. The entire flight's response whenever *anyone* receives an award is "Donuts!"

The only retiree from the flight is CMSgt. Ken Freiberg, formerly the 140th and 240th CEF fire chief. Our longest serving member is CMSgt. Dick Jones, who has been a chief master sergeant for 15 years.

The 240th Civil Engineering Flight has established an outstanding history of accomplishment and is committed to continued superior performance in the future.



Zweibrucken AB, West Germany: Lt. Col. Jack Renton in the work control center, 1981.



Attitude adjustment: Paula Eden, Dan Walls, Dave Womble, Dick Jones (hidden) and PACAF's Capt. Sumacha in Honolulu, 1986.



Trier, West Germany: Sgts. Dukes and Keer and Lt. Col. Renton at Roman bath ruins, 1982.

Headquarters, Colorado ANG OL-BB (Det. 1)

Commander: Col. Ronald S. Rosson

Detachment 1 operates four T-43 aircraft, the military equivalent of a Boeing 737-200. Two of the T-43s are configured for navigational training in support of the U.S. Air Force Academy Airmanship program. The other two aircraft are configured with airline seating for up to 64 passengers to serve as mission support aircraft for the National Guard Bureau and the Military Airlift Command.

Det. 1's rich heritage began with the C-47 *Gooneybird* assigned to Buckley's base operations section in 1946. Flown through the Vietnam era, the venerable C-47 was the original "Flintstone Airlines." The C-47 was followed by a C-54 aircraft — *Flintstone II* — acquired in 1966. Flintstone Airlines and Flintstone II patches were displayed proudly by crew members involved in emergency hay drops, unit deployments and general airlift missions for both Army and Air units. The C-54 was replaced by the C-131 (two different ones were eventually assigned to the unit before retirement in January 1986) which, along with O-2 aircraft, were controlled by base operations when the first T-43s arrived in 1979.

The Buckley T-43 story started in late 1978, when political pressures over USAF low flying-hour usage of T-43s and congressional defunding of the U.S. Air Force Academy flying program converged on the "airlift support" element of the Colorado Guard. A team of dual-hatted, additional-duty personnel was created under the leadership of the newly selected base commander, **Col. Stanley C. Wood**. Airfield management provided operations, the Buckley transient section provided maintenance, the Boeing company provided contract support, the Air Force Academy provided the navigator instructors, and the USAF at Mather AFB continued phase maintenance support for the original two T-43s.

Until 1983 the T-43 mission, signified by the first "Bobcat" patch, was integrated with the base support functions operating the Buckley airfield, transient maintenance, special operations, C-131 and O-2 aircraft. The Rex Riley, Flintstone Airlines and Bobcat patches were simultaneously worn by triple-qualified operations and maintenance personnel. The unit consisted of a work force of 11 full-time personnel in operations, seven full-timers in maintenance, plus seven traditional Guardsmen for a total of 25 personnel.

Congress gave the unit its mission to fly primarily in support of the Air Force Academy Airmanship program, with a secondary role of providing airlift for the Military Airlift Command (MAC). Officially assuming the Airmanship mission with three

checked-out pilots and three flight engineers, the unit began its support of the Air Force Academy on July 1, 1979.

T-43A aircraft are configured especially for navigation training and used as inflight laboratories. Equipped with systems that Air Force operational aircraft use, on-board avionics include celestial, radar and inertial navigation systems, LORAN (long-range navigation) and other radio systems. The unit reached full strength on Jan. 18, 1980, thereby completing a major accomplishment of establishing, hiring and training a previously non-existent flying unit.

The mission of the Air Force Academy's Airmanship Training Program is to motivate and provide leadership training for cadets while building a solid aviation foundation and preparation for undergraduate flight training. Ten separate accredited courses — ranging from fundamentals of flight to applied astronomy — are designed around the capabilities of Det. 1's T-43 aircraft.

