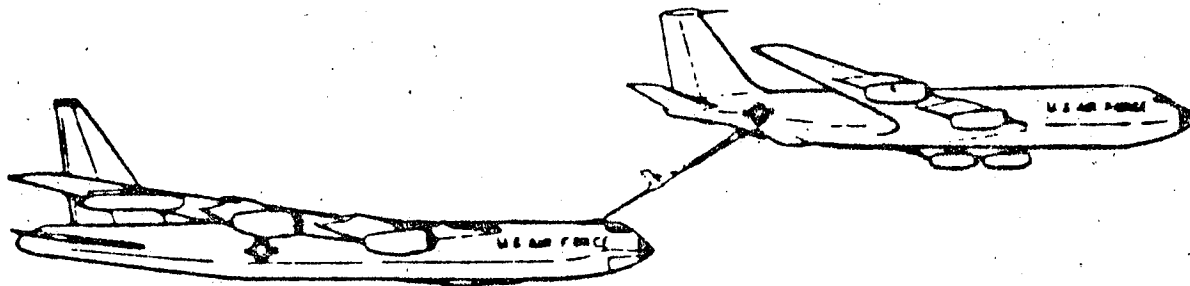




Jun 85



THE BOOM SIGNAL

JUN 85

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

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Is your unit missing? If so, WHY?

GREETINGS FROM THE HEADQUARTERS .

A LOT HAS HAPPENED SINCE THE LAST BOOM SIGNAL INPUT FROM D08.

I'D LIKE TO DISCUSS A FEW ITEMS WHICH MAY BE OF INTEREST.

A NEW PROGRAM, UTILIZING THE HEWLETT PACKARD HP-41CV CALCULATOR TO COMPLETE THE 365-4, IS NEARLY READY. PACKAGES SHOULD BE DISTRIBUTED TO THE UNITS DURING THE MAY-JUNE TIME FRAME. EACH PACKAGE WILL CONTAIN A ROM, OVERLAY, INSTRUCTION BOOKLET AND QUICK REFERENCE STUDY GUIDE. PROCEED SLOWLY, BUT PLEASE USE THE PROGRAM. DON'T THROW AWAY YOUR LOAD ADJUSTERS, THEY ARE STILL PRIMARY. FURTHER WORDS OF WISDOM WILL BE FORTHCOMING.

SAC PHAMLET 51-6 IS STILL UNDER REVISION. IN FACT IT HAS BEEN FOR OVER TWO YEARS. WITHOUT STEPPING IN IT TOO DEEP, I BELIEVE A NEW ONE WILL BE ON THE STREET BY SEPT 85. THE "LOOKING GLASS" BOOMS FROM THE 2 ACCS ARE GRACIOUSLY PROVIDING THE EXPERTISE AND MANPOWER.

REFUELING CAMOUFLAGED RECEIVERS CONTINUES TO HAVE HIGH LEVELS OF INTEREST AND SUBSEQUENTLY CAUSES HEADACHES IN D08T AND XPHV CIRCLES. THE LAST TWO AIRCRAFT CLEARED FOR NIGHT AIR REFUELING WERE THE KC-10 AND B-1. BOTH RECEIVERS, AS YOU ARE PROBABLY AWARE, ARE TANKER LIGHTING DEPENDENT. ALSO, THE B-1 IS NOW A "HOTEL" CATEGORY RECEIVER, AND REQUIRES DAY/NIGHT QUALIFICATION. THE "HIGH DESERT" BOYS AT THE EDWARDS TEST CENTER ARE DOING EVERYTHING POSSIBLE TO MAKE SURE WE HAVE THE BEST ENVIRONMENT IN WHICH TO REFUEL THOSE BUGGERS.

THE 28 NEW SLOTS IN SCHEDULING ARE THE RESULT OF A COMMAND WIDE SACMET STUDY. A FEW OF THE DOT'S CHOSE TO RETAIN TWO OFFICERS IN LIEU OF ADDING THE BOOM SLOT BUT THE NUMBER WAS VERY INSIGNIFICANT. NEEDLESS TO SAY, I WAS VERY PLEASED. HOPE THE WING DO'S DON'T WORK YOU GUYS TOO HARD OUTSIDE THE OFFICE.

I AM SAD TO SAY, DICK SANDERS, ONE OF THE MOST PROFESSIONAL, DEDICATED AND SINCERE BOOM OPERATORS EVER TO PUT ON A FLYING SUIT HAS RETIRED AFTER 30 YEARS OF DISTINGUISHED SERVICE. HE'S THE GUY THAT MOST OF US "IN THE KNOW" TRY TO EMULATE. I WAS VERY GLAD TO PLAY A PART IN HONORING HIM AT THIS YEARS ANNUAL CASTLE GET TOGETHER IN MARCH. I WANT TO THANK YOU TROOPS, CHIEF RICHARDSON AT 8TH AF, AND CHIEF HAWKINS AT 15TH AF FOR THEIR SUPPORT. HE RECEIVED NICE WORDS AND SOME VERY NICE GIFTS. HE GOT CHOKED UP A BIT - BUT THAT'S DICK SANDERS. WELL TILL THE NEXT SIGNAL, HOPE WE ALL HAVE A GOOD YEAR. GOOD LUCK, BEST WISHES, AND KEEP FLYING SAFE.

Lenny Benson



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE MANPOWER AND PERSONNEL CENTER
RANDOLPH AIR FORCE BASE, TX 78150

REPLY TO
ATTN OF

CMSgt Charles A. Harrison, HQ AFMPC/MPCROR3
Randolph AFB TX 78150-6001, 487-6378/6379

SUBJECT Boom Signal

TO All Boom Operators

Hi Booms, I had better get this entry or it will have to wait til the next issue, meaning it's late already.

I've been at this job since 14 January 1985 and it's really a pleasure to represent you at the Manpower and Personnel Center. I'm still trying to figure out all the new (to me) rules, regulations, policies, etc. I gave myself three months to do that when I first got here, but now I'm up to six. That doesn't leave much time, so I had better get in the books.

I've met a lot of you while you were students at Castle and I was the Program Manager at the 93 AREFS and 4017 CCTS. Over a thousand students went through while I was there and I recognize many familiar names on the books. Others of you I've been stationed with or ran into while on TDY. A few of us may even have been YT together. If I haven't met you, I've probably talked to you on the phone since I've been here. If that leaves anyone out, I hope to meet you on our "Spread the Word" trips.

One thing that usually is asked when someone takes over a position like this is "What changes are you going to make?" As I said, "I'm still trying to learn the personnel system," and that's what it is and is working. I don't plan any changes for the near future but will have to see what is going to work for us and the Air Force. There are some areas that need to be discussed at our "Annual Boom Conference" so we'll see where that leads us.

Some of you may think the assignments are flowing slowly. We've had some unexpected losses and a lack of replacements from Lackland. There are three classes at Castle with 10, 9, and 9 people directly from Lackland. Future classes are expected to have nine non-cross trainees each and two cross trainees. These are the expected class sizes through September 1986. When these people start getting to the field, we will be able to make assignments faster and easier.

"Responsive to the Mission -- Sensitive to the People"

The KC-10 has and will continue to take booms from the KC-135 side. The latest class schedule has just been firmed up and runs through October 1986. My plan is to use cross trainees to back fill for the change over there. We identify the cross trainees early enough to flow them in.

I've been on one "Spread the Word" trip so far, to Seymour Johnson and Robins. I had a very enjoyable time at both places. Thanks to all for the time and effort spent making the stay pleasant and successful.

I need to say thanks to the people at Carswell, too. They gave me and Sandy a ride to the Boom Party and had a nice get together the night before departure. I'm looking forward to next year.

On "Spread the Word" trips, only me or SMSgt Chuck Killgore will be out representing the enlisted. He's okay even if he is a gunner. Really, he's a great guy, easy to talk with, and will brief me on any discussions you have with him. He's been a big help to me in this new job.

We are working on a common briefing for the booms and gunners. This is so we'll be giving the same words to all the enlisted on assignments, careers, etc. Of course, we'll also have specific areas for each career field. The wives' briefing will be consolidated also.

Well, Booms, that's about it for this time.

Keep them flying and fly them safe.

Chuck Killgore



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.

REPLY TO:
ATTN OF: XOOTD (CMSgt Lord)

SUBJECT: Boom Signal

TO: All Boomers

Thanks for the reminder Rich. I am sure I would have forgotten it was that time again. Well this past year was not what you would call a banner year for military entitlements and benefits. Some of you are already aware of many of the areas which affected us all. Without boring everyone I will recap some of the more important items.

PAY RAISE: We did receive a modest 4% after being capped and delayed. We probably shouldn't complain, especially with all the talk about a possible freeze this year. However, the Secretary of Defense has come on line to support us getting a small raise this summer before a freeze goes into effect. Probably a good thing we are not tied to the civil service pay as the President has indicated he plans to ask for a 5% pay cut.

Flight Pay: As you all are painfully aware we did not get a pay raise here. It's too bad because everyone except the lawmakers realize it is long overdue. This is being put back into this year's budget request. Hopefully we will get a little more support. But, realistically, with the current budget constraints it is doubtful that we will see it in the near future.

PCS TEMPORARY LODGING COST: This also did not get funded. It is being pushed again this year so we'll have to wait and see.

PCS MILEAGE: Here we finally won one. Although modest, we did get a 2 cent per mile increase. Every little bit helps.

GI BILL: While an extension for the old bill did not pass, there is a new education program that will begin testing in July. It is intended to eventually replace the VEAP. Don't have all the details yet but it does seem to be an improvement and even you old guys, who fall under the old GI Bill, will get something.

DEPENDENT DENTAL: This has really received a lot of attention, and support. Nothing significant has happened yet, but, in October it looks like dependants will be allowed limited use of dental facilities. Some of you will probably say that, "At my base we already do." True, but not everywhere. There should be more coming out on this later in the summer. I think with all

the congressional support and interest we may see a better dependent dental care plan in the next couple of years. About time!

RETIREMENT: This is the big interest item for most of us. There have been several studies completed recently and they all have a common thread: the military retires their people too young, and, they receive too much when they retire. The studies only differ in their approach as to how to best change the system. Without going into all the nuts and bolts of the proposals, let it suffice to say that they feel we should stay longer and/or receive a reduced annuity.

The degree of any change and who it would affect remains unclear at this time. Hopefully there would be a "grandfather" clause. With all the publicity and interest on this subject, as well as the President's proposal to change the civil service retirement, it would appear that we could very well see a change in the not too distant future. It is important that everyone knows that senior leadership of the Department of Defense, and particularly the Air Force, is deeply committed to retaining our current retirement system intact. They have a tough fight with all the pressure to reduce federal spending. Nuf said.

RETENTION: We continue to do well. In fact most of our flying AFSCs are above AF averages. That's the good news. The bad part is that it is hard to justify SRB's when we are operating with a constrained budget and we are doing so well with retention. It doesn't look like we will get any changes to the SRB in the near future.

PROMOTIONS: Will close on a good note. We continue to have very good promotion opportunities, and that doesn't appear to be in danger of changing.

In summary, not a lot of good news, but then again not really all bad either. I would like to close by saying, "Keep up the good work." From all the reports I see most of the units are doing a bang-up job. Of course, I would expect nothing less from a bunch of true professionals. And speaking of professionals, we certainly have lost a lot of them from the career field this past year. You just can't replace all that experience that they took with them. I mean, how do you replace a guy like Dick Sanders? There's a guy who put more in than he took out. We lost a lot of other good people like him who made significant contributions during their careers. Anyway, good luck to you all, and "THANKS". With that I will sign off until next time.


DALE E. LORD, CMSgt, USAF
Enlisted Aircrew Manager

REPLY: 15 AF/DOTTA (CMSgt G.W. Hawkins, 947-5306/07)

Mar 85

SUBJ: BOOM SIGNAL

TO: 8 AF/DOTTR (CHIEF RICHARDSON)

1. Greetings from the offices of the western half of SAC, better known as 15th Air Force. This is Chief George W. Hawkins here, I've taken over at Pete Bubier's desk, I'll never try to fill his shoes, but hope to make this an important source of help and information for all of you out there. If you're ever here at March, please stop by and say "HI" or just call - but in the meantime it looks like I'll be able to get around and see a lot of you by the way of "Staff assistance visits". The trip planners have been really busy dreaming up TDYs, so look for me sometime soon!

2. One of the first things I'd like to do is to thank all of you in 15th who were so good at cooperating with our big collection drive to finance Dick Sanders' retirement gift. It really turned out nice, and I'm sure that wherever he hangs it, it will always remind him of the great boomers he has known from 15th AF. Once again Dick, good bye and good luck from all of us at 15th.

3. Good bye too to Chief John Sondrini from Mather AFB, it'll seem strange not to have you around to break in all the new troops and keep the rest of us in line. A couple of real legends in the Boom Field have hung up their flying gear now....

4. Thanks to all the great guys up at Castle for all the hard work they put in on the 6th Annual Christmas Party this year. It was my first trip up for the reunion and it was really staggering -- so many friends, so much booze -- not nearly enough time. It was really super to see all the old retired gang from my younger days on crew. Thanks a million!

5. Best wishes go out to Les Ringler, hope you're on the mend and feeling better now. Sorry to hear that the Boomer's Godfather has a mortal ticker, I know that you're getting the best of care. We're all pulling for you.

6. Many of you don't know me, so I thought I should probably tell you a little about myself - I started out as a KC 135 Aircraft Mechanic in Feb of 1959, and then changed over to missiles in '61 as a launch crew member on the old Titan I ICBM. I finally got a chance to get back to the 135 in 1969 when I was crosstrained into the Boom field. I put in my time at all levels of the field, from line boom, to instructor, Stan/Eval NCOIC, Alert Facility Manager, Task Force Boom Operator at RAF Fairford, U.K., Squadron Program Manager, and now 15th AF Inflight Refueling Program Manager. I hope that this in-depth experience will help me understand your needs and concerns and will make me a better resource for all of 15th to draw on.

7. Some of my big concerns as I start out at 15th are:

a. Ways to improve the quality of life for Boomers - both at work and off duty.

b. Meaningful staff assistance visits - with the sharing of ideas and plans that work, helping to make better programs for not only the KC 135 but the KC 10 people as well.

c. Getting to know more about the KC 10 --I'll be going to 10 school in June here at March - hope to learn enough to be able to help the KC 10 program grow in the right direction, as fast as it can. I'll be representing all of 15th AF Tanker Division in meetings with TAC and MAC and the Joint Services, so it will be nice to have a good knowledge of the 10.

8. Looking forward to seeing as many of you as possible this coming year and representing you at 15th. Keep up the good work out there!

GEORGE W. HAWKINS, JR., CMSGT, USAF
15th AF Inflight Refueling Program Manager .



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1ST COMBAT EVALUATION GROUP (SAC)
BARKSDALE AIR FORCE BASE, LOUISIANA 71110

REPLY TO
ATTN OF: CEVG Booms

SUBJECT: Boom Signal

TO: All Boom Operators

1. By now, I hope everyone has had the opportunity to see the latest change to SACR 60-4, Vol II, adding equipment operation and deleting celestial navigation. Maybe an explanation of the logic behind this change is in order (we've had lots of questions out in the field). Actually, it's pretty simple. Boom operators are not navigators-hence they shouldn't be graded in navigation. The boom operator is operating a piece of equipment and coordinating with the nav. Along the same line, when the boom operator is operating the air refueling equipment prior to gaining control of the receiver (at $\frac{1}{2}$ mile), he or she is doing exactly that-operating a piece of equipment and not refueling. This same logic carries over into preflight/operating the APU and any other equipment the boom may operate in the course of his/her duties. It in no way means that grading criteria has become more stringent or critical, but merely simpler. As always, if anyone has any questions, we're here to answer them ("We're here to help"). Suggestions are always welcome... but many times, a simple phone call to us will avoid the hassle of submitting an AF Form 847 needlessly. You wouldn't believe the paperwork and coordination workload a lot of the 847's create, only to be disapproved when a little discussion at the local level, or a call to us could have prevented a lot of unnecessary work.

2. As a lot of you have already noticed, we've had quite a few personnel changes recently, and a few coming in the near future. Rene Hernandez retired and started double dipping with the KC-10 reserves, as did John Hamilton. Ted Whorley just started KC-10 school, but stayed with us loyal active duty booms. Jim Whitman got his retirement orders for Oct. Rene, John, Ted and Jim, the -135 force is losing a lot of valuable experience and we'll all miss you. We wish you the best of luck in your new jobs. Here's a list of the boom operators currently with 1CEVG:

CMSgt Ron Meadows
SMSgt Jeff Toellner
SMSgt Jim Whitman
SMSgt Dick Maxwell
SMSgt Chuck Stewart

MSgt Paul Huffman
MSgt Rusty Buettner
MSgt Jack Bracken
MSgt Tom Van Zile
MSgt P. D. Anglea

MSgt Brad Kolb
MSgt Roy Schufft

Our inbounds are MSgt Rex Chilton from Blytheville and MSgt Don Presley from Robins. Good people leaving (you can't stay forever), and good people coming in...

3. On closing, we'd like to thank everyone for the warm hospitality you've all extended to us on our visits and we're looking forward to seeing everyone (and some new faces) in the months ahead. If you're ever passing through Barksdale, give us a call. We'd love to return the hospitality!


Jack

FROM: KC-10 Boom Operators (AV 781-4456)

SUBJ: Boom Signal

TO: Chief Richardson

1. Just a few lines to update boom operators about what we have been doing and some heads up on upcoming equipment changes that effect air refueling. Currently there are two boom operators assigned to the KC-10 branch at ICEVG; MSgt Jack Patton and MSgt Bronnie Tennyson. This summer we will grow to three with the addition of TSgt Mike Perez, currently at 22AREFW/DOV.

2. Recent route checks and unit visits have shown that overall, KC-10 boom operators are doing their jobs in an excellent manner. There have been some problems in crew coordination, especially in the area of shifting fuel around during cargo loading/unloading. It would behoove you to know the aircraft status not only when starting cargo loading/unloading, but during the operation.

3. There are a number of proposed changes to SACR 60-4, Vol I and II. A couple with a lot of impact are including questions from the T.O. 1C-10(K)A-9 into the closed boom emergency procedures exam and redefining BOT check requirements.

4. Airplanes are being delivered and others will soon be modified with the following changes to the air refueling system.

a. Dual slotted nozzles - this new nozzle affects C-5A aircraft because it does not depress the nozzle position switch in its receptacle causing the disconnect light to remain on with the contact light on.

b. Independent Disconnect System (IDS) will stay activated until the reset to ready switch is depressed.

c. automatic limits and receiver disconnect delay will remain active during override operation.

d. Automatic Load Allivation System (ALAS) will be active anytime the system is engaged and the coupled light is on. This means during Boom Oscillation procedures when emergency contact made switch is depressed, ALAS will work for you.

5. Recently SAC Ops Procedure 85-3 was issued to T.O. 1C-10(K)A-5. If you have any questions about 85-3 please call us at AV781-4456 and we will be glad to answer them.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE INSPECTION AND SAFETY CENTER
NORTON AIR FORCE BASE, CA 92409-7001

REPLY TO
ATTN OF:

SEFB (Maj Gordon)

28 March 1985

SUBJECT:

Boom Signal Article

TO:

8AF/DOTTR (CMSGT Richardson)

1. I certainly appreciate the opportunity to be able to contribute some of my ideas to the "Boom Signal." The article which follows is a reprint of my Apr 85 Flying Safety "Air Refueling Scene" article. For those of you who have already read it please accept my apologies. If you haven't, I think the information may be useful. One of my goals while I'm here at the Safety Center at Norton is to reduce the number of air refueling mishaps that plague us. I'm very interested in improving the quality of information included in A/R mishap reports. The article mentions some of the information that is now required by regulation. As pointed out by the article, two-thirds of all A/R mishaps are the result of either receiver pilot or boom operator "ops" error. I sincerely believe that if each of our tanker and receiver units concentrate their efforts on having a "good" training program, we can reduce the number of "ops" mishaps by over half. I hope your goals integrate a positive "Safety" attitude into your training program.

2. I would welcome your ideas and comments on air refueling mishaps or any other tanker subject you are interested in. Along with my responsibilities as the C/KC-135 project officer, I also manage KC-10, E-3, and E-4 safety issues. You can reach me at AV 876-3416.

Ray Gordon

RAY GORDON, Major, USAF
Action Officer, Flight Safety Division
Directorate of Aerospace Safety

1 Atch
Flying Safety Article

THE AIR REFUELING SCENE

As boom operators, the three word exclamation "breakaway, breakaway, breakaway" means something special. Those three words, like so many warnings and cautions, were devised to prevent midairs during air refueling. Air refueling mishaps are not new, and neither are the causes. This article will focus attention on recent air refueling mishap history and efforts to improve/standardize air refueling systems.

Aerial refueling has come a long way since Maj Spaatz' and Capt Eaker's 1929 flight of the "Question Mark." Since that time, air refueling has played a major role in deploying and employing tactical and strategic air forces into crisis areas around the globe.

Two examples of when air refueling became critical was during the Arab-Israeli war of 1973 and the recent Falklands conflict of 1982. Since those two conflicts, the United States and the United Kingdom each reassessed their air refueling capabilities and procured needed new tanker weapon systems; the KC-10 in the US, and the VC-10 in the UK. In the US there still will be a tanker short-fall because of growing worldwide air refueling commitments, in spite of on-going production of KC-10 aircraft, the KC-135 reengining programs, and technological improvements to A/R systems.

The 1990 US/NATO/Allied force projections indicate almost a 15 to 1 receiver to tanker ratio. Additionally, the projected "receptacle-to-boom" ratio is over 9 to 1, while the "probe-to-drogue" ratio is projected to be almost 26 to 1.

Because of the critical nature of air refueling capabilities to the defense of our nation and our allies, and the increasing costs of repairing air refueling systems due to mishaps, it is mandatory that we thoroughly investigate, analyze, and report the root cause of mishaps.

Mishap reports are used to prevent future mishaps by recommending improved/standardized equipment or procedures. However, only those mishaps which are "reported" can be used in this analysis. We know that there are a sizeable number of potentially hazardous situations not reported because of the \$1,000 damage threshold necessary for a Class C mishap. Remember, you should report any hazardous situation as a high accident potential (HAP) mishap.

Air refueling (A/R) mishaps have traditionally been the leading cause of most mishaps in Air Force KC-135 and KC-10 tankers (even ahead of damaging bird strikes). Here are KC-135 and KC-10 A/R mishap statistics from recent years.

AIR REFUELING MISHAPS

<u>YEAR</u>	<u>MISHAPS</u>	<u>RATE/10,000 HRS</u>
1980	32	1.27
1981	30	1.15
1982	35	1.32
1983	44	1.62
1984	36	1.28

These mishaps can be further broken down into two categories: mishaps caused by boomer/receiver operational errors; and mishaps caused by A/R systems malfunctions. Of the 36 mishaps in 1984, 23 were caused by boomer/receiver error. Of the 13 A/R "systems" mishaps, the KC-135 experienced 9, with 2 involving probe and drogue refueling systems; of the 4 experienced by the KC-10, 3 involved probe and drogue systems. Here is a comparison of mishap totals over the last 2 years by aircraft type and mishap category.

AIR REFUELING MISHAPS BY TYPE AIRCRAFT

<u>Type Aircraft</u>	<u>Ops Errors(83/84)</u>	<u>Systems Malf(83/84)</u>
(Receptacle-equipped Aircraft)		
F-4	5/4	0/1
F/FB-111	5/0	0/0
F-106	4/2	0/0
A-10	1/1	0/2
A-7	1/0	0/0
F-16	0/1	0/0
C-141	4/3	0/0
B-52	3/1	0/0
E-3	2/2	0/0
C/KC-135	2/1	0/0
KC-10	0/1	0/1
C-130	1/1	0/0
(Drogue-equipped Aircraft)		
OA-37	0/1	4/1
F-4	1/2	1/1
A-4	0/0	1/2
A-6	0/2	0/0
F-18	0/1	0/0
AV-8	0/0	0/1
(Other Tanker Refueling Systems Malfunctions)		
KC-135	N/A	9/3
KC-10	N/A	0/1
Totals	<u>29/23</u>	<u>15/13</u>

From the above data, it is evident that these mishap totals, although improved from the previous year, can still go lower. Training has been the key element in solving the operations-related air refueling mishap. In fact, most recommendations from these mishaps relate to training improvements. The challenge is to identify training deficiencies before the mishap occurs. The good training program should ensure adequate supervision, thorough procedural and systems knowledge, and a "common sense" approach of knowing when to terminate refueling.

An example of training deficiencies was shown by a 1983 Navy A-4/KC-135 Class A mishap. The normal closure speed required for contact for the Navy/Marine hose reel system is much higher than for the KC-135 boom drogue

adapter (BDA). The Navy pilot was not fully aware of this difference. His technique caused hose separation and fuel ingestion, resulting in engine fire and explosions. As a result, the Navy has established procedures for certifying their pilots for refueling with Air Force tankers.

Conversely, there have also been self-imposed restrictions to training as a result of mishaps, e.g. limiting autopilot-off air refueling, flying reduced A/R envelope limits, and limiting copilot refueling. These may be well-meaning but lead to inadequately trained pilots--we need to train smarter, not less.

Besides training deficiencies, there are other factors which may cause mishaps--aerodynamic effects, visual illusions, spatial disorientation, system incompatibility, and system malfunctions. Aerodynamic effects, to anyone who has refueled, are well known. Complex aerodynamic forces must be anticipated whenever the receiver aircraft moves into or out of refueling position. This is especially true for large aircraft. The approach speed and angle affects the magnitude of trim changes required by both aircraft. The slower the closure speed and the flatter the approach angle, the more manageable the pitch trim changes will be for both aircraft.

Visual illusions and spatial disorientation can be a problem for receiver pilots and the boom operator. Contradictory sensory inputs commonly result in the "leans"--the illusion of turning. At night, problems can be compounded due to the lack of visual cues. Pilots must slowly scan the entire tanker to maintain good positional awareness. With the advent of European camouflage paint schemes, the boom operator has a greater challenge. Even with the fin tip mounted flood light, the receiver's top surface will visually appear flat. Aeronautical Systems Division (ASD) is working on "lead-in lighting" to solve some of these problems.

Mishap investigators should be especially aware of human factors aspects of air refueling mishaps. Fatigue, and its many resulting effects, may play a bigger part than at first glance. Mishap recommendations are based on causal factors; this is why it is so critical that root causes are determined, not just proximate causes.

System incompatibility problems are primarily associated with refueling non-Air Force receivers. Often, refueling systems were not developed through joint ventures between the manufacturers. One example of this exists with the MA-3 coupling in the KC-10 and the probe nozzle on the Marine AV-8 Harrier. Investigation revealed mating hardware dimensionally incompatible. While development of air refueling systems has concentrated on boom/receptacle and probe/drogue modes of refueling, many hardware variations have complicated the compatibility and interoperability objective of US/NATO/Allied tanker/receiver fleets.

These are concerns of the Air Refueling Systems Advisory Group (ARSAG), a single inter-service agency within DOD which meets semi-annually to advise on aerial refueling systems matters. It also serves as an advisory body for the resolution of existing deficiencies in tanker and receiver air refueling systems and for the development and implementation of improvements to these

systems. Other areas of system incompatibility which the ARSAG is interested in are air refueling standard terminology, standard lighting schemes, and standard boom/hose markings, to name a few.

Air refueling system malfunctions are another major area of concern. Sometimes what is first perceived to be a system malfunction is actually a design deficiency, a system incompatibility, or a lack of adequate technical data. One example of this is the series of OA-37 engine flameouts due to fuel ingestion. At first, it was determined that the inspection requirements on the drogue couplers were inadequate. Then it was discovered that poor receiver probe positioning during contact affected connection integrity, resulting in a recommendation to upgrade the probe nozzle with a more "flexible" nozzle. It is of critical importance to use the Materiel Deficiency Reporting (MDR) system to identify maintenance and materiel cause factors.

In another 1984 example of a system malfunction, an A-4 was lost while refueling from a KC-10. For an unknown reason, the hose reel system failed to take up slack, resulting in hose oscillations and hose rupture at the drogue. Again, fuel was ingested by the A-4 and fire and explosions dictated an ejection by the pilot. ASD and the contractor are just completing a comprehensive study of the KC-10 hose reel system to determine near and long-term improvements to preclude similar mishaps.

Probe and drogue-dedicated refueling in 1984 accounted for 6 percent of the KC-10's flying time and only 1 percent of the KC-135's flying time. Based on the number of probe and drogue mishaps and the flying time logged specifically for probe and drogue refueling, the chances of having a mishap with either drogue system are over 25 times greater than with boom systems. The KC-135 BDA was originally designed as an interim system that has never been replaced with a permanent system. ASD is currently testing a hose reel replacement for the BDA, but until it is replaced, pay close attention to this system. Meanwhile, you can expect SAC to be tasked with increasing air refueling commitments with non-Air Force receivers having probe systems.

In order to identify trends so that future mishaps can be prevented, a recent change to AFR 127-4, Investigating and Reporting US Air Force Mishaps, requests additional information about air refueling mishaps. As crewmembers, what you can recall of the following factors may play an important role in helping investigators find out what caused the mishap: air refueling boom position during the mishap; an estimate of boom forces present during disconnect; whether excessive fuel spray/leakage was present; effect of the new camouflage paint schemes on depth perception; signal amplifier status; and the type and effect of aircraft lighting. Please make a note of this information as investigators will require it for the mishap report.

Many air refueling mishaps can be prevented. Repeat causes are very obvious. Thus it is imperative that we do our utmost to prevent air refueling mishaps to save aircraft resources and sometimes lives. Reporting mishaps, potential mishaps, and materiel failures are tools that should be used in a good mishap prevention program. Most importantly, take control of your refueling and fly the boom!

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



REPLY TO : Supervisor, Inflight Refueling
ATTN OF :

28 March 1985

SUBJECT Boom Signal

TO 8AF/DOTTR (Chief Richardson)

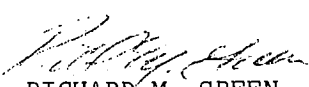
1. I hope this edition of the Boom Signal finds all Boom Operators around the world doing fine. We are doing great at Little Rock. We extend our thanks to Chief Richardson and all Boom Operators for the time and effort to publish the Boom Signal.

