

# “General Joe”

Maj. Gen. Joe C. Moffitt

Your name is synonymous with the Colorado Air Guard. You infused us with a spirit of camaraderie for 40 years and will continue to do so for years to come. We are proud that you have been our ambassador to the world and have always represented us with pride and dignity.

For one who has served so long and so well, the Colorado Air National Guard salutes you.



**Once a sergeant, always a gentleman:** Sgt. Moffitt, 1938 (above); leading the Grand March with Marian at the 1967 Military Ball (right).



# Buckley Air National Guard Base

**Buckley Air National Guard Base** is located approximately two and one-half miles east of Denver on East Sixth Avenue on the east edge of the city of Aurora. Its history dates to the World War II era.

The increased involvement of the United States in the war in Europe in 1941 resulted in plans to enlarge Lowry Army Air Field. A 5,740-acre site was decided on and purchased by the city and county of Denver and donated to the Department of the Army in early 1941. The name *Buckley Field* was chosen in honor of 1st Lt. John Harold Buckley, a World War I flier from Longmont, Colo. Buckley lost his life in France on Sept. 17, 1918, when his aircraft was shot down on a strafing mission behind German lines, during the third day of the Argonne offensive.

A contract for architectural and engineering services was awarded in April 1942 and construction began the following month. The Army Air Corps Technical School, offering B-17 and B-24 bombardier and armorer training, was opened July 1, 1942, with Brig. Gen. L.A. Lawson commanding. At an original cost of \$7.5 million, base facilities included streets, runways, more than 700 structures, 10 water wells, a water distribution system, sewage collection and treatment system, electrical plant, communications system, coal-fired steam heating plant and 16,800 feet of railroad track.

The ever-present need for wartime military personnel required additional basic training sites. In 1943, three of these sites were opened at the Lowry Bombing Range under Buckley's command. The Arctic Training Command transferred to Buckley Field in 1943 and a separate training facility was opened at Echo Lake, Colo. In its peak year of operation, 30,000 troops received training from January through June 1943, while 2,000 more men attended the Arctic course. Nearly 10,000 new inductees went through the rigors of basic training during this time. As the Army Air Corps approached full strength in 1944, additional training requirements diminished, bringing about a gradual decline in personnel throughout 1945. When the war ended, Buckley became an auxiliary field for Lowry which in turn transferred it to the Colorado Air National Guard in 1946.

The Air Guard's first term of ownership quickly came to an end when the Department of the Navy took charge in 1947, renaming



1st Lt. John Harold Buckley

## Over there

Mother, you've always taught me that life is not a thing of days and years, but of thoughts and deeds. We've planned great things for the future — you and I. I have lived much the last few months. Now I'm going "over there" where life is still bigger and fuller. If I don't come back I shall have rounded out the life I planned.

*1st Lt. John Harold Buckley,  
in a letter to his mother*

**Early Buckley:** Looking south, about 1942. Few of the original 700 structures remain standing today; the tracks adjacent to unpaved East Sixth Avenue were pulled up in the 1950s.









**Base tour:** SMSgt. Jarret with F-100, 1963. Hundreds of tours have been conducted at Buckley over the years.

June 30, 1959, and it once again became the property of the Air Force, which licensed it to the state of Colorado. On April 18, 1960, the installation took on a new, yet familiar name, *Buckley Air National Guard Base*, making it the first ANG base in the nation.

At that time the base included the following support tenant activities: The Air Force Ballistic Missiles Division Field Office; Air Materiel Command Contract Management Office; Army Corps of Engineers; Glen L. Martin Co.; Morrison and Knudson Co.; plus numerous other subcontractors who were involved in the Titan Missile complexes being constructed on the old Lowry bombing range. Navy and Marine Reserve and Colorado Army National Guard units maintained small detachments on the base as well.

Today, after several land transactions over the years, Buckley ANG Base includes three separate land areas totaling 3,250 acres. The airfield complex consists of two runways of 8,000 and 11,000 feet, each 150 feet wide. Flying operations are active and all facilities are fully occupied and in use. Buckley's eight-hour population on a Unit Training Assembly (UTA) weekend is approximately 3,600 persons. During the week, the base population averages 2,580 persons. The Colorado Air National Guard operates and maintains Buckley for the Air Force and supports various tenants of the active and reserve forces and certain civilian agencies. Occupancy and use of the land and facilities is negotiated locally and approved by the secretary of the Air Force. Colorado Air National Guard services are funded through the National Guard Bureau.

**"Aspen Flag II" exercise:** The busy Buckley ramp, 1980.



**Not to worry:** George Walker, 1988.

### Right this way, Gov'nr

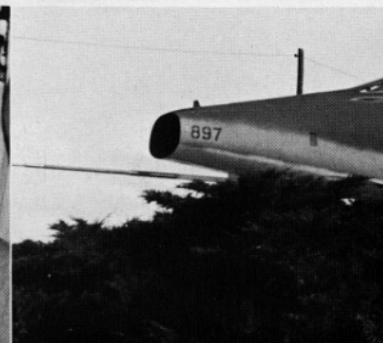
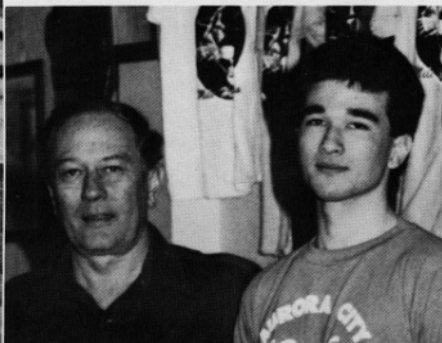
George Walker and Andy Lentini, base security policemen, were working the front gate on drill weekend when Gov. Roy Romer showed up at the gate in his car, ready to fly in the A-7K model. Busily logging cars in, Walker only noticed the car was unregistered and asked the driver to pull over and register it. At that, Romer exclaimed, "I'm the governor; I'm expected at 801." Walker didn't miss a beat. Placing his left hand over his name tag, he said, "Yes, sir, and I'm Andy Lentini, have a good day," as he waved the governor through the gate, leaving wide-eyed Lentini stammering in the background.

*John Spann*

The host unit at Buckley ANGB is the 140th Tactical Fighter Wing.

Presently Buckley is home for the following assigned and tenant organizations: Headquarters, Colorado Air National Guard; Headquarters, Colorado Air National Guard OLBB-Detachment 1; Headquarters, 140th Tactical Fighter Wing; 120th Tactical Fighter Squadron; Deputy Commander for Support; 140th Civil Engineering Squadron; 140th Mission Support Squadron; 240th Civil Engineering Flight; 140th Resource Management Squadron; 140th Consolidated Aircraft Maintenance Squadron; 120th Weather Flight; 140th Weapons System Security Flight; 140th Communications Flight; 140th Tactical Hospital; Headquarters, Air National Guard/OL-BQ (A-76 Study Project), 8200 Management Engineering Squadron; Headquarters, 154th Tactical Control Group; 138th Tactical Control Squadron; and the 227th Air Traffic Control Flight. The Army National Guard, Navy Reserve, Coast Guard and Marine Corps Reserve all have facilities at Buckley as well.

**Landmarks:** Bob Nelson and son Don at the Buckley Trading Post; Vietnam-era F-100 *Super Sabre* at the main gate. Both 1988.





Buckley ANG Base has three distinct missions. It provides combat readiness training for tactical units of the Colorado Air National Guard. Buckley is also charged with certain responsibilities related to aircraft search and rescue and crash response and covers a geographical area halfway way between the base and Cheyenne, Salt Lake City, Colorado Springs and Wichita. Finally, Buckley is the only military flying base in the area; its location provides a necessary and ideal refueling stop, particularly for military aircraft transiting the country in all directions. In addition to supporting all base-assigned aircraft, Buckley services up to 10,000 transient military aircraft per year, of which approximately 4,000 remain at least one night on base. Transient aircraft services are provided on a round-the-clock basis and practically every type of aircraft in the inventory from every service and command visits Buckley ANGB during a typical year.

Buckley has served as a primary military airfield since its inception in the glory days of World War II, through the Navy years on into the Vietnam era which saw an increase in MEDEVAC traffic. Today it acts as the hub for all Colorado Air National Guard and military air traffic transitioning through the Denver metropolitan area.

In common with all aircraft operations, there are noise and potential accident problems. However, as one of the most centrally located, active bases in the DoD inventory, Buckley ANGB remains vital to our national defense. In addition, Air and Army National Guard units from Buckley assist the state in emergency disaster relief, as directed by the governor.

**Patch collector:** Frank Stephens of the parachute shop hit on hundreds of transient air crews to fill his collection.



**Main gate:** COANG A-7 Corsair II formation, 1970s.

## Other Facts About Buckley ANG Base (as of December 1988)

\*Buckley is the only military airfield in the state of Colorado that wholly owns and operates its own runways and the only airfield in a 410-mile radius capable of servicing weapons-loaded aircraft. It is one of six Air National Guard-operated bases in the country.

