



# OSOTMG NEWS

VOLUME 13 ISSUE 3

AUGUST 2020- OCTOBER 2020

\*

NEXT IN PERSON MEETING IS TO BE DETERMINED BASED ON THE REOPENING OF BUCKLEY AFB PANTHERS DEN FOR AT LEAST 30 PEOPLE DUE TO THE COVID-19 VIRUS PANDEMIC. WE WILL MEET AGAIN ON ZOOM AT 1100 JANUARY 6, 2021. SEE YOU THEN VIRTUALLY ON THE NET USING ZOOM(PLEASE INSTALL ZOOM ON YOUR MEDIA DEVICE) PLEASE CHECK OUT OUR "OTHER SIDE OF THE MOUNTAIN GANG" FACEBOOK PAGE FOR MORE INFORMATION.

\*

### Important Frequently Used Phone Numbers

- 140th Phone #'s  
Casualty Assist  
720-847-6946 Fam-  
ily Support  
720-847-9116
- 460th Phone #'s  
RAO (Retired Activities  
Office)  
720-847-6693
- Legal  
720-847-6444
- Other Phone #'s  
CODMVA  
303-343-1268  
www.colorado.gov  
Deputy Director  
CODMVA  
720-250-1510  
303-249-0146(c)
- TRICARE (UNITED  
HEALTHCARE-WEST  
1-877-988-9378
- TRICARE for Life  
1-866-773-0404
- Social Security  
1-800-772-1213
- TREA 39  
303-340-3939
- COANG INFO  
140 WG Phone App

### AUGUST 5, 2020 ZOOM MEETING MINUTES

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

Our guest speaker is LTC Trevor Ibsen 140 LRS CC. He hails from Montana National Guard and has held all the various types of Guard statuses from traditional, title 32 to AGR and title 10 in the Army NG and Air NG. The LRS includes Ground Traffic Management, Material Management (Supply), Fuels, Vehicle Maintenance and transportation needs for people, equipment and parts delivery. All aspects of Logistics are supported by this squadron. This unit maintains accountability for all equipment and supplies for all units in the COANG from the Airburst Range to the Greeley units. The unit is also responsible for the snowplows that keep the runways open for the flying mission. The 140 LRS supports the Aerospace Control Alert mission for NORAD/Cheyenne Mountain and US NorthCom of which there are 16 organizations across the US. There are 15 units that are ANG supporting our Homeland Defense military alert needs. Only Alaska has the USAF supporting the ACA mission. What this means is that the LRS coordinates our aircraft response and that are on constant alert status. Our F-16s are then responsible for defending any hostiles that enter this secure airspace. (Cont page 2)

#### Committee Members:

- |   |  |
|---|--|
| <b>Jan Love</b><br>osotmg@comcast.net, 303-693-7538                                     | <b>Dan Gay</b><br>Daniel.gay0954@gmail.com<br>303-755-7350 |
| <b>Paul and Linda Turner</b><br>paullinda@comcast.net,303-366-6770<br>Cell-303-910-3276 | <b>Dewey Hicks</b><br>dewster44@comcast.net, 303-695-8423  |

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

(cont from page 1)The LRS supports Global Readiness that has changed on 9/11 from a predictable readiness and deployment each year to a new paradigm. Now the LRS has to plan for the new COVID-19 logistics needs, wildfire needs, hurricane needs and response planning for worldwide problems presented by China, Russia, North Korea and the Middle East. Our deployments are now more unpredictable and immediate 72 hour response compared to the old days of training to standard bases and permanent training sites like Volk Field years in advance. Readiness training such as NBC training, marksmanship, 1st aid are done continually on a rotational basis instead of a every few years proficiency training to meet the 72 hour response needs of the USAF. Also, the LRS is responsible for any needs as requested by the Colorado Governor.

Dewey said that there is no Veterans Salute this year due to COVID. There has been no response from Judy Pocks' relatives about her passing.

Joyce said that the new NGACO website if really useful now. The 2021 NGACO conference next April 2021 is in the works. Utilize the Grantham University site which helps our organization financially.

Sick call: Bill Seiler and Jan Love.

Birthday present is Kevin Corns.

