



OSOTMG NEWS

VOLUME 4 ISSUE 4

OCTOBER 2012

NEXT MEETING WILL BE Tuesday, 6 November 2012, at TREA 39, 15821 CENTRE-

*** TECH CIRCLE, AURORA, CO 80011. Come Socialize at 11am Meeting starts at 11:45**



Committee's Corner

Dear Other Siders,

Halloween will soon be over and the last two months of the year will be with us and the start of the holiday season. I find it unique that that we have Veterans Day followed by Thanksgiving and Christmas Day. Veterans Day is a time to reflect on those who gave of their time and service in our nation's military. Thanksgiving is a time to be thankful for our blessings, families, friends, and the freedoms our Veterans preserved for us. Christmas is a time of giving to others and remembering those who have and are serving in our military.

I counted 30 members, (there may have been 2 or 3 down the hall), who showed up for a great meeting. Don Neary opened the meeting with the Pledge of Allegiance to the American Flag and introduced two guest speakers. Colonel Loren J. Johnson, Commander of the 140th Mission Support Group and Chief Master Sergeant Conroy from the ID office on the 2nd floor of Hangar 80l.

Due to the increase in Identity Theft and compliance with The Privacy Act of 1974, we will no longer be publishing signatures or personal information on the electronic version, on the website.

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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@](mailto:michael.hunt@dmva.state.gov)

dmva.state.gov

TRICARE (TRIWEST)

1-888-874-9378

TRICARE for Life

1-866-773-0404

Social Security

1-800-772-1213

TREA 39

303-340-3939

OCTOBER 2012 MINUTES

Colonel Johnson gave us an update on the 140th Wing activities. The 120th Fighter Squadron with support personnel will deploy in the near future and there has been a focus on training for the deployment. Greeley is getting a new Survival Durable system. The 200th C-21 Mission is looking for their aircraft and not sure at this time which aircraft they will get. The Holidays are coming up and the retirees are invited to the upcoming parties. He mentioned that General Eyre is having a social get together for the families of deployed troops and retirees are invited to attend. Date is not available at this time. Final comments were that General Eyre's tenure as Wing Commander will end in early spring

Con't on Pg 3

Attendance * 1st Timers

Sue Andrews
Bob Beabout
Art Bowens
Dale Bristol
Jerry Brooks
Joe & Sonja Broom
Tony Burczyk

CMSGT Dawn Conroy
Jack Darveau
Megan Della Rossa
J R Ewing
Dan Gay
Sy Harjes
Joe Harnke
Bob Herbst

Dewey Hicks
Chuck Hoffman
COL Loren Johnson
Reed Lutz
Larry Mayo
Frank Mullins
DO Neary
Glenn Nishiki

Judy Pock
Bill Pelletier
Joyce Saitta
Larry Sell
Eddie Shreeve
Jerry Smith
Arlo Sorheim
Doug Teasdale
Paul & Linda Turner

Sick Call



John Mitchell broke his heel falling off of a scaffold.
Eldon Klusman is still in a Nursing Home for Alzheimer's.

TAPS



None Reported

Date Book

2012

November

6th - OSOTMG

22nd THANKSGIVING

December

2nd Wing Christmas

4th - OSOTMG

25th CHRISTMAS

2013

January

8th OSOTMG

February

5th OSOTMG

March

5th OSOTMG

Birthdays



Don Allen
Jacquelina Aymani
Jean Bradley
Jerry Brooks
Charles Caballer
Barbara Campbell
Cindy Cramer
Gene Eddy
Jeannie Etter
Marvin Etter
Nancy Glaser
Fran Goe
Pamela Gress
John Hoekstra
Victor Hoops
Dick Jones
Sharon Jones
Karen Kamla
Herman Klapp
Ron Krumpelmann
Janie Lichtfuss
Chris Lee
Dave McDonald
Dave Moos

Martha Mueller
Karol Musslewhite
Joe Muzy
Dan North
Ed O'Conner
Patricia Oelkers
Kim Ortega
Tom Paoliilo
Becky Paradise
Linda Parker
Carol Paul
Bill Pelletier
Shirley Pittman
Patricia Quinn
Bob Rodekohr
Kenny Rogers
Jeff Sanford
Wayne Schulz
Jean Sharpley
Steven Steenrod
Dave Stevens
Bob Swanson

Minutes Con't from Pg 1

Chief Conroy gave us an update on ID cards. She mentioned that the ID office is open to the retirees if they need to get new cards or have theirs scanned for the system that allows the guards at the gate to scan your card for admittance to the based. She also mentioned that you can go to the 460th ID section and get this done. Keep in mind that they handle all the Air Force personnel on base, other retirees, and other units are kept busy. It was mentioned that her retirement is coming up and will be one of the OSOMG members.

