

JULY 1986

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

REPLY TO
ATTN OF: XOOTD (CMSgt Lord)

SUBJECT: Boom Signal, 1986

TO: All Boomers

It doesn't seem possible that it is time for another input to the Signal again. I would like to start by saying that I'm sorry I didn't get to see many of you this past year as my travel was somewhat limited, and, the absence of a boom conference. Hopefully the conference will get back on track as I strongly believe that it is one of our best media to obtain improvements to our career field. Since I have been in this position we have helped MAC and TAC start up an enlisted aircrew conference for their people. And they have proven to be very successful. Well, enough of that. This past year saw us win a few battles and lose a few. All in all we have come out in pretty good shape. Just a short recap of some of the major areas:

PAY RAISE: As you know, we did receive a small raise. I guess you could say anything is better than nothing, and I kind of agree with that. Hopefully we will get a better one in the future to at least get us even again. However, don't count on it. As you are aware we are going through some major budget reductions and it isn't certain where some of these cuts will be.

FLIGHT PAY: This was a big win for us. We were certainly overdue and it was a tough fight. Our timing was good too, if it was in the budget this year we probably wouldn't see it.

RETIREMENT: While there is nothing new to report on here there has been a lot of work and lobbying going on. The general feeling is "yes", we will probably see a change sometime in the near future. To what extent is anyone's guess. The feeling is that it will probably have a "grandfathering" clause. Our senior leadership is still committed to retaining our current system intact.

RETENTION: We continue to do very well despite some strong outside influences. Our AFSCs continue to remain above AF averages. However, it remains to be seen how much longer we can stay at these levels.

In summary we didn't do all that bad. Hopefully any budget cuts will not affect any of our benefits or other people programs. I will close by saying "keep up the good work." Even though I didn't see many of you, I did follow the results of ORI's, etc. and you guys are obviously doing an outstanding job. Good luck to you all, and hope to see some of you in my travels this year.

DALE LORD

DALE E. LORD, CMSgt, USAF
Enlisted Aircrew Manager
Rated Management Division

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



25 APR 1986

The Boom Signal
% 8AF/DOTTR
Barksdale AFB, LA 71110

To All Boom Operators

It has been a year now since I became your chief boom, and I must say, it went by quicker than any other year of my career. It has also been one of the hardest. It seems to take forever to get even the most insignificant things done, providing of course you can get everyone who has to coordinate on it to agree. This job encompasses so many different areas that it's difficult to get a good grasp on the whole thing. We have won a few battles....not many....but a few. And I'll keep at it, trying to get a toehold here and there, in an effort to make things better for all of us.

I haven't done much to the manpower positions, and there's a good reason....if it ain't broke, don't fix it! Don't get me wrong, there are some problems and I'm working on them. But overall, the field is in pretty good shape. We have quite a few good senior level slots, and there is a good reason for them being where they are. So don't look for too many changes in that area. The manning level itself is another story. We're being held to around 100%, and it doesn't look like it will change soon. I know that puts most of the units in a bind if you have to send a couple of booms TDY for PME or get a few long-term DNIFs, and we'll keep pushing to get you some relief. But look around, it's tough all over the Air Force right now. They're even letting people out early to save money.

The conversion to moments seems to generate a lot of confusion and controversy. The comments I get most often are, "Why are we changing....the slipstick is close enough" and "It's too easy to make an error using moments, we'll never learn to do it". Well, there is a good reason for the change. The conversion to the R and E models, and the incorporation of TCTO 989, changes the arm of the main fuel tanks. Now, those of you who understand moments realize that the arm effects the moment, which effects the C.G. The difference can vary significantly with the weight, and since this difference exceeds the engineering tolerances, a change had to be made. The price quoted for a modification to the slipstick was unacceptable, so we've been driven to the method the rest of the Air Force uses....moments. We don't have a choice, we have to change, and I find it hard to believe we're not as smart as loadmasters. So let's get on with it!

Over the past year I've asked some of you to take on some projects, and the results have been excellent. You'll be seeing a new SACP 51-6 soon thanks to Tom Minton at Carswell. Most of the work on the moments conversion workbook was done by Dave Wilson and Guy Raynor at Castle, and I think you will be impressed with it. Roger Bybee and Bobby Skaggs at McConnell have put an exceptional amount of time and effort into developing loading procedures for some new equipment. Many of you helped with the new -9 and -5, and the entire boom field will benefit from your contributions. Thanks to all of you!

If there is one thing you can do to make the system work better for all of us, it's talk to your NAF boom operator. I get calls from people every day concerning problems they're having doing this or that. It's alright to call me, but you need to keep Rich at 8th and George at 15th in the loop, too. They may already have the answer for you, but they can't help you if they don't know you have a problem. And another thing, write it down. It would amaze you how much attention a piece of paper gets around here. It's what the Air Force runs on!

All of us here in the headquarters have really enjoyed meeting those of you and your wives who have come through on First View. It's a good program, and I hope you will all take advantage of it if you get a chance. It's an opportunity for you to meet with us and get an idea of what we do here. The other booms in the headquarters: SMSgt Mitch Malseed is the KC-10 expert in D080, MSgt Randy Haylor and TSgt Glen Murdaugh work flying hours in D08A, MSgt Bob Leach works warplans in D00, TSgt Dave Crowder handles computer flight planning for D00, MSgt John Cardiel works with the computers down in the command post, SMSgt Benny Heald handles all of the training and tech orders in DOTTK, and SMSgt Jack Patton takes care of new A/R systems and equipment for XPHV.

I've used the term "we" throughout this letter because this career field belongs to all of us, not any one individual. Decisions are not made in a vacuum. The boom operators assigned to this headquarters work for you, and we'll do our best to represent you well. In turn, remember that you represent all other boom operators whenever you deal with someone outside of our career field. Be professional. As they say in some parts of the country, "Do us all proud!"

Best of luck and fly safe,

Rusty

GEORGE R. RUTZEBECK, CMSgt, USAF
SAC Inflight Refueling Program Manager

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BOOM OPERATOR DIRECTORY

30 May 86

ACTIVE DUTY UNITS

ALTUS AFB OK 73521

11 AREFS
306 AREFS
340 AREFW

MSG Mitch Darnell
MSG Larry Thompson
CMS Don Kendall

AV 866-
6216
7064
7288

ANDERSEN AFB GUAM (APO S.F. 96334-5000)

43 SW

-SMS Ron Livingston
MSG Greg Counts

366-6189
or STN Drop 35

BARKSDALE AFB LA 71110

8 AF/DOTTR
8 AF/DOOK

4235 STS/OL-BK
1 CEVG
KC-135 Branch
KC-10 Branch
32 AREFS
71 AREFS

CMS Elzey Richardson
CMS Bruce Cheek
TSG Greg Heffron
CMS Danny Korn
CMS Larry Bruno
-SMS Jeff Toellner
MSG Bronnie Tennyson
CMS Jim Pickel
-SMS Jerry McGee

AV 781-
4863
4116/3661

4988/4525/3261
4303/3414
4303/3414
4456
4409/4169
4109/3810/4392

BEALE AFB CA 95903

349 AREFS
350 AREFS

-SMS Ken Roberts
CMS Stan Stine

AV 368-
2020
2597

BLYTHEVILLE AFB AR 72315

97 AREFS

-SMS Bill Mullis

AV 637-
7601

BOEING AIRPLANE CO., P.O. BOX 3707, SEATTLE WA 98124

6510 TW/OL-AA

-SMS Phil Zamagne

(206) 655-
2099

BOEING MILITARY AIRPLANE CO., WICHITA KS

MSG Gary Hall

AV 743-
5171

CARSWELL AFB TX 76127

4235 STS/DOTK
CFIC (7BMW/DOF)
7 AREFS

CMS Limous Walker
-SMS Hugh Cheatham
MSG Keith Taylor

AV 739-
5396/7817
5216
5398/5764/5718

CASTLE AFB CA 95342-5000

93 BMW/DO2KA
CFIC (DOF)
4017 CCTS/CTOAZ
BOPTT
ISD (DOS)

CMS Jim Holden
MSG Guy Raynor
-SMS Lanny Wayman
MSG Foster Talley
MSG Dave Wilson
MSG Tom Clyce
SMS Dean Bakken
MSG Sam Hunt