### SEPTEMBER 2, 2020 ZOOM MEETING MINUTES

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

Our guest speaker is Maj John Moreland 140 SFS CC. He started as an enlisted Canine handler in the USAF, left the USAF and became a civilian police officer and after 9/11 was called back to active duty. He was commissioned as a Chaplain and then went back to Security Forces in Greeley as an officer. He will assume command of the 140 SFS in one month. 140 SFS supports the 140 WG and deploys downrange individually as needed by the USAF. There is a new 1st SGT MSGT David Brown. (cont on page3)

#### AUGUST 5, 2020 ATTENDANCE \*1ST TIMER

Paul Turner  
Linda Turner  
Cliff Wagner  
Dewey Hicks  
Joe Butkovich  
Claud Dutro  
Shirley Pfistser  
Kevin Corns  
Joyce Saitta  
Wendy Stedman  
Art Bowens  
\*LTC Trevor Ibsen  
Bonnie Rought  
Joe Ashby  
Michael Rowan

Linda Coble

#### SEPTEMBER 2, 2020 ATTENDANCE \*1ST TIMER

Michael Rowan  
Joe Butkovich  
Paul Turner  
Linda Turner  
Cliff Wagner  
Janet Clarke  
Tom Schultz  
Allie Bess  
\*Steven Young  
Joyce Saitta  
Wendy Stedman  
\*LTC John Moreland  
Arvey Mason  
Bonnie Rought  
Dewey Hicks

Shirley Pfister

OCTOBER 7, 2020 ATTENDANCE \*1ST TIMER

Paul Turner	Alan Buck
Linda Turner	Robert Nessler
Dewey Hicks	Wendy Stedman
Joe Butkovich	Tom Schultz
*LTC Kneuer	Joe Ashby
Shirley Pfister	Kevin Corns
Artimus Gordon	
James Hoefs	
Cliff Wagner	
Claud Dutro	
Joyce Saitta	



(cont from page 2) Steve Young, Buckley Retirees Office said that IDs expiration will be extended until the end of September of 2020 and there is a proposal to extended until June 2021. ID appointments can be made with the USAF 460th, COANG and the Navy facility on Buckley. If you go to the RAPIDS site online, you can find more appointments available at any of these three sites. Another proposal is to make dependent IDs permanent at age 65 the same as military members. Currently the dependent has their ID made permanent at age 75. Every Wednesday at 1800, Col Pepper, the 460th commander, is on Facebook Live and encourages all to join and ask questions about Buckley Facilities with the Med Gp CC and Support GP CC assisting him.

Dewey is working on the P-51 in the COANG article for the newsletter.

Allie said that the NGACO 2021 conference is at the Park Hyatt Beaver Creek 23-25 April 2021 with a Roaring Twenties theme social and special speakers. Check the NGACO website for more information. NGAUS national conference was done virtually last week. There deals on life memberships, too.

Taps: Gary Morgan, Johan Been, Victor Smiley, and Don Geist.

Sick Call: Bill and Peggy Seiler, Jan Love.

Birthdays were celebrated.

OCTOBER 7, 2020 ZOOM MEETING MINUTES

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

Our guest speaker is LTC Donovan Kneuer 140 MaintGp CC. The new deployment paradigm is to be mobile and not fixed on select bases and locations called adaptive basing. This requires a small group of planes and support personnel to deploy to an unknown place of operation for a short time frame, not a fixed base. Then the deployed group picks up and moves before a known enemy can establish a fix on our operation. The deployed folks now are trained as Adapted Basing and cross trained such as a crew chief who can also load weapons, refuel aircraft; avionics personnel trained to launch and recover aircraft in addition to their traditional duties. This requires a third of the normal personnel. This was tested at Nellis AFB with a small group of support personnel deployed to destroy a drone launched by the Navy towards Nellis airspace by our alert F-16s. We then deployed a small group to Goose Bay Canada, used our alert F-16s to mock intercept our own B-52s for 5 days with great success in support of NORAD. The USAF said that the ANG could not perform this mission. The COANG was the first ANG group to perform this mission successfully impressing Air Combat Command. Our weapons load crew competition was second in the nation performing a nine minute completion when 45 minutes is the standard. There is no Wing Christmas party, just shop gatherings.

Joyce said that there is a special lifetime rate for NGACO officers. Website is updated. The NGACO State Conference is at the end of April 2021, so check the website.

Sick Call: Jan Love and Bill Seiler.

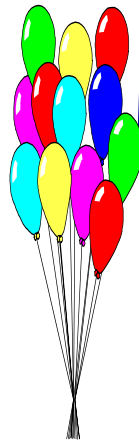
Taps: Stan Wood and Jimmie Winders

Birthdays were celebrated.