\*Buckley's two runways serve approximately 10,000 transient military aircraft per year. The base handles about 35,000 "air operations" (takeoffs and landings) per year.

\*The 3,250-acre base on Aurora's eastern edge is a major military presence in the city. All components of the Department of Defense — Navy, Air Force, Army, Marines and the Coast Guard (active and reserve) — are represented on the base.

\*A total of 6,200 personnel work at Buckley in full-time or part-time status. This total includes military and civilian personnel with the base's 32 tenant units, as well as Colorado Air National Guard personnel.

\*The annual payroll to Buckley personnel is about \$116.3 million.

\*The operations and maintenance budgets of all units on Buckley total more than \$50 million. Much of this money goes to local businesses and contractors.

\*General construction on the base is expected to average \$7 million in the late 1980s and early 1990s. The aerospace data facilities (better known as the "bubbles") will see more than \$20 million in new construction by the end of 1989.

\*The buildings on the base (130) have a total value of more than \$232 million.

\*The base is home to about \$169 million worth of aircraft, including helicopters, transport planes and 24 A-7 Corsair II attack aircraft belonging to the 120th Tactical Fighter Squadron.

\*Other equipment at Buckley has a total value of \$39 million; supply inventories of all units on the base total just over \$19 million.

\*The value of the land on which the base sits is estimated at \$24.6 million.

**Two endangered species:** CMSgt. Gurney Ulrich and a golden eagle, both common to Buckley ANGB in the 1980s.





**Functional fashion:** 154th TCG troop in chem warfare ensemble, 1980s.



**Hurry up and wait:** (above and facing page, top to bottom) Deployment to Volk Field, Wis. ORI on a C-141 *Starlifter*, August 1985; departing for Casper, Wyo., June 1949; aboard a C-141 enroute to "Coronet Cove" and Howard AFB, Panama, January 1988; a 1960s deployment; going home from "Operation Abbey Tower" in Puerto Rico, December 1963 — the first ANG overseas deployment; 154th TCG happy campers at "Sentry Eagle" exercise, Camp Rilea, Ore., July 1983; "Sentry Eagle" troops sorting through deployment gear back home at Buckley ANGB, 1983.

## Summer camp

Summer camp, annual field training, annual training . . . by any name it's the two weeks of active duty training all Colorado Air Guardsmen perform each year. Conducted in Colorado and nearby states in the early years, today's Guardsmen often find themselves ei-

ther in operational readiness tests at Volk Field, Wis. or Gulfport PFTS, Miss. or in training scenarios around the world. Some of the strongest COANG memories are forged in these brief tours of active duty.

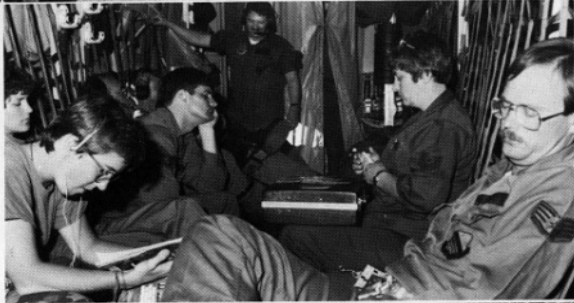


**Summer Camp in the 1930s:** 117°, no shade at Ft. Sill, Okla., 1936 (above left); Officers' Mess, 1939 (above right).

**Annual training:** 120th Observation Squadron photo section, Boise, Idaho, 1940 (below left); Casper, Wyo. mess hall, 1955 (below right).







### Summer camp

I remember going to summer camp at Volk Field in 1972. A lot of people went — more than 800. Gen. Walt Williams said the only way to exempt yourself from that summer camp was if you died.

*Maj. James Smith*



**Hard core:** 140th TFW Commander Brig. Gen. Walt Williams, 1972.



**Road warriors:** Volk Field, Wis. "wild bunch," 1964 (top, above); Buckley ANGB drivers' training class, 1985 (above).



**Work to do:** (clockwise from above) Armament shop at Casper, late 1950s; TSgt. John Mitchell torques a BDU-33 in Panama; F-100 dart target cable check, Volk Field, 1964.



# Humor in — and out — of uniform



**It can be a drag sometimes:** Maj. Gen. France awards the *Extinguished Pilot* headgear to Sam Hunter after his low-level A-7 schuss through Vail Valley (top). Lt. Col. Peters greets Hawaii returnees O'Connor, Parkos and Miller (above). Both 1980s.

**Sleep tight tonight! Your Air Guard is alert:** Bill Reese returns from "another Ancon low-level" in Panama, 1983 (top); Jack Wilhite returns from a 1970s deployment (above).



**Hear no, see no, speak no glasnost:** Det. 1's Gowthrop, Goodwin and Steenrod, 1980s (above); Fighter pilots, 1979 (below).

## Where's Wilhite?

"Where's Wilhite?" should have been Jack's call sign. He was always late, sometimes by days. I remember him getting to Volk Field after hitching several United flights that took him over most of the country. He was dead tired and went right to bed. When he woke up, John France had strung his cap, blouse, swim suit, shorts, sunglasses and tennis racket from the Volk Field flagpole.

*Col. Jack Rosamond*

## Lonely soldier

Jim Pomeroy got so lonely on our Turkey deployment, he made a woman out of a broomstick and a watermelon. That same trip, one of our cooks, George Tanguay, and several squadron pilots stood at the edge of the Black Sea and mooned the Soviets across the water.

*MSgt. Art Bowens*

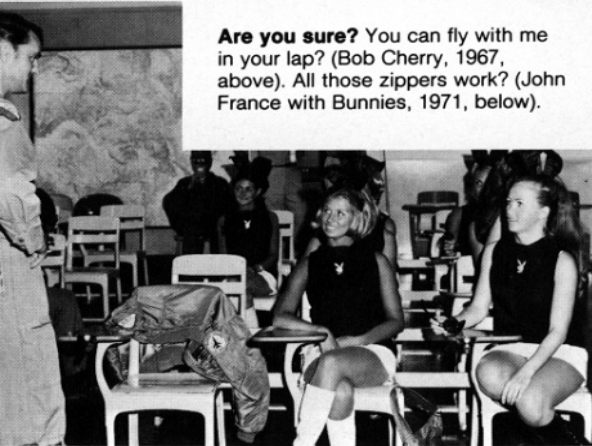








**Are you sure?** You can fly with me in your lap? (Bob Cherry, 1967, above). All those zippers work? (John France with Bunnies, 1971, below).



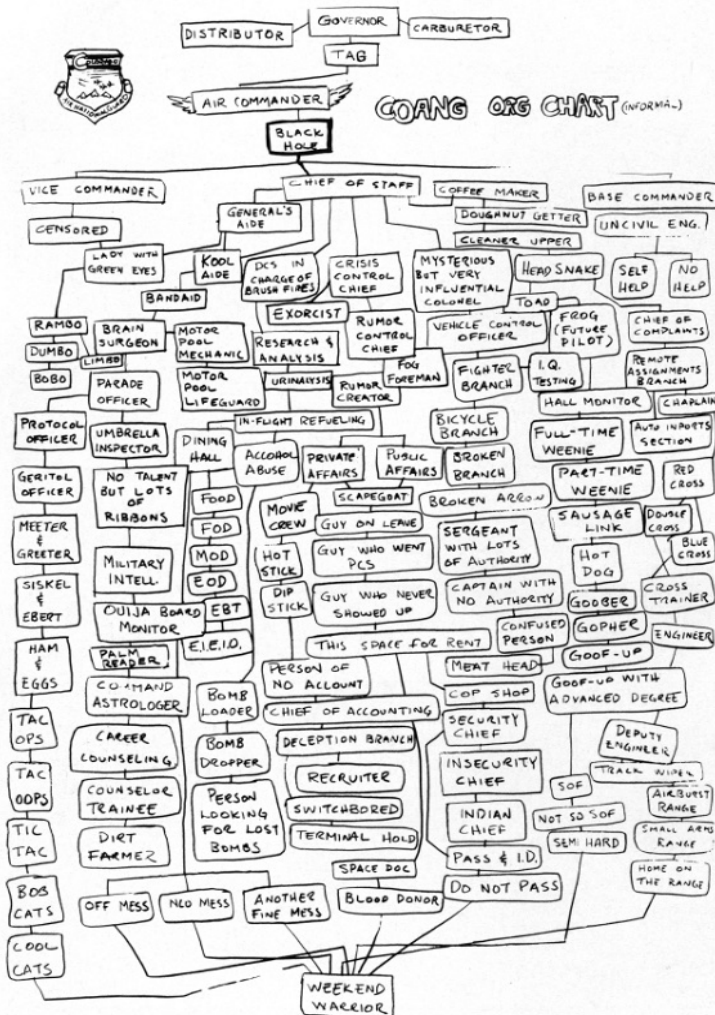
**The Wrong Stuff:** Capt. John "Easy Come, Easy Go" Jones returns TSgt. Bob "It's in the bag" Kelly to terra firma after an A-7 incentive flight, 1986.



