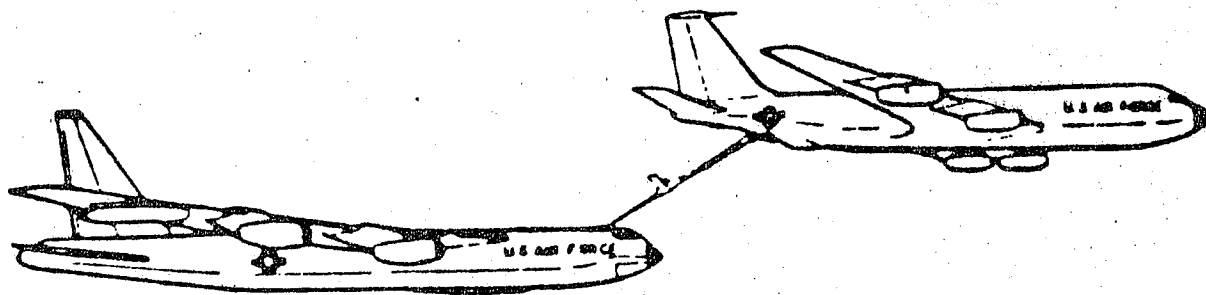


MAY 1984





THE BOOM SIGNAL

MAY 84

A Publication Dedicated To All Boom Operators
Past-Present-Future

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HQ AFMPC
CMSgt Dick Sanders

Hi Boomers

In the past ten months I've gotten around to see several bases: Wurtsmith, Griffiss, and Blytheville in October; Barksdale, Seymore Johnson, and Robbins in December; Castle and Beale in January, and we're fixin' to go to Altus, McConnell, and Grissom on 2 April.

Thanks to everyone for the super treatment I receive on these trips. The trips make the frustrating days here at the "Puzzle Palace" worthwhile.

In case you all don't know about it, Willy Ballou has "departed the fix". He and his wife, Kathy, now reside over in Guam. When you're TDY to Guam, stop by the CBPO and say "Hello" to Willy. He has a special place in his heart for Boomers, as he worked with me for the past five years here at MPC. I think most of you have talked to him on the phone at one time or another when I was TDY. He cares about Boom Operators! Thanks for all your support, Willy.

Not much happening in the assignment business. We hear a lot of rumors about Seymore Johnson and when the KC-10 goes in there we're putting eight more booms into McConnell in the July/August time frame. Anyone interested??? Carswell will drop a bunch of authorizations in that same time frame. Not many of those troops seem to want to leave. I wonder why?

Gerry Mowl will be retiring in July. Gerry has been at SAC Headquarters now for three years, which about half that time will have been as our SAC Boom Operator. Thanks for the super job and for caring so much for the Boom field, Chief! We'll miss you.

In closing, I'd like to share this article with you. It hits very close to home because I hear a couple stories similar to this from NCOIC's of Boom sections every month.

HE WAS LUCKY, THIS TIME...(Editorial note: The following editorial was written by CMSgt. William B. Thompson, Luke AFB, Ariz.)

Among those in my unit is a particularly sharp airman who is both intelligent and lucky.

He did professional work and everyone noticed. He had the look of a fast burner and an excellent chance for below-the-zone promotion.

He had a very nice assignment to one of the California bases. The paper work for his medal was on my desk. He could have easily made staff sergeant in four years.

But he won't. He was in correctional custody for the holidays. He was fined \$200 and received a suspended reduction to airman basic. The assignment was canceled.

Why? He smoked marijuana.

He didn't think he'd get caught. He listened to a "friend" tell him how to beat the urinalysis. Of course it didn't work.

Was I surprised? No. I have heard the same story many times.

Was I sick? You bet. He had it all going his way -- all the way -- until he threw it away.

Intelligent? Yes he is. He learns quickly and is very capable. Lucky? Very. He has another chance -- most don't.

It probably didn't cost more than several thousand dollars, his assignment, 30 days freedom, the respect and confidence of his superiors and the years he must work to regain some of that.

The cost could have been much higher.

Keep 'em flying,

Sandy



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA 68113

REPLY TO
ATTN OF: HQ SAC/DO8T (CHIEF MOWL, 271-2260)

6 MAR 1984

SUBJECT: BOOM SIGNAL INPUTS

TO: 8AF/DOTTR (CHIEF RICHARDSON)

1. SURE APPRECIATE YOUR CONTINUANCE OF THE BOOM SIGNAL. THE WORDS PASSED TO ALL THE BOOM OPERATORS THROUGH THIS MEDIUM IS WELL WORTH THE TIME SPENT BY ALL INVOLVED. THANKS FOR ALL YOUR WORK IN ADVANCE.

2. THE REVISION TO SACR 50-24, VOL III IS ON THE STREETS AS YOU ALL SHOULD KNOW. THE MAIN THRUST OF THE CHANGE IS TO GET HANDS ON TRAINING FOR EVERYONE ONCE A YEAR. TO ACCOMPLISH THIS WILL TAKE A LOT OF COORDINATION WITH THE SUPPORT FUNCTIONS- OMS, LOGISTICS, TRANSPORTATION, TO NAME A FEW. THE NCOIC OR PROGRAM MANAGER HAS OVERALL APPROVAL AUTHORITY TO WAIVE THE ANNUAL REQUIREMENT IF NECESSARY. WITH THE CARGO LOADING MANAGER AND THE NCOIC WORKING TOGETHER THE CARGO PROGRAM CAN DO NOTHING BUT IMPROVE. THE CLM AND/OR INSTRUCTOR CAN TAKE CREDIT FOR TEACHING THE COURSE BUT INSURE THE PROPER DOCUMENTATION IS PUT IN THE TRAINING FOLDER. WHEN ONE OF YOUR UNITS GOES TDY, RED FLAG FOR EXAMPLE, IT IS A GOOD OPPORTUNITY TO GET A LOT OF PEOPLE COMPLETE WITH THE HANDS ON TRAINING REQUIREMENT. BOTTOM LINE IS A LITTLE COMMON SENSE. REQUEST THE CLM LOOK AT THE NEW ADDRESSES THAT ARE IN 50-24 AS TO WHERE TO MAIL THE G-144 SEMI-ANNUAL REPORT.

3. WOULD LIKE TO HEAR FROM THE FIELD IF ANY MAJOR PROBLEMS ARE OCCURRING DURING NIGHT REFUELING OF ANY RECEIVER THAT HAS THE EUROPEAN CAMOUFLAGED PAINT. MORE AND MORE RECEIVERS ARE GETTING THE PAINT. TO DATE SAC HAS A B-52 PAINTED, MAC HAS THE C-5A, C-141B, AND C-130. TAC IS PAINTING F-4,S AND F-16'S. NEED A MESSAGE OR LETTER THROUGH THE APPROPRIATE NUMBERED AIR FORCE AND THEN TO HQ SAC/DO8T IF YOU HAVE PROBLEMS OR COMMENTS.

4. THE 189TH AIR NATIONAL GUARD UNIT AT LITTLE ROCK IS PROOF TESTING THE NEW SACR 400-4 CLEAN FLOOR CONFIGURATION. THE AIRCRAFT HAS THE TROOP SEATS REMOVED AFT OF THE AFT HATCH, THE FLOOR GRILLS ARE HINGED TO THE FLOOR AND THREE SPECIALLY DESIGNED BOXES CONTAIN THE P.E. EQUIPMENT, CHAINS AND STRAPS, ETC. AND ALL COLD WEATHER EQUIPMENT (BROOMS, MOPS BUCKETS FOR ALERT). THE CENTER OF GRAVITY MOVES AFT A LITTLE. WORST CONDITION FOR EWO WILL GIVE US A 38% MAC. YOU SHOULD KEEP IN MIND THAT BOEING SAYS THE AIRPLANE WILL NOT TIP ON IS BACKSIDE UNTIL 40-41%. IT REALLY LOOKS GOOD. PHOTOS AND MORE INFORMATION TO BE PROVIDED AT THE BOOM CONFERENCE IN MAY. IF THE FUNDS COME AVAILABLE WE COULD SEE THE ENTIRE -135 FLEET MODIFIED BY MID 86.

5. THE R-MODEL 135 WEIGHT AND BALANCE PROGRAM UTILIZING THE HP-41C CALCULATOR IS BEING CHANGED TO INCLUDE THE THE RESKINED A'S, E'S AND Q MODEL AIRCRAFT. DATA OUT OF THE -5 AND -9 TECHNICAL ORDERS HAS TO BE MODIFIED SOMEWHAT TO APPLY TO THE PARTICULAR MODEL AIRCRAFT. BACKUP WEIGHT AND BALANCE CALCULATIONS WILL BE WITH MOMENTS IF THE HP-41 KONKS OUT WHILE AIRBORNE. MORE TO COME IN THE FUTURE

6. THE KC-10 IS OPEN TO ALL BOOMERS WITH MORE THAN 3 YEARS EXPERIENCE. WITH THE ADDITION OF SEYMOUR-JOHNSON IN FY86 THE LOCATIONS ARE NOT ALL THAT BAD TO BE AT. THE SELECTIONS FOR THE NEXT BATCH OF KC-10 BOOMS WILL BE IN APRIL AND AGAIN IN OCTOBER. NOWS THE TIME TO THINK OF YOUR FUTURE. THE KC-10 IS ONE BEAUTIFUL AIRCRAFT. THE PEOPLE IN THE PROGRAM NOW LOVE IT.

7. GOT YOUR FUTURE PLANNED OUT YET? KNOW WHAT OR WHERE YOU WANT TO BE FIVE YEARS FROM NOW? YOU NEED TO DO YOUR CAREER PLANNING. GET HELP FROM YOUR PROGRAM MANAGER. GET EDUCATED AND BE SOMEONE. FOR YOU YOUNGER GUYS AND GALS, IF YOU PLAN THE AIR FORCE TO BE YOUR FUTURE, GET YOUR DEGREE, GET YOUR COMMISSION AND BE ONE OF THE LEADERS. NOT AS SIMPLE AS IT SOUNDS. IT TAKES WORK, AND A LOT OF DETERMINATION. NO ONE CAN DO IT FOR YOU, SO WHAT DO YOU SAY? IT'S UP TO YOU!!!

8. HOPE EVERYONE IS HAPPY AT THEIR JOB. KEEP YOUR SPIRITS UP. SAC CANNOT DO ITS JOB WITHOUT THE KC-10 AND -135 FLIGHT CREWS. WORK HARD AS A CREWMEMBER AND BE A PART OF THAT TEAM. IT ALWAYS HAS AND ALWAYS WILL TAKE TEAMWORK TO ACCOMPLISH SAC'S MISSION. KEEP EM FLYING!

Gerald J Mowl

GERALD J. MOWL, CMSGT, USAF
COMMAND, INFIGHT REFUELING FUNCTIONAL MANAGER

FROM: 1CEVG (CMSgt Meadows/SMSgt Benamati)

15 Feb 84

SUBJ: Boom Signal

TO: 8AF Boom (CMSgt Richardson)

1. Greetings from the boys at CEVG. Times fly when your having fun. Here it is another year gone by. CEVG has had a busy year, overall the booms are doing well with the new notice (3 days). We notice some lack getting your paper work up to date. The KC-135 cargo loading program is taking a hit, guys you are going to have to stay on top of this. A couple of out-fits have taken a hard hit, (unsatisfactory).

2. We have seen an improvement in compliance with SACR 55-68. There are a few organizations who still refuse to comply. The regulation still says the most senior boom operator will be assigned to training flight. If you have a report write up, it will be asterisk, meaning you will have to answer in writing why you failed to comply with is this regulation. A word to the wise should be sufficient.

3. Putting the pole in the hole is still the name of the game, use the training time on the air refueling track to maintain a high level of proficiency. Don't get complacent we may be looking over your shoulder one day.

Words of wisdom from the KC-10's

1. Correct air refueling terminology can only help you through a refueling, be it boom, drogue, day, night, inflight or BOT. If your indoubt as to what the correct words are, lay the dirty thumb method on your -33, stop at and read C-O-M-U-N-I-C-A-T-I-O-N-S.

2. Those of you who are overjoyed at the thought of being the cargo load boom operator during MAC punishments or any load it and haul it mission; let the load planners plan, loaders load, pushers push. Provide the supervision and expertise necessary to accomplish these tasks. When it comes to checklists, look those dagger items right in the eye and play gotcha. Weight and balance computation is prime time action for the primary boom operator.

3. Remember when old man winter is here, don't be surprised one cold morning you find that things just don't operate the way you thought. Did you familiarize yourself with section VII, Adverse Weather Operations? Some of our electronic equipment is like a lovely lass. It may not function properly until a normal operating temperature is reached. P.S., Your ARO window heat switch is not welded to the OFF position and the ARO entrance door is functional.

4. Since drogue refueling is becoming more common place, system and operation simplicity has a tendency to breed complacency. Don't fall asleep at the RESET Switch as the drogue you lose may be yours. Your everyday Naval/Marine aviator is very aggressive at normal aviation, maiming KC-10/KC-130 drogue's and relocating local vegetation. Don't let your hose go limp because of there "if it don't go, force it" syndrome. Be ready to advise them of scary overtakes, unusual positioning when air refueling and ----- know your system.

5. Now that we have airplanes that have reached the ripe old age of three, we must be more aware of wear and tear. The only way all that area aft of your seat will remain pretty and operational is ----- what, what, come on, what ----- WRITE - UP - THE - DISCREPANCY.

6. We in the KC-10 have been blessed with six various interior configurations. Discriptions and arrangements are illustrated in T.O. 1C-10(K)A-9 and T.O. 1C-10(K)A-21. Variation from any of these configurations is not a player unless approved by HQ SAC. Configuration, Code A, has been designated the standard KC-10 interior configuration.

7. Now about your CEVG troops. We have had a big turn over here. SMSgt Robbie Hennings and SMSgt Doug Forbis went to Robins AFB, GA to take control of things. MSgt Hank Lane is at Hays in Birmingham AL. SMSgt Bob Benamati will be leaving us soon to work for American Airlines at March AFB, CA. We will miss all of them, "Good luck Guys".

KC-135 Booms

CMSgt Ron Meadows (HEAD HOG)
SMSgt Jim Whitman
SMSgt Jeff Toellner
SMSgt Chuck Stewart
SMSgt Dick Maxwell
MSgt Rusty Buettner
MSgt John Hamilton
MSgt Paul Hoffman
MSgt Ted Whorley
MSgt Jack Bracken From Plattsburgh
MSgt Rene Hernandez From Fairchild
MSgt Tom Van Zile From Griffiss
MSgt P.D. Anglea From Robins

KC-10 Snuffies

SMSgt Bob Benamati (HEAD GUCCI BOY)
SMSgt Gary Lang (Token Flight Engineer)
MSgt Jack Patton (Soon to be HEAD GUCCI BOY)
TSgt Bronnie Tennyson (Due in March)

Time to go must get ready for our Spring Fishing Tournment. If you want to come to CEVG you must buy a Bass boat, not really, but it helps. Thanks for all of the support we have recieved on our visits, be looking forward to see you all next time out. "Fly Safe" and we're here to help you.

Ron Meadows
RON MEADOWS, CMSgt, 1CEVG, KC-135
BOB Benamati, SMSgt, 1CEVG, KC-10

Bob Benamati



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS EIGHTH AIR FORCE (SAC)
BARKSDALE AIR FORCE BASE, LOUISIANA 71110

REPLY TO
ATTN OF: DOTTR

SUBJECT: The Boom Signal

TO: All Boom Operators

1. I would like to take a few minutes of your time to pay tribute to a special person to all of us, Chief Jim Loftis. I've had the distinct privilege of being Jim's coworker and supervisor for the last two years, and I could not let the opportunity go by without telling you some of my impressions of the "Finest Senior NCO" in the command. To all of you young boom operators, if you ever were to select a "role model" to emulate, Jim Loftis should be your first choice.

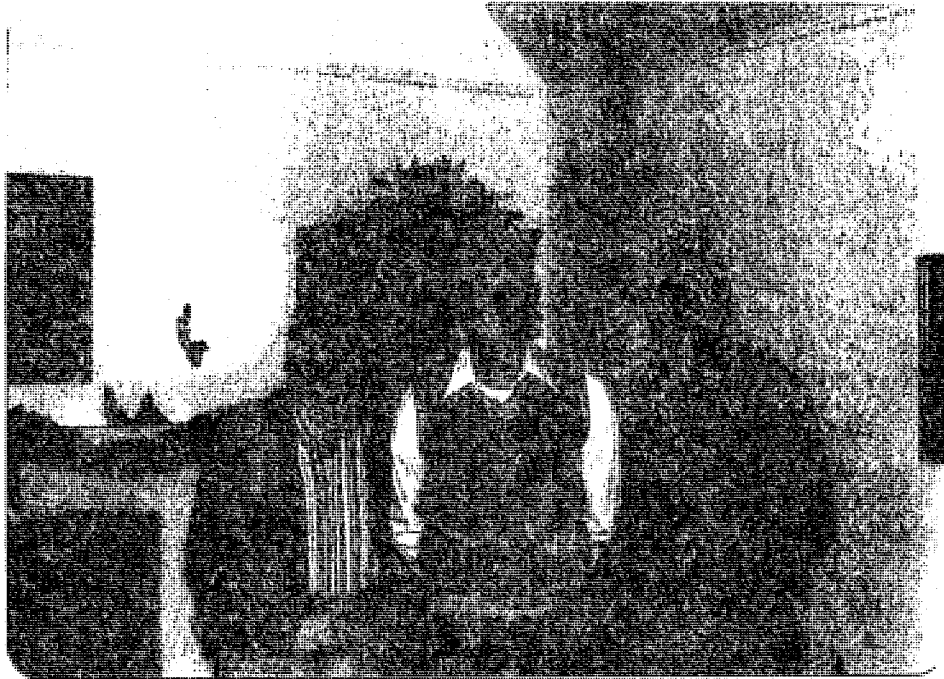
2. Jim's 29 plus years in the Air Force began on 4 June 1955. His first assignment was to KC-97s at Schilling AFB, Kansas, and his tenure culminated 31 January 1984 when he retired as the Eighth AF Chief Boom Operator. Highlights of his career include an instructor tour at Castle AFB, ANG Technical Advisor for Ninth AF (TAC), and four years with 1 CEVG. Throughout his career Jim has pursued the highest standards of professionalism and job skill excellence. His expertise in the SAC Standardization and Evaluation Program has been unparalleled. Throughout his career he has accumulated a total of 17 years in unit standardization positions in both the KC-97 and KC-135 aircraft. As a recognized expert in the boom operator career field, he was continually sought out to counsel, advise, and correct unit problems. He readily became an expert in KC-10 operations and made numerous contributions to the KC-10 training program. He was an advocate and staunch supporter of the Enlisted Aviation Undergraduate Course at Castle AFB. This accounts for Jim Loftis the careerist, but what of Jim Loftis, the man.

3. A man of few words, most of us who knew Jim knew that what he said about the subject at hand was correct and the best course of action. Warmth, wit, pride, superior performance, and leadership by example were and are a part and parcel makeup of Jim Loftis. A man among men, chief among chiefs, father and friend, we salute Chief Master Sergeant James A. Loftis for truly you deserve to be called the "Air Force's Finest."

Glen L. Bell

GLEN L. BELL, Jr., Major, USAF
Chief of Readiness Branch
DCS/Operations

JIM'S RETIREMENT PARTY



PAST PAST

-

PAST

-

PRESENT



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 7TH AIR DIVISION (SAC)

APO NEW YORK 09012

REPLY TO
ATTN OF: D08S (CMSgt (Sel) Sacre)

15 Mar 84

SUBJECT: Boom Signal

TO: Chief Richardson

1. We at 7 AD, and I am strictly talking about Boom Operators, have in the past been reluctant to furnish inputs to the Boom Signal. We're going to try to put the record straight by trying to provide inputs from now on. As the 7 AD Boom Operator I will give you a composite of all our PCS Boomers here in Europe.

2. Let's start with the 306 SW at Mildenhall. For those of you who have never been to England, Mildenhall or "Moldie Hole" for some ol'timers is located in East Anglia close to the city of Cambridge. The chief boomer at the 306th is SMSgt J. D. Hartell. His assistant is TSgt Greg Wheeler who came to us from Castle AFB. J.D. is in charge of crew control and is also the superintendent of the D00F division---concerning himself with such mundane things as flying time, 781s, A-Forms and 791s. Both of them take care of the crews and also fly with Boomers who need to be flown with. But with the calibre of boomers we get nowadays that need is almost nonexistent.

Greg Wheeler replaced Jack Kecher, who left for Mather. Jack left Mildenhall after undergoing a major operation. Jack, from all of us here in Europe, a speedy recovery.


3. Steve Smith at Zaragoza is the "Daddy Rabbit" of everything. You name it he does it. From first shirt duties to teach Egyptian pilots how to refuel. He also handles all the MAC air refueling done out of Zaragoza. From putting altrav approvals out to final coordination Sluff is doing a tremendous job. He conveys his regards.

4. And then there's Dale Landreth on the "Farm" we affectionately call Fairford. Dale briefs all crews that come in theatre on local procedures and flying procedures. He also debriefs the crews on all missions flown out of Fairford. And he is in charge of all mission packages being generated out of Fairford. Besides all these duties, Dale also flies "over-the-shoulder" missions.

5. My job here at the Air Division at Ramstein is in the Tanker Division. My primary responsibilities are scheduling and tasking. We task day-to-day USAFE training sorties and we also do long-range planning for TAC moves, exercises, and deployments. It is a lot of desk flying, however, I keep my hands in tanking by staying current. My flying is done at our three bases, or I catch one of our "business-effort" tankers here in Germany.

6. For you people who are looking for an interesting job, try the European Tanker Task Force. All of us here in Europe go TDY frequently as staff members to such places as Italy, Norway, Egypt, Germany and Saudi. The experience acquired here you'll find nowhere else, and these jobs are promotable. For your information our DEROS dates are:

Sacre	Jul 85
Hartell	Jul 86
Wheeler	Jan 88
Smith	Jul 87
Landreth	Aug 86


GERRY E. SACRE, SMSgt, USAF
7AD/D08S



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE INSPECTION AND SAFETY CENTER
NORTON AIR FORCE BASE, CA 92409

REPLY TO
ATTN OF: SEFB

14 Feb 1984

SUBJECT: Boom Signal Input

TO: 8 AF/DOTTR (Chief Richardson)

1. In response to your letter, I have attached a "sneak preview" of an article which is scheduled for publication in a future Flying Safety issue. Feel free to use all or any part of the article.

2. Please address further requests to Capt Ray Gordon, my replacement. He is moving here from the McConnell FSO slot. His number is AUTOVON 876-3416. Give him a call to wish him well and voice your opinions. I appreciate your inputs and support over the last 4 years and am looking forward to flying again at Fairchild.

3. In order to improve air refueling mishap reports between two MAJCOMs, I wrote an article which appeared in the Dec 1983 Safety Journal. If a unit has an air refueling mishap, the article could help in filling out the AFR 127-4 report and completing the investigation.

4. After 4 years of working with A/R mishap reports, I have developed strong feelings on receiver training. In a training situation, we are really 'hanging it out' to plug an erratic receiver. If a receiver can't stabilize, he needs more training. He will be scheduled for more training if he doesn't get the gas with no risk to the hardware. If an erratic receiver gets the gas, we have the risk, and the receiver may not be identified for more training by his IP. That's training; an operational mission is another question. Going to the "limits" with a receiver to put bombs on the target is understandable. An example was the two operational E-3A mishaps supporting KAL salvage operations. The crews went to the limits with a bad boom, a bad receiver signal coil, autopilot off, fatigue, and bad weather. Although there were two mishaps on operational missions, there is justification. I would like to think that on a daily training flight, we would wait for another day under the same conditions.

5. Thanks for everything. I've enjoyed our association.

ARTHUR P. MEIKEL III, Major, USAF
Chief, Bomber/Transport Branch
Flight Safety Division

1 Atch
Flying Safety Article (draft)

AIR REFUELING SCENE
Major Arthur P. Meikel III
Directorate of Aerospace Safety

As our national strategy evolves, in-flight air refueling assumes more importance. There are more and more requests for tanker support. Tanker crews can expect to see increased refueling with Navy and Marine receivers. As the scope of air refueling operations has increased, efforts of numerous support agencies to standardize Air Force, Navy, Marine, and NATO refueling procedures and hardware have increased. AFISC is one of those support agencies, and the tool we use to improve equipment and procedures is the mishap report. Data from mishap reports are useless unless utilized. Information from mishap reports is presented for your use. Points of interest will be highlighted, and some analysis will be presented. However, due to the lack of operational information, the final analysis and application falls to the MAJCOM and to the individual crewmember.

This article will also present current areas of interest, present the air refueling mishap trends over the last few years, and summarize the 1983 mishap trends through 1 Dec 1983. We realize that our data represents only "reported" air refueling mishap information. The "reported" of reported mishaps is one area of interest. Everyone should realize that not all sheet metal dents and scrapes reach Class C damage threshold limits. We are also aware that small fuel leaks, spray, and siphoning are common and not reportable through safety channels unless there is an obvious hazard. Minor

equipment malfunctions aren't counted in safety reports unless damage results. We realize that there are things happening out there that don't reach safety channels.

Probes and Drogues

Another area of intense interest is with probe and drogue refueling. Since Navy, NATO, and Marine receivers are probe and drogue oriented, our interest on that type of refueling is being rejuvenated. The next revision of AFR 127-4 will require that probe and drogue mishap information be sent to the Navy Safety Center. This includes HAP reports. Situations which could dangerously affect probe and drogue refuelings should be reported. Efforts to improve drogue refueling capability include replacement of KC-135 drogue hoses with a programmed time replacement schedule after the initial change. More stringent inspection criteria for receiver probes are being developed in order to insure timely replacement of worn probes. Tanker drogue pressure checks and breakaway checks will be required before use. Drogue storage and handling procedures are being revised.

How Much is to Much?

One of the more difficult things to judge is how much fuel spray, leak, or siphoning is too much. Judgment and knowledge of tech data of individual weapon systems is required. Do you know the difference between a leak, siphoning, and spray and your required actions for each. In some cases, the decision is the boom operators. In others, the receiver must make the decision to terminate refueling. In one instance,

an F-15 experienced an explosion and loss of a panel due to ignition of fuel into an electronics equipment area. The A-37 seems particularly susceptible to fuel ingestion. This year, at least three A-37s have experienced engine flame-outs for that reason.

The Navy is also concerned with fuel ingestion. In a mishap charged to the Navy, a Navy A-4 refueling behind a KC-135 was lost over the Pacific after ingesting fuel, catching fire, and exploding. Investigation shows that potentially serious air refueling problems are not being reported through safety channels. In fact, evidence in this and other cases suggest that minor problems are not being adequately reported through maintenance channels either. Consequently, they aren't being fixed in either the Navy or Air Force.

If all the refueling equipment on your aircraft doesn't work properly, get it fixed. Your 781 writeup to maintenance can prevent a serious problem on the next flight.

The Numbers

Air Refueling mishap statistics have continued to be low in recent years despite the introduction of new tankers and receivers (KC-10 and c-141B). The following figures for air refueling mishaps are provided for your information.

<u>Year</u>	<u>Mishaps</u>	<u>Rate/10,000 Hrs</u>
1978	50	1.84
1979	40	1.48
1980	32	1.27

<u>Year</u>	<u>Mishaps</u>	<u>Rate/10,000 Hrs</u>
1981	30	1.15
1982	35	1.32
1983 (thru 30 Nov)	32 (35 forecast)	1.27

There were two KC-10 air refueling mishap reported in 1983. The above rate includes both C-135 and KC-10 flying time. As you can see, the rate is one of the three lowest in recent years and, in fact, in the Air Force's history. The rate can go lower obviously.

What you know about problems and do as a receiver pilot or boom operator plays a great part in the Air Force mishap rate. In order to help you prevent mishaps, let's look at problem areas over the last few years.

Traditional Problem Areas

Mishaps have occurred for various reasons over the last 6 years. There have been five different areas where mishap trends have occurred. Only one of these unfavorable trends has repeated. That is the night closure/overtake problem.

A summary of unfavorable trends is:

- o B-52 night closure mishap - 1980
- o Inadvertent boom contacts with receiver - 1981
- o KC-10 nozzle ring separations - 1981-82
- o B-52, C-141, and E-3 night closure mishaps - 1982
- o Fighters involved in 63 percent of mishaps - 1983

Night Closure Mishaps

The 1980 and 1982 trends of large aircraft exceeding inner limits at night appeared. A similar trend may be reappearing late in 1983. We have had four such mishaps in November and October 1983. These recent mishaps occurred after an 8-month period (Jan-Aug 83) in which only one large aircraft experienced ice shield damage due to closure. That was a C-130 in Jan 83. All large receivers evidently have trouble recognizing slow closure at night or in weather. In 1982, there were 11 total large aircraft mishaps of this type. Constant awareness of position and the willingness to disconnect as inner limits approach is required.

Congratulations to large aircraft receiver pilots and boom operators for recognizing and preventing night closure mishaps for an 8-month period. Keep working on it.

Inadvertent Boom Strikes

The 1980 trend of inadvertent boom strikes has improved and remained at lower levels since 1981. There were two reported in 1982 and six in 1983. With higher reporting thresholds, minor dents and scratches may not all be reported. Darker paint schemes such as on some C-5 aircraft are making the boom operator's job more difficult. The fin tip mounted flood light should help for some receivers; however, it is reported to not illuminate camouflage paint schemes sufficiently. This is an area that will always require attention.

KC-10 Nozzle Separations

The KC-10 nozzle separation problem has not recurred since hardware modification.

Fighter Mishap Trend

Fighters were involved in 63 percent of the mishaps in 1983--an increase from the previous year. In 1982, there were 14 fighter refueling mishaps; through November 1983, there have been 20. The F-4 remains at the top of the list as it has for the past few years. However, the F-4, including Navy/Marine receivers is similar to (7 vs 8) 1982. The rest of the fighter's numbers resulted from increases in inadvertent boom contact, initial A/R training in F-106 aircraft, and problems with staying within the refueling envelope.

The 1983 Experience

Data from 1983 through 30 November are presented for your use. In analyzing the data, you should consider trends in your weapon system, exercises, increased training, etc. A source in SAC has suggested that the number of mishaps may be influenced by a decrease in air refuelings and shortened times on track. Each weapon system should compare their air refueling exposure to air refueling mishap data to see how they are progressing and consider areas for improvement.

Aircraft involved in 1983 mishaps were:

C-141	-	4	B-52	-	3	A-10	-	1
C-135	-	2	F-4	-	7	A-7	-	1
E-3	-	2	F-106	-	4	F-15	-	1
C-130	-	1	F/FB-111	-	5	A-38	-	1

The C-141 leads the large aircraft in number of mishaps this year. The mishaps have resulted from the receivers' inability to maintain the air refueling envelope and the resulting closure or brute force disconnects. The C-141B had 10 mishaps from 1981 to 1983. The C-135 had four and the B-52, 15 in the same time period.

In 1983, the biggest trend was student pilot involvement in air refueling mishaps. An example of this trend is the F-106. F-106 numbers are up due to two mishaps which occurred in a 1-week period during initial training. The definition and execution of "stabilize" must be reemphasized. The peer pressure to get the offload on the first or second air refueling is high.

A large number of incidents involve students, requals, initial quals, etc. The real number of such mishaps is difficult to determine from safety reports. All mishaps count, however, and there is always a great burden on IP and AC judgment since the majority of our missions are training missions.

This information has been presented to let you know how your weapons systems system compares with others. By looking at the mishap information of other groups, you can avoid their errors. As NATO and Navy refuelings increase, we will be looking at more, varied data in an attempt to improve in flight air refueling overall.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 340TH AIR REFUELING GROUP, HEAVY (SAC)
ALTUS AIR FORCE BASE, OKLAHOMA 73523

REPLY TO
ATTN OF: 11 AREFS/DO24

SUBJECT: Boom Signal

TO: 8 AF/DOTTR (CMSgt Loftis)

Richardson

Greetings from the dust devil capitol of the world. We, at the 11 AREFS missed the last big issue of the Boom Signal so I hope you can forgive us. Don caught me again. This is my third input, he says I'll just have to keep doing it till its right! That's okay though, I will get Don back this week when we celebrate his selection to Chief, "Everyone is fair game, right Don???"

That's right, SMSgt Don Kendall has been selected for Chief and is looking at early 1984 to sew it on. Congratulations! When asked what his secret was he just mumbled something about "Baffling them with Boom Systems." There is also a big "Well Done" in order for many NCO booms here at Altus. These guys have gone down to Leadership School and have just torn the place apart. It's disgusting! Scott Swilling, Dave Fruge and Dave Mingus walked away Honor Graduates. Mingus also won the Academic Award and Military Citizenship Award. Tom Hervey and Lonnie Lewis took the big cheese, the Commandants Award. We can't help but be proud of their accomplishments, they may even help give booms a good name. Again guys, SUPER JOB! Well he has done it again. Jeff "In the Spotlight" Lowe. Not only did he complete two degrees while TDY Bootstrap, he has gone and got himself accepted for OTS and UPT. I guess we never expected anything less out of this boom.

Before I get to the "old and new face" routine, there is one old face we are glad to see a DOS for. It's our squadron building. Yes, I know its hard to believe that SAC would do away with its most irreputable "rat trap", but I guess it had to happen. Ground breaking starts March 84 with a 9 month projected completion date. This new building is going to be a #1 facility. Flying squadron will be on the ground floor with maintenance folks upstairs. Don was in on the planning stages (he must be ancient!) and reserved the booms a nice big hunk of floor space. Its greatly needed, I assure you! This base is really growing fast, I'm sure some of you out there would hardly know the place. Rumor control has it that the 340 AREFG may become the 340 AREFW! 11 AREFS personnel will also have a new look. Early 1984 we are changing scarves. We'll be dumping the "Deep Aqua Marine" for blue with white stars.

Peace....is our Profession

Time for the "old and new face" routine. Like the old squadron building, it had to happen. MSgt Tom Cole and SSgt Frank Huckabee have departed for bigger and colder things at Loring. Good luck guys, keep it covered! SSgt Barry Hayes pulled a no-notice PCS to Grand Forks. Hey Barry, watch out for Ted Johnson, and make sure G.W. doesn't do any nosedives into stalls. Sgt Jim Morman packed all his good sayings, picked out a bride, and beat feet to Blythville, good thing they had Jerry Wilson there to prepare everyone. A better bunch of booms would be hard to find. We miss you all, best of luck! An equally good bunch of booms have joined us to fill the vacancies. TSgt Larry Thompson from Carswell CFIC has returned to Altus for a second tour (questionable you may think). Larry moved right into Stan Eval and already knows the hot spots in town (both of them). SSgt Scott Harris from Wurtsmith has taken over as B-flight commander's boom. He's got alot of good inputs for the squadron. SSgt Willis Hillery from 924th at Castle, another top notch boom, and plays a decent football game. Amn Doug Garrett, a baby boom from Castle. He is also highly motivated and has worked right in. Hope I haven't missed anyone.

ALTUS ROGUE'S GALLERY

S-101 MSgt Mitch Darnell - fixing to move back into the squadron as training flight boom.

S-102 SSgt Lonnie "Snagglepuss" Lewis - biggest Cowboy fan North of Dallas, and knows all the best fishing holes.

S-103 TSgt Larry "Lizard Legs" Thompson - Second time around at Altus for Larry.