Varying with course requirements, T-43 aircrews may fly six to eight sorties a day for the one-hour orientation "Doolie" flights, or an extensive training route similar to that conducted in undergraduate navigation training school. Additionally, missions may require single day "out and back" flights, multi-day missions with ground time at active military installations, or low-level navigation training routes in the mountains of Colorado. During these flights, cadets acquire knowledge through operation of the on-board devices and through interaction with the Air Guard and USAF flight crew in performing checklists and monitoring flight progress. In the future, as many cadets reach staff level and higher leadership positions in the Air Force, they will be able to reflect on their first Air Force aviation experience in the T-43A with the Colorado Air National Guard "Bobcats."

During the years that the T-43s and the C-131 belonged to HQ COANG/OLAA, base commander and T-43 unit commanding officer Col. Wood retired, knowing he had played a major role in creating a new COANG mission. He was succeeded by OLAA/base commander **Lt. Col. Don R. Shields**, who had also been a member of the initial T-43 cadre. Under Col. Shields' stewardship, the T-43 unit continued to amass an operational and safety record second to none.

A significant milestone occurred July 1, 1983. **Lt. Col. Melvin J. Walden**, former base operations officer and also an initial cadre member, took command and the T-43s became a "stand alone" unit with the aircraft assigned to Operation Location BB (OL-BB). The C-131 continued under a separate



Col. Ronald S. Rosson
Maj. Simeon D. Bateman
Maj. Eric B. Hall
Maj. Daniel J. Murphy

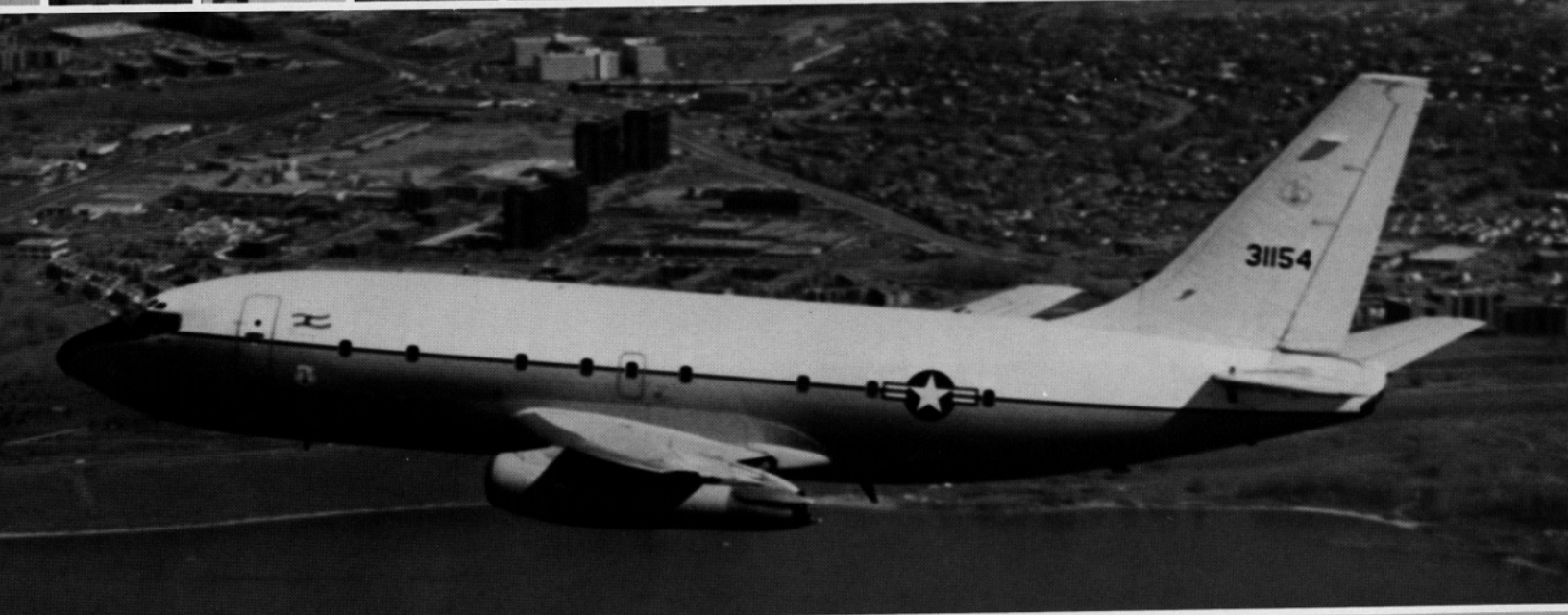
Maj. Steven A. Steenrod
Capt. Lawrence A. Mathay
Capt. Steven N. Snyder

The flying "Bobcats" . . .



