



OSOTMG NEWS

VOLUME 13 ISSUE 1

FEBRUARY 2020-APRIL 2020

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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 MET VIA VIDEO TELECONFERENCING ON ZOOM USING THE INTERNET COMPUTER CONNECTION ON MAY 6, 2020 WITH 15 PARTICIPANTS. WE WILL PROBABLY MEET AGAIN ON ZOOM AT 1100 JUNE 3, 2020. SEE YOU THEN VIRTUALLY ON THE NET.

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FEBRUARY 5, 2020 MEETING MINUTES

The meeting started with the Pledge of Allegiance to the Flag of The United States of America and the invocation.

Our guest speaker was Col Micah "Zeus" Fesler, 140 Wing Commander. He served several positions at the National Guard Bureau in the Pentagon. He comes from the Virginia ANG and flew F-15C and F-22A. He grew up in Utah. The COANG 140 Wing has four missions; the 233rd Space Warning Group in Greeley which tracks missile launches; the 140 Wing and squadrons which operates our F-16 aircraft; the newly stood up 138 Space Warning Squadron at Peterson AFB that tracks satellite communications; and the Airburst Range near Ft Carson that is used by many agencies in addition to the COANG. Since 9/11 the ANG has pivoted from a Cold War footing to a Middle East counterterrorism rotation for 3-4 months every other year. It put a stress on the COANG traditional guardsman. But, now the threat is China and Russia again-De Ja Vue. So the military is pivoting back to a large scale war footing. Since large foreign bases are easy targets, the new thinking is to deploy small packages of aircraft for a few weeks at one location and move the entire package again to another foreign location for a few weeks to keep the adversaries off kilter. Also, the alert mission in Colorado will be flexible and will move to other bases with no predictability with fewer aircraft. To make this work, specialists will cross train and perform multiple specialties, avionics as refuelers, security etc with fewer personnel. And multiple types of aircraft at each location. This is a very Marine Centric quick mobile type operation that is unpredictable. The space mission is the largest in Colorado. The ANG was not included in the new Space Force, so the 140 Wing will still control the 233rd Space Group. But, the 233rd will eventually transition to an Electronics Warfare offensive and defensive posture and will become a part of the Space Force.

The NGACO conference is 24-26, Roaring 20s, meet and greet and Casino night Friday, Conference and Military Ball Saturday with vendors.

The Veterans Salute Theme in November is the 75th Anniversary of the end of WWII.

The USAF 460th is not doing ID cards at this time. The COANG can still do ID cards at this time from 0700 to 1600 in Hangar 801.

Birthdays present were Rod Williams and James Gilmore.

Next meeting is March 4, 2020 at Panther's Den.

Committee Members:

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Dan Gay

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

Important Frequently Used Phone Numbers

140th Phone #'s

Casualty Assist

720-847-6946 Family 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

Mickey Hunt

720-250-1510

303-249-0146(c)

michael.hunt@

dmva.state.gov

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

MARCH 4, 2020 MEETING MINUTES

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

Our guest speaker today is CMSgt Manuel Gomez, 140 Operations Group Superintendent With Col Curt Tongren as the Commander. The Group includes the 120 Fighter Squadron, Ltc Chris Melka-Pilots; Col Tom Kelley Commander of Operational Support Squadron including Intel and the Range, Flight Equipment and Aviation Resource Management. Today Chief Gomez brought a current F-16 pilot helmet with the new upgrades. The old helmet visual system, Hemitt, was very heavy and caused neck and back strain when the pilot pulled a lot of Gs. The new helmet ocular system is much lighter and the weight is better distributed. The new monacle integrates all of the flight and target information into a single visualization. The system is now in black and white and is easier for quick acquisition of information. Also, the new system allows the pilot to guide a laser guided missile by merely turning his head instead of turning the aircraft to acquire the target. Another area discussed was the new F-16 simulator that is in Hangar 909. In the future it will be able to link up with other simulators around the country directly with pilots in other types of aircraft simulators. This will allow pilots to have real integrated missions with other pilots even when the weather does not allow actual flight sorties. Then he discussed how Comm will eventually integrate with Ops since communication digitally with the aircraft is controlled by Ops. The question was asked about pilot neck and spine injuries that have caused losses in pilot personnel. NGB is now supporting better conditioning of pilots with new specialized equipment, massage therapists, and chiropractors on duty to mitigate this problem. Now with the new AF pilot integration with the ANG, we have 4 new active duty AF pilots here for 2 years. They receive better training with the ANG because of the high level of pilot experience in the ANG.