2. We have not had any changes to our group this year. Below is the current list with civilian occupations.

CMSGT Richard 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	Tour Guide
SSGT Brad Mellberg	City Fireman
SSGT Jimmy Sherman	Plant Foreman
SSGT Richard Akin	Electrician
SSGT Rodney Sanders	City Fireman

3. We want to thank all the folks at Castle who gave us a wonderful weekend. The annual get together in our opinion was the best ever. It was great to enjoy the company of all the folks at Barksdale who for some reason flew out with us.

4. We hope everyone has a good year. Please give us a call if you're ever in Little Rock.


RICHARD M. GREEN, CMSGT
Inflight Refueling Program Manager



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 2D BOMBARDMENT WING (SAC)
BARKSDALE AIR FORCE BASE, LOUISIANA 71110-5000

REPLY TO
ATTN OF: 71 AREFS/CC (MSgt Davis/3810)

19 Mar 85

SUBJECT: Boom Signal

TO: 8 AF/DOTTR
Attn: CMSgt Richardson

Hi to all Boomers from the 71st. Home of the 1983 Albert L. Evans Memorial Trophy. Land of Alligators, Sunshine and the Best Bass Fishing in the U.S. I'm back for my second tour at Barksdale after spending two yeats on Guam, "Driving Gary Nuts". The 71st has been busy in my absents. In 1983, they won the "Evans Trophy: after a year of heavy commitments and haven't slowed down yet. Presently, we are gearing up for "Holiday-in-Dixie" with a lot of infighting going on for the Bermuda Trip in April.

We keep looking across the street, so far all the cars are parked in the parking lot. We get nervous when we call Scheduling and they say CEVG is going on a Trip Monday, but they aren't taking a Plane!

We have had our run of problems. Aircraft landing with Boom in Trail, Gear that wouldn't Retrack. Two months ago, my Boom Nozzle Light fell off mount and all. This coupled with numerous other problems only point to one thing. These planes are growing old, so don't be a stranger to the 781, write-it up so it can be fixed.

If you see 135's on your Ramp with Green and Yellow Checked Tails, you'll know that the Red River Valley Boys are in town. Stop bye and say hi.

Here is the current line up plus incoming and outgoing personnel.

"A" Flight

S-101 - TSgt VanZandt - Moved up to Replace Ken Colburn (Mr.). Doing an outstanding job. Rumors are, Castle is calling.

R-111 - AlC Powell - Just back from England, now fluent in Arabic. Ready to settle back into the rigerous of Alert. Soon to be a Papa.

R-112 - SSgt Fabiny - Ken's been here so long he has Spanish Moss growing on him. Think he is our newlywed. Married a young lady from Colombia. Submitted paperwork for Castle. "Good Luck".

Peace is our Profession

E-113 - TSgt Stanford - Got lost in England. Would up with Large Lady's head Tatooed on his back. I think John is changing. He doesn't talk about LOX plants so much anymore. Will work him into a position one of these days.

E-114 - SSgt Gorhau - Frank's been working hard. "CFIC" grad, now new instructor, if he would only leave the Computer in the squadron when he went flying.

R-115 - SSgt Collins - Our newest "CFIC" input. Won't be back until next month. Haven't seen him much, but impresses people as a hard worker.

E-116 - ALC Herman - Another young boom, Ed sepnt some time in the Great White North recently. Would have had less hours, but got stuck in front of an A-10; need I say more. Hard worker.

"B" Flight

E-121 - SSgt Killion - What can you say about Pat. Dedicated boom, hard worker and all around nice person. We'll be loosing Pat to Kadena end of 85. She will be missed and Kadena will be the better with her on board. P.S. She will get island Training in Bermuda in April.

R-122 - TSgt Hitchcock - Think Hitch owns 1/2 interest in the Track. Said to have pockets lined with gold. Works hard in Training Flight. Special Project - Cargo Loading.

R-123 - MSgt Ellis - Wayne will be headed for Birmingham shortly. Been here forever and done everything. Good luck with those Civilians. Told them your old Buddy Fred recommended you.

R-124 - MSgt Scoggins - Made him a boom operator and what does he do, "Leave". That wasn't part of the deal, take care of him, John. Ask more questions that I do. Good boom will help you. Need him here but Chuck says no.

R-125 - SSgt Fordyce - Bill will enlist in the Reserves on 10 April and start flying the 10. Sorry to see him go, he will be missed. Stop bye and say hello when you can.

R-126 - SSgt Seaver - Just got back from "CFIC". Next day got an OP on his checkride, then immediately left for NCO Leadership School. Hurry back, I've got a student for you.

"C" Flight

- S-102 - TSgt Sanchez - Charlie moved to S-102. Good move but puts a damper on his love life. You know the rules. Had to move out of the "Nest" and heard he was looking for customers for his Vett. Has been seen lately with arms loads of -ls.
- S-103 - Sgt Arzuaga - Moved into #3 slot. Wares white whiskers and frequently seen in Turkey.
- R-132 - MSgt Davis - Gary, Alert is killing me.
- R-133 - Amn Miller - Jill is our new "Boomerette". Works hard and is working to replace "Pat". Gets her big chance in April at Macdill. We'll know how it went bye the Color of Her Tan. Got to keep her off the phone "Amn Miller Line 3".
- R-134 - Looking for a boom.
- E-135 - SSgt Snitker - Russ must be gone (Guam). I'm sure he will have some stories when he gets back. Hurry home so we can use you on 134.
- E-136 - SSgt Christensen - Chris is a new papa. Easy to tell, he prolls the facility at night and sleeps all day. New AC headed for England next month.

Just Arrived:

Amn Adams from Castle. Already on Alert.

Sgt Grimes, here two days and already looking down the street, that's a Beale Bandit for you. Have to talk to Hubbard about that.

Inbound

Mar - SMSgt McGee - Grissom
Apr - SSgt Robbins - Loring
Apr - TSgt Wetzel - Castle
May - SSgt Tucker - Ellsworth
Aug - TSgt Kyne - Grand Forks

PCS Out

TSgt Brantley - Castle
SSgt Mendenhall - Kadina
SSgt Howe - Loring
MSgt Maddox - Dyess

Retired

SMSgt Rudock
SMSgt Colburn

Thats about all the news from Barksdale. If you are in the area, bring you fishing pole or your Golf Clubs or just drop by and say Hi. Autovon: 781-3810/3770.

The only big move I've heard of this year is CMSgt Chuck Harrison replacing the retiring "Chief" Sanders at MPC. I'm sure "Chuck" will work hard for all the boom operators. Congratulations "Chief". Already told me if he couldn't go back to Hickam, I couldn't.

We'll write again next time. Got to get this up to our man on the Hill before the deadline.

Tyler M. Davis

TYLER M. DAVIS, MSgt, USAF
Inflight Refueling Program Manager



DEPARTMENT OF THE AIR FORCE
78TH AIR REFUELING SQUADRON (AFRES)
BARKSDALE AIR FORCE BASE, LA 71110

REPLY TO
ATTN OF: DOB/SMS Williams

18 MAR 85

SUBJECT: Boom Signal

TO: 8AF/DOTTR/CMS Richardson

Greetings from the 78th AREFS, the Captain Shreve Squadron.

During the past year, our unit has been very active. We have grown from 14 Boom Operators to 20. In this time, we flew 1,456 sorties (avg: 73 per BO), performed 3,700 air refuelings, and offloaded a staggering 28,410,000 pounds of fuel. In the cargo environment, the Boom Operators of the 78th carried 1,261 pallets of cargo weighing a hefty 3,729,823 pounds and carried 3,098 passengers around the world. And the coming year looks even busier. The KC-10 has given a new meaning to the phrase "You gotta be tough to fly the Heavies."

Some of our other accomplishments of the past year include the first KC-10 Medi-Vac, performed by then MSG Reeffer. MSG Montgomery performed several drogue refueling tests with the Navy and Marine AV-8 and A-4 aircraft. He also performed the first successful controlled drogue jettisoning. SSG Hodgs was our "award winning" KC-10 Boom Operator during Bomb/Comp last year. Our Boom Operators received an outstanding from the MAC IG during the first MAC ORI the KC-10 participated in. Many of the Boom Operators answered questions from almost a million visitors at 19 static displays throughout the world, including West Berlin. SMS Killion, MSG Reeffer, and TSG Younce received citations for their assistance during CORONET FURY (Grenada).

PEOPLE

MSG Anderson - Alias Eddie Haskell & Chico Adams, recently received a promotion from TSG. He bit the dust last summer and got married. Also loves cats. Currently enjoying a third trip to ELF-ONE, after passing his instructor upgrade check.

TSG Beasley - Transferred from the USMC to assist the section as Body Guard. Recently promoted to TSG and hired on as the new technician.

SSG Dugger - Monsa is a full time student in East Texas. Came to us from Dyess AFB.

TSG Fruge' - Dave came to us from Altus AFB last summer, some say he was railroaded to us. Brought his "little" Black Book as thick as the LA phone directory. He's given a new meaning to "Port of Call". Recently promoted to TSG.

SSG Gerace - A true Cajun from Southern Louisiana. Loves gumbo. Used to work for an Oil Field Construction firm. Now flies full time.

MSG Gibbs - Gomer, as everyone calls him, owns a fast food chicken place here in Bossier City. He says he's got a permanent cure for the Grease Low-Level Light. Came off retired status to join the unit.

SSG Hays - Neal is our resident minister. In fact, he performed the wedding ceremony for Virgil Anderson last summer, and survived.

SSG Helt - Ricky came to us from the Pease Guard unit. Says he got tired of the cold and snow and moved down to the sunny south. To his surprise, it snowed here this past winter. Presently out having fun in the cargo environment.

MSG Hernandez - Ray is one of our ex-CEVG Boom Operators who retired and found out that the reserves are the best thing going. He's enjoying all the extra money he's making.

SSG Hodgs - Wayne has been with us a couple of years now, and is one of our professional reservists. Also enjoys going to ELF-ONE as often as possible. Placed third in the last BOMB/COMP.

MSG Holt - (Got to say something nice about Tim) He's our Stan/Eval you know who. When he's not out no-noticing people, he can be found out bird hunting or trying to keep his golf cart on all four wheels. Really enjoys the job.

TSG Jackson - Ron is a recent arrival. Fast becoming a professional reservist. Enjoys going TDY.

SMS Killion - Look! Bruce has made E-8. Bruce works with his tree business and still puts in a couple weeks of TDY a month. Always getting all the good trips. If you ever bump into him, ask him to tell you about Cold Lake. (Good war story)

MSG Montgomery - (Drinking Buddy for Killion) Joel is our mission development specialist. He fills in part-time as an evaluator. Doing a fine job at it.

MSG Pittman - John works for American Airlines in Dallas in their simulator training program. Always seems to be available when there's a trip going to Yuma. Does he know something we don't?

SMS Reef - Steve just put on E-8. Claims to have gone through two pairs of knee pads, but worth the cost. He's second-in-command for the Boom Operators. Decorated for his efforts during CORONET FURY. His wife runs a dog kennel - in the back yard of his house. Having a good time at it.

TSG Rhodes - Randy is our DOT specialist working the squadron training program. You can usually find him with 2-3 students at a time. Sometimes he doubles as the squadron computer programmer. Off-duty he races cars and makes videos (nudies).

MSG White - Les retired from the State Police force last summer to go into his own business. He runs a trucking firm and doesn't know what 55MPH is now.

SMS Williams - Tom is the KC-10 program manager here. He's been pretty busy working the KC-10 entry requirements and recruiting new reservists. Recently bought a house from Mitch Malseed. Mitch, if you're out there, he wants his money back.

TSG Younce - Charlie is one of our professional reservists and TDY expert. Been to ELF-ONE three times now and keeps asking us to send him back. I think the camel wine is getting to him. He's also a recent instructor upgrade.

One more serious note. The 78th has had a real busy year and the next could be busier. We sure could use some helping hands. If you, or know of someone else that would like to join the program, call Tom Williams at AV 781-4653 and talk to him. Any help would greatly be appreciated.

GAINS

TSG Beasley - ex-USMC
TSG Fruge' - from Altus AFB
MSG Gibbs - former retiree
SSG Helt - from Pease Guard
MSG Hernandez - former retiree
TSG Jackson - former KC-135

LOSSES

SMS Junge - resigned to devote more time to BO training at American Airlines.
TSG Connolly - resigned to go full-time with realtor business and General Dynamics

Randal L. Rhodes

RANDAL L. RHODES, TSGT, USAFR, ART
Training Flight NCOIC



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 2D BOMBARDMENT WING (SAC)
BARKSDALE AIR FORCE BASE, LOUISIANA 71110-5000

REPLY TO
ATTN OF: 32 AREFS/DOB

SUBJECT: BOOM GOSSIP

TO: ALL BOOM OPERATORS

To all the booms throughout the command we at the 32nd AREFS would like to say Hello!

Since I am writing this article I will take a line and say a special hello to the booms at Plattsburgh. I departed Plattsburgh in November. If you don't know who I am yet, you will.

" A Flight "

MSgt Joe Gallucci - Joe is the boom operator in charge, he will tell you he runs a tight flight.

TSgt Bob Seay - We would have to ask people throughout the world how Bob is doing, he doesn't stay here long enough for us to know him.

*TSgt Danny Turberville - Works at Current Operations, coordinating and planning all these screwed up TDY's we go on...like to Bermuda.

TSgt Mark Esty - Mark is gearing up for his instructor check.

SSgt Jim Gosselin - Jim is going to instructor school in April.

Sgt Judy Burr - Recently completed American Airlines should 60-4 today.

SSgt Ed Wolfkamp - Ed is on the road trying to get cargo qualified. Passed his 60-4 A/R check.

Sgt Stewart Horton - Stew is hurt right now, his problems is no biggie.

" B Flight "

TSgt Lee Taylor - Head dog in-charge. Lee just completed his 60-4 cargo check, and passed! Now he is a complete KC-10 boomer.

*TSgt Denny Fox - Denny is still selling airplanes, and when he is not, he is busy building his own. You know the one he has been building for eight years.

*TSgt Mark Kline - "Sand Land Man" better him than any of us.

SSgt Bobby Downs - Bobby just left for ZAB with his golf clubs. If his clubs are not old, they will be after three weeks at ZAB's "Rock Course".

SSgt Charlie Marrone - Charlie works hard trying to sort out our pubs, it's a job. Any one seen Charlie lately?

SSgt Don Crouse - Don just had his 60-4 A/R check and did a fine job. He wants to be on the road to get cargo qualified. Glad to have him aboard.

SSgt Mike Boozer - Mike graduated from leadership school in March. In April he is bound for instructor school.

Sgt Don Hess - Don is working on getting his 60-4 cargo check. As soon as he can tie down a wild boar with on strap he passes.

" C Flight "

*TSgt Randy Lane - Head Honcho of " C Flight ". Randy is at sand land right now, and the rest of the flight is at Pudgies' Bar.
*TSgt Randy Collins - Randy bought an 85 Vet, cause he couldn't keep his 84 out of the shop. Chevrolet needs people like Randy.
TSgt Marvin Aldrich - Marv, a recent graduate from the NCO Academy, DG (did go). Loves worm dirt.
*SSgt Rich Otis - Rich is working hard to find a painless hair transplant.
*SSgt Ed Smuda - Ed loves giving MSgt Darling FECES
SSgt Brad Baxter - Brad, when given two hours notice to go to ZAB, did not complain. Brad is always ready.
SSgt Scott Rhoads - O. P. Rhoads, guess what he got on his 60-4? Headed for Bomb Comp. When you're at the top there is only one way to go.
SSgt Mike McCoy - Mike had his 60-4 A/R check now working for his cargo check.

" D Flight "

TSgt Tim Richardson - Tim is head man in-charge of this rookie flight. He has all the recent inbound.
TSgt Bob Powers - Bob is the only semi-active boom in " D Flight " trying to get A/R qualified. Hurry Bob.
SSgt Mark Hoffman - and SSgt Charles Nicholson just graduated from American Airlines.

Some booms going to " D Flight " that are at American Airlines are,

SSgt Shipman

SSgt Stoddard

Sgt Davies

As you can see our flights are growing, we are going to have an " E Flight " starting in May. " E Flight " is going to be ram-rodged by MSgt Ted Whorley from CEVG. Ted is currently at American Airlines.

Fun is to be had by all here at Barksdale in the 32nd hauling gas and moving cargo. Some inbound booms to share in the fun are:

CMSgt Pickel

TSgt Mang

MSgt Whorley

SSgt Hornbuckle (TSgt Selectee)

TSgt Hodge

Sgt Forsyth

The following booms are also inbound, we do not have any rank on them yet; SORRY!

Raprager

Loftin

Phillips

*MSgt Darling is the chief boom here and in case you have not heard, he is an E-8 select. About the time Al puts on E-8 he will be out-bound for Seymour, and as you know every senior NCO needs wingmen to help them out when it gets foggy. So leaving with Al are TSgts Danny Turberville, JJ Mehall, and Bob Seay, see you all later.

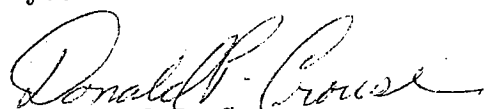
MSgt Herb (Buford) Driskill is chief Boom at Current Operations here at Barksdale. If it needs to be moved or refueled - give Buford a call.

Heaven's, I almost forgot our buddies in Stanboard. MSgt Vince Bob Bobrowski, MSgt Dave Craig (STEPS PROMOTED), TSgt John Mehall. I ask you, what can you say about people who enjoy toying with others careers? Can we say they are egotistical, big headed, out to lunch on their own aircraft? No, we can't say that. By the way, if your next evaluator gets onboard with an ax; be at ease. MSgt Craig carries a chain-saw.

In the event you think you don't qualify for the three holer, here are the stats: Have you been a boomer for 24 months and have 400 hours, or do you have a total of 1500 hours, 300 of which is boom operator time. If none of those fit try this, how about 2000 hours as a loadmaster, that's right there is life after being a loadmaster and six of them are about to find out, for they have been chosen.

I know this is a bit long, but we're the largest and happiest squadron of boom operators around, and it takes a while to tell you about us.

Well that is all the news from the 32nd for right now. Before closing, I will leave you with a few thoughts; if you apply and are selected, leave your headset and helmet behind.


SSgt Donald P. Crouse
KC-10 HAPPINESS

* Instructors



DEPARTMENT OF THE AIR FORCE
349TH AIR REFUELING SQUADRON (SAC)
BEALE AIR FORCE BASE, CA 95903

REPLY TO
ATTN OF: CCF (AV 368-2359)

29 Mar 85

SUBJECT: Boom Signal

TO 8 AF/DOTTR
Attn: CMSgt Richardson

Greetings from Northern California and the Number 1 town of Yuba City. That's right, according to Rand McNally, (you know them), Yuba City is at the very top of the list as being the worst city in the whole USA to live in. If you out there have other suggestions as what may be worse let them know.

Alot going on at Beale these days, people here are always on the move. I have been here for two years now, and I'm still meeting booms who have been here longer than I.

TDY's are still hear at Beale, SrAs Greg Keeter and Marty Cote are working on setting records for being away from the home drome. Cote has 12 consecutive weeks in England and 9 in Kadena and other miscellaneous TDYs to keep the lead.

TSgt Troy Sinclair has moved from the 349th back to the 350th, but for Troy its a great move because he also takes over as Chief of Stan/Eval. SSgt D.K. Smith moves from 350th to the 349th and also moves to Stan/Eval. SSgt Leo Marin has moved to Stan/Eval along with SSgt Jerry Oien. Seems as if everyones going into Stan/Eval, well some are coming out to. SSgt John Lobenberg is moving from Stan/Eval to Training Flight and MSgt Roger Hicks is retiring to be an instructor pilot in Sacramento. MSgt J.T. Welby is going to retire in July.

We've upgraded 7 booms to instructors this year. They are: SrA Richard Evans, SrA John Donohue, SSgt Jerry Head, SSgt Joe Thomas, SSgt Eloy Sandoval, SSgt Gary Plain, and Sgt Tim Jones.

Our new arrivals have been SSgt Connie Oslund who cross trained from the maintenance side, SSgt Gary Plain who cross trained from the B-52 side, Sgt Raven Lampe from the hospital, SSgt Ron Dugdale who came back in after a 3 year separation, and ALC Mike Stedman.

Our losses haven't been too severe this year. SrA Larry Westwood liked Kadena so much he PCS'd there. Our newest TSgt, Pat Wadsworth, and SrA Rick Evans are off to the KC-10 and our retirees MSgt Roger Hicks (April 85) and MSgt J.T. Welby (July 85).

Peace....is our Profession

So now the line up looks like this:

NCOIC: MSgt Ken Roberts

Crews: 101 - SSgt Marin	131 - A1C Stedman
102 - SSgt Lobenberg	132 - SSgt Stevens
103 - TSgt Smith	133 - SSgt Head
	134 - SSgt Dugdale
111 - SrA Donohue	135 - SSgt Luttrell
112 - SSgt Oslund	
113 - SSgt Thomas	141- A1C McPhee
114 - MSgt Hicks (ret 1 Apr 85)	142 - SrA Keeter
115 - SSgt Plain	143 - SSgt Oien
	144 - Sgt Jones
121 - Sgt Brown	145 - SrA Cote
122 - SSgt Skelton	
123 - SSgt Sandoval	Castle - Sgt Lampe
124 - MSgt Welby (ret 1 Jun 85)	
125 - SSgt Wiechmann	

One last note: Can anyone beat this one - Aircraft Commander Lt Col Don Coble entered the Air Force and began flying tankers in March 1961 and his boom operator, A1C Mike McPhee would not have been born for 3 more years.

Well thats all, see you TDY or come see us here, (its not as bad as you have been told) or give us a call (Autovon 368-2359,4440,4296).

KENNETH W. ROBERTS, MSgt, USAF
NCOIC

GREETING'S FROM Q COUNTRY
POSITIONED AT BEALE AIR PLANE RANCH

We've lost a lot of experience this past year.

Chief Dack joined the ranks of Civilian life with a total of 11,600 hours rumor control has it that he went PCS to London. Fred gave the Air Force 32 years 10 months and 4 days of war sorties, (Surber was only 4 days old when Fred started his military career). All the best Chief.

Another retiree is MSgt George Lester who is still residing in the local area. George had over 4,700 hours, he was here at Beale so long it was hard for him to break the habit of calling this place Camp Beale. Fourteen and a half years is a long time to go without a PCS. Take care George.

These are going to be some hard shoes to fill, but we have some good people here to carry on the boom tradition.

Sinclair - Managed to keep his car from getting stolen by staying out of San Jose.

Murman - TDY to stan/eval from the Aero Club.

Karsteter - Decided he could handle 4 wheels better than 2 wheels.
- Selling his Harley.

Kaminski - TDY to Beale.

Anderson - Still wants to sky dive out of the tanker.

Robinson - On his way to CFIC.

Holmgren - Look'in for a house to buy

Arnold - Did a super job in Bomb-Comp.
(His shooting won the best Navigation Trophy).

York - Bought a new ranch in the hills and finally able to have his horse at home.

Collins - Still racing dirt bike's

Sopkowiak - Finally assigned to a base where he can ride his jet ski without a wet suit.

PELZER - Pelz-matic - Still trying to bribe the british ladies with cigarettes and silk stocking.

FULLER - Managed to get Dean out of the Jaccuzzi and come to work.

STINE - Had Surber for his best man in August 84.

BATTAGLIA - Battle Star is a real DG from Leadership School, good job.

WINSTON - Finally put his gunners coin in the drawer, couldn't find anything to buy with it.

QUASIUS - Our newest person on the block, cross-trained from age, here at Beale.

CID - newly upgraded to instructor, but is always in the Bay Area on week ends.

SURBER - Moved again just can't keep a roommate for very long.

ALGER - Between fish'in and flying found time to become a father again
Due mid April.

O'BRIEN - Got a new sweet-heart, she's keeping him off the streets.

DERIZE - Between the gym and the bars we don't see much of her.

HOLMAN - Another cross-trained boom from supply, doing a super job.

STEVENS - Finally got Dino to come to work, sent him to training flt.

ATTN: Chief Harrison - He still wants a 10 ACCS slot.

New guys we are looking for

SSgt Galloway - CCTS	May 85
SSgt Koteck - CCTS	Jul 85
SSgt Rogers - Ellsworth	Jun 85

Hurry up - The Chief wants off crew!

Just to let you know Beale is the cargo loading base of the Strategic Air Command. We carry more cargo and passenger's in one month than the normal tanker outfits due in a year's time. For instance did you know for a cargo bin baggage weight is 1250 lbs. This is a good figure as we have actually weighted baggage from a full bin and were within 30 lbs. Also new LPU are on the way and IAW SACR 55-51 IMC 84-3 that adult/child LPUs are now repositioned at each occupied seat on all overwater flights. With the new LPU all we have to do is demonstrate the flight and they will stay positioned behind their seats. So for any of you boom's who want to see what real cargo loading and pax missions are all about come on down to sunny Beale.



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

IN REPLY
REFER TO

DCASR ATL-IDS

25 March 1985

SUBJECT: Boom Signal Input

TO: 8AF/DOTTR (CMSgt Richardson)

Greetings once again from the "Birmingham Boomers". Just as last year, Ken is unavailable for questions, comments, or observations. This is understandable due to the fact he is trying to get his assignment firmed up which requires a lot of his time and a few thousand phone calls. We don't know when he will actually ship out but he will be sorely missed when he does depart the fix. His successor is none other than "The Gray Ghost of Hangar 10", MSgt Wayne Ellis of the 71st ARS at Barksdale. We are looking forward to having him on board here at DCASPRO Hayes.

Contrary to popular belief, the booms on PDM aircraft are not being replaced or overhauled on a 100% basis here at Hayes. They are being removed, inspected, and/or repaired under guidelines and criteria set forth by AFLC/Oklahoma City Air Logistics Center. Booms which exceed these guidelines are being replaced with booms overhauled by the Lamar Corporation.

It seems as though less than 10% of the PDM inputs are coming in with Inflight Boom Checks being performed. As a point of interest, no aircraft with boom checks accomplished prior to input here have had to be reflown due to boom/boom hoist problems. (Does this tell you something?? Nuff said) Our "Aeronautical Attaboy" goes to SMSgt Rich Green of the Arkansas Air Guard for being the only unit having pre PDM boom checks accomplished on 100% of their input aircraft. Keep up the good work Rich.

Until recently there has been a problem of the A/R floodlight causing a buzz in the interphone in the boom pod. Oklahoma City got on the problem and found the wires going to the rheostat were incorrectly routed. Rerouting of these wires has corrected this annoying problem.

As a point of interest, all aircraft arriving here for PDM after 1 Feb 85 will have the FSAS (Fuel Savings Advisory System) installed as part of the contract. While it is true that this little jewel will figure weight and balance for us, don't let your load adjusters get rusty. We've come a long way baby, but not that far. This little unit can provide all crewmembers with an abundant amount of information, which is great. Just bear in mind that you can't look at the little TV screen and "See and Avoid" at the same time. If you have this mod on your aircraft, help your drivers look outside during the critical eleven minutes. Another set of eyes can help you arrive alive.



HELP! Aircraft are still arriving here without minimum required life support equipment for flight. Switching these items from plane to plane is not only time consuming, it is expensive. (See Boom Signal, May 84) Remember, it's coming out of your pocket too. Here's a handy list of what is required for FCF/ACF missions.


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

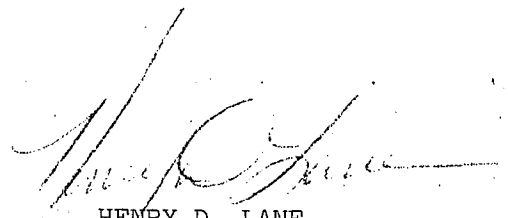
In case you've ever wondered what goes on in the hangars here at Hayes and what they do to the planes ya'll bring in, call us in advance or just come on up to our office and we can arrange for a tour of the facility. We are located on the second floor of the flight building across the creek from where you park. Our lines are almost never busy and we invite you to give us a buzz at Autovon 697-4152 or 697-4153. Keep us informed of the happenings out in the field.

DCASR ATL-IDS
DCASPRO Hayes
P.O. Box 2583
Birmingham, AL 35202

OUR NEW NUMBERS ARE:

Autovon 697-4152
697-4153


KENNETH M. INGLE
SMSGT, USAF
Flight Test Boom Operator


HENRY D. LANE
SMSGT, USAF
Flight Test Boom Operator



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 97TH BOMBARDMENT WING (SAC)
BLYTHEVILLE AIR FORCE BASE, ARKANSAS 72315

REPLY TO
ATTN OF: 97 AREFS/SMSgt Mullis/TSgt Riker (Editor)

2 Apr 85

SUBJECT: Boom Signal

TO: 8 AF/DOTTR (CMSgt Richardson)

1. Howdy, everybody, from the good ole boys (and gal) in the cotton fields at Hooterville Air Patch. We've gone through some changes in the last year and are referred to as "the 'new' 97 BMW". We've just recovered from the whitest winter in Hooterville's history and the guys at ICEVG can tesitify to that. Thanks for the help, fellas, it was good to have ya. Our very own MSgt Larry (B.T.) Burrus made their eyes water with our outstanding CLT program which he refined and fine tuned.

2. TSgt Riker wants to take a few short lines to thank SMSgt Gary Adams at PTTF and the guys at ICEVG. While redeploying to Hooterville, he was loading ICEVG's "cargo" and found yet another way to earn his nickname of "Just A Swangin'". This time he busted up an ankle on a tie down strap and ended up on crutches. Thanks for the help in getting him home, fellas! Honest, he wasn't trying to get out of the route check!

3. We've had several losses and are losing several more good folks. If anybody is interested, give us a call. MSgt Jay Henson came in quietly and left that way, too. We all wish you and Irene good luck in your retirement. TSgt Rex (Chittlin) Chilton (MSgt selectee) is soon to leave us and join the ranks of the fellas at ICEVG. We all really hate to see the old "mud packer", Nancy and the kids go. TSgt Jeff Boutwell will be leaving us shortly to crank out new boomers from the flightline side of the Castle school house. SSgt Mike Boozer and Sgt Stewart Horton decided they'd rather fly a Rolls Royce than pull alert. Good luck in your KC-10 assignments, guys. SSgt Dave Chambers is medically grounded, is crosstraining, and will be leaving us, soon. Whoever gets him will get a super troop. He played the proud Papa recently, by the way. SSgt Harry Whitacre and his family (the newlyweds?) are leaving for Kadena. Good luck! SSgt Paul French is in the process of separating. Glad his tape recorder is leaving. He got married before we knew it, literally (goes through 'em like crap through a goose).

