



OSOTMG NEWS

VOLUME 11 ISSUE 1

DECEMBER 2017-JANUARY 2018

* NEXT MEETING WILL BE WEDNESDAY FEBRUARY 7, 2018 SOCIALIZE AT 11 am, MEETING STARTS AT 11:45 AM AT TREA 39, 15821 CENTRETECH CIRCLE, AURORA, CO 80011. MEALS WILL BE CATERED BY GOLDEN SHERMAN. SO COME AND ENJOY REMINISCING WITH YOUR FRIENDS!! THE MEETINGS WILL CONTINUE ON THE FIRST WEDNESDAY OF THE MONTH FOR THE FORSEEABLE FUTURE. *

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

COUGAR TALES;

www.140wg.ang.af.mil/cougartales.asp

COMMITTEE CORNER

Greetings and Happy New Year to all. I hope that your holiday season was safe and joyful. I come to you once again to ask for your support. Our organization, The Other Side of the Mountain Gang is squeaking by. Our largest cost is the mailing of the newsletter to those who have requested it costing about \$300 every other month. We have vowed to leave no one behind as we continue to operate in this enhanced technological era. We do not collect dues and have survived on the generosity of those who contribute to the poor basket at each meeting as well as those who send donations by mail. Paul Turner, our treasurer, has done an outstanding job of keeping track of the available funds in our treasury. Along with his wife Linda Turner, we can get an exact account of transactions. Golden Sherman is supplying us with delicious, healthy lunches at cost.

We are at our limit for working with what we have. Our aircraft is sputtering but we have not flamed out. We are like a large family and I am asking for your support to keep our aircraft airborne. Those who are able to send something can make contribution checks payable to "OSOTMG". Mail them to Paul Turner at 1945 Ensenada St., Aurora, CO 80011-5355.

We remain an important part in the heritage of Buckley. At the 2017 Veterans Salute, we held the record for tickets sold. This includes both military and civilian organizations. Our new TAG, Major General Michael A. Loh came to each of our tables at to introduce himself. He certainly knew who we are and that we like to stay current on things that effect Buckley and the Colorado National Guard, both Air and Army. He has asked CMSgt James R. Hoefs, the Wing Command Chief to speak with us at one of our meetings. We are in the process of setting the date in order to make this happen.

I would like to thank each of you in advance for your continued support.
Dewey Hicks , Other Side of the Mountain Gang

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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.

NOTE FROM THE EDITOR, PAUL TURNER

Folks: Dewey's appeal on the first page of this newsletter has generated phenomenal support for our organization. So far we have received \$1320.00 for a balance of \$2133.66 from 19 of our group. Thanks so much for your caring support and I will continue to oversee our monthly meeting at TREA 39 in Aurora and publish a newsletter every other month.

MEETING MINUTES FROM DECEMBER 6, 2017

The meeting opened with the Pledge of Allegiance to the Flag of The United States of America by Paul and the invocation by Joe Broom.

Dewey reported that we had 42 of our people at the Veteran's Salute in November which set another record.

Joyce Saitta briefed us about the 2018 NGACO state convention 27-28 April 2018 at the Cheyenne Mountain Resort in Colorado Springs. There will be a free retiree luncheon on Saturday, April 28. There will be no Military Ball this year because the National NGAUS convention of several thousand will be conducted in 2019 in Denver. This will allow NGACO to have a larger participation in the Military Ball in 2019. NGACO will be publishing a newsletter which will be available on the NGACO.ORG website. We still need more life members for NGACO, EANGUS AND NGAUS to lobby congress to keep our benefits such as medical Tricare Retiree For Life at no cost. EANGUS National Conference will be in August 2018 in West Virginia.

There were three retirements last month. Col Mitchel, 240 CES retires Jan 2018. Sick Call was Jim Swenson.

Birthdays present: Dewey Hicks and Mark Covalt. Next meeting January 3, 2018.

