



OSOTMG NEWS

VOLUME 12 ISSUE 2

MAY 2019- JULY 2019

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NEXT MEETING WILL BE WEDNESDAY, AUGUST 7, 2019. WE SOCIALIZE AT 11 AM. THE MEETING STARTS AT 11:45 AM AT THE PANTHER'S DEN WHICH IS LOCATED IN THE BACK OF THE AF DINING FACILITY ON BUCKLEY AFB. THERE ARE 35 PANTHER'S DEN PARKING SPOTS AND YOU CAN EAT AT THE DINING FACILITY. THERE IS A OPEN BAR IN THE ROOM. SO, COME AND ENJOY REMINISCING WITH YOUR FRIENDS!!

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
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
COUGAR TALES:
www.140wg.ang.af.mil

May 1, 2019 Minutes

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

Our guest speaker was LT Wagner from the 138 Space Squadron. He briefed us about the standing up of the 233rd Space Squadron at Peterson AFB. He also briefed us about satellite operations.

Dewey briefed us about the 2019 Veteran's Salute on 6 Nov 2019. There still is no theme.

Chief Sundin briefed us about the 140 Wing being down range for a few months. Also, there is a new Colorado Pride album in progress for the period of 2001 to present to be published for between \$75 and \$120.

Joyce Saitta briefed us about the State NGACO Conference in April 2019. They had D.C. Veteran's Administration speaker, professional development speakers, members meeting and a banquet . Joyce participated in a fun version of Sumo wrestling. Allie Bess will recap the conference on the NGACO website. Next year's NGACO state convention will possible have a Military Ball. The NATIONAL NGAUS Conference will be across Labor Day weekend in Denver with about 5000 officers attending at the Colorado Convention Center. There will be a shuttle service from various parking lots.

Retirements are SMSgt John Zosh from Finance and Msgt Steve Pollard.

Birthday present was LTC Hope Shrader.

Next meeting will be June 5, 2019.

Committee Members:

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Paul and Linda Turner paullinda@comcast.net,303-366-6770	
Dewey Hicks 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.**

June 5, 2019 Meeting Minutes

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

Our guest speaker was Col Mike Bruno, 233rd Space Group Commander. He started as a SSGT in the NEANG, transferred to 140 Wing CBPO working with Chief Seiler. He was commissioned in the 154 TCG as a 2LT in 1998. He briefed us about the standing up of the new Space Warning unit at Peterson AFB. He stated that COANG is 40% of the Space program and the ARNG is 80% of the space program. As a possible new Space Command is being considered by the military, Colorado is on the shortlist with California and Alabama. The COANG remains the best organization to keep the space group status. This is due to our very high level of military and civilian experience, longevity with the latest space reconnaissance equipment, readiness in missile warning in the North, Counter measures the South, proximity to Sandia Labs, NASA and Lockheed compared to the active duty USAF.

Chief Sundin briefed us the 140 Wing returning this summer from the down range deployment which was considered a high level of success.

Chief Perry briefed us about the need for volunteers for the National NGAUS conference at the Colorado Convention Center across Labor Day weekend.

Joyce Saitta briefed us about EANGUS conference in Des Moines, IA. Joyce was reelected as the Retiree director for NGACO. Life membership in NGACO is now \$150. EANGUS is now partnered with AUSA and you will receive both newsletters..

Col Buck(ret) and Col Gates(ret) are in France for D-Day ceremonies.

Birthdays present were Chief Sundin, Judy Pock and Paul Turner.

Next meeting will be July 3, 2019.