S-110 SSgt Scott Harris - Scott has taken over as B flight commander's boom and is hammering everyone with his computer disk.

R-111 Sgt Lynn Stoddard - Lynn is a requal boom from a couple of years back and he requalified himself right into Bomb Comp.

R-112 SSgt Larry Little - newly upgraded to instructor boom.

E-113 A1C Dave "VC" Walker - I hear Dave is a radical guy but who would know, he is always at the Visitation Center with his new bride!

R-114 A1C Doug "baby boom" Garrett - Come on Doug, we know you're really only 17. The drivers license and baby are just a prop.

E-115 Sgt Dave "Spragoo" Sprague - just put on Sgt and will finish his schooling and private pilot's license this December. Just can't wait to sell his MG, well whats left of it after the fire.

E-116 SSgt Dave "Mercillous" Mingus - is getting ready to upgrade in January and just recently married himself a civilian.

S-120 TSgt George "Steve" Miller - Steve is the C flight commander's boom and also runs the Cargo Loading Trainer. Steve also bought a house and hopes to homestead.

R-121 SSgt Joe "Musclehead" Surovy - Joe is an ex-fuelie who saw the light. Don't tell any fuelie jokes though, he is also one of the strongest booms we've got.

R-122 A1C Keith "Animal" Wagner - he knows all the Highway Patrol from Chicago to New Mexico by first name. We are hoping Marla will have an influence on him. It's even getting hard to dress him up! 2d bomb comp boom.

R-123 SSgt Willis Hillery - when it comes to football, don't get in Will's way!

E-124 SSgt Alfred "BZ" Billyzone - BZ, another new upgrade, who has his hands full with his beautiful daughters. He still ties up all the phone lines on alert.

R-125 SSgt Scott "You're History" Swilling - getting close to upgrade. Has just bought a house off base.

R-126 Amn Mike "Fuzzy" Fausnaught - trying desperately to live down the Dr Destructo name that we picked him up with. #1 supporter of the Amn's Club in the squadron.

S-130 SSgt Mike "Mikie" Bauer - is presently D flight commander's boom but will be heading for Stan Eval soon. A firm believer in the no-notice party policy.

R-131 SSgt Dave "Cajun" Fruge - Squadron waterski buff, finally got TDY to Guam, but spent most of it on hard alert at Kadena. May just back into an ETTF before his DOS.

E-132 Sgt Isaac "Ike" McMillan - cross-trainee from heavy equipment. Was most qualified to drive the squadron Christmas float in the parade.

R-133 SSgt Tom "Pinklon" Hervey - Squadron snow ski fanatic, hopes to upgrade soon, just bought a brand new home downtown. We wrecked it first party.

E-134 A1C Randy "Suitcase" Stratton - as Squadron poolshark, Randy does a lot of travelling for his health. Truly the squadron TDY King. Just hope Kristi is there when he gets back.

R-135 Sgt Brian "The Brow" Nowell - new instructor and cargo loading manager, Brian is always taking on new tasks, were glad he is around!

E-136 SSgt Bruce Crawford - Bruce is also getting ready to upgrade. He moved into Huckabee's old house downtown. Spent some time over in the ETTF this past year.

STAFF WEENIES!

SMSgt Don "The Whip" Kendall - recent Chief selectee, already chief boom and beer bottle washer. Still hides out north in Mangum.

MSgt Fred "Fast Freddie" McClure - Fred can't make up his mind. Now he is back as the Alert Facility Manager. Still thinks the doctors don't know a damn thing about drinking scotch.

SSgt Jeff "Bootstrap" Lowe - Jeff will finish up his bootstrap routine here in December. He is looking forward to becoming a pilot, but not necessarily in a tanker.

LAST BUT NOT LEAST

R-112B02 - Sgt Bruce "Railroad" Derry - Bruce is a real boom who spent some time working on the railroad, hopes to get back to it one day. We saved him for last because we figured with a crew number like that, he deserved special attention.



DAVID A. SPRAGUE, Sgt, USAF
The Big Spragoo

BRIAN NOWELL, Sgt, USAF
The Brow

ARKANSAS AIR NATIONAL GUARD
HEADQUARTERS 189TH AIR REFUELING GROUP (ANG-SAC)
POST OFFICE BOX 1211, LITTLE ROCK AFB, ARKANSAS 72076



REPLY TO
ATTN OF Supervisor, Inflight Refueling

1 March 1984

SUBJECT Boom Signal

TO 8AF/DOTTR (Chief Richardson)

1. Greetings to everyone from Little Rock. Our congratulations are extended to Chief Richardson for his appointment at 8th Air Force. We appreciate your efforts in continuing the Boom Signal.

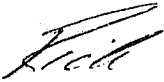
2. For the first time in many years we do not have any new folks in our group. Everyone has completed their training and are fully qualified. It is really a nice situation. Our full roster, including civilian occupations, is listed below.

SMSGT Richard M. Green	Air Technician
SMSGT Tom Tilley	Air Technician
SMSGT Emmett Lane	Air Technician
MSGT George Hoops	Air Technician
MSGT Ronnie Ross	Air Technician
MSGT W. P. Johnson	Air Technician
MSGT Billy Patrick	Computer Sales
TSGT Dennis Smith	City Fireman
TSGT Jerry Reinold	State Police
TSGT Roger Gay	City Police
TSGT Jack Reffner	Power Company Linesman
TSGT Tom Armstrong	Security Service
SSGT Julie Cassard	College Student
SSGT Brad Mellberg	City Fireman
SSGT Jimmy Sherman	Plant Foreman
SSGT Richard Akin	Electrician
SSGT Rodney Sanders	City Fireman

3. We have had a quiet year. We accomplished alot of training, completing three initial qualifications here at Little Rock. We furnished the airframe to test the permanent storage boxes, finishing the installation and test a few weeks ago. We really think they are super - a great improvement to the airplane. It only took 2½ years to get the plans from the drawing board to an airplane. Proves that things can be changed but you need to start early. Chief Jerry Mowl came to Little Rock for the installation and a visit to our unit. We really enjoyed having the Chief for the weekend. Chief Mowl has been a great help to our unit in many areas and we appreciate the job he has done while at the Headquarters. Our best wishes to you Jerry and thanks for a job well done.

4. We are preparing for our annual trip to Castle next week and are really looking forward to it. We are picking up the bunch from Offutt and have offered our normal seats to Barksdale. At this writting the "10" is going to try to make it again. Time will tell.

5. We hope everyone has a super year and a safe one. Everyone take care and please call us if you get to Little Rock. (Autovon 731-6321; UHF 303.0)



RICHARD M. Green, SMSGt, AR ANG
Supervisor, Inflight Refueling



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 2ND BOMBARDMENT WING (SAC)
BARKSDALE AIR FORCE BASE, LOUISIANA 71110

17 FEB 84

REPLY TO
ATTN OF: 71 AREFS, CMSgt Schmitt, 781-3810

SUBJECT: The Boom Signal

TO: The Booms

I lost the address of the Edsel parts store in Sattahip, but that isn't the only thing I lost over there.

Today is the day. My last duty day. Taking 70 days terminal leave. Retirement 1 May 84. Destination - Austin, Texas. Look me up, but keep in mind, I won't be in the telephone book. I'm tired of hearing phones ring, and now that I won't have to have a phone for No-notice TDY's and mission changes, I'm going to do away with the requirement. KLAXONS, Phones, Scarves, C_nt Caps, Velcro, and Suspense dates, GOODBYE!

Lots of changes along the Red River since the last input.

JIM LOFTIS-Officially retired 1 FEB 84. Working with American, over by the Bank.

BOB TRUELSEN-Quit getting permanents in his beard.

Changed Squadron Commanders last month. Sixth one in 4 years. LT COL PAUL F. GILL owns the end office now.

TWO GAINS: SEAUER, from P'Burg.
VANZANDT, from 8th AF.

TWO LOSSES: MARSALIS, to Wurtsmith
ROBINSON, to Civilian Life

ONE TO HIS PREVIOUS AFSC.

ON BOARDERS:

SGT JERRY HOWE-Getting it together again. Had a run with a dumpster-LOST-On his way back up.

SGT VICTOR ARZUAGA-Outstanding Performer, Vic's a daddy now. Wife, Millie, is headed for a remote (with child) to Turkey.

*SSGT RUSS SNITKER-New Cars, TDY's, Girl Friends. Russ is in love (sometimes). In heat continuously.

SSGT COLLINS-Certified eleven months ago. ETTF, 3 Fly-Offs, and 300 hours later, Jerry is going Great Guns. The man does good.

SSGT KILLION-Still doing her stuff in Stan/Eval. Does good. Pat wanted to go to the 10's. Now she can.

SSGT BILL MENDENHALL-Off to Europe now. CFIC Next month.

SSGT KEN FABINY-Stop signs and speed limit signs. He's opposed to them. Going to be walking if he doesn't learn to read.

Peace is our Profession

(1) 25

SSGT BILL FORDYCE-Got a haircut. Put it in a savings deposit box.

SSGT HARRY ALLEN-Super guy. Going to Castle (CCTS) in April.

SSGT FRANK (DNIF/DNIA) GORHAU-Frank likes to fly, but he's allergic to alert.

SSGT BRAD BAXTER-Working on something. Leaves for the 10's in July

SSGT JEFF SEAVER-Got him certified and on alert.

*TSGT JOHN STANFORD-Did it again, but he's got a few months time in grade this time. Things are looking up, probably the new baby, JoAnn helped loads.

TSGT GENE BRANTLEY-Got through CFIC. Ready to go to work.

TSGT CHARLIE SANCHEZ-Taught Russ Snitker all he knows about women. Charlie saved some secrets back though.

TSGT MEL HITCHCOCK-Zooming. O.P. on his IBO check. Dealing in Real Estate, and "Black Magic".

TSGT DON MADDOX-Stan/Eval Guy. Don doesn't see eye to eye with everyone. Course, he can't carry a sextant stool around with him either.

TSGT RON VANZANDT-Ron makes #3 in Stan/Eval. ETTF now.

*MSGT BUTCH SCOGGINS-Moving up. Got a female A.C. Butch is still trying to figure out why airplanes fly.

MSGT WAYNE ELLIS-Plugging along. Going places (11 years on station).

SMSGT KEN COLBURN-Running the "PAD". Comes back to the squadron in April.

SMSGT JOHN RUDOCK-John's OJT is complete, John, here's the keys: This one fits....

COMING ATTRACTIONS: SSgt Christensen- From Beale.

KRAMER-From Castle.

HEY GUYS, AND GALS, ENJOYED IT. HAD FUN, GONNA HAVE MORE!

Frederick Schmitt

FREDERICK SCHMITT, CMSgt, USAF
Future Civilian

* Recent Promotions

FRED SCHMITT

FROM: 78 AREFS/DOB

27 February 1984

SUBJECT: Boom Signal

TO: 8 AF/DOTTR (SMSgt Richardson)

Greetings from the land of the fat tanker! We made it through our first from CEVG with one OP and 0 failures. Now we're looking forward to their next visit in 1985, or as rumor has it, this March. Here are those that made it through the visit.

OLD HEADS:

Tom "THE BOSS" Williams. He's still boss and trying to keep us in line.

Bruce "CLUTCH CARGO, JR" Killion. Bruce has traded MAC channels for JA/ATTs, especially those to Marine bases. He likes the haircuts. Maybe that's how he became "B" Flight NCOIC.

Joel "CLUTCH CARGO, SR" Montgomery. Joel is our new scheduler. His desk is the popular place in the squadron. He also was the only boom to get an OP.

Steve "I'M IN CHARGE" Reeff. Steve's moved out of Stan-Eval and into the front office. When the boss is away, guess who's in charge.

Tim "NO-NOTICE" Holt. He's the new chief of Stan-Evil--in charge of himself.

John "FINGERS" Pittman. John works for American Airlines in Euless, Texas. John used to fly KC-97s and C-130s.

Lester "LAW" White. Les has been trying to get his cargo check. Now, if the 2d Bomb Wing and the airplane will cooperate, it might be completed by June 1984.

Charlie "CORONET BUBBLE" Younce. He likes to bounce from one airshow to another.

Dwain "CUZ" Gerace. Dwain just passed his cargo check and he's ready to go any place -- well, almost any place.

Frank "IN THE REAL WORLD" Junge. Frank works for American Airlines down the street. When they give him some time off he comes down to our neck of the woods to fly an occasional AFTP.

PROMOTIONS

We've also had a few promotions since the last "Boom Signal." Here they are:

Randal "WHIZ KID" Rhodes. Randy's the newest ART in the unit and one of the newest tech sergeants.

Paul "ANTIFREEZE" Connolly. Paul is the other new tech sergeant. He also holds the record for the longest passenger haul from Rhein Main AB, Germany, to Mildenhall to Dover to Barksdale where he changed the mode of transportation to POV. Then on to Dallas-Fort Worth Airport.

Wayne "SLOW LEAK" Hodgs. Wayne was promoted to SSgt the first of November. He was with Paul when he made his record pax run. Wayne starts at max pressure and gradually fizzles.

NEW ARRIVALS

Neal Hays. Neal lives in Raysville, Louisiana. That's a small town over by the Mississippi River -- REAL SMALL!

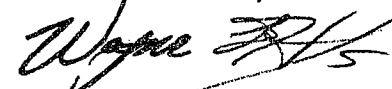
Virgil Anderson. He came to us from Charleston, NC, where he worked with C-141s. Before that, he flew KC-135s at Rickenbacker.

AND, COMING SOON TO OUR HUMBLE GROUP:

John Beasley. John is coming to us from MCAS Cherry Point, NC. He was formerly a boom operator at Blytheville, AR, with Bruce.

Monsa Dugger. Just separated from Blytheville -- wants to be an A&P mechanic.

This is our group. We're still looking for qualified boom operators, both retired with less than 26 years and those who have been out for other honorable reasons. If you're interested, give us a call (AUTOVON 781-4653 or 318-456-4653).


WAYNE L. HODGS, SSgt, USAFR
Inflight Refueling Technician

FROM: 32AREFS/DOB

13 Mar 84

SUBJ: Boom Signal

TO: 8AF/DOTTR (CMSgt Richardson)

1. Greetings from sunny? Barksdale. (Actually it is rather wet lately.) I (Vince Bobrowski) am one of the new kids on the block. I've been here since November and got my air refueling check in January. Bob Downs finished the American Airlines school the class after me and he just finished his air refueling check a few weeks ago. Mark Esty just finished his school the 2nd of March and is in the process of getting his air refueling training now.

2. Randy Lane and Mark Kline are our latest instructor additions, while Rich Otis is in the instructor upgrade program at American Airlines right now. Several of our boomers have been selected recently or have sewn on new stripes: Danny Korn (the Boss) will be Chief Korn shortly, Mark Kline, Randy Collins, and J.J. Mehall have made TSgt. Congratulations to the promotees and all of our upgradees.

3. We have several inbounds and are looking forward to seeing them and getting them qualified. (Our really busy season for TDY's-fighter drags, static displays etc. is coming and we need the help!) We are also getting more aircraft in and with more aircraft we get more tasking. Our known inbounds are: SSgt Brad Baxter coming from down the street at the 71st AREFS at Barksdale, Sgt Jim Gosselin from Griffis, SSgt Marv Aldrich from Castle, Sgt Jim Boozer from Blythville, TSgt Leigh Taylor from Grand Forks, and TSgt Mike Parsons from McConnell (Mike just arrived this week and starts school in a few weeks.

4. A few words to those who are thinking of applying for KC-10A duty. Get your applications in to Bobby Watts. Don't have to wait for message instructions. Since the announcement of our 3rd MOB (Seymour-Johnson), there will be more chances to be accepted. Guys, I've been in -135's off and on since 1971, and all I can say is this is a fun airplane to fly. The mission is a little different from the -135, namely no SIOP Alert. But we are still in the air refueling business and cargo and passenger hauling. The biggest difference between us and our -135 counterparts is that by the sheer hugeness of the -10, we can transfer more gas at one time and we can haul more cargo and passengers at one time.

5. One other word to those who are thinking of applying for the KC-10. We do not have any problems with the other enlisted guy on the airplane (the flight engineer). We fly on the same airplane, but each has his own area of responsibility. We fly as a CREW. Sure there are rumors of personality conflicts. Show me any outfit that does not have ANY personality conflicts and you are probably standing in a city morgue somewhere. But seriously folks, they are just that, rumors. The final word is we work for boom operators on the ground, but once we get to the airplane, the AIRCRAFT COMMANDER is our boss.

6. Time to close, we'll see you at the static displays, and anywhere else tankers are needed.

SMSgt (Chief selectee) Danny Korn - Chief Boom Operator
MSgt Herb Driskill - Training Flight (Herb and his wife have a new boy at their house).
TSgt Dave Craig - A Flight Commander (We no longer call him "Killer").
TSgt Danny Turberville IBO extraordinaire.
TSgt Randy Lane - IBO and cargo expert.
SSgt Ed Smuda - He and Charlie Marrone arm wrestle for our long TDY's
SSgt Charlie Marrone - All he says is send me!
SSgt Mark Esty - Latest graduate from the American Airlines Training Program.
MSgt Vince Bobrowski - B Flight Commander (Can I do that?).
TSgt Randy Collins - (Mr Ground Safety for us.)
TSgt Dennis Fox - Just got back from a hardship TDY to Italy/Lajes/Mildenhall?
TSgt Mark Kline - New IBO.
SSgt Rich Otis - "What do you want built?"
SSgt Bobby Downs - Two weeks after his initial check ride, CEVG gets on with
him and Bobby gets an OUTSTANDING PERFORMANCE - Way to go
Bobby!!!

VINCENT W. BOBROWSKI, MSgt, USAF
B Flight Commander

FROM: 97 AREFS/MSgt Mullis

SUBJECT: BOOM Signal

TO: 8AF/DOTTR (CMSgt Richardson)

1. Greetings to everyone from sunny isolated HOOTERVILLE. It's Boom Signal time again, time to bring everyone up to date on the latest. As for the events throughout the year, we had a super CEVG visit. Thank you very much Ron, Chuck and Tom. We really enjoyed having you guys. I told you we had a good bunch of boomers. After the holiday season was over, we loaded up and deployed in support of Red Flag 84-2. All the folks really enjoyed the trip. The young booms received excellent training. Most of them hadn't been exposed to that type of operational flying. We certainly hope all units have the opportunity to participate.

2. As for loses since the last signal, we lost SSgt Tom Peck to the Grissom unit. Take care up there Tom, we really miss your radiating personality. We also bid farewell to SSgt Rodney Bennett and wife Karen. Rodney left us for a KC-10 assignment to March. Good luck to both of you.

3. For the newcomers, we picked up Amn Phil Stidham fresh off the "BOOMER MILL" at Castle. Phil has really been a valuable asset to the squadron. We also welcome MSgt Jay Henson from the 93 BMW at Castle. Jay came in quietly and has been that way ever since. He should be opening up any day now. I'm sure he has a lot to offer. Welcome aboard Jay, we really need your talent and experience.

4. We're planning the next camp out. Hope to hit the woods late March. Right now the ORI is on final and it could also cause problems with the annual X-Mas party in March. We certainly hope not! Other than that all is well, ya'll come on by when you can. It's still true, you can see the end of the world from here. but we make the best of it.

5. The bunch is as follows:

MSgt Bill Mullis	(NCOIC/Chief Boom & Whatever)
TSgt Larry Burrus	(NCOIC Training Flight) "The B.T."
TSgt Jerry Rhodes	(Blytheville Hilton)
TSgt Jesse Bailey	(IBO) (Scheduling)
TSgt Rex Chilton	(S-101) The "Mud Packer"
SSgt Jeff Boutwell	(S-102) Dress him up but can't take him out
MSgt Jay Henson	(S-105) (IBO) "Anyone seen Jay"
Sgt Mike Boozer	(E-106) (IBO) Departing in Aug to the KC-10
SRA Doug Blake	(R-107) Our new wave boomer
SSgt Bob Mayeaux	(R-108) Resident Cajun, upgrading soon
SRA Scott Weeks	(R-109) Super Boomer!
AIC Lori Wood	(R-111) Presently on her first ETTF
TSgt Cleve Filmore	(E-112) (IBO) Hard runner!
Sgt Bob Wiggs	(R-113) Cross-trained Gunner, doing super!
SSgt Riker	(R-114) Still trying to install a volume on him.
SSgt Mike Stillings	(R-115) (IBO) Departing for Grissom in June
Sgt Harry Whitacre	(E-116) Where's the demolition derby, Harry?
SSgt Paul French	(E-117) They still call him Frenchie!

SSgt Jerry Wilson	(E-120) (IBO) The hidden Soldier
SSgt Eddie Cole	(R-121) (IBO) Fast Eddie, Still Running
Sgt Stewart Horton	(R-122) (IBO) Just finished CFIC
SSgt Dave Chambers	(R-123) (IBO) Newly wed, still paying off Southern Bell since Red Flag!!
A1C Phil Stidham	(R-124) "Ole Stinkam" good boomer
Sgt Jim Morman	(E-125) (IBO) Who's obnoxious?

6. Until signal time again, all of you take care. Come on by and visit or just give us a call. AV 637-7601.

William E. Mullis
WILLIAM E. MULLIS, MSgt, USAF
Inflight Refueling Program Manager

Larry B. Burrus
LARRY B. BURRUS, TSgt, USAF
NCOIC, Training Flight

CFIC BOOM OPERATORS

CARSWELL AFB, TEXAS

BY: MSGT ODIE R. DAVIDSON

Greetings from COWTOWN U.S.A., Ft Worth, and CFIC (Eastern Addition). Been looking forward to this copy of The Boom Signal, not only to pass on the "Whats Been Happening" from CFIC but to catch up on the latest news from around the command. We are fortunate in that the IBO candidates keep us abreast of the changes in their respective units. Nevertheless, the Signal is a super method of consolidating not only professional information but providing a forum for all boomers to make a contribution to the cause.

We mentioned in the August 83 addition of the Signal that we were losing CHIEF Elzey (Rich) Richardson to the new boom position at Carswell. This proved to be only half true. Yes, we did loose the CHIEF. No, not to this base, but to Barksdale where he is the Eight Air Force Inflight Refueling Program Manager. We were sorry to lose Rich's expertise and humor here at CFIC but we do know that 8th AF now has one of the best. We'll see you at the next "Holiday-In-Dixie" CHIEF.

January found us in California checking signals with our partners in crime at CFIC West. We spent two days discussing how to improve the course and provide the candidates with the best training possible. Chief John Akers and MSgt Andy Miller were there to discuss KC-10 curriculum development for a CFIC for the KC-10 boomers. Guess what? They promised us -135 guys a ride in the tri-jet real soon. SUUUUURE.

We are beginning to see an improvement, not only in the candidate selection process but also in the quality of candidates arriving at Carswell for CFIC training. We attribute this to the efforts of the unit NCOIC's finding/making the time to afford the candidate two or three pre-CFIC flights. The results are obvious and the rewards are immediate. Remember NCOIC's, train them as INSTRUCTORS not as BOOM OPERATORS. A solid understanding of what Section Eight says (AND DOESN'T SAY) goes a long way.

The guys here at Carswell CFIC welcome your thoughts and comments. If you happen to be motoring through COWTOWN stop by and visit with us. We enjoy exchanging ideas. Our boomers consist of the following personnel:

SMSgt Hugh Cheatham
MSgt Odie Davidson
MSgt Ron Livingston
TSgt Lew Timbrook

You can reach us at: (Autovon) 739-5216, or (Commerical) 817-735-5216.

Following is a list of Carswell CFIC graduates since the last Boom Signal:

83-011
Joe Gedman
Gene Hagge
Glen Forward

83-012
Roy Balsamo
John Williams
Cathy Yardley
Cleve Williams

84-001
Al Billyzone
Mark Sletten
Chris Youngblood

84-002
Kympton Lovley
Larry Little
Charles Meyer

84-003
Dennis Hillberry
Eric Merriweather
Phil Crain

84-004
Bruce Gattic
Gene Brantley

84-005
Tom Armstrong
Glen Houthuysen
Dave Mingus
Ben Selvidge

84-006
Jerry Head
Stew Horton
Ed Mang



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 93D BOMBARDMENT WING (SAC)
CASTLE AIR FORCE BASE, CA 95342

REPLY TO
ATTN OF: 93 BMW/DO2KA (CMSgt Hall)

SUBJECT: Boom Signal Input

TO: 8 AF/DOTTR (CMSgt Richardson)

1. Another year has gone by at Castle without too much excitement. I'm into my sixth and final year at Castle and my final year in the Air Force. I will be retiring in July with 30 years and five days of service. These past five years plus have gone by in a hurry. I have seen a lot of people come and go, some changes made, and made a lot of friends — no enemies, I hope. I have enjoyed my tour of duty here and hope that I have made some contributions to the boom field. I believe the training has improved and Castle is putting out better boom operators. We have a group of dedicated and eager instructors. What they lack in experience is made up in enthusiasm and willingness to work. A few years ago I was worried about the quality of people coming into the boom field, but these fears have since been allayed. It's as it has always been, we take care of our own. There's no room for a bad apple.

I have seen many changes in the Air Force and SAC in the past thirty years, some good, some not so good, and I have learned to live with all of them. I can't complain at all about my tour of duty. I have enjoyed every minute of it, from the sweltering deserts of North Africa, to the frozen wastelands of the north, to the steamy jungles of the Pacific and Southeast Asia. When I look back in retrospect, the experiences are invaluable. SAC is an experience in itself. The only command I've ever known. God bless Curt.

A farewell letter is like a farewell speech, you want to say so much, but don't know what to say. I would like to recognize all my friends and associates, however, there isn't enough room for that. I can't list them all, but I will remember names like Howard Benford, Ed Segeburg, Gil Lawrence, George Crigler, Bill Meeks, Curly Jordan, Joe Hays, Bob Brooks, Pete Bubier, Jim Loftis, Dick Sanders, John Sondrini, Les Ringler, et.al. The list is endless and it makes up the greatest career field in the Air Force. I'll always be able to say, I'm proud to have been a boom operator — one of a special breed. Keep plugging and keep in touch.

BILLY G. HALL, CMSgt, USAF
Wg Inflight Refueling Supt

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DEPARTMENT OF THE AIR FORCE

93D AIR REFUELING SQUADRON (SAC)
CASTLE AIR FORCE BASE, CA 95342

REPLY TO
ATTN OF: DOTB

1 MAR 1984

SUBJECT: Boom Signal Inputs

TO: 8 AF/DOTTR (CMSgt Richardson)
Barksdale AFB LA 71110

1. Greeting from the land of fogged in winters, lots of sunshine in the summer, and 7.2 flight durations. There is plenty of flying time to be had by all, so instructors in the field, beat the rush and apply for CCTS duty now. Contrary to popular belief the duty and experience here is great! APPLY NOW!

2. The annual Boom Reunion was a great success again this year. Thanks to the dedication and hard work of our local BOPA. Mark your calendars for next year, as it will be returned, to the first weekend in March. The BOPA thanks everyone for their support!

3. Since our last entry into the Boom Signal there has been quite a change around here; the following is our gain/loss status:

CMSgt - Ron Cain - 1st Sgt - Functional Manager - From Grand Forks

MSgt - Bill Barber - NCOIC

MSgt - John Bond - Terminal Leave, AREFS - KC-10 MARCH?

MSgt - Chuck Werner - Terminal Leave, AREFS - KC-10 MARCH?

MSgt - Roger Plank

MSgt - Bennie Kepaa - From Hickam

MSgt - Marty Sabourin

MSgt - Mahon - From Ellsworth - June

MSgt - Chuck Hughes

MSgt - Mike Knapke

MSgt - Bob Ingram

TSgt - Tom Clyce - MSgt Selectee - From Fairchild

TSgt - Paul Christensen

TSgt - Jean Federico

TSgt - J.D. Hill - PCA 4017th - April


TSgt - Glenn Benson - DOS March

TSgt - Terry Daffern

TSgt - Larry Vickers - From Dyess

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TSgt - Mike Novosel - From Pease
TSgt - Gary Hutchinson - From Pease
TSgt - John Peterson - From Travis
TSgt - Keith Mitchell - From K I Sawyer
TSgt - Paul Hodge - From Seymour Johnson
TSgt - Ken Campbell
TSgt - Ron Daugherty
TSgt - Roger Gossett - PCA DOVT - April
TSgt - Jack Sprague - PCA CFIC - March
TSgt - Dave Cole - PCA 4017th
TSgt - Ed Jackson
TSgt - Ron Poe
TSgt - Bill Linnell
TSgt - Jim Zarkos
TSgt - Jack Peters
TSgt - Guy Raynor
TSgt - Don Houchin - PCA DOVT - Feb
SSgt - Marv Aldrich - PCS - July - KC-10 Barksdale
SSgt - Darnell Butler
SSgt - Roger Dumaine
SSgt - Danny Gilson
SSgt - Jim Mountcastle - TSgt Selectee
SSgt - Pat Ryan - PCA 4017th - May
SSgt - Claude Arden
SSgt - Reggie Farrow
SSgt - Scott Malta - TDY Bootstrap
SSgt - Roger Page
SSgt - Jim Sigl
SSgt - Ed Mikell
SSgt - Rich Radvanyi
SSgt - Joe Erkoos
SSgt - Graham - From Plattsburgh - May


WILLIAM M. BARBER, MSgt, USAF
CCTS Inflight Refueling Manager

93rd BMW BOPTT/(AVN347-4111)

ITEM: Boom Signal

TO: 8th Air Force DOTTR (Chief Master Sgt. Richardson)

Greetings from Castle and the world of simulation. You may have heard the Boom Operator Part Task Trainer is stowing the boom and locking the doors. NOT TRUE! We received the go-ahead for the life cycle extension to the year 2,000. You, you remember the BOPTT from the past, with only one receiver, will be interested to know we have added the F-4, the F-16, the FB-111, the C-5, the KC-10, and the B-52 looks and acts like a B-52. Some of the old heads say the receivers look very realistic.

Speaking of old heads, S/Msgt Lanny Wayman has been leading the way here at the BOPTT, with Ken Jenkins and Bill Bogda, our long-time residents, still trying to simulate everything.

Ron Thomas has decided to retire after being with us for only two years and 99 months, and go into cups full-time.

We would like to take this opportunity to say a special goodbye to M/Sgt Julian (Jay) Henson. After many years at Castle, and over a thousand hours in the simulator, Jay has finally graduated from CCTS and is now a line boom operator (at Hooterville).

The government finally decided to retire our resident gimp, T/Sgt Jim (Axe) Pavak. He is going to be medically retired on the 15th of March. We hate to see him go and would all like to wish him the best of luck.

M/Sgt Chris Christian and T/Sgt Bruce Eby decided to try civilian life. Chris is selling Buicks and Eby is driving Peterbilts.

From all of us here at the BOPTT, Hi Y'all! Give us a call if there is any way we can help you. The name of the game is training, but may we never lose sight of the mission for which we train.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 93D BOMBARDMENT WING (SAC)
CASTLE AIR FORCE BASE, CA 95342

REPLY TO
ATTN OF: 924 AREFS (SMSgt Katus)

18 Feb 84

SUBJECT: Boom Signal Input

TO:

Greetings from the land of grapes and quakes. Since the last Boom Signal there have been a few changes around the house. Jolly Old Dave Gies has decided that if he has to put up with fog and rain he may as well do it in England, TSgt Jim Eden has found a "sure-fire" way to lose the rest of his hair (PCA 93ARS in Mar), and SSgt Bill Montgomery has been shown the "Big Picture" (decided he spends so much time at Minot he may as well go there PCS. All three losses are men we hate to see leave as they have helped the 924th in many ways. On the plus side of the board we have TSgt Rod Perkins from Fairchild (S-102 in Mar) TSgt Dave Wimmer from 93ARS (S-101 in Mar) and Sgt Randy Johnson from McConnell.

The weather is holding its own for the Boom Operators Christmas Party mid-high 50s some rain. Hope to see as many of you as we can out here as there has never been a bad party.

Here is the most current list of players at the 924ARS

NCOIC: SMSgt Mick Katus
Training Flt: MSgt Chuck Gurkin S-101: TSgt Jim Eden
Training Flt: MSgt Sam Hunt S-102: TSgt Dave Wimmer
R-104 : SSgt Bill Montgomery (IBO)
R-105 ; SSgt Ken McCarthy
E-106 : Sgt Beve Katus (IBO)
R-107 : Sgt Randy Johnson
E-108 : SSgt Don Rundle (at CFIC)
E-109 : TSgt Chuck Clift
R-110 : SSgt Terry Barber (IBO)
E-111 : TSgt Steve Oothoudt (IBO) Boy that's alot of Os
E-112 : Sgt Clayton Fox (IBO)
R-113 : Sgt Bill Baker (new Daddy)
R-114 : ALC Sean Davies (Sq Harley driver)
R-115 : ALC Kennan Patience
E-116 : SSgt Herb Hughes (IBO)
E-117 : Sgt Jackie Hale (IBO) (Recent upgrade)
R-118 : TSgt Rod Perkins (IBO)
Spare : SSgt Larry Townsend (IBO)

Not much in the way of new ideas or inputs, most of us just got a handle on the old 76 and what do they do? The NEW 76.....

Look forward to seeing all of you at the party in March.

Mick Katus, SMSgt, USAF

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 6510TH TEST WING (AFSC)
EDWARDS AIR FORCE BASE, CALIFORNIA 93523

REPLY TO
ATTN OF: 6512 TESTS/TEOB, Stop 221

SUBJECT: Boom Signal

TO: 8th AF/DOTTR, (CMSgt Richardson)

Howdy from the high desert, sunshine, coyotes, rattlers and this time of year, high winds (30 kts direct cross). We are in a slight transition period at this time. SMSgt Phil Zamagne is departing for Seattle on 27 Feb 84. Want to express our thanks for a job well done and good luck on the new assignment. Phil is going to be the Air Refueling Program Manager at Boeing for the Saudi Tanker (KE-3A). Thanks Phil.

Well, let's see--TSgt Jim Parrish is down in the swamp (Barksdale), getting educated on the KC-10. Knowing Jimmy, the instructors are in for a rough road. Questions, questions, questions! I'm sure he will do very well. Jim has been working on some very interesting programs this last year. One is the Shuttle Carrier Aircraft (SCA 747). We have completed the a/r unmated (without the shuttle on board) proximity test with the KC-135/KC-10. The program is in slow down status at the present time, however, we believe it will be very similar to E-4 refueling. How's that for space age work?

Now for the quite one, TSgt Rick Kahler. He's been busy on several projects. The one you've all been waiting for--Fuel Savings Advisory/Cockpit Avionics System. This thing is so advanced, even the design engineers know how it works. Still has a few bugs, but hopefully you'll be seeing it soon. Rick is also working on the C-18, 707s purchased for special purpose from the airlines. Very possibly down the road, you will be plugging them.

Let's talk about the Hose Reel System. We have all been heavily involved with it. Stability and control work is completed and we have refueled both the A-37 and F-105 with it. In March, the aircraft will go to the Navy Test Center at Patuxent River, MD to qualify navy receivers.

Well now, the B-1, or bone as we refer to it, gets the new camouflaged paint in March. We will be doing night lighting tests, refueling certification for night a/r with the KC-135. Then we will qualify it with the KC-10 for both day and night refueling.

Would like to say a few words about CMSgt Jim Loftis. A very good friend over the years and a manager that has it all. We at the Test Center thank you for the loyalty you had for all of us as boom operators. The career field will miss you, but the guys in KC-10 and American Airlines have gained a cornerstone for the future. Good luck to you Jim!