DECEMBER 6, 2017 ATTENDANCE *1ST TIMER

Sonja Broom
Joseph Broom
Dewey Hicks
Bill Frazier
Paul Turner
Linda Turner
Larry Sell
Curt Gress
Dan Heinz
Dale Bristol
Mark Covalt
Angelo Gurrini
Bonnie Rought
Randy Rought
Joyce Saitta

Monroe Mathias

JANUARY 3, 2018 ATTENDANCE *1ST TIMER

Larry Sell
Dan Heinz
Glen Strein
Mark Covalt
Paul Turner
Linda Turner
Dewey Hicks
Sonja Broom
Joseph Broom
Jan Love
Gary Greenwood
Golden Sherman
Monroe Mathias
Joyce Saitta

Sick Call



Jim Swenson

Taps



Cindy Rochford

MEETING MINUTES FROM JANUARY 3, 2018

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

Joyce briefed us about the upcoming NGACO State Convention at the Cheyenne Mountain Resort 27-28 April 2018. Log on to the website, NGACO.ORG to register. There will be a Golf Tournament and a Motorcycle ride on Saturday. Also, there will be several interesting speakers on subjects such as legislative initiatives for veterans and retirees.

Retirees this UTA are Col Tom Mitchell 140 WG, CMSgt Teresa Heisterman HQCOANG Revere St, and TSgt Bob Richie 140 Maint Sq.

The 200 Airlift Squadron will give up their planes due to a funding cut and will be integrated in to the cyberspace operation as a detachment.

Taps were Cindy Rochford.

Col Turner, 140 WG Commander will be working with Maj Black to provide our group with speakers each month.

No birthdays present. Next meeting is February 7, 2018 at TREA 39.

DECEMBER 2017

Joann Barber
Bettina Bledsoe
Jon Bridgman
Angela Cavener
Bob Cherry
John Conroy
Mark Covalt
Jack Darveau
David Davis
Kevin Dorsey
Donald Goe
Russ Gottenbor
David Hatch
Terry Hatchett
Nancy Heinle
Dewey Hicks
Lois Hoops
Bryan Jordan
Beverly Kalcits
Estring Kidston
Peggy Klapp
Craig Laufert
Yolanda Leggett
Andy Love
Ken Love
Don Lovisone
Ken Lucero
Dee MacLaughlin

Barbara Maldonado
Margaret McGaffin
Jim Mielke
Evan Mitchell
Don Neary
Rosemary Paolilo
Larry Peters
Mike Popovich
Diane Richards
Susan Schnurstein
Greg Short
Dennis Simpson
Brenda Stevens
Rose Suprenant
John Swenson
Martha Ann Taylor
Wayne Taylor
Faye Weickum
Pepper Weimer

Birthdays



Joe Ashby
Jan Axton
Bonnie Asher
Ralph Bernhardt
Bill Blumberg
Linda Coble
LouAnn Covalt
John Christopher
Charlotte Farmer
Smokey Fields
Dan Gay
Darrell Hanson
Kay Harnke
John Hickey
Ben Irvin
Mai Jordan
Karen Kyritz
John Le Van
Verlene Lee
Reed Lutz
Jo McDonald
William McGaffin
Ron McHenry
Sandy Overfield
Geraldine Pawley
Ellen Nishiki
Shirley Pfister
Deb Popovich

JANUARY 2018

Tom Rochford
Val Rodekohr
Hazel Rutter
Eva Shreve
Dianna Seiler
Hal Smethills
Jerry Smith
Curt Squire
James Weickum
Deb Wray
Tamsen Thistlehawk-Ranck
James Tipton

LUNCHEON

Our luncheons will continue to be catered by Golden Sherman. The folks who participated in the luncheon in January was 10. We need at least 20 for Golden to break even on the cost of the meals. OSOTMG is subsidizing the deficit of the last 10 meals from our funds costing \$100 to \$120 a month. At the last meeting we voted to continue this subsidy for a while. So, Please bring your fellow retirees, friends and current COANG and Buckley workers to our meeting and eat at a meager \$12 for a great meal that Golden provides. Our next meeting is Wednesday February 7 at TREA 39.

DATE BOOK 2018February 2018

7th- OSOTMG MEETING AND LUNCHEON

14th- Valentines Day

March 2018

7th- OSOTMG MEETING AND LUNCHEON

April 2018

1st- Easter

4th- OSOTMG MEETING AND LUNCHEON

May 2018

2nd- OSOTMG MEETING AND LUNCHEON

19th- Mother's Day

28th- Memorial Day

June 2018

6th- OSOTMG MEETING AND LUNCHEON

17th- Father's Day

July 2018

4th- Independence Day and

OSOTMG MEETING AND LUNCHEON

HOWDY DUTY BY LARRY SELL (PART 2 OF 3)