Capt. Wayne S. Weierman
1st. Lt. Eric D. Moffitt
2nd. Lt. Marc Bellapianta
MSgt. Thomas Burlace
MSgt. John E. Charles, Jr.
MSgt. Randy R. Dolan
MSgt. Richard B. Fisher

MSgt. Jim Greco
MSgt. Darrell G. Hansen
MSgt. Peter McDermott
MSgt. Gary E. Olson
MSgt. Phillip M. Pohanic
MSgt. Robert A. Sander
MSgt. Janice L. Thompson



Bobcat mission: The unit's military equivalent of a Boeing 737-200 was first acquired in 1979. Det. 1's T-43s have since traveled the world supporting Air Force Academy training programs and MAC requirements. This T-43 flies over Quincy Reservoir in Aurora.

base operations section. During the first six years (1979-1985) of operation, the T-43's record was impressive. Not one Air Force Academy cadet missed a required flight. In six years the unit's effectiveness rate was 100 percent. During the same time, over 10,000 hours of flying were accomplished without any safety violations.

During this time the unit's exemplary performance and effectiveness led to USAF recognition with the presentation of the *Air Force Organizational Excellence Award*. An award that the unit considers just as prestigious is the *USAFA Cadet Distinguished Saber Award*. Paid for by cadet funds, the award is presented for outstanding contribution to the cadet mission through distinguished mission accomplishment.

Another significant milestone took place in October 1985. Two additional T-43A aircraft were received, configured for passengers, thereby augmenting and expanding the unit's dual mission. These aircraft, reassigned from resources of the Washington, D.C., Air National Guard, provide additional operational support airlift for the National Guard Bureau and Military Airlift Command. Manning also increased and currently stands at 105 personnel (52 AGR, 30 traditional Guardsmen, 17 technicians and six Title 5 personnel.) Additionally, phase maintenance was changed from Mather AFB support to an "in-house"

operation.

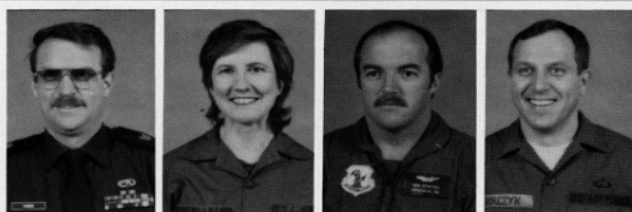
In January 1986, **Lt. Col. Ronald N. Germano** became commander and the unit took on its current designation as Det. One. The unit flies in excess of 4,700 hours annually and received a successful first Unit Effectiveness Inspection (UEI) in February 1987. The extent and diversity of Det. 1's mission has taken its aircraft and people to every state in the nation and to 19 foreign countries — Bermuda, Brazil, Canada, Chile, Colombia, East and West Germany, Ecuador, El Salvador, England, Guatemala, Honduras, Iceland, Italy, Netherlands, Nicaragua, Norway, Panama and Spain.

Dignitaries carried have included Cabinet members, congressmen, ambassadors, the chief of staff of the USAF and numerous foreign military representatives. Each of the unit's four aircraft bears a dedicated Colorado city name: Aurora, Colorado Springs, Grand Junction and Denver.