Well, CMSgt Richardson, what a pair of boots you have to fill, but knowing you, it can be done.

I would like to say that the ladies we have in the career field have made their mark. I'm sure some of you will be in KC-10 programs soon, good luck to you all.

Good luck to all of you testing for promotion. Burning the midnight oil does work.

Well, it is time to close. Someone is always here if you need assistance, so give us a call at AV 350-3410.

SANDY MCLENDON, MSgt, USAF
AFFTC Chief Air Refueling Flight Test



DEPARTMENT OF THE AIR FORCE
4TH AIRBORNE COMMAND CONTROL SQUADRON (SAC)
ELLSWORTH AIR FORCE BASE, SD 57706

REPLY TO
ATTN OF: DOF

13 February 1984

SUBJECT: Boom Signal

TO: 8 AF/DOTTR

From Mt. Rushmore & the Black Hills of South Dakota - 4 ACGS

We have had only two departures since the last Boom Signal that being Sgt (SSgt selectee) Larry Santine who went to Loring and ALC Larry Bussen who went to Mather.

We do have three who have or are getting orders; that being SSgt John Wood to Blythville, SSgt Mike Trace to Minot, and TSgt (MSgt selectee) Bill Smith to McConnell. Our new personnel are TSgt Ed Mang (returned from civilian life), SSgt Paul Britt coming back into the field after being medically grounded for 22 months, Sgt (SSgt selectee) Phil Crain (return from civilian life), and SSgt Larry Placide PCS from Travis.

Our full compliment include MSgt Jim Barone and TSgt Bobby Powers in standboard, line crews include SSgt Roy Rogers, TSgt Sam Ballante, SSgt Angel Rodriguez, SSgt Wayne Hillegeist, Sgt Gary Frederick, SSgt Phil Buckner, ALC John Tucker, SrA Mark Sletten with our spares for the present of SSgt Jeff Haverly, SSgt Russ Hess and SSgt Mike Eaton (working at scheduling). Not a whole lot has changed here, still refueling just other white white tops with a sprinkle of fighter once or twice a month. TDYs haven't changed in that we don't have any except Minot alert sorties every week. (Two crews) one of the only places you get paid for alert.

Hunting season went well for everyone this year. Didn't hear of anyone not getting what they went after (Two or four legged). Everyone looking forward to fishing season and summer. Already planning some boom fishing trips. A pretty mild winter with only one week of cold, cold just before Christmas. Almost forgot, we did get a Christmas card from MSgt Paul Jacobsen who retired from Ellsworth 2 years ago. He is now enjoying life at P.O. Box 744, Deer Lodge, Mt 59722. Sure he would like to hear from you. Says he misses the guys and flying.

If you get down our way stop in for a beer and say Hi.

Darol E Rang

DAROL E. RANG, TSgt, USAF
Training Flight



DEPARTMENT OF THE AIR FORCE
28TH AIR REFUELING SQUADRON (SAC)
ELLSWORTH AIR FORCE BASE, SD 57706

REPLY TO
ATTN OF: SMSgt. Huntington/MSgt Mahon, 747-7515

14 Feb 84

SUBJECT: THE BOOM SIGNAL

TO: HQ 8AF/DOTTR

Greetings and Felicitations from the 28th Air Refueling Squadron Boomers. We at the 28th had a busy 1983 and are looking forward to an even more busy 1984. Ellsworth will be closing its runway in June so it looks like we will be moving to Washington State for a couple of monthes.

Spring may turn a man's fancy toward amorous thoughts, but in SAC our thoughts turn toward CEVG and the ORI. The trouble with CEVG and the ORI is that they are always just around the corner. To bad we can't say the same thing about women or men. (AS THE CASE MAY BE)

Thanks to Chief Sanders the boom population has increased to a tolerable level. We're glad to have our newcomers aboard. We all send special thanks to the IBOs at Castle for turning out such fine new booms.

We welcome Sgt. Kerry Gulzow and MSgt. Chet Westman to the Squadron. Kerry is one of those fine products from Castle and Chet came in from K.I. Chet wanted to go someplace warm. Kerry was in Life Support here at Ellsworth. He got tired of handing out helmets and decided to get one for himself.

We've had a couple departures recently or not so recently in one case. We would like to take this time to say good-bye to MSgt. Tim Wical who left last spring for Kadena By the sea. Stan/Eval isn't the same without him. SSgt Doug Schultz left for the Lone Star State (Carswell). Our Pad Dad, MSgt Denny Orr will be hanging up his wings this spring. MSgt Tom Mahon will be going to teach at Castle in June or sooner.

The rest of the 28th booms are as follows:

SMSgt Huntington	Program Manager/First Sgt.
MSgt Mahon	Training Flight (just promoted)
MSgt Westman	Training Flight/R-108 ("is it warm yet")
TSgt Janssen	Training Flight (just promoted)
TSgt Mueller	S-101 (Just call me Santa)
TSgt Kolb	S-102 (you didn't dot your i)
AlC Mucklow	R-103 TDY all the time
AlC Steve Chatnick	R-104
SRA Gomez	R-105
Sgt Ries	R-106
SSgt Gedman	E-107 IBO (went to Guam and didn't get a tan)
AlC Eichler	R-109 "Don't call me Walter!"
AlC Pearl	E-110
SSgt Olson	E-111 IBO (vasectomy didn't work), so he say~
Sgt Gulzow	R-112 SSgt selectee (Guess who teaches LST-2
AlC Thomas	R-113

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 92D BOMBARDMENT WING (SAC)
FAIRCHILD AIR FORCE BASE, WA 99011

REPLY TO
ATTN OF: OT (TSgt Richardson, 5451)

15 March 1984

SUBJECT: Boom Signal

TO: 8AF/DOTTR (CMSgt Richardson)

Hello all you boomers from the Fairchild Freestyle. Not much goin' on up here except RED FLAG for a month in March, ORI's on final, GLOBAL SHIELD just after RED FLAG and three SHORT SPRINTS in the last month.

We've got the usual changeover of guys going and coming PCS with two exceptions, both of our senior NCOs, CMSgt Joe Hays and SMSgt Frank Davis are retiring this year. They've got a minimum of sixty years of experience between them which is really going to be tough to replace. We'll sure miss'em.

I think they're trying to rebuild the whole base all at once. Our new alert facility is nearing completion, and it doesn't look like the conventional mole hole. We just got done flying and pulling alert last summer about one hundred and ten miles down the road at Moses Lake so they could reconcrete the runway. This summer they're going to tear up the ramp to put in new hydrants.

Well here's a list of the survivors still here at Fairchild and what they've been up to:

TSGT KELLY BEASLEY - Chief "KILLER BEES" from the Stan-Eval hornets nest, we're lucky to get him back. Last time he went TDY, he got lost in the tubes of zaragoza.

TSGT TIM RICHARDSON - Too ugly to fly the -135 anymore so they're sending me to the KC-10.

TSGT JESS SCHLOSS - Lost alot of weight down at the NCO Academy. (Chasing bufferillos, Huh Jess?)

SSGT PERRY SAURO - Perry went fishing last summer at Moses Lake. He came back with a nice bag limit of panties and bras. Hey all you Ellsworth guys, Perry is the official social director for the Moses Lake Social Club.

CHIEF JOE HAYS - Honest, he is retiring this year!! Good luck Chief, we'll miss you.

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SMSGT FRANK DAVIS - Dad's retiring this year. Frank borrows cars from the booms that go TDY. When the guys get back, their cars are usually overhauled by "Mr Goodwrench" Davis. Best wishes Frank, keep the beer cold.

MSGT PERRY SMITH - He is now a free man. He's got a new squeeze named Sue, but is still rooming with "Woody" Underwood. Figure that one out.

MSGT DICK FILLION - Just arrived from Kadena. Still in his 90 day probation period for alert, his anticipated "alert pay" will be allocated to fix his "NEAR PERFECT" MGB.

MSGT GLENN PRUITT - One of the Gucci Brothers. Enjoying life running the alert facility and having a large time of it.

TSGT DICK SPENCER - Dick has a lot of experience in winter driving coming from Grand Forks. Only one we know who can widen a four lane highway with his four wheel drive Schwinn.

TSGT MICKEY MILLER - Elwood P. Blues. Spare "SLUG" extra ordinaire. Proficient at making coffee, waters NCOIC's plant, and watches it grow. Feeds his horses hay out of the back of his Honda Civic. Collects eggs out of the left over hay because the chickens roost there overnight.

TSGT ROBBIN HENDRICKSON - Robbie proved the Boeing Engineers wrong. On the last SHORT SPRINT he dropped a hobart through the cargo floor. (That didn't require any shoring) so much for the -9.

TSGT RON WHITMIRE - Ron's goin' down to Barksdale to "HEP" those boys out at the NCO Academy.

TSGT ROY HEWITT - Big waves in a small pond, but when southern lows with northern highs, somethings got to break.

TSGT CHUCK COLE - Fred Flintstone just made Tech last cycle and is on his way north to Alaska to tame the wilds of the north for 30 days.

SSGT MARLENE MCGUIRE - Only boom we have that has to be picked up or get the sextant stool to check the flow divider valve.

SSGT PHIL MONTGOMERY - Recent CFIC grad what done good. Now if he can only get his car running properly, we may be able to use him as an instructor.

SSGT ALAN WESEMANN - Took too much advanced per diem last TDY. Ended up eating chicken pot pies for about 10 days down in sunny zaragoza.

SSGT MIKE CARDINA - Mikey's gonna depart the ranks of the confirmed singles. Good luck Mikey, Rene's gonna need it!

SSGT GREG DURAND - Duran, Duran is our newest member to the "TACAN MAN" antenna club. Congrats Greg!

SSGT DWAYNE LITTLETON - "ANTENNA KILLER" Dwayne abuses his copilots a little by slamming them against the walls when they bother him for such minor things as takeoff weights an G.G.'s.

SSGT PEPPY GLAZE - Try'n to keep Peppy out of trouble is like wrastlin an aligator. He's studying to be a flight surgeon, gives everybody hernea checks.

SSGT ROD ERKS - JAKE BLUES.

SSGT ROGER SMITH - Smudger's bailing out of Fairchild for K.I. Sawyer. Had to drag him out of every strip joint in Tucson last time we went TDY.

SSGT Clyde Soumas - "CLYDE THE GLIDE". Clyde is off to England "again"; letting him go to England is like sending a head of lettuce with a rabbit.

SSGT STEVE WINSTON - Our K-mart cowboy/rexall ranger. Only seen when the Chief's around. Running the official stress test on the nomex flight suit.

SSGT RICK SHIPMAN - Mild mannered reporter for the daily planet.

SGT CHRIS HATLEY - I guess he thinks he's hollywood henderson. He puts lemon juice in his hair to bleach it out. We just call him "Malibu Moon Hair."

SGT JOHN WHITE - Sheriff John's running a close second to "Phantom Sam". Hardly ever see'em anymore.

SGT KARL SMITH - Alias "Laser Dog". A yound gunner that made good. Got smart and cross-trained to boomers. Yes we've really educated Karl (guess who got an antenna). Smith well.

SGT PAUL MOZUR - Known as "Moze the Macho". Still doesn't own a T-shirt. We're anxiously waiting for someone to torch his chest.

SGT J.L. SMITH - Everytime J.L. goes TDY, he comes back bragging about all the girlfriends he's found. Unfortunately they all shave twice a day.

SGT MIKE CORDELL - Mike's a sport parachutist. We keep telling the -135 is not designed for troop jumping, but he keeps peeling himself off the horizontal stabilizer.

SGT SALLY BARCELO - Better known as "Boomer Beulah" with the fast feet. No crew member alive fills out a flight suit like her.

SGT JOHN MESQUITA - New kid on the block from March. Got tired of pulling alert at Grand Forks.

SRA LUKE COLLINS - Luke can't stand to be on alert without his girl, so he's going to marry the alert dining hall cashier. Kind of like having your cake and eating it too.

SRA JOE GILBERT - Joe will try anything to get out of flying. First his appendix burst, then seven surgeries later, after shrinking down to a 98 pound weakling, he's back to drinkin beer and chasing women, oh and flying too.

ALC BILL BROWN - "DOWNTOWN BILLY BROWN" just turned 21 and left no bars before their time.

ALC SAM ELLIOTT - The original "Phantom of the squadron." Also known as "Phantom Sam."

SGT BOB MCDONALD - Finally saw the light after 15 years of navigation, decided to trade his bars for stripes and a new exciting career. Its not just a job, it's an adventure!

ALC MARK SCHUMANN - "BUBBA" is Frank Davis' personal bouncer when he's at the club. I guess he can get a job servicing latrines when Frank retires.

ALC JAY LIVELY - Every C-square, the NCO club tries to close up on him. Maybe someday he'll get the hint.

ALC WADE HOWARD - Wade's willing to shovel horse dung at the local track to make up for upcoming losses on the daily doubles.

ALC ANDY LACASSE - Andy Rooney usually carries a spare can of corn with him when he departs for "points unknown" downtown. (bufferillo's favorite feed).

ALC MARCEL PERRIE - "MR COOL". Just got him saccumcised. Lined him up for three back to back alerts. ASSUME THE POSITION!!

ALC PETE VELJOVICH - (One of the first products of genetic engineering) Pete decided to accept the Air Forces gracious offer to depart the service and stay out of jail.

SGT JIM HEBERT - The Hebe's going away party was a great success. Too bad he wasn't there.

SGT STEVE MYRICK - Hey all you K.I. Sawyer guys - We're sorry we dumped Steve on you, but roads and grounds wouldn't take him. Hopefully you guys can sucker some other unsuspecting squadron to take him.

MSGT TOM CLYCE - "Tommy Check Ride" Tommy decided to head south to Castle for "Health reasons." Somebody put a contract out on him for his unorthodox practices in Stanboard.

MSGT RENE HERNANDEZ - "Guido the Guide". Departed Fairchild with birth certificate in hand, for the Spokane County Courthouse, for the Land of the "Good ole' Boys" to teach them how to drink "TA-KILL-YA" and "RUN-EM"!!

TSGT ROD PERKINS - We've noticed the frequency of earthquakes has gone up since Rod and Bobby moved to Castle. You 924th guys ought to keep the reigns tight on Rod so he'll fly those airplanes instead of flying go-carts.

Well that about wraps it up for this year. Next time any of you guys are up this way, stop in and have a beer with us at the squadron.

TIM RICHARDSON, TSGT, USAF
92d Air Refueling Squadron



HEADQUARTERS 128TH AIR REFUELING GROUP
WISCONSIN AIR NATIONAL GUARD
GENERAL MITCHELL ANG BASE, MILWAUKEE, WI 53207

REPLY TO
ATTN OF: 128th AREFG(MSgt Richard H. Harvey)

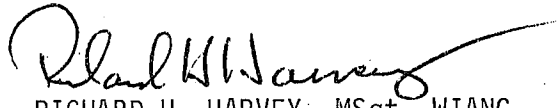
23 February 1984

SUBJECT: The Boom Signal

TO: The Booms

1. Changes to the 128th AREFG Boom section come slowly. We had MSgt Ray Bazen's retirement party planned when he received an 11th hour reprieve from the AG. Instead of retiring, he is reenlisting. Ray is a Mechanical Designer for J.C. Case Co. and enjoys liberal vacation and military leave benefits. Had he retired we would have needed at least 3 new booms to cover his position at the flying schedule. Fact of the matter is we have just interviewed six boomer applicants with the intention of selecting three. That plan is in limbo right now, but we'll try to get at least one in to Castle early next year.
2. Herb(Herbie from Milwaukee) Kieferndorf who also was expecting to retire within the next year was also extended. The booms from Milwaukee are all, save one, SSgt Kevin Barttelt, ex KC 97 Boomers. When Herb was in Guam last spring he ordered some 40 KC97 models from one of the local craftsmen. Haven't seen any yet, but SMSgt Gary Adams say they're beautiful and we should have them all by the time this letter is published.
3. Many thanks to Gary and also Buzz Wilhauer at Hickam for their efforts in helping us with procuring the models. Also like to extend my thanks to Booms at Salt Lake City for hosting and presenting ARF cargo loading seminar. Denny Danials and his crew really know how to take care of their guest. I really enjoyed the seminar and met many super booms from around the Guard and Reserve.
4. We lost a good man in MSgt George Sweet. George had to retire after 25 years due to business pressures.
5. Milwaukee's Boom section now looks like this:
 - SMSgt Ralph Ellis - Chief Boom - Air Tech
 - SMSgt Floyd Polzin - Stan Eval - Air Tech
 - SMSgt Earl Gauerke - Evaluator/Instructor, Cargo Loading Manager - Air Tech
 - MSgt Gerry Nelson - Evaluator/Instructor, Ground Training Manager - Air Tech
 - MSgt Richard Harvey - Instructor, Alert Facility Manager - Air Tech
 - MSgt Lee Cornell - Instructor, OJT Manager - Air Tech
 - TSgt Terry Sands - Refueling Coordinator - Air Tech
 - MSgt Herb Kieferndorf - Instructor, Tool Designer/Allen Bradley Co.

MSgt Ron Puzia - Entrepreneur - Vending, Vidio Games, etc.
MSgt Ray Fassett - Manufacturers Representative Food Products
MSgt John Famularo - Sales Rep Womans Wear
MSgt Charles Schweiss - Base Power Plant Superintendent
MSgt Roger Steckhan - Manufacturers Rep Machinery
MSgt Ray Bazen - Mechanical Designer - J.I. Case Inc.
TSgt Robert Kowalski - Police Lt., University Wisconsin - Milwaukee
TSgt Cliff Klingbeil - Pilot, Wisconsin State Patrol
SSgt Kevin Barttelt - Air Traffic Controller, Detroit Metro Airport



RICHARD H. HARVEY, MSgt, WIANG
Boom Operator, 128th Air Refueling Group



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 319TH BOMBARDMENT WING (SAC)
GRAND FORKS AIR FORCE BASE, ND 58205

REPLY TO
ATTN OF: 905AREFS/DOT (SSgt Heatley, AUTOVON 362-6545)

2 Mar 84

SUBJECT: Boom Signal

TO: 8AF/DOTIR (ATTN: CMSgt Richardson)

Hello to everyone from the Tigers of the North. I might as well send greetings from the 22nd AREFS also, since they've been vacationing here at El Forko Grande all this winter.

Things are a little bit rough right now with the pad full of bodies and construction going on, but the March people brought their wide screen TV up to make it a little easier. Hey, who did you guys ever get to sign for it? (Everyone here thought it was a little humorous when they came up here expecting to get a Northern Tier credit.) Well, time to get down to business.

Here's a rundown of "Uncle Larry's Tigers":

SMSgt "Uncle Larry" Bruno - "Hey Sarge, seems like evreytime we get a new boom in, another one goes DNIF/DNIA." Uncle Larry and his son have been making some real "gee whiz" models for our boom pod, so I guess he is our chief interior decorator too. Keeps mumbling something about the idea that our primary job is to refuel aircraft, not load cargo. (That's a hot item with the IG.)

MSgt Al "Our Pal" Bekkerus - Al runs our alert facility. He's always gotten an "Excellent" or "Outstanding" rating from the IG teams. This year he got an idea they are hot to put a Lieutenant Colonel's slot back out there. Al's got the best alert facility in 15th Air Force this year. Nice job.

TSgt Leigh Taylor - Seems Leigh has been spending quite a bit of time on alert lately. He claims, as head of Training Flight, he can't get anything done. I guess he'll take care of that problem in August when he goes to KC-10s at Barksdale.

SrA Jim "Quick-Draw" McGraw - Jim is working in Training Flight with Leigh. This guy is a real fast burner. He tested and made staff the first shot and now he's looking at Uncle Larry's job.

TSgt Bob "Bus Stop" Duncan - Bob used to be in "Qs", got out, decided he didn't like being called "Mister" and came back in. Only problem--all his records were burnt to a crisp in a warehouse fire in St. Louis. Bob's duties include working in Scheduling, playing bingo, and driving buses on TDYs. Hang in there, Bob.

TSgt Jim "Chico" Kyne - Jim is at CFIC now and we have high expectations for him when he returns. He and Brenda just had another baby ~~girl~~, so he really has an armful.

Boy

Peace is our Profession

57

SrA Bob "Afterburner" Renn - Bob is still DNIF/DNIA - we hear Bob might be back on status this month.

TSgt Harold Hamilton - Still DNIF/DNIA. Looks like Harold will be coming back in the near future.

TSgt Mike Gregg - Mike is still DNIF/DNIA. Guess Mike doesn't care to fly anymore, wants to get into radio maintenance.

SSgt Dennis "Huh" West - Running Stan/Eval from the seat of S-101. Don't let Dennis come to any of your parties without his "rooms." (You'll have to ask him about that.)

SSgt Rich "Soap" Sopkowiak - Soap apparently didn't realize he couldn't go TDY anymore--as our S-102 boom we'll tell your family in Guam "Hi" for you Soap.

SSgt Garland "GW" Loftin - Our S-103 "Headless Horseman" boom. C'mon GW, you can have another one.

Line Booms:

R-110--SSgt Ted "Floyd the Barber" Johnson - You can't help but laugh when you're around Ted. This guy should have been on the original cast of Saturday Night Live.

E-111--SSgt Steve "The Braille Boom" Kleman - Steve always seems to be filling his face. Two weeks ago he was apprehended dipping into the food stashed away for the ORI party. Ask him what happened.

E-112--A1C Dan "Feelum" Elam - Guess Dan has settled down a bit, he and his wife got a joint spouse, so they are living in married bliss now in Emerado.

R-113--Sgt Carl "Oh, Young Man" Slusher--Can't tell you anything about that one except that Carl likes to have a good time. Got a line for SSgt this time, so pretty soon he'll be a rich, single SSgt on flight status.

E-114--SSgt Ron "Hey, What do you think...?" Combs - Remember the TV show "The 64,000 Dollar Question?" Well, Ron has all 64,000 questions. Ron had marching orders to CFIC corner at Castle but, he is going to stay here another year till he gets a few bugs worked out.

R-115--Sgt Steve "Metro" Metts - Steve was a real welcome addition to Grand Forks. He is over visiting Gary Adams right now and committing numerous sinning actions, no doubt. Steve has our next CFIC slot.

R-116--TSgt Mike "The Stealth Boom" Matlock - We haven't been able to come up with a good one for Mike yet, and he's been here about 2½ years. Mike has been doing a super fine job for us, if discovered.

E-120--TSgt Wayne "Gabby" Isaacson - Wayne just came in from Carswell. Quietest guy we've ever met. Must be shock with the change of weather.

E-121--SSgt Sherry "The Sloth" Bryan - Is most known for her boundless energy and fast moving pace (or lack thereof), especially on the day after. Oh - two exceptions, alert changeover or when someone else is buying. We thought we lost her to holy matrimony, but she seemed to prefer alert and TDY to wedded bliss. She's back with us on single status and due CFIC this year.

R-122--SSgt Lloyd "Baby Huey" Rand - By all conservative guesses, Lloyd runs about 6'4" and 240 lbs. We always call him when an engine needs to be loaded. Lloyd's visiting Moldy-hole right now.

E-123--TSgt Tom "Schoolboy" DeWitt - Tom finished up Bootstrap a little while ago and is trying to get into everything from OTS to the Army Warrant Officer Program. We're trying to figure out if we should call him "Sir." Tom left a couple of days ago for the farm and Riyadh.

E-124--SSgt Bill "Heater" Heatley - DNIF/DNIA right now. Went to chamber at Ellsworth and got the bends. Trying to light a fire under the Flight Surgeon to get a waiver. He actually "wants" to pull alert?

R-125--Sgt Jeff "One Hung Low" Harp - Jeff got back on status after his surgery and he is making all the preparations for a few years vacation to the 909th at Kadena. You guys should see him in April.

E-126--A1C Matt "Belker" Schaberg - Our resident rough and tumble character. Seems like Belker's idea of a good time is to go to the Club, order a pizza with nothing but extra onions and then go in and tear up four or five guys.

E-130--A1C Andy "The Iowa Kid" Chernock - Andy likes to take frequent trips home to Sioux City. His next favorite activity is dating tender young girls and breaking their hearts. Ask him about his "Ford."

E-131--A1C Al "Bonzo" Berg - Seems Al can't sit still either. He upgraded to IBO in minimum time and now he is headed to the Ohio Guard at Rickenbacker. You guys are getting a pretty good instructor.

E-132--A1C Terry "Blade" Wilkinson - Apartner in crime with "Belker" Schaberg. You never know what you're going to hear next about Terry. Hasn't touched a brew in ages, right Terry?

R-133--SrA Mike Machovec - Mike is currently DNIF/DNIA. The Flight Surgeon doesn't know what's wrong yet, the whole left side of his body went numb during a local sortie and he couldn't move it. Sure hope everything works out.

E-134--SSgt Bob "Snake Bite" Bergquist - Besides taking off C² to his cabin in Minnesota (with no phone?), Bob likes to take hunting trips to Arkansas and get bitten by venomous vipers. Pretty good reason for not pulling your alert, Bob.

E-135--SSgt Barry "Howdy Doody" Hayes - Yes, folks - he even has his own peanut gallery. Seems somebody needs to remind him what uniform combination you can wear white socks and low quarters with!

E-136--A1C Maynard "Fishman" Herting - Maynard went "Q3" on his alert fast ride no-notice. Seems he didn't use a spotter when he was backing up. Proud recipient of the "Golden Hook" award.

The Rest of the Guys

Rich Laurizen got out and is now living in Oregon.
Ross Kilbride is with the 10s at March.
Dick Spencer is now at Fairchild - Hi Dick!
Dave MacLaren got out, no one knows where he is.
Ron "Killer" Cain is now running the 93rd at Castle.
Chris Russ is retired--working as a Base Housing Inspector.

Just a few short ones and we'll let you go.

Gary - thanks for the good times - keep an eye on Mike.
Steve - the "Big Boo-Boo" says "Hi" to you too.
Frank - Guess dinner has to wait.
and a big special hello to Stan at Plattsburgh - "Wtwha?"

Until next time - keep the pole in the hole.

SSgt Bill "Heater" Heatley

P.S. Almost forgot - I'm supposed to say "Thanks a lot" to the guys at Kadena for the bootlaces.

P.S. Again: Fast footnote just to say "Hi" to all my past and present associates. Would write more but the blubber oil is spent and writing through a frozen face mask hurts. Up here a white-out really means the weather, and a husky doesn't necessarily mean what's draddin' your sleigh. Keep it warm. Cold feet, warm hearts bring early flibitius. Cheers mate!


Larry Bruno

PPSS: Boom jobs open for Dino and the Guts. Call soon for a good position!



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 305TH AIR REFUELING WING (H) (SAC)
GRISSEM AIR FORCE BASE, INDIANA 46971

REPLY TO
ATTN OF: 70th/305 AREFS (2198/2900)

SUBJECT: Boom Signal

TO: 8AF/DOTTR, CMSgt Richardson

Greetings from the Boom's of the 70th and the 305th AREFS, 305 AREFW, Grissom AFB, Indiana. The home of SAC's largest Air Refueling Wing, SAC's only triple threat wing (KC, EC, and RT-135), and the home of the KC-135"D" (all four of them).

We believe winter has finally departed the area , and good riddance. This has been a very eventful year for Grissom. We were involved in, and played a significant role in "Urgent Fury", a mission that was not only challenging, but demonstrated the unique capabilities of the Wing.

During the year Grissom was also tasked to assume the sole responsibility for manning, and operating the Howard Tanker Task Force. If you have never been to Panama, you should try to get there sometime. The mission is demanding, and the rewards are great. A great location that is both interesting and exciting.

We have just completed "Global Shield 84" and are anxiously awaiting the arrival of CEVG.

The following is a list of anticipated arrivals:

70th AREFS

TSgt John Mize	Coming in from Castle (another frustrated gunner).
Sgt Alfred Slusher	Coming from Castle (He was a supply troop at Grissom, now he is coming back).

305 AREFS

TSgt Robert Roye	PCS from Kadena
TSgt Clarence Lewis	PCS from Beale
SSgt Ricky Dayton	PCS from Kadena
SSgt Rodolfo Sampayan	Coming from Castle (Prior 702).

And now for a current list of the activities and accomplishments of the "Pacesetter's".

70th AREFS

MSgt Ken Piotrowski	Going PCS to Ellsworth (He will be missed)
MSgt "Doc" Hanes	Training Flight IBU (Soon to tie the knot)
MSgt Bob Hatchett	PACCS Flight IB0

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S/L

MSgt Jim Billings
MSgt Ken Ingram

TSgt Dick Brown
TSgt Nate Wilds
TSgt Steve Vaughn
TSgt Larry Derry
SSgt Jim Yarbrough
SSgt John Basso
SSgt Mike Diotte

SSgt Don Weller
SSgt Mike Murphy
SSgt Tim Bowser
SSgt Jeff Bixler
SSgt Tony Compton
SSgt Bubba Cox
SSgt Fig Newton

Sgt Doug Hershey

Sgt Ed Wolfkamp

Sgt Mike Paver
Sgt Bart Elliott
SRA Nick Price

SRA Dan South
A1C Scott Petersen

A1C Patricia Hopkins
A1C Jim Miles

PACCS Stan Eval Boom Operator
Soon to take over the Squadron when the
other Ken departs
"A" Flight IBO
New TSgt stripe on, heading to Stan Eval
"B" Flight IBO
Another new TSgt
Still doing a super job in Stan Eval
Newly arrived from Kadena, and doing great
Running the dorm superbly when not flying or
on alert
Going to CFIC in May
Super weekend party organizer
Proud father of a new baby girl
Turning into a computer "nut"
Tony who? (working hard for a degree)
Lean, mean machine going PCS to Robbins
Preparing for TDY to Panama, and Leadership
School

Honor and Distinguished Graduate for PME II and
line number for Staff (Not bad for an ex-gunner)
Another Staff selectee, and dreams of the KC-10
every night when on alert
TDY to Guam AGAIN!!!!!! Trying to PCS to Ellsworth
Upgrading soon and going PCS to Wurtsmith
Currently at CFIC, and the proud father of a
new baby girl
Happily married and hoping to be a father soon
Back from Panama and can't wipe the smile from
his face
Best female Boom Operator in the Wing
Newly arrived, glad to have him aboard

305 AREFS

CMSgt Stan Graves
MSgt Jim Lutterman

MSgt Greg Counts
TSgt Ken Schmelzle
TSgt Dan Gardner
TSgt Jack Studer
TSgt Bill King
TSgt Frank Forester
SSgt Tom Peck
SSgt Paul Steahl
SSgt Rob Morgan
SSgt Jim Hackworth
SSgt Larry Page
SSgt Paul Houser
SSgt Gene Hagge
SSgt Glen Barclay
SSgt Don Baughman

Counting down to thirty years
Training Flight IBU, just back from Panama
going to the Tri-motor in June
PCS'ing to Guam, Gary Adams needs help
Running the Squadron, everyone else is leaving
Soon to fill Jim Lutterman's big shoes
Call's em like he sees em in Stan Eval
Come hell or high water the CLT always comes first
Another gunner makes good, new TSgt
A welcome addition to the Unit from Blytheville
"C" Flight IBO
Hoping for TSgt this time
CFIC in the near future
Recent upgrade "Outstanding Performance"
College-bound kid in December
Another proud Pappa
"B" Flight IBO
A smiling newlywed

SSgt Greg Genenbacher	Returned from Guam without a tan. Hmmm?
SSgt Dave Osburn	Recent Upgrade and resident car mechanic
Sgt Don Anderson	"A" Flight IBO and recent newlywed
Sgt Larry Stockton	Recent CFIC graduate going TDY to Fairford
AlC Tom Hayes	Another one bites the dust, getting hitched
AlC Scott Konieczka	Just returned from Panama, and going again
AlC Devon Pace	Hoping for KC-10 job
AlC Steve Miller	Thirteen miles from home and loving it
MSgt Jerry McGee	Alert Force Manager of the "Best Alert Facility in 8th Air Force" and hoping for Senior Master Sergeant this time around
CMSgt Lars Beavers	Not intending to save the best for last, he is our illustrious Wing Boom Operator we almost forgot to add his name to the list. (Just kidding Chief!)

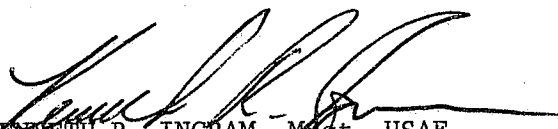
The following Booms have departed for the greener pastures of the civilian world.

Mark Holloway
Bruce Spellum
Tom Finnegan
Glenn Jones

The following Booms have PCS'ed from Grissom.

TSgt Alwin Moser	Sgt Terry Casey
SSgt Keith Bromley	Sgt Larry Greenfield
SSgt Tony Reyes	MSgt Vince Bobrowski
TSgt Will Crews	

We hope this brings you up to date on the booms here at Grissom, and if you are ever in the area you are more than welcome to stop in and have a brew. P.S. In case anybody is wondering, Harvey Keyes made CMSgt a while ago and is now our Senior Enlisted Advisor. Good luck to all.


KENNETH R. INGRAM, MSgt, USAF
305th Air Refueling, Grissom AFB, In.



DEFENSE LOGISTICS AGENCY
DEFENSE CONTRACT ADMINISTRATION SERVICES
PLANT REPRESENTATIVE OFFICE HAYES
P. O. BOX 2583
BIRMINGHAM, ALABAMA 35202

IN REPLY
REFER TO DCRA-RHBF (SMSgt Ingle/MSgt Lane)

1 March 1984

SUBJECT: Boom Signal Input

TO: 8AF/DOTTR (CMSgt Richardson)

Greetings from the "Magic City" Boom Operators. Being the new kid on the block, plus the fact that Ken is out somewhere "coordinating" something, Chief Elzey's request for Boom Signal inputs ended upon my desk. After much gnashing of teeth and tearing of hair, here it is.

Aircraft are arriving at Hayes with insufficient life support equipment to fly a functional check flight. We are having to approve over and above work for Hayes to borrow this equipment from another aircraft in order to have the minimum required to fly an FCF. Believe it or not, Uncle USAF has to pay Hayes for this little baggage drill. The amount of work involved is small but the price is approximately \$30.00 per aircraft. Multiply this times 130 to 140 aircraft per year and you come up with about \$3,900.00 to \$4,200.00 of unnecessary expenditures. You guys in the field can help us out a great deal by ensuring the following equipment is onboard the gray lady when you bring her to us at Hayes.

<u>Item</u>	<u>Quantity</u>
Crash Axe	2
First Aid Kit	1
Fire Fighters Masks	2
Oxygen Bottles (walk around)	<u>6</u>
Fire Extinguishers	2
Boom Cradle	1
Boom Mattress	2

Another area which causes us problems from time to time is having to refly aircraft due to a boom control problem. Some input aircraft have a write-up in the AFTO 781A stating the degrees to which the boom could be flown, not to exceed structural limitations, prior to the aircraft entering PDM. When we flew the planes that were written up prior to arrival, we have never had to refly any of them because of boom control problems. We have come up with a handy-dandy little boom control checklist for you PDM input boomers to complete on your long and boring flight to Birmingham. Ken and I would really appreciate you Chief Squadron Boomers snipping out this little jewel and xeroxing off a few copies to pass along to your PDM input crews. The results should be annotated in the AFTO 781A.