**Born twins:** Col. Villano arranges to become an only child. Just a joke Sal.



**"You boys is in a heap . . ."** Sheriff Higgins, culprits Lopez and Ulrich.



**What a party!** Even the aircraft were sick. Here an A-7 tries to throw up TSgt. Tony Burczyk.

**Creature of habit**

You would have to be a man in a chem suit standing in the men's room to understand this story. I have a habit which many men have . . . I spit before proceeding with anything else. Well, in my chem suit, I almost always *just* catch myself before I spit in my mask. War is really hell.

*MSgt. Ron W. Schomber*

**Strong coffee:**  
SMSgt. Watts





**Make that spare:** Fred Wade, Jerry Harrison, Chuck Hoffman, Leo Rupp, Mike Sorenson and a little one, 1973.

## Dress wrong, dress!



**Hat dance:** Welcoming committee for wrong way flier, December 1941.

## Two wrongs don't make a right, but three will get you back to the freeway

In 1941, one of our O-47s was returning to Biggs Field from Laredo, following the Rio Grande. For some reason the Rio Grande made a left turn that evening instead of its usual right turn in the Big Bend country of Texas and the crew landed in Chihuahua, Mexico, instead of Biggs. In 1971, I was talking to a man in Ankara, Turkey, who said he had been stationed in west Texas with an observation squadron in the same time frame. I asked him if he had heard about the crew going into Mexico. He said yes he had not only heard about it but he was on the crew. His name was Roy Arnold. He said it was an honest mistake.

*Paul K. Smith*

**Grumpy:** CMSgt. Harry Scott, 1979.



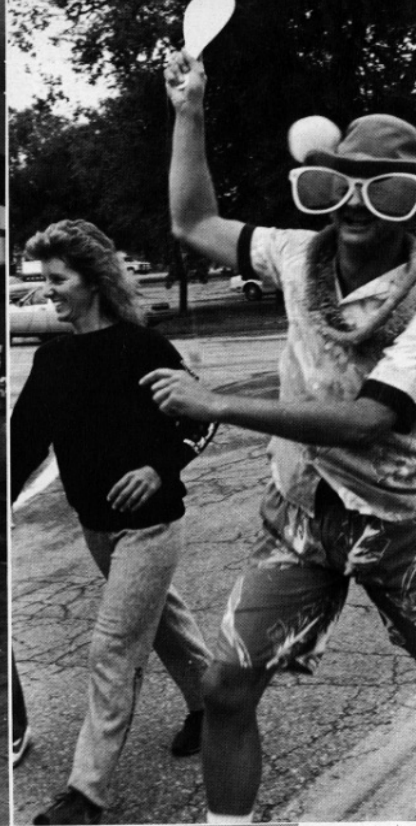
## Grumpy Scott

Chief "Grumpy" Scott could gripe in more ways than any man I knew. After returning from fighting a range fire south of Pueblo, he burnt our ears for hour upon hour about the shortage of food, water and other life necessities. After weeks of hearing his woeful tale, we made — at great expense — a trophy just for Grumpy. The base of the trophy was constructed of canned "C" rations to satisfy his gourmet tastes and the top was a corn cob complete with tender shucks to provide all the comforts of home.

*CMSgt. Tom Linam*



**Dress code examples:** Don Lucke's going away party, 1970s (left); Maj. Meyers at summer camp three-mile walk, 1987.



## Dress for success

When our ol' first sergeant, Don Lucke, decided to leave Buckley and go to Knoxville, Tenn., to become an NCO Academy "Charm School" instructor, we decided to give him a beer bust and outfit him with clothing that would make him the envy of the entire academy. Don's new uniform consisted of leather Bronco-orange pants and a locally designed and manufactured battle helmet (complete with 20mm shells and genuine coonskin), that would make a five-star general green with envy.

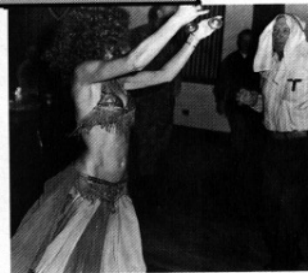
*CMSgt. Tom Linam*

## Walk softly, carry a big stick

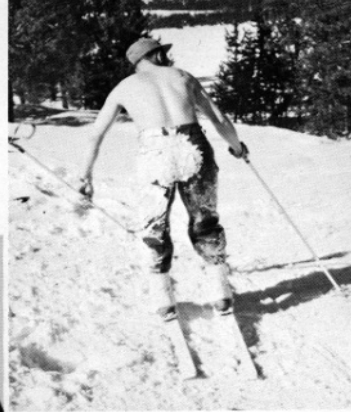
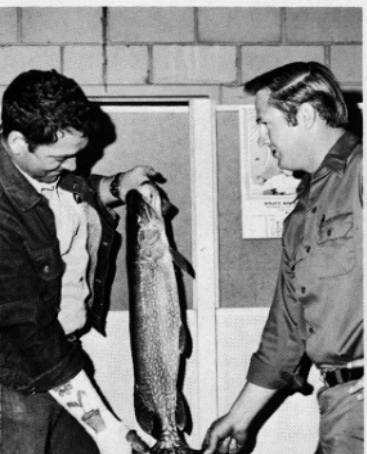
They lined up three groups for our 1987 three-mile physical fitness walk at Gulfport: men, women and a group of us, 40 or older. Having taken some "unnecessary" heckling before the start of the walk, we old-timers conferred and decided if those "whipper snappers" tried to lap us, we'd just trip them . . . with our canes.

*SMSgt. Curt Schmahl*

**Cool Cats:** Birthday party for Pappy "The Sheik" Hughes, 1987 (right); TSgt. Tom Burlace representing the Bobcats at a Cleveland, Ohio airshow, 1983 (below).



# Sports shorts . . .



**Horseshoes, skiing, basketball and bowling:** (clockwise from above) Don Ford, Jim Hall and Roland Hardy pitching shoes at Buckley, 1970s; COANG winter war exercise with the Army's 10th Mountain Division, Leadville, Colo., 1943; 120th Observation Squadron championship basketball team at Biggs Field, Texas, 1941; COANG basketball team, 1961 (Larry Noble, Richard Rodney, George Miller, Tom Suprenant, Jack Speer, Art Caldwell, John White, Dwayne Cowger and John Swenson); 1964 bowling champs (Frank Stephens, Ray Zorens, Bill Hardy, Don Chamberlain and Don Smith).



**Fishermen, softballers, bowlers and duffers:** (left column, top to bottom) Rich Guerrero and Jim Jesser, 1970s; Gordon Glack at Primrose Lake, Canada, 1981; 2nd place finishers in 1973 ANG fast pitch tournament; Jay Gates, Ed O'Connor, Eddie Villareal, John Candelaria and Chuck Hoffman at 1985 ANG bowling tournament, Phoenix, Ariz.; Tucker and Ahern in "dress for success" golf togs; COANG golfers at Cloudcroft, N.M., during Korean call-up, 1954.



**On the court, track stars, deployment fun:** (bottom row starting below, left to right) 1961 basketball team in action; Biggs Field softball team, 1942; volleyball at Merzifon AB, Turkey, 1979.





# A family affair . . .

## A Message to Spouses and Family Members

There is a group of dedicated citizens who share our missions and hard work, and all too frequently never receive the thanks they so richly deserve — the spouses and family members of our Colorado Air National Guard personnel. You stand shoulder to shoulder with us in preserving the ideals of our American way of life.

We would like to take this opportunity to thank you, for our experience has taught us that without your support our participation cannot be wholehearted. And that can be detrimental to our mission and its successful accomplishment.

You have helped us immeasurably in fulfilling our commitment to excellence. We are confident we can rely on your continuing support in the future, for you are a **most** important part of the COANG family.



**We are family:** Don Neary's daughters Shelley and Stacy welcoming back a 1970s F-100 deployment (above); Halloween party at the old Lowry Field NCO Club, 1937 (below).



**Meis connection:** Buckley ANGB security policeman SSgt. Lynnette Meis, 1980s.

### A family tradition

Serving in the National Guard has been a family tradition for us. I joined in 1955 and served for 28 years on the flightline before retiring as a chief master sergeant. Two of my brothers came before me, however. Joe F. Meis joined the Guard in 1944, earned a battlefield commission in WWII, served as the supply officer at Buckley, then went to the bureau, where he attained the rank of brigadier general and retired as an assistant secretary of the Air Force. Lawrence R. Meis was with the unit at Clovis AFB in civil engineering during the Korean Conflict. Three more Meises are still in the Colorado Air National Guard. My nephew, CMSgt. Larry G. Meis, avionics branch chief, joined in 1964 . . . with some persuasion from his uncle. The last two are my daughters, SSgt. Lynnette E. Meis (1975), a security policeman, and TSgt. Lenoa F. Meis (1982), who serves with the medics. Only time will tell when this tradition ends.