MAY 1 2019 ATTENDANCE *1ST TIMER

Joe Butkovich	Susan Schnurstein
Dan Heinz	Michael Rowan
Harry Wales	Michelle Rowan
*Robert Nessler	Janet Clark
Shirley Pfister	Bonnie Rought
Dewey Hicks	Hope Shrader
David Bell	Allie Bess
Jerry Kelsey	Judy Pock
Roderick Williams	
Wendy Stedman	
Paul Turner	
Linda Turner	
Joyce Saitta	
Mack Sundin	

JUNE 5, 2019 ATTENDANCE *1ST TIMER

*Anna Kobashigawa	Wendy Stedman
Judy Pock	Joyce Saitta
*Cody Maki	Paul Turner
Sue Andrews	Linda Turner
Joe Butkovich	Mack Sundin
Mike Schnurstein	Bonnie Rought
Susan Schnurstein	Hope Shrader
Roderick Williams	Ben Benedict
James Gilmore	Angie Benedict
Dewey Hicks	Michael Rowan
Harry Wales	Michelle Rowan
Allie Bess	David Bell
Janet Clark	Chuck Hoffman
Reed Lutz	

JULY 3, 2019 ATTENDANCE *1ST TIMER

Shirley Pfister	Allie Bess
Harry Wales	Dan Heinz
Dewey Hicks	Judy Pock
Sue Andrews	Bonnie Rought
Mark Covalt	
*John St George	
*Jason D Kneuer	
Reed Lutz	
Janet Clark	
Mike Paradise	
Paul Turner	
Linda Turner	
Wendy Stedman	
Linda Holliday	
Hope Shrader	
Jerry Kelsey	
Joe Butkovich	
Mack Sundin	

OPEN SEASON DATESDental and Vision

This year, open season is from Nov. 11 to Dec. 9, 2019. If you enroll during this time, your FEDVIP coverage will be effective on Jan. 1, 2020. You may also enroll after you've experienced a FEDVIP qualifying life event (QLE). Remember, FEDVIP QLEs may be different from the TRICARE QLEs.

Medical

Medicare enrollment in 2020 runs from Oct. 15 to Dec. 7. This enrollment period is available if you need to switch or add to your coverage. During the Medicare open enrollment in 2020, you can switch your Medicare Part D coverage to another prescription coverage option or purchase Medicare Part D for the first time.

July 3, 2019 Meeting Minutes

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

New attendees were George St George, Linda Holladay and LTC Kneuer.

Our guest speaker was LTC Kneuer 140 Maint Grp Commander. He spent 15 years on active duty with the USAF. 140 Wing is deployed with the Wisconsin ANG splitting the duties of the 6 month deployment equally with 3 months on station for each unit. F-16s are ageing out with problems with wing cracks after 4000 flight hours. Two F-16s are leaking due to wing cracks and 2 have bulkhead cracks. Two of the F-16s cracks have been repaired by our own maintainers. Our COANG maintainers are also working with United Airlines to learn about new maintenance computer programs that will minimize or eliminate paper forms for tracking aircraft maintenance. The COANG is converting most of the technician force to AGR and will hopefully stem the loss of folks to local private companies such as Raytheon. ANG maintainers have more experience than USAF maintainers allowing higher levels of readiness compared to the USAF. The F-16 depot has moved from Hill AFB Utah to Davis Monthan AFB. F-16s are going to depot for corrosion control 5 aircraft at a time with a new paint scheme to make the aircraft harder for radar to see. We now have Block 30s, 40s, and 50s. Also, there is a new communications upgrade for the F-16s. Next year the 140 Wing will return to Volk Field for total unit deployment exercise including NBC practice for wartime scenarios.

The 460 FSS is having a funfest July 25 at the ballfield. Also, a possible car showing is in the planning stages. Check the monthly Orbiter magazine for current activities.

Retirements are 140 Wing Commander Col Ike Turner on July 13, Col Gregg Stout, MSGt Rebecca Burger on July 12.

MAY 2019 BIRTHDAYS

Hope Shrader
 Buzz Allen
 Paul Barcroft
 Marilyn Beckage
 Cheryl Bohn
 Janet Bowens
 Dale Bristol
 Sharie Butler
 Kathryn Carter
 Claude Dutro
 Ann Eddy
 Beverly Elmore
 Monty Faber
 Woodie Glaser
 Bob Goetz
 Bob Hales
 Charlie Heinle
 Barney Jensen
 Harrel Lambert

Newell Moy
 Jerry Navarette
 Helen Nold
 Joanna Perkins
 Kim Pipkin
 Walter Seymour
 Cliff Sherman
 Carol Upton
 Jim Vitale
 Flo Wilhelm