In addition to the unit's extensive USAFA Airmanship mission, the diversity of its airlift mission is reminiscent of the "anywhere, anytime" Flintstone tradition. During the air traffic controllers' strike, the unit transported Air Force air traffic controllers to civilian airfields to help keep air traffic, both civilian and military, from being crippled. The unit was also tasked to airlift members of the president's Strategic Arms Reduction

(continued on page 295)

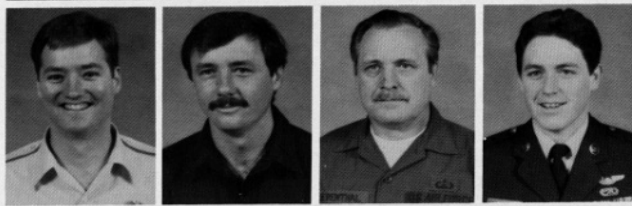
MSgt. Paul E. Turner
 TSgt. Deborah L. Behrens
 TSgt. Benny L. Benedict
 TSgt. Anthony G. Burczyk



TSgt. Anthony B. Carter
 TSgt. Robert F. Endersen
 TSgt. Charles L. Heinle
 TSgt. Benjamin S. Irvin



TSgt. Robert N. Kelly
 TSgt. Mark R. Lee
 TSgt. Paul D. Liebenthal
 TSgt. James McAndrew



TSgt. Kenny W. Rogers
 TSgt. Chris Sanchez
 SSgt. Kenneth D. Bristol
 SSgt. Patrick R. Brown



SSgt. Stanley A. Minarsky
 SSgt. Clifton Sutherland
 SSgt. Greg Pianalto
 A1C. Raymond M. Martin



Lt. Col. Ron Germano: Served in the 120th TFS and then commanded the Det 1 "Germaniacs" from 1986 until mid-1988.



Berlin-Tempelhof, Germany: Crew of the first Air Force Academy Airmanship Training Program mission to Europe, March 1986. From the Left . . . MSgt. Jim Greco, Mr. Sy Harjes, Maj. Terry Thompson, Lt. Col. Ron Germano, Doc. Fradl, Maj. Ed Sasman, Maj. Ricky Gowthrop, MSgt. Tom Burlace and MSgt. Paul Turner.



Flintstone Airline successors: From the Left . . . TSgt. Tom Burlace, Lt. Col. Don Shields, Maj. Flick Guerrina, Dr. John Frank, Maj. Eric Hall, Maj. Ed Stapleton, MSgt. Bob Sander, MSgt. Phil Pohanic, Maj. Terry Thompson, Lt. Col. Jim Winders, Lt. Col. Pat Montgomery, Maj. Mel Walden, SSgt. Joyce Armstrong, SMSgt. Ron Herrmann, Capt. Stuart Force, MSgt. Jan Wright, Capt. John Thompson, TSgt. Larry Mitchell, Maj. John Mullen, Maj. Dick Benson, Col. Stan Wood and Col. Bill Littlefield. Late 1970s.



Convair C-131: Two *Samaritans* were used by the unit from 1974 until 1986.



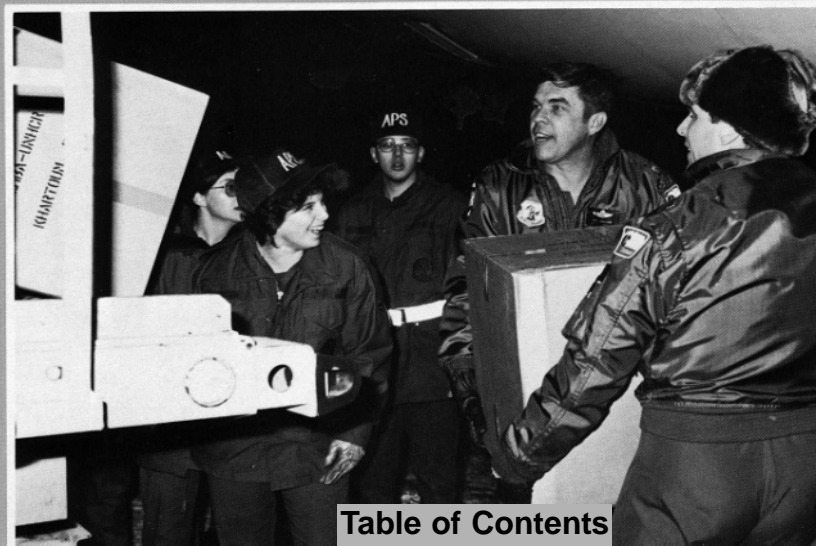
Original Bobcat: Unit call sign namesake Col. Stanley C. Wood commanded Buckley ANGB and its support aircraft in the 1970s.