I had one full Col. when I first started flying on the C-47 that used to make up his own power settings on take-off and climb, so one time on take-off, I tapped him on the shoulder to remind him that he was stressing the engines. He turned to me and replied, "Who's flying this airplane, Airman, YOU or ME?" I said, "You are SIR!" He said, "Well, shut up then." When I returned to Ciğli, I told my Flight Chief that I was not flying anymore trips with that Col. Shortly after I started flying on a T-29 which the Col. was not checked out on. A few months went by and we had trip to Weisbaden. Lo and Behold, here was the Col. and his family on the trip. We were to stay overnight. The Radio Operator and I were in quarters together. The next morning he and I went to the aircraft to run-up the engines and get ready for the return flight, it was real foggy; an Airman approached and told us the flight crew wanted us to go our quarters and we would leave later. WE were in the quarters when we were told to get to our plane "right now", as some Col. was mad that we were late for the flight. We got to the plane and he was waiting at the stairs to the plane. He called us to ATTENTION to chew us out! We replied, "No Excuse Sir." I got to my seat in the cockpit and I was really mad so I asked Pilot and Co-pilot why they didn't tell the Col. that we had already been there and were told to go to our quarters. They said that, as fired up as he was, THEY didn't want to STAND AT ATTENTION to get reprimanded!

As everyone probably knows, back in the "Cold War" years, we flew in what were called "corridors" while flying close to Russian territory. So, on trips to Europe we would have a Navigator as an extra crew member to make sure we didn't stray. So on one trip, on the way back from Germany to Turkey, we were flying in weather. After a while the pilot asked the Navigator for an update on our bearings, to which Navigator replied, "I don't know where we are for sure." It was little tense for a while as we all expected a Russian Mig Fighter to show up on our wingtip. We finally got things figured out and continued on. After flying for a time, all at once it felt like the plane hit a wall head on. There was a bright flash of light, with all the instrument lights flaring up. We realized we had been hit by lightning. We checked everything with both engines running good and no loss of radios or navigation equipment, so we continued on to Ciğli. Upon landing we inspected the exterior of the aircraft for damage. There was a hole about the size of a pencil eraser in one prop tip and another hole the same size in opposite wing tip.

When I started flying on the T-29, it was like going from driving a Model T to a Lincoln. The plane was made by Convair as a passenger type aircraft. It had tri-cycle landing gear and the nose wheel was steerable. It was powered by two 18-cylinder engines that were internally super-charged, plus ADI for take-off. ADI means Anti-Detonation Injection, which was turned on at take-off and it would inject into the engine a mixture of alcohol and distilled water, and fish oil for a lubricant. This system worked rather well, as it gave engines a denser mixture and helped with cooling cylinder head temperature during the higher loads put on engine during takeoff. On most of the older aircraft, propeller pitch was controlled by a mechanical linkage through a propeller governor. On the T-29, propeller pitch was handled electrically, which worked faster and allowed full reverse. (You could even back the plane up on the ramp, if you were careful and didn't hit brakes too hard and set it on its tail.) It had an entrance door with a folding stair system, and the plane was pressurized. Ours was actually a VT-29, which in Air Force language meant it was fixed up to haul VIPs. It had some regular airline seats plus a General's compartment with seating, a table, and a bed. The plane was really beautiful, since we had it polished all over. Worked good in some of the bases we went into, especially Turkey. George Durman said he could not remember having a runway at Samsun but I think of many times going in there; the runway was built on top of a mesa, with a mountain at one end and the Black Sea at the other end. Landing into the wind meant coming in over the mountain, dropping wing flaps, gear down, hitting end of runway, and reversing props to slow down. Then turn around to taxi to the small terminal. Take off was just as fun, as you literally flew off the cliff, and as you fell, the engines were screaming to gain altitude. But I was around 22 years old and death didn't frighten me! [Note from George: In my story I did acknowledge a grass airstrip at Samsun, but that was in 1958-1960. I do know that C-130 aircraft could land there, but had to have JATO bottles in order to take off. Later they improved the runway.]

The T-29 and C-131 were both made by Convair; both were similar aircraft, with the exception that the entrance door and retractable stairs were on the right forward side on the T-29, while on the C-131 they were on the left. The C-131 also had a cargo door on the left side of the fuselage, rear of wing. The C-131 was used during the Vietnam war as an Air-Evac plane to haul patients to different hospitals in U.S. A lot of them were stationed at Scott AFB, Ohio. In later years, some airlines used converted models (they had jet turboprop engines installed). At Ciğli, we first had a T-29, but later picked up a C-131 from Scott AFB. It was a pretty basic plane so we had it sent to Weisbaden, Germany, where it was updated by German Nationals to include carpet, airline type seats, and a galley in back to prepare meals for VIP trips, which added one more crew member (Flight Steward). The Germans did a beautiful job on her.