4. We've had a few newcomers. SSgt Jay Warren joined us from merry old England and is taking charge. Doing a great job. SSgt John Wood and family arrived. We weren't sure if he liked Blytheville. He went DNIF/DNIA before he even walked in the door. John did an outstanding job on the CLT and his O.P. checkride with CEVG. Sgt John Gibbs joined us from Texas and is already TDY. A1C Bill Galloza and Amm Brett Howard just joined us from the "Boomer Mill" at Castle. Sgt John Williams left Blytheville from MMS and ended up back here as a boom operator. Welcome aboard, guys.

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5. The plans for our next camp out are in the works. It looks like it'll be another good 'un. We're all getting ready for our Boom Operator Roast for our departing booms. The menu (roasters) reads as follows:

Roast Chittlin (MSgt select Chilton)
 Roast Armadillo (TSgt Boutwell)
 Roast Mule (Sgt Whitacre)


Anybody care for a bite? The 97 AREFS Boom Operators' Association is about to hold their first election. We'll pull everything together, yet!


6. The good old boys and gal:

SMSgt Bill Mullis	- NCOIC, Chief Boom, 1st Shirt and "the only one available".
MSgt Larry (B.T.) Burrus	- His no-notice CLT Program moved him to the S-101 slot.
TSgt Jerry Rhodes	- Blytheville Hilton.
TSgt Jesse Bailey	- IBO - He's getting gray hairs in scheduling.
TSgt Cleveland Filmore	- NCOIC, Training Flight - When he gives us a foot-stomper, we know it!
TSgt Rex (Chittlin) Chilton	- IBO - Leaving S-101 slot to pack fresh mud at ICEVG. Goes through a new pair of running shoes a week.
TSgt Jerry Wilson	- New S-102 boom when he can keep from picking up a wrench to work on a car.
TSgt Jeff Boutwell	- IBO - Leaving S-102 slot to crank out new booms on the Castle flightline. We still can't take old Oscar Dela anywhere.
TSgt Rick Riker	- Mr. Bill may have finally found the volume control (don't let him fool you, I found it).
SSgt Bob Mayeaux	- The resident Coonass.
SSgt Harry Whitacre	- Leaving shortly for Kadena. It'll finally be safe to fish in N.E. Arkansas.
SSgt Paul French	- Frenchie's getting out. We wish he would have asked us to speak into the microphone in his flight suit.
SSgt Eddie Cole	- IBO - Fast Eddie is runnin' 'em harder than ever.
SSgt Jay Warren	- IBO - Always taking charge.
SSgt Dave Chambers	- Makes a great 702X0.
SSgt John Wood	- Great boomer when we can keep him away from the hospital.
Sgt John Gibbs	- IBO - Stopped parting his hair in the middle to be a crowd pleaser.
Sgt Bob Wiggs	- BB picks his guitar and still thinks he's a gunner at parties.
Sgt Scott Weeks	- IBO - Newest IBO and really turning heads.
Sgt Jim Morman	- IBO - Stormin' Morman is always ready to pounce.

Sgt John Williams	- Local Mopar and Racing fanatic - wants the booms here to build a race car for him to drive (SSgt selectee).
Sgt Doug Blake	- Nobody wants to mess with him, he's pumping iron like crazy.
A1C Phil Stidham	- "Old Stinkham" can't wait for the Bomb Comp symposium.
A1C Lori Wood	- This gal is one hell of a boomer! Or is it boomette?
A1C Bill Galloza	- We're fighting the Wing King about making him the new wing artist. He's one motivated boom operator.
Amn Brett Howard	- Haven't been able to get much more than a smile out of him, yet.

7. Well, that's the latest. If you're around, come on down, or pick up the phone. Give us a call, AV 637-7601.


ERIC E. J. RIKER, TSgt, USAF
E-114 Boom Operator


WILLIAM E. MULLIS, SMSgt, USAF
Inflight Refueling Program Manager



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 7TH BOMBARDMENT WING (SAC)
CARSWELL AIR FORCE BASE, TEXAS 76127

FROM: 7AREFS (Boom Section)

SUBJECT: Boom Signal

TO: 8AF/DOTTR (CMS Richardson)

Greetings from Cowtown, Carswell AFB, in Fort Worth Texas. Over the past year we had a major realignment. We started by increasing the size of the squadron only to have it reduced in October 84. We had a few Boom Operators come to us from Travis and Beale. With the influx of new people we had some depart PCS.

We would like to express our sincere thanks to CMS Dick Sanders on the super job he did at MPC and wish him good luck. He really took care of us booms. Congratulations to Chief Harrison on Sandy's replacement. Good luck Chuck.

On 22 Mar 85, we moved out of Building 1780 into Building 1604 which is on the flight line. We now have a building completely to ourselves. Our phone numbers are: Autovon 739-5398/5764/5718/5205/5213/7029. One of these numbers should find us.

We currently have been flying the new FSA/CAS system. The best things about this system for Boom Operators is you read digital numbers for the fuel quantities instead of gages and you have a constant CG display. The pilots are responsible for the system. The weight and balance program works well. All you have to do is give the pilots the compartments and weights. The computer prints out a running index, weight and CG. One thing we did notice is a discrepancy between the load adjuster and the computer on airplanes that have been reskinned. At light gross weights we noticed as much as a 5% disparity in CG's between the two.

Here is a list of boomers currently assigned to Carswell:

SMS Ron Livingston
MSGT Bill Hall
MSGT Keith Taylor
MSGT John Yardley
TSGT Al Adams
TSGT John Hackworth
TSGT Rudy Spence
SSGT Winnie Burnett
SSGT Dave (Chico) Gallegos
SSGT Clyde Hampton
SSGT Tom Huber
SSGT Chuck Meyer
SSGT Doug Schultz
SSGT Steve Tuttle
SGT C.D. Franklin
SGT Larry Greenfield
SGT Ruben Mendoza
SGT Ben Selvidge

NCOIC/First Sergeant
R-123/Training Flight IBO
Alert Facility
Scheduling
R-121/Cargo Loading Manager
S-101
S-102
E-112/IBO
S-103
E-115/IBO
R-113/IBO Recent PCS from Plattsburgh
R-122
R-132/IBO
R-134/IBO
R-135
R-126
R-116
E-123/IBO

SRA Sandra Carter
SRA Tony Fortney
A1C Rick Brack
A1C Bob Brisson
A1C Al Leaton
A1C Dave York

E-111 Recent Promotee
R-131
Spare Requal
E-114 BTZ Selectee
R-124
E-133

Currently we have no planned scheduled departures???

If you are down this way stop by and say hello. The Dallas/Ft Worth area has a lot to do in the way of off duty entertainment. The Rec Center have some good deals on tours and reduced rates for Six Flags and professional sporting events. Call ahead and we'll try to help you out.

Ronald D. Livingston

RONALD D. LIVINGSTON, SMS, USAF
Inflight Refueling Program Manager

CFIC BOOM OPERATORS

CARSWELL AFB, TEXAS

BY: SMSGT HUGH P. CHEATHAM

Hello again to all from CFIC at Carswell, in spite of the rumor mill we are still operating 100% with 75% resources, with no intention of closing. We just submitted our 1989 schedule to SAC for publication.

Again we have said good-bye to another outstanding CFIC instructor, SMSgt Livingston was selected to become the Program Manager for 7th Air Refueling Squadron here at Carswell in December. GOOD LUCK RON, we wish you well in your new assignment.

Also, again we found a Well qualified replacement for Ron at Castle, TSgt Tom Minton will be joining us in April to help us.

The following paragraph has been mentioned in other Boom Signals, but the need to re-emphasize the need to have a continuing training program is very important.

We at CFIC are still striving to turn out fully trained, qualified instructors to the field. Continuing new developments create a need for more and better trained boom operators, which in turn imposes a tremendous responsibility on the instructor force. The candidates arriving at CFIC are increasingly younger and less experience, therefore, preparation for instructor qualification should begin as soon as they become fully qualified boom operators. If we are to have a highly qualified instructor force we must have boom operators who are also highly qualified. As we said in the last signal, we are beginning to see an improvement, so keep at it, it is working.

We like to hear from you guys and gals so give us a call at Autovon 739-5216. We

are:

SMSGT HUGH CHEATHAM
TSgt LEW TIMBROOK

MSGT ODIE DAVIDSON
TSgt TOM MINTON

The following list is of graduates since the last Boom Signal:

84-007

Bill Mendenhall, Barksdale
Susan Keister, Dyess

84-011

Frank Gorhau, Barksdale
Tom Hervey, Altus
Wayne Hillegeist, Ellsworth
Jake Vogt, Dyess

85-002

Dave Frohlich, Pease ANG
John Gibbs, Carswell

85-007

Morris Cuff, McGuire
Marty Nielsen, Salt Lake

84-008

Scott Swilling, Altus
Ted Grzybek, Seymour

84-013

Marty Everett, Knoxville

85-003

Joe Surovy, Altus

85-006

Dave Bagnier, Knoxville
Jerry Collins, Barksdale
Rich Lusk, McConnell

84-010

Marvin Boase, Salt Lake
Jorge Escobar, Phoenix
Marc Aalderink, McConnell
Russell Snitker, Barksdale

85-001

Bruce Crawford, Altus
Scott Weeks, Blytheville

85-004

Bart Bartoletta, Plattsburgh
Ted Johnson, Grand Forks
Jeff Seaver, Barksdale
Larry Hudnut, McConnell

CASTLE HAPPENINGS
CMSGT RON CAIN

Well, here I am, about to complete my first (and last) year as the "Wing Boomer" at Castle. Just got notification that I'll be taking CMSgt Sacre's place in Germany.

In looking back, I would like to reflect on what it takes to be a CCTS-IBO. It takes a dedicated, highly motivated IBO, who enjoys working with, and for others. A person who can take a young man or woman "off the street," as well as a veteran Air Force member, and mold that person into a qualified, 3-level boom operator. A person who enjoys working long hours, getting up early and going to bed late and someone who can put up with two or three hours of transition in the California heat. For those with the desire, we have a very important job.

The biggest reward is watching your finished product process out to their PCS base, while you start anew with another unqualified person to train.

How do you get to Castle and the CCTS? IBO's must be a volunteer, recommended by their Squadron Commander and Inflight Refueling Program Manager. You should have all PME completed that is possible, because there are limited slots available, and a lot of NCO's who need in-residence PME. After completion of CFIC, it will help if you get deeply involved with your Squadron Training Flight, Stan/Eval section, and the Cargo Loading Training Program. Try to gain as much knowledge and information from these areas as possible.

What can you expect from CCTS duty? Remember, our primary mission is EWO - with student training thrown in to keep you busy when you're not involved with a local generation, ORI, CEVG, MSET, or the other exercises we accomplish to stay EWO capable. Upon arrival at Castle, you will enter the "Faculty Training Course" (FTC). This two week course provides training which allows an instructor to transition from instructor/evaluator in the unit, to duties in the CCTS environment. Mission ready training is given in conjunction with FTC.

From FTC, you will begin at the 93 ARS as a Flight Line Instructor. After a couple of years and completing several students, you can volunteer for some of the other IBO jobs that are available for career progression. These jobs include Stan/Eval, Central Flight Instructors Course, Boom Operators Part Task Trainer, 4017 Combat Crew Training Squadron, Instructional System Development and the Enlisted Aircrew Undergraduate School. (EAUS is supposed to transfer to ATC at Sheppard AFB, TX in Oct 85)

We must have hard working, responsible IBOs. We don't want and can't live with someone who cannot or will not pull his own weight. There is too much work and responsibility with this assignment to accept anything less than the best. We must continue to have the best at Castle.

Don't think Castle is all work and no play. There are few places in the world with so much off-duty recreation as there is here. This is a choice assignment, good duty, good weather, plenty to see and do, and, "Where it all begins." So Long.



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

REPLY TO
ATTN OF: 4017 CCTS/CTOAZ

SUBJECT: Boom Signal

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

"Hello" from the big gray school house in the sky. Things are going well for us here. Our section received an excellent from the last ORI. CEVG is due here the first week in April and the class loads are starting to pickup again, averaging from ten to twelve students per class. The Boom operators course has recertified it's accreditation with CCAF and a student now earns 21 semester hours.

We have added a couple of new items to our training program. Cargo loading is making strides forward with a full scale trainer that the students can now get realistic loading and tie down experience. I recently submitted 847's to change the -9, this would create an appendix section for the charts and formulas. Dave Cole arranged to obtain an ACDS trainer for our students; it has really helped. The Boom Reunion has come and gone with great success thanks to J.D. Hill who is resting and recovering at the SAC NCO Academy.

Right now our office is going through a massive change, here is a run down for who's here, there, and anywhere.

CMSgt Chuck Harrison - New CINC/Assignment at MPC, Jan 85

SMSgt Randy Faulk - PCS back to Kadena (Home), May 85

SMSgt Lanny Wayman - Coming over from the BOPTT to replace Randy Faulk in April.

MSgt Mikey Runyan - PCS to Kadena Dec 84 (Pig F)

TSgt Michael Wetzel - PCS to Barksdale (71st AREFS) April 85. Needs new competition to run against.

TSgt John Alvarez - Went TDY to Panama, hasn't been the same since. Says Hi to all the guard and reserves.

TSgt Dave Cole - Still got his hog, trying to build something with four wheels right now.

TSgt J.D. Hill - Gave up car racing to be a full time Papa. TDY to SAC NCO Academy.

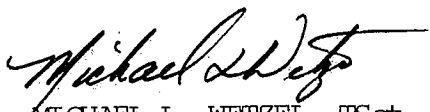
TSgt Jim Zarkos - New to 4017 (Tap #1)

TSgt Keith Mitchell - New arrival, getting Bachelor's degree in May from Embry Riddle (Tap #2)

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SSgt Scott Malta - New arrival, married within the last year, working on
AECF. (Tap #3)



MICHAEL L. WETZEL, TSgt, USAF
CCTS IRO Academic Instructor KC-135

Approved/~~Disapproved~~



RANDY P. FAULK, SMSgt, USAF
CCTS IRO Program Manager KC-135

P.S. #1 If you haven't got one of the new Boom Jackets and would like one, give
us a call.

P.S. #2 Remember there is no such thing as a "CASTLE-ism".



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

REPLY TO
ATTN OF: DOF

1 April 1985

SUBJECT: Boom Signal

TO: CMSgt E. L. Rich Richardson

1. Greetings to all from CFIC. We've been busily training your best to be better.

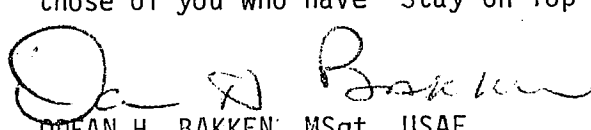
2. At the present time we have the following individuals assigned:

MSgt Dean Bakken
MSgt Harvey Price
MSgt (Sel) Larry Strong
TSgt Ed Mazzini
TSgt Guy Raynor
TSgt Jack Sprague
TSgt (Sel) Thomas Minton

3. We are going to have some personnel changes by the time this issue is printed. Tom, a new father of a bouncing baby boy, will be in place at CFIC Carswell. We will miss his uncanny humor and poor sense of timing. Tom, along with Larry were notified last summer of promotion selection. They both have the same line number "All Remaining". Tom's replacement will be TSgt Ken Campbell. We look forward to his experience and expertise. Jack is presently attending the NCO Academy at March AFB. Another chance for the "Face" to excel!

4. On the technical side, on page 4-44 of the DASH 9 there is a chart which shows the restraint available from the 10,000 lb chain attached to a piece of equipment and a 10,000 lb tiedown fitting what is the restraint available in the AFT side and Up direction with a 15 degree longitudinal plan angle and a 30 degree floor angle. If you answer is AFT: 8360 SIDE: 2240 and UP; 5000 you better take a look at the diagram at the top of the page. It shows that the 10,000 lb tiedown fitting only has the maximum restraint of 10,000 lbs in the forward direction, and then only within 25 degrees inboard in the forward direction. Anytime you are outside that 25 degrees the maximum restraint available is 5,000 lbs. To compute the previous problem, the 5,000 lb chart on page 4-45 should be used. You'll find that the correct answer is - AFT; 4830 SIDE: 1290 and UP: 2890.

5. We here at CFIC feel that instructing is the best part of this career field. For those of you who have not been to CFIC "PREPARE WELL". For those of you who have "Stay On Top".


ODEAN H. BAKKEN, MSgt, USAF
Mgr MAJCOM Cen Flt Instr Sch



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

REPLY TO
ATTN OF: 924th AREFS (MSgt Gurkin)

SUBJECT: Boom Signal Input

to: CMSgt Richardson

1. Hello from the "OTHER" KC-135 Squadron here at Castle, contrary to popular belief there are two tanker squadrons here at Castle. We are the ones that pull the alert and the TDY's and refuel everything but B-52's (The 93rd has the monopoly on those). Life is never dull and provides exciting travel opportunities every three weeks to lands of the NORTH, that's spelled COLD for California blood. And for the new guy's headed this way, yes we do get paid for alert "what a deal". The squadron has been flying some very interesting mission's in the last year, valuable training for all of us stationed here. The receivers are changing all the time, for awhile all we saw was F-15/F-16's and 130's. But they throw in a few 141's and C-5's to keep us up to speed, so for the mean time we stay pretty busy.
2. We've joined forces with the 93rd in all our sport activities, and have done pretty well. We really DO get along, and never call them anything but professional and look to them for guidance and direction at all times, is that a line or what. Seriously the two Squadron do get along very well for the mission requirements that are almost 180 degree different. Just wish they would quit laughing every Tuesday when we load to go on alert.
3. Happy to say that the old head SMSgt Katus is now a CMSgt, Mick is waiting for that day to go out the front gate. Chuck Gurkin is now the head boom and Sam Hunt is in charge of Training flight. SRA Davies has had enough of the NORTH and is gone to the Gucci Bird at Barksdale. SSgt Herb Hughes is going to his northern tier tour (Mather AFB), and the rest of will just wait till the big board at MPC get's us. Other than that, not much else to report. IF anyone wants the real truth just give us a call, coffee is hot and beer is cold.

4. Current list of players:

CMSgt Katus	awaiting medical board for retirement	
MSgt Gurkin	NCOIC	
MSgt Hunt	Chief Training Flight	
TSgt Perkins	S-101	
TSgt Barber	S-102	
Sgt Johnson	E-103	TSgt Clift R-113
A1C Miller	R-104	TSgt Wimmer E-115
SSgt McCarthy	R-105	SSgt Hughes E-116
Sgt Katus	E-106	SSgt Hale E-117
TSgt Oothoudt	R-107	SSgt Townsend E-118
TSgt Rundle	E-108	
SSgt Pitts	R-109	
SRA Patience	E-110	
A1C Stinson	E-111	
Sgt Fox	E-112	

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

REPLY TO
ATTN OF: DOTF

1 Apr 85

SUBJECT: Boom Signal

TO: CMSgt Richardson

Hello from the Banana Belt of South Dakota. The booms here are all doing just fine. We have had a couple of additions since the last Signal. People tell us that the ORI and CEVG are on final once again. We would like to thank the Bluebird of Spring for the nice reception that was extended to the CEVG team last year. They got a good taste of a true Blizzard in South Dakota. We hope that all is well with Rusty and that he recovered from his accident.

The R-Model will soon be arriving here and along with it will come the necessary schooling. A question was raised concerning WAPs testing next year. Will there be a shredout for the booms that are R-Model qualified? They tell us that we will lose A-Model qualification when we get trained in the R-Model. Can you give us some insight into this question?

Cargo Loading has some quirks in it. We would like to see an attachment in the -9 dealing with wheeled vehicles. Sgt Benson has been working on the preliminaries and it should be completed shortly. The attachment will include dimensions, average weight, and maybe shoring requirements. I would like to see this attachment discussed during the Annual Inflight Refueling Program Managers meeting.

The booms are planning to have 3 camping trips this summer. They have nicknamed the trips "Animal in the Woods". If any one is interested just give us a call at the squadron and we can give you the dates.

Listed below are the players for the squadron:

SMSgt John S. Huntington - John just accepted the Pad Dad slot and is exchanging jobs with Chester Westman.

TSgt Keith E. Janssen - Keith has homesteaded here and wants to move to Malmstrom AFB if and when it ever opens. Asst Inflight Refueling Program Manager.

TSgt Peter Mueller - Pete has homesteaded here at the base and is still S-101.

TSgt Douglas S. Simmons - Doug was given a STEP promotion in Sep 84. Doug moved right into the squadron and then we promptly moved him out into Standboard. Doug came to us from Loring.

ALC Michael A. Mucklow - Mike just returned from Castle and is now an official instructor for the boom field. All Mike wants to do is go TDY so we send him TDY to the ALERT PAD.

ALC Stephen Chatnick - (SPAZZ) He is currently TDY in Europe and as long as he is TDY in England all the women in South Dakota feel safe.

Peace is our Profession

45

Sgt Charles T. Ries - Travis is thinking about trying to move to Warner Robins or someplace warm.

SSgt Joseph G. Gedman - Joe has alot of nicknames and is trying to obtain the secondary slot at Guam.

Sgt Timothy Thome - Tim is a return player. He left us a couple of years ago to go to Kadena and came back to this wonderful place.

SrA Walter Eichler - IKE got married and he hasn't been the same since. He gets kidded about being MR. MOM.

SrA Howard Pearl - Howie decided to get married and he is going to become MR. MOM II.

SSgt Steven J. Olson - OLY is trying to get the secondary slot at Eielson.

SSgt Kerry Gulzow - Guz wants to go TDY more often. He went TDY with Chet Westman and says that he wants to go again.

SrA Gary Thomas - Gary is our most recent candidate to the instructor force. He is at Castle and no phone calls yet so he must be doing OK.


SSgt Timothy Benson - Tim is one of our new individuals who came to us from Minot. SMSgt Dave Short did a fine job on this individual.

SSgt James McGraw - Jim is the other new addition to the squadron. He arrived here from Grand Forks along with our Squadron Commander.

A1C Edward Paver - ED is our baby boom. He got his first TDY to Guam and back. He is broke in now and thanks to Gary Adams I think he will do an outstanding job.

MSgt Chester Westman - Chet was our PAD DAD and will soon be our In-flight Refueling Program Manager. When the actual change will take place will be determined at a later date.

That is all the people who are assigned to the squadron at this time. We do have two individuals coming from Seymour. We welcome them into our small family of booms.



KEITH E. JANSSEN, TSgt, USAF
Asst In-flight Refueling Program Manager



DEPARTMENT OF THE AIR FORCE
6512TH TEST SQUADRON (AFSC)
EDWARDS AIR FORCE BASE, CALIFORNIA 93523

REPLY TO
ATTN OF: TEOB, Stop 221

29 MAR 1985

SUBJECT: Boom Signal

TO: 8th AF/DOTTR (CMSgt Richardson)

Hello once again from the high desert. We are working on several projects that will be seen in the field soon. One project just completed is the E-3 trainer. This is an old American Airlines 707 that Boeing has purchased. The old birds have been painted like E-3, and have an air refueling receptacle installed. The receptacle is for making dry hookups only. The system has a fuel drain for any fuel in the boom. The fuel will drain off a vent on the right forward side of the fuselage. We explored the A/R envelope and all works like any other E-3.

We also refueled the C-5 to 920,000 lbs with the KC-135 and KC-10. For the booms no special procedures are required.

Another project coming up is the B-1 Night A/R Evaluation. This time we will be looking at a new stripe design using white paint.

This summer we may get another chance at a proximity evaluation of the Shuttle Carrier 747. This one depends on when NASA decides to start this program again. The options for this program is either a nose mounted receptacle or a boom on the 747 for reverse A/R. More on this when and if it happens.

Now for a little bit on us. Sandy McLendon is limping around here someplace trying to sell his trailer. He is going to build a castle downtown and finish his countdown to the Big 20. Jim Parrish has just bought a new micro-mini bus and is trying to wear out the roads here in California. Knowing Jim he just might do it. I've just been trying to keep the rattlesnakes out of my yard before going TDY. Those things sure get the wife upset.

That's about it for now, so give us a call anytime at 350-3410.

Rick Kahler
High Desert Boomer



DEPARTMENT OF THE AIR FORCE

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

REPLY TO
ATTN OF 6510 TW/OL-AA

1 April 1985

SUBJECT: Boom Signal

to All Boomers:

Just a few words from the Pacific Northwest. Not many booms know we have a PCS slot in Seattle. Of course it won't last long, the slot is scheduled to go away in June 87 after the KE-3A program is over. What is a KE-3A you ask? It is a E-3A without the roto dome, with two beech refueling stores, and a KC-135 boom hung on it. The plane is basically like the ones built for the Shah of Iran in the 70's. It can carry up to 9 365L pallets, and uses the commercial 707 loading system. Power will be provided by CFM-56 motors with thrust reverse. I can't wait to get my hands on that beauty. The first one should hatch on the ramp in Feb 86. All 8 will be Royal Saudi Air Force planes to compliment their E-3A fleet.

Since we don't have any airplanes for me to fly in Seattle, I have to go to Edwards for flying or over to Spokane and fly with Gary Polzer and the Wash ANG. What a great bunch of professionals they are.

I just returned from Edwards after flying with the KC-135R guys and Wis ANG. Both are super to work with, thanks guys!

Being the only Boom operator in Seattle gets lonely so if you ever get the chance to stop in, do! I'll try and get a plant tour arranged. If you want any more info or just to say hello, I can be reached at:

SMSgt Phil Zamagne
6510 TW/OL-AA M/S 23-02
The Boeing Co, Box 3707
Seattle, WA 98124-3707
AV 891-3610 ask for 655-2099
Comm (206) 655-2099

I'd like to hear from you. A side note to all the SNCO's, I was at the Senior Academy with Chuck Stewart and Cole (Hi Guys), a very worth while school and strongly recommend everyone who gets the chance, go! Just meeting the outstanding bunch of SNCO's was well worth the trip.

Before I close I'd like to give a big thanks to the Guys at Edwards. They are really doing a great job and I am very proud of them. A special congratulations to Rick Kahler and Jim Parrish, they both made Master this year. Keep up the good work.

Phillip A. Zamagne

PHILLIP A. ZAMAGNE, SMSgt, USAF
E-3A/KE-3A AR Systems Manager

THE FAIRCHILD FREESTYLE

Well, its time again for a few words of wisdom from the Booms at "Fairchild by the Sea."

1. Don't believe the rummors that the ORI will be here next week. Because next week never gets here until next month.

2. Don't ever believe transportation when they say the bus is on it's way. That just means that one of the guys went out to wake up the driver.

Well, thats about all the wisdom we can muster up for one year.

Not much happening here. The ORI is on final and has been for a month now. We are already cramming for ICEVG. It seems that they are tearing everything up around here. They tore down one of our big hangars and are ripping up taxiways to put in a new fuel hydrant system.

We've had a big change over of people here. Here is the retirees and people that went PCS.

Chief Joe Hays - Retired, yes it is true, he finally did it. He stops by once in a while to check up on some of his boys

MSgt Fillion - Big Dick Fillion took over for the chief. I guess we wore him out, because he retired shortly afterwards.

SMSgt Davis - He also retired after Boo Coo years (too many to remember). Now he is in Seattle with his wife. He left a chair in the NCO Club that they will be a while trying to fill.

We all miss them and they will not be soon forgotten.

Now, the PCS people

43 AREFS - Sgt Mozur - He left for Kadena and J.L. Smith got three letters from the Spokane police for parking violations while the Moze had JL's car.

92 AREFS - SSgt Sally Barcelo - Sally went bo the a KC-10 Boomer at March.

92 AREFS - SSgt Clyde Soumas - another one of the booms to go to Fairchild West (Kadena). I thought Clyde was going to kill the Moze when they shared an apartment for a month.

92 AREFS - SSgt Rick Shipman - Also went to the KC-10. Rick never did get excited about anything.

92 AREFS - SSgt Steve Winston - The rexall ranger went to Castle to be an instructor. (Hope he learns something)

92 AREFS - SSgt Roger Smith - Roger went to KI Sawyer to be with his brother Steve Myrick.

92 AREFS - TSgt Tim Richardson - Tim went to the KC-10 just because he wanted to write APRs.

The Fairchild SAGA continues:

STANDBOARD

TSgt Kelly Beasley - decided to leave standboard and the 92d. He's going to take over the 43d. Line number for MSgt.

TSgt Mickey Miller - Mick's in standboard, and likes to bust people so much he tried to bust a bomber pilot but the Wing Commander said no (good try Mickey)

TSgt Jess Schloss - Jess is on the upswing decided to get married and is now taking over for Kelly Beasley as head of standboard.

TSgt Perry Sauro - Perry is starting to mellow in his old age, but he has a ways to go on writing EP tests.

MSgt Paul Hamilton - Head Honcho of the 92d. Said he wouldn't come here unless we had an "Animals in the wood camp out." Hey Sleeve-I love you.

MSgt Perry Smith - Somebody stuck a stick of dynamite under his chair and now he is on his way to KI Sawyer to take care of his sons - Roger Smith and Steve Myrick.

MSgt Ron Whitmire - Ron was so excited about making MSgt that he put in on a month too early.

MSgt Glen Pruitt (Don't let me do it Pruitt)

TSgt Jack Peters - Came here from Castle - Betty's Boy

TSgt Roy Hewitt - Decided to go to scheduling so he didn't have to fly as much.

TSgt Paul Lowe - Got a job in the cargo loading room so he could hang around the squadron all day, go to lunch at noon, then hang around the club till closing time.

TSgt Dick Spencer - Still in Training Flight, they try to get him off a crew but it never seems to work out.

TSgt Mark Gentry - Mark got here and is trying to take over the chair that Frank Davis left open at the NCO Club.

TSgt Chuck Cole - Fred Flinstone says 1 more year and they can kiss his A frame good bye.

TSgt Phil Montgomery - Phil is in training flight now, good place for him, it keeps him busy.

SSgt Scott Erks - Everytime you see Scott, he's got a Vitamin R (Ranier Beer) in his hand. Scotts also President of the BOA.

SSgt Peppy Glaze - Going to hootervill to work on his tan. Watch him guys, he used to be an SP and every once in a while you catch him walking around airplanes on alert counting the rivets.

SSgt Glen Forward - Squadron OJT Manager. Probably grow up to be CINCSAC.

SSgt Mike Barnes - Mike is at Castle becoming a boom - dont know which squadron will get him yet.