**Sick Call****Taps**

Jan Love Elaine Stackhouse
 Jim Hazel Diana Rogers
 Col North Lannie Smith
 Ray Church Bill Frazier
 Sandy Barron Violet Huffman

Russ Cramer
 Ron Germano
 Tom Suprenant
 Shawn Hansen

SCHEDULE OF EVENTS 2019

August- 7th OSOTMG MEETING

September- 2nd Labor Day
 4th OSOTMG MEETING

October- 2nd OSOTMG MEETING
 14 Columbus Day

November - 5th Election Day
 6th VETERANS SALUTE WINGS
 OSOTMG MEETING TBA?
 28th Thanksgiving

JUNE 2019

Jan Allen
 Mike Bertz
 Jodie Brice
 Jeanne Brown
 Pat Brown
 Chris Chaney
 Dave Chatman
 Vernon Clark
 Ben Fagen
 Donald Ford
 Robin Foss
 Carole France
 John Frary
 Curtis Gress
 FLICK Guerinna
 Jerry Kelsey
 Jan Love
 Virginia Love
 Thomas B Markus
 Joyce Mason
 Ann McCauley
 Pat McHenry

Stanley Minarsky
 Richard Oelker
 Ray Panaguiton
 Joan Pickens
 William Pickens
 Judy Pock
 Kathy Sander
 Dale Seiler
 Tom Schultz
 Allan Skarie
 Bon Stack
 Ben Steffey
 Bill Swedell
 David Thistlehawk
 Jim Thurmond
 Paul Turner
 Alma Valdez
 Bill Vandeest

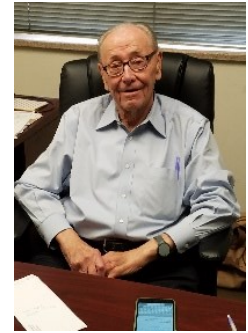
**Birthdays**JULY 2019

Larry Asher
 Gill Thompson
 Elton Baggett
 George Blackwell
 Buck Buckingham
 Deb Burlace
 Terry Burns
 Ronald Campbell
 Pat Christopher
 Randy Dolan
 Chris Faber
 Dick Farmer
 Dennis Fitzgerald
 Cathy Forrest
 Marilyn Fouts
 George Franzen
 Thomas Gunning
 John Hadley
 Joe Harnke
 Trish Housley
 David Knipprath
 Darrell Koenig
 Larry Lantz
 Sam Lovell

Marvin McCash
 Russ McFarland
 Gary Meis
 Lynette Meis
 Carol Mielke
 Bill Miller
 Mary Lou Miskin
 Thomas Moermond
 Don Pipkin
 John Pittman
 Becky Price
 Michael Rowan
 Mike Schunerstein
 Jane Schomber
 Vivian Schultz
 Larry Sell
 Tony Skarie
 Bobbie Terroux
 Gill Thompson
 Eileen Triolo
 Stephen Upton
 Harold Zimmerman
 Shirley Zimmerman



Howdy Duty by Paul Anderson



The interview conducted on 12 April 2019 Editor: Dewey Hicks, MSgt, COANG, (ret)

By way of introduction, my name is Paul R. Anderson. I am the owner of Anderson Controls Incorporated. My company is the global distributor of automation systems, sensors, hydraulics, and robotics. My daughter runs this place. I enlisted in the Army Air Corps at age 17 in 1942. The AAC had Three levels of pilot training. Each required three months of training along with a certain number of flying hours. The levels were Primary, Basic, and Advanced. Between the ages of 18 and 19, I successfully completed the Advance level and I became a 2nd Lieutenant. My goal was to become a fighter pilot and fly the P-51D Mustang. The P-51 was the greatest, hottest, plane built during World War II. I began flying the P-40 Warhawk. It was a trainer and you needed 25 hours in it before advancing to the P-51D. There were three trainers in the section that you had to master before stepping into the P-51. The PT-17 Primary trainer, AT-6 Advanced trainer, and the P-40. We were the first group to skip the BT-13 Basic trainer between the PT-17 and the AT-6. The reason that we skipped the Basic trainer was that they were short of pilots. They said, “get us a bunch of pilots and do it quickly”. As a result, OUR GROUP of us fighter pilots did not get any basic training. They gave me a 3-inch-thick manual and told me to fly the P-40 FIGHTER plane in 3 days. NO 2 SEATERS FOR TRAINING US.