Talks (START) team to strategic installations around the country so they could become more familiar with the systems to be negotiated with the Soviet Union in Geneva.

In January 1985 the unit contributed to the humanitarian relief effort for Ethiopia by airlifting 6 tons of medical supplies and equipment to the East Coast for shipment overseas. Additional airlift operations included "Coin Assist" in support of wives of POWs and MIAs, support for the Air University Conclave and support for "Red Flag" deployments.

In April 1988, **Col. Mason C. Whitney** became Det. 1 commander. **Col. Ronald Rosson** assumed command in October, 1988. A prime example of the unit's continuing heritage is the call sign and nickname "*Bobcats*." Col. Stan Wood, the first T-43 commander, was previously in the Air Training Command where his call sign was Bobcat. As a remembrance and to honor Col. Wood's vital role in obtaining the unit's first mission, Det. 1 continues to utilize his call sign.

North Africa airlift: Commander Lt. Col. Mel Walden and Maj. Dave Bateman unload medical supplies at McGuire AFB, N.J., January 1985.



154th Tactical Control Group

Commander: Lt. Col. James N. Hagenson

The mission of the Headquarters, 154th Tactical Control Group (TCG) is to coordinate time-phased reception and onward movement of Tactical Air Control System (TACS) reinforcement units with appropriate authorities. The group commands, organizes, equips, trains and administers assigned TACS elements. The group coordinates the availability of TACS units for transfer to appropriate theater commanders including sustaining operational capability and logistics. HQ 154th also monitors logistical support and replenishment of life support, equipment and personnel resources for TACS units and provides augmentation personnel for U.S. and Allied war-time requirements.

The 154th TCG was organized at Buckley ANG Base, Dec. 7, 1971. The new group provided an enhanced dimension to the nation's military capability, supporting air and ground commanders with specific information of enemy positions and movements.

The dimension was not new to the Air Force, but new in that the group headquarters would supply the Tactical Air Command with additional resources and manpower to fulfill its defense role in national emergencies and other contingencies. HQ 154th's formation was the basis for altering the composition of similar active duty and ANG units throughout the U.S.

In December 1971, three tactical air control groups were established east and three west of the Mississippi River, each responsible to HQ TAC as well as a numbered Air Force. The 154th TCG became a vital link within the structure of tactical Air Forces.

The nucleus of personnel for the new 154th unit was derived from the deactivated 233rd Flight Facilities Flight, along with an initial assignment of officers and airmen by Headquarters, COANG. A contingent of full-time air technicians was included in the assignment; their task was to operate and manage the unit on a day-to-day basis. In addition to the new group headquarters, the co-located 154th Tactical Air Control Center (TACC) and the 138th Tactical Control Squadron (CRC) at Greeley ANG Station were formed. Two years later, the 154th

TACC was deactivated and the 154th Tactical Control Flight was activated at Colorado Springs (Peterson AFB), Colo.

In late 1973, the 154th group headquarters originated and implemented the first in a series of combined air-to-ground exercises. The "Hot Wheels" concept focused on employing TACS, using both interdiction and close air support activity, to direct aircraft against simulated ground enemy targets; to control search and rescue missions; to exercise forward air controller operations; and to coordinate large amounts of ground troops in simulated exercises. The highly successful exercises continued through March 1979.

The 1980s established a new concept for TACS exercises. The 154th TCG developed several "Sentry Eagle" exercises for its nine subordinate units, concentrating on a "classical" TACS operation using the Checkered Flag scenario. Many additional exercises and deployments (CONUS and overseas) were conducted over the last two decades — perhaps more than any other unit of the COANG.

In May 1988, the 154th dedicated their new \$1.7 million, 25,600-square-foot communications and electronics facility. The new structure serves as headquarters to more than 230 group and 227th ATCF personnel.

The importance of the 154th Tactical Control Group and its independent status as a major COANG element warranted more space within our pages than this unit section could provide. Readers are encouraged to review the substantial accomplishments of the group and its units as documented in *Colorado Pride's* decade histories of the 1970s and 1980s.