*CMSgt. Henry M. Meis, Jr.*

**General Santa:** Joe C. Moffitt and Chief Elf Tom Linam at a Buckley Christmas party, 1964 (right).

### Sunday with the family

The job was to boresight two F-100Cs — four guns to fire-in and a sighting system to peg-in at our 1,000-foot range. Larry Hubner and I did the job on a Saturday; everyone else had the day off. We made it a family affair. Our wives met us at the boresight area with our kids and a picnic lunch. Larry and I did the work, but his two kids and my two kids did the firing. I instructed them and they followed directions exactly. Can you imagine four kids, ages 10 to 12 years old, firing the guns on an F-100C? If anyone tried something like that today, they would probably be locked up for life. Well, it sure did impress my two boys, who today are both captains in the USAF — one is a pilot and the other, like his father, is in the electronics career field.

*MSgt. Arthur W. Caldwell*





**Family affairs:** Pilot/husband, nurse/wife team Sandy and Dave Rensvold, 1960s (top); Buckley picnic group, 1950s (above).



**The John L. France family:** Wife Carol, daughter Allison, parents Gertrude and Calvert France, early 1960s.

### I'm Guard, too!

I met the Guard . . . an enormous bundle of uniforms and gear that moved into our lone closet like a relative . . . when Spike joined. It wasn't really too bad, and he certainly did look handsome in the uniform again. His back was a little straighter, his tread firmer, and there was a look of strength and pride in his eyes that seemed part of the attire.

I learned the ways of the Guard in many areas of our life: do not disturb when a CDC course is being studied; rank was on sleeves for enlisted and shoulders for officers, etc. The garble of letters and numbers in the Guard lingo soon made sense.

Drill schedules ruled our lives. Birthdays, anniversaries, outings and reunions all came into the "skip or delay" rule. I filled in for Dad whenever possible, but some father-son outings were lost events. For years, Father's Day was celebrated on strange weekends — as the real one was in the middle of Field Training. No matter how well cared for, appliances, cars, houses, pets and children all collapse, erupt or have fits whenever the men are unavailable. I learned how to handle all kinds of emergencies and repairs on duty days. I may have used the wrong tools, the wrong materials, and gone at it in the wrong way, but I did it.

Loneliness is a part of a Guard wife's life. Anger and frustration, as well. A special alert is called as your dinner guests are coming up the walk; this, too, is part of the Guard. Our son graduated from high school with his father in Vietnam. Our grandson delayed his arrival until Grandpa's return from a European deployment.

It takes grit and determination to be in the Guard. The uniform is not always the "in" attire. In national emergencies, the men are all heroes and the wives and children noble and self-sacrificing. But peacetime voices sometimes call the Guard "free-loaders," "worthless," "lazy," etc. It hurts sometimes, but we have to rise above those thoughtless remarks and attitudes.

No, being in the Guard is not glory and praise, but it is our way of life.

He enlisted and changed our lives for the better. Instead of a helpless clinging vine, I found I could be a whole person — able to do my part in maintaining our home and relieving him of worry when his duty took him away.

I wore no uniform. I received no pay. My only rank was "Mrs." My husband enlisted. I was drafted, and I, too, *am the Guard.*

Marie W. Boyle



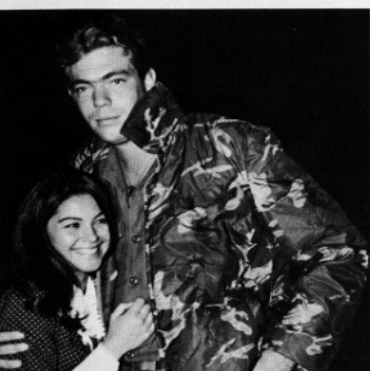
**McCabe homecoming:** Helen, Mark, Ruth, Mary, Pat, Dan and Paul, Vietnam return, 0500 hours, April 11, 1969.

### We are family

I think an interesting note is that during the 1950s I was in the COANG along with an older brother, Keith Millsapps; an uncle, Bill Rupe; a cousin, Ernie Westlake; and a future brother-in-law, Pat McCabe.

John W. Millsapps

**Hugs and kisses:** Hunter Stone and wife, Vietnam reunion (below left); Gene Ball's family, 1960s (below right).







**Parents and pirates:** Col. Marion Barnwell and family (above). Don Mueller's family at Buckley's Lake Williams (below). Both 1960s.



**Vietnam Reunion:** Frank and Cleo Organ with Marian Moffitt, 1969.

I pledge allegiance to the flag of the United States of America. Unless, of course, my boss won't give me the time off because of meetings or inventory or my family has made plans for the weekend . . . *Guard/Reserve poster*



**Family snaps:** Colorado Air Guardsmen Shirley and Walt Leiker, 1970s (above); 154th TCG Family Day, 1980s (below).

**Work hard, play hard:** A 1970s New Year's Eve party (above) attended by the McGaffins, Bashes, Bob Waltz and the Klaps. A 1980s Halloween party with (below from left) the Kelsalls and Moores.



# COANG Glossary

## U.S. Air Force/ANG terms and abbreviations

**AAA** Anti-Aircraft Artillery fire; Triple-A  
**AAC** Alaskan Air Command  
**AB** Air Base  
**ABN** Airborne  
**ACSC** Air Command and Staff College  
**AC&WS** Aircraft Control and Warning Squadron  
**AD** Airworthiness Directive  
**ADCOM** Aerospace Defense Command  
**ADIZ** Air Defense Identification Zone  
**ADP** Automatic Data Processing  
**ADT** Active Duty Training  
**AFB** Air Force Base  
**AFCC** Air Force Communications Command  
**AFDSDC** Air Force Data Systems Design Center  
**AFISC** Air Force Inspection and Safety Center  
**AFIT** Air Force Institute of Technology  
**AFLC** Air Force Logistics Command  
**AFORMS** Air Force Operations Resource Management System  
**AFOUA** Air Force Outstanding Unit Award  
**AFRes** Air Force Reserve  
**AFSC** Air Force Specialty Code; Air Force Systems Command  
**AFT** Annual Field Training  
**AG/TAG** Adjutant General, The Adjutant General  
**AGAUS** Adjutants General Association of the United States  
**AGL** Above Ground Level  
**AIG** Address Indicating Group  
**AIM** Air Intercept Missile  
**ALC** Air Logistics Center  
**ALCM** Air Launched Cruise Missile  
**ANG** Air National Guard  
**ANGSC** Air National Guard Support Center  
**AO** Airdrome Officer  
**AOC** Airlift Operations Center  
**APDS** Advanced Personnel Data Processing Systems  
**APU** Auxiliary Power Unit  
**ARF** Air Reserve Forces  
**ARM** Anti-Radiation Missile  
**ARNG** Army National Guard  
**ASAP** As Soon As Possible  
**ASCU** Armament Station Control Unit  
**ASST** Assistant  
**AT** Annual Training  
**ATA** Actual Time of Arrival  
**ATC** Air Traffic Control; Air Training Command  
**ATCF** Air Traffic Control Flight  
**ATD** Actual Time of Departure  
**AU** Air University  
**AUTODIN** Automatic Digital Network  
**AUTOVON** Automatic Voice Switching Network  
**AVISURS** Aerospace Vehicle Inventory Status and Utilization Reporting System  
**AWACS** Airborne Warning and Control System  
**AWC** Air War College  
**AWOL** Absent Without Leave  
**abort** To discontinue or abandon; an abandoned take-off.  
**active** Go to active or prebriefed net.  
**alfa check** Fighter request for bearing and range to prebriefed/described point.  
**altitude** Height of aircraft in feet.  
**anchor** Orbit about a specific point; ground track flown by tanker.  
**angels** Height of aircraft in thousands of feet.  
**apex** Training term used to denote simulated launch of enemy all-aspect missile.  
**arcing** The use of cutoff against another aircraft to gain closure.  
**arm (safe/hot)** Select armament (safe/hot), or armament is safe/hot.  
**aspect** Request/comment regarding target aspect information.  
**atoll** Training term used to denote simulated launch of enemy heat-seeking missile.  
**attack/attacking** Indicates aircraft is attacking the specified ground target.  
**auger** In Become one with the terra firma (ground); a popular bar at Randolph AFB, Texas.  
**authenticate** Depends on context — to request a response to or provide the response to a coded challenge.  
**BAQ** Basic Allowance for Quarters  
**BEAMS** Base Engineer Automated Management System  
**BLC** Boundary Layer Control  
**BLDASP** Base Level Data Automation Standardization Program  
**BMEWS** Ballistic Missile Early Warning System  
**BOQ** Bachelor Officer Quarters  
**BVR** Beyond Visual Range