AUGUST 2020 BIRTHDAYS

Cindy Baggett  
 Ginny Barcroft  
 Bill Bates  
 Tom Burlace  
 Brenda Burns  
 Nadine Caldwell  
 Larry Cavener  
 Maria Clark  
 Kevin Corns  
 Michael Dodd  
 Tammy Dudley  
 Wendall Elmore  
 Eileen Fagen  
 Karen Fisher  
 Steve Flanagan  
 Danny Fouts  
 Paula Greene  
 Angelo Gurrini  
 Sue Ann Hatch  
 Myrt Herbst

Larry Housley  
 Pauline Jaouen  
 Lynn Miller  
 Barbara Jean  
 Minarsky  
 Eric Moffitt  
 John Mullin  
 Joe O'Neil  
 Thomas Ortega  
 Greg Parker  
 Diana Parkos  
 John Paul  
 Rona Pierce  
 John Prentiss  
 Dinah Rodgers  
 Jim Sandman  
 June Sheehan



**Sick Call**

Jan Love  
 Bill Seiler

Stan Wood  
 Gary Morgan  
 Johan Been  
 Victor Smiley  
 Don Geist  
 Jimmie Winders



**Taps**

SCHEDULE OF EVENTS 2021

January 2021- 1st New Years Day  
 6th OSOTMG MEETING  
 18th Martin Luther King Day

February 2021- 3rd OSOTMG MEETING  
 14th Valentines Day  
 15 Presidents Day

March 2021- 3rd OSOTMG MEETING  
 14th Daylight Savings Time  
 17th St Patrick's Day  
 20th 1st Day of Spring

April 2021- 4th Easter  
 7th OSOTMG MEETING

SEPTEMBER 2020

Ruth Allen  
 Judy Ashby  
 Ray Beckage  
 Kathy Blackwell  
 Theresa Blumberg  
 Anita Brown  
 Ray Carter  
 Larry Catlin  
 Cindy Disney  
 Alvin Dorsey  
 Robin Ecklund  
 Ken Elliott  
 Judy Gay  
 Dee Hawkins  
 Dannie Heinz  
 Vanessa Irvin  
 Irwin Kalcits  
 Cathy Kenworthy  
 Robert Kenworthy  
 Dave Kidston  
 Steven Linn  
 Larry Mathay  
 Connie Moos  
 Patty Navarette

Natalia North  
 Bill Neuens  
 Chris Perkins  
 Michael Pfister  
 Cindy Rochford  
 Bonnie Rought  
 Jim Sanford  
 Terri Schmied  
 Leo Seeba  
 Sabrina Taylor  
 Bill Thomas  
 Helen Vitale  
 Ellen Williams

**Birthdays**



OCTOBER 2020

Don Allen  
 Jacqueline Aymani  
 Jean Bradley  
 Charles Caballer  
 Barbara Campbell  
 Michael Crader  
 Cindy Cramer  
 Jim Disney  
 Gene Eddy  
 Jeannine Etter  
 Marvin Etter  
 Nancy Glaser  
 John Hoekstra  
 Victor Hoops  
 Dick Jones  
 Sharon Jones  
 Karen Kamla  
 Deanna Kirkpatrick  
 Herman Klapp  
 Ron Kroupa  
 Ken Krumpelmann  
 Chris Lee  
 Janie Litchtfuss

Dave Mcdonald  
 Dave Moos  
 Martha Mueller  
 Karol Musslewhite  
 Joe Muzy  
 Dan North  
 Patricia Oelkers  
 Kim Ortega  
 Tom Paolilo  
 Becky Paradise  
 Linda Parker  
 Carol Paul  
 Bill Pelletier  
 Shirley Pittman  
 Patricia Quinn  
 Bob Rodekoeh  
 Kenny Rogers  
 Jeff Sanford  
 Wayne Schultz  
 Jean Sharpley  
 Steve Steenrod  
 Dave Stephens  
 Bob Swanson  
 David Thacker

## Howdy Duty Mighty Mustang The P-51 on Buckley

Editor: Dewey Hicks COANG Master Sergeant (ret) Contributors: Colonel Michael Bertz (ret), Mark D. Bingham, current owner of Stang Evil, Gary Greenwood, painted Stang Evil The Air Heritage Committee (Doug Teasdale, Jan Teasdale, Woody Glaser, Bob Huffman and Chuck Hoffman), Robert B. "Skeet" Gifford, former Air Force pilot, retiree from United Airlines Chet Masonheimer retired civil engineer and designer of Pegasus emblem on Stang Evil, Jay Gates COANG, Colonel, USAF (ret), Warbird Pilot/Instructor, member of Commemorative Air Force, Dan Gay COANG, Chief Master Sergeant (ret), Larry Sell COANG Senior Master Sergeant (ret), Paul Turner COANG Senior Master Sergeant (ret), former Navy Corpsman and COANG Avionics supervisor.