A lot of people said that the P-51D had too much power. You couldn't give it full power on takeoff. What it would do is lift up AND THE torque WOULD TURN IT over and kill you. Landing was just as critical. One day it took the Colonel of our base three or four attempts to get it on the ground. That night at the bar he called me hot rod. and says to me snickering, “Lieutenant Anderson, do you have any trouble landing the P-51?” I said “Colonel, it is a bastard”. That was the end of that discussion.

At one of the training air fields they turned off all the lights on the air base AND we could not use our lights on the plane for landing. The only lights were on my wing tips. When I landed, the tower told me that I was the only one that did not have lights bouncing all over the world. I did not tell them that I was determined not to have lights bouncing all over the world. Landing at a higher speed was safer than playing around and trying to land at a lower speed. Of course, I blew out a lot of tires landing that way. I never told anybody, but I think that I held the record for blown tires on a P-51. All that would happen is that I would slide off the runway and into the grass. There was nothing to do but smile, sit on the wing and wait for someone to PICK ME UP. OTHERS take care of the plane.

We were at Hill Air Base in Utah WAITING TO BE loaded us on a big transport plane. They wouldn't tell US where they were going to dump US, but we knew that we were going into combat. We WERE TO stop in Hawaii to refuel and when they took off again, they WOULD TELL us where we were going. It was to escort a large bomber. And then decisions were made for the big one to not escort a bomber on a secret mission. There was no publicity, nor was there any talk about it. There were no big escorts. We turned around without completing our part of the mission. The bomber was to fly over Japan without drawing any attention. It was to look like an observation plane to the Japanese and it worked. That bomber was the Enola Gay.

That thing (the P-51) sure killed a LOT of my friends in training. The P-51 is a beautiful aircraft but, very unforgiving. One of the first times that I flew in formation there were four of us. We would take off one by one and join up with the group. I was number four in the group. I shot ahead of the rest of the group at about 150 miles per hour faster than they were going. The Colonel said, “Lieutenant Anderson, where are you going?”. I said Sir, If I can get it slowed down, I'll be back. In another case, I was number four but by the time we landed I was number three. I said to myself how can this be? I ran over to the number three plane and talked with the pilot. He said “Paul, you were running over me. I figured that if you wanted the number three spot so bad you could have it”.

Those things at 450 average, you can't look around. You've got to keep your eye on what you're doing. 440 miles per hour was the spec on it. You know, 440 miles per hour and 41000 feet. The P-30 and the P-40 were only good to 35000 feet. IN THE P-51D you could lower the nose a little and go 500, lower the nose a little more and you could get 600. At 700 the wings would snap off. In the advanced trainer one time I violated the recommended speed and blew off SOME panels. When you're in the cockpit, you can't see which panels are missing. I heard all kinds of noises. I had two choices, bail out or call for someone to come up to find out what panels were missing. So, a guy came up and flew underneath me, around back of me and saw the missing panels. He said if you land at a high speed you should be ok. I landed and nobody cared that I blew off a bunch of panels. It was just a part of living.

I was a good military man. Only went AWOL once a year. We were at Hill Air Base waiting to go overseas. We were a sharp bunch. 18 turning 19-year-old Second Lieutenants. I was going to Salt Lake City to catch a plane and see my family in Illinois before we go. Called my friends together and told them to watch for me and cover for me while I was gone. When I got home, there were telegrams all over the place. They had done a terrible job. I only saw one member of my nine-member family.

Down in Southern Florida we had to learn how to fly the P-51 full speed at less than 25 feet over the water. That way you could avoid enemy radar. I had a girlfriend in Northern Florida that I had to go see. One day I decided to catch a bus and go see her. I stayed for a while and caught a bus around 11:00pm to go back where I belonged. I got back about 11:45 in the morning and called my buddies for one of them to pick me up from the GATE. They said "you are one lucky guy. Your Court Martial was set for 12:00 noon if we couldn't find you."