**bandit** An unfriendly aircraft.  
**base** Installation owned and/or operated by the Air Force.  
**base leg** The next to the last leg of a traffic pattern flown perpendicularly to the runway.  
**beam/beaming/beamer** Aircraft maneuvering stabilized within 70-110-degree aspect; generally given with cardinal direction: east, west, north, south.  
**bent** Identified system/equipment/ordnance inoperative.  
**bingo** Down to fuel limits, i.e., left with only enough fuel to return to base or tanker.  
**bird** A flying machine, usually an aircraft.  
**blind** No visual contact  
**blow through** Directive/informational call that indicates aircraft will continue straight ahead at the merge and not turn with target.  
**bogey** A radar/visual contact whose identity is unknown.  
**bogey dope/dope** Request for bearing and range to bogey, as available heading, speed and altitude.  
**bomb** To do grievous injury to a predetermined object; to perform poorly.  
**boomer** Tanker refueling boom operator  
**box** Formation with four aircraft in a square or offset square.  
**bracket** Indicates an engaged tactic designed to maneuver an enemy into a defensive position by simultaneous attack from opposite sides/altitudes.  
**break (up/down, right/left)** Depends on context; fighter directive to perform an immediate maximum performance turn to negate an enemy attack or effect an enemy attack or effect an emergency separation of conveying aircraft.  
**break-away** Tanker/receiver call indicating immediate vertical and horizontal separation between tanker and receiver is required.  
**brevery** Term used to denote radio frequency is becoming saturated/degraded and briefer transmission must follow.  
**broadcast** Request/directive to switch to Broadcast Control.  
**broke lock** Loss of radar/IR lock-on (advisory).  
**bugout (direction)** Combat separation from that particular engagement/attack.  
**bullseye** An established point from which the position of an aircraft can be referenced usually in bearing and range; center of target.  
**burner** Directive to select afterburner (generally, to fly at maximum speed).  
**bus/truck driver** The pilot of non-fighter aircraft with more than one engine. See **truck/bus**.  
**buster** Go to maximum speed, use afterburner.  
**buy the farm** To crash and die.  
**buzzer** Electronic jamming equipment.  
**CAMS** Consolidated Aircraft Maintenance Squadron  
**CAP/CAP (location)** Establish a Combat Air Patrol at (location); Civil Air Patrol  
**CAS** Close Air Support  
**CAVU** Ceiling and Visibility Unlimited  
**CBPO** Consolidated Base Personnel Office  
**CBR** Chemical, Biological and Radiological (Warfare)  
**CBU** Cluster Bomb Units  
**CCTS** Combat Crew Training School  
**CDTS** Computer Directed Training System  
**CDC** Career Development Course  
**CEA** Circular Error Average of bomb score  
**CEF** Civil Engineering Flight  
**CEM** Communications — Electronics and Meteorology (Division)  
**CEMO** Command Equipment Management Office  
**CES** Civil Engineering Squadron  
**CF** Communications Flight  
**CINC** Commander in Chief  
**COANG** Colorado Air National Guard  
**COIN** Counter Insurgency  
**CONUS** Continental United States  
**CQ** Charge of Quarters  
**CRS** Control and Reporting Center  
**CSAF** Air Force Chief of Staff  
**CY** Calendar Year  
**ceiling** That level of altitude where the sky becomes more than one-half obscured by clouds as seen by an observer on the ground.  
**chaff** Material (such as strips of foil or clusters of fine wire) ejected into the air to reflect (confuse) radar waves; call indicating chaff has been detected or to deploy chaff.

**chattermark** Start communication jamming countermeasures.  
**check** A directive statement made to momentarily monitor (item); no response is required if status is normal.  
**check (left/right)** An in-place turn to regain formation position (30 degrees if not specified).  
**check six** Look behind (at 6 o'clock position).  
**chicks** Friendly aircraft.  
**circle** See **anchor**.  
**clank** To freeze up; to goof.  
**clean** Depends on context; no external tanks or no air-to-ground stores; or no contract on radar scope or no indications on RWR.  
**clear (direction)** No threats are observed (direction).  
**clear (ed)** Depends on context; flight lead is authorizing role swap for wing man from supporting to engaged roles; air-to-surface attack is authorized.  
**closing** Bandit/bogey/target is getting closer in range.  
**cold** Attack geometry that will cause fighter to pass behind the target; opposite of "hot," also describes a long-range stern rollout; armament not armed.  
**column** Formation of more than single aircraft (pairs, etc.) in trail.  
**come off (left/right/high/low)** A directive to turn so that mutual support may be regained/retained or to deconflict change in engaged and supporting fighter roles.  
**comeback (left/right)** Depends on context; informative call requesting the addressed fighter/flight to reposition accordingly, normally back into the engagement.  
**committed/commit** Aircrew intent to engage/intercept; WC continues to provide target information.  
**conning** Leaving contrails or otherwise marking aircraft position.  
**contact** Radar and/or IR contact at the stated position; friend or foe unknown; should be accompanied by magnetic bearing and range.  
**contrails/Contrails** Condensation trails, a visible trail of water droplets or ice crystals formed in the wake of an aircraft flying at high altitude. Also, the name of COANG newspaper.  
**converter** The A-7, since it converts JP-4 fuel directly to noise.  
**cover** A call to assume a prebriefed supporting position.  
**crash** A landing in which the vertical velocity is so great and the time spent in reducing it to zero is so brief that the deceleration and hence the forces acting are so large as to cause structural failure. Recognized by pilots when cockpit fills with dirt or water.  
**crew chief** Enlisted man or NCO in charge of maintenance of a certain aircraft.  
**crossturn/cross** A 180-degree heading reversal by a flight where aircraft turn into each other.  
**crypto** Intelligence code.  
**cutoff** Request for, or directive, to intercept using cutoff geometry.  
**DACT** Dissimilar Air Combat Training  
**DAF** Department of the Air Force  
**DASC** Direct Air Support Center  
**DCR** Deputy Commander for Resources  
**DCS** Defense Communications System; Deputy Commander for Support; Deputy Chief of Staff  
**DEW** Distant Early Warning  
**DF** Direction Finder  
**DFC** Distinguished Flying Cross  
**DIR** Director  
**DoD** Department of Defense  
**DR** Dead Reckoning  
**DSC** Distinguished Service Cross  
**daisy cutter** Large bomb set to explode just above ground level.  
**dart** Towed target kite.  
**deploy** A directive for flight to begin engaged tactics.  
**divert** Proceed to alternate mission/base.  
**downwind** The leg in a traffic pattern which is parallel to the runway and with the wind.  
**drag** Resistant force exerted in a direction opposite to the direction of motion.  
**drag/dragger/dragging (direction)** Target maneuvering to 50 degrees or less aspect.  
**drill** See **UTA**  
**ECM** Electronic Countermeasures  
**E&E** Escape and Evasion



**ET** Equivalent Training  
**ETA** Estimated Time of Arrival  
**ETD** Estimated Time of Departure  
**EWO** Emergency War Order; Electronic Warfare Officer  
**echelon (cardinal direction)** Formation with aircraft laterally displaced and behind leader's wing line.  
**egress** To exit; the act of exiting, as in leaving an aircraft.  
**element** Flight of two aircraft.  
**engaged** Indicates the fighter or element is maneuvering to attain or deny weapons release parameters or is in visual arena maneuvering in relation to the target.  
**estimate** Using information available to provide data required.  
**expedite** Accomplish as quickly as possible.  
**extend** Gain energy and distance with the possible objective of re-entering engagement.  
**eyeball** Fighter with primary visual identification responsibility.  
**FAA** Federal Aviation Administration  
**FAC** See forward air controller.  
**FACP** forward Air Control Post.  
**FANG RAM** ANG Name for Phan Rang AB, Vietnam  
**FANGO** "Fine" Air National Guard Officer  
**FAR** Federal Aviation Regulation  
**FIGMO** Forget It, Got My Orders. That state of being which causes one to place a de-emphasis on matters of military, current duty station or other importance.  
**FLIR** Forward Looking Infrared (Receiver)  
**FLR** Forward Looking Radar  
**FMDs** Flight Management Data system  
**FOD** Foreign Object Damage  
**FOI** Follow-On Interceptor  
**FORSTAT** Force Status and Identity  
**FSC** Field Support Center  
**FUBAR** Fouled Up Beyond All Recognition  
**FWIC** Fighter Weapons Instructor Course  
**FY** Fiscal Year  
**faded** Previous radar contact is lost or no longer displayed.  
**fast** Estimate that target is approximately 600 knots ground speed or greater.  
**feather** To shut down engine and adjust pitch of propeller so it does not turn from force of wind.  
**feet wet/dry** Flying over water/land.  
**fence** Boundary separating hostile and friendly area.  
**fence check** Direction for aircrew to prepare aircraft for combat.  
**few** Two to four aircraft.  
**final** The last leg of a traffic pattern, an aircraft approaching the runway in the direction of landing.  
**flameout** The unintentional cessation of a jet engine.  
**flank/flanking** Target with a stable aspect 120-150 degrees.  
**flare** Maneuver by aircraft before touchdown to decrease ground impact.  
**flush** A precautionary launch of aircraft for survival.  
**forward air controller** An officer with a pilot rating and usually airborne in charge of a combat control team responsible for directing aircraft to targets by radio in close-air support operations.  
**fox** Simulated air-to-air armament employment is as follows: One: radar-guided missile. Two: infrared-guided missile. Three: phoenix fired. Four: bomber gunner has successfully fired on a target.  
**Fox Mike** FM radio.  
**free-fall** Condition of weightlessness.  
**furball** A turning fight involving multiple aircraft at the merge.  
**GCA** Ground Controlled Approach  
**GCC** Graduated Combat Capability  
**GCI** Ground Controlled  
**GIB** Guy In the Back (seat)  
**GLCM** Ground Launched Cruise Missile  
**gadget** Radar or emitter equipment.  
**gaggle** Formation of many aircraft in an indeterminate formation.  
**gimbal** Indicates radar contact is near the radar antenna limits.  
**go ()** Directive to execute/accomplish the task named.  
**gone west** A deceased pilot.  
**Gooneybird** The C-47.  
**gorilla** A very large force of indeterminate numbers and formations.  
**ground pounder** Non-flying officer.  
**guided missile** Unmanned bird with self-contained propulsion system.  
**guns** A guns shot.  
**HAF** Headquarters, Air Force