Joe Broom mentioned if you're on Medicare that you may want to go through the 2013 Medicare & You Handbook for changes and your entitlements. He noticed that on page 31 there were changes to skilled nursing facility care from when his Father-in-Law went into a nursing home several years ago when Medicare paid for 100 days. Now it reads you don't pay for the first 20 days. You pay a co pay for days 21-100. After 100 days you pay all costs.

Con't on pg 3

Minutes Con't from pg 2

Dewey Hicks gave an update on a COANG Aircraft Calendar or Poster Project. He passed around sample pictures of all the aircraft from the Jennies to the F-16. Those at the meeting had an interest in the project so Dewey will see what has to be done and how much it would cost. He hopes to have everything done and calendars available at the December meeting.

Joyce Saitta, representing the Enlisted National Guard Association (ENGAUS), spoke on the Congress and some who would like to change the Tricare/Tricare for Life health care benefits including a co pay. She emphasized the importance of contacting your Senators and Representatives to leave these programs as they are. The ENGAUS is working to keep these benefits intact and membership is important to these people.

Don Neary talked about the entrance to the COANG Air Heritage Museum Room has been renovated. The Air Heritage Committee is working on the next Decade Panels that include the transfer of Buckley ANG Base back to the Air Force.

Howdy Duty Oct 2012

Interview with D.O. Neary, Colonel (Ret) Re: F-100 and A7D

The day, 18 October 2012 Wings Over The Rockies with Dewey Hicks and Don Neary getting a recording of two aircraft that the Colorado Guard had flown. One is the F-100 Super Saber and the other is the A-7 Corsair II as it is known. Here is a little background information on the F-100. Colorado Guard got the F-100C around the 1960s and it was the first supersonic airplane ever made straight and level I should say by the Air Force. The Colorado Guard got those in 1960 and we flew those until about 1973 to 1974 timeframe when the A-7 Corsair was our next airplane. A little indication of the F-100C, it was the 120th Fighter Squadron's first supersonic aircraft. The Colorado Air National Guard was activated to go to Vietnam on 26 January 1968. We arrive at Phan Rang Air Base on 22 April 1968 and served in Vietnam with the F-100 from May 3rd 1968 thru 13 April 1969 in the ground troop support role delivering 20 mil cannon fire, rockets, cluster bombs, napalm, 500 and 750 pound bombs. The tail letters VS designate the 120 Tactical Fighter Squadron under the 35th Tactical Fighter Wing at Phan Rang Air Base of the Republic of Vietnam. Aircraft dubbed 897 depicted in the photograph at our display at Wings was lost and its pilot Major Clyde Seiler was killed in action 27th of March 1969 in South Vietnam. We also lost Perry Jefferson on 3 April 1969. Thirty nine years later, his remains were identified and he was interred at Arlington Cemetery. Many Colorado Guard folks flew to Arlington for his service. It might be of interest that the F-100 came into my life in 1958 in Misawa Japan in the 416th Fighter Squadron and I stayed in that Fighter Squadron until I went back to California in 1960 and was assigned to George Air Force Base in Victorville to the 31st Tac Fighter Wing. The 31st Tac Fighter Wing was comprised of the 306th, 307th, 308th, and 309th Tac Fighter Squadrons. The 31st Wing was told to move from George Air Force Base in 1962 to Homestead Air Force Base in Florida. I was with the 306th Squadron and I had flown the airplane for five years. We were sitting alert in various places in the Far East. One was Kunsan Airbase Korea, one was Osan Airbase Korea and then when the 31st Wing was to move to Homestead, the 306th Squadron was tasked to sit nuclear alert at Kadena Airbase in Okinawa. That is where I was in the August timeframe. When I got back to George Air Force Base all the three squadrons besides the 306th were already at Homestead. We moved to Homestead. I drove the family cross country to Homestead and got there in about August of 1962. The reason this is important because little did I know why the whole Wing was moved to Florida until I went to Intelligence and found out there was a big map of Cuba on the Intelligence wall. It's interesting today that when I was sitting alert at Homestead in an F-100 with other F-100 pilots to go bomb Cuba and that was under the direction of the Joint Chiefs of Staff and the Exec Committee in Washington D.C. to figure out how we were going to deal with the Cuban missile crisis. That turned out just fine after about the 27th of October when things finally settled down. That was all settled because of a decision not to invade Cuba with Kennedy and Khrushchev, to not do that, but in turn, to pull the Jupiter missiles out of Turkey. The United States had missiles in Turkey. Also, we set up a blockade or quarantine around the island of Cuba meaning our Navy was watching all of the Soviet ships that had left about three months before to go into Cuba to deliver intermediate and short range ballistic nuclear missiles to Cuba. If it had not been for the U-2 to find out for sure that was what Khrushchev was doing building a nuclear capability on Cuba, and stop that with a block-