AV 347-
2310/4405
2235
2388/4228
2866
4417/2768

2279
2761

DOUGLAS AIRCRAFT CO. (DAC), LONG BEACH CA 90846 Det 47, AFPRO	MSG Kevin Doyle	AV 360-0111 DAC Ext 1367
DYESS AFB TX 79607 917 AREFS	MSG Larry Latshaw	AV 461- 2572/4130/4138
EDWARDS AFB CA 93523 6512 TS/TEQB	MSG Sandy McLendon MSG Rick Koehler MSG Jimmy Parrish	AV 350- 3410
EIELSON AFB AK 99702 6 SW	MSG John Rytkonen SSG Dennis Hillberry	317+377-2108 Drop 30
ELLSWORTH AFB SD 57706 28 AREFS 4 ACCS	MSG Chet Westman MSG Ken Piotroski	AV 747- 7515 2545
FAIRCHILD AFB WA 99011 43 AREFS 92 AREFS	MSG Jess Schloss - SMS Paul Hamilton	AV 352- 5451 5451
RAF FAIRFORD UK (APO NEW YORK 09125) 11 SG	MSG Allan Landreth (SMS Ernie Scott) MSG Russ Adams	2316
GRAND FORKS AFB ND 58205 905 AREFS	TSG Bob Duncan - (SMS Ken Roberts)	AV 362- 6545
GRIFFISS AFB NY 13441 41 AREFS	TSG Billy Karasko	AV 587- 3556/7526
GRISSOM AFB IN 46971 70 AREFS 305 AREFS	MSG Ken Ingram MSG Dean Scoles	AV 928- 2195/2196/2197 2900
HAYES, P.O. BOX 2583, BIRMINGHAM AL 35202 DCASR ATL-IDS	- SMS Hank Lane MSG Wayne Ellis	AV 697- 4152/4153
HICKAM AFB HI 96853-5000 SAC OPS/DO 3AD 9 ACCS	CMS Buzz Willauer - (SMS Chuck Stewart) MSG Gary Ranney	421-4745 6742/6744 6477/1177
K.I. SAWYER AFB MI 49443 46 AREFS 307 AREFS	MSG Steve Lonergan MSG Perry Smith	AV 472- 2792 1373
KADENA AB JAPAN (APO S.F. 96239) 909 AREFS	- SMS Randy Faulk	634- 0350

6

LANGLEY AFB VA 23665
6 ACCS

MSG Phil Campbell

AV 432-
2109

LORING AFB ME 04751
42 AREFS
407 AREFS

-SMS Tom Cole
MSG Larry Burrus

AV 920-
6282/7293
2323

MARCH AFB CA 92518-5000
15 AF/DOTTA
9 AREFS
22 AREFS

CMS George Hawkins
CMS Gerry Sacre
MSG Stan Nosik

AV 947-
5306/5307
3659
4732

MATHER AFB CA 95655
904 AREFS

MSG Sleeve Brown

AV 828-
2529/2828

MCCONNELL AFB KS 67221
91 AREFS
384 AREFS
4235 STS/OL-MC

-SMS C.T. Davis
CMS Roger Bybee
MSG Mike Mawhorr

AV 743-
5433
5241
6712

RAF MILDENHALL UK (APO N.Y. 09127)
306 SW

-SMS J.D. Hartell
TSG Greg Wheeler
MSG Mike Hassler

2366/2164

MINOT AFB ND 58705-5000
906 AREFS

CMS Walt Babst

AV 344-
2211/2212/2216

OFFUTT AFB NE 68113

HQ SAC/DOBP
HQ SAC/DOBO
HQ SAC/DOSA

HQ SAC/DOTTK
HQ SAC/DOCF
HQ SAC/DOO

HQ SAC/XPHV
2 ACCS

3902 ABWG/OTV (Cmd Crew) CSA
-SMS Jack Huebner

CMS Rusty Rutzebeck
-SMS Mitch Malseed
MSG Randy Haylor
TSG Glen Murdaugh
-SMS Benny Heald
MSG John Cardiel
MSG Bob Leach
TSG Dave Crowder
-SMS Jack Patton
-SMS Tyler Davis
CMS Benny Benson

AV 271-
2773/3541
7220/3541
2765
2765
2260
2180
6535
2680
2266
2462
3335
2616

PEASE AFB NH 03803
509 AREFS

-SMS T.J. Quarles
(CMS Buzz Willauer)

AV 852-
3391

TTF

2102

PENTAGON, WASHINGTON DC 20330
HQ USAF/XOOTD

CMS Dale Lord

AV 227-
1810

PLATTSBURGH AFB NY 12903
310 AREFS
380 AREFS

-SMS Tom Betrus
-SMS Mike Luisi

AV 689-
5504
7149

RAMSTEIN AB GERMANY
7 AD

CMS Forrest Cain

7

RANDOLPH AFB TX 78150 HQ AFMPC/DPMRAD3	CMS Chuck Harrison	AV 487- 4157
ROBINS AFB GA 31098 89 AREFS 912 AREFS	-SMS Bobbie Sikes CMS Bobbie Hennings	AV 468- 5048 6076/6077
SEYMOUR JOHNSON AFB NC 27531 911 AREFS	-SMS Tom Glenister	AV 488- 6201
WRIGHT-PATTERSON AFB OH 45433 DET 1, HQ SAC (SACSD) DET 4, HQ MAC (MACSD)	MSG Larry Strong CMS Mike Welch	AV 785- 5425 7533
WURTSMITH AFB MI 48753 920 AREFS	TSG Craig Blessing	AV 623- 6447
ZARAGOZA AB SPAIN 34 SS	- SMS Henry Harris	AV 724- 2057/2574

AIR FORCE RESERVE UNITS

BARKSDALE AFB LA 71110 78 AREFS (452 AREFW)	SMS Steve Reef	AV 781- 4653
GRISSOM AFB IN 46971 72 AREFS (931 AREFG)	CMS Jerry Snyder	AV 928- 3091
MARCH AFB CA 92518-5000 79 AREFS 336 AREFS (452 AREFW)	MSG Mark Skvarna CMS Norm Perry	AV 947- 4280 2153
MATHER AFB CA 95655 314 AREFS (940 AREFG)	CMS Gene Estampa	AV 828- 3413
SEYMOUR JOHNSON AFB NC 27531 77 AREFS (916 AREFG)	SMS Steve Fromm	AV 488- 6683

AIR NATIONAL GUARD UNITS

ARKANSAS ANG, P.O. BOX 1211, LITTLE ROCK AFB AR 72076 154 AREFS (189 AREFG) CMS Rich Green	AV 731- 6321
ARIZONA ANG, 2001 S. 32ND ST., PHEONIX AZ 85034 197 AREFS (161 AREFG) SMS Joe Campbell	AV 853- 9031
ILLINOIS ANG, BOX 66486, O'HARE ARPT, CHICAGO IL 60666 108 AREFS (126 AREFG) SMS Vern Bowers	AV 950- 6971
KANSAS ANG, FORBES ANGB, KS 66620 117 AREFS (190 AREFG) SMS Gus Parsel	AV 720- 4558
MAINE ANG, BANGOR ANGB, BANGOR ME 04401 132 AREFS (101 AREFW) SMS Joe Philippon	AV 476- 6341
NEW HAMPSHIRE ANG, PEASE AFB NH 03803 133 AREFS (157 AREFG) SMS Duke Doucet	AV 852- 2452
NEW JERSEY ANG, MCGUIRE AFB NJ 08641 150 AREFS (170 AREFG) SMS George Fusco	AV 440- 2431
OHIO ANG, RICKENBACKER ANGB OH 43217 145 AREFS (160 AREFG) SMS Tom Foster	AV 950- 4794
PENNSYLVANIA ANG, GTR PITTS IAF, PITTSBURGH PA 15231 147 AREFS (171 AREFW) CMS Frank Sawl	AV 277- 8379
TENNESSEE ANG, MCGHEE-TYSON ANGB, KNOXVILLE TN 37901 151 AREFS (134 AREFG) CMS Wes Beaver	AV 558- 8387
UTAH ANG, 765 N. 2200 W., SALT LAKE CITY UT 84116 191 AREFS (151 AREFG) SMS Dennis Daniels	AV 790- 9282
WASHINGTON ANG, FAIRCHILD AFB WA 99011 116 AREFS (141 AREFG) SMS Gary Polser	AV 352- 5007
WISCONSIN ANG, GEN MITCHELL ANGB, 1919 E. GRANGE, MILWAUKEE WI 53207 126 AREFS (128 AREFG) SMS Ralph Ellis	AV 580- 8498

CORRECTIONS TO THIS DIRECTORY (PROMOTIONS, REPLACEMENTS, ADDITIONS, ETC.) SHOULD BE DIRECTED TO CMSGT RUTZEBECK, HQ SAC/DO8P.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA 68113-5001

REPLY TO
ATTN OF: DOTTK

18 April 1986

SUBJECT: Boom Signal Inputs

TO: 8AF/DOTTR (CMSgt Richardson)