**HUD** Heads-Up Display. Visual display of flight and targeting information in the windscreens in front of the pilot. Used in A-7 Corsair II's.  
**HQ** Headquarters  
**HQ COANG OL-BB** Colorado Air Guard's Detachment 1, the T-43 unit  
**hack** A time synchronization; to be able to cope with, as in "he can hack it."  
**hard (direction)** Maximum G turn sustaining energy.  
**head down** The aircrew is head-in-cockpit and leader/wingman is responsible for clearing.  
**head on** Target with a stable aspect of 160-180 degrees.  
**head up** The enemy got through; no kill.  
**heads-up** An Advisory or warning of an impending event.  
**heads-up display** See HUD.  
**high** Estimate target altitude greater than 25,000 feet MSL, but not greater than 40,000 feet MSL.  
**hit** Radar return in search that has not repeated; doubt exists as to whether it is an aircraft or false target.  
**hold down** Directive to key transmitter for DF steer.  
**holding hands** Aircraft are joined in formation; implies visual contact by all flight members.  
**home** Home airfield.  
**hook/hooking (left or right)** Directive/informative call to approach target from a single/indicated side.  
**hot** Fast or good; geometry that will cause the fighter to pass in front of the target; opposite of "cold." Also describes short-range stern rollout; armament armed.  
**hounddog** Aircrew has "tally, visual," can ensure deconfliction and is in a position to engage or shoot the bandit.  
**Hun** The F-100 aircraft.  
**hypersonic** Speeds in excess of Mach 5.  
**hypoxia** Oxygen lack.  
**IAP** International Airport  
**ICBM** Intercontinental Ballistic Missile  
**ID** Directive to intercept and identify the target and comply with ROE.  
**IDT** Inactive Duty for Training  
**IFF** Identification Friend or Foe; transponder  
**IFR** Instrument Flight Rules  
**ILS** Instrument Landing System  
**IMS** Inertial Measurement Set  
**IP** Instructor Pilot; Initial Point  
**IR** Infrared  
**in** Aircrew call to indicate start of air-to-ground attack.  
**initial** Entry leg into a traffic pattern.  
**interdiction** Bombing of points on the enemy's supply route in an attempt to cut off his supply line.  
**interrogate ()** Interrogate the designed contact on the IFF mode indicated.  
**in-place** Perform indicated maneuver simultaneously.  
**in-place (left/right)** An in-place nav turn where aircraft turn in the same direction (usually 180 degrees).  
**JCS** Joint Chiefs of Staff  
**jet stream** A high-velocity wind usually occurring just below the tropopause in temperate zones.  
**jink** Unpredictable maneuvers to negate a tracking solution.  
**jock** That individual performing superhuman feats of physical dexterity; an athlete; a fighter pilot.  
**joker** Prebriefed fuel state above "bingo" (that fuel at which separation/bugout may begin).  
**Judy** Aircraft has radar/visual contact on the correct target, is taking control of the intercept and only requires situation awareness information; WC will minimize radio transmission.  
**kill** Directive to commit on target with clearance to fire whether visual or beyond visual range; implies hostile and ROE compliance; in training, fighter call to indicate kill ROE has been fulfilled.  
**knock it off** Terminate intercept/engagement in progress.  
**LABS** Low Altitude Bombing System  
**LORAN** Long Range Navigation System  
**LOX** Liquid oxygen  
**lift** The force upon an aircraft that acts in an upward direction opposing the pull of gravity.  
**lima** Launch of all-aspect IRE missile.  
**line abreast** Formation with two aircraft side by side.  
**locked** Fighter has taken final lock on; implies no further sorting.  
**low** Target altitude estimated at 10,000 feet MSL or below.  
**Lufbery** A circular, stagnated fight with no participant having an advantage.

**MAC** Military Airlift Command  
**MAJCOM** Major Command  
**MARS** Man-Day Accounting and Reporting System  
**MDS** Manpower Data System  
**MEI** Management Effectiveness Inspection  
**MERs** Multiple Ejector Racks (ordnance)  
**METO** Maximum Except Takeoff (power)  
**MiG** Soviet aircraft group, named for the Soviet designers, Arden Mikoyan and Mikhail Gurevich (the "i" is the Russian word for "and").  
**MMICS** Maintenance Management Information and Control System  
**MSG** Message  
**MSL** Mission Support Listing; mean sea level  
**MSS** Mission Support Squadron  
**Mach** The speed of sound; unit of measurement of speed in relation to the local speed of sound, such as ".9 Mach."  
**many** Five or more aircraft.  
**marking** See conning.  
**max** The maximum; 100 percent; to achieve the maximum; opposite of zilch.  
**medium** Target altitude estimated to be greater than 10,000 feet MSL, but not greater than 25,000 feet MSL.  
**merge/merge plot** Radar returns have come together.  
**mickey** Request for Have Quick time sync signal.  
**midnight** Initiate advisory control (due to loss of WC radar).  
**Minute Men** COANG/ANG jet demonstration team.  
**missing man formation** Flight of aircraft sans one to honor fallen pilot.  
**music** Electronic jamming observed on radar.  
**NAS** Naval Air Station  
**NASA** National Aeronautics and Space Administration  
**NAV** Navigator  
**NCO** Non-Commissioned Officer  
**NCOIC** Non-Commissioned Officer in Charge  
**NGAUS** National Guard Association of the United States  
**NGB** National Guard Bureau  
**NLT** Not Later Than  
**NORAD** North American Aerospace Defense Command  
**NORDO** No operative radio.  
**NORS** Not Operationally Ready-Supply  
**NWDS** Navigation/Weapon Delivery System  
**Nancy** Infrared Search and Track System.  
**Napalm/nape** Jellied gasoline used as ordnance.  
**negative contact** No radar contact or target.  
**nm** Nautical miles  
**no joy** Aircraft does not have visual contact with the target/bandit; opposite of tally.  
**OES** Officer Evaluation System  
**OIC** Officer in Charge  
**OJT** On-the-job training  
**O&M** Operations and Maintenance  
**OPLANS** Operations Plan  
**ORE** Operational Readiness Evaluation  
**ORI** Operational Readiness Inspection  
**OS** Overseas; Observation Squadron  
**Off (high/low/left/right)** Attack is terminated or completed and aircraft is repositioning or exiting as stated.  
**PACAF** Pacific Air Force  
**PAS** Personnel Accounting Symbol  
**PCARS** Point Credit Accounting and Reporting System  
**PCS** Permanent Change of Station  
**PDM** Periodic Depot Maintenance  
**PFTS** Permanent Field Training Site  
**PIREP** Pilot-reported weather conditions  
**PJ** USAF Combat Pararescue Man  
**PMDS** Projected Map Display Set  
**PME/C** Professional Military Education/Center  
**POL** Petroleum, Oil and Lubricants  
**PR** Programs and Resources Division  
**Prime BEEF** Base Engineer Emergency Forces  
**PS** Pararescue Specialist  
**PT** Proficiency Training  
**padlock** I have "tally" and cannot look away without risking loss of visual contact with target.  
**paint** Radar acquisition of target.  
**papa** Launch of a stern aspect IR missile.  
**parrot** A military IFF transponder.  
**pickle** To release an aircraft's bomb load by pushing the button on the control stick.  
**picture** Situation briefing which includes real-time information pertinent to a specific mission.  
**pigeons (location)** Magnetic bearing and range to homeplate/specified (location).  
**pince/pincer** see bracket.  
**pitch/pitchout** Rotation around the lateral axis of the aircraft.  
**pitchback (left/right)** A call requesting the



addressed fighter to execute a nose-high heading reversal to reposition as stated.

**pitchout** Abrupt banking maneuver to reverse jet's direction and dissipate airspeed/energy in preparation to land.

**playtime** Amount of time which aircraft can remain on station.

**pop** Starting climb for air-to-surface attack.

**pop-eye** Flying in clouds or area of reduced visibility.

**pop-up (traffic)** A radar contact which has suddenly appeared.

**port** Left

**position** A question that asks "where are you?," usually, a flight member asking "where are you in relation to me?" if BVR, in relation to a pre-briefed reference point.