DCRA-RHBF

SUBJECT: Boom Signal Input

1 March 1984

Another bit of Gee Whiz info: A refly on a KC-135A/E/Q costs approximately \$2,500.00. During Fiscal Year 1983, 32 aircraft had to be reflown because of boom control problems. I'll leave the math to you good folks. We will track the ratio between aircraft with boom control checks prior to PDM input, those without boom control checks prior to PDM input, and the number of reflays because of boom problems and pass along the numbers in subsequent issues of the Boom Signal.

Along with the PDM input boom control checklist, we have included the FY-84 input/output dates in case some of you guys want to drop in and extinguish your "Grease Low Level Light" with a Camel Rider at Sammys. (Good stuff Maynard)

In the "How Quickly They Forget" department. I would like to pass this on to my ex-compadres over at ICEVG: When I call you guys again to say HI and inquire as to your collective well being, please don't say "Hank Who?" My best to one and all. Nuff said.

Since Ken and I are somewhat divorced from the Wide and Wonderful World of SAC, we depend on you guys out there to keep us informed of the happenings out there in the field. Our office is on the second floor of the Flight Operations Building. Drop in and grab a cup of coffee with us and let us know what is going on. Our address is:

DCRA-RHBF
DCASPRO Hayes
P. O. Box 2583
Birmingham, AL 35202

Autovon 340-1980
Ext 315 or 366

Hayes Operations EXT 250

KENNETH M. INGLE
SMSgt, USAF
Flight Test Boom Operator

HENRY D. LANE
MSgt, USAF
Flight Test Boom Operator

Pre-Programmed Depot Maintenance
Inflight Air Refueling Boom System Check

1. Perform the Preparation For Contact Checklist through item 17. (Boom Controls - CHECK)

NOTE

Prior to performing item 17 on the Preparation For Contact Checklist, ensure airspeed is 315 KIAS between 12,000 and 29,000 feet or 0.8 Mach above 29,000 feet. Set Ruddevator Trim Control to 0

2. Annotate the limits to which the boom could be flown, as well as any abnormal conditions, in the AFTO Form 781A in accordance with the attached format.
3. Stow the boom using the Post Air Refueling Checklist.

DATE FROM		TO		CREW CHIEF		ORGN		LOCATION		MDS		SERIAL NO.							
SYM	DATE DISCD	WDC	JCN	TAG NO.		CF TO 781A DATED		TRANSFERRED TO 781K DATE		DATE CORRECTED									
DOC. NO.		DISCREPANCY Boom trails at				P 1 / /		/ /		/ /									
azimuth and elevation. Boom can						TRANSFERRED BY				GRADE		EMPLOYEE NO.							
be flown to right, left						CORRECTIVE ACTION													
azimuth and down to elevation.																			
DISCOVERED BY				GRADE		EMPLOYEE NO.		CORRECTED BY				GRADE		EMPLOYEE NO.					
SYM				DATE DISCD		WDC		JCN		TAG NO.		INSPECTED BY				GRADE		EMPLOYEE NO.	
DOC. NO.		DISCREPANCY Boom (can)(cannot) be				P 1 / /		/ /		/ /									
raised into the stowed position using the						TRANSFERRED BY				GRADE		EMPLOYEE NO.							
boom hoist motor only.						CORRECTIVE ACTION													
DISCOVERED BY				GRADE		EMPLOYEE NO.		CORRECTED BY				GRADE		EMPLOYEE NO.					
SYM				DATE DISCD		WDC		JCN		TAG NO.		INSPECTED BY				GRADE		EMPLOYEE NO.	
DOC. NO.		DISCREPANCY Additional Comments:				P 1 / /		/ /		/ /									
						TRANSFERRED BY				GRADE		EMPLOYEE NO.							
						CORRECTIVE ACTION													
DISCOVERED BY				GRADE		EMPLOYEE NO.		CORRECTED BY				GRADE		EMPLOYEE NO.					
SYM				DATE DISCD		WDC		JCN		TAG NO.		INSPECTED BY				GRADE		EMPLOYEE NO.	
DOC. NO.		DISCREPANCY				P 1 / /		/ /		/ /									
						TRANSFERRED BY				GRADE		EMPLOYEE NO.							
						CORRECTIVE ACTION													
DISCOVERED BY				GRADE		EMPLOYEE NO.		CORRECTED BY				GRADE		EMPLOYEE NO.					
SYM				DATE DISCD		WDC		JCN		TAG NO.		INSPECTED BY				GRADE		EMPLOYEE NO.	
DOC. NO.		DISCREPANCY				P 1 / /		/ /		/ /									
						TRANSFERRED BY				GRADE		EMPLOYEE NO.							
						CORRECTIVE ACTION													
DISCOVERED BY				GRADE		EMPLOYEE NO.		CORRECTED BY				GRADE		EMPLOYEE NO.					
SYM				DATE DISCD		WDC		JCN		TAG NO.		INSPECTED BY				GRADE		EMPLOYEE NO.	

FY84 KC-135 PDM INPUT/OUTPUT SCHEDULE (128 ACFT)

NO.	MDS	SERIAL NUMBER	UNIT	CMD	BASE	DUE IN	AMREP DUE OUT	WORK FLOW DAYS
K-1		55-3130	7		Carswell	5 Oct 83	9 Dec 83	65
K-2		59-1453	911		Seymour J	7 Oct 83	13 Dec 83	67
K-3		58-035	920		Wurtsmith	11 Oct 83	15 Dec 83	65
K-4	KC-E	58-024	128	NGB	Milwaukee	13 Oct 83	19 Dec 83	67
K-5		56-3634	912		Robins	17 Oct 83	21 Dec 83	65
K-6		56-3594	906		Minot	19 Oct 83	27 Dec 83	69
K-7	KCQ	58-049	310		Plattsburgh	21 Oct 83	29 Dec 83	69
K-8		63-8885	904		Mather	25 Oct 83	4 Jan 84	71
K-9		57-1482	190	NGB	Forbes	27 Oct 83	6 Jan 84	71
K-10		63-8877	91		McConnell	31 Oct 83	10 Jan 84	71
K-11	KCQ	58-117	349		Beale	2 Nov 83	12 Jan 84	71
K-12		56-3649	71		Barksdale	4 Nov 83	16 Jan 84	73
K-13	KCE	56-3638	161	NGB	Sky Harbor	8 Nov 83	18 Jan 84	71
K-14		57-1447	43		Fairchild	10 Nov 83	20 Jan 84	71
K-15		56-3623	452	AFR	March	14 Nov 83	24 Jan 84	71
K-16		58-109	93		Castle	16 Nov 83	26 Jan 84	71
K-17	KCE	58-043	151	NGB	Salt Lake	18 Nov 83	30 Jan 84	73
K-18		56-3616	917		Dyess	22 Nov 83	1 Feb 84	71
K-19	KCE	57-1503	134	NGB	McGee Tyson	28 Nov 83	3 Feb 84	67
K-20		58-028	911		Seymour J	30 Nov 83	7 Feb 84	69
K-21		63-8876	909		Kadena	2 Dec 83	9 Feb 84	69
K-22	KCE	58-087	170	NGB	McGuire	6 Dec 83	13 Feb 84	69
K-23		57-1493	7		Carswell	8 Dec 83	15 Feb 84	69
K-24		64-14837	905		Grand Forks	12 Dec 83	17 Feb 84	67
K-25		58-021	911		Seymour J	14 Dec 83	21 Feb 84	69
K-26	KCE	58-057	126	NGB	Chicago	16 Dec 83	23 Feb 84	69
K-27		58-044	912		Robins	20 Dec 83	27 Feb 84	69
K-28		57-1443	101	NGB	Bangor	22 Dec 83	29 Feb 84	69
K-29	KCQ	58-042	310		Plattsburgh	28 Dec 83	2 Mar 84	65
K-30		58-010	906		Minot	3 Jan 84	6 Mar 84	63
K-31		57-1494	189	NGB	Little Rock	5 Jan 84	8 Mar 84	63
K-32		56-3619	71		Barksdale	9 Jan 84	12 Mar 84	62
K-33		64-14834	11		Altus	11 Jan 84	14 Mar 84	62
K-34	KCQ	59-1512	349		Beale	13 Jan 84	16 Mar 84	63
K-35		58-096	940	AFR	Mather	17 Jan 84	20 Mar 84	63
K-36	KCE	57-2595	171	NGB	Pittsburgh	19 Jan 84	22 Mar 84	63
K-37		58-016	43		Fairchild	23 Jan 84	26 Mar 84	62
K-38		56-3648	160	NGB	Rickenbacker	25 Jan 84	28 Mar 84	63
K-39		57-1473	924		Castle	27 Jan 84	30 Mar 84	62
K-40	KCE	57-1510	151	NGB	Salt Lake	31 Jan 84	3 Apr 84	63
K-41		58-102	912		Dyess	2 Feb 84	5 Apr 84	62
K-42	KCE	57-1425	134	NGB	McGee Tyson	6 Feb 84	9 Apr 84	63
K-43		57-1471	917		Robins	8 Feb 84	11 Apr 84	62
K-44	KCQ	58-065	310		Plattsburgh	10 Feb 84	13 Apr 84	62

NO.	MDS	SERIAL NUMBER	UNIT	CMD	BASE	DUE IN	AMREP DUE OUT	WORK FLOW DAYS
K-45	KCE	57-1496	161	NGB	Sky Harbor	14 Feb 84	17 Apr 84	63
K-46		57-1508	7		Carswell	15 Feb 84	19 Apr 84	62
K-47	KCQ	58-074	349		Beale	17 Feb 84	24 Apr 84	66
K-48		56-3610	92		Fairchild	22 Feb 84	26 Apr 84	63
K-49		57-1438	931	AFR	Grissom	24 Feb 84	30 Apr 84	66
K-50		57-2609	912		Robins	28 Feb 84	2 May 84	64
K-51	KCQ	58-047	310		Plattsburgh	1 Mar 84	4 May 84	64
K-52	KCE	59-1456	128	NGB	Milwaukee	5 Mar 84	8 May 84	64
K-53		64-14835	906		Minot	7 Mar 84	10 May 84	64
K-54		58-085	452	AFR	March	9 Mar 84	14 May 84	66
K-55		56-3627	71		Barksdale	13 Mar 84	16 May 84	64
K-56	KCQ	59-1513	349		Beale	15 Mar 84	18 May 84	64
K-57		58-079	7		Carswell	16 Mar 84	22 May 84	57
K-58	KCE	57-2594	126	NGB	Chicago	21 Mar 84	24 May 84	64
K-59	KCE	57-2607	171	NGB	Pittsburgh	23 Mar 84	29 May 84	67
K-60		57-1430	92		Fairchild	27 Mar 84	31 May 84	65
K-61		57-1491	101	NGB	Bangor	29 Mar 84	4 Jun 84	67
K-62		57-1440	93		Castle	2 Apr 84	6 Jun 84	65
K-63		60-318	41		Griffiss	4 Apr 84	8 Jun 84	65
K-64		56-3611	160	NGB	Rickenbacker	6 Apr 84	12 Jun 84	67
K-65		63-8879	904		Mather	10 Apr 84	14 Jun 84	65
K-66		57-2591	911		Seymour J	12 Apr 84	18 Jun 84	67
K-67	KCE	58-032	170	NGB	McGuire	16 Apr 84	20 Jun 84	65
K-68		57-1459	924		Castle	18 Apr 84	22 Jun 84	65
K-69		57-1483	11		Altus	23 Apr 84	26 Jun 84	64
K-70	KCE	57-1484	161	NGB	Sky Harbor	25 Apr 84	28 Jun 84	64
K-71		56-3632	92		Fairchild	27 Apr 84	2 Jul 84	66
K-72		58-013	931	AFR	Grissom	1 May 84	5 Jul 84	65
K-73		57-2605	912		Robins	3 May 84	9 Jul 84	67
K-74		58-073	917		Dyess	7 May 84	11 Jul 84	65
K-75		58-128	906		Minot	9 May 84	13 Jul 84	65
K-76	KCE	58-080	151	NGB	Salt Lake	11 May 84	17 Jul 84	67
K-77	KEQ	58-071	349		Beale	15 May 84	19 Jul 84	65
K-78		56-3600	71		Barksdale	17 May 84	23 Jul 84	67
K-79	KCQ	58-112	349		Beale	21 May 84	25 Jul 84	65
K-80	KCQ	57-1436	7		Carswell	23 May 84	27 Jul 84	65
K-81	KCE	58-003	126	NGB	Chicago	25 May 84	31 Jul 84	67
K-82		57-1441	92		Fairchild	30 May 84	2 Aug 84	64
K-83		56-3625	91		McConnell	1 Jun 84	6 Aug 84	66
K-84	KCE	57-1485	134	NGB	McGee Tyson	5 Jun 84	8 Aug 84	64
K-85		57-1432	924		Castle	7 Jun 84	10 Aug 84	64
K-86		58-081	407		Loring	11 Jun 84	14 Aug 84	64
K-87		58-091	906		Minot	13 Jun 84	16 Aug 84	64
K-88		58-083	904		Mather	15 Jun 84	20 Aug 84	64
K-89		58-025	911		Seymour J	19 Jun 84	22 Aug 84	64
K-90		58-106	93		Castle	21 Jun 84	24 Aug 84	64
K-91	KCE	57-2606	170	NGB	McGuire	25 Jun 84	28 Aug 84	64
K-92		59-1492	905		Grand Forks	27 Jun 84	30 Aug 84	64
K-93		58-014	920		Wurtsmith	29 Jun 84	4 Sep 84	67
K-94		58-122	43		Fairchild	3 Jul 84	6 Sep 84	65

NO.	MDS	SERIAL NUMBER	UNIT	CMD	BASE	DUE IN	AMREP DUE OUT	WORK FLOW DAYS
K-95	KCE	57-1431	128	NGB	Billy Mitchell	6 Jul 84	10 Sep 84	66
K-96		59-1459	912		Robins	10 Jul 84	12 Sep 84	64
K-97		58-113	917		Dyess	12 Jul 84	14 Sep 84	64
K-98		58-055	310		Plattsburgh	16 Jul 84	18 Sep 84	64
K-99		56-3642	92		Fairchild	18 Jul 84	20 Sep 84	64
K-100		58-053	940	AFR	Mather	20 Jul 84	24 Sep 84	66
K-101	KCQ	58-086	349		Beale	24 Jul 84	26 Sep 84	64
K-102		58-129	349		Beale	26 Jul 84	28 Sep 84	64
K-103		57-1419	92		Fairchild	30 Jul 84	2 Oct 84	64
K-104		57-1479	452	AFR	March	1 Aug 84	4 Oct 84	63
K-105		57-2600	141	NGB	Fairchild	3 Aug 84	8 Oct 84	66
K-106		58-027	912		Robins	7 Aug 84	10 Oct 84	64
K-107		60-316	93		Castle	9 Aug 84	12 Oct 84	64
K-108	KCE	59-1506	171	NGB	Pittsburgh	13 Aug 84	16 Oct 84	64
K-109		59-1511	407		Loring	15 Aug 84	18 Oct 84	64
K-110		58-120	906		Minot	17 Aug 84	22 Oct 84	66
K-111		58-121	911		Seymour J	21 Aug 84	24 Oct 84	64
K-112	KCE	58-012	151	NGB	Salt Lake	23 Aug 84	26 Oct 84	64
K-113		60-355	41		Griffiss	24 Aug 84	29 Oct 84	66
K-114	KCE	58-078	170	NGB	McGuire	28 Aug 84	31 Oct 84	64
K-115		58-100	7		Carswell	29 Aug 84	1 Nov 84	64
K-116		59-1475	905		Grand Forks	31 Aug 84	5 Nov 84	66
K-117		59-1477	931	AFR	Grisson	4 Sep 84	6 Nov 84	63
K-118		57-1418	407		Loring	6 Sep 84	8 Nov 84	63
K-119		57-1472	22		March	7 Sep 84	9 Nov 84	63
K-120	KCE	58-111	128	NGB	Billy Mitchell	11 Sep 84	13 Nov 84	63
K-121		59-1458	912		Robins	12 Sep 84	14 Nov 84	63
K-122		59-1469	310		Plattsburgh	14 Sep 84	16 Nov 84	63
K-123		58-052	452	AFR	March	17 Sep 84	19 Nov 84	63
K-124		58-092	28		Ellsworth	19 Sep 84	21 Nov 84	63
K-125		57-1437	92		Fairchild	20 Sep 84	26 Nov 84	67
K-126		58-064	940	AFR	Mather	24 Sep 84	28 Nov 84	65
K-127	KCQ	58-095	349		Beale	25 Sep 84	29 Nov 84	65
K-128	KCQ	59-1464	350		Beale	27 Sep 84	3 Dec 84	67



DEPARTMENT OF THE AIR FORCE
OPERATING LOCATION HI, 3 AIR DIVISION (SAC)
HICKAM AIR FORCE BASE, HAWAII 96853

REPLY TO
ATTN OF: DO-IS (SMSgt Buzz Willauer, 449-2052)

26 Feb 84

SUBJECT: Boom Signal Input

to: 8AF/Inflight Refueling Program Manager (CMSgt Richardson, 8AF/DOTTR)

1. Thanks Rich, for the pleasant reminder to get my Boom Signal input off to you. Things are really humming along here at Hickam. We have recently been able to make real concrete progress with MAC and our base support agencies for "10" and "135" crews transiting Hickam.
2. In a nutshell, Boom Operators have excellent support here. MAC handles the passengers, bags, jugs, crew and passenger meals, garbage, etc, etc, coming or going. Hickam supports you airline style! "10's" and "135's" move about 40% of MAC's passenger traffic in and out of Hickam. That's upwards of a thousand people a month. We see lots of "10" and "135" crews and they haul all kinds of receivers, people, and cargo. With all of the varied activity taxing one's imagination I'm continually amazed at how many different commands of people work together as well as they do here.
3. Attached is my letter of agreement with the NCOIC of the MAC Terminal, and another letter which is our inter-base memo of understanding of operation. In addition are pages hot off the press out of SAC Op's new crew folder. (NCOIC's: request you spread the word to your Boom Operators about the MAC support one can expect at Hickam).
4. A couple of more items of interest: Expect to do a lot of refueling with the Navy. I'd suggest before a Boom Operator comes out this way TDY he or she really review the drogue tape and drogue procedures. (Talk to the last Boom Operator that returned from the Pacific TTF, they will have the most current info and that will surely help some one about to embark on a PTF).
5. SACR 400-4: In a word make sure you have the required amount of equipment on the aircraft in servicable condition. Make sure you have five*(5) jugs, you'll need em'. (*KC-135 only)
6. I'd like to take this opportunity to thank all the Boom Operators that have come through Hickalulu since I arrived. Not once has any Boom Operator ever been in any kind of trouble. That's Super! Keep it up. I'm proud to be one of you! Yes, I do fly, just ask and I'll slip into my green bag in a heart beat! Good night Carl, Walt, Mike, Peter, Sleeve, Gary, and all the rest of you fine folks! Aloha, Bennie!

Buzz
Buzz Willauer, SMSgt, USAF
Hickalulu Staff Hey Boom!



DEPARTMENT OF THE AIR FORCE
SAC OPERATIONS SUPPORT OL-HI
HICKAM AIR FORCE BASE, HAWAII 96853

3 Oct 83

REPLY TO
ATTN OF: SMSgt WILLAUER, 449-2052

SUBJECT: Letter of Agreement for handling of Passengers on KC135/SAC
Aircraft.

TO: 619 MASS/TROP, SMSgt Ginnings

1. The purpose of this letter is to update and clarify all prior agreements concerning manifesting, briefing, and transportation of passengers aboard SAC KC135 aircraft.
2. In compliance with DOD, AF, and SAC regulations; the following procedures apply:
 - A. Seats excess to SAC duty passenger requirements will be offered to 619 MASS/TROP. You may utilize these seats for revenue or non revenue passengers. (seats blocked by us will be put on a AF96 and your pax dispatcher will be provided a copy).
 - B. Passengers must be advised of the limited accommodations on KC135 aircraft such as the latrine facilities (presently all commodes are being updated to a recirculating type). Due to the aircraft's limited environmental control capability, passengers must be prepared to experience hot temperatures on the ground due to no air conditioning prior to take off. (Inflight the air conditioning may produce cold temperatures). In addition, there are some restrictions for some passengers, see SACR 76-1 paragraph 2-3 which is attached to this letter.
 - C. In compliance with AFR 60-9 and T.O. 1C-135(A)-1, after the security check is completed, all passengers MUST receive and MUST read their own copy of the new "KC135 Pax Guide" prior to departing the terminal for the aircraft.
 - D. The Staff Inflight Refueling Supt., will insure that the terminal is supplied with the attached booklet.
 - E. Passengers should arrive at the aircraft no less than 15 to 20 minutes prior to engine start (block out time) to allow the crew Boom Operator to give the required safety brief at the aircraft. (during large scale multi-aircraft movements the Staff IFR Supt., will conduct a pax brief in the terminal to save time).
3. SACR 76-1 and the new KC135 pax guide are attached.

Buz Willauer
BUZZ WILLAUER, SMSgt, USAF
Stf IFR Supt.



DEPARTMENT OF THE AIR FORCE
OPERATING LOCATION HI, 3 AIR DIVISION (SAC)
HICKAM AIR FORCE BASE, HAWAII 96853

REPLY TO D0(449-2052)
ATTN OF

22 Feb 1984

SUBJECT: Support of SAC KC-135/KC-10 Aircraft at Hickam AFB

TO: Meeting Attendees (Memo of Understanding between base agencies)

1. A meeting was held at 1100 on 8 February 1984 to discuss topics of mutual interest affecting SAC, MAC, and Base Operations. Attendees were:

LtCol Moore	619 MASS
Maj Hall	SACLO PAC
Maj Blacketer	SACLO PAC
Capt Pickel	SACLO PAC
Capt Jensen	619 MASS
CMS Eldridge	619 MASS
SMS Ginnings	619 MASS
SMS Willauer	SACLO PAC
MSgt Moreno	15 SVS
TSgt Clark	619 MASS
Mr. Mabaso	619 MASS
Mr. Ching	15 D0

2. The following topics were discussed:

A. KC-10 Coordination: Due to the dual mission of the KC-10, increased coordination on the part of all concerned agencies is a continuing necessity. The KC-10 is subject to air refueling missions, cargo missions, or a combination of the two. All present agreed that most problems could be avoided through increased communication.

B. On time Take Offs: Space available seats are released whenever possible on all SAC aircraft. A problem arises during fighter drags when on time take offs are critical. With a current passenger show time of 2 ½ hours prior to departure, there is often not adequate time to process passengers, order meals, etc. and get the passengers to the aircraft in time to make the scheduled take off. The problem is complicated by the fact that fighter drags usually involve two or more tankers, each of which will have space available for passengers and each of which will place demands on the same support agencies, i.e., passenger service, fleet service and inflight kitchen. An increase in passenger show time to 3 or 3 ½ hours will be considered as a solution to this problem.

C. Crew Meals/Jugs: SAC active duty KC-135 flight crews coming through Hickam will begin using MAC procedures for filling jugs and ordering meals. Meal orders will be processed by passenger service and delivered to the aircraft along with passenger meals. All jugs will be picked up by Fleet Service upon aircraft arrival and delivered to the aircraft in time for departure.

Tentative set up for 7 crew meals will be made automatically on SAC active duty KC-135's. Final order will be confirmed and paid for 1 hour and 15 minutes before block time by the Boom Operator. SAC cannot assume responsibility for procedures followed by all ANG or Reserve crews at Hickam.

D. Aircraft in Cell: The passenger load for SAC aircraft departing in cell to the same location will be divided as equally as possible among the aircraft in order to increase passenger comfort and safety. SAC will make every effort to arrange for these aircraft to be parked together.

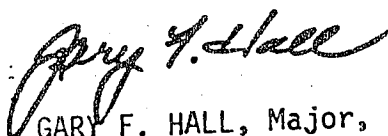
E. Terminology: Use of terms such as take off time, departure time and block time has generated problems in the past. Block time is defined as 30 minutes prior to take off for KC-135 aircraft and 20 minutes prior to take off for KC-10 aircraft. Passengers will be scheduled to arrive at the aircraft 20 minutes prior to block time.

F. ASIF: This service will be provided for passengers on KC-135 aircraft in the future.

G. Advance posting of SAC Specials: Posting in advance is possible up to a max of 2 days. SAC will inform ATOC of scheduled missions that appear to be firm whenever possible.

H. Hotline: Possibility of a hotline from SAC Ops to ATOC in conjunction with new ATOC facilities was discussed as a possibility for improving communication/coordination.

I. Communication on Aircraft Arrival/Departure: Situations that develop as a result of various agencies controlling aircraft on the ramp were discussed. Since all KC-135s are not controlled by SAC, confusion develops as to where to get information about departures, seats available and support required. Due to the nature of aircraft activity at Hickam, these situations will probably continue. Increased communication on the part of managers should facilitate operations for people at the working level.



GARY F. HALL, Major, USAF
Deputy Commander for Operations

KEY PERSONNEL - SAC LO PAC

IMPORTANT PHONE NUMBERS

REVISED: 23 FEB 84

ALOHA! Welcome to Hawaii. We hope you enjoy your stay. The following information is furnished to familiarize you with our procedures and to assist you during your processing through this station.

ARRIVAL PROCEDURES

1. Complete maintenance debriefing at the aircraft. Provide SAC Duty Officer with copies of flight orders and passenger manifests. Determine seats available for subsequent flight.

2. Aircraft Jugs: All jugs will be picked up by MAC Fleet Service upon your arrival and will be delivered to the aircraft in time for departure. A MAC Form 12 receipt will be given to your crew chief for the jugs.

3. Load crew baggage on the crew bus and proceed as follows:

- A. CUSTOMS (Eastbound only): Provide the SAC Duty Officer with 3 copies of the General Declaration. Everyone must have their individual customs declarations filled out completely, and clear customs ASAP. After clearing customs you may load items, as desired, back aboard the aircraft.
- B. BASE OPERATIONS: Turn in classified materials at base operations dispatcher's counter. Go downstairs to Hickam Consolidated Command Post to transmit any reports/messages, as necessary. If you lock your aircraft, you must leave a key or combination at the base ops dispatch counter or with our SAC maintenance expiditer.
- C. SAC OPS: If operations debrief is necessary, or if you would like to come in and chat over a cold one.
- D. BILLETING: Call SAC Ops with your room assignments or call the Hickam Consolidated Command Post during non-duty hours. The HCCP is your point of contact to a SAC Duty Officer after duty hours.

WARNING

SAC crews attempting to "beat the system" at U.S. Customs have recently paid fines up to \$200 to save maybe a \$10/\$15 customs bill. By spreading out items belonging to one person over several individual declarations, you run the risk of being fined and your belongings could be impounded. Play it straight with customs!!

DEPARTURE PROCEDURES

Fuel load for the outbound mission will be _____ M pounds wet/dry, not to exceed 287,000 lbs./KC-135A, and 299,500 lbs./KC-135E ramp weight. Fuel density at Hickam is 6.4 lbs./gallon.

1. Call your own bus the day prior (449-2739/2911). Published bus schedules do NOT allow for meals. Order bus early if needed to accomodate meals. (See page 10 & 11) Eat breakfast prior to your briefing, not after!

Note: suggest crew eats at the terminal

2. To avoid unnecessary delays ON MISSION DAY, CHECK OUT OF BILLETING THE EVENING PRIOR TO LAUNCH.

3. PROCEED TO THE MAC TERMINAL PASSENGER DISPATCHERS OFFICE. FINALIZE YOUR CREW AND CREW CHIEF FLIGHT LUNCH ORDER. PAY THE DISPATCHER FOR YOUR MEALS. COMPLETE THIS ACTIVITY PRIOR TO ARRIVING AT SAC OPS FOR YOUR MISSION BRIEFING. FLEET SERVICE WILL DELIVER YOUR MEALS TO THE AIRCRAFT.

4. Report to SAC OPS for pretakeoff briefing. DO NOT BE DELAYED AND MISS BRIEFING TIME. A mission package will be complete from Hickam to your first stop only. HELP US HELP YOU BY FILLING IN THE CRITIQUE ON PAGE 12.

5. Proceed to Base Operations. Weather briefing will be given upstairs. Go downstairs to check the NOTAMS. File one copy of your ICAO flight plan with the dispatcher. Don't forget to pick up your classified.

6. You MUST arrive at aircraft at least 1+20 prior to T.O. This schedule will give your boomer time to get ready to accept passengers, baggage, and lunches.

7. (Eastbound only). Upon arrival at your aircraft, place all bags on the ramp for U.S. Dept of Agriculture inspection. The "AG" man should be at your aircraft one hour prior to takeoff. Go ahead with your pre-flight. Your bags may be loaded after the agriculture inspection.

8. Just prior to engine start, pass down the DD Form 365F and the Form 14.

9. Call SAC Ops after airborne with an "in the green" call.

10. HAVE A GOOD FLIGHT AND ALOHA!

WARNING

PACIFIC TANKER TASK FORCE DEPLOYERS - We have no way to predict tasking for your redeployment. If you are tied to a fighter movement, you may have to take a 173M fuel load for your launch from Hickam. Your mission will not be jeopardized due to excessive personal belongings on board. Therefore, use discretion on your shopping trips and remember - You may have to download the aircraft for customs at Hickam.

1. DRIVING: Your mainland driving habits may conflict with local customs. Use caution at all times. Traffic can be extremely congested. GO SLOW!! Use of alcohol in a vehicle by any occupant is illegal.

2. SWIMMING/SURFING:

a. Swim at approved military/civilian beaches only. For your own safety, make sure a lifeguard is on duty. (The currents and tides are very tricky and dangerous at times.)

b. Do not swim/surf alone, USE THE BUDDY SYSTEM. Body surfing on the big waves can be hazardous for the beginner.

c. Do not touch unknown objects in the water. PORTUGUESE MEN-O-WAR ARE DANGEROUS and their sting is painful.

d. Watch out for surfboards. THEY CAN BE DEADLY!!!

e. Alcoholic beverages on public beaches are prohibited!!

3. OTHER

a. Local Customs and culture are much more demanding of politeness and cordiality on your part. It is in your best interest to do your utmost to avoid trouble situations.

b. The local scenery is superb. Wear sunglasses and enjoy the view. Don't stay out too long - painful sunburn can occur very quickly.

ASK US ABOUT OUR "ISLAND ACTIVITIES" BOOK WHICH IS CRAMMED FULL OF PLACES TO GO, THINGS TO DO, ETC. AUTO RENTALS. TOURS, SHOWS, ATTRACTIONS, DIVING, AND CRUISES ARE INCLUDED IN THE BOOK. YOU'LL FIND IT IN THE SAC OPS CREW LOUNGE.

BOOM OPERATORS

1. DURING YOUR PREFLIGHT:

A. MAC Baggage Service will load pax bags (if applicable) by conveyor belt. Bags will be placed in bins, on pallets, or as you desire.

B. MAC Fleet Service will load your crew meals (boxes marked with a "C" on the box sides), pax meals, ASIF snacks, jugs, and an extensive accessories kit containing many things such as cups, ear plugs, etc.

2. FORM F: Due to last minute mission changes and to give you max time to compute your Form F, complete your weight and balance computations shortly prior to engine start. After your Form F is finished pass it and the fuel form to our SAC maintenance expiditer a few minutes before you start engines.

3. PAX MEALS: Your pax meals were paid for by each passenger when they checked through the terminal. Issue their meals after level-off at altitude by checking each person's boarding pass. (The top line of the pass shows that a meal has been paid for). Suggest you designate this task to the troop commander or select a responsible individual.

4. ASIF SNACKS: Request you turn in unused ASIF Snacks to Fleet Service at your arrival base if it is operated by MAC.



DEPARTMENT OF THE AIR FORCE
9TH AIRBORNE COMMAND & CONTROL SQUADRON (PACAF)
HICKAM AFB, HAWAII 96853

REPLY TO
ATTN OF: 9 ACCS/DO (MSgt Upham, 449-6477)

21 Feb 1984

SUBJECT: Boom Signal Input

TO: Chief Richardson
All Boom Operators

1. Aloha to everyone from beautiful Hawaii. It sure looks strange to have someone other than Jim Loftis signing the Boom Signal letter. Good luck to Chief Richardson. He'll probably need it.
2. Now to the important matters. Namely what is happening here in our sunny 50th State. Our Boom force has finally stabilized at full strength. The "old heads" were a little busy for a while, but things are back to normal now.
3. We would like to congratulate our recent promotees: Gary Ranney has joined the Sr. NCO Corps, as of 1 Feb he is a MSgt. Ken Nichols and Rick Raprager have both put on TSgt since the last Signal. Good show guys.
4. As far as anything really new is concerned there isn't much to report. We are still flying alot of Transition and Battle Staff sorties and not near enough A/R's. So, if you are here at Hickam, don't be surprised if if one or more guys wearing PACAF patches show up claiming to be Boomers and needing contacts. Of course, it also gives us a good chance to meet (and re-meet) all you SAC Boomers. Gets us out of the office, too.
5. When you come through here please don't hesitate to give us a call here at the 9 ACCS if you need anything or if you just want to shoot the breeze. The phone number at the Boom Section is 449-6477. There is usually someone here during the day.
6. I mentioned a few of the people earlier, so now I'll give you a complete rundown.

SMSgt Jim Pickel:

Our Superintendent, 1st Sgt, Supply Rep, and all around busy guy. His nickname is "Real Gone" 'cause he's gone TDY every chance he gets

MSgt Steve Upham:

NCOIC Boom Section, jack of all trades, master of very few. He has just about thawed out from his time at Minot.

MSgt Gary Ranney:

Star marathoner? Soon to be Chief of Training, (as soon as he learns something). He is very popular around here, seems he doesn't like to go TDY. He has NO problems finding replacements. Came to us in Aug '83.

TSgt Ken Nichols:

Our Chief Standboard Weenie. He gives check-rides only when the SCUBA diving is bad. Otherwise he's usually underwater. So when we say Standboard is all wet. We're absolutely right!

TSgt Rick Raprager:

Another Minot refugee. He's still cool around the edges, but stays hot under the collar. Rick is trying to get into the KC-10 program, says "you gotta think big". Has been sighted more than once at "Dirty Dans" a local dive that has more than earned it's name.

SSgt Frank Perry:

Our resident "local". He recently bought a boat now he's broke all the time. He spends 4 hours fixing it for every hour in the water. Sounds like a 135. He is also our resident octopus cook.

SSgt Brian Barker:

Quiet is his middle name. We are not sure, but we think he said something last November. His AC claims he does nothing but Comm out A/R. He has also joined the wetsuit crowd.

Sgt Van Gibbs:

Last but not least. His big problem is finding an apartment he can stay in. Seems as though the one he's in now has been sold. When he's not apartment hunting he is terrorizing the highways in his new Trans Am.

7. We have had a lot of schooling here too. Ken Nichols is at the MAC NCO Academy now. Rick Raprager is going to the PACAF NCO Academy in April, and Van Gibbs is going to NCO Leadership School in March. Frank Perry graduated CFIC at Castle in January.

8. That's about it from the islands. Drop in and see us when ever you're in town.

Stephen F. Upham
STEPHEN F. UPHAM, 1st Sgt, USAF
NCOIC Boom Section, 9 ACCS



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 410TH BOMBARDMENT WING (SAC)
K.I. SAWYER AIR FORCE BASE, MICHIGAN 49843

22 February 1984

REPLY TO: 46 AREFS (TSgt Lonergan)
ATTN OF:

SUBJECT: Boom Signal

TO: 8AF/DOTTR (Chief Richardson)

Greetings from the snow country+++ Our winter started out to be a real bear with over 100 inches of snowfall so far. The last couple of weeks old man winter has loosened his grip on us and we have had some spring like weather with temperatures in the low 40's. We know from experience though that winter isn't over yet.