Fairchild SAGA - Take 3:

SSgt Chris Hatley - Chris cleans up the squadron on Sundays. Him and his half gallon of gin.

SSgt Marleen McGuire - Short, sweet, and always smiling. Hey Nav, can you give me ten fingers to the sextant.

SSgt Allan Weseman - Allan's got one of the better librarys of movies I've seen. He brings it to alert in a semi truck.

SSgt Greg Duran - Another one to get the marriage bug.

SSgt Dewayne Littleton - He is one of the newly elected secretaries of our BOA.

SSgt Mike Cardina - Mike is leaving the 43d goint to the 92d and Standboard.
(I hope we can survive)

Sgt Karl Smith - The gunners rejected him and the Boom Ops don't really trust him, but he'll work out. He's to happy all the time.

Sgt John White - Chief of the 43d low profile training. He is harder to track down that a ping pong ball in a hurricane.

Sgt J. L. Smith - Just got back from NCOLS - "Mr 35-10". Now if he just wasn't So-o-o-o-o Ugly.

Sgt Brian Nowell - Seems theres wedding bells in the future for Brian?????, but he can't make up hims mind to whom.

Sgt Mike Cordell - His crew has to padlock him to the boom pod, or he will jump out of the plune.

Sgt Jeff Keeton - Jeff is doing alright but his snoopy dall got permanently grounded. Too bad Jeff.

Sgt Dan Oulela - Dean is the pay back we got for sending the Moze and the Heeb to Kadena.

Sgt Bob McDonald - Mack gave up his navigation so he could go hunting and fishing with the boys and not get talked to about fraternization. Good move Mack.

Sgt Joe Gilbert - Quiet Joe, smooth and easy.

Sgt John Mesquita - The go-getter. John has decided to settle in and become a boom operator.

Sgt William Baker - couldn't stand being out of the Air Force, came back to the good life.

Sgt Mike Slupcynski - Down at Castle learning.

SrA Jay Lively - Always out looking for a cold one.

SrA Andy Lacasse - Andy is leaving us around July for Kadena. Another one of the six people to get married.

SrA Wade Howard - Made SrA below-the-zone and is trying for staff. Wade studies PFE on weekdays and the horse races on weekends.

SrA Bill Brown - Formally known as downtown Brown has changed his name to Hometown Brown. He broke alot of girls hearts when he got married. PCS to Mather.

AlC Sam Elliott - Just got moved from the 43d to 92d. Sam has the annual get drunk and passout party each summer.

AlC Mark Schumann - watches wrestling on alert and then goes down the hall body-slamming everybody. Bubba is alwo vice president of the BOA.

AlC Jim Linton - Decided he didn't have anything better to do so he followed Andy Lacasse's lead and got married just after Andy did.

Amn Jan Metzger - Got to be one of the best looking booms in the field. Welcome to boom field jan.

? Marcel Perrie - No one knows what rank Marcel is, all we know is he is making small rocks out of big ones and shoveling snow off the runway at Malmstrom AFB.

As a special note, we wish to thank Chief Richardson for his efforts to continue this fine publication. We know it takes a great deal of time to put this together. This, however, is indicative of the leadership we Boom Operators are so fortunate to have. THANKS CHIEF.....

Managing Editor and creator of all extraneous bull____.
SRA Jay Lively



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 141ST AIR REFUELING WING (H) (SAC)
FAIRCHILD AFB, WASHINGTON 99011

REPLY TO
ATTN OF: CMSgt Polser (AV352-5007)

20 March 1985

SUBJECT: Boom Signal

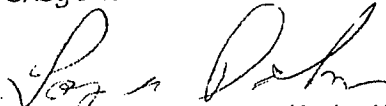
TO: 8AF/DOTTR (Chief Richardson)

1. Greetings from the great Northwest. It seems like its been a busy year since the last Boom Signal but maybe I can sort out all the good from all else.

2. The good news was starting our conversion from the KC-135A to the KC-135E. Unfortunately we only have three "E's" to play with and the contract has been delayed. We gave one "E" a good work out this month with a pax haul non-stop to Guam (Adams Country) 14½ hours. Had trouble finding a volunteer for that beauty. It seems most headsets had a 5 hour limit. Our alert crews are now sharing the new Fairchild tanker alert facility with the active duty crews, "nice facility." Any boomer landing on the Fairchild ramp with a crew rest to kill is welcome at the Guard facility. First brew at our "Ace Hole Inn" is on me.

3. The following are Washington Air National Guard boomers:

TSgt Jim Cleveland - State Employee - loves Hickam
SSgt Jeff Dill - State Land Manager
SSgt Dianne Harder - Max Alert/Max TDY
MSgt James (Mike) Harper - Construction
TSgt Greg (Heimy) Heimbigner - Weeds & Seeds
SSgt Andrew (Ike) Isaacson - Good Mechanic
TSgt Raymond King - City of Newport - does all
TSgt Bill Malico - Groceries +
MSgt Ron Merbach - Technician - Mission Planner - Instructor
TSgt Daniel Moriarty - College Boy - Veterinarian
MSgt Glenn Nelson - Max Alert/Max Fly - Instructor
TSgt Donald Nesbitt - Max Alert/Max Fly
TSgt Bruce Olson - Technician - Computer Expert (Tron)
SSgt Jere Sullivan - College Boy
SSgt Sam (Poncho) Via - Postmaster
SMSgt Richard (Rich) Weatherly - Technician - Cargo Loading Manager - Instructor
SMSgt Richard (Dick) Wunderlich - Technician - Stan/Eval


GARY G. POLSER, CMSgt, WA ANG
Inflight Refueling Program Manager



KANSAS AIR NATIONAL GUARD

HEADQUARTERS 190TH AIR REFUELING GROUP, HVY
FORBES FIELD (ANG), TOPEKA, KANSAS 66619-5000

REPLY TO

ATTN OF:

SUBJECT:

TO:

CCT

Boom Signal

CMSgt Elzey G. Richardson
Inflight Refueling Program Manager
DCS/Operations
DOTTR

TO THE STARS THROUGH DIFFICULTY

54

Greetings to all our fellow Boom-Benders and Nozzle-Cockers from Coyote Country!

We missed the last Boom Signal so some of our "news" may seem like history but here it is.

CMS A. J. "Gus" Parsel was promoted to Chief on 4 August 1984. We think Gus has a record for 20 years time-in-grade as an E-8. His date of rank as a SMS was 11 July 1964.

SMS Mike "Mad Man" Madden, our Squadron Boomer was promoted to E-8 on 1 April 1982. He has also been selected to be commissioned a 2LT and is expected to attend AMS in June. He will be transferring to data processing. He was on one of our crews than won "Bomb/Comp" in 1983.

SMS Mike "HQ" Pierson, our Stan/Eval boomer was promoted to E-8 in 1984. Mike and his wife, Judy, have a baby daughter, Rachel, born in December 1982. He seems to be getting more gray hairs each day the ORI gets closer.

MSGT Tom "Fonz" Cox works in PMEL as a civilian which takes him to such exotic places as Puerto Rico and the Virgin Islands. Some of us wish he would stay there. (Just kidding Fonz). He keeps MSGT Griffin from being the ugliest boomer in the 190th.

MSGT Lowell T. (LT) Seymour says he has just been trying to stay out of trouble. He has a new Camaro Z28. His daughter Shelley, was married in June 1984. LT is going to be a grandfather soon.

MSGT Ben "Holly" Hollingsworth is a "guard professional." He was TDY to Italy in December and "cut a wide swath." He will help anybody with their cars to the best of his ability. (Even his own if he would leave them alone long enough to drive them.)

TSGT Chuck "Kojak" Hanna was married to his new wife, Peggy, in October 1984. He is a "guard professional" and was on one of the "Bomb/Comp" crews.

MSGT Ken "Griff" Griffin was promoted to E-7 in August 1983. He relinquished his title of the "oldest TSGT in the Air Force" to John Roth.

TSGT John "Brother" Roth, "oldest TSGT in the Air Force" is a MSGT selectee. Roth is a "piece of work."

SSGT Parker "Fess" Groves is our newest boomer. He is scheduled to go to Castle AFB in June for checkout. We recruited "Fess" into the boom shop from procurement.

SSGT Keith "Fuzz" Fulton is a policeman on the Emporia, Kansas P.D. He only stops the pretty young co-eds as E.S.U. and instead of them giving him their name and address - he gives them his.

SSGT Harvey "Silver Fox" Deweese went on a TDY to Italy. Reports are still coming in at press time but rumor has it that since he is a fireman in civilian life he put out some fires in Italy also.

TSGT Steve "Papa" Stucky still works in DOX. Says all his missions are classified. Even his remote control missions. He's crashed more airplanes than the Red Baron shot down.

TSGT Ron "Jar Head" May, our ex-Marine keeps us up to date on drill and ceremonies. He is a former 2LT in the Civil Air Patrol. He is a "weekender" and works for Goodyear Tire and Blimp Company. He is looking for a Stinson 108 Dash 2.

TSGT Bill "Driver" McIver married Michiko Evanhoe on 17 Sep 83. He is still the number one scout in his scout troop.

TSGT Lee "Red" Perry is a weekender and an ironworker in the civilian world. You can tell by the company he works for (Able Erection Company) that he stands behind his work.

MSGT John "Duke" Young - one of the original good guys. He will audit anything. Last year they caught him auditing the candles on his birthday cake. Likes to go to England and will never get enough history on different places. A history buff.

CMS Joe Breedlove, USAF (Ret.) former boom operator air advisor to the 190th has retired in Topeka. He was a civilian security guard at Forbes for a period and is now employed at the U. S. Postal Service. After his retirement he was awarded the Meritorious Service Medal and was made an honorary "Kansas Coyote." His daughter, Cheryl, is a member of the 190th and a full time recruiter for the 190th. Congratulations to Joe!

SSGT Don "Farmer" Askren transferred to the KC-10 program in January. We understand he was been promoted to TSGT. Good luck and congratulations to Don.



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

REPLY TO: 905th AREFS
ATTN OF:

SUBJECT: Boom Signal

TO: All Boomers Everywhere

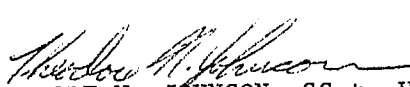
Greetings to all of our Boomer friends around the globe from the "Tigers of the North!" It's been tons o' fun up here in the vacation capitol of the upper midwest, with Tanker Task Force deployments, CDV flights, Quick Force, and enough alert to go around so no one gets shortchanged. All in all, its been a very busy year since you last heard from us up here in "Northern Tears."

Just a few lessons learned this year, when we're not preparing to do battle with off-station inspectors or gargling with prestone to keep from freezing: Although its probably been beaten to death... keep the FOD out of the pod!!!! Even a little speck of solder in the control panel can bring a frown to the face of the right inspector. It's a "hot item" folks. The SAC IG has just left as of this writing, and they were pleased, so they won't be on final for another couple of weeks. Another item that came to our attention was the topic of floor fittings onboard the aircraft. Ya see, if the floor rings slide forward when you attach them (as the Dash 9 perscribes) you've got it right. So what, you're askin'? It really doesn't make much difference if you've got a few in backwards until you try to install airline seats. The best bet is to check your planes and have the proper people pull out the wrenches before you have to resort to using the crash axe and swearing profusely. And speaking of swearing, our Stan/Eval Boomers have taken to giving bogus "Check Rides" in the sortie trucks on alert. Several newcomers have recieved formal critiques in front of the entire Flight, complete with Form 8s. Who says they don't have a sense of humor?

We're pretty proud of our new tail design: Its an orange over blue stripe with our sunburst/snowflake with a sword in the center sporting our wing logo "Warriors of the North." From the ground, the sword looks like a common screwdriver and we're hearing comments about being "the official airline of Howard Johnsons," but we like it. Look for those eye-catching tails at TDY locations around the world. And finally, we would like to thank the folks at Barksdale AFB for so graciously donating aircraft 63-7993 to our fleet, but we're having a little trouble getting their "checkerboard" off the tail.

Just a final note to the instructors out there: We could use you up here at Grand Forks! We run a tight squadron and this is the place for upward mobility. Why not consider us next time you fill out that dream sheet?

Well, that's about enough politician' for now. Here's our all-star lineup, and we'll be looking for ya' on that next big TDY!


THEODORE N. JOHNSON, SSgt, USAF
Boomer-About-Town

Peace is our Profession

STAFF

SMSGT ANTHONY L. BRUNO - Our Head Boomer... Larry is so busy selling hats and T-shirts, monitoring the coffee fund, organizing car washes, keeping the beer box full, and being squadron bingo monitor, that he barely has time to go on TDY junkets to warm-weather bases! A super guy to work with.

MSGT ALLEN R. BEKKERUS - Our former "Pad Dad" turned scheduler. Now that Al flies a B.S.D.-6 (big steel desk, 6-drawer), he looks after our lives with all the concern you would expect out of a "Staffer." Are you sure I'm the only one available?

SGT MICHAEL J. MACHOVEC - Still permanently grounded and is the 905th's Hallway Monitor. Mike is looking for a new job, with better hours and less pressure.

TSGT MICHAEL R. MATLOCK - The head boom of Training Flight. Mike's a great guy, but we're going to have to chain him to his desk. He should be in the building...

SSGT STEVEN L. METTS - The Squadron Cargo Loading Manager. Steve is presently away at Leadership School learning how to lead ships. Lots 'o luck, Steve!

STAN/EVAL

S-101 SSGT GARLAND W. LOFTIN - G.W. is Standboard's fun monitor and general all-around prankster. Keeps talking about being short and going to the KC-10s. We're going to miss him, if in fact he is leaving.

S-102 TSGT WAYNE C. ISAACSON - Wayne don't say much, but when he does, he don't say much. A great guy in the air and on the ground.

S-103 TSGT JAMES KYNE - Jim is also outbound for the KC-10 program. He'll be hard to replace as unit cakebaker. This man also plays a mean game of poker on alert.

LINE SWINE

R-110 SGT JEFFREY L. POTTER - Jeff came to us from the other side of base in MMS. Don't let this man's clean-cut exterior fool you.

R-111 This crew intentionally left blank. Any takers?

R-112 AMN TONY S. CERAOLO - A new arrival from Castle. Tony is the strong, silent type, really silent. When his A/C was asked about him, he commented "Tony who?"

E-113 SGT CARL R. SLUSHER, JR. - Carl is a real "party animal", but has had a run of bad luck lately. He's still good company anywhere, tho.

R-114 SSGT RONALD L. COMBS - Ron carries alot of weight around this squadron. He's a sharp instructor, bound for Castle. After all those years on station, he'll be missed.

E-115 TSGT ROBERT G. DUNCAN - Bob just got back from the NCO Academy, but still has the right outlook on things, despite thier best efforts. Bob always keeps us in stitches.

E-116 A1C DANIEL V. ELAM - Dan is just back from ATTF. We understand he has occasional run-ins with base security, hence the name "Spread Eagle Elam."

E-120 SSGT THEODORE N. JOHNSON - Ted is our newest instructor, and he pulled off an "OP" on his initial instructor check. "Doc" Johnson must have found time for studying while down at Carswell CFIC.

R-121 SSGT SHERRY K. BRYAN - Also a new instructor, with an "OP" on her initial instructor check. Our only female boom is looking for an assignment in the 10s. Sherry has been designated crew R-121's "Ground Crew Commander."

E-122 SGT BRUCE G. THOMPSON - Bruce is never hesitant to volunteer other booms to additional duties and sub-alert tours. Lookout Guam; Bruce will be there in June and in Leadership School soon.

R-123 TSGT THOMAS S. DEWITT - Tom is so popular around here that his orders to Castle have been delayed by two months. Later, Tom!

R-124 SRA MAYNARD C HERTING, JR. - Maynard is a fast burner and our next candidate for CFIC. Looks like Maynard will be tying the knot on June 15th.

E-125 SSGT BARRY G. HAYES - Barry is always smiling and telling us "Well, that's not the way we did it at Altus!" But this isn't Altus, Barry.

E-126 A1C MATTHEW R. SCHABERG - Just back from RAF Fairford. "Madman Matt" is another party animal and livin' on the edge. Studs only!

E-130 SSGT STEVEN W. KLEMAN - A recent graduate of Leadership School. Steve is another candidate for CFIC.

E-131 A1C JAMES M. LOCKLEY - Jim enjoys an occasional pinch of chewing tobacco, about one can of Skoal per dip. Now that the weather is good, look for Jim on his Harley... but don't follow too close.

E-132 A1C TERRY L. WILKINSON - Terry recently distinguished himself by being the Distinguished Graduate at the Base NCO Preparatory School. We're expecting great things from Terry.

E-133 AMN ERIC THOMAS - Eric is another new arrival from CCTS, and preparing for his first TDY, a Business Effort to Florida.

E-134 SSGT ROBERT S. BERGQUIST - Bob is the new instructor tasked to take charge of C Flight. When he's not on base, you can find Bob in the backwoods of Minnesota trapping and fishing.

R-135 A1C MARK W. WESTMAN - Mark surprised us all when he showed up from CCTS with a master's degree. Now here's a man who wants to be a Boomer.

R-136 SSGT LLOYD D. RAND - Lloyd is working his way into OTS. Lloyd is always cool, calm, and collective, no matter what the crisis.

LATE ARRIVALS

SRA JAMES S. WOOD - Jim is a former gunner from across the hall, who has finally seen the light. Another Harley driver.

AMN GREGORY J. NOTT - Greg arrived from CCTS a few days ago and is in-processing.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 416TH BOMBARDMENT WING (H) (SAC)
GRIFFISS AIR FORCE BASE, NEW YORK 13441

REPLY TO
ATTN OF: 41AREFS/TSgt Karasko, 3556

12 Apr 85

SUBJECT: Boom Signal

TO: 8AF/DOTTR

Greetings fellow Boomers of SAC & TAC, rejoice in the spirit that the 41st is back. I feel like Zsa Zsa Gabor's eighth husband - I know what's expected, but don't know how I'm going to make it exciting. Its been two years since we had an input to the Boom Signal, but not a lot has changed. We still pull alert, still fly midnight nav legs to nowhere and still go TDY at the most inopportune times. Now for the rest of the story.....

The 41st has had 14 Booms pass through the doors since the last signal. Folks that have left the squadron are MSgt Steve Burkush to Plattsburgh, TSgt Peter Jackson to Langley in June, SSgt Mike Schellerer to Offutt, SSgt Jim Gosselin to KC-10 at Barksdale, Sgt Richard Kalberrer to civilian status, SRA John Weber to Grissom.

Our arrivals have included, SSgt Tina Skrzypiec from Kadena, SSgt Bartely Elliott from Grissom, Sgt Dan DeBellis (Ex-Gunner & Ex-Civilian) now at CCTS, ALC Bob Boswell, Amn Damon DiDonato, and Amn David Shead all from CCTS.

In the past two years we have been given a brand new alert facility, then had it given to the bomber folks until their facility is renovated, been through two commanders and expecting another soon, picked up a few more airplanes and have seen the IG twice in 8 months. We don't have any real problems at the Griff but if there was one sore point it would have to be tying cargo down AFT of the aft hatch. This configuration really needs to be looked at in both the safety and restraint aspects.

Here are the 41st Booms:

MSgt Thomas Ross - Alert Facility manager: Looking for a real job.
MSgt Don Nickel - No longer a boom - 1st Sgt at Transportation.
TSgt Billy Karasko - 1st Sgt - "Bonzai" is his nickname.
TSgt John Pike - Wants to go to Castle as instructor.
TSgt Peter Jackson - "Action Jackson" - soon to go to Langley.
SSgt Tina Skrzypiec - S101 - O.P. with CEVG - and now to KC-110.
SSgt Steve Roche - S102 - We know him as nozzel light.
SSgt Robert Bonner - Bobby "B" - They know him in Austrailia!
SSgt George Reschetnikow - The mad Russian was our bomb comp man.
SSgt Bart Elliott - New guy from Grissom.
SSgt Dan Goewey - Still trying to figure out scheduling.
SSgt Clay Potter - Looking for Kadena - "Real Bad".
SSgt Jim McGuckin - Just back from CFIC.
SSgt Larry Barry - Professional student.
SSgt Randy Seip - Our man in training flight.

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Sgt Dan DeBellis - Ex-Gunner who knows Gen Davis. Too bad he's leaving.
Sgt Lonnie Lisser - Newly married/Barely Alive.
SrA Scott Dawe - Our newest instructor.
SrA Melanie Potter - Below-the-Zone SRA.
AlC Robert Boswell - A real ladies man - from TENN?
Amn Damon Didonato - We call him Nato.
Amn David Shead - Flies the airplane but doesn't pull alert -- yet, luckiest guy here

That's all we have except remember: Sanity is madness put to good use.

William P. Karasko

WILLIAM P. KARASKO, TSgt, USAF
First Sergeant/Inflt Refueling Tech KC-135



DEPARTMENT OF THE AIR FORCE
931ST AIR REFUELING GROUP (AFRES)
GRISSOM AIR FORCE BASE, IN 46971

REPLY TO
ATTN OF: 72AREFS/D008

20 MAR 85

SUBJECT: BOOM SIGNAL

TO: CMSGT RICHARDSON AND ALL BOOM OPERATORS

The old "Pony Express" gets our mail to us here at Grissom AFB, In. kind of late. The "Chief" handed me the letter from Chief Richardson today, which requested this input by 1 Apr. I am going to try to bring everyone up to date on our people even though I have 5 days TDY and 3 days off before the dead line.

We still have the motto "NO BODY DOES IT BETTER", and it still holds true. We now have one KC-135E and can't wait to get more so we can go TDY to smaller and better places.

As you can see from our list of people we still have an outstanding Boom force even though we have had some changes.

RESERVISTS

MSGT MIKE MOORE (BO) - Mike is still with us and still going to Purdue. He reminds us every now and then that he is going to graduate from Purdue someday and then he'll be designing airplanes instead of flying them.

TSGT RANDY RINEHART (IBO) - Randy spends a lot of his time traveling between Purdue and Grissom. It doesn't seem like we can get him enough flying time because he keeps wanting us to fly him twice a week.

SSGT BILL ACHENBACH (BO) - Bill graduated from CCTS FEB 84 and is a "Professional Reservist". We are still training him to remove the Nose Gear Ground Down Lock and Release Handle prior to the Pilot's "Gear Up" call. Bill spends most of his time trying to pack Bill Carter's household gear off to some KC-10 unit so that he can have Carter's ART slot.

SSGT LARRY BARTEL (BO?) - Larry is still at Castle and should be on the flight line by now. Larry is a Physical Therapist at Methodist Hospital in Indy. We'll have to wait until he has spent more time here at Grissom so we will pick on him in the next edition of the BOOM SIGNAL.

SSGT STEVE BINGHAM (BO) - Steve came to us from maintenance and graduated from CCTS in Nov 84. He will be our "Baby Boom" till Jeff Henry gets back from CCTS. Steve spends most of his time wanting us to dot all the i's and cross all the t's in the Dash One and keeps asking where his CLT Instructor disappeared to. Steve goes back to Purdue in the fall semester as a "10+ yr Professional Student".

SSGT JERRY HOSTETLER(BO) - Graduated from CCTS APR 84. Jerry is one of our "Professional Reservists". He came to us from the AGE Shop in maintenance. Jerry spent a lot of his time remodeling the Mens and Ladies restrooms here at the Squadron. Who says that retraining a person from the AGE field to Boom Operating isn't a good idea?

SSGT PAUL HOUSER(BO) - Paul came to us from the 305th side of Grissom on 15 Mar, - just in time for our generation exercise on the 17th. So far the only things he has done with his time is: inprocess, generate, get checked out in the "E" model, take his "E" model EP, take the openbook, closed book, and instructor exams to get ready for his annual 60-4, and running around saying things like "N/A ARF". Paul starts school at Purdue in the fall semester.

SSGT RON JOHNSTON(BO) - Ron graduated from CCTS APR 84. Ron came to us from the SPs and spends 5 days (or nights) as a State Trooper and lets us schedule him for flying one day a week. One of these days we're going to trap him into an Alert tour. (Showing him your Boom Operators Association card will not get you out of your traffic ticket!!!)

SSGT KYM ORANGE(BO) - Kym graduated from CCTS AUG 83. He also came to us from the SPs. He is also a State Trooper (don't call him a Highway Patrolman). Kym spends most of his time here at Grissom wanting to know when the next trip to McChord is (claims he has relatives there!!!).

SGT JEFF HENRY(BO) - Jeff is our newest "Baby Boom", in fact he is so new he graduated from CCTS Mar 85 and still hasn't completed the drive from Castle to Grissom yet. We don't know very much about him except he used to be a Crew Chief on F-15's on Active Duty at Eglin, AFB. FL. I guess we'll have to wait till he gets back here to find out what his tricks are going to be.

TECHNICIANS

CMSGT JERRY SNYDER(BO/FE) - Jerry is the "CHIEF" Boom. Jerry figured out a way to keep track of all of us. He divided the Boom Section into two flights so now he just asks Bill Carter or Frank Meyers where an individual is and we had better know. Now he has more time to go to all those meetings and keep all of his Booms out of hot water.

MSGT BILL CARTER(BO) - That's me!!! I spend a lot of time, don't know what I spend a lot of time on, but I spend it. A lot of my time is spent unloading my household gear from the moving van that Bill Achenbach put it on. I also spend a lot of my time trying to figure out an answer to give the Chief when he asks me where my people are. For some reason he dosen't like it when I say "I dunno".

MSGT FRANK MEYERS(IBO) - Frank keeps the other half of the Sq. Booms under his wing. He is also the CLT Manager and probably spends a lot of his time trying to come up with a load that makes us all sweat. He sure can come up with some questions on the CLT that we don't take into consideration when we load the CLT.

MSGT MEL WIEMER(BO/FE) - Mel is married now(not long though) and he now understands the "Kitchen Pass" bit. He didn't quite understand that part about flying married people before. Mel is in Stand/Eval and spends his time administering no-notice flight checks, no-notice tests, pubs checks and whatever else Stand/Eval does. He also fixes programs in our computers because they never do what we want them to, only what we tell them to do.

TSGT KIM ESBENSHADE(BO) - Newest ART, newest IBO - Kim said she wants to write her own paragraph. I probably won't like it though so I am going to write it myself. Kim is our "Fat Boy(or Girl)" program monitor. Her secondary job is finding and keeping track of my hat because I keep losing it. She has also taken it upon herself to try to get Frank and me to clean off the tops of our desks and empty our ash trays at the end of the day. So far she hasn't been to successful in that endeavor.

TSGT. TONY FANSLER(BO) - Tony is our man in scheduling. He spends a lot of his time trying to keep up with all the changes the receivers want. In his spare time he tries to figure out why he always gets the Friday Probe and Drogues. The rest of his time is spent trying to get one of his three cars running so he can come to work.

TSGT JIM SEIDLE(BO) - Jim has been given the job of requesting and tracking our orders, mandays, travel vouchers, AFTPs and anything to do with pay. He spends almost all of his time doing that. We can't understand what takes him so long, just because he does it for all our Pilots, Navs, and Booms. We also let him fly every now and then.

Some "Boners" include:

MSGT STEVE FROMM - Steve is now a SMSGT with the KC-10s at March.

TSGT KERRY VANAUSDALL - Kerry graduated from Purdue and now works for Lockheed in Georgia.

TSGT LINDA BENNETT - Linda married an active duty ex-Boom Operator and they have gone PCS to Lowry AFB, Co.

MSGT STEVE HUDSON - Steve graduated from Purdue and works for Martin-Marietta in Colorado.

SMSGT DICK McELWAIN - Has gone PCS to Dobbins AFB, Ga and is now flying C-130Hs as a Loadmaster.

Jerry wanted to write a few notes so here goes.

Bill kicked this back my direction for a few comments. He was selected to author this years input so I could get some return for his time spent on our new Zenith 100. "It'll save us hours" he said. Well, days later, with most of the Squadron leaning and critiquing over his shoulder, I get the letter back to make a few comments. Good job Bill, and definately a time saving idea - using that computer!

With our two graduates and those now attending Purdue, it sounds like we are an extension of the University. I'm hoping that one day I'll be awarded an honorary degree, or one of the super successful graduates ends up hiring me to work for him. Our Purdue folks are a highly motivated and professional bunch. Our token Indiana University student, Kim Esbenshade, is doing it the hard way. Holding down a full time job as an ART, she is in her Senior year, and unlike the Purdue boys, will probably stick around after graduation for awhile. We have an outstanding section that I could brag on forever, but I won't. I'll let our CEVG and ORI report cards do that.

We do have a challenging summer ahead of us. "New folks to train, old folks to maintain" - that's our refrain. Our runway will be closed for two months and we'll be sharing facilities at Rickenbacker ANGB, Oh. Conversion to the "E" model is certainly a pleasure, but adds some interesting challenges flying two types of aircraft. We'll also be deploying to Mildenhall from Rickenbacker with mixed aircraft. Considering that invloves a C-130 ride from Kokomo (south of Grissom) to Rickenbacker makes it more interesting.

Like a letter to my Mom, I never know how to sign off. Stop by for a beer and keep 'em flying.

Jerry



Thanks Jerry now I hope I can make that dead line.

William G. Carter

WILLIAM G. CARTER, MSGT, USAFR
Instructor Boom Operator



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 43D STRATEGIC WING (SAC)
APO SAN FRANCISCO 96334-5000

REPLY TO
ATTN OF TK/SMSGt (Permanent) Adams/366-6189 or STN Drop 35

11 Apr 85

SUBJECT: Boom Signal

TO: All Boom Operators (KC-10, KC-135, Retired, Retarded, Retrained)

SHEEEET!!! I've got a letter that says this is due the 1st of April; guess what, as usual I'm late. But I jumped on the phone to Big Daddy Boom at 15AF and told him to tell Big Daddy Boom at 8AF to hold up the press for just a bit, cause I wasn't ready. Do you realize how long it takes mail to reach Guam??? I have just got to do this one more time. This time for sure. And, I will try to keep it short, or sort of anyway.

I'm within a few hours of taking off for Osan AB, Korea. Just got some last minute letters out of the way and my 1984 tax done, for the second time. I just about said to heck with writing another one of these, but I just can't do that. So, if you will bear with me one more time, let me do it again.

As in the past, no rhyme or reason, just going to type it out. Don't have time to draft up anything fancy. Still have to pack for Korea, but that can wait. Going to take Boom Operator Murphy from Grissom and give him some fine points of instruction on how to best drink OB and Oscar. After our mission planning today he seemed quite willing to learn.