ade and quarantine, we probably all wouldn't be here today because of the nature of the missions that were probably going to be flown against Cuba at that time. Those Russian missiles could have reached everything in the United States of America except for probably around Seattle and Oregon. Anyway, back to 62, when I finally got out of the Air Force. In 65, I joined the Colorado Air National Guard about November, and worked until 1988 when I retired. Spent the year in Vietnam with the 120th Fighter Squadron most of the pilots flew around 240 missions in Vietnam and we were there a year. I got back and was the Ops Officer of the Squadron and then ended up the Assistant Director of Ops, a Vice Wing Commander, Air Commander, and then ended up as Chief of Staff, and then the guy, what does he do?, he's the Inspector General it's part of the job. But anyway I retired in 88 and I had my son on my wing on the last flight, Greg Neary who is a retired Navy Captain, Andy Love was on my flight, Bob Beabout was on my flight, and Russ Oakes was on my flight. I tried to run them out of gas because I didn't want to land. Andy always comes up to me and says "you almost ran me out of gas". And I say you didn't run out of gas, you landed - get off my back. Anyway, it was a great career in the F-100 and I did fly that for 15 years and have about 3,300 hours in total about 6,000 hours of fighter time including the A-7. What we are talking about now is the A-7 Corsair. That came to the Colorado Guard about the February, March, April timeframe of 1974. We were getting those airplanes from different units. One of the ways we got those airplanes was directly from LTV Ling-Temco Vought. They were making those planes down in Dallas. They flew a brand new plane up to Buckley. It had about an hour, hour 15 minutes on it. The tail number was 996. That became General France's airplane. And that 996 just happens to be sitting in front of the Colorado Guard exhibit at the Wings Over The Rockies with General France's name on it and Mike Valient's name I believe is on it. The A-7 was a whole different machine than the F-100 from a standpoint of electronics capability, the bombing capability, and just for a pilot who had flown the F-100 for all those years. It was pretty much hands on stuff, no computers, so the A-7 was a dramatic change for us old guys who were getting into the computer business. A little narrative on the A-7 - most of us checked out at Myrtle Beach South Carolina which I did and after I got back then we'd check out pilots at Buckley. We're talking in 1974, 1975 timeframe, we flew that airplane for a few years around Buckley. And we deployed to Merzifon Turkey, and we deployed to Gilze-Rijen Airbase in Holland with that airplane. The other thing that's important about the A-7 is it was good electronically, and computer wise it had a neat nav system and a neat bomb system. And so in 1981, the Colorado Guard went to Nellis Air Force Base. In the competition there with all Air Force units from Europe and PACAF, won the world wide gunnery competition for the Colorado Guard in 1981 at Nellis Air Force Base. We just had a Gunsmoke reunion the 30th anniversary I believe it was just a while back here at the Wings with all those all those COANG members who were part of the Gunsmoke competition in 1981. One other interesting story from my standpoint is when I was checked out at Myrtle Beach, I was told to put the aiming symbol on the target, have all the computers set up, and then when you are ready to drop the bomb, you just push this little button on the stick and then you pull off and I pulled up on downwind leg. I told the range officer that I don't think got a spot, he said yeah you've got a spot. When I looked down a little bit later than that, there was a puff of smoke coming right out of the bulls eye and I thought oh my gosh that's my first bomb and it's a bulls eye in an A-7. This is hard to believe the tail number is 055 and that it is sitting at Montrose Airport right now and every time I drive by I see it. Me and that airplane have a special relationship because the next three bombs that I dropped with 055 at Myrtle Beach on my first mission were what we call bulls eyes or shacks as well so on my first mission in an A-7 named 055 I dropped four bulls eyes and when I got back on the ground I thought I don't know what I was doing, but I must have been doing something right. The other thing is that it just happens when I finished my training at Myrtle Beach that 055 is the tail number that I was supposed to bring back to Buckley. Mo Etter, one of my crew chiefs, Master Sergeant, said give this thing a good check before you take it to Buckley. So I took it to the end of the runway I did a test top run on it and everything checked out good. I brake released, I had a line speed check at the 1000 and 1500 foot marker and it hit that air speed right on that line speed and went another 2000 feet and hit the line speed right there so I'm ready to take off. And all of a sudden it felt to me like the airplane wasn't accelerating and the air speed stuck at 150 knots and I looked at the end of the runway and I said "I ain't going to get airborne" I aborted the takeoff put the tail hook down hit the BAC-12 barrier on the far end of the runway and that was a successful move I decided if I miss the barriers I'm going to eject on the runway or after takeoff. When Mo Etter came up to me after we got a tug tow in from the end of the runway, he said there is a whole bunch of metal in the tail pipe. I said what does that mean? He said I think that the engine burned up on you. And sure enough that's what it was. We later got 055. It was one of the aircraft flown at Gunsmoke 81 because it had a fantastic computer system and bombing system. And that's my personal story about 055 and Don Neary.