Since the last printing of the Boom Signal some of our faces and jobs have changed. We lost MSgt Chet Westman, PCS, to Ellsworth and SRA Robert (Red) Skelton, PCS, to Beale. We gained SSgt Martin Kovar from Beale and Sgt Steve Myrick from Fairchild.

We have to say good-bye to SSgt (Boomer) Bob Anderson who has been medically grounded because of an eye problem. Good luck Bob in whatever you do. We are going to miss your smiling face around here.

This is our lineup of Booms:

TSgt Stepehn Lonergan	Program Manager/1st Sgt
SMSgt David McNeill	Alert Facility Manager
TSgt Mike Takash	Training Flight/Cargo Loading Manager
SMSgt Robert Labo	S-101
TSgt David Ballard	S-102
TSgt Charles Thomason	S-103 Applied for KC-10
SSgt Martin Kovar	S-104
Sgt Ryan Cernak	R-105
A1C Terry Monges	R-106
SSgt Don Casne	R-107 TSgt Selectee
SSgt Curt Unstead	R-108
SSgt Steve Langer	E-109
Sgt Steve Myrick	R-110 New Kid on the block
A1C Gary Czenkus	S-111
SSgt Jeff Stewart	E-112 New instructor
SSgt George Collins	R-113
A1C Tim Churchill	R-114
Sgt Judy Burr	E-115 Applied for KC-10
SSgt Bryan Griffin	R-116
Sgt Clinton Reed	E-117
SSgt Don Frol	S-118
SSgt Ray Willis	E-119 TSgt selectee
SRA Mike Sage	R-120
SSgt Craig Bolling	R-121
SSgt Terry Prausa	E-122
SRA Jim Protzmann	R-123
SSgt Mike Hawkins	R-124

Peace...is our Profession

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We will let you all know when spring finally arrives in this part of the country just in case any of you would like to come up for a visit. If any of you are looking for a northern tier assignment this is the place to be. There are many summer and winter outdoor activities - fishing, hunting, skiing, snowmobiling. You name it, we have it. Well, about all the news from this part of the country so take care and fly safe.

STEPHEN LONERGAN, Program Manager/1st Sgt
46 AREFS



DEPARTMENT OF THE AIR FORCE

6TH AIRBORNE COMMAND AND CONTROL SQUADRON (TAC)
LANGLEY AIR FORCE BASE, VA 23665

REPLY TO
ATTN OF: 6ACCS Boomers

12 Mar 84

SUBJECT: Boom Signal

TO: 8AF/DOTTR (CMS Richardson)

Greetings from Langley AFB, VA home of the 6ACCS (TAC). Below is a list of the Boom Operators assigned here.

CREW 1 TSgt Tom Willis: (Boom Operator SEFE) (In TAC that means Standboard) Tom was the first person in the squadron to buy an 84 car.

CREW 2 MSgt John Rytkenen: (Squadron Scheduling NCO) John is the new guy on the block. His wife is expecting their first child in May.

CREW 3 SSgt Larry Joines: (Vehicle Control NCO) Off-duty, Larry keeps himself very busy with a Pizza business.

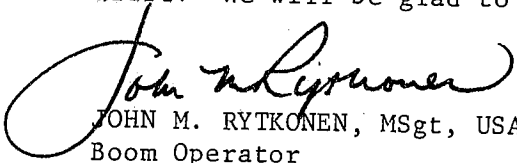
CREW 4 SSgt Mike Davis: (Weight and Balance NCO) The Langley area is hometown for this native Virginian. Mike keeps a low profile and enjoys cruising in his brand new Maxima.

CREW 5 MSgt Clyde Stine: (Vehicle Control Officer) Clyde is busy planning for his retirement in July and is building a new home in Florida. The squadron will miss this fine Boom Operator when he retires. Clyde was one of the original boomers when the 6ACCS began.

CREW 6 TSgt Steve "Corky" Cordell: (Squadron Training NCO and Alternate SEFE) Things have been going just fine for Corky as he just sewed on his TSgt stripes and bought a new home in the country.

After spending 8 years as a SAC Crew Dog, I found a unique situation when I was checked out at the 6ACCS. The squadron operates EC-135C, H & P Models under TAC regulations in support of the Navy Commander of the Atlantic. In addition to the normal crew of four, there are eight communicators and a joint-service battle-staff team. It was very challenging to learn new aircraft systems, TAC regulations and customs and courtesies for the other branches of the service. Since most of our training missions are designed to keep the pilots current in receiver air refueling, we boomers don't get a lot of contacts. Just like most boom operators in an ACCS outfit, I really miss all those hookups.

If you want to learn more about the 6ACCS, just stop by the squadron when you visit Langley or call us at Autovon 432-2111 and ask for the boom operator on alert. We will be glad to answer any of your questions.


JOHN M. RYTKONEN, MSgt, USAF
Boom Operator

Readiness is our Profession

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U.S.A.F. BOOM OPERATORS ASSOCIATION



Loring Boom Signal Input 42/407 AREFS

Editors - SSgt Keith Bromley
SSgt Lawrence Santine

Once again it's time to say hello from Loring. We would like to extend our appreciation to Chief Richardson for keeping the boom signal alive and well.

Despite a few frostbite cases, we are all healthy and happy in the North Country. As usual, the ORI team came at what seemed to be the peak of winter. It was announced at the outbrief that there was a 100 degree temperature change during the first three days of the generation. Needless to say, it was tough on everyone. Making the best of a bad situation. Everyone pulled together and managed to come through ALIVE!!

For all of you that might be considering a northern tier assignment, we think that Loring is the place to come. There's a lot of money being pumped into the base and it's showing. New barracks, remodeled housing, shopping mall, additions to the commissary and base exchange, new DCM complex, etc. We have all kinds of winter sports available during the winter (and some of the summer). Hunting and fishing is fantastic. The people here are the friendliest in the USAF and the people downtown are just great. They fought to keep Loring open and support us 100 percent.

From SSgt to MSGT in less than 14 months??? It's definitely possible, Danny Jones proved it. Danny was notified in mid January of his promotion to MSGT under the Stripes For Exceptional Performers Program. We are proud of Danny and happy to see that boom operators can be promoted through STEPS. All it takes is an exceptional performer and an NCOIC and commander to put forth the effort in the nomination.

We are going to have our semi-annual animal outing on the weekend of the 18th of May this year. If you can attend, call us at 920-6282/2323 and give us a heads up.

Speaking of exceptional performers, the 42nd and 407th hold the MacKay and Spatz Trophy respectively.

42/407th AREFS Boom Operators

MSGT Tom Cole -- (E-8 selectee) Tom arrived at Loring in

October and is our new "42 ARS Mayor". He's doing a great job! Tom does a good job of preventing the Winston-Salem tobacco company from folding.

MSgt Henry Harris -- (Gene, Gene the dancing machine) Thinks ice fishing for smelt is the greatest thing since hemorrhoid ointment. "wedding bells in the future?"

MSgt Sleeve Brown -- "Hey Bubba", otherwise known as "MSgt Brown - six years time in grade". Just returned from the PTF. Gary Adams will never be the same - especially after the kiss. Sleeve is considering retirement in the Loring area (or is it the Washington State area).

MSgt Dayne Brazzell -- Dayne is our local cargo loading expert and resides in DONO. I don't know

MSgt Paul Hamilton -- Is known as our "Pad Dad" and threatens crew dogs with flogging and branding for putting feet on the furniture and kicking holes in the walls. Doing a super job in DO-26. Must like Loring, he bought a home about 2 miles from the base.

MSgt Danny Jones -- Jeep STEPS MSgt. Recently went to standboard. Danny "Skoal Brother - Make My Day" Jones just got an assignment to Robbins and is happier than a pig in

TSgt Glenn Faught -- Glenn breezed through his initial instructor check. Just asked one question - "Doesn't Ruck ever smile"

TSgt Phil Rogers -- Training flight "upstairs", Heading to Mather in May. How can a crusty old F___ get such a good looking wife?.

TSgt Tim Waldron -- Offloading fuel will have to wait, I have to go to tanker scheduling.

TSgt Don Hale -- Drinking beer, chewing Red Man and eating Oreo cookies and then puking is his idea of a promotion party.

TSgt Vince Ruck -- In a moments notice, went to Japan for two weeks - really hard to take.

TSgt Rick Newman -- "Boob" spends most of his time in DONO. When not in DONO, is looking for MSgt Brazzell.

TSgt Hiram Bonner -- When Hiram gets enough instructor hours he'd like to go to CCTS (3000+ isn't enough?)

SSgt Don Cash -- Don is one of our latest additions to the stand eval team. Won the "Hammer" award his first checkride.

Cigars are on the top of his shopping list - he doesn't smoke them but is expecting a baby boom any day.

SSgt Sharon Moody -- TDY to ETTF, she's having a good time just passing gas.

SSgt Bob Cludinski -- Ski will be leaving us soon. He's going to Pease, Langley, Robbins, Hickam... That's right after he leaves stand eval for the 42nd or is it the 407th. Let us know Sandy for our sake! We love you Ski.

SSgt Lawrence P. Santine -- "Salt" is heading to CFIC in March. Recently put on SSgt. "Come August, me and the scooter are taking a vacation to South Dakota" To Bobby Powers - I'm still waiting...

SSgt Dave Vickers -- Wolf just recently returned from ATTF. His wife just punched out of the USAF to spend more time with him and the models. Won two first prizes at the local model show. Sold his snowmobile and bought a three wheeler.

SSgt Ken Acosta -- Doing a good job and building up hours for CFIC.

SSgt Dale Mitchell -- Just got back from ETTF. For all you people going to Iceland - don't bother with looking for wool - Dale bought it all.

SSgt Earnest Albritton Jr. -- Earnie is going for his degree and having a fantastic time at Loring.

SSgt Fred Thomas -- (TSgt selectee). Has had enough of Loring and will be soon leaving for sunny California. You're getting a good one if you can get him to talk. Original Mr. Low Profile.

SSgt David E. Young -- Psycho I, II, or III. Just back from CFIC - doing a great job. For all you squids and rust pickers, eat me. Who else would moon the boom wives club?

SSgt Doug Simmons -- "Dough" the MacKay trophy winner, an F-4 save. The Distinguished Flying Cross... not bad for a years work.

SSgt Allaway Huckabee -- "Frank" came to the great northern tier from Altus. Loves it. TDY to ETTF. Said "I know nothing about the CLT"

SSgt Jeff LaPoint -- It's a girl, Jeff thinks it was something in the water.

SSgt John Bodenhamer -- back from CFIC and heading south to Robbins in June. Anyone want to come here for his last alert tour? If so call the 407th - we're taking reservations.

SSgt Keith Bromley -- "Mr. Velvet Touch". Is expecting a baby boom the 1st of March. Must have been the wine that Harv Keyes gave him -- thanks Harv.

SSgt Roger Thomas -- Cargo loading instructor. "I've seen enough cargo loading for awhile"

SSgt Bruce McNutt -- "Bruce with two t's". Lucky Bruce is also going to sunny California - hope they have computers there.

SSgt Dave Williams -- Dave loves alert.

SSgt Dan Mongeon -- "Mongeonson", "The Prince of Puke". Going to CCTS in April. Will return the 18th of May for the animal outing. "Blue Puke"

SSgt Steve Baudanza -- "E.T." is hanging in there - flight commander crew or TDY?

SSgt Gary Hunt -- Murdered the biggest doe in the world this year. Has his Moose permit in the mail.

SSgt Bud Naylor -- "Spud" is currently at CFIC, made SSgt in February, received the first O.P. of the wing for this year.

Sgt Jeff Keeton -- "Snoopy" runs a thousand miles a day.

Sgt Larry Robbins -- Larry graduated from NCOLS in February and will be an instructor soon.

Sgt Roy Pitts -- just back from CFIC and ETTF. "Having some fun now". Just made SSgt.

Sgt Cody Crowder -- For some unknown reason wants to go to Hickam.

Sgt Terry Casey -- "Slim". We tried to fix Terry up his first night here - he wanted to know when hunting season started instead.

Sgt Bill Brown -- "Billy Bob, Lungs" is another one being rescued from the northern tier. You're getting a good one Mather.

Sgt Stephen Cooper -- "Coop" is TDY to Guam and still trying to recover from an affair with Ms. Moose.

SrA Scaccia -- Decided that below-the-zone does work. SSgt under 3?

A1C Russell Carlson -- "Russ" is one of the best young

boomers we've seen. Challenges all booms for contacts for beers. (sometimes looses). Throws pies at boom parties.

A1C Eric Hudnall -- "Hud" is our resident soldier of fortune. Has a girl friend in Canada. Has no complaints - receivers do just what he asks them to...(bomber 2 - brute force disconnect NOW).

A1C Charles Roskam -- Codename "wafflehead" during a generation forgot about a CAUTION concerning floor grills.

A1C Nancy Williams -- Arrived in Feb. Doing a super job.

A1C Darin Welsh -- "Thumper". Likes the suds and air traffic controller's wives. "I'm a boom operator".

A1C Matt Karnauskas -- Made a big impression on the squadron commander. "Get a haircut and by the way welcome to Loring"

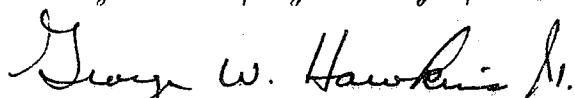
FROM : SMSgt George Wm. Hawkins, Jr.

SUBJ : Boom Signal

TO : CMSgt Richardson, 8AF Inflight Refueling Program Manager

Greetings from sunny, smoggy Southern Calif. - site of the 84 Summer Olympics and constant freeway closures and repairs. We've had great weather and good flying this winter, but one-third of our crews are always battling the snow and ice on interior alert at Grand Forks -- makes you GLAD to come home.

As you will see in our "staff summary" we're having a big change-over year, and things aren't finished yet... good luck to all the outgoing booms - make them feel welcome please. Glad to see all the new talent coming in - hope you all jump right in and make yourselves at home!


GEORGE W. HAWKINS JR., SMSgt, USAF

(Big Hawk), Inflight Refueling Superintendent

22 AREFS March AFB, CA

- SMsGt George Hawkins - finally on board as NCOIC - many of you may have met me at Fairford, U.K. as the Staff Boom there.
- MSgt (Ret) Money Adreon - Retired to Camarillo, CA, now recruiting personnel for a govt. contracting firm.
- TSgt Lee Evans - (S101) - on his way to the KC-10 Squadron in June -- some transfer - right across the hall!
- TSgt Erskin Glast (S102) - Trying to snag an assignment at Castle AFB for instructor duty - some guys 'll do anything to stay in CA.
- SSgt James Langford - (E110) - Almost finished with his weekend studies at SIUC here, still hopes to join the Os.
- TSgt Les McPeak - (E111) - His noisy HarleyDavidson doesn't quite fit his image as a quiet family man, but Les has settled into becoming one of our promising IBOs.
- SSgt Mike Aldapa - (R112) - Recently home from Guam and thinks he'd like to pass up a trip to Panama in May - just to get married - some guys never learn.
- Sgt. Lauria Kent - (R113) - Back on status as Primary "Bionic" Boom - sporting a pin in one knee and one in her arm - who said women aren't tuff! - Welcome back!
- TSgt Lee Meriweather - (R120) - Vacationing in England at the moment (Mildenhall) - with side trips available to Spain and other "fun" places.
- AIC Mike Kibler - (E121) - will be separating in May to go back east and jobhunt - you'll notice he waited until the spring thaw! - Good luck to you!
- SSgt Frank DeJauregui - (R122) - Our new "Commuter boom" is settled in now, living in and traveling daily from San Diego, his last base was Travis. Don't you know he puts some miles on his machine...

March AFB Staff cont.

-2

SSgt Carl Seaberry - (R123) - Booms for us in his "spare time" - when we drag him away from the ivories, playing with a local band.

SRA Marc Hoff - (R130) - Had a strange roommate for a while there - BIG, friendly old snake - gonna have to introduce this guy around.

SSgt Bob Morales (E131) - Freshly out of Leadership School and doing a great job.

Sgt Eddie (Moon) Sudec - (R132) - Up to his old tricks - the Squadron photo has his unmistakable 'signature'.

SSgt Derek Suficiencia - (R133) - Crosstraining to Flight Engineers - Good luck at school - we'll miss ya "Sister Suf".

SRA John Mesquita - (R140) - leaving to join Joe Hayes' guys up at Fairchild. Hope you packed your raincoat!

SSgt William E. Wright - (R141) - New IBO in from Travis - already gone to England and back, welcome to the So. Calif Boomer's Assn. (he's Ed, not Bill)

SSgt Robert Durbin - (R142) - New proud papa - still OJT in the diaper section - back from CIC - we're expecting to see great things....

Sgt Larry Scotto - (Spare) - At Leadership School and doing us proud. He'll be on Suf's old crew (133) and heading up the Cargo loading Trainer team when he's done.

SSgt Jim Skipper - (Training Flt) - Doing a great job of training the troops, Had the last boom party - it was great!

TSgt Mark Crinklaw - (Grounded) - Soon to be a Command Post Troop - his wife is a recruiter in the local area.

SSgt Phil Rakestraw - (Grounded) - Also going to Command Post - his new wife will soon be in Calif. - on Reserve duty now in Ga.

New IBO to be in soon from Wurtsmith - SSgt Eric Merriweather

Another IBO due in from Loring AFB in Apr - SSgt Bruce McNutt

March AFB Staff cont.

Newly trained Boom from Castle due in sometime in Mar/Apr - AIC Sila

And last, but not least, MSgt Stan Nosik took over the Alert Facility in

Jan. - used to fly for the 93rd at Castle - a new PAD Dad is always
a welcome addition to the team.

Bye for now.

George
BIG HAWK



DEPARTMENT OF THE AIR FORCE
9TH AIR REFUELING SQUADRON (SAC)
MARCH AIR FORCE BASE, CA 92518

REPLY TO
ATTN OF: 9th AREFS/DOB
SUBJECT: Boom Signal

Greetings from the land of hot tubs, Mercedes' and three engine tankers. It's hard to believe its been a year already. Time sure flies when you're TDY to all those lousy locations. (Hickam, Clark, Kadena, Osan, N.Z., etc.) It's a dirty job, but once again, as always, the "Gucci Boys" are willing to sacrifice for Country, Mom and the girl back home. Why do I feel like we won't get a lot of sympathy out there?

Not too much happening here at the 9th. We're still trying to find jobs for all the techs and masters we have. Seems like everybody has a title of some kind. But we're all doing basically the same thing----Passin' Gas.

We're still getting a lot of new people in. As you may have heard, Seymour Johnson has been named as the third base for the KC-10. So far there has been no mad rush for the door as far as volunteers are concerned. I guess southern California kind of grows on ya. So any of you guys out there lookin' to get in the program AND go to Seymour, come on in, the waters fine.

Good news for you female boom operators, the 10 is now open to women. So now there's no excuse. We need some good lookin' booms in the program. We're kind of tired of Mark Fleege being the "cutest" boom in the 10. Seriously, if any of you have any questions about the 10, please feel free to give us a call at any time. Even if you don't have any questions, give us a ring. We're always ready to B.S. about anything. We're at autovon 947, Ext. 3659. (No that's not the golf course or the NCO Club)

Here's a list of the current players here at the 9th:



DEPARTMENT OF THE AIR FORCE
9TH AIR REFUELING SQUADRON (SAC)
MARCH AIR FORCE BASE, CA 92518

1. THE CHIEF-CMSgt. John Akers-(Ditch) small word
Was supposed to have checked in a while back. Last anyone has seen of him he was scheduling surgery to have the phone removed from his ear. Probably won't have it done this year, they told him he couldn't get it done while he was TDY.
2. Mark Fleege-(Fleegal)
Only took him about 22 cargo runs to get qualified. I wonder if the TDY's had anything to do with it? Soon to be a Training Flight wizard. "Honest Terri, I was the only one available."
3. Dave Telles-(Paco)
One of our new Flight chiefs. Keeps the real chief busy running back and forth to Tijuana to get him when they deport him by mistake once a week.
4. Bob Moquin-(Marathon Man)
One of our new TSgts. On his way to the NCO Charm School. Says he's going to miss the hot link sandwiches at Travis. (Sure it's the sandwiches Bob???)
5. Jerry Broussard-(Squadron couch NCO)
He was the OPS coordinator for the first annual boom operators religious retreat to Anaheim Stadium. Rams vs. Patriots. (If anybody out there knows who won, drop us a line and let us know. We were NOTAM'd out after the second quarter) Jerry's another new TSgt.
6. Brad Arnsparger-(7 Mary 4)
Keeps trying to go flying in a CHP uniform. We'll keep him around for a while. Spring loaded to the "Drogue Jettison" position. Part time Riverside cop.
7. Rick Marshall-(Squadron mystery man)
Rick just finished NCO Leadership school. Now it's back to learning what it's like to fly for SMAC.
8. Paul Rogers-(Uncle Bucky)
Probably don't have to tell you guys at Kadena anything, huh? Going to scheduling. (Stop that cheering guys, I can't type!) On 30 days leave for some reason.
9. Bill Mitchell-(Mitch)
Our liaison to the VFW. Ole Mitch isn't too slow, but he has to fly in three days and he just left his house. Does keep our beer box well supplied.
10. Chris Burkhardt-(Mario Andretti of the 9th)
Gave blood for a physical, stitches should be out in a week or so. Into jogging (from the main gate to work) after giving blood----- to the Security Police.
11. Tom Degen-(Tazmanian Devil)
Grateful Hawaii doesn't have extradition powers. I think the rug looks great right where it's at. Does a little flying when he's not fighting over a parking space. Another part time Kojak.



DEPARTMENT OF THE AIR FORCE
9TH AIR REFUELING SQUADRON (SAC)
MARCH AIR FORCE BASE, CA 92518

12. Randy Norris-(Resident 791 expert)
"When am I not going TDY???" He wears the pants in his family---- because she lets him.
13. Danny Able-(CINC Bagboy)
One of the few nice quiet guys in the squadron. (How in the hell did he slip in???)
14. Brad Madison-(Humble)
The nickname is newly acquired. (Take a bow Kevin) Now that we got Brad slowed down to our speed, we can talk. NOW you can go TDY Brad.
15. Ross Killbride-(Burner)
Our newest addition. Just finished American, hopes to be in Stan/Eval yesterday. Don't worry Ross, it'll still be there when you get your shot. (In five or six years)
16. Bronnie Tennyson-(King of the Road)
I don't have enough paper or time to go into any detail. Anytime he leaves the base we make him take a loaf of bread so he can follow the bread crumbs home. Not allowed at the Fleege's without a life preserver.
17. Kevin Doyle-(El Hammer)
Just returned from the Academy. We know how he won the Commandants Award. (How'd it taste, Kev???) Burst Madison's bubble. Nice guy.
18. Mike Perez-(Helluva good guy)
I'm writing this, what did you expect? Another new TSgt. (no I wasn't about to TOPCAT out as a SSgt) Recent Academy grad. (.G. did graduate) In the lead for hatchet man of the year in Stan/Eval.
19. Andy Miller-(Wide body)
Still a free agent, American hasn't picked up his contact yet. The reserves are looking for a few good (unemployed) men. The new president of the Bobby Watts fan club.
20. Jake Benscoter-(Scooter)
Recent Academy grad. A real D.G. Another rug rat on the way. We're going to pitch in and buy Jake a TV. There are other things to do at night Jake.
21. Dave Kirkland-(Stealth Boom)
Nice enough guy if you can find him. Finally an instructor.
22. Bruce Lawson-(I've got a secret)
Soon to be our head-head hunter. I think he's a caddy for Bob Hope.

Well, that's our lineup. Until next year, keep em flyin' and if you're in the local area, stop by, IT'S YOUR ROUND. And Bary Adams, don't forget, we're all Boom Operators!!!!!! See ya.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 940TH AIR REFUELING GROUP (HEAVY) (AFRES)
MATHER AIR FORCE BASE, CA 95655

REPLY TO
ATTN OF: 940 AREFG/Boom Section

24 Feb 84

SUBJECT: Boom Signal

TO: Chief Richardson

As units become more and more involved in Contingency/Deployment and Dispersal operations, today's Boom Operator is called upon to take a more active part in all aspects of carrying cargo. Not only must he be knowledgeable about planning and loading the cargo, but he must also be familiar with the proper documentation, how it is to be filled out and what cargo can be carried together.

Here at the 940th, we are attempting to increase our knowledge and proficiency in this increasingly complex task. We feel we have developed a training aid that is both beneficial to the unit and extremely inexpensive. We call it our "Cargo Loading Simulator".

Over the past years there has been a raging debate between the Active, Guard and Reserve Boom Operators, concerning the G-171 Cargo Loading Program. The Boom Operators of the 940th have exhibited the integrity and fortitude to "Tell it like it is". The present miniature cargo loading trainer (CLT) will never replace actual experience in cargo loading. This realization has led to the requirement in SACR 50-24, Vol III that all but the most highly experienced boom operators demonstrate proficiency in actual cargo/passenger loading operations. This requirement has also led to the problems of obtaining: 1) an aircraft to use; 2) a qualified driver for the highlift; 3) finding an available highlift; 4) equipment to load.

When properly utilized, our Cargo Loading Simulator, in conjunction with the present CLT, will easily overcome all the obstacles. This is because it: 1) does not require the "tying up" of an actual airframe for several hours; 2) does not need a highlift truck or driver, only someone to drive the truck, any truck, used to tow over the equipment; and 3) without the problems with loading and unloading the highlift, most specialty shops are more agreeable to making available equipment for us to use. i.e. J-57 engines, Dash 60's, etc.

We use the present CLT for the student to plan his load, but we then take the planned load and attempt to load it on the Simulator as depicted. This enables us to discover and discuss any problems encountered in the actual loading operation. It enables the student to get, what we feel is a better idea of the problem. We DO NOT excuse anyone from the requirement of actually loading on the Simulator. This means that Chief Gene Estampa, SMSgt Ron Dilorenzo and MSgt Tom Gilboe (about 75 total years experience as loadmasters) still have to go out and actually load the simulator the same as MSgt Roy Gould or SSgt Marve Shockey. We feel that exempting "Highly Experienced" personnel is poor management since they might have years of experience loading cargo the "wrong way".

Well I have rambled on long enough, so I'll turn it over to our Cargo Loading Manager, TSgt Jim Gee. Bill.

IN THE BEGINNING they laughed at us, making comments like "It'll never fly" or "The Booms are making a green house"! When we first started we had 16 different ideas, all of which didn't make much sense by themselves. But after much discussion and a whole lot of trial and error, we now have our FULL SIZE CARGO LOADING SIMULATOR right outside our door! I think if our supervisor hadn't been a "former" loadmaster (we all agree there are no "ex" loadmasters) and I hadn't just returned from the Hydraulic System Cart fiasco in Salt Lake City, we'd still be out on the ramp thrashing around the aircraft. The Cargo Loading Simulator here at Mather AFB will meet all the requirements of Cargo Loading Training (G-171) and will present a much more realistic training environment than the current CLT. There is just no way to demonstrate the difficulties that arise while trying to load a J-57 engine. Our simulator is the size of the actual cargo floor in the KC-135. The simulator is just 50 feet outside our classroom door, so as you can see, time and distance is no problem to us. Another advantage is we aren't taking a chance on damaging an aircraft or even using an aircraft that might be put to better use. (Like flying or being repaired) And last but not least, it was CHEAP to build!! The floor is constructed from salvaged cargo pallets obtained from McClellan and Little Rock AFB's Aerial Ports. The form around the cargo door is salvaged aluminum tubing. We spent about \$10 on nuts and bolts, obtained some paint here and there, and invested about 100 hours of valuable boom operator time in the construction. So if anyone would like to see our little project, please stop by. Our door is always open and the beer is always cold. Jim.

Since our last Boom Signal our inventory of Boom Operators remains the same. CEVG came and CEVG went. They left us with a grade of overall OUTSTANDING. The Hazard Report (HR) submitted by this unit on the standard tanker configuration outlined in SACR 400-4 is still in effect and will remain in effect until changes are made in T.O.1C-135(K)A-9 for the lack of published structural limits in Q compartment and adequate tie-down provisions are installed in Q compartment. HQ AFRES saw things our way. By the way, for those of you who haven't heard:

NO - THE HAZARD REPORT WAS NOT BASED ON ADVERSE C.G. LIMITS.

YES - WE ARE AWARE THAT THE C.G CAN BE ADJUSTED USING FUEL.

YES - THE HAZARD REPORT WAS BASED ON LACK OF ADEQUATE TIE DOWN PROVISIONS IN "Q" COMPARTMENT.

YES - THE HAZARD REPORT WAS BASED ON THE LACK OF PUBLISHED STRUCTURAL LIMITS IN "Q" COMPARTMENT.

Here is a list of our personnel and a few comments:

GENE ESTAMPA, CMSgt, ART - The HMFIC keeps the Boom shop running smoothly and the Squadron Ops Officer talking to himself.

During the 83 Boom Conference, the subject of the, then new, SACR 400-4 was HOT and HEAVY. I am sure that some of the boomers felt, as I did, that there are only a handful of units that carry cargo on a daily or weekly basis, which makes it difficult to justify relocating aircraft equipment. As a former loadmaster with 26 years experience, I would agree that having a clean cargo floor helps in the loading; but the present configuration had little effect on the loading operation and reconfiguring the aircraft was seldom needed. If equipment had to be relocated, the amount of time required had little or no effect on the mission. Also, the question of

safety is only now being addressed. In discussion with the AF Safety Center at Norton AFB and engineers at Tinker AFB, their impression, after the Dash 9 Conference, was that the new 400-4 was not to be implemented until engineering studies were completed. Tinker AFB was not aware that they were initialing in agreement to start the program now.

RON DILORENZO, SMSgt, ART - Keeper of the unit clipboard - no one has figured out what I do yet.

BILL DWYER, SMSgt, ART (Made E-8 in Jul 83) - Living proof that if your blood count is high enough anyone can get promoted.

Sleeve Brown - If you are ever out this way give me a call at work (2816) or home (725-2819). "OLY", Jerry Knoght, Steve Barthoff, and Jim Colwell are still in this area.

Rich - How's tricks.

WAYNE EBNER, MSgt, ART - The scheduler takes all the good deals. He also likes to practice being an apprentice auto mechanic. He'll use anyone's car but his own.

TOM GILBOE, MSgt, ART - Supply expert... if you want it, he can get it... always has reasonable rates. He got everything we needed for the Simulator.

Being in supply surely helps the enlisted. When an officer asks for a new flight suit, I usually tell him "It'll last another year." When a Boom asks, I say, "What size and how many?"

JIM GEE, TSgt, ART Cargo Loading Specialist. .. doesn't do too shabby at partying either.

I would like to thank SMSgt Dennis Daniels and the 151st Air Refueling Group at Salt Lake City for hosting the ANG/AFRES Cargo Loading Training Course. I was very happy to see some emphasis being placed on an area that in the past has not been taken very seriously. I think the latest changes to the -9 and 400-4 reflect that we should take a little more time to research a problem before sending a change to print. Also, let's have more of these Boom Operators Cargo Loading Seminars and let's all get involved. (Active, ANG, AFRES).

MIKE GOUWELLOOS, TSgt, ART - Everyone has to get along with him... he's the pay expert.

John Rytkenen - I heard you got married and didn't tell anyone. Your wife must be someone special to be able to put up with you. Good luck to both of you. Stop by or call 828-3396 if you are ever in Sacramento.

RAY PARKER, MSgt, - If you need to get out of the house real fast, he's the man to see. He works on ejection seats at McClellan AFB.

BOB ALLEN, MSgt - Has a teaching certificate from the state of California... SAC has finally agreed to recognize it. As he says "Have I got a real estate deal for you..."

ROY GOULD, MSgt (Made E-7 in Mar 83) - Since he got his stripe he promised Estampa not to give him any tickets for one whole year. He's a high-way patrolman who works Gene's area.

STEVE HILLEBERT, TSgt - Burned out student... MASTER BEEKEEPER... and a few things he's not talking about. Humbolt Co.?

KEN ADDISON, TSgt - Looks over everyone's shoulder. Private investigations still buy his bread and the reserves buy desert.

RON THOMAS, TSgt - Said he would never make TSgt.. he did. Said he would never keep TSgt... he has. Now a professional student.

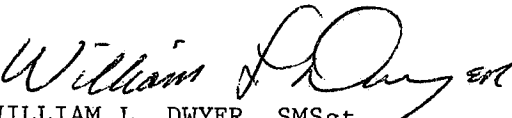
MARV FARIAS, TSgt - Newlywed.. guess he will have to find a job now...he did.

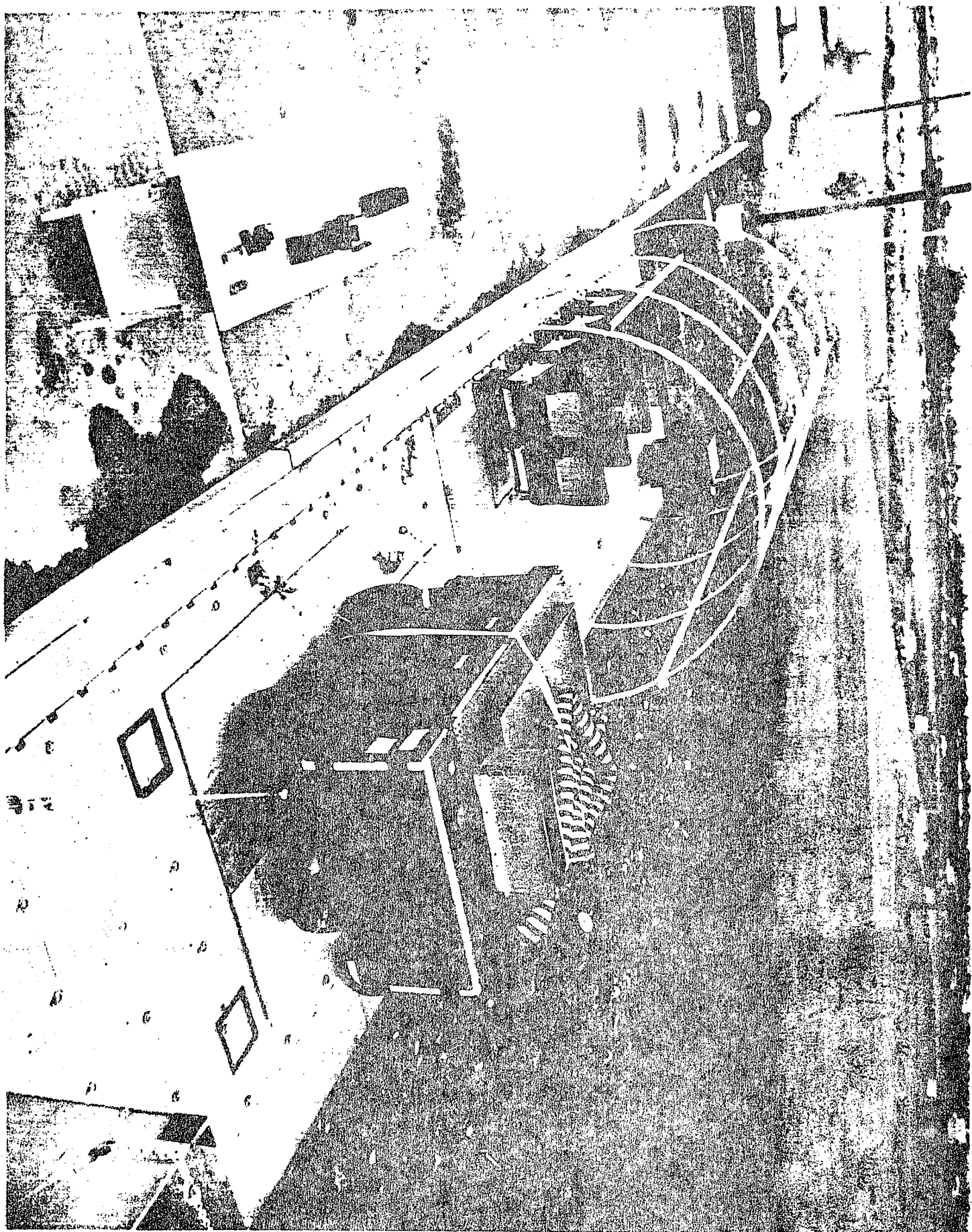
BILL NORRIS, SSgt - Just waiting for some one to retire so he can get promoted. Keeps telling Estampa and Allen how old and tired they look.