Been some changes around the PTF since the turn of the year; the word has probably gotten around, no doubt, that a staff crew here "stepped" on it. I was part of it, but before anyone starts thinking "What a bunch of dumb you know whats", if you think about it I'm sure you'll recall sometime during your flying experience you've done something not exactly by the book. And if any Wing Commanders or DO's are reading this, I am including them also. Some of the folks I used to fly with are in or getting close to that station in their career. I'm not about to say what is right or what isn't, but we sometimes do things no quite couture (spelling???). Guess, in the end it's a matter of whether you get caught or not; we did. Probably shouldn't be a consideration, but it is. Bottom line would be to do things the right way and knock off the "games". I've been seeing things in a different light lately and am not so prone to accept or condone some of the things I've done or been part of in the past. On the other hand I would expect the powers that be to take into consideration the seriousness of the incident that took place. I received my very first letter of reprimand for not being a "Big Brother" and reporting something. Under the same circumstances I would be receiving another one; but I'd sure be letting someone know that what we're doing or planning to do isn't quite right. Get the gist of this??? If you see something not by the book, that might be jeopardizing yourself and the aircraft or cause embarrassment later, speak up. I have in the past when I felt uncomfortable. You'll know when that time is, you'll feel it. Flying can be lots of fun, but it certainly can be hazardous. Older heads will most likely look out for the unexpected or be alert to unusual maneuvers; but how about the "newbies". Certainly don't mean to get into preaching, but take my advice and "cover your six". One might like to think experience

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means everything and maybe it does, but that doesn't mean it can't also get you into trouble. Probably about the time you start treating something as normal and routine and get the "I've done it a thousand times before" feeling, is about the time it's going to or could bite you in the butt. Do things right and do it safe.

Ty Davis left here heading for a "real" job at Griffiss; then ends up at Barksdale. How did you do that Ty??? Moving in right behind him comes Charles "Gregg" Counts from Gruesome AFB. Never seen this guy before, but was told to look out for him. I still am. After having gone through three Alert Force Managers here I'm starting to wonder if I have the best Boom Operator job in Guam. I gotta say one thing for Gregg, he takes his fair share of trips to Australia, if he isn't in the States. I asked him if he cared to add a page...he declines. I tried.

The last input I mentioned my pride and joy "Garfield". Well them nasty KC-10 guys tried and tried and finally "succeeded"...they cat-napped him right off my desk. The villains were Brad Arnsparger, with some help from Brad Madison. I could just begin to get leery of anyone named Brad. Well, they got him one day and I made a feeble effort to find him; but I'm totally lost on a KC-10. I can tell the front from the back and that's all. To myself I said "Let'em go". It was the only way to do it and get Garfield's abduction off their "Have to Do" list. After takeoff they radioed back to the CP and said that Garfield was going to take a short vacation in California. I rushed over to Guam Center and gave that KC-10 a heading that four hours later would take them over Sakahlin Island (remember KAL 0007???). A really good KC-10 Boom Operator, Kevin Doyle, returned Garfield a few months later. He had been to the Olympics, to Europe twice, to a LA Dodger baseball game and had already earned a 500 hour KC-10 pin (I haven't even logged .1 yet). I had heard threats of Garfield being returned to me in pieces, but it didn't happen. Garfield is now entrenched on top of my TV...ain't going to run the risk of losing him again to somebody serious about relieving me of him. As for the KC-10 guys...thanks a lot, you just made him worth more than he already meant to me. The beers on me. Incidentally, I do think I caused Arnsparger to sweat a bit with his outbound customs inspection. But he's a tough cookie; I heard him mumble "I can handle the heat". He did.

Sherry Bryan came back a second time and even took me to Clark with her. She has just got to grow her hair longer. At every bar we went to the girls thought she was my son. Or a bigger chest might help...don't hit me girl, you know I don't mean it. She is a better beer drinker and bar hopper than most of the guys I have been with, and even into the wee hours of the morning. I have done what you asked. All your "girls" have been said "hi" to and they want to know when you're coming back. What do I say?

Have you ever met a "Mad Russian"? Really he isn't. He is the sweetest, nicest guy you'd ever want to meet. I hadn't seen him for about 12 years or more and presto, here he is. Even my attack dachshund loved him. George, you made my day while you were here. Lots of the folks I've listed at the end of this input have, but you are one of the real special people. Anybody that would share their wife's sweet smelling cards and letters with me can't be all bad.

I'm up to my neck in sausage and beer from my old friend Herbie in Wisconsin. I have been getting some KC-135E and KC-97 models for them...as a favor. It gives me an excuse to get to Clark once in awhile. But...please Herbie...no more beer and sausages. Incidentally, I still hold your hand receipt, or have you forgotten about that?

A former squadron mate of mine has become the Big Daddy Boom of 15AF. And when I say big, I mean big. Wondering if Pete B. gave George lessons in how to be nasty and mean before he retired. Doubt it, George ain't got a mean bone in him. Wishing him success in his new job. Hope he makes it to Guam this summer. I've been waiting for Buzz for years now...Les Ringler told him to head this way when

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Buzz got the job at Hickam. Come on Buzz, is your boat more important than a short visit to see me? And I'm still waiting for a picture of Bobbie in her bikini. You better hope I don't find out she has already given it to you and you haven't sent it to me.

Speaking of Les Ringler...hope the ordeal is over and you are on your way to complete recovery. Never like to hear about old friends having a problem. Last time I saw him he was carrying the honey bucket of the airplane here. A long time ago I asked Dick Hoff if I could have that job. Maybe could have, except I could never seem to make Chief.

Talking about making Chief, forget it. Right now my concern is not making MSgt. Three promotion cycles in a row I went backwards on the non-selectee list. I guess I see the handwriting on the wall. Much more regression and I will be back on the E-7 list. I vividly recall sitting in the auditorium at the SNCOA at Gunter AFB. The man is saying to the 250 of us "90% of you will make Chief". I smile. I left the academy with the writing award, two three star signatures and CINCSAC's too, and thinking "Hot Dog". The guy didn't say "Adams, what you smiling for? You're one of the 25 who ain't going to make it". Why can't people talk up front? Oh well, I had a good time at the SNCOA anyway and Uncle Sam paid for it. Vobeseyo!!! Maybe if I changed my name to Elliott or Morris...or got a job at Hickam...just kidding you two. I don't need two Chiefs on my frame trying to get thru Hickam. And for my old friend Roger B. Maybe I don't move as often as you do, but I still work for a living. Seriously, I'm not put out. My goal was not CMSAF. I hoped for E-7 with 26 and got a bit past that to E-8 with near 30 (will get my 75%) and the best boom job (and task force) in SAC. On top of that I found a home.

Not going to get into glitches too much; actually I think everything is running quite smoothly. There remains a bit of a problem sometimes with seating capacity, insufficient straps, small things. Nothing we can't handle. 400-4 isn't concrete and probably wasn't meant to be. Each base still has there own little way of doing things. We aren't delighted with "hangar queens", expired or soon to expire LSE, the attempt to send a weight restricted aircraft, piles of aircraft equipment taking up all the seats aft of the galley, etc. But we manage. Hint Hint

A word about beverage jugs. Everybody shows up with five and sometimes six. Fine. But when one or two spigots break, guess what. We're back to less than required. Request: Consider putting aboard the aircraft one or two extra faucets to cover any damage. We don't have a 780 section here.

I have on my desk a marble desk plate that has inscribed on the base "In Love... Again". Well, there showed up since the last input a boom operator with "CLASS". She was smiling the very first time I met her and the whole time she was here. Never complained, never griped about anything, but was always full of cheer and it was infectious. I think Pease has always sent their very best over here and they sure didn't let us down when they sent Lisa. Kelly, Tom, Tim and Ken, you're all were super, but you were lacking that little something extra...maybe the smile. I like you all of you guys, but the sign doesn't apply to you four.

Just had my very last check ride, with a little help from Del Coggins. Thanks for the use of your headset Del. Sometimes things start out not quite right. At least I had a checklist (up-to-date). At 1+10 prior to takeoff I was told to get a suit and go to Kadena for a check; held up two KC-135's and some F-4's. Can't blame me for not quite being prepared. Good news: All F-15's and F-4's recovered safely. Some days are better than others.

Time to go on to the last page and the part I kind of hate to get to. There comes the time when it's time to quit and move...but I'm not going very far. But I am quitting, although maybe that isn't the right way to put it. RON LIVINGSTON...if what I've heard is true...welcome aboard. This man will be responsible for taking

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care of the best task force in SAC...and an extensive collection of my favorite pictures and slides. I'll explain it all when he gets here, hopefully this November.

I'm giving up flying this December, 60 days terminal leave January and February and retire 1 March, three months short of 30. Can't make Chief and don't want to make E-7 again, and I'M TIRED. So I think I better take (keep) what I got and find something else to do. Another pair of eyes on them bikinis at Barney's Beach Bar wouldn't hurt.

I've seen lots of folks leave after a long career and I always feel a bit choked up, but not quite like when it's my turn next. I spent 12 years in Personnel and had lots of friends, but only a few of whom I still maintain contact with. My 18 years in the boom field is quite a different story. Just my tour here in Guam has been more than worth it in the sheer number of really super people I've met and whom I fully expect to see again sometime in the future. I'm lucky. I won't have to stand up in front of a whole squadron of people on my way out like some of my friends. I'm sure it's difficult, but I won't have to face that. It is hard enough just to try to put feelings into words. I just don't have the same heart in writing this letter as I have had in past signal inputs.

I'm not moving very far. My last move will be about 2½ miles out Andersen's back gate. I intend to leave in the task force my address and phone number and the hope that old friends will take the time to call or visit me. In fact, I'll probably leave a plaque of sorts containing that information, with three little plaques below it. One will say "AT HOME", one "CLARK" and one "OSAN". That way you'll know if I'm on the island or not...most likely I'll be away about a third of the time. The house will have what used to be on right now is a patio...that will become a Boom Pod obviously, what else could it be good for? I hope to have up a patch from every tanker unit and below it the names of all the folks from those units. Sentimental maybe, but I'm deep into memorabilia. I've got albums, pictures, articles, etc. you wouldn't believe. I even keep old crew rosters. I just don't have the heart to throw anything away. Somebody else can do that for me after I've left for the last time. I ain't doin' it.

Anyway, Ron Livingston, or whoever shows up at the PTF...welcome to a really great place and the job won't disappoint you. As for the rest of you, I'll be very disappointed if you come all the way to Guam and don't take the time to say "Hi" or see me. Where I haven't always had time at the job to rape and pillage as often as I'd like to with those of you that wanted to I don't expect any future job to stop me from doing so. I'll be a grandfather in about six weeks, but that won't slow me down, we'll just take the kid with us. Lots of people thought my son being assigned to Clark would put the quietis on me...no way. In fact he makes a good chauffeur, doesn't he Sherry? So...wish most of you that have been here in my nearly five years could be back before I leave my corner of the PTF, but no matter, what's 2½ miles. If you need a ride...call me. And if I need a ride to Clark or Osan, hope you'll take me along.

Cheers,

Gary



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

REPLY TO
ATTN OF: NCOIC (BUZZ WILLAUER, CMSgt, USAF)

22 March 85

SUBJECT: Boom Signal 85'

TO: CMSgt RICHARDSON, 8AF/DOTTR

Rich, thanks again for reminding me to get my letter to you for the Boom Signal. Yes, I agree the Boom Signal is one of the best ways to spread the news to all our guys and gals.

I'd like to comment about a few subjects some happy, some sad, some serious, and some not so serious!

First, I'm real happy cause' our new "Probe and Drogue Air Refueling Procedures for Receiver Pilots" is on the street and I just got my very own copies from Limous Walker. Thanks Limous, you done super! Now I can fend off all those Navy aircraft carrier aircrews with my tapes! My secret weapon, the days of "talking briefs" to Navy and Marine jocks are over, I just's knocks em' dead wit' my tape and walks out! Okay, okay, all kidding aside folks, this-here new tape is a superb product of modern engineering which I'm proud to say I had a part in making. It has already been used to brief our sister services' aircrews and the tape has helped make drogue A/R safer by leaps and bounds. Last week I finished briefing plus going up and refueling USMC F4S's. The tape was extremely well received by the USMC Wing personnel and it made the airborne qualifications go slick! If you don't yet have this tape that Limous produced get it now, its too good to pass up! If your unit is scheduled to work with a Navy or Marine outfit use this tape when you interface, your job will be far easier. By the way, a side observation of mine about working with the Navy or Marines: in a few words, they are a pleasure to work with. They are strongly mission oriented and realize that our tankers (KC-135/KC-10) can REALLY expand their combat capabilities, so give em' your professional all and our country will be better for it!

I'm sad, because we've lost a number of absolutely outstanding Boom Operators this past year. I'm sure they all hope we continue to carry on the fight to make things better for Boom Operators. Just because Sandy, Dick H, Pete B, John S, John A, Bill H, Paul Mc, Jerry M, and others haved retired doesn't mean we quit moving ahead! Lets continue to make us better! They worked so very hard for us, now its our turn! As you all know CMSgt Les Ringler (CINCSAC's Boom Operator) had a heart attack recently. Well, I talked to him last week and he sounds great! He is back to work on a somewhat limited schedule. I'm sure one of the things each and every one of us can do to bolster his health is to keep "plugging" for all that he worked so hard for in the recent past. Keep on getting better Chief, we all hope the best for you!

I want to thank each and every one of the Boom Opeartors who supported many extremely important Higher Headquarters JCS directed missions out of Hickam this past year. Special thanks to those of you who flew during Thanksgiving, Christmas, and New Years. my hats off to you!

This past year I've continued to work support for aircrews by the base folks and its getting better all the time. We (SAC-MAC-TAC-PACAF) are all interested in providing you with the best support possible.

Be prepared for Fleet-Passenger-Baggage Service, Maintenance, Fuels, and others to "swarm" over your air machine upon landing and departure. Jus' stand back and let em' take care of you! "Aloha! We want to handle you airline style!" Seriously, on the next pages are copies of our crew booklet we give upon arrival. Outlined are items of interest to Boom Operators.

Now for the not so serious stuff! Well low and behold, I got promoted, sometimes even I'm amazed! You all helped me keep going one way or another, "Tanks," Stop in here under the palm tree and have a cool one on the Chief! Last issue of the Boom Signal I said none of the Booms "DNIF'D" on me. Well shut my mouth! I finally got the chance to sub for poor ole' Dan Elam on his way home from PTTF to El Forko Grande! Upon my arrival, 3 January, minus 5 degrees, I quickly did two El Forko Grande shuffles! Now I've seen snow in the past three years, even touched the stuff on top of Mauna Ke'a but I never did a pair of shuffles like I done at GF! The next day one of Larry Bruno's Booms came over to the "Q" and brought me to the squadron. It seems the 905 was havin' a paintin' party otherwise known as a "CAFI". So I cleverly missed bumping into all the fancy new paint the rest of the day. Larry, the place looked super, did you ever finish??? Just jokin. Later I enjoyed the spring thaw I brought from Hawaii. (The temp hit a record high for that day, I think it got all the way up to 38 degrees!) The next morning I escaped GF, thanks to all. This past year in among all you swamping me with your air-machines and good looks I managed a couple of day sail cruises. The "10" folks can vouch for us doing it right! Okay Mitch? Okay Brad?

The last thing I want to touch on is to give the guard folks a big THANK YOU for putting up with my presence aboard their airplanes keeping my currency up to speed. A special thanks to the 101st and 157th for their particular efforts. I can say without reservation that all of the guard crews and aircraft are the epitome of professionalism, trully the total force! Your all great, air machines look better than new, "Tanks"!

I better quit now before I put you all to sleep.....right Gary???

Buzz
BUZZ WILLAUER, CMSgt, USAF
NCOIC, SAC Operations(OL-HI/3AD)

P.S. One important thing I almost failed to mention: In all cases the NCOIC of the Inflight Kitchen requests that all 135 crews use the MAC Terminal Passenger Service Dispatcher (449-6833 located in the MAC Terminal) to order and pay for your crew and crew chief meals regardless whether you are releasing any seats to MAC or not. MAC will Fleet you and load meals regardless of mission. Why? Keeps everybody out of the inflight kitchen. Lets MAC do the jobs (Fleet, baggage, pax control/security) their contracted to do. Cuts your running around down to nothing. All active crews will use this standard procedure. Guard and AFRES crew are strongly requested to use this procedure.

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

SAC MISSIONS ONLY!

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 or AF 94 tag 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.

* NOTE!! : Cash or check payment is required upon arrival at Hickam.

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!!

15 DEC 84

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SAC MISSIONS ONLY!

DEPARTURE PROCEDURES

Your aircraft gross weight for the outbound mission will not 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) . . . Published bus schedules do NOT allow for meals. Order bus early if needed to accommodate meals. (See page 10 & 11) Eat breakfast prior to your briefing, not after!

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 AND JUGS TO YOUR 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 1420 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.

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15 DEC 84

ALL!
SAFETY TIPS

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 time 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.

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SAC MISSIONS ONLY!
-CREW CHIEFS ONLY-

NEXT SCHEDULED FLIGHT	OTHER FLIGHTS
DATE	P/F LAUNCH FUEL
PREFLIGHT TIME	
LAUNCH TIME	
FUEL	

ARRIVAL INFO:

- 1. You are expected to complete a BFO or thru flight before leaving the aircraft. MAC Fleet Service will clean your latrine, remove garbage, and will take all jugs. MAKE SURE FLEET GIVES YOU OR YOUR ASSISTANT OR THE BOOMER A COPY OF THE MAC FORM 12* (THIS FORM IS YOUR RECEIPT FOR THE JUGS) OR AF 94 TAG *
- 2. Stay at the aircraft until you clear it with the SAC expiditer. (T.A. is not authorized to let you go.)

3. The SAC expiditer will give you a ride to quarters. Do not call a crew bus.

4. USE tech data.

5. You are expected to be in compliance with AFR 35-10 while you are here. Violations will be reported to your home unit.

6. If you get some free time, we want you to have a good time. Please review the safety tips on page 8.

7. Billeting situation: crew integrity will not be maintained unless so stated on your crew chief orders. DEPARTURE INFO

1. Sign out of billeting BEFORE reporting for duty.

2. Walk to SAC OPS and we will take you to the aircraft for preflight.

3. Secure all powered AGE and support equipment after each use.

Give the fuel sheets and 365F to the SAC expiditer before you leave.

5. Load the aircraft after the agriculture inspection. (Eastbound Only)

6. One crew chief may be required to fly on any local flight. We will let you know.

UHF FREQS

PHONE #'s:
SAC 449-6744
TA 449-1669
Job Control 449-1017

ENGINE RUNS.....236.6 HICKAM GROUND
OTHER.....261.7 JOB CONTROL

311.0 SAC OPS
300.1 RADIO SHOP

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15DEC 84

ALL 1355

THIS MEAL LIST WAS COORDINATED BY SAC/MAC/PACAF AND IS
VALID FOR 1985. AT HICKAM AFB.

HICKAM INFLT MENU 1985 MAC PAX SER DISPATCH: 449-6833 SAC OPS 85'

"A" MENU

- BOX #1 - CHICKEN
- " #2 - ROAST BEEF/HAM SANDWICH
- " #3 - HOGGIE SANDWICH
- " #4 - HAM/TURKEY SANDWICH

"B" MENU

- BOX #5 - CHICKEN
- " #6 - ROAST BEEF/TURKEY SAND
- " #7 - POOR BOY SANDWICH
- " #8 - HAM/SALAMI SANDWICH

"A" MENU DATES 85'

JAN-1-5, 13-19, 27-31
FEB-1-2, 10-16, 24-28
MAR-1-2, 10-16, 24-30
APR-7-13, 21-27
MAY-5-11, 19-25
JUN-2-8, 16-22, 30
JUL-1-6, 14-20, 28-31
AUG-1-3, 11-17, 25-31
SEP-8-14, 22-28
OCT-6-12, 20-26
NOV-3-9, 17-23
DEC-1-7, 15-21, 29-31

"B" MENU DATES 85'

JAN-6-12, 20-26
FEB-3-9, 17-23
MAR-3-9, 17-23, 31
APR-1-6, 14-20, 28-30
MAY-1-4, 12-18, 26-31
JUN-1, 9-15, 23-29
JUL-7-13, 21-27
AUG-4-10, 18-24
SEP-1-7, 15-21, 29-30
OCT-1-5, 13-19, 27-31
NOV-1-2, 10-16, 24-30
DEC-8-14, 22-28

"A" OR "B" MENU CHANGES EACH SUNDAY AT MIDNIGHT LOCAL TIME
(SAC/DO-INF85) - INFLIGHT KITCHEN MENU 1985 - (INFLT449-2412)



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

REPLY TO

ATTN OF: DO (SSgt B. Barker, 449-6477)

22 Mar 1985

SUBJECT: Boom Signal Input

TO: Chief Richardson
All Boom Operators

1. A warm Aloha from all of us (9 ACCS booms) in Hawaii. What a great place to be for an assignment. The temperature doesn't change much more than 15° - 20° all year long. The beaches are always packed with our visiting Malihinis, that's tourists for you mainland folks. And there seems to be ample housing for you new folks coming in. That is, ample, but not cheap!
2. We would like to express our congratulations to our newly promoted Chief Pickel and our newly promoted SSgt Van Gibbs.
3. Now let's get to the good stuff. A lot of things are going to be happening the next couple of months. As I mentioned before about new folks coming in, well, we are going to be expecting a few new people as our own Chief Pickel and MSgt Upham are going to be departing the local fix. We sure wish Chief Harrison would give us some kind of hint on who we can expect. Anyway, Chief Pickel is departing sometime in June for a KC-10 position at Barksdale. AND, our own handyman and NCOIC, MSgt Upham, is soon to retire. Both will be sorely missed. TSgt Raprager "thought he was going to the KC-10s;" that's right, "he thought." Somehow, as if it doesn't happen everyday, he got the wrong information passed to him. He may still be going but he must finish more of his 4-year commitment before he goes.
4. A little over a year ago, we started satellite alerts at March. Many of us old heads, that were here during our 24-hour tours at station don't like the new change, but then for some unknown reason a small percentage of booms (Raprager) here take all the alert tours they can get. I wonder why. I personally could do without, because once every five to six weeks is tough on a guy.
5. We are still wondering why most guys when passing through don't look us up at the squadron. We may have some good poop on some of the TDY points you are heading to. Anyway, take some time and give us a buzz at 449-1177. We may have some time to "talk story" at our local beer joint, the Tenth Puka. We can also give you tips on the local night spots (throughout the WESTPAC).

6. Now here's a list of our whole boom force here at Hickam:

a. CMSgt Jim Pickel: 1st Sgt, Superintendent, Supply Rep. He was promoted to CMSGT earlier this year, I might add long overdue. He has been elected Senior NCO of the year at Hickam two years in a row. Congrats.

b. MSgt Steve Upham: Soon to retire after 26 long hard years of laying down and passing gas. He is going to join the crowd down at the beach and blend in with the locals.

c. MSgt Gary Ranney: "Ole" Speedy Feet will replace Chief Pickel as 1st Sgt and superintendent. Still into the running game and just last week took first place in the military division of one of our local runs. Spend that \$100.00 prize wisely.

d. TSgt Kenny Nichols: Chief of Stan Eval. He came up empty handed on our pheasant hunting expedition this year, but we all got a look at a wild boar on the way home. Better luck next year.

e. TSgt Rick Raprager: Asst Stan Eval, looking to be NCOIC Boom Shop. When he heard of his delay, he went through the roof. Now CE has a big job replacing the boom shop ceiling.

f. TSgt Frank Perry: Instructor Boom, looking for Stan/Eval position. Someone stole the motor off his boat. Now he's semi retired from fishing till he gets a new motor. He's looking for a special duty job as a recruiter in Oregon. We all wish him well.

g. SSgt Brian Barker: "The Beach Fox" as they call me. Graduated CFIC last summer and still looking for someone to instruct. My new kick this year is golf. Although I'm not very good at it, it helps me relax. Looking for Fairchild next.

h. SSgt Van Gibbs: Instructor Boom, "The Disco Kid." I don't know if his new marriage is keeping him out of trouble. But his new car KIT, the Knight Rider, keeps him out of jams, but into accidents.

7. Well, that's all for now. See ya all on the out and backs. Call us, 449-6477. "ALOHA."

Brian Barker
BRIAN BARKER, SSgt, USAF
Instructor Boom



DEPARTMENT OF THE AIR FORCE
909TH AIR REFUELING SQUADRON (SAC)
APO SAN FRANCISCO 96239

REPLY TO
ATTN OF:

UIRPM (MSGt Wical, 634-0350)

27 March 1985

SUBJECT:

Boom Signal

TO: 8 AF/DOTTR (CMSgt Richardson)

1. Koneichiwa from the land of the rising sun. Kadena is still alive and well. We are into things in a big way over here. We brief everyone when they arrive that the 909th is different from any other assignment in SAC, but they usually are not believers until the first typhoon blows through their living quarters. We do more, go more, and fly more than most units but for the most part it is fun. If you plan on a tour at Kadena, pack your TDY bag kiss your spouse and come over for a four year TDY. Some say they don't go enough others say enough is enough. It is hard to keep'em happy. The average crew pulls 7-10 days of Alert Fly, 30 hrs + per month and of course get those good deal TDY's. If you enjoy good hard work come to the 376th Strategic Wing.

2. We have had many people leave in the past year since we have such a large turn over. I will just list those currently assigned.

NCOIC - MSGT TIM WICAL

I still want your job (Gary) PTF

TRAINING FLIGHT - MSGT MIKE RUNYAN

Mike just arrived from Castle and we now know that "The opera is not over until the fat lady sings."

ALERT PAD DAD - MSGT MARTY SABOURIN

Marty got best pad in 15th, thank-you Jim Cannon, for all the HELP.

T.K. (SR-71 SUPPORT) - TSGT CHUCK HELD

If I tell you anymore I will have to kill'ya.

S-101 - TSGT DEL COGGINS

Off to the KC-10's at March in April, or is it April in March?

S-102 - TSGT JOHN BUCKLAND

"Good Old John," that's what he says.

110 - SGT JIM HEBERT

111 - TSGT CLIFF PANKONIEN

112 - SGT GARY FREDERICK

113 - TSGT PAUL/MIKE DARTEZ

114 - SRA MIKE DAVIS

120 - SSGT CLYDE SOUMAS

121 - SGT MIKE DENSMORE

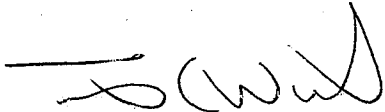
122 - SGT LARRY WESTWOOD

123 - TSGT (MO) MAURICE ELLIOTT

Peace is our Profession

130 - SGT JEFF HARP
131 - SGT PAUL MOZUR
132 - TSGT ROCK RACOMA
133 - SSGT CLEVE WILLIAMS
140 - SSGT AL KING
141 - A1C PAT HOPKINS
142 - SSGT BILL MENDEHALL
143 - SSGT JEFF REVTEV

SPARE - TSGT TONY BRITT, DONO/SINC Something
TSGT ROGER PUGH



TIMOTHY L. WICAL, MSgt, USAF
Chief Boom



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

TO: DOTTR

SUBJECT: BOOM SIGNAL

FROM: 46TH AREFS K. I. SAWYER AFB, MI.

News from K.I. Siberia; Things here are finally starting to settle down after CEVG (Overall Excellent for the Tankers).

We are starting to prepare for the opening of the 307th ARFES. Sawyer will have two operational Tanker units by 1 Oct 85. Eight crews will be added to our manning, then divided in half to form two squadrons. So needless to say we will be quite busy with the reactivation of the 307th. For some of you old timers the 307th was home for you at U-Tapao.

With the unforunate timing of our resent CEVG visit we were unable to attend the Boom Party. Understand a good time was had by all.

We have heard from the outside world that spring is on the way. With a couple of feet of snow still on the ground we are not sure whether to believe that or not. If there is any truth to that information give us a call at Autovon 472-2792 and let us know.

Our crew lineup is as follows:

S-101 SMSGT BOB LABO
S-102 TSGT DAVE BALLARD
S-103 TSGT MIKE TAKASH

SQ. BOOM TSGT STEVE LONERGAN
TF. BOOM TSGT DON CASNE

S-104 TSGT ED PHILLIPS (FLIGHT COMMANDER CREW)
R-105 SRA GARY CZENKUS (PCS APRIL FOR MARCH AFB)
R-106 SGT STEVE MYRICK
R-107 SSGT JODI PHILLIPS
R-108 SSGT CURTIS UMSTEAD
R-109 SSGT STEVE LANGNER
R-110 SGT MIKE SAGE (PCS APRIL FOR CASTLE AFB)
S-111 SSGT JEFF STEWART (FLIGHT COMMANDER CREW)
E-112 SSGT CLINT REED
E-113 SRA T. J. SHIMA
E-114 TSGT MARTY KOVAR
E-115 SGT RYAN CERMAK
E-116 SSGT BRYAN GRIFFIN
E-117 SSGT TERRY PRAUSA
S-118 SSGT DON FROL (FLIGHT COMMANDER CREW)
E-119 TSGT RAY WILLIS (NEW CFIC GRADUATE)
R-120 SSGT ROGER SMITH (CARGO LOADING MANAGER)
R-121 SGT JIM PROTZMAN
E-122 SSGT CRAIG BOLLING
R-123 SRA ROBERT DERRICK
R-124 SSGT MIKE HAWKINS (PCS MAY FOR MARCH AFB)

INBOUNDS
MSGT SMITH
TSGT HACKETT
SSGT BOWSER
SSGT VICKERS
SGT MERRINER
SRA OBANION
SRA TANK
SRA SWEET

SPARE

SGT T. J. KLEMENTZ (NEW KID ON THE BLOCK)

Peace is our Profession



HEADQUARTERS
134TH AIR REFUELING GROUP
TENNESSEE AIR NATIONAL GUARD
MCGHEE TYSON AIRPORT
KNOXVILLE, TENNESSEE 37901-5000

REPLY TO
ATTN OF: DOB

28 March 1985

SUBJECT: The Boom Signal

TO: 8AF/DOTTR

1. Once again, greetings from the Smoky Mountains. We have had some changes in personnel since the last Boom Signal. Below is a list of Boom Operators at McGhee Tyson.