**post attack (direction)** WC transmission to indicate desired direction after completion of intercept/engagement.

**press** Directive/informative call to continue the attack.

**pronto** As quickly as possible.

**pure** Call to indicate the fighter is going to pure pursuit on the target.

**pursuit** Call to go to pure pursuit.

**push (channel)** Go to designated frequency.

**RAF** Regular Air Force; Royal Air Force (Great Britain)

**RAFSOB** Regular Air Force Super Officer Brother

**RAM** Raggedy-Ass Militia

**RAW** Radar Attack Warning; Radio call meaning fighter has threat indication in stated direction.

**RCS** Reports Control Symbol

**RENO** Indicates that more than one radar contact is observed and aircrew is able to distinguish the assigned target from other aircraft. Does not imply sort.

**RHIP** Rank Has Its Privileges

**RMS** Resource Management Squadron

**ROC** Required Operational Capability

**ROE** Rules of Engagement

**RON** Remain Overnight

**RTB** Return to Base

**RWR** Radar Warning Receiver

**reattack** Engage/attack again.

**relay** Pass on information as requested.

**Roger** "I have understood your transmission." Does not indicate compliance or reaction.

**roll** Movement about the longitudinal axis of an aircraft.

**SAC** Strategic Air Command

**SAM** Surface-to-Air-Missile

**SAM (direction)** Visual sighting of an in-flight SAM.

**SAR** Search and Rescue

**SBSS** Standard Base Supply System

**SECTY** Secretary

**SEA** Southeast Asia

**SHAPE** Supreme Headquarters, Allied Powers Europe

**SHORAN** Short Range Navigation

**SIOP** Single Integrated Operational Plan

**SIF** Self-Identification Feature; transponder.

**SLUF** Short Little Ugly Fellow, the A-7 Corsair II

**SMACK** Soldier Minus Ability, Coordination and Knowledge

**SNAFU** Situation Normal, All Fouled Up

**SO** Special Order

**SOF** Supervisor of Flying

**SOP** Standard Operating Procedure

**SOS** Squadron Officer School

**Stan Eval** Standards Evaluation

**STOL** Short Takeoff and Landing

**SUBJ** Subject

**safety, safety** Training term used to direct that communications jamming momentarily cease, allowing safety information to be passed.

**sandwiched** A situation where an aircraft/element finds itself between opposing aircraft/elements.

**saunter** Fly at best endurance.

**say again** Repeat your last transmission.

**scissors** A series of continuous turn reversals.

**scramble** Take off as quickly as possible; ready aircraft for combat in shortest time possible.

**search (left/right/high/low)** Search area indicated as briefed and report all contacts.

**secure** Switch to crypto-secure voice transmissions.

**separate** See **bugout**.

**shack** Bombs on target; a bulls-eye.

**shackle** One weave, a single crossing of flight path.

**shadow** Follow indicated target; implies remaining unobserved. Also, the AC-119 Gunship.

**shooter** aircraft designated to employ ordnance.

**shotgun** Launch of anti-radiation missile or the 30mm gun is being fired.

**sick** Identified equipment/system/ordnance is not operating efficiently. Opposite of **well**.

**Sidewinder** Air-to-air missile.

**Sierra Hotel** Phonetic abbreviation denoting a job well done.

**single** One aircraft.

**skip it** Veto of commit. When higher priority target is present, skip it is followed with further directions or a reason is stated.

**slice (left/right)** A call requesting the addressed fighter/flight to execute a nose-low heading reversal to reposition as stated.

**slick** Bombs; also, helicopter gunship.

**slow** Estimated aircraft speed less than approximately 300 knots ground speed.

**smoking** Aircraft conning or emitting visible trail.

**snapp** Term used to denote a high angle-off or passing gun shot.

**sorted** Criteria have been met which ensure individual flight members have contacts; criteria can be met visually, electronically (radar) or both; final radar lock taken.

**sortie** A single aircraft flying a single mission.

**soup** Thick clouds.

**spike (direction)** Air-to-air RWR.

**spit out** An unintentional exit from the engagement; normally implies a request for vectors back to fight or to nearest threat.

**spitter (direction)** An aircraft which has separated from engagement/merge.

**splash** Target destroyed or bomb impact.

**split/splitting** Depends on context; entities described are separated/separating; or directive to maneuver with separate targets.

**spoofing** Warning that voice deception is being employed.

**Spooky** A C-47 Gunship; also, "Puff" as in "Magic Dragon"; sometimes used for intelligence officers.

**squawk (I)** Operate IFF transponder as indicated or IFF is operating as indicated.

**starboard** Right

**status** Inquiry as to partner's perceived tactical situation; Response will be "neutral," "offensive," "defensive" or "bugging out," as appropriate.

**stern** Request for, or directive, to intercept using stern geometry.

**stinger** Formation of three or more aircraft with a single in trail, could also be any formation with a single in trail. With only three aircraft also called an inverted **vic**. Also nickname for American made, man-portable sam.

**Stormy** A weatherman.

**stranger** Unidentified traffic that is not a participant of mission.

**strangle** Turn off equipment identified.

**summer camp** Passé term used to describe a Guard member's two-week annual training period. Now called AT or AFT.

**sunrise** A minimum of broadcast control is available (due to return of WC radar).

**switch/switched** Indicates an engagement has changed from one aircraft to another.

**TAC** A delayed 90-degree (less if specified) navigation turn performed from tactical formation; Tactical Air Command.

**TACAN** Tactical Air Navigation System

**TACS** Tactical Air Control System

**TAR** Terrain Avoidance Radar

**TAS** Tactical Air Support

**TCF/S** Tactical Control Flight/Squadron

**TCG** Tactical Control Group

**TCTO** Time Compliance Technical Order

**TDY** Temporary (Tour of) Duty

**TERs** Triple Ejector Racks

**TFS** Tactical Fighter Squadron

**TFW** Tactical Fighter Wing

**TRAMIS** Training Management Information System

**twix** Teletype Message (often pronounced "twix")

**tally/tally ho (number)** Visual sighting of a target/bandit; opposite of **no joy**.

**tango uniform** Attitude indication showing aircraft is flying upside down.

**target** Desired aircraft or military objective.

**threat** Previously unobserved/unreported target within 10 nm of a friendly.

**thrust** A propelling force exerted on an aircraft or missile.

**Thud** The F-105.

**tied** Aircraft in formation have contact on the leader and will maintain position; generally used in conjunction with radar or visual trail formation.

**to boggan** Requested by a receiver pilot to the tanker pilot to commence a predetermined rate of descent.

**top** Target altitude estimated above 40,000 feet MSL.

**track** A series of related contacts indicating direction of travel.

**tracking** Formation of two or more aircraft following one another.

**tracking (direction)** Term indicating (direction of) radar target movement.

**trailer** The last aircraft in a formation.

**truck/bus** An aircraft with more than one engine or bathroom aboard. See **bus/truck driver**.

**tumbleweed** Indicates loss of situational awareness, "no joy," "blind," request information.

**turn around** That time between when an aircraft is down for necessary maintenance or fueling and when it is combat ready; that time when beverages have been sent out in the Camana Club.

**UCMJ** Uniform Code of Military Justice

**UDL** Unit Detailed Listing

**UEI** Unit Effectiveness Inspection

**UHF** Ultra High Frequency

**UNDTD** Undated

**UPT** Undergraduate Pilot Training

**USAF** United States Air Force

**USAFE** United States Air Force in Europe

**USC** United States Code

**USCINCPAC** Commander in Chief, Air Force Forces, U.S. Readiness Command

**USP&FO** United States Property and Fiscal Officer

**UTA** Unit Training Assembly

**unable** Cannot comply as requested/directed.

**uniform** UHF radio.

**VAQ** Visiting Airmen Quarters

**VFR** Visual Flight Rules

**VHF** Very High Frequency

**VOQ** Visiting Officer Quarters

**vector** Aircrew request/WC directive for a heading to the entity described.

**vic** Formation of three aircraft with the single in front and an element line abreast in trail. See **wall**.

**Victor** VHF radio.

**visual** Visual contact with a friendly aircraft; opposite of **blind**.

**WC** Weapons Controller

**WF** Weather Flight

**WRSK** War Readiness Spares Kit

**WSO** Weapons System Officer

**WSSF** Weapons System Security Flight

**WTI** Weapons and Tactics Instructor

**WX** Weather

**wall** Formation with three or more aircraft line abreast. See **vic**.

**weave** Continuous crossing of flight paths by members of a formation.

**wedge** Formation of two or more aircraft with the single in front and the other aircraft laterally displaced on both sides behind the leader's wing line.

**weeds** Indicating that aircraft are operating close to the surface.

**well (I)** Identified (equipment/system/ordnance) is operating efficiently. Opposite of **sick**.

**what luck** Provide results of assigned mission.

**what state** Report amount of fuel and/or armament remaining as requested.

**whizzo** Weapons system officer; GIB

**Wilco** Will comply.

**Wild Weasel** Two-seat F-100F or F-105F fitted with electronic detection equipment and missiles used to home in on SAM radar guidance systems.