MARV SHOCKEY, SSgt - (Made E-5 in Sep 83) Former baby boom. Now has most of the answers... is checking to see if they correspond with the questions asked.

Earlier Jim Gee mentioned the Boom Operator Cargo Loading Seminar. This is a annual occurance which now includes the Reserves. The next one will be hosted here at Mather sometime in late summer or early fall. We will be using the new Simulator and would like to see a good turn out of Cargo Loading Managers. Everyone is invited, Active, ANG and AFRES. Attached you should find a photo of the Simulator.

HAVE A GOOD ONE


WILLIAM L. DWYER, SMSgt
NCOIC Stan/Eval





DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 320TH BOMBARDMENT WING (SAC)
MATHER AIR FORCE BASE CA 95655

REPLY TO 904 AREFS (CMSgt Sondrini, 828-2828)
ATTN OF:

15 Feb 84

SUBJECT: Boom Signal

TO: CMSgt Richardson

1. Greetings from sunny Cal! Just received a letter from Chief Richardson saying that it's that time again. Hard to believe it's been a year already! Special thanks to Chief Richardson for organizing the Signal this year. The Signal is "our publication" and can only be as complete the inputs received so everyone reading out there DON'T PUT IT OFF! Again, thanks Chief.
2. Well, Chief Sondrini has done it again. Extension to 33 years was approved. He'll be with us until April of 85, then on to the Commissary. Tomatoes on the bottom, cans on the top! When we asked the Chief how he felt about being in so long he said, "*?#%@\$+", etc. We all love the Chief and wish he could stay for another 33.
3. Our most recent arrival is MSgt Jack Kecher from Mildenhall. He is slated to take over as "Pad Dad" replacing MSgt John Jackson who is retiring in March. Inbound are TSgt Phil Rogers and Sgt Bill Brown from Loring. We wish them a warm welcome to the 904th. SSgt Bill Medbery will be departing here for Loring in June. Keep a warm spot up there for this guy, he left one for you. Good luck Bill.
4. Hope to see everyone at the Boom Reunion at Castle this year. This is the "premier event" of the year and a chance to reminisce with all Booms, past, present, and future. A real good time for all.
5. We would like to wish Chief Roy Gee and all the other Booms who were at Travis the best of luck at Robins. The 99th has a proud heritage and a fine leader in the Chief. Chief, do you still have that toothpick hangin out of your mouth?
6. Here is the current lineup for the 904th.

CMSgt John Sondrini - IBO - Training Flight, First SGT, and BIG KAHUNA!
TSgt Randy Haylor - IBO - Training Flight (Professional Hanger Flyer).
SSgt Dave Sealey - IBO - Training Flight, Cargo Loading Manager (Womanizer).
TSgt Mike Cooley - EBO - S-101 (Hunter, Fisherman, and keeps us straight).
TSgt John Randall - EBO - S-102 (Plays Tennis and wins).

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911.

"A" Flight

- R-103 - SSgt Bob Beth - BO (You should hear his answering service).
R-104 - SSgt Cleve Williams - IBO (TDY or here?).
R-105 - AIC Mike Post - BO (CFIC Selectee and in Alaska).
E-106 - SSgt Bill Naumer - IBO (OP on his CEVG ride. Must be the new Girl).


"B" Flight

- R-108 - SSgt Bill Shippey - IBO (Seriously, ah, seriously.....).
E-109 - SSgt John Oglesby - IBO (Quit drinking soda pop, only Perrier Water now).
R-110 - Sgt Larry Bussen - BO (NRA freak, will shoot to kill).
E-111 - SSgt Richard "Easy" Davis - IBO(What's the bleed, what be's the deal?).
R-112 - TSgt Stan Sears - IBO (Can't control his Nav, Mr. Cool)

"C" Flight

- R-113 - SSgt Al Smick - BO (Loses his jugs a lot).
R-114 - SSgt Bill Medbery - IBO (Old Penis eye's, watches golden flows).
E-115 - Sgt Brian Towle - BO (The Cookie Man)
E-116 - SrA Kristen Brewer - IBO (Has bikers at all her parties).
R-117 - SrA Greg Conrad - IBO (Has a line number for Chief).

7. If your out this way stop by for a cup of coffee and say hello. The Chief keeps us in coffee and refreshments. So long for now and remember to FLY SAFE.


RANDY HAYLOR, TSgt, USAF
904 AREFS



DEPARTMENT OF THE AIR FORCE
336TH AIR REFUELING SQUADRON (AFRES)
MARCH AIR FORCE BASE, CA 92518

REPLY TO
ATTN OF: DO (MSgt Nolte/2153)

22 February 1984

SUBJECT: Boom Signal

TO: 8AF/DOTTR (CMSgt ^{RICHARDSON} Loftis)

1. Greetings from the 336th at March! We've been having the warmest winter in memory and hope it holds out.
2. It's been one busy time here since the last Boom Signal. Our two newest boomers, SSgt Zen Olson and SSgt Carl Walters, have been keeping the instructors jumping through their you know whats.
3. CEVG and the ORI are just around the corner, so we'll be busy as all get out preparing for another outstanding evaluation.
4. We haven't had much of a change in boomers since you heard from us, but with the KC-10 down the street there could be more. Below is a list of our Booms:

CMSgt Joe Perez - Still hanging in there, but you know what's on his mind when he shows up for work wearing white shoes, stretch slacks, white belt and a golf shirt.

SMSgt Perry - Chief of Stan Eval. Known as the Grim Reaper, but really one of the nicest guys around. Always has a smile on his face when you get your no-notice.

SMSgt Woodrow T. Wood - One of the 336th finest. He's still working in scheduling and ordering our flight lunches.

MSgt James Borland - Yoda Lives! Still in boom training, he's working on setting up a train station in the boom shop.

MSgt Reginald Nolte - Still scheduling all the booms and trying to keep everyone happy.

MSgt Curt Massey - Our Flight Commander. Always talking about how we're all getting old, losing hair, and getting fat. What can I say, he's right.

MSgt Dottie Littlefield - Always ready for a Hawaii trip regardless of what her availability was last week.

TSgt Brian O'Rourke - He's our newest GS-9 and head paymaster for the squadron. Impossible to keep happy unless you fly him everyday!

TSgt Mark Skvarna - Mayor of mandays, our newest CFIC graduate.

TSgt Steve Walters - Should get his degree this year. Steve's always there when you need him. One of the best.

TSgt Bob Dunning - He's an instructor now, and we keep him busy with our new booms. It's kind of getting to him though as evidenced by a slight loss of hair.

TSgt Aaron Miller - Our newest TSgt. Still going to college and chasing girls. One of these days one is going to catch him.

SSgt Zen Olson - Works at the V.A. Hospital in Loma Linda treating deranged vets. His jokes are proof that the job can get to you.

SSgt Carl Walters - A true reservist. Ready for a x-country at the drop of a hat. But a local with 1+45 transition

SSgt Tony Payne - Just moved to Huntington Beach. With the scenery and all his availability just might drop to nil. Tony loves the reserves and is always ready for anything (at least for now).

Sgt Joe Cupido - Our newest boom and still at CCTS. Joe is a professional photographer.

5. Well, that sums it up. When in on a x-country, Red Flag, etc., stop by and say hello.

Reginald D. Nolte
MSgt Reginald D. Nolte
Boom Operator



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 384TH AIR REFUELING WING (H) (SAC)
MCCONNELL AIR FORCE BASE, KANSAS 67221

REPLY TO
ATTN OF: 91st/384th AREFS

1 Mar 84

SUBJECT: Boom Signal

to: HQ 8AF/DOTTR
ATTN: CMSgt Richardson

Hello from the land of ahhs! Congratulations Elzey on your selection as the 8AF Boom Operator. Here at McConnell we're patiently waiting for the R-model to start rolling in, anytime now. Some changes have taken place in the past year, a few booms have left, and of course, we've added a few. We used a selection of songs to best describe what's been happening here. First of all, we would like to say good-bye to some of the booms that moved on. We dedicate these songs to you:

BROWN, RICHARD, TSgt - "Free Me" He is now at Grissom AFB with his new wife.

JACOBSEN, SCOTT, Sra - "Major Tom" He left the boom field for ROTC. He thinks he is going to fly jets.

JOHNSON, RANDALL, Sgt - "California Girls" He finally got his long awaited assignment to Castle AFB.

OSBORN, RUSSELL, AIC - "New Moon on Monday" Now a civilian.

Here is this year's countdown:

*AALDERINK, MARC, SSgt - "I'm a Family Man" He and his new wife recently added a new member.

#BYBEE, ROGER, CMSgt - "Stand Back" Nobody wants to get in the Chief's way.

*CALKIN, FREDRIC, MSgt - "Heroes Never Die" Takes a licking and keeps on ticking.

*CARLEY, B.J., TSgt - "Promises, Promises" Why does he believe things are going to get better?

!CARRIER, TED, SSgt - "This Bud's for You" Always waiting for the day to end.

#COX, NOAH, MSgt - "An Innocent Man" Quiet as usual.

!CRAFTON, OMER, TSgt - "Private Party" He had one at the NCO Academy, got D.G. (did graduate).

*DAVIS, C.T., MSgt - "Tell Me Something Good" Anyone want to trade for some "why me birds"?

#DOVER, TERRY, SSgt - "Maniac" Our newest instructor.

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#ESTES, JOEL, SSgt - "Beat It" Along with the rest of the drill team.

&GORDON, JACK, MSgt - "Turn Me Loose" Counting his days until retirement.

#HALL, GARY, MSgt - "On the Loose" He's our spare boom and looking for bigger and better things to accomplish.

*HUDNUT, LARRY, AIC - "All Night Long" One night out and four nights DNIF.

#JOHNSON, ROBERT, SSgt - "Heartbreaker" Bob got married. Sorry ladies.

*KLINKHAMMER, STEVEN, Sgt - "Why Do Fools Fall in Love?" He's still wondering.

*LAMBERT, MIKE, SSgt - "Why Me" He's working down at the alert facility helping out to tame the crewdogs.

*LUSK, RICHARD, SSgt - "Sweet Dreams are Made of This" For Rich and his new wife.

#MATTSON, KARLA, AIC - "Ain't Nothin' Gonna Break My Stride" She hopes.

#NORMAN, HERBERT, AIC - "Ball of Confusion" He's our baby boom.

*OGILVIE, KELLY, AIC - "Radio Clash" MTV maniac, all day, all night. He's recently married.

#PARSONS, MICHAEL, TSgt - "Don't Look Back" Leaving soon for Barksdale, going to KC-10s.

#PERRY, MICHAEL, AIC - "I'm Still Standing" Still walking too! His motorcycle is still broke.

#ROSS, TERRY, SSgt - "Change" Diapers only, for his newest addition.

*SANDERS, RAND, SSgt - "Fool on the Hill" Still surfing in Kansas.

&SHEPPARD, CHARLES, MSgt - "Wrack My Brain" In scheduling doing the impossible.

#SKAGGS, BOBBY, SSgt - "Staying Alive" Just barely. Bobby has been DNIF more than anyone in the wing this year.

!TEMPLETON, RAY, SSgt - "Who's Behind the Door" You never know with him.

*WAYNE, HENRY, SrA - "I've Always Been Crazy" But it's kept him from going insane. Maybe.

*WHERRY, YVONNE, SSgt - "Somebody's Watching Me" Everyone's been wondering what she's up to since she returned from CCTS in July.

#WILSON, DONALD, SSgt - "Walking in L.A." In from Travis, and convinced that Kansas isn't very stylish.

*WRIGHT, JEFF, Sgt - "Hold the Line" Still going to school and pulling alert with the rest of us.

= 384 AREFS * = 91 AREFS ! = Stan/Eval & = 384 ARFTW

We're looking forward to hearing what everyone else is doing in the booming business! Tune in next year, same time, same station. See you then!

WRITTEN BY:

Karla E. Mattson

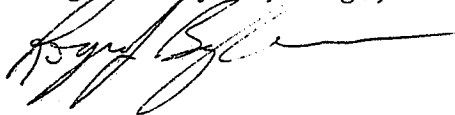
PRODUCED BY:

Yvonne O. Wherry

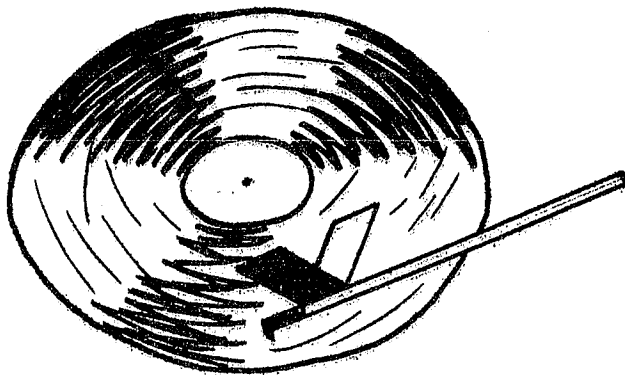
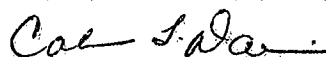
RECORDED BY:

384TH AIR REFUELING WING

Roger J. Bybee, CMSgt, USAF



Calvin T. Davis, MSgt, USAF





HEADQUARTERS
134TH AIR REFUELING GROUP
TENNESSEE AIR NATIONAL GUARD
MCGHEE TYSON AIRPORT
KNOXVILLE, TENNESSEE 37901

REPLY TO
ATTN OF: DOB

1 March 1984

SUBJECT: Boom Signal

TO: DOTTR

1. Greetings again from the Smoky Mountains. This has been a busy year for the Tenn ANG flying gas tanks. Next year looks even more so.
2. We have a few changes in personnel since the last Boom Signal. Listed below is our group:

Wes Beaver	IFR Program Manager
Jerry Roberts	Senior Stan Board
Bill Lindsay	Stan Board and Cargo Loadman
Ron McKinnon	
Bob Hampton	
Harold Bishop	
Sonny Murrin	
Bob Brown	
Ralph Chambers	
Clint Haley	
Jim Harris	
Ben Long	
Randy Leonard	
Tracy Milani	
John Miller	Stan Board
D. W. Harris	
Ted Wright	
Joe Lewis	

3. Kelvin Kuwik is in advanced flight training. Should have his pilot wings shortly. Another Boomer has done well.
4. Jeff Dyer has terminated his flying status for a job with our Command Post.
5. Sonny Murrin is retiring from the boom field due to medical reasons. It is hard to lose 20 years of experience. Thanks Sonny, for a job well done.
6. As always, if you are visiting the Knoxville area, give us a call, Autovon 588-8387 or 8391, commercial (615) 970-3077.

Wes

WESLEY C. BEAVER, SMSgt, Tenn ANG
IFR Program Manager



DEPARTMENT OF THE AIR FORCE
10TH AIRBORNE COMMAND CONTROL SQUADRON (USAF)
RAF MILDENHALL, APO NEW YORK 09127

REPLY TO
ATTN OF: 10 ACCS Boom Operators (The Refugees)

SUBJECT: Boom Signal

TO: The World

Cheers Mates! Hope everything is ok in the land of the big BX. There is nothing much happening around here except a baby boom. Very quickly here's a list of personnel.

MSgt Mike Hassler - Alert Force Manager, in-flight fire fighter, has the only orange day-glo motorcycle suit in Britain. DEROS June 87.

MSgt Dave Gies - Inbound from Castle.

TSgt Steve Dixon - Just arrived from Castle. Rented Dino Stevens' house. Don't worry Dino, he's going to repair the damage from the party.

TSgt Mark (Biff) Gentry - Evaluator, just sold the Harley, tramping all over Britain trying to find an old one. Always has his imaginary brother Chip with him at parties. DEROS Jan 85.

SSgt Sven (Gus) Gustavson - Stan/Eval, just had a baby boy (Lars Erik, LEG for short) has KC-10 assignment for September.

SSgt Mike (Mick Dreadful) Shogren - Instructor, resident Punk Rocker. Trying to buy up all the mini's in the country so the price will go up. DEROS July 87.

SSgt Nick Tomaszewski - Training Flight, recent *D.G. of Leadership School (*Did Graduate). Keeps getting strange calls from K.I. Sawyer when he's on alert. DEROS Sep 86,


SSgt Albert Jay (.5) Warren - Just had a baby girl (Rebecca Lynn). Soon to be departing for Blytheville. Hope Arkansas is into spankings.

MSgt Jim (Dino) Stevens PCS'd to Beale - A super guy, the ultimate SARGE. D.G. from survival school.

Cyndi (Boersig) Kleinhans - Departed the service in September to have a baby. Good luck to her.

We've got some people leaving in the next year, so if you'd like an assignment here get it on your dream sheet. By volunteering extended long tour you have a better shot at it.

Well, I've got to get this in the mail, so we'll see you at the boom conference.


MARK A. GENTRY, TSgt, USAF
NCOIC Training Flight

107



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 5TH BOMBARDMENT WING (SAC)
MINOT AIR FORCE BASE, ND 58705

REPLY TO
ATTN OF:

Chief Richardson

SUBJECT:

Boom Signal

TO: All Booms;

Howdy from the great, white North!!! What wonderful, balmy weather we've had this winter. (-98 with wind chill) Lucky for us, our cheerful attitudes and frequent TDY's make the days go by quickly.

9 March 84 marks the 25th anniversary of the 906th and we're planning a year long celebration. Silver scarves and new patches will commemorate the event. Our history of flying safety and refueling excellence is well known throughout SAC and 1983 saw yet another excellent ORI. Three booms scored OP's from CEVG, proving again hard work pays off. Oh, Lord it's hard to be humble!!!

Well, we're losing some and gaining some. Lots of rent-a-boom going on and of course, musical alert tours. Someone from scheduling went to England and bought a dart board specifically to help out with crew line-ups. SMSgt Short won't come out of his office and refuses to answer the phone. We don't blame you, boss, we just want to, uh, talk to you for a moment.

Along with our regular TDY's, some lucky souls went to Australia in support of Glad Customer. TSgt Dave Crowder's cargo load plans for that venture was highly praised and adopted by HQ SAC. One not so happy TDY was to Yokota for air refueling support of the Air Force involvement in search of KAL flight #007.

Not much else is new. Lots of ORI practice. Lots of flying. Lots of fun and even a new beer box!! Some booms feel we now have a reason to fly.

Fly safe, all.

CYNTHIA A. PHILLIPS, AIC, USAF
Inflight Refueling Specialist
906th Squadron Historian

SMSgt Dave Short; CHIEF BOOM. Always ready to defend his troops against STAN/EVAL and all high ranking officers. Volunteers to help out in times of boom shortages. Such as TDY's to Barksdale, Eglin, Vandenberg.... He pulled alert once.

TSgt Dave Crowder; TRAINING FLIGHT. Cargo load instructor. Dave shows "extraordinary" interest in restraining devices. Chosen NCO of the quarter, but we won't mention it, cuz he blushes.

TSgt Doug Jess; STAN/EVAL. So used to sitting behind a desk, we moved him upstairs to sit at Stan/Eval. He has been known to sneak up on poor, unsuspecting young airmen at base ops. (So far, noone has busted inflight kitchen.)

TSgt Lee Deibert; STAN/EVAL. Stretch(alias The Pen) was feverently sought by the Ward County Sherrif's department in regards to alleged "missing" check forgery. His innocence was proven, of course, because now they're seeking his partner in crime, TSgt Doug Jess.

TSgt Jerry Coddington; Well, ole Jer finally did it. He retires at the end of March, for a tour of duty as Locksmith Extraordinaire. We'll miss him.

TSgt Bobby Fields; Bobby is our resident do-gooder. He's involved in community projects always helping the other guy. He only looks mean.

SSgt Rick Cohoon; "Sgt General" Cohoon is our newest CFIC graduate. We will be instructed and we will enjoy it.

SSgt Ed Dunham; Dunhamster can be reached at the Tanker Alert Facility. His wife has set up a memorial fund and anyone recognizing Ed, is asked to contact her.

SSgt Erik Hass; Resident artist. Erik has taken squadron beautification upon himself and has made the boom pod quite respectable. His services are now requested all over town.

SSgt Todd Pryby; You have to say nice things about Todd or he'll rearrange your face. He's so big and burly, we let him do anything he wants. However, it was requested he not use the alert vehicles to ram POV's anymore.

SSgt Mike Yates; STAN/EVAL. He's not really a Santa Claus. I remember one check ride when he actually wanted to see a contact. Mikey got an OP from CEVG AND he got Lee Ann AND he's leaving for the KC-10 program. (spoiled rotten)

SSgt Nick Nicholson; Now that he got an OP from CEVG, he's unbearable. We're planning an addition to the boom pod so his head will fit through the door.

SSgt Scott Rhoads; "Beam me up, Scotty." "Aye, Captain." Star Trek has made him famous. Not to mention his ability as a boom. He's looking into the 10's. We wish him luck, but hate to lose him.

SSgt Tom Carr; Tom will be leaving us in April for Castle. He needs his young wife's parents permission to take her out of the county. Bye, Bye.

SSgt Mike Kramer; At 1954, 22 June 83, SSgt Kramer was heard to declare, "I'll never get married again." The new Mrs. Kramer had to laugh.

SSgt Lee Winter; During RED FLAG '83, SSgt Winter took it upon himself to locate and expose the stealth sprinkler system at March AFB. Being the selfless individual he is, and without regard to his own personal safety, Lee hunted and measured the wiley hole by strategically placing his foot in it.

SSgt Dennis Hillberry; Not a lot to say about DJ. He's a regular sort of guy. CFIC and NCO Leadership school graduate. B flight Chief Rabble Rouser and change-over beer supplier. Keep it up, DJ.

Sgt Mike McCoy; Since graduating NCO Leadership school, Mike wants all the alert birds spit shined and all the thermal curtains starched. Not to say he's a little ate up...

Sgt Glen Forward; Our newest daddy. He's taking diaper changing lessons from Brad Hamann. Glen leaves for Fairchild in July. Good day, eh?

Sgt Tim Benson; Timmy's got a girlfriend! Timmy's got a girlfriend! He's getting married in May and leaving for Ellsworth in September.

SRA Paul Bousa; Paul is leaving us for computer school. Says punching Buffs helped prepare him for punching keys. Good luck, Paul.

SRA Brad Hamann; Ole Red Eye. Brad will do anything to go DNIF. Including breaking the blood vessels in his eyes. (Blames diaper changing for this)

SRA Chris Youngblood; Stealth Boom operator. If he's not TDY, he's on leave. Can be found anytime at the bowling alley or gym. Resident crew change specialist.

SRA Pat Stevens; The boom's scapegoat. Now just why we pick on Pat, no one can really say. It's just that, well, uh, he's so, uh, pickable!

AIC Tom Axthelm; Tom. "How many times in a year can I go TDY" Axthelm is a very nice person. We think. Everyone continues to introduce themselves to Tom because we can't remember meeting him.

AIC Cyndi Phillips; Chief beer box defroster. Squadron historian and Female Enlisted Aviator advisor. Now the fact that she's the only female flyer is beside the point...

Staff;

SMSGt Ed Conway; Our contact in scheduling. With Ed sticking up for us, we're mostly flying bankers hours. Every now and then he comes out of hiding and says hi.

MSgt Jim Stinson; Hey, what can you say about a boom who spends all his time at the alert facility? Oh, you say he's in charge of the alert facility!? Maybe thats the reason for the new VCRs.

TSgt Tim Ppowers; Timmy's at the NCO Academy right now. Rumor hath it, he's doing real good, too. When we sent him down there to babysit TSgt Crowder, we never actually realized he'd do work!

New guys;

SSgt Mike Trace
Sgt Jerry Schumacher
Sgt Phillip Crane
AB Mark Ackerman

FROM: 157 AREFG (CMS Nault, X2452)

SUBJECT: Boom Signal

TO: 8AF/DOTTR (CMS Richardson)

Hello! from the New Hampshire ANG.

Promotions: Richard W. Berthiaume promoted to SMS
Denis J. Boucher promoted to Sgt.

Newcomers: Sgt Denis Boucher and Sgt John Lennon. Denis is a cross trainee from Maintenance (crew chief type). He returned from Castle in September of 83; he is ready to go back, says he loved it. Denis has already been on several short TDYs and a 17 day TTF to England. John came to use from CE. He's our handyman. Anytime we need a carpenter, he's ready, willing and able. John returned from Castle in January of 84. He surprised us all by finishing as a distinguished graduate. John is a very hard worker and is one heck of a good boom operator. Welcome aboard guys.

On the 16th of April 84, we will receive our first KC-135E model. The engine modification should be complete by September 84. We are looking forward to flying the "E". No more water, more thrust and reversers will be great.

On the 31st of March 84, we will be sending two aircraft and support people to Mildenhall to support ANG A-10s from Connecticut for two weeks. The 2nd of April 84 we will also send an aircraft to Savannah, Georgia for a week to support A-7s from Virginia ANG.

Here's the list of our booms.

CMS Richard C. Nault - Chief Boom/technician
SMS Maurice D. Doucet - Stan Eval/technician.
SMS Richard W. Berthiaume - boom technician.
MSgt Real Beaulieu - Scheduling/boom technician.
MSgt Robert I. Hicks - boom technician.
MSgt Raymond C. Richardson - boom technician.
MSgt John R. Watson - land lord king.
MSgt Robert J. Lougee - Operations technician.
MSgt Richard F. Ellis - candyman (owns a candy shop).
TSgt David Frohlich - boom technician.
TSgt Augustine J. Dowling Jr (Gus) - band leader.
TSgt Robert G. Gagne - mailman.
TSgt Stephen S. Morgan - jet engine technician.
TSgt Philip B. Weiss - press operator.
TSgt Carl B. Sneirson - jet engine technician.
SSgt Ricky D. Helt - Guard professional.
Sgt John E. Lennon Jr. - tractor trailer driver.
Sgt Denis J. Boucher - construction worker.

RICHARD C. NAULT, CMSgt, NHANG
Chief Boom





DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA 68113

REPLY TO
ATTN OF: XPHV (SMSgt Babst, AUTOVON 271-5781)

6 MAR 1984

SUBJECT: The Boom Signal

TO: All Boom Operators

Greetings from the world of acquisition. SAC test team is doing cold weather testing at Eglin AFB, FL on the KC-135R. The aircraft should be turned over to SAC on about 29 Jun 84.

The Edwards' boom operators have been flight testing a hose reel refueling system similar to the one installed on the KC-10. It is installed in the right heel beam bay area and has about 100 feet of hose on it. They flew against F-105/A-37 and plan to refuel the Navy out of Patuxent River MD in the near future. This system then would give the KC-135 the dual capability that the KC-10 has and do away with the BDA kit.

We are looking at a non-powered improved cargo handling system for the KC-135 as well as an improved nozzle/boom for the KC-135. The nozzle will have an independent disconnect system (IDS) similar to the KC-10. The improved boom is required for us to gain our full envelope back in azimuth (especially in lower elevation).

In closing, best wishes to you Rich, and all the boom operators everywhere. We at HQ SAC hope any boom operator visiting Offutt will stop by Bldg 500 for a chat. If you ever have any questions or problems, feel free to call me at AV 271-2266.

WALTER W.J. BABST, SMSgt, USAF
Air Refueling Systems Acquisition Manager



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA 68113

REPLY TO
ATTN OF: HQSAC/DO8T

SUBJECT: Boom Signal

TO: All Boom Operators

1. This is my second letter to the boom signal since being assign to HQSAC, and once again I am late getting this to 8AF. At least nobody can say that I am not consistent. As with any new weapon system, their doesn't seem to be enough hours in a day to keep up with the expansion of the KC-10.
2. With the announcement of Seymour Johnson as the third base for the KC-10, rumors have spread like wildfire on when it will become operational. At the earliest, it would most likely be mid 85, but of course, this is subject to change. Hopefully, a firm date will have been set by October when selections for the second half of FY 85 will be made.
3. The airlift role of the KC-10 has increased tremendously during the last year. In addition to the weekly MAC channels at March AFB and twice monthly at Barksdale AFB, we have become involved in Joint Airborne/ Air Transportability Training (JA/ATT). JA/ATT is an Air Force funded program designed to provide basic airborne and proficiency/continuation training in a joint environment. To date, we have airlifted various Army and Marine units in conjunction with air refueling for MAC and Marine aircraft involved in the operations. The boom operators are gaining valuable experience during these exercises.
4. The enhanced Boom Operator Trainer (BOT) being developed is on schedule and should be ready for training by FEB 85 at March AFB. The real beauty of this BOT is that it will employ physical engagement of the nozzle and receptacle. Two Supplemental Indication Systems will be tested on the aircraft in the near future. They give the boom operator immediate access and instant eye adaptation to instrumentation showing boom position and flight control system mode while monitoring the receiver.
5. If you have any questions concerning the KC-10, feel free to call me. I welcome any inquiries about the program. I can be reached at AV 271-2260.

Robert L. Watts
ROBERT L. WATTS, SMSgt, USAF
TRAINING and TACTICS DIVISION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND (SAC)
OFFUTT AIR FORCE BASE, NEBRASKA 68113


RTAO: X00C (271-6535)

2 Mar 84

SUBJ: Boom Signal

TO: All Boomers

1. Hi there from contingency country of HQ SAC. I'm Bob Leach, just recently assigned here at Offutt as a Contingency War Planner/Action Officer; a new slot here in Headquarters for a boomer.
2. This challenging and interesting job gives you a better insight on not only the KC-135, KC-10, B-52 capabilities, but also every other military aircraft in all the U.S. armed services.
3. The Contingency Branch is a selectively manned organization that develops all of SAC's detailed contingency war plans for the worldwide support of the JCS and the Unified and Specified Commands in accordance with Joint Strategic Capabilities Plan. Some of the duties and responsibilities of this new job for boomers follow:
 - a. Coordinates with JCS and Unified Commands on force sizing, procedures and tactics for deployment and employment of forces.
 - b. On short notice, produces military force options for National Command Authority to use for decision making in regard to responses during national crisis situations.
 - c. Staffs special studies for JCS, Air Staff, Unified/Specified Commands on B-52, KC-135 and KC-10 capabilities, limitations and basing/facilities requirements.
 - d. Provides guidance to SAC subordinate units on contingency support plan development.
4. Boom operators will play a large portion in our contingency plans, not only in air refueling, but also in cargo loading. The boom force has many responsibilities and it is up to you to carry out each one to the fullest. I am looking forward to seeing y'all at the upcoming boom conference here at SAC. Keep up the good work.


ROBERT G. LEACH, TSgt, USAF
Cont War Plans Officer,
Southwest Asia Branch



DEPARTMENT OF THE AIR FORCE
STRATEGIC AIR COMBAT OPERATIONS STAFF (SAC)
OFFUTT AIR FORCE BASE, NEBRASKA 68113

REPLY TO
ATTN OF: XOOY

SUBJECT: Boom Signal

TO: All Boom Operators

Greetings from TSgt Teddy Davis and MSgt Russ Marshall HQ SAC/XOOY. In plain language that's Joint Operations Plans. I am primarily responsible for the management and development of bomber and tanker contingency flight planning data. Being the primary interface between SAC Computer Programmers and Contingency Planners, I log quite a bit of computer time. Additionally Russ is NCOIC of XOO and HQ SAC Assistant Win Site Co-ordinator. Win is a Command and Control Computer System used for Crisis Management and Transferring of data.

I also train all newly assigned planners on the Triad Computer System and determine new additions or changes to existing computer software that produce contingency flight plans. After all that, we're still Boom Operators and have to maintain our currency, which we accomplish with the 2ACCS here at Offutt AFB. We've just recently moved underground, two floors below Bldg 500 (SAC HQ). We'll probably all turn into mushrooms before we rotate. That's just a little off the top about our jobs, hope this has given you an idea of what we do in XOOY. If you're ever at Offutt AFB give us a call AV: 27J-2393/2395 we welcome the chance to come up and see the sunlight. We'll be seeing some of you at the Air Refueling Conference in May.

TEDDY DAVIS, TSgt, USAF

RUSS MARSHALL, MSgt, USAF



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA 68113

REPLY TO
ATTN OF: LGLR (TSgt Yager, 271-5496)

SUBJECT: SACR 400-4

6 MAR 1984

TO: ALL BOOM OPERATORS

1. The revised SACR 400-4 is at publication and will soon be released. One of the major concerns is directives conflicting with this directive. We are in the process of coordinating with OPR of other directives to reference SACR 400-4 when referencing -135 configuration. SACR 400-4 is the bible for KC-135 aircraft configuration. We are continuing to evaluate SACR 400-4 for quality and validity. Some of the changes are:

- a. Use of SAC Form 83
- b. SAC Form 83b is being reconstructed to a different size with templates.
- c. All main gear chocks stowed aboard the aircraft are taken off for all configurations.
- d. All seats aft of the aft hatch are coming off.
- e. Aircraft configurations in the attachments are changed.

2. There are changes printed throughout SACR 400-4, so read carefully. Remember this regulation provides the best possible planning instructions under most circumstances, but it is not a substitute for sound judgement. So, lets be careful out there.

John B. Yager
JOHN B. YAGER, TSgt, USAF
Current Ops/Tanker Planning Tech
Combat Readiness Division

REPLY TO
ATTN OF: 509 AREFS (CMSgt McConnell, 3391)

SUBJECT: Boom Signal

TO: All Boom Operators

1. Greetings from the 509th! Pease-by-the-sea has been relatively warm for the past week or so, we're all foolishly thinking spring may be here. Not many folks have moved in or out of here since the last Boom Signal, but those that are here are busy and doing well. The July SSgt cycle promoted Ken Hudelston, Ken Bowerman and Kelly Philbrick. No luck on the January list, or the annual TSgt/MSgt cycle either. Judging from the scores needed, promotions are really tightening up. We have two more CFIC graduates, Mark Kaminski and Duane Hillman. Mike Prieskorn has moved to S-102 and is doing a great job. Gary Hutchinson is in place at Castle and we hear he's doing very well.

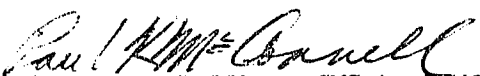
2. Our only arrival was Don Fischer, who finally got tired of Loring. He decided to join the rest of the Loring guys who have moved to Pease, a considerable number at last count.

3. We've tried a sampling of all kinds of PME; Ken Bowerman completed leadership school, Wayne Keefe attended the command academy and Joe Peters dazzled them at the AFSNCOA. Two of our folks are scheduled for leadership school this spring, Lisa Class and Kelly Philbrick. Lisa Class is our only lady Boom Operator, in the business just over a year, and she's doing the job with the best of them. Not only does she do the job well, she found time to get selected as Wing NCO of the Month for last October. Having Boomers like Lisa on board is a credit to all of us.