CMSgt Wes Beaver	IFR Program Manager
SMSgt Jerry Roberts	Stan Board
SMSgt Bill Lindsay	Stan Board and Cargo Load Manager
MSgt Ron McKinnon	
MSgt Harold Bishop	
MSgt Clint Haley	
MSgt J. D. Harris	
MSgt Ralph Chambers	
MSgt John E. Miller	Stan Board
TSgt Bob Brown	
TSgt D. W. Harris	
TSgt Randy Leonard	
TSgt G. Ted Wright	
TSgt Jerry Everett	Instructor
TSgt George "Mac" MacFeggan	KC-135 Computer Program Manager
SSgt Tracy Milani	
SSgt Joel Lewis	
SSgt Denny Buchanan	
Sgt Bill Witt	

2. MSgt Bob Hampton changed jobs last month. He took over the SAC Crew Comm section.

3. MSgt Harold Bishop has been grounded for medical reasons. Looks like it is permanent.

4. TSgt Ben Long retired last month. The siren song of the golf course and Alcoa Aluminum Company called.

5. We lost three good boom operators last month. I wish them luck in their new endeavors and many thanks for all the good work over the years.

6. SSgt Denny Buchanan is on the way to Castle in April.

7. Retired CMS Arvil Frazier is working for Twin City Buick, just off base. He will probably be in complete charge before he leaves.

8. 2nd Lt Kelvin Kuwik is flying right seat now and doing well.

9. TSgt Bob Brown is on to CFIC as soon as a class is available.

10. We are getting a lot of support work for fighter deployments, cargo and passenger hauling plus enroute refueling. Keep watching the fighters as more antennas seem to grow on their backs.

11. Thanks to Gary Adams for the beautiful calendar. Sure brightens up a drab wall.

12. If you are in the area, give us a call, autovon 588-8387, 8388 or commercial 615-970-1387, 1388.

Wes

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



HEADQUARTERS
134TH AIR REFUELING GROUP
TENNESSEE AIR NATIONAL GUARD
MCGHEE TYSON AIRPORT
KNOXVILLE, TENNESSEE 37901-5000

REPLY TO
ATTN OF: DOB

8 April 1985

SUBJECT: Addendum to Boom Signal

TO: 8AF/DOTTR

1. If it is not too late, I would like to have the attached memorial added to our input to the Boom Signal.
2. Both the death and grounding happened shortly after the input left the base.
3. March has not been a good month for us. Thanks for you help in this matter.

Wesley C. Beaver
WESLEY C. BEAVER, CMSgt, Tenn ANG
IFR Program Manager

IN MEMORY OF
Charles F. Murrin
"Sonny"

April 25, 1929

March 30, 1985

With heavy hearts, we announce the sudden death of "Sonny". We have lost a faithful comrad and good friend. He was known throughout the command, especially among the Air National Guard tanker and receiver units. His military career spanned over 35 years beginning as a field artillery man in the Korean War. He was one of the first Air Guard Boom Operators to fly the KC-97L and flew the KC-135 until last year when he was grounded medically. On the day of his death, he was serving his country, preparing to go TDY to Guam.

He is survived by his wife Margaret and two sons Charles Jr. and Carl D.

IN SORROW
134th AREFG Boom Operators
Tenn ANG

9. TSgt Bob Brown is on to CFIC as soon as a class is available.
10. MSgt Ron McKinnon has been grounded for medical reasons. It will be permanent.
11. We are getting a lot of support work for fighter deployments, cargo and passenger hauling plus enroute refueling. Keep watching the fighters as more antennas seem to grow on their backs.
12. Thanks to Gary Adams for the beautiful calendar. Sure brightens up a drab wall.
13. If you are in the area, give us a call, autovon 588-8387, 8388 or commercial 615-970-1387, 1388.

Wes

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

DEPARTMENT OF THE AIR FORCE
6TH AIRBORNE COMMAND AND CONTROL SQUADRON (TAC)
LANGLEY AIR FORCE BASE, VIRGINIA 23665



22 Mar 85

CMSgt Elzey G. Richardson
8AF/DOTTR
Barksdale AFB, LA 71110-5002

Chief Richardson

Hello from the TAC Boomers at Langley. Yes, fellow boomers, there is life out of SAC. We here at the 6ACCS (NOT HEAD DANCER) fly as the Airborne Command Post for the Navy Commander, Admiral McDonald of the Atlantic Command and Fleet. "We wear flight suits with bell bottoms"!!! Our birds are "E" models with the big motors; it's nice to have all that horsepower unlike the steamjet. You should see the back end! It looks like Ma Bell's home office--we can really reach out and touch someone!!! ET wouldn't have any trouble phoning home!!!

Flying under TAC rules is strange--to say the least would you believe fifty question EP exams??? Our version of the Volume VI is reduced to one paragraph--it's like refueling under combat rules. Just about anything goes!!!

Langley is one of those assignments you hear about, but someone else gets. However, anyone can get here provided you know the right people or have the picture of Chuck Harrison doing obscene things with a goat--which is FOR SALE to the highest bidder (The picture not the goat!!! Thru the kindness of Chuck Harrison, we manage to maintain our manning level. Being a small unit, we wear many different hats. Our additional duties are many, and rewards are few.

As of this writing, our manning document reads:

MSgt George (Bill) Campbell	TAC CINCBOOM & First Sergeant
MSgt John (Hot Wheels) Rytkenen	Vehicle Control Officer
TSgt Tom (TDY Tom) Willis	SEFE (That's Stan Eval)
TSgt Steve (Corky) Cordell	Training NCO
TSgt Pat. (PJ) Ryan	Security
TSgt Pete Jackson	Inbound from the Griff
SSgt Larry Joines	Full-time Domino's Pizza & Part-time Boom

DEPARTMENT OF THE AIR FORCE
6TH AIRBORNE COMMAND AND CONTROL SQUADRON (TAC)
LANGLEY AIR FORCE BASE, VIRGINIA 23665



SSgt Mike (PORTSMOUTH, pronounced POATS-MIT) Davis Weight & Balance NCO

Here's a short run down on everyone: I'm the new guy here. Arrived from Castle last October. The First Shirt job is a real challenge. Would you believe a Whip and Chain to keep the radio operators in line???

JOHN has been seen trying on Muk Luks and buying a fur cover for his computer. ALASKA?

TOM has dreams of palmtrees and has bought a Magnum "PI" shirt--HICKAM???

CORKEY is our permanent boom. He said the only way he would leave was "feet first"!

PAT came in from Castle last July with visions of sugar plums dancing in his head.

LARRY most likely will be the next to PCS. Said he would stay in if the AF would make pizza delivery an AFSC.

MIKE has designs on the 3 HOLER, I don't think he meets the ugly requirement.

The lucky guys from Langley that were able to attend the Boom Party in March want to send special thanks to the association at Castle for a great time and we hope to see everyone next year. Also, thanks to the Booms at Seymour Johnson AFB; MSgt Pat Kennedy, and TSgts Reed and Graham for the fine service on the ride WEST.

I've rambled on enough, so from the Lost Squadron, to all our fellow BOOMS--HAVE A GOOD ONE!!!

Bill Campbell

GEORGE W. CAMPBELL, MSgt, USAF
First Sergeant, AUTOVON 432-4003/5691

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 42 BOMBARDMENT WING (SAC)
LORING AIR FORCE BASE, MAINE 04751

FROM: 42 AREFS

SUBJ: BOOM SIGNAL INPUT

TO: 8AF/DOTTR (CMSgt Richardson)

1. Welcome to the land of sunshine and white powder...most of the time! The cold and snow are almost gone and all of the golf fanatics are getting ready for the three months of good weather. But seriously, greetings from Loring. We have just completed a local generation, and had a good time loading all the cargo that Dayne could possibly think of, until the wee hours of the night. The base did a real super job, with the support of maintenance and the logistics people received some good training in cargo handling.

2. Before I forget, We would like to thank Pease and the 509th for their support while our runway was closed due to the monster sitting at the end. Maintenance did a super job in removing it, with no problems or injuries to anyone. Thanks again.

3. Modernization has hit the great white north. Somehow we received a shipment of the highly talked about "electronic sextants". If you're missing them, don't call us, we haven't seen them. One problem that we have had, is that the scale was improperly installed, and it was found on a no-notice check. One thing to remember is the lights on the navs table should be turned as low as possible, to eliminate any problems during night nav legs.

4. We have come up with a program for the "Form 76", which has helped a lot of the young guys. The big problem is what would constitute a different phase when in the traffic pattern. Nuff said.

5. Well enough of the serious side, now for the fun stuff. Here's the "hot poop" on our people. Hopefully the State Police or RCMP are not looking for any of them. Before I continue, a few words of wisdom about our past friends. As you all may know, Sleeve "Hey Bubba" Brown has left Loring to pursue a career in California and believe it or not he was finally tagged to spend a few days out in the woods, compliments of the folks at Fairchild. One cold question for you Sleeve, How many beer machines are there in the woods? Also imagine this, Sleeve out there without a fishing pole or beer at four o'clock in the morning! Just remember Sleeve "We love you buddy".

6. MSgt. Paul Hamilton, we have said something about one and could not forget about you. Remember the divot up by the controllers desk? Well it was finally fixed and Vince has quit the chipping practice in the alert facility.

7. Now for the rest of the guys:

S-101 SSgt Don "Quazimoto" Cash - Don will be leaving in June for an assignment at Castle. Prior to getting orders, Don had orders for "Hooterville", but his wife said, "Castle sounds good!" So Don did some quick tap dancing and is heading to the big land.

S-102 SSgt Keith "Our resident expert" Bromley - Keith is here for a while and has a good "phase program" going for the bomber's. His idea of a paint scheme, is powder blue and hot pink polka dots. The bombers were not too happy to see their mascot nailed to a telephone pole. I don't see why.

R-110 SSgt Larry "Robbie" Robbins - Larry leaves for Barksdale on the 11th of April. Somehow a ETTF and PCS move all in the same month doesn't sound too good. One thing to remember is that Gilley's is closer.

E-111 SSgt Dale Mitchell A Flt Boom - Dale is headed towards Grissom around Sept 85. Dale's tickled pink and loves the idea of Grissom.

E-112 ALC Tom Polk - Tom is going to be joining the ranks of married life soon. Hopefully his sweetheart will understand.

R-113 SSgt Tom "Quad Racer" McElroy - Tom's our resident Quad Racer. Since coming here, he has bought three "four wheelers" and just loves the snow and racing Wolf on his three wheeler. Boys will be boys. New IBO (OP on Initial Instructor Check).

R-115 SSgt Jeff "Beanpole" LaPoint - Jeff is a new addition to the instructor force. He can't wait to hammer anyone who gets in his way. Jeff can't go outside if the wind is above 10 mph! He actually can ride on his radio controlled airplane!

R-120 ALC Eric "Hud" Hudnall - Eric is currently working on becoming an instructor. The skies will never be the same.

R-121 Sgt Bob "Sweet Cheeks" Scaccia - A favorite on alert. Bob is another instructor candidate who is chasing all those California girls.

R-122 SSgt George Washington "Bud" Naylor III - Bud is trying to write, produce and direct a home movie and casting a lot of unsuspecting characters. IBO

R-123 ALC Nancy Cludinski - No folks, this isn't Bob who changed his name. Nancy is married to Bob and loving alert.

R-124 ALC Matt "Krash" Karnauskas - Matt has a tendency to loan his flight

suit out to prospective females.

R-125 SSgt Dave "Wolfman" Vickers - B-Flight Boom. Resident "Pro from Dover" Hi, it's me the author of the boom signal input. Just counting the days till I go back to K.I.Sawyer in July. MPC should like someone like me. NORTHERN TIER FOREVER!

R-130 SSgt Steve "ET" Baudanza - Steve is the main entertainer on alert. His wit has us all going. Body building is his second hobby, with his wife numero uno. Newly Wed! IBO

E-131 Sgt Dan "Downlock" Tosier - On his first alert tour he figured that pimping was his bag. Even pimped his roommate, bad move Dan.

R-132 ALC Shawn "Goat " Lamb - Goat has been working on his comedy routine, but would rather keep MTV on his list.

R-133 Amn Darin Welsh - Ice shields are his nightmare this year. Career minded alert participant.

R-134 Sgt Brian "Barbarian" Barthlow - Brian's crew spends a lot of time pumping iron.

E-135 SSgt Gary Hunt - C Flight Boom - Gary's first love is cards. Going to Stand Board as soon as an opening is available.

Amn Rich Davison - Learned the cargo loading business first hand. Will load 10-15 tanks in a single bound.

NCOIC SMSgt Tom Cole - Tom is the resident computer expert. Keeps bailin Wolf out when he's in trouble with his computer. Loads airplanes too.

Training Flight TSgt Glenn Faught - Glenn's the guy who makes all the trouble for the flight booms. Looking forward to Dyess in October. What's a Lone Star?

Wing Cargo Loading Manager MSgt Dayne Brazzell - Does all the work concerning all areas of cargo loading and loves every minute of it. Outstanding rating from CEVG. He is not for hire. Keeps us out of trouble.

Current Ops TSgt Bob "Ski" Cludinski - Bob is the other half of a husband-wife boomer team. DONO seems to be his domain. Loves the job dearly.

FROM: 407AREFS (MSgt Harris)

29 Mar 85

SUBJECT: Boom Signal

TO: 8AF/DOTTR (Chief Richardson)

Well a year has come and gone. Time sure flies when you're having fun. We people up here in the North country have learned to love the little things in life (things like summer).

Normally the people here in the squadron don't like to toot their own horn because in sub-zero weather a persons lips tend to stick to the bugle. However the 407th was just notified that we were selected as the best Air Refueling Squadron in the 45th Air Division for the second year in a row. This is due to the opportunity to fly some unique missions and work with a great bunch of people.

If any of you folks are thinking about going North, for whatever reason, Loring is an excellent choice. Many of the booms here come from the warmer climates and have learned to appreciate some of the special qualities of this location. Besides where else can you ride a snowmobile 8 months out of the year?

In the past year we have gained some and lost some so here's a list of our booms.

DEPARTURES:

MSgt Brown - (The Sleeve) although not a member of this squadron he's a Boom's Boom operator and in the hearts of all. Sleeve left us for Mather and bigger and better things. Hey Bubba when ya comin home?

MSgt Danny Jones - Danny finally got someone to understand him (southern accent) and left us for Robbins AFB, Ga.

TSgt Phil Rogers - Phils wife finally convinced him to go PCS and he left us for Mather.

SSgt John Bodenhamer - John (alias the shack) did not have to do one thing to get orders. The second and first Lueys on alert bribed somebody to get him out of here.

Sgt Jeff Keeton - Jeff got tire of rebuilding his Volkswagon engine in his alert room locker and left for Fairchild as Paul Hamilton's aide.

SSgt Roy Pitts - Left for Castle. Good luck Roy.

CURRENT ROSTER

MSgt Harris - Gene tied the old knot and he is always smiling (well almost always).

MSgt Ruck - Vincent is the Alert Facility manager. Nothing is too good for my boys in green, but don't put your feet on the chairs, stand up straight, fix your scarf, wheres your line badge, etc, etc, I guess that goes with the job.

TSgt Huckabee - Frank is in training Flight now and doing a good job. Why is this empty on the Mar? Franks favorite question.

TSgt Newman - Rick is still in DONO. We have all heard the joke about people in DONO always saying I don't know, well in Rick's case we are not really sure he's joking.

TSgt Bonner - Hiram finally got tired of DONO. Hiram went to Chief Stan/Eval. From I don't know to know it all. How's that for progress.

SSgt Moody - Sharon's preparing for CFIC. If she calls a breakaway we'll know along with the rest of the world.

SSgt Santine - Lawrence "Salt" just left TDY for PTF and fun in the sun. The beaches will never be the same!

SSgt Acosta - Ken recently upgraded to instructor. Now we can put him to work.

SSgt Albritton Jr. - "Ernie" has so many irons in the fire we can't see the flame.

SSgt Thomas - Roger is in Stan/Eval. I can't really say too much he's giving me my check tomorrow.

TSgt Hale - Don is working at Tanker Scheduling now, He is also going boot-strap so scratch one Boom, add one officer. Never was much as boom, probably make a good zero. Just joking DON ----- about the boom part.

TSgt Waldron - Tim is back in the squadron now trying to regain his sanity from Tanker Scheduling.

SSgt Williams - Dave loves alert twice as much as he did last year.

SSgt Cooper - Steve doesn't keep a room in Maine, just a PSC box. He doesn't spend enough time around to justify it. Mr. TDY himself.

Sgt Casey - I Can't say enough good things about him, there isn't enough room.

Sgt Crowder - Cody upgraded recently and is doing a fine job. He has finally decided he is going to be here a few years. He loves the snow now.

SrA Roskam - Chuck would like to find a spud queen with a rich father and a large spud farm and have a lot of children.

AlC Carlson - Russ is the only person who falls off the wagon more than he's on it. All kidding aside, he is doing a great job for us.

NEW PEOPLE ON THE BLOCK

TSgt Sealey - Dave thinks Loring is the best thing since apple pie. I can just hear him now. I don't know why more people don't volunteer for northern tiers!

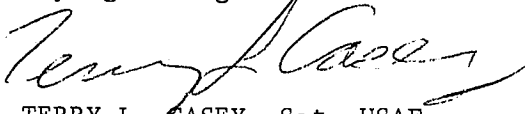
SSgt Medbery - Bill found a good job on A Flt. Flight Commander's crew. He also found out how big the woods are up here. Which way is North, Bill?

SSgt Howe - Get well soon!

AlC Gano - Rich (Q-tip) is finally going to get fighter qualified, a couple of trips to Eglin should do the trick. (So he says!)

AlC Vivian - Quiet and mild mannered has all the attributes to be an outstanding boom.

AlC Lyon - Louis is a sharp young troop with 12 days accrued leave and trying to figure out how to use it.

A handwritten signature in cursive script, appearing to read "Terry L. Casey".

TERRY L. CASEY, Sgt, USAF
"A" Flt Boom Operator



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 22D AIR REFUELING WING (SAC).
MARCH AIR FORCE BASE, CA 92518

REPLY TO
ATTN OF: 9 AREFS Boom Section

SUBJECT: BOOM SIGNAL

TO: ALL BOOM OPERATORS

Greetings from sunny southern California! Things here at March the past year have been great. The weather has been a little cool but we still seem to get in a few rounds of golf. It's really tough to keep track of people around here with everyone out on the "ROAD". Lots of hardship trips to Osan, Yokota, Kadena, Clark, Hickam. Although Barksdale seems to get most of the European trips we still keep a crew or two on that side of the world. With new guidance from CINC-10 (Mitch Malseed) we carry two fully qualified boom's on most missions, so we stay pretty busy. We try to keep the camouflaged -10's here at March for local sorties, no-one wants to take them on the road, except Russ Marshall who keeps saying "black is beautiful, if you don't like it get off the f----- jet".

Here's a list of the players at the 9th AREFS.

Msgt Mark Fleege - Chief Boom. Wife Terri just had new baby boy, we love it, it seems to keep him off the streets.

Msgt Jim 'Lutto' Lutterman - "A" Flt Chief. Soon to be IBO, head hat and tee-shirt salesman.

Msgt Russ Marshall - "E" Flt Chief. Keeps saying he's not ready for his cargo check. Say's he needs more trips anywhere.

Msgt Bruce Lawson - Chief Stan/Eval, loves to meet you on the road.

Tsgt Kevin '██████' Doyle - "D" Flt Chief. Going PCS to the factory at Long Beach.

Tsgt Bill Mitchell - "B" Flt Chief. Local rep to the American Legion. Going PCS to Seymour Johnson.

Msgt Dave Telles - "C" Flt Chief. Just finished instructor school.

Msgt Ken Endrizzi - Chief of Training. All the UB's (unqualified boom) just love him.

Tsgt Bob Moquin - Training Flight. Soon to be a Stan/Eval weenie. Last seen in Frankfurt, Germany with a rent-a-car.

Tsgt Mike Perez - Stan/Eval, inbound to CEVG. Almost a local reserve cop. Ask him about his card playing ability.

Peace is our Profession

Tsgt Jerry Broussard - Stan/Eval. Jerry has been assigned to Stan/Eval for about 3 mos, hasn't given a check yet. Can't keep him off the road.

Tsgt Jake Benscoter - Stan/Eval. Going to try his luck in the DONO shop.

Tsgt Brad Arnsparger - New IBO, our happy-haired psuedo-cop. No truth he has stock in "DIPITY DO"

Tsgt Gene Thomason - In cargo training, working on houses. Ask him how he got that wall out of the swimming pool.

Ssgt Mike Yates - Local sky diver, spends most of his time in the freefall.

Ssgt Tom Degen - Mr. Cargo, newly assigned to training flt. Resident "tazmanian devil".

Ssgt Ross Kilbride - New SSGT, does behave TDY. Now!!

Ssgt Danny Able - New IBO, always on the road.

Tsgt Brad Madison - Another ambassador on the road.

Tsgt Chris Burkhardt - DONO, going PCS to Seymour, rumor has it he's going to DONO there.

Msgt Paul Rogers - Scheduling. CINC-Phillipines.

Msgt Dave Kirkland - DONO, coming back to the Sq to fly the "Jet"

Ssgt Sally Barcelo - Just out of American Airlines, still a UB, says her name is really Celeste. OK Sally.

Ssgt Rodney Bennett - Stelth boom, someone said they saw him in Alaska, can't be confirmed.

Ssgt Mike Chmiel - Resident nice guy. Stop talking so much Mike!!

Ssgt Sven "Gus" Gustavson - Keeps talking in Swedish. All the ALCE guys can understand is "get off the jet"

Ssgt Bob Friesen - New guy just out of American Airlines

Ssgt Steve Slobodnjak - Another new guy fresh out of school.

In American Airlines school at this time are Tsgt's Wadsworth, Meyers and Mountcastle don't have anything on them at this time. You guys and gals out there take it easy, fly safe and if you are ever at March stop by and see us.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 452D AIR REFUELING WING (AFRES)
MARCH AIR FORCE BASE, CA 92518

REPLY TO
ATTN OF: DOB

16 April 1985

SUBJECT: Boom Signal

TO: Boom Operators

Hello from the 79th AREFS, March AFB CA. This has proven to be a super busy year for us. We were visited by CEVG and the ORI and managed to come away with an overall Excellent rating. We also managed to finally move into our new building.

Now for the scoop on who's who and what's what!

1. Ernie (Prue) Compton: Resigned his civil service ART position and accepted a civil service position with General Dynamics in Pomona. He still manages to squeeze in a few shopping trips to Korea.
2. Steve (Squeaky) Fromm: Head Honcho in charge--Looking forward to accepting the Chief Boom position at Seymour. Can't wait to buy a house for a tax shelter!
3. Ray (Frito Bandito) Aguayo: Retired from Mather! Full time San Diego slum lord. Part time reservist. Just completed KC-10 Instructor School.
4. Donny (Country Boy) Askren: New arrival from Kansas ANG. Promoted to E-6 and is looking forward to skipping hand-in-hand with Steve Fromm to Seymour Johnson.
5. Ben (Mr. KC-10) Benamati: Finally requalified KC-10 Instructor Boom Operator. Left American Airlines Training at Barksdale and is now doing same at March.
6. John (Send me, I'll go) Bond: Retiree from Castle AFB. Still lives in Merced, but spends a lot of time on the road in the 10.
7. Douglas (Heart Breaker) Cook: After a 6 year break, he dumped his wife, he dumped his job, sold his house and became a KC-10 E-4 Boom Operator. But all is not for naught. He was recently promoted to E-5, and hired as a GS-9 ART. CONGRATULATIONS!
8. Richard (Tricky) Filkins: Tricky adds sanity and stability to our unit (until he goes TDY). Still has several irons in the fire waiting to get hot.
9. Roland (Billy D.) Griffin: Ex KC-135 boom, Ex 141 loadmaster. Lives in the S.F. Bay area. Fires up his vet to make most UTAs and annual tours.

10. Mike (Mild Mannered) Kibler: Just finished KC-10 school--was with the 336th. Good to have him aboard!
11. Andy (Mr. American Airlines) Miller: Left active duty after 16 years and accepted a job with American Airlines as a KC-10 Instructor. He still flies as a reservist. We are fortunate to have his experience!
12. Cory (Mr. Congeniality) Miller: Another retiree from Merced. Checked out in the KC-10, went to New Zealand, did the impossible---went two weeks without a drink, passed his American Airlines physical and was hired as a KC-10 Instructor in October! He hasn't stopped drinking since!
13. Dirk (Santa Claus) Olsen: Another ART type. Went to DOV in October and is still looking for his first bust. He says the paperwork isn't worth it. Line Booms love him. His big dream in life is to be in the cockpit of a Grand National Racecar!
14. Richard (Polish Prince) Olshefski: Sold paint in Colorado until the fumes got the best of him! He hired on about a year and a half ago and has just been hired as a GS-9 ART. CONGRATULATIONS! Richard had a five year break in service and is making up for lost time at the club!
15. Mike (Mario) Sedillo: Came to us from Carswell. He set the record for the most amount of moving violations from March to Barksdale. He fought the law and the law won!
16. Mark (Night Train) Skvarna: Just came to us from the 336th. He is presently going through KC-10 contractor training. We are happy to have him as a new member of the unit.
17. Jeffrey (JET A) Spence: Still working as a flight mech. for Jet America. Begs for time off and manages to make most of the UTAs and a few shopping trips!
18. Bobby (Mr. T) Thibault: Just went over 10,000 hours in his third tanker! Came to us from the Chicago Guard about 2 years ago. Doesn't say much until you put a few beers in him. Then, ask him about the KC-97 and sit back and relax!
19. Ronnie (Abdull) Wade: Or as some call him--Mr. TDY! He has his name on his private suite at ELF-1 in Saudi. His most used phrase is "Pack my bag honey, I'm leaving."
20. Jimmy (Reschedule) Webb: High powered GS-13 job with the FAA. Tries to keep current in the KC-10! Should be cargo qualified by 1988!
21. Jim (Mountain Man) Welborn: Came to us from the Santa Cruz Sheriff's Department in November of 1983. Hired on as a GS-9 ART in October of last year. Lives in the San Jacinto Mountains and spends a lot of time chasing down squirrels!!

Losses

22. Tom (Mr. Diplomacy) Pound: Since Tom felt he had maxed out the KC-10 program and could do no better--he moved on to Altus Oklahoma to become a C-5 Engineer! ?! ?

23. David (Call Me Sir) Van Patten: Finally received a commission as a 2nd Lt. and will be a weapons controller on an EC-130 at Keesler AFB Miss. We will all miss Dave and wish him all the best in his officer career.

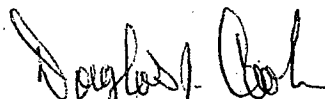
24. Leonard (Grim Reaper) Novotne: Has also moved on to C-5 Engineer School. Tom Pound promised him a master stripe and 2 years active duty! We will all miss Lenny and his great "Dead" beat jokes.

We have a super unit here at March and are always looking for people interested in the KC-10 program. If you plan on getting out of the service or enjoy hot tubs, beaches, and warm weather, give us a call at Autovon 947-4280. We are looking for a few good men....and women.

Until next time,



JAMES A. WELBORN, TSgt, USAFR
DOB



DOUGLAS J. COOK, SSgt, USAFR
DOB



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

REPLY TO
ATTN OF: 336 AREFS/BO

SUBJECT: Boom Signal

TO: DOTTR (CMSGT RICHARDSON)

1. Hi gang! Hope you all had a good year. We had a great one out here at March. I don't know where the year has gone but they seem to get shorter as you get older.
2. We managed to get thru a CEVG visit last year and an ORI earlier this year. Both evaluations resulted in high ratings which made us all very proud and also satisfied our General. Everyone worked hard throughout the year and it sure proved beneficial when the chips were down.
3. Again I'd say it's been a good year but also a sad one too. We did lose some mighty fine people who are excellent boom operators. Dotty Littlefield had to resign because of her job (she is still trying to make her first million). We also lost a couple more to the wide bodies (KC-10), Mike Kibler and Mark Skvarna. In Mark's case he had to go. He was first getting to big to fit in the pod and because Tony took over the Presidency as far as man days are concerned, being the Mayor just didn't seem to appeal to Mark anymore, so now he's a GS-9 with the 10's. Mikey just wanted the big bucks and to see more of the world (other than England and Alaska). We all wish them happiness in their next endeavor. We also lost Aaron Miller to our northern tier unit. We suspect there were two reasons for his leaving, one was the smog and the other was women. We sure have missed Aaron and we're sure that Gene is the winner on this one. (Viva la France!)
4. We've also had a few changes in our unit. First the new top dog is now Stormin' Norman Perry. This is a direct result of the old guy (Joe Perez) retiring from the civilian world but he's going to stick around as a reservist for a few more years. Norm says he'll have the unit whipped back into shape likity split. Naturally this leaves a position open in Stan/Eval which we are now trying to fill.
5. Well guys that's about it for now sunny smog land. I'll just give you a fast rundown of what we have left of our retreads around here.

CMSgt Joe Perez - Surprisingly Joe stays away from the BX and the NCO club, although everytime he comes in he wants to play bingo.

SMSgt Woodrow T. Wood - Woody has one more ORI and one more CEVG before Sun City welcomes him with open arms. I wonder if there's a Sun City near Salt Lake City.

SMSgt Norm Perry (CMSgt selectee) - Stormin's the chief boom now and doing an excellent job of it, but Joe comes around every once 'n awhile just to let everyone know who is the CHIEF.

MSgt Reg Nolte - Reg is saving all of his money so he can complete his arsenal. He mentioned about heading south very soon.

TSgt Brian O'Rourke - B.J. is one of our steadiest boomers (when he isn't sick) as well as our paymaster. Strange though, whenever a trip to Eglin comes up he's never sick.

MSgt Jim Borland - Yoda is still pinging off the walls. We haven't been able to tell him anything since he bought his OP from CEVG.

TSgt Bob Dunning - Bobby has been put in the nut house scheduling pilots. You all know what that means! Recent graduate of charm(STAN/EVAL) school and we all know what that means!

MSgt Curtis Massey - Still our flight commander and doing an excellent job of it. Now if we can only get him to show up for his flights.

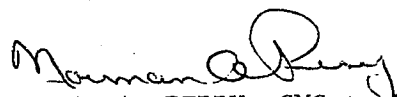
TSgt Steve Walters - Steve's our quite one; the steady rider. He is still going for his B.A. in Accounting. Maybe we ought to hire him and get rid of B.J.