Commanders of the 154th Tactical Control Group

Col. Richard E. Saltmarsh	1971-1973
Col. Thomas Barfoot	1973-1978
Col. Jack D. Abercrombie	1978-1981
Col. Sal Villano, Jr.	1981-1988
Lt. Col. James N. Hagenson	1988-Pres.



Col. Armin R. Lichtfuss
Lt. Col. Roy C. Chase
Lt. Col. Warren D. Krise
Lt. Col. Douglas J. Mayes
Lt. Col. Gary P. Morgan

Lt. Col. Joseph N. Ortiz
Lt. Col. Thomas W. Riffe
Lt. Col. Robert C. Stack
Maj. Paul T. Abrams
Maj. Douglas C. Clark

Maj. Kenneth M. Gambrill
Maj. Robert H. Harkins
Maj. Edwin J. Johnson
Maj. Robert M. LaDow
Maj. James M. Maginnis
Maj. Cathleen A. McKibbin
Maj. James L. Myers

Commitment to excellence . . .



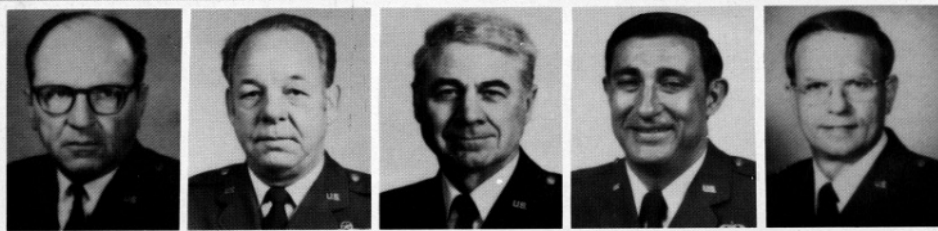
Maj. F. Michael Nash
 Maj. Jon A. Robison
 Maj. Malcolm R. Sneddon
 Maj. F. William Weber
 Maj. Donald C. Willette
 Capt. Mark A. Christensen
 Capt. Michelangelo DiBiase

Capt. R.S. "Chip" Harriman
 Capt. William E. Hudson
 Capt. Robert B. Keeter
 Capt. Larry L. Lantz
 Capt. Donald R. Michels
 Capt. Mark J. Miller
 Capt. George S. Portman

Capt. Michael J. Schmid
 1st. Lt. Clifton J. Grillier, Jr.
 1st. Lt. William T. Toguchi
 CMSgt. Robert L. Colhour
 CMSgt. Ronald R. Kuhn
 CMSgt. Walter M. Leiker
 CMSgt. Russell C. Palm

SMSgt. Jerome J. Bensing
 SMSgt. Wendell T. Ellison
 SMSgt. Harrel J. Lambert
 SMSgt. Ronald D. Sorrell
 MSgt. Harriet E. Cramer
 MSgt. Richard E. DeWaele
 MSgt. Leon J. Dingbaum

MSgt. Isaac Duran
 MSgt. George A. Emmert
 MSgt. Ernest Hoa, Jr.
 MSgt. Donald L. Hohnstein
 MSgt. Jerry L. Kelsey
 MSgt. Frank W. Lind
 MSgt. John A. Lucero



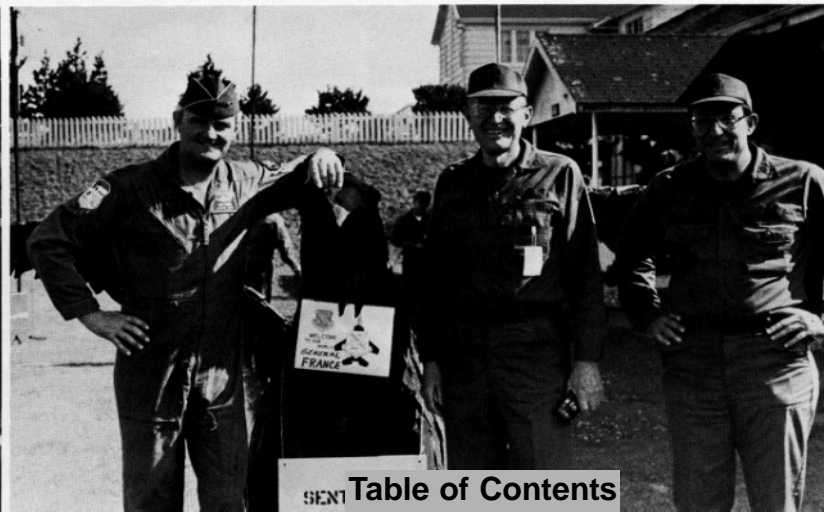
Past and present . . .