**Willy Pete** White phosphorous.

**winchester** No ordnance remaining.

**working Wild Weasel** is gathering EOB on a designated emitter.

**X** Experimental (aircraft)

**XO** Plans and Operations Division; Executive Officer.

**XOR** Readiness and Resources Branch

**yaw** Rotation about the vertical axis of an aircraft.

**ZI** Zone of the Interior

**zero-zero** Zero ceiling and visibility.

**zilch** The opposite of **max**; nothing.

**zipper** Acknowledge radio transmissions with two clicks of the mike button.

**zulu** Coordinated Universal Time or Greenwich Mean Time.

**Modern Phonetic Alphabet**

Alpha	Hotel	Oscar	Victor
Bravo	India	Papa	Whiskey
Charlie	Juliet	Quebec	X-Ray
Delta	Kilo	Romeo	Yankee
Echo	Lima	Sierra	Zulu
Foxtrot	Mike	Tango	
Golf	November	Uniform	





**Flirting with Majesty** by James W. Potter, Jr.  
 The COANG's Boeing T-43A provides navigator training for the Air Force Academy Airmanship Program. Jim Potter's original paintings of COANG aircraft appear throughout *Colorado Pride*.

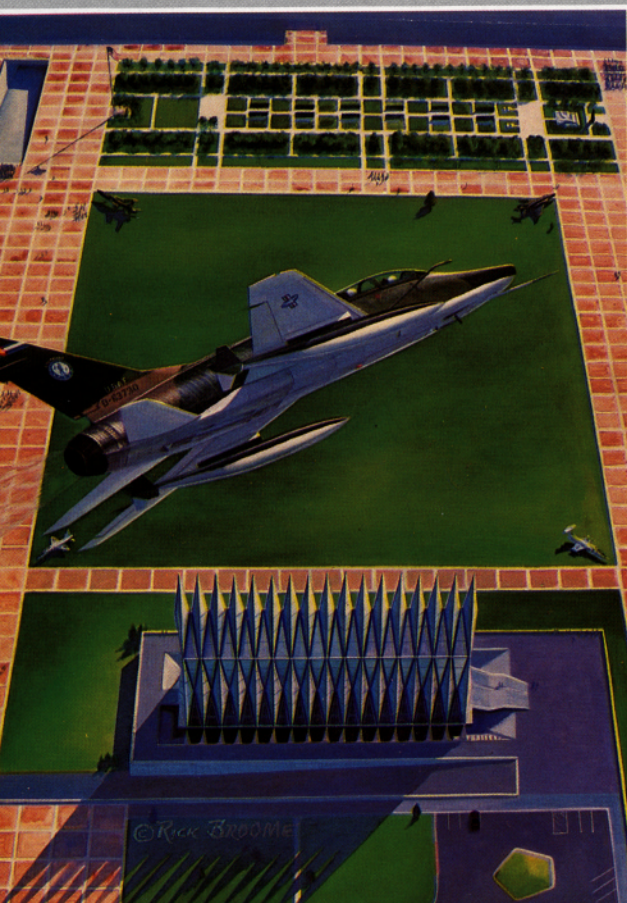
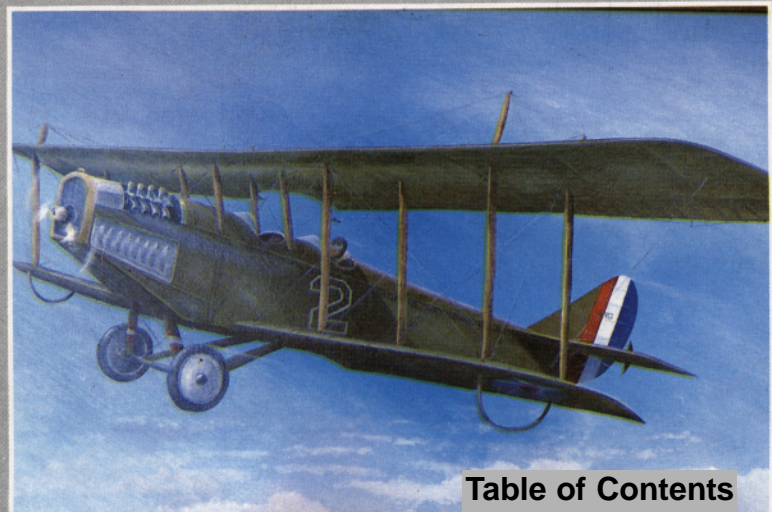
**Noon Meal Formation Surprise** by Richard R. Broome  
 Colorado Aviation Hall of Fame artist Broome's painting originally appeared in *Aerospace Historian* magazine. Before the F-100F, depicted here in 1974, was acquired by the COANG in the early 1960s, it set a St. Louis-to-Paris world speed dash record in 1957, winning the Collier Trophy. Its pilot, Capt. (now ret. Maj. Gen.) Robbie Risner, was shot down in an F-105 in Vietnam on Sept. 18, 1965, spending more than seven years as a POW. The famous aircraft is now on permanent display at the Air Force Academy.

## COANG Art

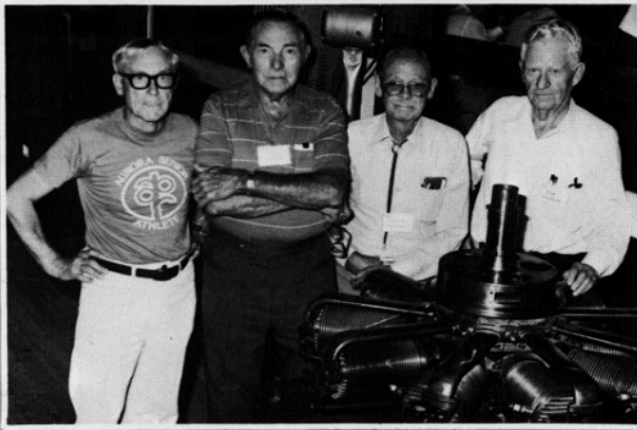


**Three Ship Formation Over the Rockies** by Ed Taylor

**First Jennie Airborne** by Ed Taylor







**The Old Gang:** The nine cylinder World War I rotary aircraft engine pictured above at the Camana Club was once a chandelier in the Colorado Guard NCO Club at Stapleton Field (below in 1938). Wired and lighted, the engine was dedicated in 1937 at old Lowry Field at 38th Ave. and Dahlia St. The French-built engine was signed by all noncommissioned officers of the 120th Observation Squadron, photo section and the unit's medical detachment. Fifty years later, the museum piece was restored and rededicated at the Buckley Air National Guard Base Camana Club during a meeting of the "Other Side of the Mountain Gang" in 1987. Three of the original signers, Stan Morrison (left above), Joe Bahmeier (second from left) and "General Joe" Moffitt (on the right) were present for the ceremony. Wayne Carlton (second from right above and far right in the photo below) is included in the photo as a legitimate old timer, but not one of the original signers.



**COANG reunion:** Retirees in 1981 on the 20th Anniversary of their activation. Note Maj. Gen. Moffitt's full dress uniform.

## History of the "Other Side

A few years ago one of our retired GIs asked about a half-dozen of us to meet him at the NCO club for lunch. We met at 10:30 a.m., had a few beers to whet our appetites and then ordered lunch around 1:30 p.m. After lunch we had a few more beers for the road. About 5 p.m. we decided it was about time to leave when someone commented about what a good time we were having and that it was a shame that so many of our old friends weren't there. The suggestion was made that we have lunch more often and invite a few more retirees. So we sat back down and discussed the matter and had a few more beers.

We just wanted to keep in touch with our old friends and try to forgive those who might have ticked up off in the past, if possible. We decided to meet once a month for lunch and invite any and all Buckley retirees — military and civilians from the Air Guard, Army Guard, Navy and Marine Reserves and invited guests. We didn't want anything fancy and advised attendees to wear jeans, sport shirts, tennis shoes, etc. There were no written rules and regulations since we never followed them in the past and weren't about to change.

There is no such thing as rank in our organization. We're all on a first name basis — as we have been for years. General (that's his



**20th Anniversary muster:** Many Colorado Air Guardsmen returned to Buckley in 1981 to celebrate their 1941 call to active duty. From the left, Carlton, Gregory, Depry, Emily, Morrison, Ball, Leffelbine, Johnson, McGrew, Rupe, Oliver, Jeremiasen, McMiller, Hartline and Williams.

### A heck of a guy

There's a plaque in the Camana Club dedicated to MSgt. Merle E. Travis. It reads: "God Bless MSgt. Merle E. Travis. One hell of a man and a great American." A lot of Guardsmen today don't know who he was. He was just a regular guy who never punched a time clock when it came to helping out. He always stepped forward to volunteer and was always there until the job was done. He worked in Civil Engineering and spent a lot of his own time and money working on the club. He was still in the Guard when he died. He was just a hell of a guy.

*MSgt. Clarence Riemann*