1. In December of 1985 (due to the HQ SAC/DO reorganization), I moved from HQ SAC/DO8A (flying hours) to my new duties as HQ SAC/DOTTK KC-10/KC-135 Chief of Boom Operator Training. The following are training related issues that should be of some interest.

a. For CCTS instructor volunteers/Saudi instructor volunteers/KC-10 volunteers/etc we are standardizing the volunteer package for special assignments. It should include the following:

- (1) Personnel Rip.
- (2) Last 3 APRs.
- (3) Last 3 60-4's (Form 8's).
- (4) AF Form 942, Stan/Eval History.
- (5) 1 page resume'.
- (6) Letter of Recommendation from Sq NCOIC.
- (7) Letter of Recommendation from Sq Commander.

b. In March of this year a -9 rewrite conference was held at Castle. All action items were quickly accomplished by the OPRs and have been consolidated and forwarded to Mr Webb at Tinker. I believe the result will be a -9 that is much easier to use. My sincere appreciation to all the conferees and especially Jim Holden/Dave Wilson for hosting the conference.

c. 51-135 is being consolidated into one manual. Effective date should be 1 July.

d. A new 60-4, Vol II has been published.

e. A new SACP 51-6 has been published. My thanks to TSgt Minton at Carswell CFIC.


f. We will soon be rewriting SACR 50-24. Our goal is to make it easier to read and remove contradictions.

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g. It appears the plan to crosstrain loadmasters to be KC-10 boom operators will be implemented. We anticipate the majority of crosstrainees to affect the Reserves.

2. I look forward to serving the boomer career field in my new capacity. Feel free to forward any training related inputs to me at HQ SAC/DOTTK, Offutt AFB NE, 68113-5001.


BENNY P. HEALD, SMSgt, USAF
Inflight Air Refueling Training Manager



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

REPLY TO
ATTN OF: XPHV (SMSgt Patton, 4-2266)

15 APR 1986

SUBJECT: Boom Signal

TO: All Boom Operators

1. Greetings from the world of acquisition! I am new here at the headquarters. I replaced CMSgt Walt Babst as the Air Refueling Systems Acquisition Manager. Chief Babst finished his tour here and went north to Minot AFB, ND. My job is the management of improvements to the KC-135 and KC-10 Air Refueling Systems. Additionally, I work projects in other areas that are related to the boom operators job (i.e., cargo systems, weight and balance). My background in air refueling is ten years as a boom operator in EC/KC-135s and five years in the KC-10.
2. Currently we are monitoring several modification programs in the KC-135 fleet.
 - a. A/R Interphone Amplifier, TCTO 1099. Installs a new signal amplifier with a boom interphone capability. This TCTO has been on hold because of electrical interference problems. OC-ALC says they have corrected the problem and expect to have all aircraft modified by Oct 86.
 - b. A/R Fuel Pressure Regulator, TCTO 1100. Installs a new inline fuel pressure regulator that provides 50 PSIG \pm 5 psi at flow rates from 0-1200 GPM. This modification was completed Feb 86.
 - c. Tail Mounted Floodlight, TCTO 1140. Installs a light assembly on the aft edge of the top of the vertical fin to illuminate the A/R envelope during Night A/R. This modification should be completed by Mar 87.
 - d. R-model Conversion, TCTO 1112. Replaces J57 engines with CFM-56 engines. Also modifies other aircraft systems (APU, landing gear, brakes), thereby improving A/R distances and off-loads. Currently, 46 aircraft have been converted. We accept an aircraft approximately every ten days. As long as we can get money, the program will continue until all aircraft are modified.
 - e. E-model Conversion, TCTO 1135. Replaces J57 engine with TF-33 engines. This affects guard and reserve aircraft. Conversion will be complete in Aug 86.

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f. Fuel Savings Advisory System, TCTO 1131. Installs a computerized system using inputs from engine performance and flight environment to compute and advise crew of optimum performance parameters to minimize fuel consumption. This will be complete in Mar 87.

g. Digital Autopilot System, TCTO 1216. Installs a new autopilot system that corrects deficiencies in autopilot system wiring and components and provides enhanced reliability and logistics support. Installation should start this fall.

3. I am also working a number of future programs.

a. KC-135.

(1) Improved Boom Nozzle - This nozzle will have an independent disconnect (IDS) capability and a load alleviation indication system. We hope to begin flight testing next summer.

(2) Improved Boom - This boom should enable us to use the complete envelope (15-15 Azimuth and 20-40 elevation). This boom should be controllable through all extremes of the envelope (especially with large receivers) and includes a new nozzle light with redundant capability.

(3) Boom Station Improvements - This includes heating, IBO Radio/Interphone capability, offload/totalizer capability, and changes in information displays.

(4) Wing Mounted Hose Reels - We currently have a trade study underway to determine the best location and system to mount on the aircraft. Current plans call for the modification of a limited number of aircraft to provide support for navy/marine and NATO receivers.

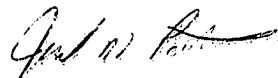
(5) Cargo Handling System - Incorporates a mechanized 463L Cargo Handling System to accommodate palletized cargo. This would reduce load/unloading times, reduce workload, and improve safety.

b. KC-10.

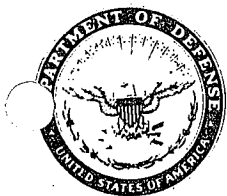
(1) Wing Mounted Hose Reels - Current plans call for the installation capability for wing pods on a limited number of KC-10 aircraft to support navy/marine and NATO receivers.

(2) On Board Cargo Loader - Currently looking at a system that mounts in the cargo door to provide a means to load/unload cargo without the necessity of separate and additional Material Handling Equipment (MHE).

4. If you have any suggestions to improve the boom systems or questions on why certain changes are being made, don't hesitate to call me at AUTOVON 271-2266.



JACK M. PATTON, SMSgt, USAF
Air Refueling Systems Acquisition Manager



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1ST COMBAT EVALUATION GROUP (SAC)
BARKSDALE AIR FORCE BASE, LOUISIANA 71110-5025

REPLY TO
ATTN OF CEVG Booms

SUBJECT Boom Signal

TO All Boom Operators

1. I'd like to open by introducing our new boss (he doesn't realize it yet, though), Chief Larry Bruno. Larry comes to us from Grand Forks to replace Ron Meadows who retired in Mar after 31 years in The Air Force. His new official title is "The Duke of Doyline". Our other new guy since the last signal is Don Pressley. He came to us from Robins, replacing Jim Whitman, who retired in Sep 85. Rusty Buettner also retired in Oct 85. We just couldn't find anyone to replace him, so our manning dropped from 13 to 12 boom operators. Chuck Stewart leaves for Hickam in June to take over the TTF. His replacement will be Benny Akers from Robins. Now, if I can decipher all of this, I'll try to give you a current run-down on who's here:

CMSgt Larry Bruno
SMSgt Jeff Toellner
SMSgt Dick Maxwell
SMSgt Chuck Stewart
SMSgt Paul Huffman
MSgt Jack Bracken

MSgt Tom VanZile
MSgt P.D. Anglea
MSgt Brad Kolb
MSgt Roy Schufft
MSgt Don Pressley
MSgt Rex Chilton

2. There's been quite a few changes (and a lot more in the mill) in the past year. We've gone to a 90 day notification for unit evaluations (good news), and we don't look at training programs any more. The I.G. does that for us (more good news). Our visits have been cut to 7 days in most cases - Sunday to Sunday, which has a big impact on our "social activities" (bad news..... for us). Another big change in the mill is a major re-write of the dash one to cut it down to 7 sections (you "R" model people can disregard this). A lot of redundancy will be eliminated. Cleaning up the dash one is something that's been a lone time coming.

3. There's a couple of misconceptions we'd like to clear up. First is the "myth" that the boom operator starts the After Takeoff-Climb checklist when the pilot calls for it. Not true! The boom operator starts the checklist after water runout, or, as a good technique, after the aircraft is cleaned up - ie., after gear/flaps up. The pilot may not call for the checklist until passing 10,000 feet. In the mean time, the APU cabin air blower may have disintegrated, fuel may be leaking in the boom pod, or any of a multitude of things may be going wrong in the back. In short, the boom operator's After Takeoff-Climb checklist is not a coordinated checklist. A second "myth" concerns the Descent and Before Landing checklist. Vibration from speed brakes or gear lowering will not shake the boom out of the chock. Another good technique is to run the checklist after passing, FL250 to preclude having to carry oxygen (or forgetting to). You should be

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back in the cockpit before FL180 to assist the pilots in scanning for traffic in the VFR altitudes. Descending through FL180 is one of the most hectic times for the crew. Everybody (except the boom operator) has their head in the cockpit running checklists, reviewing the approach, etc. Yours are the only eyes outside the aircraft.