Hope asked if there was any interest in touring the range down at Ft Carson. It would be a full day trip.

Joyce Saitta briefed us about the NGACO Area VI conference. Joyce is running for NGACO retiree director at the State Conference. The Conference will have a roaring 20s dance Friday and Military Ball Saturday.

Retirements are Col Patrick Hanlon, 140 WG, Capt Collett Williams, Medical and Msgt Travis Johnson, Munitions.

Sick call is Pete Triolo.

Judy Pock said that her group knitted/crochet 3,137 items including layettes for military and 200 Crayola bags last year.

Next meeting is April 1st in the Panther's Den

FEBRUARY 5, 2020 ATTENDANCE *1ST TIMER

Dewey Hicks	Shirley Pfister
Mike Schnurstein	Bill Pelletier
Susan Schnurstein	Joe Butkovich
Sue Andrews	Tony Lucero
Robert Nessler	Romaine Lucero
Dale Brown	Janet Clark
Dan Heinz	Mike Paradise
Jerry Kelsey	James Gilmore
Hope Shrader	Roderick Williams
James Reeman	
*Micah Fessler	
Dan Gay	
Leo Seeba	
Paul Turner	
Linda Turner	

MARCH 4, 2020 ATTENDANCE *1ST TIMER

Dewey Hicks	John St George
Janet Clark	Paul Turner
Hope Shrader	Linda Turner
Jan Love	Joyce Saitta
Ken Love	Dale Brown
Dale Bristol	Angelo Gurrini
Harry Wales	Leo Seeba
Jerry Kelsey	Dave Moos
Mike Schunerstein	Jerry Smith
Susan Schunerstein	*Manuel Gomez
Tony Lucero	
Romain Lucero-Lowe	
Reed Lutz	
Judy Pock	
Dan Heinz	
Joe Butkovich	

APRIL 1, 2020 ATTENDANCE *1ST TIMER

**NO ATTENDANCE
DUE TO THE PAN-
DEMIC.**



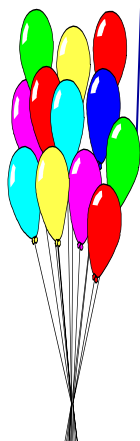
APRIL 1, 2020 MEETING MINUTES

NO MEETING WAS CONDUCTED DUE TO THE PANDEMIC- THE 1100 MAY 6 MEETING WILL BE CONDUCTED VIA ZOOM ON YOUR COMPUTER, YOUR TABLET OR CELLPHONE. SEE YOU THEN ON A VIRTUAL SCREEN!!!



FEBRUARY 2020 BIRTHDAYS

LINDA BADEN	DONNA LUCERO
CHUCK BAUM	VERN MARSHALL
BEN BENEDICT	ARVEY MASON
GARY BOHN	RUTH MATHIAS
PHYLLIS BROOKS	MARY MCCLANAHAN
JOE BROOM	SALLY MCFARLAND
DALE BROWN	JEFFREY MILLER
DOROTHY	JIM PATSEY
BRUENING	DIANNE SANFORD
LORENE CABALLER	JEANNE SCHJODT
JANE CARDENAS	GORDON TERROUS
IZZIE DE LA ROSA	FRED WADE
KARMA FIELDS	RODERICK WILLIAMS
LISA FRANZEN	MASON WHITNEY
JAY GATES	JAMES GILMORE
DOROTHY GOT-	
TENBERG	
BONNIE HEINZ	
JOLENE HICKEY	
GLORIA HICKS	
CELESTE LAUFERT	
DEVERNE LEHMAN	
BARBARA LEIGH	
DENISE LINN	