TSgt Zendal Olson - Zen-Bob, "Son of Elvern", former animal that's about to be caged. He must have caught her at a weak moment because she actually consented to marry him. Well, they say that true love is blind.

SSgt Carl Walters (TSgt selectee) - Carl is our resident fisherman. Carl's luck must not be too good because whenever he comes back from one of his fishing trips he never tells us about the one that got away!

SSgt Tony O. Payne (Tsgt selectee) - The Prez. Tony's our roving boomer. He has a way of forgetting time when he is in Europe. This year we are going to handcuff him to the base!

SSgt Joe Cupido - One of our most versatile boomers. This guy has so many irons in the fire that he dosen't know which one to brand with next. Joe is our squadron Barber and Photographer. Don't try to link them.

 SMS
NORMAN A. PERRY, SMSgt, USAFR
Chief Boom



DEPARTMENT OF THE AIR FORCE
314TH AIR REFUELING SQUADRON (AFRES)
MATHER AIR FORCE BASE, CA 95655

REPLY TO
ATTN OF: Boom Shop

29 Mar 85

SUBJECT: Boom Signal

TO: 8AF/DOTTR
Barksdale AFB, LA 71110-5002

It was good to see a lot of you at the Boom Reunion. The 940th was there in force. For once, the reserve weekend didn't fall on the same date as the reunion.

CEVG came in the week after the reunion. The unit received an overall rating of "Outstanding". We had three OP's in the Boom Shop, our glorious leader CMSgt Estampa, head of Stan/Eval SMSgt Bill Dwyer, and the head of our Training Program MSgt Mike Gouweloos. There was only one problem with Mike's OP, he couldn't get the boom down. Anyone can get an OP for a preflight. Mike has never flown with CEVG before and when he does, he gets an OP. I wonder how he does it. Mike has a habit of coming out smelling like a rose.

The 940th Boom Shop has a new suggestion in the works. We have developed a cargo loading jack which we call a JEUL (Jet Engine Universal Loader). With the test we have done on it, it now only takes one person to load a jet engine in half the time, instead of the standard practice of hydraulic fluid and plastic bags. The suggestion is now at 10AF for evaluation. We feel that the JEUL will make it easier for the practice of loading engines. (See attachments)

The 940th has received a new toy for the pilots (KC-135E). Not much has changed for the Boom Operator, only a couple of new cautions and warnings. You do have to be careful in the climbout. You can be through 24,000 feet before you have come back from the pod. The rumor is we will receive our next E model sometime late next summer.


JEFFERY C. BUSH, TSgt, USAFR
Program Manager

CURRENTLY IN THE UNIT

- (ART) CMSgt Eugene Estampa - The leader that we all look up to. Mostly we are waiting for the guy to retire.
- (ART) SMSgt Bill Dwyer - Pretends to be Santa Claus, but he has a funny way of showing it.
- (ART) SMSgt Ron Dilozenzo - Another of those faithful civil service employees.
- (ART) MSgt Tom Gilboe - He is our father time, who started out when Christ was a corporal.
- (ART) MSgt Mike Gouweloos - The guy who is looking at the head man's job.
- (ART) TSgt Ron Thomas - New to the ART program. Decided to get a real job.
- (ART) TSgt Jeff Bush - New to the ART program also. Just came off active duty.
- MSgt Bob Allen - Our resident school teacher. He likes to go to Alaska in the middle of winter.
- MSgt Roy Gould - Still with the highway patrol, but we had him transferred inside.
- TSgt Wayne Ebner - Works in the Sheet Metal Shop on base. He was an ART, but then decided to go for the money.
- MSgt Ray Parker - Another civil service employee working at McClellan on ejection seats.
- TSgt Aaron Miller - New to the unit, just came up from our sister unit at March. (Students)
- TSgt Bill Norris - Looking hard at going to the KC-10 program if it goes to Seymour Johnson. (Students)
- Sgt Bob Renn - Came to us from the cold country. (Students)

PREVIOUSLY IN THE UNIT

- Steve Hillebert - Went to the C-5s at Travis to be a flight engineer.
- Jimmy Gee - Went to the reserve unit at McClellan.
- Marvin Shockey - Went to the active duty unit at Minot.
- Marvin Farias - Quit to work on the outside.
- Ken Addison - Quit to work in the detective business.

940th boomers' aircraft cargo-loading

SSgt. Paula Schaeffer

The Scenario:

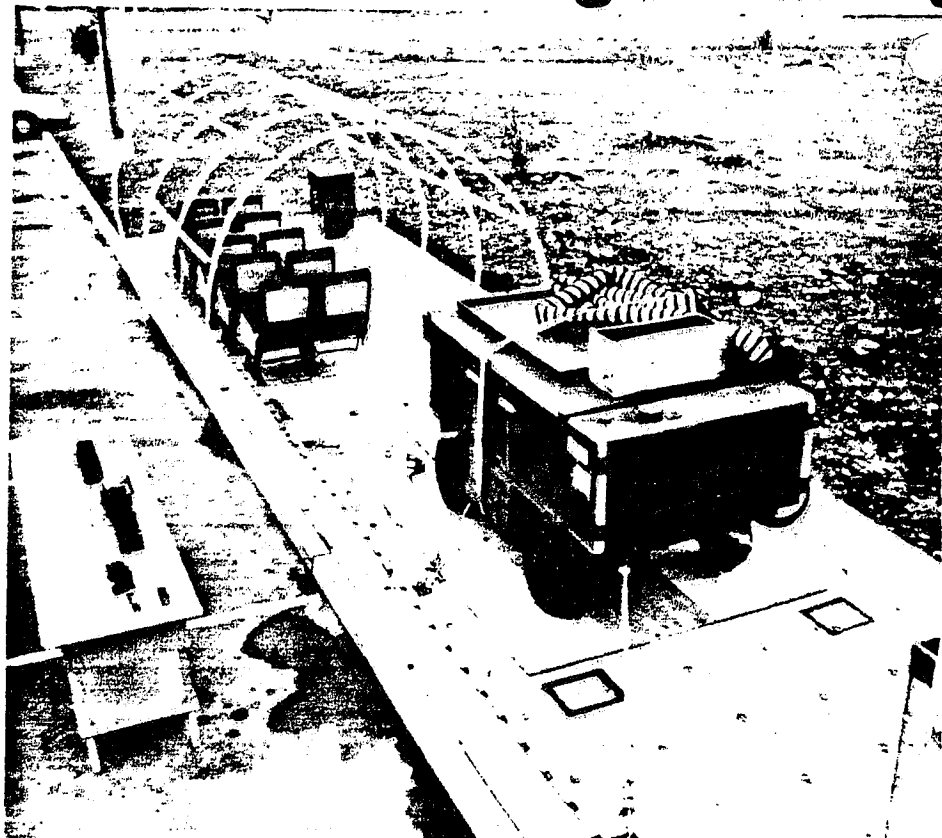
A national emergency has just been declared. Mobility personnel on Anywhere AFB, USA, are scrambling to their assigned duties. Tons of cargo must be loaded onto the aircraft headed to forward operating base—immediately!

This is the moment for which they've trained. Countless hours have been spent pouring over loading diagrams indicating places for each and every piece of cargo: jet engines, avionics equipment, boxes of chemical warfare gear. Class after class has been conducted around the scale model of the aircraft cargo area.

Yes, now that he faced the real thing, the cargo loading manager had to admit he was more than a little nervous. Indeed, his people had rarely trained on actual aircraft.



The original model...Chief Estampa and former unit member TSgt. Jim Gee discuss a loading problem using the original trainer model.



The final product...Metric airdrop platforms from salvage make up the flooring of the simulator,

built to the same size specifications as an actual KC-135.

But there really was no way around it, he thought to himself. Even if he could find an aircraft that wasn't flying missions or undergoing maintenance, it was next to impossible to schedule support equipment and personnel to transport cargo and assist on the flight line at the same time.

He sure hoped it would go all right.

According to the In-Flight Refueling Superintendent for the 940th Air Refueling Group, the scenario described above would NOT have worked properly. Chief Master Sergeant Eugene Estampa believes all the planning, scale models and cross fingers of this fictitious cargo loading manager are not enough.

On the KC-135 tanker, boom operators are responsible for the safe and efficient loading and tie-down of cargo area.

That's why boom operators from the 314th Air Refueling Squadron came up with a better idea: they constructed an actual-size cargo loading simulator, a skeletal structure built to the same specifications as the available cargo area on a tanker.

Boom operators now learn to maneuver equipment through an actual-size cargo door frame and into position—before an emergency.

The simulator has virtually eliminated the guesswork in load planning. It also provides loading training nearly equal to that performed on the real aircraft.

In many instances, using the simulator is more efficient because missions or maintenance schedules aren't interrupted and support equipment and personnel don't need to be on hand. Additionally, use the simulator eliminates risk of damage to an aircraft.

In addition to the self-help man hours and salvage material, the new training aid cost a whopping \$32 to build. "And that's only because it's hard to find 150 or so nuts and bolts in salvage," said MSgt. Tom Gilboe, the cargo loading simulator manager.

After almost 25 years with the unit, he found it relatively easy to acquire the materials needed from salvage: flooring from metric airdrop platforms, channel aluminum rectangular beams

simulator: a better idea

or the fuselage frame.

The simulator can be built inside a hangar or on an outdoor site: the 314th's rests outside Bldg. 7013 next to the parking lot. It's also portable—breakdown time is only 30 minutes. A knock-up of the high-lift truck bed used to raise cargo to the aircraft door is also part of the simulator.

In the spring of 1984, 314th boomers first used the simulator to test the validity of their current mobility cargo load plans. The plans had been formulated by using the 1/12th scale model cargo loading trainer, currently used by all tanker units, and diagrams of the cargo area. The diagrams indicated everything would fit.

It didn't.

MSgt. Mickael Gouweloos, the 314th cargo loading program manager, recalls discrepancies which could have been disastrous in an emergency. "Some items could not stand upright inside the airplane and a few could not even fit through the cargo door. The diagrams and model would never have shown these problems.

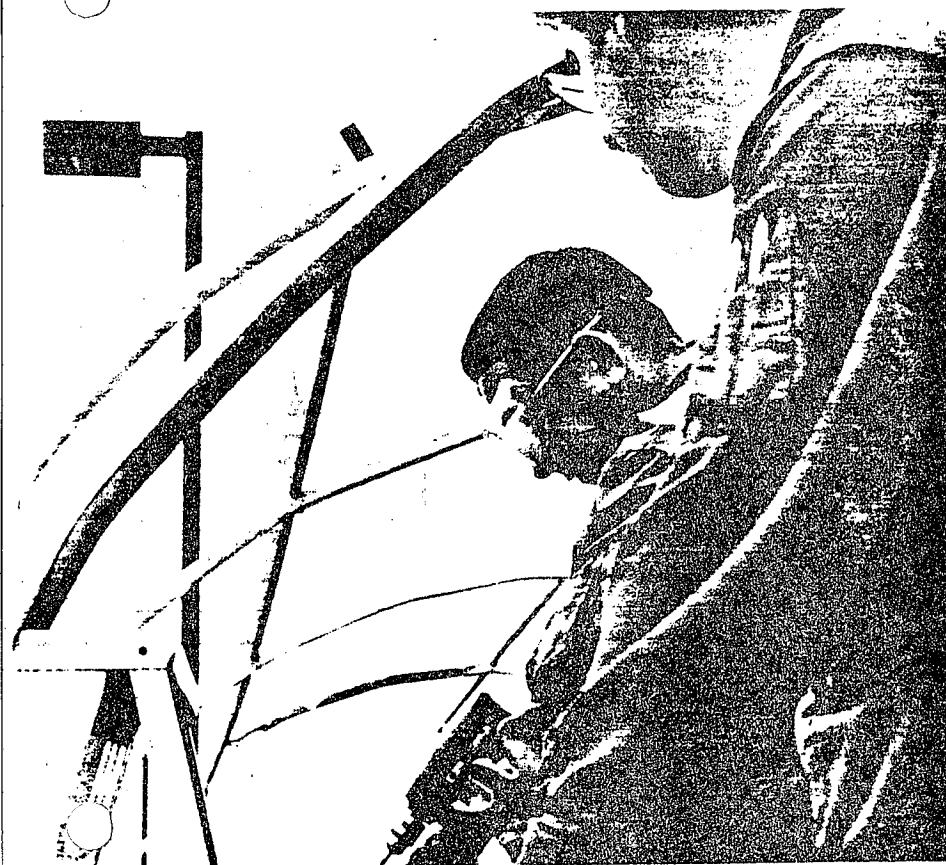
"I was an active duty boom operator for eight years," he continued, "and never got as much cargo loading experience as I have in the past two years using the simulator."

It's no wonder that Castle AFB, Calif., welcome four 314th members to help them build their own. Castle trains every boom operator in the Air Force as well as all instructor boom operators.

In response to numerous inquiries from tanker units across the country, the boom operators put together an information package which includes where and how to obtain all the material needed to build the simulator. Also, an inspection team recently commended the training program.

The cargo loading simulator is still undergoing fine tuning but the idea has already received a suggestion program award, which was added to the boom operator fund.

The Strategic Air Command has encouraged all tanker units to incorporate the use of the cargo loading simulator into their own training programs.



Construction...SMSgt. Ron DiLorenzo (background) and MSgt. Mickael Gouweloos, 314th

AREFS, work on the "fuselage" frame. Construction involved the entire boom section.

JUEL eases loading problems

314th Air Refueling Squadron boom operators are acquiring more experience loading cargo on the KC-135 by using the new cargo loading simulator. But the simulator has also enabled them to test another, more recent, invention designed to ease the problem of loading jet engines and decrease the risk of costly damage.

Loading a 5,500-pound J-57 engine into 940th tankers has always been somewhat of a challenge. The engine trailer's turning radius does not allow it to turn into the airplane's cargo area once through the door.

The current procedure used throughout the Air Force requires at least four people to jerk or rock the engine into position using plastic bags coated with grease or hydraulic fluid under the wheels of the trailer. The possibility of engine damage has always been a problem with this method.

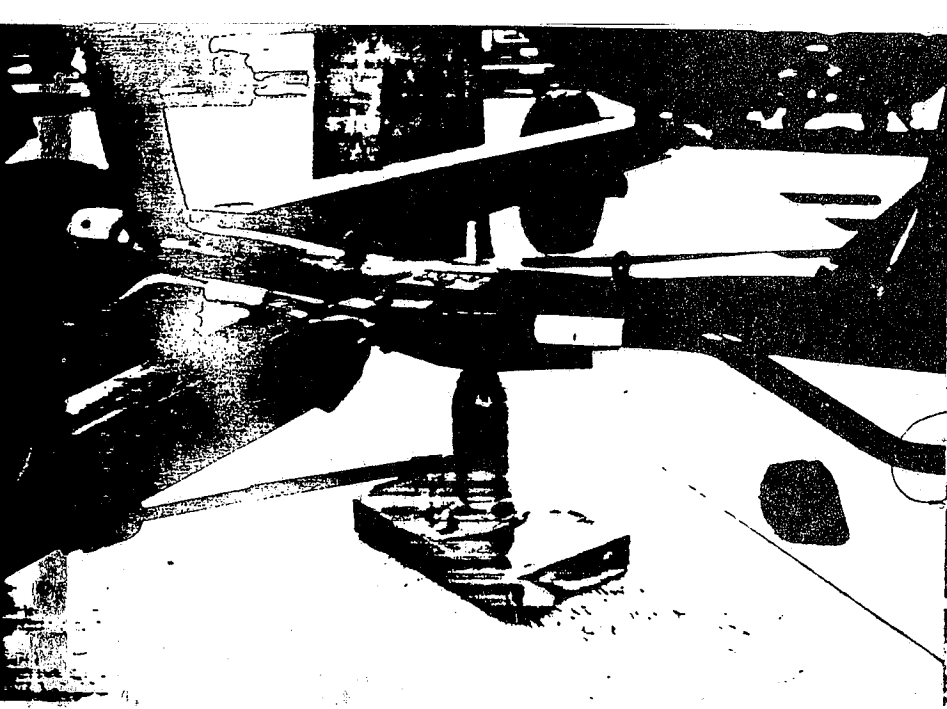
Until recently, the 940th had suspended engine loading training because of the risk of damage. The resulting lack of experience in this procedure could hamper mobilization in the event of a national emergency.

That's where the JEUL comes in. The Jet Engine Universal Loader, or JUEL, makes it possible for one person to reposition the engine. It practically eliminates the risk of damage to the engine, engine trailer or cargo floor.

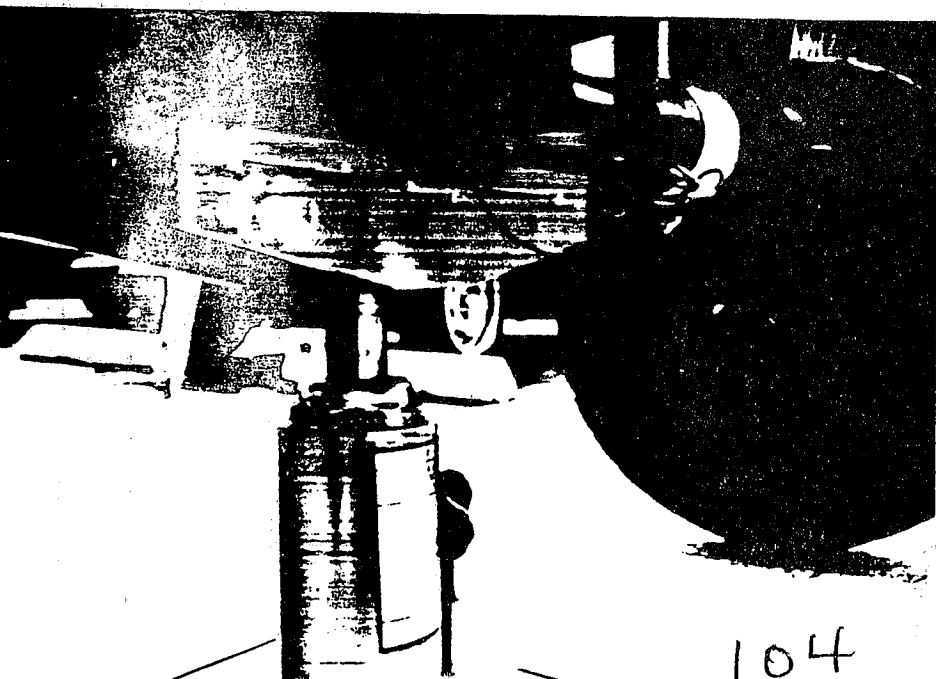
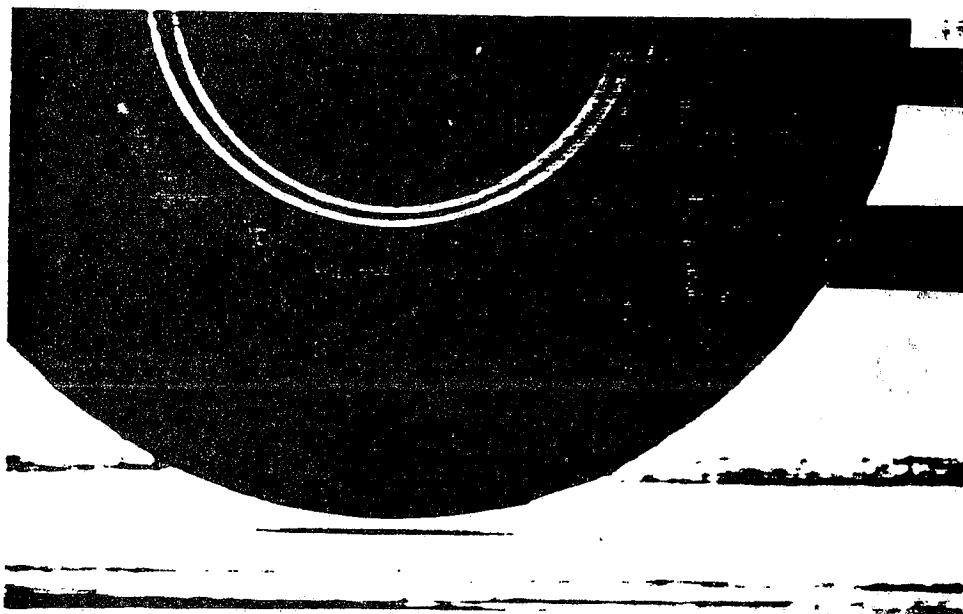
The JEUL is a 54-pound device, only 13 inches high and 18 inches long. It contains a hydraulic jack and is supported on five rollers. When the trailer has rolled through the cargo door, the jack is placed under the trailer and lifts the trailer until the wheels clear the floor. One person may then smoothly and safely swing the engine around to the position where it can then be lowered and continue on its way.

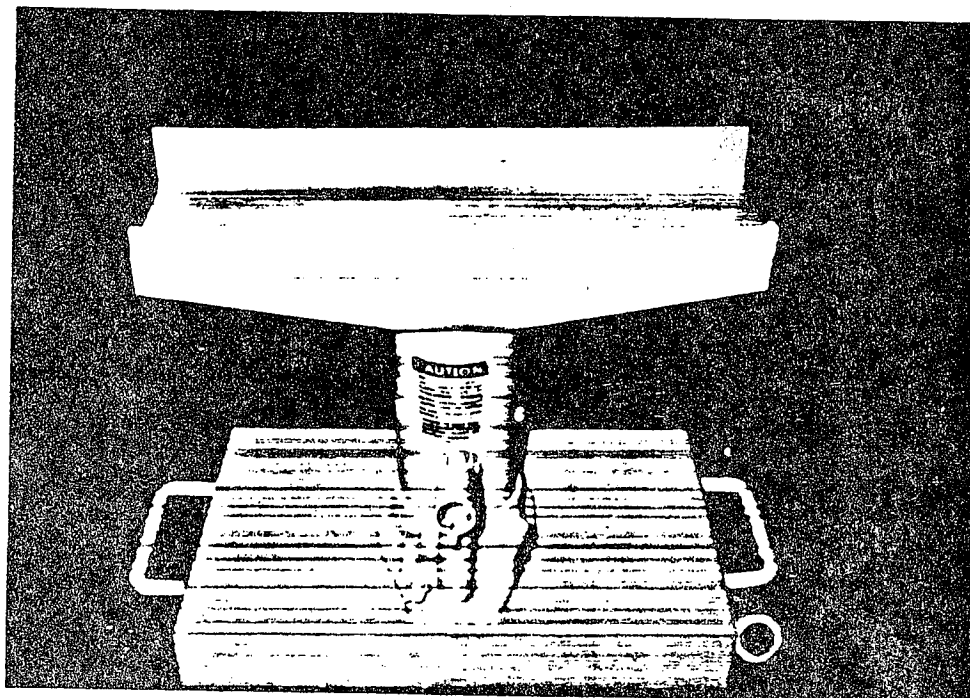
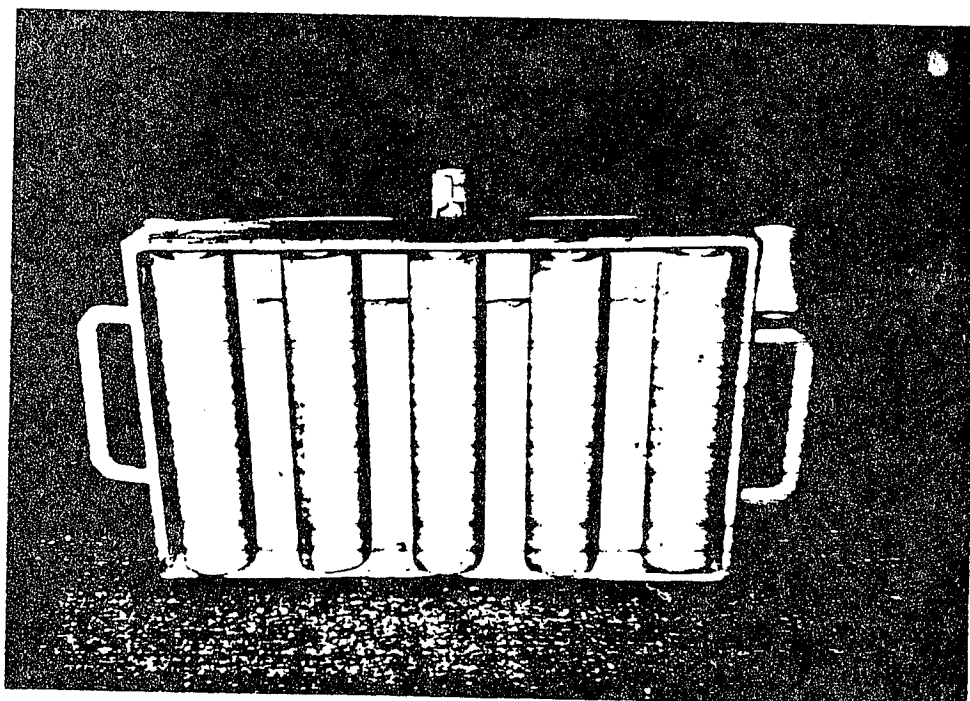
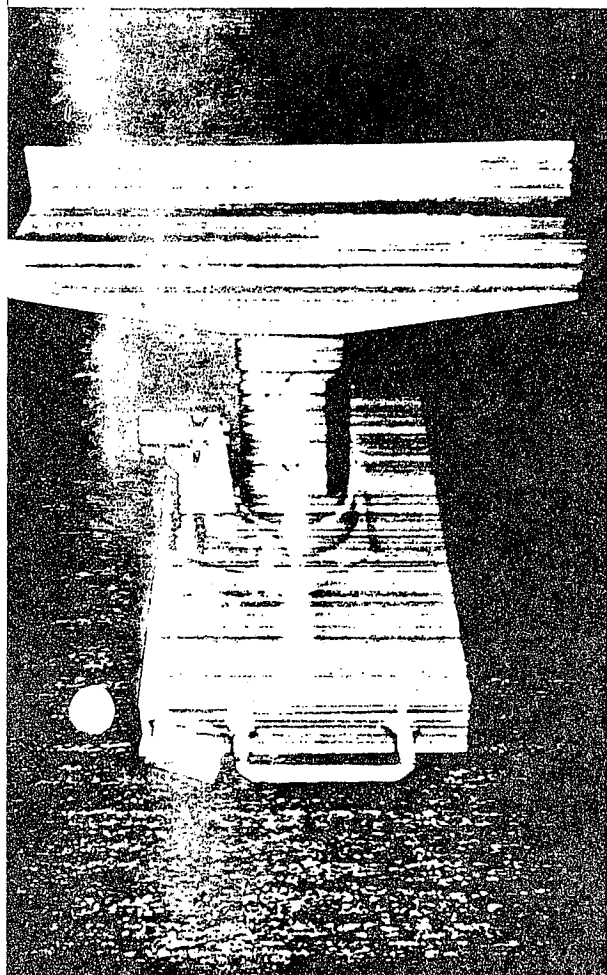
314th boomers developed this loading aid by using rollers and metal from surplus materials and hydraulic jack purchased from the General Services Administration at a cost of \$30.

U.S. Air Force Photos by 1st Lt. Pam Ancker



The Jet Engine Universal Loader (JEUL) has five rollers for weight distribution. One sheet of 3/4 in. plywood shoring will satisfy the ground loading weight restrictions located in the Cargo Loading Instructions Manual T.O. 1C-135(K)A-9





JET ENGINE UNIVERSAL LOADER (JEUL)
SPECIFICATIONS:

WEIGHT-----	54 LBS.
LENGTH-----	18½ IN.
WIDTH-----	9½ IN.
HEIGHT-----	13½ IN.
JACK WEIGHT CAPACITY-----	8 TON.
ROLLERS: o	
NUMBER-----	5
DIAMETER-----	2 IN.
LENGTH-----	8½ IN.



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

REPLY TO
ATTN OF: 904 AREFS (MSgt "Sleeve" Brown, 828-2828)

20 Mar 85

SUBJECT: BOOM SIGNAL

TO: CMSgt Richardson

1. Greetings from Mather International Airport of sunny California! Just received notification that it is time for the BOOM SIGNAL again. Where did last year go? We want to thank Chief Richardson for organizing the Signal again this year. Also it is important that we remember that this is "our publication" and that it can only be complete if inputs are received from all units, so "Don't put it off!".
2. Well, I wish I could make time stand still before 1 Apr 85, because yes, believe it or not it's the end of 33 years of Pride, Patriotism, and the love for being a Boom Operator. Yes, CMSgt John R. Sondrini will retire 1 Apr 85 and he will be both missed and remembered by all who know him. We all love the Chief and wish he and his wife Lois the Best of Luck.
3. Our latest arrivals since the last Signal are MSgt "Sleeve" Brown soon to be the BIG KAHUNA and also known as Gary Adams' twin brother, TSgt Phil Rogers, SSgt Bill Brown, and TSgt Fred Thomas all from Loring. Also Amn Scott Holden from CCTS.
4. We would also like to wish Chief Sanders a wonderful and well deserved retirement and the Best of Luck.
5. Here is the current lineup for the 904th
CMSgt John Sondrini - IBO - Training Flight, First SGT, and BIG KAHUNA til 1 Apr.
MSgt John Randall - EBO - S101 (Our permanent party Boom with 8 years).
SSgt Bill Naumer- EBO - S102 (Newlywed, DNIF/DNIA; he's feeling better and can't wait to get back on the job).

Peace is our Profession

"A" FLIGHT

R-103 SSgt Bob Beth - BO (Zookeeper of the "Animal House").
R-104 TSgt Fred Thomas - IBO (Phantom Boom, Resident Policeman close to a degree).
R-105 SrA Mike Post - IBO (Valley Boom, #4 Animal of the animal house).
E-106 MSgt "Sleeve" Brown - IBO (Assigned to Training Flight but Crew Doggin it!,
Finally qualified in "Resistance Training"-SVL-).
R-107 SSgt Bill Brown - BO (Easy Rider on his Harley Hog, #2 Animal of the animal house).

"B" FLIGHT

R-108 SSgt Bill Shippey - IBO (The CANDYMAN).
R-109 SSgt John Oglesby - IBO (Has season tickets to the Flight Surgeon).
R-110 Sgt Larry Bussen - IBO (SSgt selectee, #3 Animal of the animal house,
Leaving us to become a loadmaster on the KC-10).
E-111 SSgt Richard "Easy" Davis - IBO (English major in JIVE-"What it is!").
E-112 TSgt Stan Sears - IBO (Cargo Loading Bossman, Would like to wear cowboy boots at his next assignment).