4. The offer from the last Boom Signal still stands..... if your'e passing through Barksdale, give us a call. We'd like to have the opportunity to return the hospitality you've all shown us on our visits.

JACK

30 APR 86

FROM: CMSGT GEORGE W. HAWKINS JR
INFLIGHT REFUELING PROGRAM MANAGER
15TH AF/DOTTA
MARCH AFB, CA

TO: CMSGT RICHARDSON
8TH AF INFLIGHT REFUELING PROGRAM MANAGER
BARKSDALE AFB, LA

SUBJ: BOOM SIGNAL ARTICLE

WELL GUYS, I GUESS ANOTHER WHOLE YEAR HAS PASSED AND IT'S TIME TO SAY A FEW WORDS AGAIN TO ALL OF YOU OUT IN THE FIELD. IT'S ALMOST TIME FOR THE HEAD BOOM OPERATOR'S CONFERENCE, THE FIRST ONE IN TWO YEARS...AND IT'S WAY PAST TIME WE ALL GOT TOGETHER. GLAD WE COULD HOST IT HERE AT 15TH THIS YEAR -- I'M REALLY LOOKING FORWARD TO SEEING ALL THE PROGRAM MANAGERS AGAIN AND GETTING IDEAS FLOWING AGAIN TO GET THE KC-10 AND KC-135 BOOM PROGRAMS HEADED IN THE RIGHT DIRECTION.

THIS PAST YEAR I HAVE HAD A CHANCE TO VISIT MINOT AFB AND FAIRCHILD AFB ON STAFF ASSISTANCE VISITS AND HAD GREAT RECEPTIONS AT BOTH BASES. IT'S REALLY SATISFYING TO SEE THE OPERATIONS RUNNING SO SMOOTHLY OUT IN THE FIELD. ALSO HAD A CHANCE TO VISIT THE SALT LAKE CITY GUARD UNIT AND CHECK OUT THAT SIDE OF THE HOUSE. THE GUARD AND RESERVE ARE ALSO DOING AN EXCELLENT JOB -- GLAD TO HAVE THEM AS PART OF OUR TEAM.

THIS YEAR I HOPE TO GET AROUND TO MORE OF THE BASES AND VISIT MOST OF THE OUTFITS IN 15TH. NOW THAT I'M FINALLY OUT OF SCHOOL WITH A BRAND-NEW DEGREE IN AVIATION MANAGEMENT (INK IS ALMOST DRY), MAYBE I CAN REALLY GET SETTLED IN AND GET MORE INVOLVED IN THE KC-10 PROGRAMS AND GROWTH.

THIS PAST YEAR HAS ALSO YIELDED TWO VERY PRODUCTIVE AIR REFUELING SUPPORT ADVISORY GROUP (ARSAG) CONFERENCES, ONE IN OCTOBER AT MARCH AFB AND ONE IN APRIL IN NEW YORK. MANY ASPECTS OF AIR REFUELING WERE DISCUSSED WITH A PRODUCTIVE EXCHANGE OF IDEAS BETWEEN CONTRACTORS, OUR SISTER SERVICES AND THE AIR FORCES OF OUR ALLIED SERVICES. THESE TOPICS OF INTEREST WILL BE FURTHER BRIEFED TO THE UNIT MANAGERS AT THE UPCOMING CONFERENCE, AND WE'LL DEPEND ON THEM TO GET THE WORD OUT TO ALL THE BOOMERS IN THEIR RESPECTIVE UNITS.

CONGRATULATIONS TO ALL WHO RECEIVED A PROMOTION DURING THE LAST YEAR, WISH WE COULD HAVE SEEN THE QUOTAS HIGHER FOR THE BOOM FIELD. I WOULD ALSO LIKE TO THANK ALL THE MEN AND WOMEN WHO PARTICIPATED IN THE "SPRING SHOW OF STRATEGIC FORCE IN THE MEDITERRANEAN AREA". ONCE AGAIN WE SHOWED THAT WITH TANKERS WE CAN PROJECT OUR STRATEGIC FORCE ANYWHERE IN THE WORLD AT A MOMENTS NOTICE.

!!!! WELL DONE BOOMERS !!!!

George W. Hawkins

GEORGE W. HAWKINS, CMSGT, USAF
15TH AF INFLIGHT REFUELING PROGRAM MANAGER
MARCH AFB, CA 92518



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

10 APR 1986

REPLY TO
ATTN OF: SEFB (Maj Gordon)

SUBJECT: Boom Signal Article

TO: 8AF/DOTTR (CMSgt Richardson)

1. I again appreciate the opportunity to be able to contribute to the "Boom Signal." The "Air Refueling Scene" article which follows is reprinted from the June 1986 issue of Flying Safety. I hope each of you has a chance to read the article; this year I compared 1985's air refueling mishaps with past Class A air refueling mishaps. I think it will be very informative, especially for the younger boomers.

2. I would like to solicit help from the KC-135 boomer community at large. All of us are probably aware of problems with refueling from the KC-135 boom drogue adapter (BDA). Twenty-seven percent of the mishaps reported last year were from Navy/Marine receivers using the BDA. However, less than two percent of the flying time of the tanker fleet was logged in support of Navy/Marine receivers. I think all of us would like to see a safer and more reliable drogue system for the KC-135. One avenue to justify a new modification is to report all discrepancies, whether it be a mishap report, Cat I MDR (Material Deficiency Report), or hazard report. Your inputs from the field are even more critical now because of the minimum dollar threshold change from \$1,000 to \$10,000 for Class C mishaps. If you have questions, contact me or your flying safety officer. From your inputs and concerns, the safety community can help make it happen.

3. I welcome your ideas and comments on any other air refueling problems or safety issues as well. Along with my responsibilities as C/KC-135 and KC-10 project officer, I also manage the E-3, E-4, C-18, and smoke and fumes safety issues. Please let me know your concerns; my phone is AUTOVON 876-3416/2226.

Ray Gordon

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

1 Atch
Flying Safety Article

THE AIR REFUELING SCENE

The importance of air refueling to a fighter pilot becomes acutely evident when he's halfway across the "pond" and hears that his wingman has just "broken" the tanker's boom on a "breakaway" call. From daydreaming about home to the reality of the situation at hand is quite a shock. "Is there another tanker? No. How's the weather at my divert airfield, and can I get there with my fuel remaining? What is the status of my wingman?" As the tanker stows the boom and heads for home, the overused terms "reliability" and "safety" suddenly take on a more personal meaning. One of our goals in the safety community is to make air refueling as safe and reliable as possible. However, safety still depends on the knowledge and proficiency of the pilots and boom operators that conduct this sometimes risky business.

At first glance, 1985's air refueling mishaps seem relatively unimportant. It could be argued that this is just the cost of doing business. I don't agree. The potential for an aircraft loss is definitely present. Historically, four tanker and thirteen receiver aircraft have been destroyed during air refueling operations. In many cases, the causes of 1985's Class C mishaps are the same as those Class A mishaps. This article will address these similarities. First, we'll look at 1985's refueling mishaps, and then we'll address the Class A mishap history.

1985 AIR REFUELING MISHAPS

Mishaps during air refueling account for the largest single category of Class C mishaps for the KC-135 and the KC-10. In 1985, KC-135 and KC-10 tankers and receivers reported 38 Class C air refueling mishaps, for a rate of over 13 mishaps per 100,000 flying hours. This rate has remained fairly constant during recent years. These mishaps can be broken down into two categories: mishaps caused by boomer/receiver "operational" errors; and mishaps caused by air refueling "systems" malfunctions. Of the 38 mishaps in 1985, 87 percent were caused by boomer or receiver errors, and 13 percent were due to "systems" malfunctions. Additionally, the boom system was involved in 21 KC-135 and 7 KC-10 mishaps; and the "probe and drogue" system was involved in 8 KC-135 and one KC-10 mishaps.

Outlined below are last year's KC-135 air refueling mishaps by type aircraft.