**Sick Call****Taps**

Jan Love
Bob Huffman
Pete Triolo
Peggy Seiler
Sally Howard
Bill Seiler

George Stolley
Dutch Holland
Jim Vitale
Al Headley

SCHEDULE OF EVENTS 2020

<u>June</u>	3rd OSOTMG MEETING 20th 1st day of summer 21 Fathers Day
<u>July</u>	1st OSOTMG MEETING 4th Independence Day
<u>August</u>	5th OSOTMG MEETING
<u>September</u>	2nd OSOTMG MEETING 7th Labor Day
<u>October</u>	7th OSOTMG MEETING 12TH Columbus Day

MARCH 2020

GREGG ADLER
RON AGUINEGA
SHANNON BLASUS
JUDY BRAUN
SONJA BROOM
MONA BURKETT
JERRY CABLE
JEAN CARDINAL
MARLENE CHATMAN
KARYN CLARK
PHIL ECKLUND
MIKE EDWARDS
LINDA GUERRINA
MIKE HAINES
SOMCHIT HALES
MARY ANN HANSON
KENT KAMLA
MARCIA KROUPA
GREG KRSYZAK
CHERYL LUTZ
THERESA MCNELLEY
GORDON MITCHELL
ELLEN MOORE
MIKE PARADISE
DICK PARKOS

DAVID PAUL SANCEZ
BOB SANDER
CECILIA SANFORD
JEFF SCHJODT
BILL SEILER
KATHY SIMPSON
SUSAN SMITH
LARRY SUBERVI
CHARLENE WADE
CLIFF WAGNER
MIRIAM WHITNEY

**Birthdays****APRIL 2020**

JOE AGUINEGA
LANCE BARBER
ART BOWENS
TONY BURCZYK
JANET CLARK
DAWN CONROY
SHANNON DELAROSA
KAREN DUTRO
KEN FINDLAY
RICHARD FISHER
SY HARJES
ROB HARKINS
STEVE JAOUEN
LINDA KELSEY
DARLENE LOVISONONE
HELEN MCCABE
PAT MCCABE
BRUCE MEY
MARY LYNNE PETERS
NANCY PRENTISS
MICHELLE ROWAN
RONALD RUTTER
PAUL SHINGLEDECKER

KAY SILVRANTS
CAROL SMITH
DARLENE SQUIRE
JANICE TEASDALE
JOYCE SAITTA
JULIE THOMAS
KAY SILVRANTS
CAROL SMITH
DARLENE SQUIRE
JANICE TEASDALE

Howdy Duty Captain Keith Fountain USMC
By Jack Fountain

Editor: Master Sergeant Dewey Hicks COANG (Ret)

Consultants: H.T. Joyce, Captain, USN (Ret), Richard "Skeet" Gifford former Air Force pilot and retired United Airlines pilot, Derek Walsh prior service aboard the USS Kitty Hawk, currently pursuing a civilian pilot's license. Robb Roshon, Gunnery Sergeant USMC (Ret) Served with VMFA-323 in 1980

Source reference: Death Rattlers Marine Squadron VMF-323 Over Okinawa by William Wolf

My name is Jack Fountain. My mother Ruth Fountain is recently deceased. She was born in Brush Colorado. She moved to Aurora Colorado and in 1971 she was elected to the Aurora City Council. She enjoyed many professional and community accomplishments and was loved by all who knew her. My father Keith Fountain was born on October 11, 1922 and passed on October 27, 2002. He lived in Brush Colorado. When WWII started, every young man in Brush joined the military. All of the women volunteered for duties that would support the war effort. They collected old tractor iron and farm tires. They gave them to the War Department. My father became a Marine aviator. He was a part of the Marine Squadron VMF-323 known as "The Death Rattlers" His nickname was "Lightning" because he was a laid-back country farmer. Despite the name, he could fly with the best of the Marine aviators and became proficient in dive bombing and dropping napalm.