The Colorado Air National Guard has a proud tradition of flying many different aircraft for a variety of missions. The Curtiss JN-3 "Jenny" flown from the Old Lowry Field (East 38<sup>th</sup> Avenue and Dahlia Street, Denver) 1924 - 1927, to the F-16 which has seen service from 1992 to the present day. Perhaps the most storied aircraft was the North American Aviation P-51 Mustang. It is documented in the Air National Guard room at the Wings over the Rockies Air and Space Museum. There is also a mural at the entrance painted by LTC Glaser. The first Colorado Pride book references it as "The Mighty Mustang"

The origins of the P-51 date back to World War II. In 1940 the British Aircraft Commission asked North American Aviation to build several Curtiss P-40 Warhawk fighters for them. J.H. "Dutch" Kindelberger was president of NAA at the time and told him that he could design a superior piston driven fighter from the ground up. Towards the end of 1940 the British had built a prototype and began production of the design by mid-1941. They called it the Mustang. The RAF started using it in combat operations in early 1942. The first models were powered by the Allison V-1710 engine. One of our contributors, Mr. Richard Skeet Gifford was kind enough to supply the following. "From Aircraft Piston Engines, page 87, in reference to the Allison V-1710: "The trouble was that the wartime shortage of alloying materials, especially tungsten, made it impossible to make turbosuperchargers for any but a small portion of the Allison. Bomber engines got the priority. The few turbosupercharged Allison that were made were allocated to P-38s."

The British discovered that if they used the Rolls Royce Merlin engine in the Mustang, the aircraft capabilities became outstanding. It used a supercharger which made the difference. North American Aviation took notice and asked Henry Ford to build the engine. He refused on the grounds that he would not build an engine that would be sold to foreign superpowers. Instead they enlisted James Ward Packard and his brother William Packard to produce the Packard Merlin engine. They had established themselves with the building of luxury automobiles. They owned the Packard Motor Car Company. Mr. Gifford relays: "From Famous Fighters of the Second World War. "The Rolls Royce/Packard Merlin V-1650-7 was a twelve-cylinder liquid-cooled Vee engine with two-speed, two-stage supercharging developing 1,450 h.p. for take-off and 1,695 h.p. under war emergency conditions at 10,300 feet."

As the war heated up the USAAC (United States Army Air Corps) required more P-51s. The British were producing them at a slow steady pace. North American Aviation had an assembly line going. Specs were a little looser, but they were within tolerance. It is sometimes said that the Brits were manufacturing precision hand crafted watches and NAA was producing Timex watches. As the P-51-D came into the picture, NAA was producing them in Inglewood, California the same place that the B-25 Mitchell bomber was being produced in 1942. They also produced them at a plant in Dallas, Texas. The P-51 went on to become a fighter, bomber escort, and a dive bomber. In an article published by Warbirds news, they stated that in the second half of 1944, B-29 bombers were launched from China and the Marianas islands without escorts. The fighters of that time did not have the range to fly escort to the Japanese mainland and return. The Navy came up with the idea of modifying the P-51 to operate from an aircraft carrier. They could launch the P-51s close to Japan and they could sync with the bombers. They developed a prototype with an arrestor hook and tested take offs and landings on the USS Shangri-La aircraft carrier. The project was abandoned in March of 1945 after the Marines captured Iwo Jima. The standard P-51s could take off from the airfield there and escort the B-29s. On August 6, 1945 Colonel Paul W. Tibbets Jr. and Captain Robert A. Lewis flew the B-29 Superfortress named Enola Gay on the mission that would end the war. Three days later Major Charles W. Sweeney was the pilot aboard a Silverplate B-29 named Bockscar delivered the 2<sup>nd</sup> blow that would finish the mission.

After the war, the P-51 saw limited service in Korea. When the Korean war ended, the Air Force began to distribute P-51s to Air National Guard bases. Buckley Air Force Base as we know it today was once owned by the United States Army. They also owned nearby Lowry Field. Buckley was used as a bombing range In 1942 the USAA (United States Army Air Corps) changed Buckley to a training base. P-51s were routinely shuttled between the two fields. In 1946 the Colorado Air National Guard moved from Denver Municipal Airport to Buckley. In 1947 the Navy took command of the base and named it Naval A Station Denver. 1960 saw Buckley become Buckley Air National Guard Base. It was between this time and 2000 when Buckley became home to the 460<sup>th</sup> Space Wing that history was made with the P-51. Tony Lucero repaired radios on the P-51 as part of his duties on Buckley and Colonel Michael Bertz purchased a P-51 which would go on to become "Stang Evil". He has participated in base celebrations, air shows, and air races. Both gentlemen are members of our Other Side of The Mountain Gang and both have stories to tell. Keep an eye on our newsletters.

### Dewey Hicks