KC-135 Air Refueling Mishaps by Type Aircraft (1985)

Receptacle-Equipped Receivers

C-141	5
KC-10	3
C/KC-135	2
RF/F-4	4
F-106	2
F-15	2
A-7	1

Drogue-Equipped Receivers

F-14	4
F-4	2
A-6	1
F/A-18	1

KC-135 Systems Mishaps	<u>3</u>
Total	30

Of the thirty KC-135 reported mishaps, ten occurred while refueling "heavy" aircraft, nine occurred while refueling fighters, and eight more occurred while "probe and drogue" refueling with Navy and Marine receivers. Except for the three additional "systems" malfunctions, all were classified as receiver pilot or boom operator errors. Particular problem areas were associated with refueling the C-141, KC-10, and RF/F-4. The recognized difficulty in refueling with the KC-135 boom drogue adapter was again evident for Navy/Marine receivers. In both the "heavy" and fighter aircraft categories, the major problems were exceeding the air refueling envelope limits while in the contact position, and brute force disconnects. In the "probe and drogue" category, the major problem was off-center basket engagements and disconnects. In one mishap, a Marine F-4 went home with a shattered wind-screen from a drogue strike.

In addition, three air refueling "systems" failures were reported. Fortunately, none of these were compatibility problems with receiver aircraft.

Now listed below are last year's KC-10 air refueling mishaps by type aircraft.

KC-10 Air Refueling Mishaps by Type Aircraft (1985)

Receptacle-Equipped Receivers

RF/F-4	4
F-15	1
F-111	1

KC-10 "Systems" Mishaps

F/A-18 (Drogue)	1
Other	<u>1</u>

Total	8
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The KC-10 had eight Class C air refueling mishaps reported in 1985. Four F-4 and one F-111 receivers had their air refueling receptacle damaged by the KC-10. (Three of these involved "hard" contacts, and one receiver disconnected at the lower/inner limit which caused the boom to whip resulting in damage to the receiver.) Another mishap involved a probe and drogue "system" malfunction. The hose reel take-up system apparently failed and the resulting hose oscillation broke a Marine F/A-18's probe. (This type of failure also caused a 1984 Class A Marine A-4 mishap.)

Conversely, the KC-10's air refueling boom was damaged in two mishaps. The first was a "system" malfunction where the polarity of the boom roll position transducer was reversed. This caused uncommanded rapid roll oscillations and resulted in damaged boom components. The second mishap was another hard contact with an F-15 which damaged the KC-10 boom chain and sprocket drive.

CLASS A AIR REFUELING MISHAP HISTORY

The air refueling Class A mishap history shows many of the same causes that were present in 1985's Class C mishaps. First we'll look at the KC-135 mishap history, and then we'll address the KC-10 history.

KC-135 MISHAPS

The KC-135 has been involved in 12 Class A air refueling mishaps. In each mishap, a receiver aircraft was destroyed. In 4 of these mishaps, the KC-135 was also destroyed. Sixteen receiver and sixteen tanker crewmembers were fatalities as a

result of these mishaps. Nine of the 12 mishaps occurred during the 1960s. One each occurred in the 50s, 70s, and 80s. Listed below is a synopsis of KC-135 air refueling Class A mishaps:

KC-135 Class A Air Refueling Mishaps

<u>Receptacle-Equipped Receiver Aircraft</u>		8 Total
B-52F	Overrun/Night/Ejection/Both Aircraft Destroyed	
B-52D	Overrun/Boom Hit Wing/Wing Separated on Landing/Fire	
B-52G	Overrun during AR/Both Aircraft Destroyed	
B-47E	RZ Overrun/Lost Sight of Tanker/Climb into KC-135	
B-47E	Collision while moving into AR position/Both Destroyed	
F-4C	Pilot Technique/Brute Force/Boom Whip/Struck F-4/Eject	
F-4C	Inner Limit/PIO/Struck Boom and Tail/Ejection	
F-105D	KC-135/F-105 Midair during RZ/Procedures/Both Destroyed	
<u>Drogue-Equipped Receiver Aircraft</u>		4 Total
TA-4J (N)	BDA Hose Tear/Fuel Ingestion/Engine Explosion/Ejection	
F-105D	Hose Tear/Broke Canopy/Fuel Ingestion/Flameout/Ejection	
RF-101C	Overran Drogue/Pitch-up/Lost Control/Delayed Ejection	
F-100F	Night/Off-center Disconnect/Canopy Shattered/Ejection	

RECEPTACLE-EQUIPPED RECEIVER MISHAPS

All three B-52 mishaps occurred because of an overrun condition. In each case, an instructor pilot failed to take the necessary action in time to prevent the overrun from occurring. In both B-47 mishaps, pilot technique/judgment was a factor. In one, the B-47 pilot overran the KC-135 during the rendezvous and lost visual contact. Instead of remaining at his required altitude before reacquiring the tanker, the receiver started a climb and collided with the KC-135. In the other B-47 mishap, the pilot attempted to expedite his move into the precontact position from a wing observation position and collided with the tanker.

In the two F-4 mishaps, poor technique and supervision were factors. In the first, a brute force disconnect with a resulting boom whip damaged the F-4 extensively enough to dictate ejection (the IP was late in taking aircraft control to prevent this mishap). In the other F-4 mishap, supervisors did not provide appropriate supervision concerning a below average student pilot for his first solo air refueling. The student pilot approached an inner limit and the boom operator initiated a disconnect. As the F-4 pilot started back, he induced a PIO. The ensuing collision broke the boom off, damaged the tanker's tail section, and shattered the F-4 canopy. Both F-4 crewmembers ejected immediately following the collision.

The F-105 mishap was a midair collision during the rendezvous. Both the tanker and receiver aircrews made variations from established rendezvous procedures which led to the midair collision. The F-105 flight leader failed to see the KC-135 in sufficient time to take necessary evasive action. As F-105 flight lead evaded above the tanker, number three escaped below the tanker, while the number two aircraft and the tanker collided and were destroyed.

PROBE-EQUIPPED RECEIVER MISHAPS

Four "probe and drogue" air refueling Class A mishaps have also occurred with the KC-135. In one, a Navy crew ejected after their TA-4 experienced engine explosions due to ingested fuel from a torn boom drogue adapter (BDA) hose. A combination of pilot error and BDA design/maintenance deficiencies were factors in this mishap. In another BDA mishap, the hose separated from the tanker and remained

on an F-105's probe. This subsequently broke the F-105's canopy and caused the engine to flame out, which could not be restarted. In this mishap, poor pilot drogue engagement technique and design deficiency were factors.

In the F-101 mishap, the pilot overran the drogue basket and nosed-down to gain separation. The pilot then reversed his descent which continued into the classic F-101 uncontrolled pitch-up. During the recovery attempt, the pilot deployed his drag chute but a spin developed. Spin recovery was successful but improper dive recovery procedures and delayed ejection decision resulted in an out-of-the-envelope ejection fatality.

The F-100F mishap occurred during a student night refueling. An off-center disconnect occurred and the air refueling drogue shattered the canopy. The broken Plexiglas broke both pilots' visors and rendered communication unuseable. Since both pilots had no means of protecting themselves from the severe wind buffet the decision was made to eject.

KC-10 MISHAP

Only one Class A air refueling mishap has occurred with the KC-10 aircraft. In this mishap, the KC-10's hose reel take-up system failed upon drogue contact with a Marine A-4. The resultant slack in the hose created an oscillation which broke the hose near the drogue basket. Fuel spilled out of the hose into the A-4's engine. A series of engine explosions dictated an ejection decision by the pilot.

HISTORICAL COMPARISON

There are many similarities between 1985's Class C mishaps and the Class A mishaps of previous years. Luckily, no Class A mishaps occurred last year.

Hardware improvements are being considered and accomplished to improve reliability and safety for the business ends of both the KC-135 and the KC-10. However, it's only through strong training programs and supervision in both receiver and tanker units can we continue to prevent Class A air refueling mishaps. If we all learn from the mistakes of the past, we won't be destined to repeat them.

Boom Signal

8 AF/DOTTR (CMSgt Richardson)
ALL The Booms from Far and Near

1. Howdy, from everybody in the "Original" Air Refueling Squadron of Altus, Oklahoma. We apologize for not getting the signal out last year; we formed our sister squadron, the 306th with most of the good'ol boys of the 11th. I guess between forming new crews, adding a new line of alert, and trying to get things back to normal, someone dropped the ball. We've gone through a lot of changes in the past two years. We had a friendly visit from CEVG and the IG last year, and we're getting so many new baby boomers through here, it's hard to keep track of who went where and did what.

2. We're awaiting the arrival of our first "R" model, which should put a new twist in things around here. Also our new squadron building should be completed in mid April. The alert facility will be putting on a new face. They're gonna remodel the place top to bottom. They said it would look like a resort, but somehow we think its just a ploy to get us to enjoy "back-to-backs".

3. Chief Kendall went to be the wing boom last year and word has it he's gonna retire sometime this year. We don't see him much anymore---I guess he's FAB'ING cause nobody knows where he's at. Well anyways, Mitch Darnell took his place, and is having a real fun time trying to run Training Flight as well as being Chief Boom, First Sergeant, and spare Crewmember to fill in on alert when PME has to be filled. It got to him so he's retiring also! I guess when the going gets tough, the tough really do get going, right out the gate!