It has been said "The Marines have been doing more with less for so long that pretty soon we'll be doing everything with nothing". This was almost the case when the Marines got the Chance Vought F4U Corsair. To lend some background and explain how things got to this, in 1938 the Navy Bureau of Aeronautics published a request for proposed twin engine and single engine fighters. Among the requirements were a stall speed of 70 miles per hour, and a range of 1,000 miles. It had to have three or four guns depending on ammunition. In 1938 Vought came up with the XF4U-1. It was powered by a Pratt & Whitney Double Wasp engine, an 18-cylinder radial engine. (The engine was used in fighters and medium bombers during the war.) The propeller was 13 feet and the speed was over 400 miles per hour. The Corsair had inverted gull wings which could be folded when aboard carriers. The F4U had issues when making carrier landings. In 1942 the Navy decided to give the plane to the Marines. The Navy would keep the proven Grumman F6F Hellcat.

In 1943 The Chance Vought factory held a mechanics school for the Corsair. Members of VMF-323 performed very well at the school. 1943 also saw the original design of the Death Rattler insignia. While stationed in Oak Grove North Carolina, a large rattle snake wandered into the squadron area. It was quickly subdued by three Marine Lieutenants. They killed it, skinned it, held it above their heads like a trophy and took pictures with it. They hung it in the ready room. A commercial artist by trade in the group drew the design. It has undergone many changes over the years but still exists today.

The Death Rattlers were a tight knit group. Officers and enlisted personnel ate at the same time, pilots and aircraft mechanics enjoyed liberty together, and they all drank together. They all knew each other's strengths and weakness. There were countless hours of training and they were all anxious to get into the fight. In July of 1944, they received orders to leave Pendleton in California and embark to Hawaii. They were split into two groups or echelons. The first group traveled aboard the USS Long Island (CVE-1). She was a cargo ship that had been converted to a carrier/aircraft ferry. She was the Navy's first test of the "Baby Flattop". The Long Island was eventually used to train carrier pilots. In September of 1944, the first group of Death Rattlers left Hawaii for Emirau Island in Papua, New Guinea. Emirau had figured prominently into General Douglas MacArthur's plans at one point. This time they traveled aboard the USS Breton (CVE-23). She was a Bogue class escort carrier. The Navy had assigned her to the Carrier Transport Squadron, Pacific Fleet.

In October of 1944, the second group of Death Rattlers left Hawaii aboard the SS Sea Pike. She was a cargo ship that had been converted to a troop carrier. She sailed to Espiritu Santo, a large New Hebrides island in the Pacific. There, group one met up with group two. The Navy Seabees came along and built a runway. They received intensive training from MAG-33 (Marine Air Group 33). The combat training consisted of aerial tactics, the use of airborne rockets, dive bombing and a host of other things necessary to survive and win. The squadron also received additional Corsairs and pilots.

In April of 1945 VMF-323 boarded the USS White Plains (CVE-66). She was a Casablanca class escort carrier. She was used as an aircraft ferry for VMF-323. She was bound for the Ulithi Atoll which was 1300 miles from Japan. The Navy was assembling the largest convoy ever recorded there. It included 29 aircraft carriers, 15 battleships, 23 cruisers and 106 destroyers. On the way my dad was on deck and saw the USS Wasp (CV-7), the USS Yorktown (CV-10), the USS Hornet (CV-12), the USS Hancock (CV-19), the USS Ticonderoga (CV-14), and the USS Lexington (CV-2). They were Essex class carriers developed after Pearl Harbor. The Navy had increased the number of gun mounts and reinforced the armor. They were collectively known as "Murder's Row". They eventually catapulted off the White Plains and landed in Kadena, Okinawa. The Navy had established a ring around the island with radar picket stations. This was the first time that the Navy used this tactic. The radar picket ring consisted of 15 Fletcher class destroyers. They would give advance notice of any incoming attack and bring down any enemy aircraft with their anti-aircraft guns.