The military is very good. The first week that I was in Miami Beach for basic training, I was called to a hotel room. When I got there two officers without division insignia were waiting for me. No names were exchanged. They handed me a stack of envelopes addressed to an auto agency with a post office box address. There was a code name of "fourteen hundred and eighty-two dollars". You have been selected to look for subversive activity. You are to mail these letters one per week. If you see anything suspicious, put in your report, that you want to see somebody about that \$1,482.00 dollars. Then they would send somebody to your location. If there is nothing, say that you accept the \$1,482.00. I think that I am still attached to that time in my life. In 2010, my son found the first page of my military records AND MY 2ND LT PHOTO on the internet. Also, I have been a hotrod on the highway. I have been stopped for speeding many times but never received a ticket. I was driving to Steamboat one time when an officer pulled me over. I asked what is the matter sir? He said you were going 20 miles per hour over the speed limit. License and registration please. He took the documents and went to his patrol car. He came back to me, handed me my license and registration and walked back to his car. I leaned out the window and said hey! What's going on? He said I'm going back to town. You keep going but slow down. At another time in Utah, I was driving down the highway with a businessman. This time two patrol cars stopped me. One fellow got out of his car and approached me. He asked if I knew how fast I was going? I said no. He asked for my license and took it back to the other officer. He came back and returned my driver's license. He said I would certainly appreciate it if you would obey our speed laws. WHEN DRIVING ON My Mormon businessman friend kept saying "I don't believe it; I don't believe it". All of this has been happening in my civilian life since the war.

Near as I can figure, I was working for the Office of Strategic Services. (OSS). It was a predecessor to the Central Intelligence Agency (CIA). My P-51 didn't have any special markings. My uniform did not stand out. I flew classified documents all over the place. One time in San Antonio I had to fly some secret documents. There was a terrible hailstorm when I took off in my P-51. My buddies said, "he won't be back". They went to my apartment and drank up all my liquor. I must say that I had an enjoyable military career. Just before I got out, I saw one of the new jet fighters parked alongside the runway in San Antonio. I was thinking about borrowing it and putting it through its paces. My better judgement told me that I should go in and ask the Colonel if I could fly it. He said sign these reenlistment papers. I said let me fly it and I will give you my decision when I land. He said I'll give you six months to decide, now get out of here.

I was able to attend the University of Illinois Extension Center in Moline, Illinois. I also applied for a Commercial Pilot's license. I really didn't need the license, I just wanted to see if I could pass the test. No surprised, I passed the test. One day I was at Moline airport having lunch with my wife. Then the guy who helped get my wife's pilots license came up to me AND SAID THAT AIRLINER IS GROUNDED. Would you mind taking A LOAD OF passenger TO to O'Hare? I said no way. My wife asked why I declined to help him out. So, I called him back and asked what kind of plane it was. He said it was one with the new Boeing engines. I said I have never flown that plane. He said the passengers are waiting, you had better get going. That is the only criminal thing that I have ever done with my commercial license. I have quite a few hours of flying as a passenger with United Airlines. I've been on board during about 30 emergency landings. Afterwards I go to the front and ask the gals what happened? On a flight from Miami to Denver one time that had trouble, I was standing near the cockpit door. The pilot said come in. I did and we had a good conversation. He asked if I was Happy with United Airlines. I said no! you are too slow to open the bar. He said when you go back to your seat, the drinks are on me. I asked the flight attendant if she heard that. She nodded yes and all was good. The wall in my apartment is filled with pictures. Each one tells a story. Would I fly as a passenger in a P-51? I was in Knoxville Tennessee when I was introduced to the airport manager. He said we have a group out here that meets once a month. One of the guys owns a P-51 and I bet that I can get you a free ride. I refused and told him that I do not fly with anyone old. They do not have the reflexes to handle that plane. I have fulfilled my aviation dreams I have my pictures and I am still around to talk about it. God bless America.

PAUL R ANDERSON