4. I'm now gonna try and sort out those who remain from those who have gone.

CMSgt Don Kendall - he's either in headquarters (translated meaning "the golf course"), or out FAB'ING or something

MSgt Mitch (GRAMPS) Darnell - chief boom extraordinaire, heads training flight and sometimes even manages to catch his breath once in a while. Anyone want to buy a "55" OLDS rust heap at 7.9 APR financing?

MSgt Ron (RONALD MACDONALD) Poe - Ron is at Altus again. I guess he likes it here. He came back to us last year, and they put him in Stan Eval. Says he wants to go to CEVG, so we may be saying goodbye pretty soon.

TSgt Lonnie (YO'MAMA) Lewis - Lonnie came out of STAN EVAL to be Training Flight Boom and help Gramps, but had to fill a crew line instead. Now he wants to go to Beale, or Oakinowa, oh shit! however you spell that place.

TSgt Howell (NOSE) Swilling - Nose, he doesn't like the name Howell, went to STAN EVAL. He's still trying to get his feet on the ground, says it's a hard job.

SSgt Willis (WILL) Hillery - TSgt selectee runs the aerobics and fatboy program so our officers can stay in shape on alert. Will got himself an OP on his CEVG no-notice check last year, also tried to teach Lonnie how to refuel a B-1B.

SSgt Larry (LIL' LARRY) Little - Has a KC-10 assignment, and can't wait to get out of alert. Rest of the time he spends fish'in and/or drinking brewskie's.

SSgt JAY (JP) Davis - Jay is a cross tread from AGE EQUIPMENT and adjusted to our mission real fine. Next thing ya know he'll want to be an instructor. He got his cherry broke TDY already

Sgt Lou (RUSH) Rushano - Retread from maintenance, has gobs of additional duties and helps Gramps a bunch. Needs a whole lot of Dash-1 studing to make staff.

Sra Dave (SLEEPWALKER) Walker - What does he do? Oh Yeh! The Weight and Balance board, and pull alot of alert. And buy's new cars. Where does he get his money? Must be all that TDY pay.

Sra Douglas (LIL'DOUGY) Garrett - Resident computer expert, rewrote somebodie's Form-F program, and built a new one for moments. First A1C to CFIC from Altus did good? Received the John Levitow award at NCO PREP last year.

Sra Jan (BOOMETTE) Fuller - The token female boom. She also received the John Levitow Award--couldn't let those males show her up. Have to watch ourself's, her aditonal duties include Social Actions Representative.

A1C Steve (FARMER) Meloy - Baby Boom, hav'in a hell of a time getting fighter qualified. But we got him on alert! May never go TDY if he don't get those fighters.

A1C Anthony (BEAVER) Cleaver - Baby Boom. He prefers being called "TACO", but we insist on The Beave. We think he's fully qualifed cause we just sent him to Alaska. Ask him a sports question, I dare you! But what's an ACFT?

A1C Eddie (GOMER) Dean - Baby Boom, same problem as Farmer. Alert will do for now. If you see him with his ball cap on, or watch the way he walks, you'd see why we call him Gomer like the guy on TV.

A1C Michael (OPIE) Conner - Baby Boom, same problem as Gomer. I think we have one of those trend things that Gramps talks about all the time. He does pull alert. He probably won't make his crew's TDY in March, unless scheduling gets busy buying some more fighter time!

5. Here's some Staff Pukes assigned to us.

Pad Dad MSgt Fred (FAST FRED) McClure - I think he has been DNIF/DNIA for the last two years. SAC finally grounded his butt so we can at least get a Boom who can FLY! I think he will move to HQ 1ST SGT., but then again they might send him to MAC CE because he knows so many people?

SSgt David (MING THE MERCILESS) Mingus - he's playing screw the boom in Scheduling, been tak'in college courses and says he wants to be a Zero. He's off to NCO Academy and we're finally gett'in a break. GOD help us when he gets back with all that knowledge!! He finally started combing his hair.

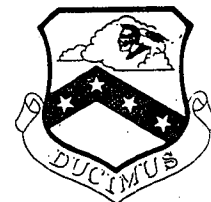
Wing Boom - a no slot position? - CMSgt Don (SHINY TOP) Kendall - Works any problems on the new squadron building and any other problems for the wing. Still refuses to wear a toupee.

6. ALL POSITIONS SUBJECT TO CHANGE WITHOUT NOTICE!

11 ARS BOOMS

24

ARKANSAS AIR NATIONAL GUARD
HEADQUARTERS 189TH AIR REFUELING GROUP (ANG-SAC)
POST OFFICE BOX 1211, LITTLE ROCK AFB, ARKANSAS 72099



30 April 1986

REPLY TO
ATTN. OF: Inflight Refueling Program Manager

SUBJECT: Boom Signal

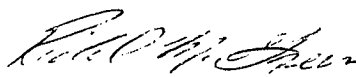
TO: 8AF/DOTTR (Chief Richardson)

1. On the eve of our mission change and conversion from the KC135 to the C130 its difficult to begin an input to our Boom Signal. You feel like reflecting on the past ten years, but thats also difficult; difficult to put in words how you feel about the best ten years of your career, even your life.

2. There have been so many great times, very few bad ones and so many great people. The mission itself has to be the best in the Air Force or anywhere else, however ones thoughts always return to the people, the fabulous, highly dedicated guys and gals that make up the boom operator career field. If I could quote "Chief Anonymous" who wrote the letter "In memory of Al Evans," it says it best: "you know Al the thing that struck me most was the closeness that boom operators have always had for other boomers. There is just an awful lot of love among our Ol' Boys. I guess its because we all live the same type of existence and feel for each other during our day-to-day comings and goings." To me that just about sums it up.

3. We want to express our deep appreciation to all that read the Boom Signal for the outstanding friendship and assistance that we have been extended during the past ten years. The numerous conferences, special projects and informal gatherings have given us memories which we shall never forget. Whether it be magically getting a squadron of fighters across the pond, loading a jet engine that the engineers said wouldn't fit or having a "cool one" at Gummy's and Pudges, Boom Operators are always together, respecting each other as Brothers. We are so thankful for being a part of all that, if even for just a short time.

4. They say that this mission change is going to be good for the unit; alot of growth and career oppotunities for our members. We all hope so but we also know that we have just finished the finest mission there is, in the finest airplane, and without a doubt an association with the finest people in the world. Please do not forget us for we will never forget you. God bless you all.


RICAHRD M. GREEN, CMSGT, AR ANG
Inflight Refueling Program Manager

1 Atch: New Assignment for
AR Boom Operators

NEW ASSIGNMENTS FOR ARKANSAS ANG BOOM OPERATORS

CMSGT RICHARD GREEN	SUPERVISOR, FLIGHT ENGINEER
SMSGT TOM TILLEY	INSTRUCTOR FLIGHT ENGINEER
SMSGT EMMETT LANE	INSTRUCTOR FLIGHT ENGINEER
MSGT GEORGE HOOPS	SUPERVISOR, LOAD MASTER
MSGT W.P. JOHNSON	INSTRUCTOR LOAD MASTER
MSGT RONNIE ROSS	INSTRUCTOR FLIGHT ENGINEER
MSGT TOM ARMSTRONG	INSTRUCTOR LOAD MASTER
TSGT ROGER GAY	FLIGHT ENGINEER
TSGT JACK REFFNER	FLIGHT ENGINEER
TSGT JERRY REINOLD	FLIGHT ENGINEER
TSGT DENNIS SMITH	FLIGHT ENGINEER
TSGT RODNEY SANDERS	FLIGHT ENGINEER
TSGT JIMMY SHERMAN	INSTRUCTOR FLIGHT ENGINEER
SSGT RICK AKIN	FLIGHT ENGINEER
SSGT RONNIE FORTHMON	FLIGHT ENGINEER
SSGT DAVID LEWELLEN	INSTRUCTOR LOAD MASTER
SSGT BRAD MELLBERG	INSTRUCTOR FLIGHT ENGINEER
SGT SCOT WEEKS	INSTRUCTOR LOAD MASTER



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: THE BOOM SIGNAL

TO: 8 AF/DOTTR (CMSgt Richardson)