The Japanese began the use of Samurai Kamikaze pilots. They believed that it was an honor to die for Japan and their Emperor. They wanted to fight like the Samurai warriors of the 13th century and die a glorious death if necessary. Many young men volunteered, and many were volunteered. In comparison, the Marine Corps was founded on November 10, 1775 in Tun Tavern, a tavern and brewery in Philadelphia, Pennsylvania. The motto of VMF-323 is "Come to Fight - Come to Win" (unofficially "Come to Drink - Come to Fight") Marine aviators have a history of success in close air support and gaining air superiority. When the Death Rattlers heard about the Samurai Kamikaze pilots, their attitude was bring it on! During the Okinawa Campaign, the Japanese sent in 350 suicide planes. For two weeks in April, the Death Rattlers took to the skies. At one point the "Snakes" shot down 25 Japanese aircraft in 25 minutes with no Marine losses. The Kamikazes also tried use of their manned missile. The MXV7 "Ohka" (Cherry Blossom) was a rocket powered flying bomb. The Navy called it Baka (fool or idiot) in Japanese. A crew flying the Mitsubishi G4M Betty bomber mother ship would transport the Ohka close (within 23 miles to the U.S. Navy Radar Picket ships. At 20,000 feet the pilot would lower himself into the craft which was in the bomb bay. The crew would seal him in from the outside so that he would not have second thoughts about his mission. Once released he would engage solid fuel booster rockets to increase his glide speed. Traveling at over 600 miles per hour with 2,646 lb. warhead packed in the nose, the Ohka became a flying coffin. The Navy increased its air and Naval gunfire to shoot down the mother ship before it could launch the Ohka.

For this reason, the Betty bomber crew would often release the Ohka early before they were within range. The bomber crew would then turn and burn in an attempt to hightail it out of the combat zone. My father only mentioned the Baka Bomb in passing conversation. His duties included dive bombing and dropping Napalm on Japanese held positions. Within the Death Rattlers unit, 12 pilots attained Ace status. VMF 323 moved to Awase airfield on Okinawa during the month of July 1945. The atomic bomb was dropped on Hiroshima August 6, 1945 and on Nagasaki August 9, 1945. This brought about the surrender of Japan and an end to the war.

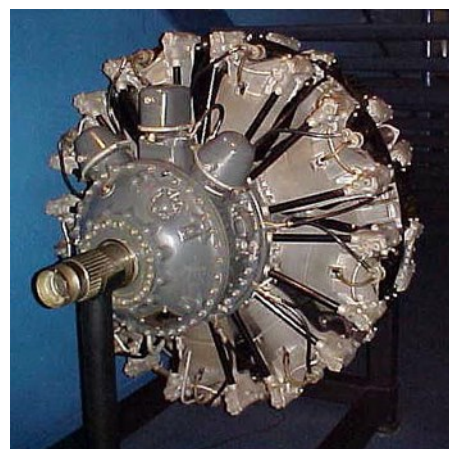
VMF 323 returned to the United States via operation "Magic Carpet". It brought over 8 million of our war vets' home. Their 23-year-old Commanding Officer Major George Axtell would go on to become a General in the Marine Corps. In 1950 the Death Rattlers entered the Korean conflict/war. They began combat operations from the escort carrier USS Badoeng Strait (CVE-116). Flying the Corsair F4U-4B carrier landings and take off problems had been resolved. They primarily flew air-ground missions. Due to this mission change, VMF-323 was re-designated Marine Attack Squadron 323 (VMA-323 in June 1952. The Death Rattlers were responsible for the break out of the 1st Marine Division from the Chosin Reservoir, ground support at Pusan, and support of the surprise Marine amphibious landing at Inchon.

After the war my dad Keith Fountain was First student body president and flight officer graduate at Northeast Junior College located in Sterling Colorado. He always spoke highly of his service in the Marine Corps. He was proud to be part of "The Greatest Generation". I am proud of my dad. If he were here today, he would say Semper Fi

Baka Bomb



Pratt and Whitney Double Wasp Engine



Mr. Keith Fountain

*First student body president
and flight officer graduate.*

Corsair F4U Cockpit