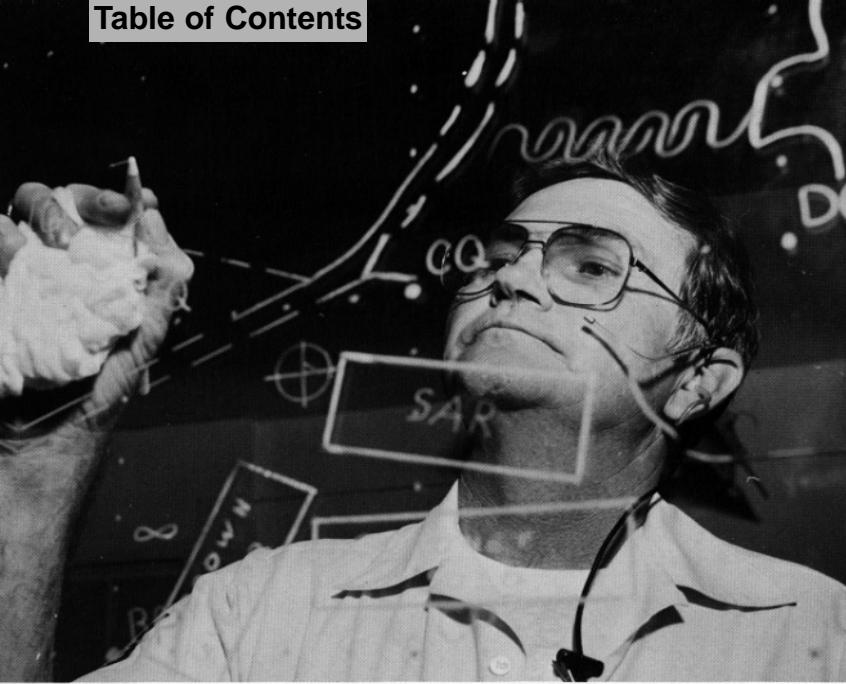
154th TCG Commanders

Col. Richard E. Saltmarsh
 Col. Thomas Barfoot
 Col. Jack D. Abercrombie
 Col. Sal Villano, Jr.
 Lt. Col. James N. Hagenson

"Hot Wheels I": Maj. Mel Walden, Capt. Bill Johnson (front), Lt. Cols. Al Dorsey and Clay White, Capt. Doug Mayes and Maj. Bob Hess (rear).

"Sentry Eagle '83": Maj. Gen. John France, Brig. Gen. Monroe Mathias and Lt. Col. Villano, Camp Rilea, Ore.





Keeping track of business: TSgt. Billy Tackett plotting aircraft positions, 1981.



Scope it out: A1C. Tina Moody monitoring air surveillance for entry on the plotting board.

Simple mission

Our mission is very simple. We sit behind radar scopes and tell the pilots where to go.

Col. Sal Villano, former commander, 154th TCE



MSgt. Charley L. McNelley, Jr.
MSgt. Robert M. Nolan
MSgt. De A. Perrin
MSgt. Angelique M. Phillips
MSgt. Garret R. Plendl
MSgt. Gunther W. Schulz

MSgt. Robert M. Vanick
TSgt. Armando N. Argiz
TSgt. Mark R. Bashaw
TSgt. Jonathan R. Ellison
TSgt. Charles C. Fuller
TSgt. Louis A. Gerweck

Exercises and Deployments
(154th TCG and subordinate units)