1. The boom operators of the 32nd wish to extend their greetings to all 112's; past, present, and future.
2. The last year has brought some changes, and it has kept our people busy using the KC-10 in every conceivable way. We are currently engaged in cargo, air-refueling, and dual role missions. Our "local" missions have us transporting army and marine units along with their equipment to all parts of the country. If you thought a Hobart was big, you should see a duece and a half truck come through the cargo door. We also support TAC exercises with our airlift and air refueling capabilities. Some of our overseas deployments have us operating within the MAC channel system transporting mail, household goods, and naval supplies. Furthermore, we often find ourselves working in the European theater or as a part of Elf One. Some of the more mundane flights are C checks (aircraft inspection and repair), where we deliver or pick up our planes in Oakland and Los Angeles, California. Finally, we do fly some "flagpole" missions for initial qualification, currency, and upgrade.
3. For those of you who have been fortunate enough to use the BOPTT at Castle AFB, you know the value of this training aid (well it is a good procedural trainer). At KC-10 bases we get to use the "simulator" on a quarterly basis as part of our refresher training. The instructors at American Airlines really challenge us and do a super job.
4. As you may have heard, we are now operating with hard crews. So for most of us our APR's are now written by our aircraft commanders, just like in the 135. However, this doesn't mean that you fly only with your crew. On many missions, especially cargo runs, we put two boom operators on board to share in the fun. If you are considering joining our group, the latest issue of SACM 51-10 listed the basic requirements as three years boom operator experience, retainability as outlined in AFR 39-18, recommendation by your squadron commander, and the applicant must be on their second or subsequent enlistment. For further information on this subject, or to forward your resume, contact HQ SAC/DO8T, and keep your fingers crossed.
5. New boom operators in the KC-10 get a chance to experience several new sensations when they trade in their slip-stick for a HP-41 CX computer. First of all you feel kind of funny getting on a camouflaged

aircraft; maybe we should paint teeth on them. Air refueling from the other side is one of the hardest things to get used to. It's kind of like being in an oil drum when someone is hitting it with a baseball bat. Fresh coffee, cold sodas, hot meals, and a real toilet are not hard to get used to. But we do earn these luxuries everytime each time we have to give an airline type passenger briefing. I think most of us will draw the line when they ask us to wear mini-skirts.

6. Life here in the Ark-La-Tex can be as busy as you want it to be. Besides our demanding mission, we have Louisiana Downs (a first class horse track), Boot Hill speedway (stock cars and modifieds), Pudgie's of course, the Shreveport Captains minor league baseball team, the Louisiana State Fair, the Independance Bowl, Holiday in Dixie, the Red River Revel, active night clubs, bass fishing, mud bugs (crawdads, crawfish, Louisiana lobsters), and of course the annual SAC BOMB/NAV competition. We even get along with the Reserve guys at the 78th as long as they bring our airplanes home clean after they are through using them.

7. If you've lost track of any of your friends they may be hiding here at Barksdale. If they owe you any money now you know where to find them. So until next year, keep the rubber side down and a cool one in the fridge.



PAUL F. HODGE, MSgt, USAF
Boom Operator, Crew E-018

Chief Enlisted Aircrew Manager CMSgt Morris L. Pickel Jr.

S001 MSgt William T. Whorley
S002 MSgt David W. Craig
S003 SSgt Richard W. Otis
S004 TSgt Randy J. Collins
S005 TSgt Mark S. Esty

D Flight

E015 TSgt Edward J. Mang
R016 SSgt Charles L. Stoddard
R017 SSgt Scott L. Rhoads

A Flight

E006 TSgt Garland W. Loftin
R007 SSgt Edmond M. Wolfkamp
R008 SSgt Sean Davies

E Flight

E018 MSgt Paul F. Hodge
R019 SSgt Stewart W. Horton
R020 SSgt Judy L. Burr

B Flight

E009 TSgt Timothy G. Richardson
R010 TSgt Marvin L. Aldrich
R011 SSgt Michael P. McCoy

F Flight

E021 TSgt Lance M. Hornbuckle
R022 SSgt Robert A. Downs
R023 SSgt Donald R. Hess

C Flight

E012 TSgt Robert L. Powers
R013 TSgt Donald P. Crouse
R014 SSgt Mark E. Hoffman

G Flight

E024 TSgt Bradley G. Baxter
R025 SSgt Richard L. Shipman
R026 TSgt John G. Phillips

H Flight

E027 TSgt Leigh H. Taylor
R028 SSgt Charles Nicholson
R029 SSgt Bryan L. Forsyth

DO-10 Operations/Scheduling

MSgt Hubert R. Driskill
TSgt Mark G. Kline
TSgt Michael Parsons
SSgt James M. Boozer Jr.

8 AF

TSgt Gregory B. Heffron

4235 STS

CMSgt Daniel L. Korn

Training Flight

SMSgt Giuseppe A. Gallucci
TSgt Randall L. Lane
TSgt Dennis C. Fox
SSgt Eddie A. Smuda
SSgt Charles P. Marrone
SSgt James T. Gosselin

Inbounds

SSgt Karla E. Mattson
Sgt Scott A. Konieczka
SSgt Ricky R. Harris
TSgt Charles Sanchez
SSgt Jeff Seaver



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

REPLY TO
ATTN OF: 71 AREFS/CC (SMSgt McGee/781-3810)

15 May 86

SUBJECT: Boom Signal 86' by TSgt Vivian Hunt

TO: 8 AF/DOTTR (CMSgt Richardson)

1. Como Se Va (Hello) from the land of mud bugs and alligators.

The 71st is going thru a lot of changes since the last year. We're loosing our share of old heads to the civilian world and to the 3 holers down the street. Those of us left shall continue to carry on the cajun hospitality to our fellow boomers.

Manning crunch has hit us hard. In fact so hard that our chief boom is required to pull alert every third week. So we're looking for volunteers for this southern tier. No experience necessary, we will train on the spot! Only necessary requirement is a warm body to sit alert. Send applications to:

71st AREFS Cajun Booms
by way of CMSgt Harrison

The following is a list of our booms and a short scenario of what they're doing.

- S-101 EB TSgt Charlie Sanchez: Charlie is leaving this month for the KC-10. We hate to see him go, but as we say in Cajun Style, "See ya down the street charlie," "Where That May Be."
- S-102 EB TSgt Mike Wetzel: Mike came to us from Castle. He is doing very well here at Barksdale. Mikes' famous words heard throughout the squadron these days are, "Are we getting BAQ or not."
- S-103 EB TSgt John Stanford: John has finally found a real job in life! he will again this year represent us in Bomb Comp. Last time we saw John he was bailing out 3 feet of water in his home, from a malfunctioned water pipe. Beware of the alligators John!
- R-111 MB AlC Rick Powell: Rick just returned from Fairford. His wife greeted him with an enormous telephone bill. Since then we've found out he owns a share of "Ma Bell." He was placed immediately in remedial training, (How to use autovon when TDY)
- E-113 IB TSgt Jim Kyne: Jim arrived here from Grand Forks. He is now our training flight boom. He's trying to motivate and educate all of us. Boy do we have a job from him.

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- E-114 MB Sgt Doren Grimes: Buzz was one of those Beale Bandits. Transitioning to the real world has been no fun for him. So to help ease the pain, we've given him three back to back alert tours.
- R-115 MB ALC Pearl Adams: Pearl is doing a real good job here at the 71st. But we can't decide if it's for the squadron or for his superb fishing technics. Two weeks ago Pearl was seen walking around with a fish hook in his head saying, "I'm hooked on the 71st" Pearl!!!!
- E-121 IB SSgt Jerry Collings: Well, Jerry has reached that period of life, where it's time to find a wife. And that's exactly what he did! He's doing a good job for the squadron, settling down and turning into an "old married man"
- R-122 IB SSgt Pat Killion Langham: Pat has decided to leave the 71st and join the civilian world. We at the 71st wish her the best and would like to thank her for her wisdom and outstanding contributions to our squadron. Rumors have it that she may join the reserves and give them a little spice to the KC-10. Or maybe it's time to work on building that family, huh Pat!
- R-123 MB Sgt Jonathan Tucker: Tuck is awaiting a CFIC slot, so he can join our instructor force here. But first we've got to teach him how to response to a KLAXON without coming back with a waffle head! (Hey Tuck, Make certain that the grille is completely latched open when entering or exiting the the airplane. This will prevent the possibility of the grille dropping and causing personal injury. "TO THE HEAD"
- E-124 IB TSgt Melvin Hitchcock: Well Hitch has topped us all. He brought his women to the alert dining hall. All of them at one time. Hitch did you really impress them? We'll all find out in next years boom signal. Hitch, to be or not to be?
- R-125 MB ALC Edward Herman: For those of you who like the game. Dungeons and Dragons. Have we got a treat for you. Ed is our Dungeon Master. Ed is so involved with his game, he's debating whether to five up booming and become a professional Dungeon Master!
- E-126 IB TSgt Vivian Hunt: Vivian arrived here via satellite from Seymour-Johnson. So far she's talking cajun, rewriting training programs, and has established a permanent hot line to the 32nd ARS. The grapevine has it that she's trying to bailout to the KC-10s Watch out 3 holers.
- E-131 IB TSgt Ron VanZandt: Ron will be retiring this May. We hate to see Ron go. Ron is our inresident car mechanic. We wish him all the luck in the world. Now it's our cars we're worried about.
- E-132 IB SSgt Larry Robbins: Larry has his hands full with the cargo trainer. He's developed a new method of hauling cargo..... Put it on the KC-10. Ha ha! Somehow we don't think that's the right answer. Try it again Larry.
- E-133 IB SSgt Jeff Seavers: Jeff has done an outstanding job for the squadron He's now leaving to join the 3 holers (KC-10s) down the street. Good Lu Jeff, we know you'll do well.

