

Re: 9 February 1982 Fatal Aircraft Mishap of Major William Jay Monahan,  
Flight Commander, 192d Tactical Fighter Group (TFG)

Current USAF Directives Require Re-Opening and Re-Investigating the Unethical  
Accident Investigation Board (AIB) - Composed Entirely of 192d TFG AIB Sr. leadership  
and subordinates

Dear Mr. Vice-President/Senator/Representative/Secretary.

I am seeking your support of widow, Vietnam-era U.S. Army Captain Phyllis Lehn Monahan, a 100% service-connected disabled veteran residing in Western North Carolina, where she was born. Captain Monahan rode on the crest of our nation's earliest wave of female officers and leaders. Captain Monahan's entire family (including her sister and brother) all volunteered and served during WWII, Korea, and Vietnam (excepting her mother). Together, Captain Monahan's family have served as officers in all the aforementioned wars representing the three armed-services of the U.S. Air Force, the U.S. Army, and the U.S. Navy.

I support U.S. Air Force Major William Jay Monahan, Flight Commander of the 192d Tactical Fighter Group, Virginia Air National Guard. It is shameful what the *former* command of that unit did to the formerly distinguished Monahan and Lehn families. It is 43 years overdue to make this right: Clear Major Monahan's name of any and all fault for the crash, expressly noting there was no evidence supporting a claim of "pilot-error" - and restore Vietnam-era U.S. Army Captain Phyllis Monahan to be made whole: where she would have been *but for* the 1982 192d TFG leadership's unethical misconduct:

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On 9 February 1982, with the sun rising over the mirror-like water on Pamlico Sound, an A-7D fighter jet flown by Major William Jay Monahan of the 192d Tactical Fighter Group (TFG), crashed into the still North Carolina water. But the aircraft crashed *only after* dropping parts over a distance further than the length of three (3) football fields as the aircraft traveled along the water. It was not until shortly after the A-7D's vertical tail was ripped off - and then its engine fell out - that Major Monahan and the A-7D crashed into the Sound.

The U.S. Air Force (USAF) Aircraft Investigation Board (AIB) who investigated the fatal mishap also wrote the AIB Report that attributed "pilot-error" as the cause of the fatal mishap. The four-member AIB was composed entirely from the 192d TFG. That is, the Mishap Unit's

leadership formed the AIB using only Mishap Unit members. The Mishap Unit then wrote the AIB Report, finding “pilot-error”:

Captain Monahan has *yet to receive any evidence* of an omission, commission, or negligent act of Major Monahan that supports the AIB’s finding: “pilot-error”.

Present USAF directives state that where a fatal aircraft AIB is composed of 51% or more of Mishap Unit members, the AIB has a conflict of interest. The conflict of interest is so great, that the USAF is required to re-open and re-investigate the fatal aircraft mishap. The USAF directive is retroactive, subject to the availability of evidence.

On 13 April 2025, Captain Monahan filed her hotline complaint with the USAF Inspector General.

On 23 June 2025, the USAF OIG informed Captain Monahan that the USAF destroyed the AIB file. The USAF OIG then said there was nothing further they could do. The USAF OIG did not address the Revised AIB Report of 13 April 2025 (Revised AIB Report) that Captain Monahan submitted in support of her complaint.

Fortunately, Captain Monahan maintained a full copy of the AIB and all related files and correspondence. USAF Lt. Bradley C. Hosmer (Ret'd) and former USAF Inspector General reviewed the AIB, TABS A-X, and the Revised AIB Report, and supports, and agrees with, the Revised AIB Report’s findings and analysis, and based on such, would have reached a conclusion “other than ‘pilot error’”. General Hosmer’s statement may be found at [www.CorrectTheInjustice.com](http://www.CorrectTheInjustice.com).

Captain Monahan has a pending 2 September 2025 whistleblower complaint pending with Senator Charles E. Grassley. Please contact Jennifer Heins Davis, Chief of Staff for Senator Chuck Grassley, to see how your office and you may help finally get this matter resolved. Jennifer Heins Davis, Chief of Staff, U.S, Senator Chuck Grassley, may be reached at [Jennifer\\_Davis@grassley.senate.gov](mailto:Jennifer_Davis@grassley.senate.gov).

This issue is of central importance to me. I will be checking-in periodically – and continue to keep shining light on this issue - until I see that this matter has been fairly resolved. Thank

Army Capt. Phyllis Lehn Monahan (Ret'd)

September 02, 2025

Page 3

you in advance for your support. Please let me know what I may do to further assist in this process.

Very truly yours and respectfully,

NAME

Email if they provide it

Phone if provided

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Who are the Monahans?

Major Monahan was a consummate husband and father and a self-made man who worked from post-Depression, abject poverty to become: the 192d TFG's Flight Commander and Top LAB; a USAF Flight Instructor during Vietnam; an aeronautical engineer; and an accomplished lawyer who had been partnered with both the heads of both the Republican and Democrat parties in Richmond, Virginia. As his career was beginning to take off, Major Monahan's A-7D crashed.



*192d Flight Commander, Major Monahan, in front of his then-F-105D fighter jet*

During her service as an Officer, Captain Monahan was a spokesperson/spokesmodel for the U.S. Army as the Army pushed to diversify its Officer Corps during Vietnam.



Captain Phyllis Lehn Monahan (left), during Vietnam period, 1960s.

Captain Monahan's sister and brother also volunteered and served during Vietnam. Her father, Lt. Commander Donald Arthur Lehn, Sr., U.S. Navy, was a fighter pilot and test pilot and one of only three Navy pilots to fly more than 10,000 hours during WWII and Korea.





(Officer on Left) U.S. Naval Lt. Commander Donald Arthur Lehn. WW II, Pacific Theater.

Captain Monahan is a 100% service-connected disabled (SCD) veteran, who, as a result of her SCD, lives in a full-time care facility and is confined to a wheel chair.



(Captain Monahan and me, Western NC, Christmas holidays 2025)

I am a JD-MBA who dedicated his career to federal public service. During my nine years with the U.S. Department of Justice and directly for, and with, multiple OIGs, I've spent more than a decade directing and/or participating in, with, and/or on OIG teams that have recovered tens of millions of dollars for the U.S. taxpayer; saved U.S. taxpayers tens of thousands of attorney hours while achieving superior work product for 75 OIGs; and, early into the pandemic, issued detailed, legal guidance on religious accommodation to the 75 OIGs, which I estimate allowed hundreds (possibly more) of federal OIG officers and personnel to maintain both their federal employment and their religious convictions.

The eleven-page, Revised AIB Report of 13 April 2025, that I compiled was drafted as if I were the JAG Staff attorney instructed to write the revised draft for the USAF. Just with the relevant facts this time. All the hard work and analysis. Completed and ready for review.

See Revised AIB Report of 13 April 2025 (11 pgs.) at [www.correcttheinjustice.com](http://www.correcttheinjustice.com).