One unusual thing about the old Convairs was their exhaust systems. They had two tubes per engine that set on top of the wings under a nacelle that the exhaust dumped into. Kind of like dual pipes on a car. These were called Augmenter Tubes. Convair claimed that they helped give the plane some added thrust although I can't remember being pinned to seat on takeoff! Our T-29 was a "B" model and the C-131 was an "A" model.

I always got a chuckle working in Transient at Ciğli because of the different aircraft and people you would meet. Once we serviced a T-33 Jet Trainer that was used by the Turkish Air Force and marked as such; however flying it were two American Air Force types. After they had refueled and were ready to go, they could not get their radio to work so the pilot called us over and said, "Go up in the nose wheel-well and start hitting on Black Boxes with a hammer." That is what Turkish mechanics had done when they had the same problem leaving the base they came from. Sure enough that fixed the problem again! The Turks were still using enlisted personnel for pilots on C-47s. One came in and taxied down the ramp where we had the pilot turn it to a right angle, and then pull forward to straighten the tail wheel to lock it. He was too far forward so I tried to tell him to go around for a second try but he instead shut down engines. When he came off the aircraft we discovered the only English he knew was "Very Good". One day, I saw a British cargo plane sitting on ramp with a crew member on a stand under the wing; upon asking him what he was doing, he replied, "The bloomin' dingy came out of the wing, mate." I discovered they had a life raft stowed in the lower edge of wing. Another day I was parking a T-29 after taxiing it in from an engine run-up for maintenance. I opened up the side window, took off my head-set to look out and back. I hit the brim of my cap on the window frame. The hat flew into the spinning prop and was in two pieces before hitting the ground! I was so disgusted.

We used the Air Station in Athens, Greece, when we had major inspections due. So we would go with plane for about a week while they had it in dock. We always laughed when Sixth Fleet would come into port there, as the taxi prices would double. Also, we had to stay in town, so we used the same hotel as the Navy troops. Up the street were line of bars and the owner of the hotel where we stayed had one of the bars. He operated like all places close to American bases and had it stocked with bar girls to get GIs to buy booze. He told me one time that he had similar bars in Crete also and when the Fleet pulled out of Athens, he loaded the girls on a plane and sent them down to Crete because the Navy never figured out they were the same girls.

As I said, we took our Convairs to Greece for major inspections, but we had a Dock in our hanger at Cigli to do the minor inspections of the C-47s. During one such inspection before I started flying, I was given some Inspection Cards by Dock Chief which included the cockpit area. One item on a card was to remove and replace the fire extinguisher bottle behind the Co-pilot seat. It is used to put out engine fires and contained carbon dioxide. So I positioned myself, on my knees in the seat, so I could lean over the seat back, to disconnect the valve on top of the bottle. Everything went well until I had to lift the cable with a small ball attached to the valve. All at once I heard the bottle discharge toward the right engine. I quickly put my head out the side window to warn anyone working out there. Just as I yelled, "Warning," the CO2 hit the engine area catching our engine shop T/Sgt up in the accessory section working on something. I never saw anybody move so fast getting out of the way.

The Mediterranean is one of the prettiest bodies of water in the world. We used to fly "Locals" for crew training besides our regular trips. I had a Captain who liked to fly low over the water, come up on a Turkish fishing boat who would not hear the plane until we were right on them, and then hop right over the boat. I always thought that we were going to return to base to learn we were grounded! The Captain also was a frustrated mechanic who always carried a case with tools in it. On one trip coming back from Europe, I left my crew seat to go back in the plane; upon returning to the cockpit, here he was with the overhead panel down, using a screwdriver. I asked him what he was doing and he replied that one of gages needed tweaking. I told him, "Let's wait until we are on the ground to tweak things." I remember the Turkish Customs guy we had at Cigli.

He would meet the aircraft when they were coming in from out of country to check us for contraband. After a while he got to where he would see us before we left to give us a list of things he wanted or needed. On one trip to Germany he handed me a list of things from a German Drug Store (a straight razor and various cosmetics for his wife). The Radio Operator went with me and neither of us could speak that much German, but the druggist could speak Spanish and the Radio Operator with me was Hispanic.

To be continued with part 3 of 3

T-29 Flying Classroom



C-131 Samaritan



C-54 Skymaster



C-47 Skytrain



C-47 Skytrain



T-43 Flying Bobcat