4. Us east coast folks are finally getting a chance to go to the Castle Christmas Party! By the time you read this the 1984 party will be history, but Joe Peters, T.J. Quarles and myself will have been there. As it is with so many things, we owe our friends in the guard for this opportunity. I'm looking forward to seeing old friends and meeting some new ones.

5. We've been making a lot of "money" by sending a line boom operator plus an instructor on our "Business Effort" trips. The extra per diem isn't too hard to justify when you look at the opportunities for pax experience and concentrated A/R training. If your organization isn't taking advantage of this training resource, I highly recommend it.

6. That about wraps it up for our news, except to say we're still in the same building with Pease TTF; if you're passing through, walk down the hall and say hello, we'll be happy to see you.


PAUL K. McCONNELL, CMSgt, USAF
Inflight Refueling Program Manager

509th BMW Boom Operators

* = Instructor

CMSgt McConnell, Paul K.	*	Program Manager	3391/2650
SMSgt Ostrosky, Anthony	*	Mission Development	2341/2367
SMSgt Peters, Joseph G.	*	Operations & Training	3391/2650
SMSgt Quarles, Thomas J.	*	Tanker Task Force	2102/2612
SMSgt (sel) Glenister, Thomas			
	*	Alert Facility Manager	3285
TSgt Groat, Richard L.	*	Training Flight	2648
MSgt Cowles, Eugene J.	*	S-101	2114
SSgt Prieskorn, Michael K.	*	S-102	"
MSgt Keefe, Wayne D.		E-110	2648
SSgt Kaminski, Mark A.	*	R-111	"
A1C Nelson, Eric J.		R-112	"
SSgt Bowerman, Kenneth W.		R-113	"
SSgt Hillman, Duane D.	*	R-114	"
SSgt Hudelston, Kenneth	*	E-120	"
SSgt Class, Lisa M.		R-121	"
SSgt Philbrick, Kelly R.	*	R-122	"
Sgt Pettis, Daryl R.	*	R-123	"
SSgt Christopher, Robert	*	R-124	"
SSgt Malloy, Timothy W.	*	E-130	"
TSgt Fischer, Donald M. Jr	*	R-131	"
SSgt Tubbs, Thomas J.		R-132	"
SrA Casey, Michael A.		R-133	"
A1C Hactor, Christopher		R-134	"

**PENNSYLVANIA AIR NATIONAL GUARD
HEADQUARTERS 171ST AIR REFUELING WING (ANG)
GREATER PITTSBURGH INTERNATIONAL AIRPORT
PITTSBURGH, PENNSYLVANIA 15231**

REPLY TO
ATTN OF: DOFB

5 March 1984

SUBJECT: Boom Signal

TO: CMSgt Richardson

1. First off Rich, the 171st Boom Section would like to offer congratulations on your promotion to CMSgt and new assignment as 8AF Inflight Refueling Program Manager. No doubt, Boom Operators command wide will realize many dividends from your knowledge and expertise.
2. The big happening here at the 171st ARW has been the completion of the conversion to the "E" Model. We received our last airplane from Boeing in November 1983. The aircraft really performs, plus it promises to open up some unique TDY opportunities.
3. The 171st Boom Section is made up of the following Boom Operators extraordinaire:

SMSgt FRANK SAWL.....171st CINCBOM. Frank has over 10,000 hours flying, looks forward to retiring in a few years.

SMSgt TED INWOOD.....STAN/EVAL Boom. Ted has a real handle the operation. Rumor has it he is really the Chief of STAN/EVAL.

SMSgt PETE ZIMMERMAN.....Zim is the cohesive factor that holds the Operations Section together. When he retires there will be an immediate requirement for 25 people.

MSgt PAUL CONCELMAN.....Retired Steel Worker, Permanent Alert Force, and part time grandfather. The only difference in Paul and Father Time is, Paul has more flying hours.

MSgt BOB HENDERSON.....Service manager of Waynesburg Ford and Gentleman Farmer. Bob is in charge bouncing unwanted officers out of the Boom Room.

MSgt TED WALTER.....Retired Steel Worker. Ted serves as the Squadron 1ST SGT. He is probably the best model airplane builder in world.

MSgt JIM KLEIN.....Jim is a CPA with BEATTIS CORP. (Atomic Energy Division of Westinghouse). He provides the Boom Section with tax tips about this time of year.

MSgt SKIP KUBACKI.....Resident professor. We have a hard time understanding Skip; he only speaks computer.

TSgt BOB LOFINK.....Permanent Alert Force. Bob holds the world record for rebuilding the same Ford Pinto 437 times.

TSgt TONY TRENGA.....A real magician, Tony can turn a week's work into a month's pay with little or no effort. As part of our permanent alert force, Tony finds plenty of time to represent the Boom Section ~~on~~ the Pistol Team.

TSgt TOM WILLIAMS.....Tom will do anything to get out of town. He has been known to call other units to volunteer for TDY.

TSgt DAN McGRATH.....Dan recently acquired a tract of land west of town. He keeps mumbling something about oil wells and getting rich over-night.

SSgt DON HENDRIX.....Don gave up a career as a male GO GO dancer to become a Boom. We intend to enter him in the male bikini contest in Hawaii.

SSgt CHERYL HELGERMAN.....In addition to being an outstanding Boom Operator, Cheryl is also the unit Physical Fitness consultant. She will be our female representative in the bikini contest.

SSgt JIM SICH.....Jim is our most recent Castle grad. We made him an offer he couldn't refuse and he jumped ship from the Crew Chief ranks.

SSgt JOHN QUINLAN.....A free agent we acquired from Griffiss. We are not so sure he was not run out of Rome, N.Y. John fully intends to be on time for at least one drill before he retires.

SRA KEN ARMSTRONG.....Another transplant from Griffiss. Kenny came to us with the idea of maintaining a low profile. So far he has failed miserably.

4. The above impressive line-up boasts an average of 2880,7 hours per Boom Operator.

5. We here at the Pittsburgh Guard extend an invitation to all Boomers who transient the Pittsburgh area to pay us a visit or give us a call. Pittsburgh is not a bad place for a cross country. Ask George Hoops from Arkansas.

6. In closing, the 171st Boom Operators extend, by way of the Boom Signal, a wish for success and well-being to all Boomers and their families.

Tom
John T. Williams
TSgt PaANG

Phone: Autovon: 277-8379
Local: 269-8379

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 380TH BOMBARDMENT WING (M) (SAC)
PLATTSBURGH AIR FORCE BASE, NEW YORK 12903



REPLY TO
ATTN OF:

310th/380th AREFS Boom Shop

SUBJECT:

Boom Signal

TO: DOTTR/CMS Richardson

This is a test of the annual boom operator notification system.

We are looking for a few good booms. At least 8 of our people will be moving on to new assignments this year and who knows how many others will be on extended DNIF/DNIA. We believe we have something for anyone interested in our shop. Look first at the scenery; the Adirondacks to the west, the Green Mountains to the east just beyond Lake Champlain. Sports-minded folks can have a ball here with plenty of hunting and fishing, hiking and climbing, skiing, you name it. City enthusiasts can travel up to Montreal for plenty of action at night and the usual sort of attractions that a large international city has. For those who prefer a variety in weather we can boast of 5 seasons; the fifth one being mud season. There is a variety in our job, also. We refuel all kinds of USAF, Navy and Marine aircraft. And the clincher for all of this is that we can offer you stability. Every third week we can guarantee you will be on alert. Interested? Read on.

No kidding, this really is a terrific place. I am closing out my sixth year here and this fall I will leave for Seymour Johnson with only good memories of Plattsburgh. So why am I leaving? Well, I am just about out of firewood and I sold my chainsaw and the kids lost my axe. So my wife said to buy a Kerosun heater for those occasionally cool nights down south and to call Chief Sanders. True to form, he came through as he always does.

Plattsburgh, as you know, is the largest tanker unit in SAC as of this writing. We have 47 booms here and our tanker force is a mix of A and partial Q models. Training missions here on a day to day basis can consist of refueling three FB-111s with at least two CCTS pilots in the cell; it can be spirited. Just wait til those guys pull up behind you at night between cloud decks and turbulence. That's where our 10 floodlight modified aircraft come in handy. Just one more thought - we are saving aircraft 3500 for its FCF for the next IBO to process in. 3500 is the one that got hit by an E-3 over Saudi.

Blair Biddle is our alert facility manager for the last 15 months and he really tries to minimize the trauma associated with that building, call him at 689-7137 for reservations.

Peace is our Profession

117

Levaughn Dickerson, most recently of Travis' fame, has spent his time here in and out of the hospital for a bad back. When he is out and about he is NCOIC of the 380th AREFS.

Leroy Sweeney tries to keep the reins pulled in on the 310th AREFS. Leroy has accumulated almost 9000 hours flying -97s, -135s and a desk.

Tom Betrus is the brains and the sole source of direction at our scheduling section. He just lets those two majors and the captain think they know what's happening.

Mike Luisi is S-101 boom. Mike's job after hours is to run a great printing shop. He makes all of our crew cards and wing invites, desk pads, etc. He always hollers about being swamped with the job so when he reads this I will never hear the end of it nor will I ever get any more cards.

Steve Bacon is doing great things as a flight commander IBO as is Ernee Edwards. Roy Soderberg just got back here from 3½ years at Birmingham and is trying to get back into "normal hours" as SAC defines it.

The rest of our boom force is pretty much the same as last year. I have them listed on the following page by flight and crew.

If you really want to know how things are going here give us a call at Training Flight. By the way, we just finished a new 5000 sq. ft. training flight building and it enhances mission planning, ground training and life in general in what was heretofore a very cramped dual squadron. Call me at 689-7870 for a rundown at the center of the universe.

John R. Page

JOHN R. PAGE, SSGT, USAF
310th AREFS/Trng Flt
PCS-Bound

Peter J. Tripi

PETER J. TRIPI, SSGT, USAF
380th AREFS/Trng Flt
Holding the Fort

310th AREFS

TSG Sickenberger - S151
TSG Brown - S152

TSG Bacon - 160, Flt CC, IBO
SGT Brantley - 161, one of the best
SGT Edgett - 162, CFIC bound
SSG Verigood - 163, lookin' for OTS
SSG Coarse - 164, almost a civilian, changed his mind
SSG Raymond - 165, instructor soon

TSG Meyers - Flt CC boom, hoping for a KC-10 slot
SSG Graham - 171, Castle (93rd) this summer
SGT Taylor - 172, IBO and 2 vintage GTOs, and a new bride
A1C Kozak - 173, likes tdys
A1C McDermott - 174, works hard to be good

TSG Edwards - Flt CC boom, IBO, up from Langley
SSG Hoffman - 181, IBO, turbo powered 'stang for transport
SSG Defelice - 182, never a problem
SrA Berglund - 183, civilian this fall; we will miss her
SSG Murdaugh - 184, IBO, prefers warm weather

CMS Sweeney - NCOIC, IBO, looking for another promotion
SSG Page - Trng Flt, IBO monitors the above constantly
MSG Biddle - Alert Facility manager, friend to all

380th AREFS

MSG Luisi - S-101
TSG Marks - S-102, wants Page's job for squatter's rights

SGT Runco - Flt CC boom, IBO, always there when needed
SGT Chmiel - 111, to KC-10 this Marck///TSG Soderberg takes over soon
SSG Phillips - 112, IBO, from real Qs to the real world
SGT Samataro - 113, traded a 702 pencil for a load adjuster
SSG Bullock - 114, better every day (aka Ray Charles)

SSG Huber - Flt CC IBO, wants the KC-10 soon
A1C Derrick - 121, we trained him, we lose him
A1C Peterson - 122, free spirit if ever there was one
SSG Weirauch - 123, CFIC and then on to Wurtsmith
SSG Bartoletta - 124, 4 wheeling to the sunset
SSG R. Smith - 125, tries to keep his pilot safe (ever meet his pilot?)

SSG Phelps - Flt CC IBO, very good and curious about everything
SSG Ellis - 131, lives at Education Office
A1C Carroll - 132, always in stitches, a cast or...
SSG Harrison - 133, IBO, runs lotsa miles
SSG Crouse - 134, IBO, the raquetball force to reckon with
SSG Baka - 135, IBO, Loring was never like this

SMS Dickerson - NCOIC, IBO, healing the bad back
TSG Barrett - Ass't NCOIC (gives backaches), Cargo Loading Manager
SSG Tripi- Trng Flt, leaps all hurdles with a laugh
SSG White - IBO, grounded for a healing eardrum, shuffles Trng Flt papers
SSG C. Smith - Bootstrap now, better things later
MSG Betrus - Scheduler extraordinaire, good VW wrench, too



OHIO AIR NATIONAL GUARD
HEADQUARTERS 160TH AIR REFUELING GROUP
RICKENBACKER AIR NATIONAL GUARD BASE, OHIO 43217

REPLY TO
ATTN OF: 145 AREFS/IRS
SUBJECT: Boom Signal

21 February 1984

TO: 8AF/DOTTR

1. Hello to everyone and hope everyone is doing fine.
2. We would like to CONGRATULATE the following Boom Operators who will soon become COMMISSIONED OFFICERS:

First of all our very own SSGT LONNIE McLAUGHLIN will soon be commissioned as our GROUP EXECUTIVE OFFICER. Congratulations LONNIE, we'll miss you! Also, our transplanted Pittsburg Guard Boom Operator SGT GARY RENDER has won a special place in our DO's heart and won himself a PILOT SLOT. Gary left in October to become a Commissioned Officer and then has gone on to PILOT TRAINING. (Look out CASTLE, RENDER IS COMING BACK!) Gary will return sometime in early "85" as our second transition from BOOM OPERATOR to PILOT candidate. Congratulations GARY!

3. We have to talk about the OLDEST BOOM OPERATOR--Yes, we have the oldest Boom Operator (We Think?). MSGT ROWAN HOFFNER will be "58" years old this year and is still going strong. Keep up the good work GRAMPS!

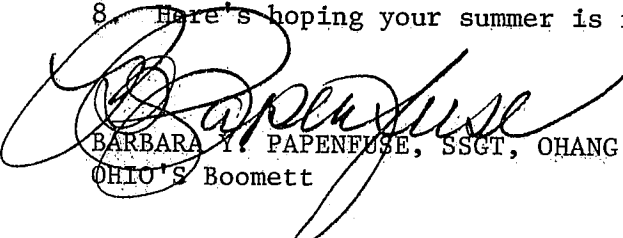
4. Everyone is being checked out on our new "E MODEL AIRCRAFT" and their great! ACTIVE DUTY EAT YOUR HEART OUT! (At least we can STOP!)

5. We have a NEW BOOM OPERATOR who will be joining us in April, his name is AMN ALAN BERG. AMN BERG will be coming to us from Grand Forks--WELCOME AMN BERG!

6. Yes, JUST WHAT EVERY BOOM OPERATOR WANTS AND JUST IN TIME--A NEW ALERT FACILITY! Our new Alert Facility will have everything--INDOOR/OUTDOOR Tennis Courts and Swimming Pools, Sauna, Weight Room, Gym, PLUSH INDIVIDUAL SLEEPING QUARTERS (including WATER BEDS), Stero's in each room, Valet Service, Room and Maid Service, and it also SLICES, DICES AND MAKES JULIAN FRIES!----And if you believe all that, we've got a deal on a CONDO overlooking the Eiffel Tower!--All joking aside our new Alert Facility will break ground in JUNE!

7. It has been a year since our BABY BOOMS (not ONE, but THREE of them) have returned from CASTLE AFB, CA, and rumors are they're doing SUPER! Thanks go out to the TERRIFIC INSTRUCTORS OUT AT CASTLE! (At least I thought so!)

8. Here's hoping your summer is fun and your flights are SHORT!


BARBARA Y. PAPENFUSS, SSGT, OHANG
OHIO'S Boomett



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 68TH AIR REFUELING GROUP (SAC)
SEYMOUR JOHNSON AIR FORCE BASE, NC 27531

REPLY TO
ATTN OF: 911AREFS/CCF (SMSgt Sikes/6201)

SUBJECT: Boom Signal

TO: 8AF/DOTTR (CMSgt Richardson)

1. Greetings to all from "Shady J". Somehow we missed the last printing of the Boom Signal, but not this time. We wouldn't want anybody to forget us.

2. 911th Hails and Farewells:

Hail to Sgt Jeffery Sargent, who arrived from CCTS via Mountain Home. Poor guy can't find anybody on base to give him a decent game of racquetball. He is doing very well.

Hail to SSgt Vivian Hunt (TSgt selectee). She arrived from CCTS via Plattsburgh. She is our only female boom, and doing great.

Hail to A1C Zane Davies, who arrived from CCTS. You guys at Castle should be very proud of him, we sure are. He will be going places.

Farewell to TSgt Bruce Wilson, who left for Wurtsmith. He has done a lot for our Cargo Loading Program. He will be missed.

Farewell to TSgt "Flash" Robertson who will be leaving shortly for Dyess. The guys are going to miss his harassment about shining their boots and shoes. Flash has accomplished much around here with all of his various expertises.

Farewell to SrA Joe Steck, who will be separating soon and returning home to the wilds of Minnesota. I guess he feels the grass is greener or whiter, whichever the case may be, on the other side. We wish him the best.

Farewell to TSgt Chris Sadler, who will be leaving in September for CCTS at Castle. Everyone will miss the sound of taps in the hallways around the squadron. He has done a superb job in training flight. Castle will be gaining a fine instructor, and we will miss him.

TSgt Pat Kennedy should be arriving back at Seymour in May from Kadena.

SSgt John Page will be here in September from Plattsburgh. I know he will not miss shoveling snow.

CMSgt Randall Black is still doing a superb job at the Alert Facility.

MSgt Larry Whaley has been grounded since last June and is currently giving Chief Black a lot of help or grief at the Alert Facility.

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3. Had a terrific Red Flag this past year, with our friends from Loring giving us lots of help. Excluding Loring's sorties, the 911th refueled 941 receivers and offloaded 5,501,300 pounds of fuel. Red Flag is truly an outstanding opportunity for booms to gain valuable experience in refueling a variety of different type receivers.

4. The announcement has finally been made. The KC-10 is coming to Seymour. A few of our booms will be applying, but most of the rest will be scattered through-out the command. All the gaining units will be getting some top notch booms.

5. We were fortunate to be part of Operation "Urgent Fury", the Grenada rescue mission in October 1983. It's always gratifying to be part of any operation that is successful. Again, we thank our friends from the different units that helped make the operation a success. We have a lot of Mini Tanker Task Forces flown out of here and we always try to serve and provide for the comfort of our sister squadrons who come to Seymour to assist us.

6. The following is a list of the 911th boom operators and their current duties:

SMSgt Bobbie Sikes	Inflight Refueling Program Manager	IBO
CMSgt Randall Black	Alert Facility Manager	BO
MSgt Larry Whaley	Asst. Alert Facility Manager	DNIA
TSgt Chris Sadler	Training Flight	IBO
TSgt Flash Robertson	Assistant NCOIC	IBO
TSgt Steve Sweet	S101, Stan/Eval	IBO
SSgt Pat Pruett	S102, Stan/Eval	IBO
SSgt Rick Reed	E103, Flight Safety	BO
Sgt Jon Calcote	E104, Equip Custodian (SSgt Selectee)	BO
A1C Ted Grzybek	R105, Ground Safety, CFIC Candidate	BO
TSgt Hugh Graham	E106, Flt Cmdr Crew, Manuals Control	IBO
Sgt Jeff Sargent	R107, Sports Council	BO
SSgt John Pettis	R108, ORI Preparation	IBO
SSgt Dave Lisenby	R109, Disaster Preparedness	IBO
A1C Zane Davies	E110, Testing Monitor	BO
SSgt Vivian Hunt	E111, OJT Administrator (TSgt Selectee)	BO
SSgt Al Boothby	E112, Flt Cmdr Crew, Systems OPR	IBO
SrA Eric Mitcham	E113, Wt and Balance	BO
TSgt Jay Howell	E114, WAPS Monitor, Squadron Photographer	IBO
A1C Dave Pileski	E115, Enlisted Advisory Council	BO
SSgt Larry Roberts	R116, Cargo Loading Manager	IBO
SrA Joe Steck	E117, Sports Council	BO

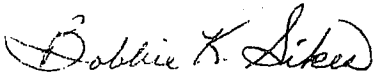
7. For all you old timers, here's a list of retired booms in the vicinity. These guys still keep in touch with us and visit with us from time to time. Give them a call, I'm sure they'll enjoy talking with you. If we missed someone, we apologize.

Jack Laursen
Phil Hampton
Ron Flint
Bill Fink
Johnny Powell
Roy Dixon

Hap Thurlow
Bob Burden
Edward Phillips
Edward Scott
Haven Moore
Ed Moncrief, Wilmington, NC
Julian Thompson, Mill Springs, NC

8. Any time any of you booms are coming this way, give us a call and we'll try our best to make your stay an enjoyable one. Our autovon is 488-6201.

Thats about it from the "Shady J". Hope to see all you guys soon.



BOBBIE K. SIKES, SMSgt, USAF
Inflight Refueling Programs Manager



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 19TH AIR REFUELING WING (SAC)
ROBINS AIR FORCE BASE, GEORGIA 31098

REPLY TO
ATTN OF: 19 AREFW/BOOMS

22 Feb 84

SUBJECT: Boom Signal

TO: 8 AF/DOTTR

Greetings to all from the new 19 AREFW, Robins AFB, GA., no more bombers. With the departure of the Bomb Wing we have added a new tanker sqdn (99th) that was at Westover AFB, MASS. We have also added an EC-135Y in support of the CINCENT. The wing has just completed the ORI and MSET with an excellent rating in both.

Booms assigned and the names of the bases of the ones assigned after the last boom signal:

19 AREFW

SMSgt Doug (the Dealer) Forbis - Alert Facility Manager - CEVG
SSgt Ken Mathis - DONO

912 AREFS

CMSgt Royce Gee(CINC TOOTH PICK) Chief Boom - Travis
MSgt Earnie Pubanz(POOH BEAR) Training Flight
MSgt Bill Jackson(DeChief) Stan/Eval
TSgt Will Crews - A Flight NCOIC - Grissom
SSgt Doug Wiley(PAPA SMURF)
Amn Jeff Garland - Castle CCTS
SSgt Dave Hankins(OPPIE) IBO
AIC T J Shima(ALLEY CRUISER) Travis
SSgt Lance Hornbuckle(Sir Lancelot) B Flight NCOIC
Sgt Jerry Williams(Andy) Attending Leadership School - Grissom
Sgt Jim Whitaker(Wit)
AIC Peggy York(Sheboom)
SSgt Frank Sofo(Mejat-Turkish Pilot) Travis
SSgt Kevin Metz(Stink) C Flight NCOIC
AMN Chuck Barr(Flash) Castle CCTS
Sgt Rick Drawdy(Gramps) Loring
SRA Jesus Lopez(E-3A Survivor) Promoted 1 Dec
SSgt Milt Barnwell(Uncle Milt) IBO

99AREFS

SMSgt Bobby Hennings(Bob the Hook) Chief Boom - CEVG
SSgt Jeff McGirt(Snap Shot) Training Flight
TSgt Jim Niswender(Santa Claus) Stan/Eval
TSgt Benny Akers(Little Benny) Stan/Eval

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SSgt John Gallagher(John Boy) A Flight NCOIC
SSgt Mike Brannan(Biker) IBO - Travis
SSgt Jim Coleman(J C)
Sgt Bill Shelly(Billy Bob) Travis
SSgt Tony Reyes(Tony Joe) IBO - Grissom
MSgt Al Krueger(Father Time) B Flight NCOIC
AMN Rick Bateman(Batman) Castle CCTS
AIC Pete Avraldes(El Diablo)
SSgt Kurt Perry - Travis
SSgt Sze Tom(Z-Man) Selected to attend CFIC in Mar - Castle 924th
TSgt Al Moser(Shipless Skipper) C Flight NCOIC - Grissom
TSgt Bobby Cochran - IBO
Sgt Tony Rhoden(He Man)
SSgt Mike Hopper(HOOP) IBO

SPARES

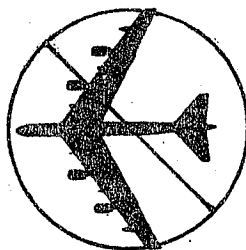
TSgt Rick McCary(Stylish) IBO - Going to OTS in Mar - Travis
AMN Mary Headrick - Castle CCTS

Inbound Booms

MSgt Chuck Heath - IBO - From Castle CFIC in Feb
AIC Stone form Castle CCTS in Mar
SSgt Don Cox - IBO - From Grissom in Jun
MSgt Jones - IBO - From Loring in Aug

Willis Crews

WILLIS CREWS, TSgt, USAF
A Flight NCOIC



NO BUFFS



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 379TH BOMBARDMENT WING (SAC)
WURTSMITH AIR FORCE BASE, MICHIGAN 48753

REPLY TO
ATTN OF: 920 AREFS/OTT (SMSgt Heald)

SUBJECT: Boom Signal

TO: 8AF/DOTTR (CMSgt Loftis)

I've been staring at this paper for twenty minutes, trying to think of a real snappy way to say hello to all the Boomers from all of us here at Wurtsmith. So far no luck, oh well. A lot has happened here since our last input, so maybe we should just get to it. Boom's on, in the pod, here goes.

The BUY NONE and CEG have come and gone, we did very well. This place has always had an exceptional reputation and we're working hard to keep it that way. Right now we are "BREATHLESSLY" awaiting the ORI. One thing after another, right.

We've been sending crews everywhere lately; Puerto Rico, Panama, Fairford, Mildenhall, Anderson, Eielson and all points in between! Keeps those of us here on a real tight alert schedule. For you guys at Beale that's our version of back to back TDYs.

As of 1 Feb 84 we no longer have SMSgt Dick Stephens as our H.B.W.A.I.C. (Head Boom What Am In Charge). Yes, Dick finally retired (officially). Rumor has it that he is alive and well, living on Cedar Lake with his -----BOAT?

SMSgt Benny Heald took over on Dick's departure and has been doing a splendid job. He is one of those special people that everyone enjoys working for and with. It's too bad that he won't be with us much longer. Benny is soon to depart for the PUZZLE PALACE at Offutt.

MSgt Carl Criscillis is still our one and only training flight boomer. As usual he is doing a great job. Especially when it comes to farming out some of his duties to us lowly crew dogs who have nothing better to do!

MSgt Johnson Marsalis has been running the Alert Facility since Benny came over to the squadron. If you can spruce up an Alert Facility he'll try.

TSgt Craig Blessing is still Chief of Stan/Eval. He will be going to the NCO Academy in April. Shaved off his mustache for it and took so much flak about a large upper lip that he grew it back.

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TSgt Tim Ablay runs the cargo loading program. Tim likes nothing better than to play with his ----- erector set! Right now he is at the NCO Academy and will return in late Feb or early Mar.

SSgt Chuck Miller - our resident, reformed Beale Bandit has been doing Tim's job while he is away. Chuck's wife just had a baby girl, Danielle. Anyone want to rent a cabin on the lake??

SSgt Ken Phillips is our gunner turned smart. Fly with Ken sometime and you won't believe what he puts on his head.

SSgt Eric Merriweather sewed on Staff in Aug, went to Leadership School in Aug, went to CFIC in Nov. PCS'ed to March Feb 15.

SSgt John Bibler - What can I say about John except he can't play hearts worth a hoot. John was also one of those out looking for K.A.L. flight 007.

SSgt Dave Sagamang earned 32 college credits in one year, and an educational achievement award from General Davis. We may end up working for this guy some day.

SSgt Mike Eubank just returned from ETTF and can't wait to get back on alert. Stretch says for everyone to take care and be -----GOOD?

SSgt Milt Bowman - Uncle Miltie is our donation to the world of Scheduling and doing a great job. I think Milt and I will retire as Staffs!!

SSgt Pete Sklenar - Pete is our #2 man in Stan/Eval. Does anybody have a size 42 TALL red flight suit with white trim??

SSgt Larry King has just arrived here from Offutt and we're glad to have him. Mumbled something about ECs but couldn't understand what he said.

SSgt Dale Martin is one of our newest Staffs and we're glad he made it. It's exactly what we need, another Staff.

SSgt Dave Martens also just sewed on Staff. Now if we could just get him to quit chewing and spitting out the sextant port we'll be doing good.

Sgt Dan Ducheny is our resident Cubmaster and Weblo den leader and has had a hard year. Says the Co-pilots in his dens just aren't making it!

Sgt John Harris just returned from ETTF and is applying for ROTC. Could be another "O" in the making.

SRA Dan Repp made SRA below-the-zone the first time out and we're pretty proud of him. So I won't say anything snappy this time, but wait till next input.

A1C Todd Wellman - Todd is our resident quiet man, but then he's BIG enough that no one is going to argue the point.

A1C Allen Kaczor - Al has been bounced around the country so much this year that he's wondering where to call home.

A1C Pat D'Augustino - Augy hasn't been bounced around the country, and he knows where to call home. He just wishes it was the other way around.

Amn Jeff Watz is our newest SLICK WINGER. Just arrived in Feb and hasn't figured out what he got himself into yet. We'll let him wonder a little yet.

Inbounds - TSgt Bruce Wilson from Seymour Johnson and SSgt Thomas Weirauch from Plattsburgh. Hurry and get here guys we need a sub on alert.

Since I "VOLUNTEERED" to write this input I would like to take this opportunity to thank some people. I've been out of the field for about 5 years and a lot of you probably don't know me, SSgt Bob (Pottsy) Potts (yes I wrote the damn letter, that's how I "VOLUNTEERED" to write this). As I said, I want to thank some people: first is Chief Sanders. You have no idea how much I appreciate all your hard work at getting me back into the boom field. I owe you more than just one favor. THANKS AGAIN.

To "FAST" Freddie McClure at Altus and Lee Evans at March I also send my deepest thanks. Because of your letters I'm back in the field.

I would also like to say that I think the BOOM SIGNAL is probably one of the best things we've got going for us that I've seen since my return to the world of BOOMERS. Keep up the good work guys, and keep the SIGNAL going.

Bob Potts

BOB POTTS, SSgt, USAF
920 AREFS, Wurtsmith AFB, MI.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 43D STRATEGIC WING (SAC)
APO SAN FRANCISCO 96334

REPLY TO
ATTN OF: TK/SMSgt Adams/366-6189 (STN Drop 35)

21 Feb 84

SUBJECT: Boom Signal

TO: All Boom Operators (KC-10, KC-135, Retired and Retrained)

CONTACT!!! It's really a good feeling to receive an invitation to again make an input to the Boom Signal. I felt so left out last time. Not to be left out I hastily threw an input together and mailed it off. Receive my copy and I find that I was either too late or they refused to print it. Not concerned about personal economics (I spent my money) I mailed copies to each and every tanker unit and the "head sheds" too. Some I know have received it, others say they haven't seen it. Beale responded with an Ops Supplement...duly noted Fred. And I have posted it to my copy.

A few notes since I'm on Beale. One, the 350th showed a lot of class with that Christmas card they sent out, with the SR behind a "real" tanker. It was excellent and I plan to keep it permanently in my scrap book. Also, in their last input they referred to a place called the Micronesian Hotel (not one of Guam's finer hotels). Just weeks after they mentioned that place the island experienced four consecutive nights of killings (pistols and machine guns). Seven dead and a group injured. To shorten the story: The "bad guys" were finally surrounded, another police officer got shot, one of the "bad guys" was killed and the other two captured. Guess, at what hotel, this all took place??? Even the Beale "Grubbies" deserve better than that. Actually the night they captured the "bad guys" wasn't much worse than some of the parties that the Bealies indulge in. If you don't believe, just stop by 316 (Boom Pod) at Kadena.

Time for reparations, or if you will, apologia (noun: a defense in writing of an author's principles). Got that out of the dictionary. I could just as easily say "I'm sorry". This is what this is kind of going to be to all those I "shot" at the last input. Sometimes I forget that I don't know all of you that read my inputs and probably don't know in what vein it's written. Those that know me well understand what I'm saying, take it well and somehow manage to pay me back in kind. It's only in humor and in the spirit of friendly competition, nothing more. Anyway, something happened this past November that is another story in itself.

A large number of tankers and two KC-10s assembled at Kadena for a Large Force Employment Exercise (LFEE). Had airplanes from Kadena, Beale and the entire PTTF (minus one...sorry Cleve...somebody had to be strip alert). Quite by coincidence, but I'm not sure about it yet, all the folks I "shot" at the last input were there and waiting. If you didn't see my last input I'm talking about the 909th, Beale's "grubbies", the KC-10, Joe Hays and Sleeve Brown. I wonder if the LFEE was planned just to get them together. Anyway, the flying is done, now is party time, the ball room is reserved. And all day all I hear is whispering and when I am able to make out what is being said it's "We're the lawn mowers" (you know the rest of it). To

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be quite honest it was quite a "psych" game they were playing. I start to think I've been had, but don't know how they plan to do it. But I don't fold that easily and decide on a plan of my own. You know, two can play the game. Thought I'd let them stew for awhile and headed for the Banyan Tree. Didn't last long tho...they sent Joe Hays after me. When the Chief says "Let's go get it over with" you go, leaving heel marks. My heart was pumping faster than it does when I'm in the P.I. (more than 120). Are we at the NCO Club already??? Walk in and see a sign in the corner that says "Kitty Corner" with a cat litter box below it. At the bar I see signs at the waitress stations, one saying "Real Boom Operators" and the other "KC-10 Computerators". The first smile I've managed in awhile. I'm beginning to be harrassed, flash bulbs popping right in front of my face and people occupying the air space immediately behind my back. I know somethings amiss. All I see is a lot of smirks and leery looking faces. My meter must be reading upwards of 180 now. Don't they realize I'm an old man and subject to a heart attack. Guess not, cause they don't cut no slack. I try to move around, they follow. Finally I enlist the aid of my fearless Ops Clerk. I flat tell him to watch my "six" and if he screws up he will get a very low APR. Finally I feel a massage coming on. Wait...they're finally going to do it. I've never ran in my life and I ain't going to now. Pat Kennedy mounts the stage looking so supreme. In his hand he has a copy of my last Boom Signal input, with all the right paragraphs accented. He reads what I said about Joe Hays, about the KC-10, the Beale "grubbies", about Sleeve (he still can't drink as much beer as me) and lastly, about the 909th felines. The meter is at least 200, the beer doesn't seem to be drying my whistle at all. Now John Buckland gets on the stage with something hidden under a sheet. Why is it so quiet? Certainly there is something in the UCMJ against this. Next thing I see is a finger beckoning me and my shaky legs have me on the stage now. What happened is one of the highlights of my career...what I received is better than any plaque or airplane. You all know Garfield...bet you haven't seen one like the one they presented to me. Little blue cap, flight suit complete with a miniature 909th patch, blood shot eyes and standing in a pile of empty vodka bottles and a miniature San Miguel bottle (empty of course). This thing is precious to me; I was so taken in I found it very difficult to speak. But what I felt was a great love for Boom Operators (KC-10 guys too). I've seen some Gunner (I'll be nice and capitalize it) parties. They aren't bad, but they like to talk about guns too much. Boom Operators seem to have a genuinely fun time and display a close comraderie. My heartfelt thanks to Pat Kennedy, John Buckland, Ken Diefenbach, Del Coggins and Debbie and the whole 909th for a beautiful night. Also I was happy that Joe Hays, Sleeve, John Akers, Beale and the rest were there. I can only imagine what the get together at Castle must be like...somehow I've got to make one of them someday. In closing on the party: Was I worried...you bet I was. I just didn't or was unable to speak what I felt. Hope this makes up for it.