"C" FLIGHT

R-113 SSgt Al Smick - BO (Recently divorced, now footloose and fancy free).
E-114 SSgt Mark Weaver - IBO (Our Procurement NCO).
E-115 SSgt Brian Towle - BO (Cookieman, a lean, mean, fighting machine).
E-116 TSgt Phil Rogers - IBO (Assigned to Training Flight but Crew Doggin it!,
Mean Taskmaster but keeps tight reigns on us).
R-117 Sgt Greg Conrad - IBO (Newlywed, takes a beating but keeps on fishing).

STAFF/SPARE/ETC

Scheduling TSgt Randy Haylor - IBO (MSgt Selectee, Flies and pulls alert only
With DO approval).
Amn Scott Holden - BO (Our newest baby boom, still calls his dad on how to be a boom).
MSgt Jack Kecher - IBO? (Noncurrent/DNIF/DNIA, Jack is Back!; as PAD DAD).


INBOUNDS

Amn Siperly - BO - CCTS
SSgt Hughes - IBO - Castle (924th)

OUTBOUNDS since last Signal

SSgt Dave Sealey - IBO - LORING
TSgt Mike Cooley - EBO - CASTLE (93rd)
SSgt Cleve Williams - IBO - KADENA
SSgt Bill Medbery - IBO - LORING
Sgt Kristen Brewer - IBO - DOS (Got married)

6. If you are out this way stop by for a beer and say hello. So long for now and remember FLY SAFE, go with GOD, and Don't _ _ _ _ Up!


Greg Conrad, Sgt, USAF
904 AREFS

P.S. For those who are interested, Chief Sondrini will be retiring in the Sacramento area. If you would like to get ahold of him please contact the 904 AREFS Boom Section.



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

REPLY TO
ATTN OF : 384th/91st AREFS

25 March 1985

SUBJECT: Boom Signal

TO: All Boomers

1. Greetings from the Land of "Rs." We are presently half way through our conversion to the 'R' Model. What an aircraft! F-4s ask us to slow down. It's great to have cool air in the summer and heat in the winter while doing a preflight or waiting for takeoff.
2. We all would like to wish Chief Sanders "Good Luck" and thanks for all of the work he did for the Boom Operators. Chief Chuck Harrison, congratulations on your selection to be the one to get us all our base of choice.
3. On a sadder note, on February 19th SrA Kelly Ogilvie of the 91 AREFS was killed in a motorcycle accident while on leave near Booker, Texas. A talented young Boomer, we will miss him.
4. This is our line up:
 - CMSgt Roger Bybee - 384th Program Manager.
 - MSgt C.T. Davis - 91st Program Manager.
 - MSgt Bill Smith - Arrived from Ellsworth and took over the Alert Facility.
 - MSgt Mike Mawhorr - 4235th representative.
 - MSgt "Shep" Sheppard - Happy to be back on a crew after a year in scheduling.
 - MSgt Noah Cox - Still the quiet one.
 - MSgt Fred Calkin - Working hard on the semi-annual Boomers "Pig Cook."
 - MSgt(Sel) Ken Schmelzle - Returned to McConnell after a northern tour at Grissom.
 - TSgt Omer Crafton - Head Hammer in Stan/Eval.
 - SSgt Ted Carrier - Departed Stan/Eval to work in the 'R' Model Programs Branch.
 - SSgt Terry Ross - Replaced Ted in Stan/Eval.
 - SSgt Ray Templeton - Stan/Eval. Single again, watch out girls!
 - SSgt Bob Johnson - Stan/Eval. Finds it hard to breath after inhaling fiber-glass.

Peace is our Profession

SSgt Dave Estes - Still heads the Base Drill Team.

SSgt Mark Aalderink - New IBO and Asst Cargo Load Manager.

SSgt Mack McElroy - Newly promoted SSgt from Carswell.

SSgt Glenn Haywood - Came from Carswell with Mack.

SSgt Bobby Skaggs - Working hard as Wing Cargo Loading Manager.

SSgt Mike Lambert - Glad to be back on a crew after helping out at the Alert Facility.

SSgt Terry "Ben" Dover - TDY to Edwards for 'R' Model MITO test.

SSgt Rich Lusk - Presently attending CFIC.

SSgt Don Wilson - Also attending CFIC.

SSgt Rand Sanders - Working hard on something.

SSgt Jim Garland - Came to us from Dyess.

SSgt Yvonne Wherry - Finally got to attend Castle's Christmas Party.

Sgt John Harris - Arrived from Wurtsmith with a new bride and was selected for SSgt as he walked through the door.

SSgt Jeff Wright - Recently promoted.

Sgt Steve Klinkhammer - Newlywed.

Sgt Henry Wayne - glad to be back on status after extended DNIF.

Sgt Larry Hudnut - Just upgraded to IBO.

SrA Karla Mattson - SAC Outstanding Airman of the Year.

SrA Mike Perry - Looking forward to being an IBO.

A1C Jeff Kelly - With 11 months experience is no longer the Baby Boom.

Amn Jack Norris - D.G. out of CCTS (Randy's younger brother).

Amn Greg Gibbs - Learning alot since coming from CCTS.

Amn Jerry Swanson - Newly arrived from CCTS.


Amn Brent Lane - The Hulk and Baby Boom?

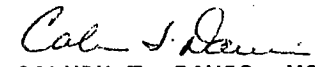
Departures in the last year:

MSgt Gary Hall - Moved across the runway to Det 34 so he can test hop Boeing's work.

MSgt Jack Gordon - Retired and stayed in the local area.

A1C Herbert C. Norman - Returned to civilian status with help from the Chief.


ROGER J. BYBEE, CMSgt, USAF
384th Program Manager


CALVIN T. DAVIS, MSgt, USAF
91st Program Manager



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

REPLY TO
ATTN OF: DOF

25 MAR 85

SUBJECT: Boom Signal

TO: All Boom Operators (past, present, and potential)

1. As was so eloquently stated by TSgt Biff (Repatriated and remarried) Gentry, "We're still in exile." Really, we've got it good: alert is one week out of five with approximately \$200 per diem. Occassionally we have trips to Spain (Torrejon, Zaragoza, Rota, Marone); Germany (Ramstein, Weisbaden and if your lucky, a one time trip to Berlin). Where else can you take a week's vacation in the sun and get paid extra to make pleasure more tolerable?

2. Here is a run-down on our guys (not Gies):

TSgt Mark (Biff) Gentry (PCS to Fairchild)

TSgt Paul Steahl (Arrived in Sep and is ready to extend - likes alert)

TSgt Steve Dixon (Flys with 306SW to check up on his old studs) SELO Flight.

(SELO stands for Stan Eval Liason Officer - a USAFE entity)

SSgt Mike (Mick Dreadful) Shogren (Extended again - still likes alert)(Still fixin' and mixin' Mini's and building garages) Instructor

MSgt Dave (Crusty Ol' Master Sergeant) Gies (If you know him, you know that that is just not true - it's a rumor started by a very short navigator from Minot) Chief Stav/Eval Boom

TSgt Nick (They'll Promote Anyone) Tomaszewski (NCO Academy Selectee already!) Training Flight and TODO

MSgt Mike (2 Wheeled Pumpkin) Hassler (Relieved - they're removing all parachutes from our aircraft)

3. If you're refueling a White Top with a boom, in the vicinity of the U.K., that's us. (282, 285, 286, and 291) Hey Langley, when are you going to give us 274?

4. If you're passin' thru Mildenhall TDY, leave, etc., give us a call at EXT. 2366, 2164 and we'll give you the 50 cent tour, free!

Michael L. Hassler

MICHAEL L. HASSLER, MSgt, USAF
Inflight Refueling Program Manager

FROM: 157 AREFG (SMS DOUCET, AV852-2452)

SUBJECT: Boom Signal

TO: 8AF/DOTTR (CMS Richardson)

Hi! from the New Hampshire ANG

Promotions: Raymond C. Richardson promoted to SMS
Denis J. Boucher promoted to SSG
John E. Lennon Jr. promoted to SSG



Losses: CMS Nault retired from the technician force January 5, 1985. He is still with us until August 18th when he will retire after 35 years in the military. SSG Ricky Helt left us in December to fly the KC-10 at Barksdale with the 78AREFS. We think he got homesick for the south. It's the 78th's gain and our loss. ONE OF THE BEST

Newcomers: SGT Scott Brown is at Castle now. He should be finishing up academics April 3rd and will be back with us by late June. We have two new selectees heading west to Castle in May. SGT Mark St. Cyr and SGT Desiree Loy.

We got our last E model in late October and the boys from 1CEVG showed up in December. The unit received an overall excellent rating.


We are going to spend a couple of months with the Maineacs at Bangor this summer due to Pease runway closure. This should be interesting. Fortunately we will be away at Red Flag for two weeks.

The E model has been great. Fuel economy (about 2,000lbs per hour less), extra thrust. narser, quieter, etc.

Dave Frohlich attended CFIC at Carswell last November.

Our latest boom lineup is as follows:

CMS Richard C. Nault - Guard Professional until August
SMS Maurice D. Doucet - Chief Boom/Technician
SMS Richard W. Berthiaume - Stan Eval/Technician
SMS Raymond C. Richardson - Boom Technician
MSG Real Beaulieu - Scheduling/Boom Technician
MSG Robert I. Hicks - Boom Technician
MSG Richard F. Ellis - Architect
MSG Robert J. Lougee - Operations Technician
MSG John R. Watson - Still buying and selling land
TSG David Frohlich - Boom Technician
TSG Augustine J. Dowling Jr (GUS) - Band Leader
TSG Robert G. Gagne - Mailman
TSG Stephen S. Morgan - Jet Engine Technician
TSG Carl B. Sneirson - Jet Engine Technician
TSG Philip B. Weiss - Press Operator
SSG Denis J. Boucher - Tune Up Tech
SSG John E. Lennon Jr - Tractor Trailer Driver
SGT Scott Brown - Highway Department
SGT Desiree Loy - Boom Selectee
SGT Mark St. Cyr - Boom Selectee


MAURICE D. DOUCET SMS, NHANG
Chief Boom



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

REPLY TO
ATTN OF: XPHV (CMSgt Babst, 42266)

SUBJECT: Boom Signal

to: All Boom Operators

Greetings from CMSgt Babst. I work in Plans and handle air refueling system improvements.

As of today we have 17 KC-135R on the ramp at McConnell AFB, KS. I finally got by first ride on a "R" model at Edwards AFB and it was impressive. The -135R might not be as pretty as the KC-10 but it sure can climb out as well as a KC-10. It makes the long ground roll a thing of the past.

We are still working an improved nozzle and boom for the KC-135. The nozzle will have an independent disconnect system (IDS) similar to the KC-10. The boom improvements are needed to gain back our full envelope (especially in azimuth in the lower elevations). Included with the nozzle and boom improvements we are also looking at a visual load alleviation device for the boom operators compartment. This device should provide the boom operator with the necessary information to prevent the boom operator from loading the boom nozzle in the receptacle causing nozzle binding and preventing boom retraction.

In closing, best wishes to you, Rich, and all the boom operators everywhere. I hope any boom operator visiting Offutt AFB will stop by Bldg 500. If you have any questions or suggestions, feel free to call me at AV271-2266.

Walter W Babst

WALTER W. J. BABST, CMSgt, USAF
Air Refueling Systems Acquisition Manager
Air Veh Div, DCS/Plans



OHIO AIR NATIONAL GUARD
HEADQUARTERS 160TH AIR REFUELING GROUP
RICKENBACKER AIR NATIONAL GUARD BASE, OHIO 43217

REPLY TO
ATTN OF: 145 AREFS

SUBJECT: Boom Signal



24 March 1985

TO: 8AF/DOTTR

1. Greetings from the Buckeye State Boomers! Obviously, the time is upon us again to exchange thoughts, jokes, questions, and some good information.
2. First on hand, since last year, all of our KC-135s have been through depot. That is fantastic! E-Models are really the BMWs of the tanker force. Lots of thrust and good brakes. No more water to get us off the ground. And now, no more anchors to kick out to stop!
3. Secondly, some of our older? (I'm talking age!) boomers are coming up on retirement. No! Rowan Hoffner will be around for awhile. The first to leave was SMSgt Bobby Barger. He is doing fine. Rumor has it that Bobby is building a boom pod in his basement.
4. Third (but not least), we have some new additions to the boom section. Dan Thomas has now joined us. He is quite impressed with "E" models and guard duty. He is currently finishing school and enjoying being a "week-end warrior". Allen R. Berg is now our newest air tech. You may recall from last year, he was a new addition from RDR (also got married in between all this!), with one in the hangar. Our head boom is now our "Chief" boom. Tom Foster sewed on Chief earlier this year. We also have three booms that will be coming back from Castle this year. They are Gary Banner, Thomas Bursk, and Robert Garvin. All three were in the Guard in other AFSCs and decided to seek the "Great Life".
5. Lastly, by the time this is in print, 1/3 of the boom force will have returned from our two week deployment in Moron, Spain. Lots of "war" stories from them.
6. And for those of you who are curious as to whom may be in the boom section, here you are:

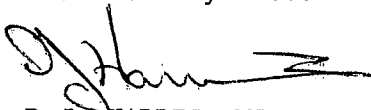
SSgt Gary S. Banner, Jr (Baby Boom)	SSgt Richard J. Grein, Jr.
SRA Allen R. Berg (Ice)	(soon to be Tech)
(soon to be Staff)	MSgt D.J. Harris (Boom Sup)
SRA Thomas A. Bursk (Tab)	MSgt Rowan D. Hoffner (Maytag)
(Baby Boom)	TSgt Terry K. Kerr (Stinker)
MSgt Paul L. Clark	(wants Master bad)
MSgt John Collins (J.P.)	SSgt Lonnie V. McLaughlin
TSgt Robert A. Fentress (Pete)	(wants Tech)
SSgt Matthew D. Foster (Matt U)	MSgt Alan I. Moge (Old Fart)
CMSgt Thomas F. Foster (Fox)	TSgt Christopher E. Neitzelt
(Program Manager)	SSgt Barbara Y. Papenfuse (Boomette)
Amn Robert L. Garvin (Baby Boom)	(soon to be TSgt)
SMSgt Seth J. Giust (Gus)	SSgt Danny Thomas (Dancin Dan)

Gus is in Stan/Eval

SSgt Edward G. Smith, Jr. (E.Z. Go)

Still in the area are John Young, Frank Springhetti, Jerry French, and SMSgt Gerhold.

7. And, as usual, if you are ever in the Buckeye State and near Rickenbacker, give us a call. We always have some time for a couple of frosty libations. Until next year...



D.J. HARRIS, MSgt
145th AREFS Boom Section



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 509TH BOMBARDMENT WING (SAC)
PEASE AIR FORCE BASE, NEW HAMPSHIRE 03803

REPLY TO
ATTN. OF: SMSgt Joe Peters

SUBJECT: Boom Signal

TO: CMSgt Richardson

Greetings from "Pease by the Sea." Just a few lines to let you know everyone is alive and well here. There have been a few changes since the last Boom Signal. Chief Paul McConnell retired this past fall and is working in Long Beach, CA. Between this writing and Sep 85 we are going to have some more losses. TSgt Dick Groat goes on terminal leave 11 Apr; MSgt Gene Cowles, our 101 Boom is going PCS to the "Jet", otherwise known as the KC-10, at March AFB, CA, the 18th of April. June we lose SMSgt Tom Glenister to Seymour Johnson, NC, also to the KC-10 program. We are also losing SMSgt Tony Ostrosky to retirement in August. I don't want to date Tony or myself, however we were Aircraft Electricians together at Altus AFB, OK in 1958--He was the ranking Buck Sgt. Other expected losses are SSgt Mike Prieskorn to Castle AFB, CA and SSgt Daryl Pettis to KI Sawyer, MI., both in the Sept timeframe. So far we have had one new member to come to the "Flying Red Horse". Amn Ken Strother arrived in Dec, just in time to pull alert over Christmas. Welcome aboard, Ken. So far we have one known input, and that is SMSgt Ed Conway coming to us from "WHY NOT" Minot. So, if any of the Booms/Boomettes out in the field would like a tour in the semi-cold country, let your wishes be known to Chuck at MPC. We have openings.

I would like to thank the 93rd Booms for another outstanding get-together at Castle. Each year you guys outdue yourselves. Now I'm looking forward to the Boom conference at Offutt, "where it all begins", this coming May.

We have quite a few promotions and graduations the past months. Our PME grads are SNCOA - SMSgt Tom Glenister; Leadership Academy - SSgts Ken Hudleston, Kelly Philbrick, and Lisa Class. NCO Prep School - Sgt Mike Casey, SrA Rick Nelson, Mike McSweeney and Bob Sanders. SrA McSweeney and Sanders are our two hard-working admin clerks. Promotions are as follows: to TSgt - Mark Kaminski; to Sgt - Mike Casey; to SrA - Rick Nelson, Mike McSweeney, and Bob Sanders.

SMSgt Tom Quarles is still running Tanker Task Force and sends his best. Anyone coming through on the way to England, stop in and see us. We are just up the hall from TTF office. So long for now, fly safe and hang on to your nozzles.

SMSgt Joe Peters

SMSgt Joe Peters
509th AREFS
Refueling Program Manager

P.S. Attached is a list of the 509th Boom Section
Peace.... is our Profession

Boom Section, 509th AREFS, Pease AFB, N.H.

SMSgt Joe Peters - Program Manager, 1st Sgt, etc, etc.
SMSgt Tom Glenister - Training Flt IBO
SMSgt Tony Ostrosky - Mission Development IBO
SMSgt Tom Quarles - Tanker Task Force IBO
MSgt Wayne Keefe - Alert Facilities Manager IBO

101 - MSgt Eugene Cowles Jr the 3rd & 1/2 IBO
102 - SSgt Mike Prieskorn IBO

110 - TSgt Don Fischer "A" Flt IBO
111 - Amn Ken Strother
112 - SrA Rick Nelson
113 - SrA Chris Hocter
114 - TSgt Mark Kaminski, IBO

120 - SSgt Ken Hudleston, "B" Flt IBO
121 - SSgt Lisa Class
122 - SSgt Kelly Philbrick, IBO
123 - SSgt Daryl Pettis, IBO
124 - SSgt Bob Christopher, IBO

130 - SSgt Tom Tubbs
131 - SSgt Tim Malloy "C" Flt IBO
132 - TSgt Dick Groat IBO
133 - Sgt Mike Casey
134 - SSgt Ken Bowerman



FROM: 690th Composite Air Refueling Squadrons

1 April 1985

SUBJECT: Letter to the Boom Signal

TO: The Boom Signal

Greetings from P'burgh, home of the Sanders and Fairchild Trophies.

1. The time since the last Boom Signal has passed very quickly here in the North Country. CEVG stopped by in early June and left us with their "Words of Wisdom." We spent the summer getting ready for Bomb Comp. Our crews were really sharp by early fall and we won our 5th Fairchild Trophy. For a "Gran Finale", we won the Sanders Trophy for the second time. If anyone out there is looking to join an elite group, the 310/380th Air Refueling Squadrons are looking for a "Few Good Booms."
2. If you don't recognize the folks here at the "burgh", don't feel bad, we don't either. We will have had nineteen people depart between May 1984 and Sept 1985. We continue to provide the "fat white three holer" with resources; SWEENEY-PAGE-CROUSE-HOFFMAN-MEYERS-PHILIPS (1984 - 1985). Fortunately, we continue to get quality folks from CCTS and some excellent transfers from other 135 units.
3. This Fall, probably early September, the Boom Force will lose another one of its charter members when SMSgt LeVaughn Dickerson retires. During his 30 year career, he has crewed 2 different aircraft and has been stationed at several choice locations: Selfridge, MICH; Dow AFB, ME; Walker AFB, NM, Plattsburgh AFB, NY; Travis AFB, CA; and back to Plattsburgh AFB, NY. Dick has told us many times, "When I came in the field, we wore Brown Shoes, Gray Flight Suits, helmets & chutes during AR and played Poker on alert. Now, Booms have corfams, Nomex flight suits, silk shorts and play Trivia Pursuit." After September, he can be reached either at Santa Anita Racetrack or the Nude beaches surrounding LA.
4. You will find our most recent list of the living at Plattsburgh attached. We part with these words: "So goodnight Mr. Leroy Sweeney, wherever you are."

Thomas S. Betrus
THOMAS S. BETRUS, MSgt, USAF
310AREFS, NCOIC

LeVaughn Dickerson
LEVAUGHN DICKERSON, SMSgt, USAF
380AREFS, NCOIC

"Good luck and best wishes to
all Booms, Past, Present, &
future." Dick



PLATTSBURGH AIR FORCE BASE - BOOM OPERATORS

310AREFS

MSgt Betrus	NCOIC	The "Juice"
TSgt Bacon	Training Flight	The "BAC"
MSgt Burkush	S-151	"Weebles"
TSgt Brown	S-152	"Downtown Denny Brown"
TSgt Hammaker	S-160	Flt CC IBO, "The Maker"
SSgt Stevenson	R-161	Tyrell (CB)
SSgt Verigood	E-163	AECF to Penn St. (June 1985)
AlC Pelayo	R-164	Pete (PTTF May)
SSgt Raymond	R-165	IBO "What Now Boss"
SSgt Taylor	S-170	Flt CC IBO, "Oh Man!"
AlC Burfiend	R-171	"The Burf"
SRA Miller	R-172	New Arrival
Sgt Kozak	R-173	"Kojack"
SSgt Brantley	R-174	"Mr. Glide"
MSgt Sickenberger	S-180	Flt CC IBO, "Fast Eddddd...."
Sgt Edgett	R-181	IBO, "The Wedge"
TSgt Edwards	R-182	IBO, Retire - Aug 85 "Cho Cho"
SSgt Long	E-183	"Bomber Joe"
SSgt Defelice	R-184	"Next to CFIC"
Sgt Blaisse		CCTS, Arrives in May
Sgt Lambertus		CCTS, Arrives in May
Sgt Sturgill		CCTS, Arrives in July
SSgt Crawford		Altus to PBG in November

PLATTSBURGH AIR FORCE BASE - BOOM OPERATORS

380AREFS

SMSgt Dickerson	NCOIC	"Mr Mellow"
TSgt Marks	Training Flight	"The Kup"
MSgt Luisi	S-101	"Mike Luiggi"
SSgt Tripi	S-102	"Powerful Pierre"
Sgt Runco	S-110	Flt CC IBO
SSgt Bullock	R-111	IBO, "Air Mobile - Mr. TDY"
A1C Percell	R-112	"Wants to go to Kadena"
Sgt Watson	E-113	IBO, New from Offutt
A1C Arthurton	R-114	"Alert <u>Pay</u> Monitor"
MSgt Soderberg	S-120	Flt CC IBO, NCO Academy DG (Did Graduate)
SRA Monges	R-121	IBO, Paperwork in for KC-10
A1C Peterson	E-122	"Bill"
SSgt R. Smith	R-123	"Randy"
SSgt Bartoletta	R-124	IBO, New instructor VITO
SSgt Phillips	R-125	IBO, KC-10 Bound
Sgt Baka	S-130	Flt CC IBO, "The New Joe Baka"
SSgt C. Smith	E-131	IBO, New Instructor
TSgt Harrison	R-133	Newest Addition - Pulled his DOS paperwork.
Sgt Samataro	E-134	"Boy George"
Amn Magee	R-135	"Alert R.V.R. Monitor"
Sgt Brinson		CCTS, Arrives in July
MSgt Ruck		Loring to PBG in November
Amn Navarro	Spare	Recent CCTS arrival
MSgt Biddle		Alert Facility Manager - Blair
TSgt Barrett		Tanker Scheduling Office - Roger



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 19TH AIR REFUELING WING (SAC)
ROBINS AIR FORCE BASE, GEORGIA 31098

REPLY TO
ATTN OF: 99th AREFS/912 AREFS

27 Mar 85

SUBJECT: Boom Signal Input

TO: CMSgt Richardson
8AF/DOTTR

Another busy year has come and gone. After working our tails off in the ORI, CEVG, Global Shield, and other random inspections, we here in the 19th AREFW received the "SSgt Richard D. Rousher Trophy" for outstanding Air Refueling Operations. With a break in the action, we are now settled into the summer mode of fishing, golf, swimming, baseball(BRAVES), and Oh Yeah, Alert. With two excellent squadrons here to compete against each other, this Wing has become one of SAC's finest. We have a good time here on and off duty.

Some of the booms that have realized that since last year are:

MSgt Dan Jones from Loring - 912th
SSgt John Bodenhamer from Loring - 99th
SSgt Don Cox from Grissom - 912th
SSgt John Berringer from SP's at Robins - 912th
Sgt Jody Charland from MMS at Plattsburgh - 912th

Some of the booms that don't know a good thing when they see it are:

MSgt Don Pressley - to CEVG in Aug.
TSgt Lance Hornbuckle - to KC-10's in Apr (Barksdale)
TSgt Jeff McGirt - to KC-10's in May (March)
Sgt Jim Whitaker - to EAUS, left in Feb (Sheppard)

Some booms like it enough here to stay and play after their AF careers are over. Retiring this year are:

CMSgt Royce Gee - 1 Oct
SMSgt Doug Forbis - 1 Oct
MSgt Ernie Pubanz - 1 Sep

Those booms that have already retired and live in the local area of Robins AFB are:

R.L. Anderson
Bill Baily
Bill Brown
Hubert Cooper
Dave Gibson
Bob Haag

Billy Manders
Jorge Manguel
James Miller
Marvin Miller
Jack Parsons
Alan Powell

Jack Scott
Gil Switzer
Ron Rogers
Houser White
Bob Wyatt

As for the booms that make up the 19th Air Refueling Wing, the list goes as follows:

99th AREFS

SMSgt Bobbie Hennings.....NCOIC
MSgt Don Pressley.....Stan Eval
TSgt Benny Akers.....Stan Eval
TSgt Jeff McGirt.....Training Flight
TSgt Bobby Cochran.....U.S. CENTCOM(EC-135Y)

"A" FLIGHT

MSgt Al Krueger(NCOIC)
TSgt Al Moser, IBO
SSgt John Bodenhamer, IBO
SSgt Jim Coleman
ALC Ricky Bateman

"B" FLIGHT

SSgt Tony Reyes(NCOIC)
SSgt Kurt Perry
SSgt Mike Brannan, IBO
SSgt Mahlon Marr
Sgt Billy Shelley

"C" FLIGHT

TSgt Mike Hopper(NCOIC)
TSgt Tse Tom, IBO
Sgt Tony Rhoden, IBO
SrA Pete Abraldes, IBO
ALC Mary Headrick

912th AREFS

MSgt Chuck Heath.....NCOIC
TSgt Jim Niswender.....Stan Eval
TSgt Will Crews.....Stan Eval
TSgt Milt Barnwell.....Training Flight
MSgt Bill Jackson.....U.S. CENTCOM(EC-135Y)

"A" FLIGHT

MSgt Ernie Pubanz(NCOIC)
SSgt Doug Wiley, IBO
SSgt Don Cox, IBO
ALC Greg Stone

"B" FLIGHT

MSgt Dan Jones(NCOIC)
SSgt Frank Soto, IBO
Sgt Jody Charland
ALC Peggy York
ALC Jeff Garland

"C" FLIGHT

SSgt Dave Hankins(NCOIC)
SSgt Kevin Metz
SSgt John Berringer
Sgt Jesus Lopez
ALC Chuck Barr

CMSgt Royce Gee.....Wing Boom Operator
SMSgt Doug Forbis.....Alert Facility Manager

For those units gaining our losses, you are receiving the best available, anywhere.
So, from the booms here at Robins AFB, Ga., smooth contacts and even smoother LANDINGS.


TSgt Mike Hopper
"C" FLIGHT NCOIC
99th AREFS





DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 379TH BOMBARDMENT WING (SAC)
WURTSMITH AIR FORCE BASE, MICHIGAN 48753

REPLY TO
ATTN OF: 920 AREFS/OTT (MSgt Criscillis, ~~747~~-6915)

SUBJECT: Boom Signal

to: 8 AF/DOT (Chief Richardson)

Hello from the boom operators of Wurtsmith Air Force Base, Michigan.

Crew Boom Operator

S-101 TSgt Craig Blessing (Senior Stan/Eval Boom)
S-102 SSgt Pete Sklenar (Second in command Stan/Eval)

S-130 TSgt Bob Potts (A Flight senior boom)
E-131 SSgt Chuck Miller (wants to be a truck driver)
R-132 SSgt Allen Miller (x-boom (Loring), x-maint (Eglin), boom again)
E-133 SSgt Tom Weirauch (x-Plattsburg boom, can't find his truck)
R-134 SrA Pat D'Augustino (Doggie for short)
R-135 SSgt Jon Bibler (Looking for home)

S-140 TSgt Ken Phillips (x-gunner, B flight senior boom)
E-141 Sgt Todd Wellman (who knows)
R-142 SSgt Larry King (x-EC type, cargo loading manager)
R-143 SSgt Dan Repp (staff under four, stand-by CFIC)
R-144 SSgt Dale Martin (new baby makes four)
E-145 ALC Jeff Watz (our babyest boom)

S-150 TSgt Bruce Wilson (C flight senior boom)
E-151 SSgt Milt Bowman (has personal chair at alert facility)
R-152 MSgt Criscillis (only one available)
R-153 SrA Al Kaczor (bound for Beale Aug/Sep 85)
E-154 SSgt Len Beck (4 wheeling on 2, still for first fish)
R-155 SSgt Mike Eubank (bound for Grissom?)

spare: SSgt Dan Ducheny (PCA to FMS in June 1985)

Alert Facility: MSgt John Marsalis (asked what EWO certification meant)

Inbounds: June - MSgt Butch Scoggins (going to a crew)
 June - TSgt Roger Gossett (have to find him a job)
 August - Sgt Gary Davis (x-supply Wurtsmith)

Well, that's the line-up here. We will have our runway closed during July and August and will be flying out of K.I. Sawyer for approximately six weeks; we got MAC to haul the cargo for us, only good deal available. The crews will be rotating out of K.I. Sawyer every other week between alert tours. Well, guys and gals, fly safe and if your ever into Wurtsmith, look us up.

Carl W. Criscillis

CARL W. CRISCILLIS, MSgt, USAF

Inflight Refueling Program Manager

Peace... is our Profession

P.S. To Gary Adams from Potts, your hero, wish you weren't retiring, Guam won't be the same.