November 1973	<i>Hot Wheels I:</i> Greeley, Colo.
March 1974	<i>Hot Wheels II:</i> Buckley ANG Base
July 1974	<i>Hot Wheels III:</i> Salt Lake City, Utah
September 1974	<i>Hot Wheels IV:</i> Colorado Springs, Colo.
November 1974	<i>Brave Shield X:</i> Peterson Field, Colo.
May 1975	<i>Hot Wheels V:</i> Buckley ANG Base
August 1975	<i>Hot Wheels VI:</i> Buckley ANG Base
August 1976	<i>Brave Shield XIV:</i> Fairchild AFB, Wash.
January 1977	<i>Jack Frost:</i> Fairbanks, Alaska
April 1977	<i>Hot Wheels IX:</i> Gila Bend, Ariz.
June 1977	<i>Hot Wheels VII:</i> Boise, Idaho
July 1977	<i>Brave Shield XVI:</i> Twenty-nine Palms, Calif.
March 1978	<i>Brave Shield XVII:</i> Nellis AFB, Nev.
August 1978	<i>Brave Shield XVIII:</i> Fort Carson, Colo.
January 1979	<i>Jack Frost:</i> Alaska
February 1979	<i>Empire Glacier:</i> Camp Drum, N.Y.
April 1979	<i>Team Spirit:</i> Korea
August 1979	<i>Brave Shield XX:</i> McChord AFB, Wash.
October 1979	<i>Bold Eagle:</i> Eglin AFB, Fla.
July 1980	<i>Hot Wheels II:</i> Colorado Springs
August 1980	<i>Gallant Eagle:</i> Nellis AFB, Nev.
October 1980	<i>Sentry Aspen Flag:</i> Colorado Springs
January 1981	<i>Black Hawk IV:</i> Panama
January 1981	<i>Brim Frost:</i> Alaska
February 1981	<i>Red Flag '81-2:</i> Nellis AFB, Nev.
March 1981	<i>Red Flag '81-3:</i> Nellis AFB, Nev.
March 1981	<i>Border Star:</i> Fort Bliss, Texas
April 1981	<i>Team Spirit:</i> Korea
July 1981	<i>Owyhee Roundup:</i> Mountain Home AFB, Idaho
October 1981	<i>Bold Eagle:</i> Gulfport, Miss.

January 1982
February 1982
March 1982
March 1982
April 1982
May 1982
June 1982
June 1982
July 1982
August 1982
December 1982
January 1983
January 1983
June 1983
July 1983
July 1983
July 1983
July 1983
August 1983
September 1983
October 1983
Jan.-Dec. 1984
March 1984
April 1984
June 1984
July 1984
July 1984
August 1984
September 1984
October 1984
August 1985
July 1986
April-June 1987
April 1987
July 1987

Kansas Deployment
Sentry Desert Flag: Phoenix, Ariz.
Bold Eagle: Gulfport, Miss.
Gallant Eagle '82: Stran Peak, N.Y.
Blue Flag '82-2: Eglin, Fla.
Golden Blade: Yakima, Wash.
Autumn Red
Sentry Overland IV
Owyhee Roundup: Mountain Home AFB, Idaho
Log-X Exercise: Fort Pickett, Va.
Blue Flag '83-1: Hurlburt FLD, Fla.
Brim Frost, Alaska
Ahaus Tara, Puerto Lempira, Honduras
Seesaw '83, Calif.
Sentry Eagle, Camp Rilea, Ore.
Owyhee Roundup '83: Mountain Home AFB, Idaho
Red Beach
Oksboel '83; Denmark
Display Determination; Germany
Bold Eagle; Eglin AFB, Fla.
Elf-One; Saudi Arabia
Scorpion 1-'84; Phoenix, Ariz.
Green Flag; Nellis AFB, Nev.
Seesaw '84; Calif.
Sentry Eagle '84
Owyhee Roundup '84; Mountain Home AFB, Idaho
Oksboel '84; Denmark
Display Determination; Germany
Blue Flag; Fla.
Owyhee Roundup; Mountain Home AFB, Idaho
Central Enterprise; Germany
Sentry Adler; Germany
Wintex; Germany
Central Enterprise; Germany