The KC-10: Nice airplane really and I guess if I was younger I might try for it. Please don't take anything I said too seriously. I still have a note from John Akers hanging in my office that says "The three holer just has a different mission". Listen to your Chief guys...thanks for your nice words John and thanks for partying with us. I'll behave from now on.

Beale: Although they have gone thru a large turnover (many names I don't recognize) the old heads there know me better than to think I'm putting them down. So there is no need to come looking for me, unless you've got a beer in hand or the fridge. Most of my favorite Boomers are at Beale (or were before they finally got moved). My favorite IBO is still there...gray hair and all. Please send him some green suckers. Could call'em "Bealies", but somehow "Grubbies" sounds so much better and not in a put down manner.

3...

Joe Hays: Can you believe...back for the second year in a row. He could come back every year, if he has any extensions left, and I'd welcome him. He comes in especially handy when you're partying with a bunch of Gunners and we're outnumbered. Somehow he makes up for a lack of numbers on the side of the "good guys". I even seen him chew out another Chief...who can argue with success? The word is that he really is planning to retire very soon...I for one will miss him. The Riddicks, Synoves etc. etc. are getting fewer and fewer.

Sleeve: The sneaky ---!!! Went so far as to falsify a predeployment message with a wrong name so I wouldn't know he was coming. When he arrived he didn't know how I was going to board the airplane. As soon as my head came up the chute I saw him looking out the cargo door, then up front. I had something to say to him immediately (can't print it). All I know is a two star General, 50 passengers and the Guam Customs agent heard it. And they all probably had to wonder about the hugging and kissing. Who cares...when you're brothers it's OK. He had the gall however to tell the officers in the PTF that when he was ready to leave that I would be on my back (or was it knees). Sorry Sleeve, I keep telling you I can drink more beer than you can. I've been doing it a lot longer, even if you do look older. And I drink it all, never leave any in the bottom of the can or bottle.

Kadena's 909th: One last thing. It took calling them something to get them excited and it worked. The party was worth it. Can I rejoin the Boom Fund? How much are my back dues???

Notes about a few other guys who passed thru:

BOB POTTS (Wurtsmith): My "hero". Wrote a nice article to the AF Times and got in hot water over it. Didn't clear it thru PA, for shame. But the effort was super. I've written to several publications...ain't been in trouble yet.

DAVE CROWDER (Minot) + NICHOLSON & HILLBERRY. Dave, with support from the other two, supported the last "Glad Customer" in Australia. Dave did a very super job as Staff Boom and the other two did great also. The idea of the home station furnishing an IBO works well and pays dividends. He has control of the load from the start and knows what is going on. Dave had some good suggestions in his trip report. My only suggestion: The IBO should fly with the pax load rather than the cargo load. Thanks for the good job Dave.

You all probably read about the last B-52D flight...it wasn't Carswell as stated in the AF Times. The last (almost) was 12 Oct 83 from Andersen to Fairchild. That was after the last Carswell one. But even the last one from Andersen wasn't really the last one. B-52D 56-0068 flew out of here back to the "Bone Yard" at DM on 30 Jan 84. Related item: SMSgt Louie Le Blanc retired 30 Sep 83 and is now selling new cars over in the Arcade. Sure most of the younger folks don't know him, but sure many of the older heads do. Louie was a "D" model Gunner; spent some time in the Hanoi Hilton.

31 Jan 84 will live in my mind forever. My body remembered for a whole week. I was fortunate to be selected for an F-15 sortie. Now I fully understand why fighter pilots are filled with such pride...not sure they are paid enough for what they do...must be they like it. The mission lasted one hour, but there were moments that seemed to never end. Takeoff was only a starter. Straight up to 15000 feet right NOW, with I don't know how many spirals at the top of the climb. Minutes later (with another F-15) we're in a dogfight. Guam Center was asking if Adams was sick yet and they'd buy all the beer if I was. But I wasn't, sick that is, scared yes. I saw Guam from so many

different attitudes and angles that I can't remember. Do recall one time seeing the whole island upside down. Unbelievable what that airplane can do. Pulled up to (seemed more) 6.5 G's. Got caught with my head on my left leg and couldn't sit up, but tried so hard I sprung my neck. After about ten minutes we level off (the altitude varied from about 11000 feet to 18000 feet in moments) and these two are ready for another go. Thank god the pilot asked me first. I surrendered. Let's do something easier. The other one went above 50000 and we went our own way. He turned it over to me and said to do whatever I wanted to. After telling him to watch me close I took the stick and immediately dumped us on our side (unintentionally). Got it back wings level and went to 28000 feet where I had a problem keeping it at one altitude. Flew it from Guam to Saipan and was beginning to catch on by the time we got to Saipan. Talk about sensitive controls. Descended to 4000, gave the pilot the plane back so I could take pictures of Tinian and Saipan (his dad operated out of Tinian during WWII). Then at a very very low altitude we circled around Saipan...probably got the Japanese tourists at the Continental Hotel excited, but not nearly as excited as I was. Time to head back to Guam. He says "This is a fighter and fighters are supposed to go fast, so let's go fast". I thought we were already, but accelerate it does. Not finished yet...still have to suffer thru three pitch outs before landing. My helmet felt so ungodly heavy and my neck was breaking even more. An experience I'll never forget, but doubt if I'll do it again. Did learn a lesson: I'm a confirmed Tanker Toad.

Tonight I get rid of two "Mad Dogs"...both same last name, just spelled a little differently. (one Metts and one Metz). But what a pair. They've kept me on my toes the entire tour and I had my doubts that they'd leave her alive or in one piece. They've been tempting fate...Sawadee type. But I will say one thing, both did a super job and had a lot of fun when they weren't on the job. Reminds me of another guy sometime back who got caught (by his AC very fortunately) with the Base Chaplain's daughter in his room. He managed to leave unscathed. One Mad Dog had two sweeties crossing paths; the other came back from the P.I. with a "foot" problem. Even tho they're leaving, I still expect phone calls. Won't be the first time...part of the job I guess. Had to keep my daughter out of their way...I don't consider her "fair game".

Maybe time to get a little serious, so not to be accused of not having anything useful to write about. Nothing major to carp about, just minor things that can be given a little more attention and eliminated.

Customs at Guam: Been a few glitches lately that have riled Guam Customs. I'm happy to say that they have eased up a lot and are now clearing the crews at the aircraft. We want it to keep it that way, but we need help. When landing all hatches and windows must remain closed until cleared to open by Customs. Insure all garbage/lunches are collected and not only bagged, but sealed. It is considered international garbage and disposed of in a controlled manner. Another thing: Be prepared to meet the Customs agent with the paperwork (one aircraft general declaration, flight orders and pax manifest). Once Customs is satisfied then you'll be cleared to do whatever else is necessary...but complete customs first. One individual concern themselves with this task...no need to involve the entire crew; it just lends to confusion and makes everybody look like dumb-.... PLEASE...whoever has anything to do or say with the crews deploying to Guam...get this point across to them, each and every time.

Once at Guam I have a very comprehensive Customs guide that will keep the crews straight...all they have to do is read and follow the instructions. The crews that have been here will back me up on that I'm sure.

5...

Lt Colonel "Butch" Ogden did not move on to "Altus-by-the-Sea" as I said last issue...instead left to take command of the 920th at Wurtsmith-by-Lake Michigan. Guess he got to "chew" on my "hero" (see page 3). Hope it wasn't too painful Potts. New chief is Major Craig Upton. Came to us from upper New York (Plattsburgh). He has caught on already.

Tyler Davis will be heading for New York soon (Griffiss). Guess he didn't want to let his new Air Force daughter loose. Ty has driven me up the wall on occasion, but he's done an excellent job at the "shack" and also has lent me a hand on many occasions. Hope his replacement is willing to fly at least as half as much as Ty did. There are plenty of opportunities to do so. Good luck Ty and thanks.

Buzzzzzzzz...been at Hickam for years now and I'm still waiting to see him. I was expecting him in a few more days, but already have a message from him that he won't be making it this time either. I ain't going to wait forever.

God-dawg there's been a lot of message traffic lately on broken/bent booms. It was not unexpected to finally see a message out on "our" responsibility to keep the boom off of and out of the wrong places. My own handout here goes into that subject also...I've always felt it is mostly the boomers fault if something gets broke. How often have you heard, or said it yourself, that the receiver was p--- poor, couldn't fly worth a damn, etc. etc. All that may be true, but please remember he's got a lot tougher time during A/R than you do. You're laying there with a lot less to control than he does. Give 'em a break (not to be taken literally). Don't be so critical of poor receivers. They gotta learn too and maybe they haven't refueled in awhile. For whatever reason, be patient and considerate of what they may be going through. Not going to beat a dead horse to death...but A/R is really a safe operation, but only as long as you maintain control of the situation. Nothing says you have to make the contact if you feel it isn't safe to do so. And let's not forget the terminology "Disconnect" and "BREAKAWAY" once we are in contact. How many incident messages have you read where corrections were given...most of them, right? Corrections are fine, but not when you've lost control of the situation. Either don't make the contact or let the receiver off...the expense of fixing a boom or losing a sortie just doesn't make much sense. Think about it.

My hats off to 1Lt Scott L. Wagner of McConnell. His article in Combat Crew (Nov 83) was excellent. It was "So You're Going TDY". If you can still find that issue read it...post it for all to read. This individual has his act together and not only learned himself, but took the time to write an article and get it published. We've all (well most of us) have been TDY and know that they can be a lot of fun, but also filled with frustration and hassles. May never eliminate all the hassles, but a lot of people generate their own by not being prepared...or are not flexible. Maybe some (no maybe about it) expect only a fun trip and everything to be done for them. Are they ever in for a surprise. I'm in a position unlike most of you assigned to a squadron. I don't have the chance to get to know everyone really well; go through too many too fast. Oh yes, it's great in some ways, but not so good in others. Maybe someday I'll write a book about my experiences here (coming up on four years). Don't get me wrong, I wanted this job and wouldn't have traded it for another. But please do me a favor...read Lt Wagner's article...it is very well written. I'm attaching a copy, whether or not Elzey publishes it along with my input is up to him. If it doesn't appear look for it in your files.

Fuel forms: I know this doesn't mean much to many of you out there. Maybe I am a little more particular than the average. We do ours right over here and they are all accounted for (to the pound). Very few lack all the information to make somebody else's job easier (Fuels, Finance and Supply). Anyway...my point this time is CORONET moves or USN/USMC movements. Check the tasking

message for the move. There is no need to guess as to who is to be charged. Everything needed is included in the message, yes, even the tail numbers of the receivers. No need for each participating boomer to research the message, but one from Training Flight, DONO, or someone who cares could obtain the information and furnish it to the crew. Another thing, don't confuse tanker activity (828) with inflight issues. Often, activity (user charges) are one thing (TAC, PAC, FMS) while fuel is charged to the organization of the receiver aircraft. Common goof: Boomer asks receiver pilot where's he's from. Reply might be "Luke". Unknown to the boomer the airplane is from "George". Guess who fearless boomer charges the fuel to??? One more suggestion: Non-Air Force refuelings (USN, USMC, FMS) 791's are sent to SAC/LG for processing. Give'em a hand by identifying somewhere on your 791 the nickname of the mission, the Coronet number etc. If Navy training, put down the name of the carrier. It's better than nothing. Granted, 791's can be a pain, but there is no need to turn in garbage and cause somebody else to do all the research (Fuels, Supply, Finance). I've seen 791's with wrong tanker tail numbers, no receiver call sign, commands/units charged for aircraft they don't have etc. Could go on and on. Rebuttals accepted!!!

I know this is getting long, but one more quick kudo to a deserving boomer, than one more serious subject. Greg Genenbacher is on his third trip here since I've been here. In case you don't know him he is a "Mach One over Michigan" (upside down yet) boomer. Wears a patch that says so. Whatever, he not only volunteers to help out, he does it and insists on it. Hard to say "no" to him. While others would take advantage of a schedule break and head for the beach, the club or something, he comes around to see what he can do. Few days ago handled the loading/supervision of two aircraft deploying to Australia. Have seen lots of instructors here, wonder about a lot of them. This one is a real one. The worst I've seen in my career recently left here, but I won't go into it right now. Greg, I appreciated the stories about flying upside down, but most of all thanks for the assistance.

Time to wind down, in more ways than one. Saved this for last...I can see Sandy saying or thinking he's been through this before. Although privileged to have been accepted for 30 years my chances of making it are slim and none. My daughter graduates and receives her gold bars on May 7th, this year. That pretty much frees me to pursue my own life (style). I expect to apply for retirement, hopefully to be effective the end of this year or very early next year. I am declining testing for the next E-9 cycle. That's a for sure. I don't look at it as "burning a bridge", as some may feel. I simply don't want to incur a two year obligation. Besides, I'd probably make a lousy Chief... they do have an image after all that I'd find hard to uphold. Anyway, my plans are to do what I said before...retire right here in Guam. My wife has an excellent job with Duty Free (Japanese), we're both happy here, my son will probably leave the Air Force and live here, and another expensive PCS is out of the question. Most of all, I think four years plus in this job is more than enough. D. K. Brummett, who I replaced, said two years was enough. I tended to take that with a grain of salt. He was right. What he was talking about was the activity that takes place here, the long hours, the weekends, you name it. There are other considerations also, one of which is that this operation really requires a second boomer (E-4, E-5 or E-6) to help carry the load and provide some kind of continuity (DNIF, TDY, leave, PCS). Pilots and Navigators are well covered (3 of one and 4 of the other), but there is only one Boomer slot. There is only so much one person can give or do and I am rapidly "burning out". I'm beginning to feel more like a gopher, chief in charge of administration and flight management, flunky, etc. Trips offer a welcome break, but they are not completely a "good deal". Unlike the officers who always get paid most of mine are of the "free" type (no per diem) or I "burn" leave after getting back to make up for being gone. My last paid

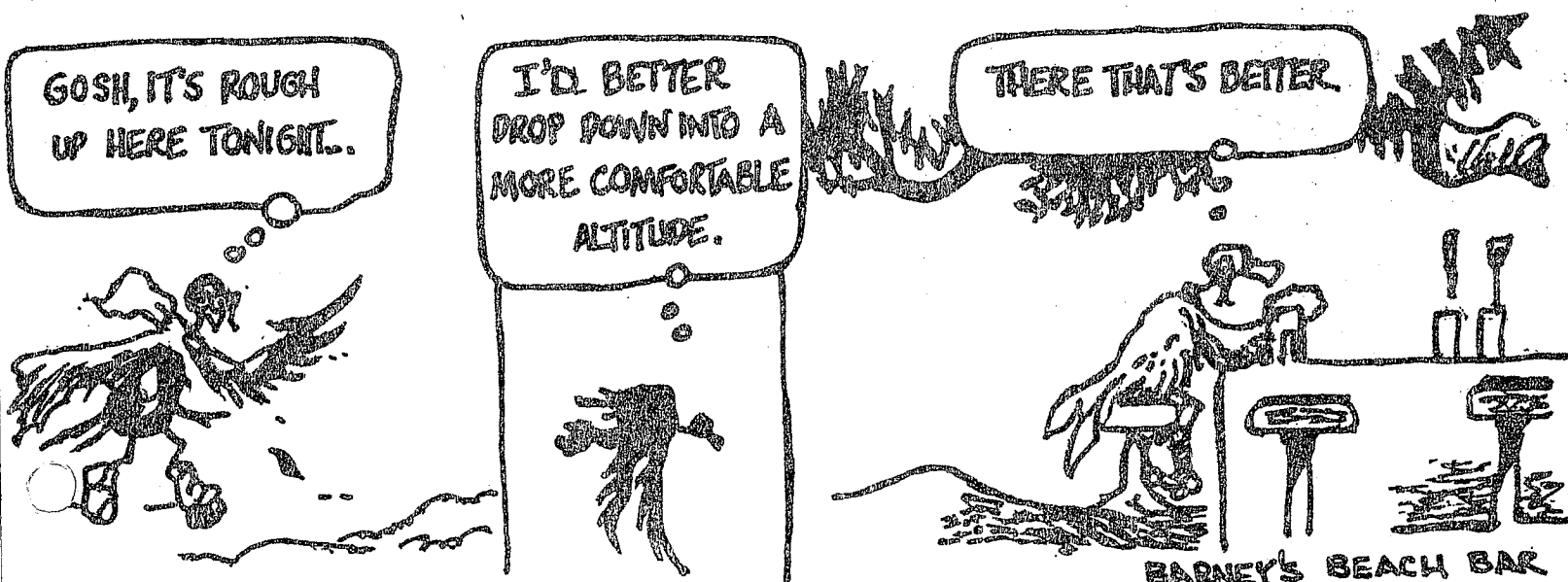
7...LAST PAGE GUYS/GALS

trip was four days...received \$32.83 (my hotel cost \$40). Enlisted per diem is a very sorry subject I won't go into...would only open up a lot of old wounds for many of us. To continue...even after getting back I have a "pay back" of sorts to make up/catch up/clean up what I missed while being gone. Getting a little too old for all that. It has finally come to the point where my own welfare, health and morale have become of a major concern to me. Yes, even old senior NCO's experience morale problems that probably only the young first termers think they contend with. Over the years, in two different career fields, I have given my all and more, both time and personal finances. Would like to save some for myself while there is still some left. Always felt that if I were to be grounded or lose the burning desire to fly I'd hang it up. The past several months have been downhill and I'd like to think about departing before I come apart or develop an undesirable attitude. Would like to leave with mostly good memories. It's been a great 28 years, but all of a sudden I feel the need to look at what I might have to do for the rest of my life. There is still some time left to take advantage of the G. I. Bill. Joe College...me??? Maybe OK. Or I could hang out at Barney's Beach Bar and count the bikini's or head for the P.I. for some positive strokes. Gist of this:

I'm opening the door to someone who wants a very challenging and also a very rewarding tanker task force assignment. There aren't many, especially like this one. Don't view negatively some of what I referred to in the preceding paragraph. This job is most of all demanding. You're dealing with a lot of different people each and every month, different experience levels, problems, personalities, on and on. Schedules change rapidly and often. But for the right individual it has to be one of the better Boomer assignments to be had. If you don't like to work or put in a lot of hours (strange ones) don't even think about volunteering for the PTF. With two Boomers assigned this could be the best assignment around. Anybody want it??? Be talking to you Sandy.

Gary
GARY ADAMS

P. S. One little bit of humor follows,



PTTF BOOM OPERATORS (20 AUG 83 THRU 21 FEB 84)

ALTUS

SSG DAVID K. FRUGE
SSG LONNIE D. LEWIS (MR. PERSONALITY)

BARKSDALE

TSG JOHN B. STANFORD (HOW "THEY" DOING?)

BLYTHEVILLE

SSG CLEVELAND FILMORE (STILL A LAMB)

CARSWELL

SGT RICHARD D. ANDREWS

CASTLE

SRA HAROLD E. "BEEF" KATUS

DYESS

SGT VERNON HARVEY

ELLSWORTH

A1C GARY L. THOMAS
SSG JOSEPH G. "LEGS" GEDMAN
A1C HOWARD D. PEARL

FAIRCHILD

CMS JOE D. HAYS (AGAIN!!!)
A1C WADE A. HOWARD
A1C CELESTE BARCELO
SGT RODNEY S. ERKS

GRAND FORKS

A1C ANDREW S. CHERNOCK
SSG WILLIAM F. "HEATER" HEATLEY
SRA JAMES G. MCGRAW
SGT STEVEN L. "MAD DOG #1" METTS

GRIFFISS

SSG LAWRENCE E. BARRY
A1C JOHN T. WEBER

GRISSOM

SGT KEVIN D. HERSHEY
SSG GREGORY E. "MR. AEROBATICS" GENENBACHER

KADENA

TSG PAUL A. LOWE

K. I. SAWYER

SGT CLINTON E. REED
SGT RYAN W. CERMAK

LORING

MSG "SLEEVE" BROWN (TADAA...I SURVIVED!!!)
SGT STEPHEN L. COOPER

MARCH

SSG CARL S. SEABERRY (FILMORE'S MEANER)
SSG JAMES C. LANGFORD (UNDERSTANDS KOREAN)
SSG MICHAEL D. ALDAPA

MATHER

TSG WILLIAM L. DACUS (GOOD TRY BILL)
TSG STANLEY N. SEARS
A1C ALLAN E. KACZOR

McCONNELL

SSG TERRY L. DOVER
A1C KARLA E. MATTSO (DOESN'T LIKE MY HOBBY)

MINOT

TSG DAVID J. CROWDER (CAN HAVE MY JOB ANYDAY)
SGT CHARLES P. NICHOLSON (DAVE'S HELPER)
SGT DENNIS J. HILLBERRY (HE HELPED TOO)
SGT TIMOTHY R. BENSON
SRA JAMES C. YOUNGBLOOD
SSG OLIVER "LEE" WINTER (GOOD BEER DRINKER)

PEASE

SGT DARYL R. PETTIS

PLATTSBURGH

SSG THOMAS A. WEIRAUCH
SSG VITA B. BARTOLETTA (KEPT CREW STRAIGHT)
TSG STEPHEN E. BACON

ROBINS

A1C ALVARA P. ABRALDES (SAY THAT FAST)
SSG KEVIN L. "MAD DOG #2" METZ

SEYMOUR JOHNSON

SGT JEFFERY P. SARGENT (ANIMAL IN THE P.I.)

WURTSMITH

SSG JON M. BIBLER
SSG ROBERT A. POTTS (MY HERO...CAN WRITE)

NEXT PAGE RESERVED FOR KC-10's, AFRES
AND ANG'ERS

PTTF BOOM OPERATORS (20 AUG 83 THRU 21 FEB 84)

MARCH (KC-10) * DENOTES RESERVISTS

CMS JOHN T. AKERS (CHIEF'S ALWAYS FIRST)
MSG MARK FLEECE (FUTURE CHIEF)
TSG KEVIN M. DOYLE
SSG BRADFORD T. ARNSPARGER (2 TRIPS)
TSG DAVID TELLES
SSG CHRISTOPHER BURKHART
*SMS RICHARD W. FILKINS
*MSG RONNIE L. WADE (2 TRIPS)
MSG BRUCE W. LAWSON (2 TRIPS)
MSG PAUL K. ROGERS (DAVE KIRKLAND'S HELPER)
TSG GERALD J. BROUSSARD (MR. "Q")
TSG ROBERT W. MOQUIN (WOULDN'T KISS AND MAKE UP)
*MSG THOMAS E. POUND (2 TRIPS...ONE "UNDER THE WEATHER" AND ONE IN A "REAL" TANKER)
MSG DAVID L. KIRKLAND (PAUL ROGERS' HELPER)
*MSG ROBERT G. THIBAUT

MARCH (AFRES)

SSG AARON L. MILLER (GRADUATE OF KADENA)

KANSAS ANG

MSG LOWELL T. "L.T." SEYMOUR (HAD TO GO TO KOREA TO SUPERVISE COX)
MSG THOMAS R. COX (HAD TO GO TO KOREA TO SUPERVISE SEYMOUR)
TSG CHARLES "BUTT FUTT" HANNA (SOMEBODY NEEDS TO RUN HIM TO THE BARBERSHOP)
SSG KEITH R. FULTON (A REAL COP...WENT TO KOREA TO SUPERVISE COX AND SEYMOUR)

MAINE ANG

SSG JAY A. MacLEOD (GAVE MSG TOM POUND A RIDE IN A "REAL" TANKER)

PENNSYLVANIA ANG

SMS THEODORE A. INWOOD (THIS BUNCH SPENT ALL THEIR TIME IN THE P.I.)
MSG JAMES A. KLEIN
MSG CHARLES E. ZIMMERMAN
MSG PAUL B. CONCELMAN
MSG ROBERT A. HENDERSON
TSG DANIEL P. McGRATH (HOW DID A TSGT SQUEEZE IN ON THIS TDY???)

NOTE: ARIZONA AND ILLINOIS DUE IN WITHIN THE NEXT FEW WEEKS. LOOKING FOR MAINE,
WASHINGTON AND WISCONSIN TO COME BACK, IF THEY THINK THEY CAN HANDLE IT.
THE GUYS FROM KANSAS SEEM TO BE WORKING THIS TRIP INTO THEIR PERMANENT
SCHEDULE, AND THE SAME GUYS AT THAT.

So You're Going TDY

... Some items to keep in mind during your next TDY to a Tanker Task Force.

1Lt Scott L. Wagner
384 AREFW, McConnell AFB

TDY at a Tanker Task Force (TTF) is an unusual combination of opposites. It is an operational arena where tanker crews support tactical, strategic and reconnaissance missions. Yet a crew's relative unfamiliarity with the mission makes it a training environment also. Schedules are constantly changing. Takeoff times, fuel loads, sometimes entire missions are changed daily. Yet some TTFs maintain seasonal or mission specific sortie tasking (such as Coronet East, Alpha Long or Burning Wind) which require strip alert, ground spares or a crew rest/fly/crew rest cycle that virtually locks a crew into flying the same mission for a week or more. *TDY can be a "paid vacation" allow-*

ing travel to locales like London or Madrid or it can leave you snow-bound in minus forty degree weather.

In any event, TDY at a TTF is a chance for crews to experience a flying environment totally divorced from the stateside counterpart. It allows less experienced crewmembers to develop and apply new skills while it encourages "old heads" to expand their limits.

TDY considerations begin at home station with the predeployment checklist and an early start on accomplishing the items. The week before departure is, more often than not, a hectic period so anything that can be sorted out early is a plus in

the time equation. If an OER or APR will be due while you're gone, is it feasible to accomplish it before you leave?

Plan to stay organized. Keep close track of your travel vouchers, travel orders, flight orders and MARS. Keep a detailed record of all of your flying and related activities including crew rest, bus times, takeoff times, flying times, landing times, mission name, how many receivers, offload totals, etc. At the very least this will make your after action report easier to write. Retain all of your receipts for billeting and finance. And don't forget to keep track of all of your purchases and prices. This will make itemization for your customs forms

ch easier and credible. All of this "stuff" can be put in some manila clasp envelopes and kept in your suitcase. One important thing to remember is that the TTF Intro Package should be brought on every flight — it's disconcerting to look for the fighter alternate sheet and remember you left it back in your VOQ.

Give adequate consideration to the unique stresses of TDY. Initially, one of the most impairing factors will be jet lag from your deployment. Crew rest regulations have as much, if not

not fit for flight at bus time (as any flight surgeon can attest). With the added emphasis on blood alcohol testing and urinalysis in any mishap that causes dollar loss to the Air Force, a violation of this regulation may buy you a plane ticket back to the states and a redline on your career. The strangest and most frustrating issue here is that the crews that violate the regulation TDY would never even think of it at Base X. In this context, all crews should plan their scheduled ground spare mission

bent airplane are ineffective."

An inexperienced crew may become dangerously task saturated as single-ship with hydraulic maintenance, late PAX loading and takeoff only 25 minutes away. In this situation, the danger level is high and even minor deviations from the standard routine could be unsafe. Another more experienced crew may be cell lead, have to defuel 5000 pounds of fuel, upload passengers and complete preflight with 20 minutes to takeoff yet make it to the hold line

"TDY can be a 'paid vacation' allowing travel to locales like London or Madrid or it can leave you snowbound in minus forty degree weather."

more importance overseas than they do in the states, yet almost routinely crews violate them. This is a mistake. You will find that at some TTFs one mission's flying time may equal two or more stateside sorties. In addition, many missions are launched at odd hours of the morning. This plays havoc with a crewmember's circadian rhythm. These two factors alone are enough to measurably affect a crew's efficiency. Combine this with inadequate crew rest and an unfamiliar flying environment (like a 150 foot wide runway or a foreign controller) and you've got the right ingredients for an accident, violation or interception. Remember too, that every person reacts to fatigue differently, so eight hours of rest may not be enough for you if you've just put in a 16 hour day and you've got another eight hour flight ahead of you tomorrow.

Another regulation that is sometimes ignored by TDY crews is the "bottle to throttle" rule. AFR 60-16; Sup 1, page 3, para 5-1a, IMC 83-1, states, "Alcoholic beverages will not be consumed by aircrew members during an eight hour period prior to reporting to fly." The intent here is that at the very least your crew will not be drinking during that eight hours of uninterrupted sleep allotted for crew rest. This time period can be made more restrictive (up to 12 hours before bus time) by TTF OIs. Even if you stick to the letter of the regulation you can still be drunk and

as a "goer." It would terrify most people to rotate with one of the pilots smelling like Jack Daniel's.

Remember that every person on the crew may not be as overjoyed as you are to be overseas. The stress of four people being cooped up together in relatively close quarters can be significant to some people and can interfere with crew integrity and efficiency. Small quirks in your BO that you probably never noticed stateside can gradually (or suddenly) become personality flaws. Fist fights have broken out more than once over a friendly game of cards. The billeting situation can have a significant effect on this problem. I have heard of a situation in which a crewmember snored so loudly that his roommate simply could not get his crew rest in the same room.

The proverbial payoff comes on the day of the flight. Often due to maintenance problems or mission changes, that old enemy time compression sets in with its associated problems of speed and load stress. This is where the term "TDY Preflight" came in to being. This is where the deviation from standard operating procedures occurs. This is where things can and do get unsafe.

One school of thought contends that "If I conform perfectly to the checklist and tech data (by the book) then I could not get the on-time or accomplish the mission safely then it won't get done. A dead crew and

on time and safely. Of course the situations are not this simple and are further complicated by the fact that the "man in charge," the aircraft commander, is not always the most experienced person on the crew. Yet, it is still the AC's job to pace the crew and monitor the situation ensuring that the crew remains safe. An experienced AC might be able to take up the slack of the other crewmembers. The Dash-1 states, "this manual provides the best possible operation instructions under most circumstances, but is a poor substitute for sound judgment." Our stateside training, study, and testing is building that judgment so the "danger level" is pushed farther back. It is this sound judgment that disciplines a crew to avoid that easy TDY double standard of inadherence to operating procedures.

TDY at a Tanker Task Force is a challenging environment that can be an enjoyable, enriching experience, or it can be an interminable and frustrating exercise in waste. Hopefully this article generated some nodding heads and knowing smiles and will make at least one crewmember's tour more hassle free. Just remember next time you're enjoying your TDY that there's a lot to look forward to when you get back to the states. Like EP tests, no-notice flying evals, ground training, alert, generations and additional duties.

Have fun, fly safe!

PTTF...DET ONE (ALERT PAD)

Here it is February 1984, 87° and sunny. Seems like we just did this. A lot has happened since the last signal and I'll see if I can fill you in.

First it is hard to believe I have been here two years. Will be moving to Griffiss in June and looking forward to the assignment. I'll be welcoming MSgt Johnson from Castle (if the grapevine is correct) to take over the pad here on Guam. Sorry you'll be in temporary quarters as the renovation of the facility will be underway in April.

I've really enjoyed this assignment. It has been a challenge. I've learned a lot and worked with a great group of people. I still say to all you young Masters, if given the chance, take an alert facility for a tour. Good experience.

Throughout this period I've met a large number of new boom operators and renewed friendships with some old friends. We will lose some great people who will never be replaced. Goodbye and good luck to CMSgt Joe Hays (Mister Boom Operator). When he retires they will have to close the book and start over. Through the years he has been and done everything in the boom field. Others that come to mind are Chief Loftis, 8AF, and Chiefs Polinski and Benamante (KC-10) and I'm sure that there are others I haven't heard of.

Hi John, hope all is well. Looks like I'll be north of you. John Stanford, an old friend from Barksdale, spent some time with us. Had TDY's to Australia and the Philippines. When it was time to go home he reopened an operation and it looked like he wouldn't be able to leave. Well (as I hate to fly!!!) I took his last trip to Kadena, then to Hickam where he was able to pick up the last leg to Barksdale. Keep a beer cold for me John and look for me through Barksdale the first week in June (sold the VW).

Speaking of Kadena. Gary mentioned the party. It was great and as he said there were a lot of boom operators there and we had a great time. Thanks Kadena.

John Akers took me on his brand new KC-10. What a ride. An experience every boom operator should have. We flew from Kadena to Clark, picked up some F-4's, took them to Korea, back to the PI and landed back at Kadena. John wouldn't let me make a contact (probably was afraid I'd be smoother than him), but I flew the boom from the instructor position and the system is superb.

Sleeve, well what can I say Bubba? Sleeve and I go back a long way. Gary might be his brother, but we are at least cousins. It took a long time to pry him out of Maine, but I know he had a great time. They put the San Miguel brewery on overtime. Take care Bubba and I'll be in your area soon.

Would like to say goodbye to all the 909th boomers. Thanks for all the help when I've been at Kadena and when you visited Guam on the all too few "phoon evacs". Met or knew just about all the booms at Kadena and want to let you all know that I think you are all great and doing a lot of work out here that may go unnoticed. "We" know and you know me (hate to talk), so everyone will know. Hope to get back one day. If not have a great time.

You know, you meet a lot of people through the years and there are very few that you don't really get along with. Well we had a guy here about a month ago, a supposedly experienced instructor, who was really an arrogant individual. Now, I've been around for awhile and I've flown a few and loaded a few. I'm sure I've got some friends out there and probably some "not so good" friends. That is the way it is. Well, Gary busts his butt here for all the TDY people, and not just for the booms, but for the crew and everyone else. He has made the Guam operation the finest that I've seen and I've seen them all. Gary spends 70 to 80 hours a week working for the betterment of everyone associated with the PTTF and you'll have to go a long way to beat that. Well, here comes so "no account" boom who I never heard of before, but who lets on like he is real "quick". He tells

PTTF...DET ONE (ALERT PAD)...PAGE 2

Gary he ain't worth a s--- and doesn't understand how he (Gary) ever got extended in the AF or on the job here. Well, this guy better take lessons. First: Shut up. Second: He'd better open his eyes and look around. Third: He'd better learn more than he thinks he knows. My feeling is the guy has been out of the boom field too long. Gary was thinking about mentioning something in his input, but decided against it and plans to pursue it in another manner and not in the Boom Signal. It concerns the attitude of only a small number of people, usually an instructor who thinks he "knows it all" and doesn't need any briefings or guidance. I realize these are not really nice words, but they had to be said.

Gary, I apologize for people like that and hope that it didn't bother you too much. Just consider the source.

Well, like I said, had a great time here and am looking forward to my new assignment at Griffiss. Hope all you young booms keep up the good work like I've seen here. Take care.

Tyler M. Davis
TYLER M. DAVIS

Chief, Alert Management Division
Andersen AFB, Guam

NOTE: Tyler may appear a little incensed. Not quite as much as I. The person he is talking about was, I thought, a rather intelligent and dedicated boom operator. He suffered severely from a problem I've mentioned in the past...a poor attitude. Definitely could not take criticism (more like critique) for some minor things. Definitely was beyond listening. Seems to have an extreme dislike for senior boomers, especially me, but there are others. Had to not once, but twice, be chastized by our Wing DO for being in the "O" Club. What bothers me most? I expected much more from him, expected an honest critique of the PTTF operation, not an uncalled for criticism of all aspects of it, especially in an uncivilized manner. In short, I was severely disappointed with him and I hope he never comes back. If he does, and I'm still here, he can expect things to be a little different for him. That has to be said too, in case he even thinks about coming back to Guam.

Gary