R-134 MB A1C Jill Miller: Party all time the Miller is a great access to the squadron. Last we saw of her she was Mildenhall bound yelling "Ain't no stopping us now."

E-135 MB SSgt Alan Christensen: Chris has been working pretty hard with our scheduling section. We voted him most likely to succeed. Keep up the work Chris, Keep'em all straight.

S-136 MSgt Charles Sheppard: McConnell AFB, Thanks for sending Shep to us. As of 1 May he will also have a real job, he will be taking S-101. Stan Board is awaiting him with open arms. Power to your hammer Shep!

IB MSgt Fred Kramer: Fred is pulling his hair out, trying to keep everyone satisfied at the alert facility. He will soon learn that we have "O.Ps in being full time qualified winners. Good Luck to you Freddie.

IB SMSgt Tyler Davis: Tyler has departed this cajun land. He's headed for the big white lands of Offutt AFB. Good Luck to you Tyler, and remember we'll always miss you.

IB SMSgt Jerry McGee: Jerry is our chief boom, 1st Sergeant, Alert Substitute and all the other neat things that no one wants to be! Jerry has been pretty busy trying to meet the needs of the booms, and trying to ease the back to back alert. Jerry don't give up on us, it's all down hill now!

The Single flyers are now being treated like First Class citizens. Thanks to the hard work of SMSgt McGee. He put a lot of research and many man hours into building a package to get us BAQ. Anyone having problems getting BAQ, please call us and we will send you a copy of the package. This package does not ensure BAQ for all flyers. It placed our flyers on a different occupancy list. We are no longer combined with the bases 95 percent manning list. If you are interested, please call us.


MSgt Reese, 4017 CCTS "No our chief boom was not being fictitious when he called to express his appreciation on the training of the new booms. We are very impressed with the quality of training that our baby booms are demonstrating while being flown with. Keep up the good work at the 4017th and the 93rd.

Here's a listing of our new arrivals. Be sure to read next years boom signal to find out how they're adapting to our cajun cooking.

AMN LUKE PERROTTI
AMN DANA HUTCHINSON
A1C JOHN REIGELSBERGER
AMN JEFF REED
AMN WILLIAM CORR

Well this concludes our life story here at the 71st ARS. If you're ever in the area, stop and say hello. we'd be glad to have ya come by.

SEE YA SOON, NOW HEAR!


JERRY L. MCGEE, SMSgt, USAF
Inflight Refueling Program Manager



DEPARTMENT OF THE AIR FORCE
78TH AIR REFUELING SQUADRON (AFRES)
BARKSDALE AIR FORCE BASE, LOUISIANA 71110-5000

REPLY TO
ATTN OF: DOB/SMS REEFF

21 April 86

SUBJECT: Boom Signal

TO: DOTTR/CMS Richardson

A big hello to all booms from the 78th AREFS.

List of players:

TOM WILLIAMS, CMS - Tom got promoted to Chief a few months back. Tom resigned his technician position and was hired by American Airlines Training Corporation.

STEVE REEFF, SMS - Steve took over as head man in charge when Tom left. He spends a lot of time recruiting, doing a good job because we're picking up a lot of good people.

JOHN PITTMAN, SMS - A real reservist, does a super job and is always ready for a short trip. John works over at Dallas for American Airlines Flight Academy in the simulator dept.

TIM HOLT, MSG - A member of the technician force, Tim is our new boom body scheduler. We often hear him saying "what have I got myself into." He recently figured out how to get himself out, he will be leaving soon to be an instructor with American Airlines Training Corporation at Seymour Johnson and a member of the 77th AREFS.

JOEL (Gotta Go) MONTGOMERY, MSG - Joel's the new chief of STAN/EVAL. He was our mission development expert prior to the big shuffle of the technician force. Joel's doing a super job, (but you got to say that about the chief of STAN/EVAL).

GERALD GIBBS, MSG - Gomer got out of the fast food chicken business to open a fancy restaurant in Lake Charles. I've heard it's really nice and specializes in Cajun Cuisine. Gomer retired from active duty a few years back.

JOHN HAMILTON, MSG - Everyone remembers John from his active duty days as one of the bad guys from CEVG. John retired and came to us. Now he works in a tree business. John still sneaks in a few good TDYs.

RENE HERNANDEZ, MSG - Rene is our triple dipping retired hog. Another retired ex-bad guy from CEVG. Rene decided he didn't want to be retired anymore and jumped into the technician force. Before becoming a technician he was our squadron trip hog. Instructor ordinar and a darn good guy.

LES WHITE, MSG - Les has been with us for several years now and knows a lot about the KC-10 business, just ask him. Les drives a truck most of the time, but has spent a lot of time with us lately.

RANDY RHODES, MSG - Promoted to MSG recently. Just left the technician force to go back to school. He's looking at a medical career. Randy's a hard worker and should do well. Just went on evaluator orders, look out guys.

DWAIN GERACE, TSG - Dwain's is also one of our new TSGs, and is getting boned up to go to instructor school this summer. Dwain works for a construction firm and loves it.

NEAL HAYS, TSG - We don't get to see Neal much, he has his own business and works his tail off. When his contract runs out with 7-11 maybe we can get him recurrent in cargo and A/R.

RICK HELT, TSG - I'm the one writing this so I'm not going to say much except a special hello to the boys in the guard at New Hampshire, the best 135 unit around, Best wishes to all booms.

RON JACKSON, TSG - With the drop in oil prices Ron had the misfortune of becoming a fatality. The oil company he worked for had to make a few layoffs. Ron recovered and now works as a full time reservist. Ron really gives us a helping hand and does a good job. Ron just went through instructor school and is waiting for his first student.

CHARLIE YOUNCE, TSG - Charlie is one of the old heads, he's been in the KC-10 about as long as anybody and has the hours to back it. Charlie just stepped on as a technician and works in mission development.

WAYNE HODGS, SSG - Wayne's a fulltime reservist who spends a lot of time on the road. Wayne will go anywhere, which I'm thankful for, that way I don't have to go to Saudi.

REB BARTON, TSG - Reb came to us from Little Rock. He's our test loadmaster. The man has a wealth of knowledge about the cargo environment. Doing a great job flying the boom, but he is still trying to chain the boom to the aircraft during pre-flight. Reb's in the insurance business, guess he doesn't trust this air refueling stuff.

JOHN BEASLEY, TSG - John's one of the technicians and works in training. It's a tuff job but someone has to do it. John's got a lot of new ideas which should make the training business easier.

MONSA DUGGER, TSG - Monsa lives over in Longview, TX. He's in the medical profession. He's always ready to help us out by taking a trip when we need him. Good worker.

BILL FORDYCE, TSG - Bill came to us from the 135 unit across the street. Bill was just promoted to TSG and upgraded to instructor. Bill's doing a fine job and he really stays in the books. Should be a great instructor. Bill is presently one of our full time reservists.

DAVE FRUGE', TSG - Dave was one of our full time reservists until recently, but he was hired by Continental Airlines as a flight stew. Dave doesn't quite fit the mold of a flight stew because he's our ladies man. Last words we got was Dave bought a condo in Houston and three female stews moved in as roomates. Keep it up Dave we're proud of you.

DAN URSETTIE, SSG - We're saving the best for last. Dan came to us form the Marine Corps. He's our other test loadmaster and flew C-130s. Dan's burning up the path with his knowledge of cargo. He really caught onto flying the boom. A real fast burner, we just got to get rid of the marine in him.

LOSSES: MSG VIRGIL ANDERSON - Andy packed up and moved to Seymour Johnson. We regret with all sincerity that Andy left, but you can't stop progress, his wife is on active duty at Pope just down the road. Andy's a super troop but let me give you some advice, if you see him on the road don't mention cats, sky cops, or the FBI. We miss you Andy, take care.

SMS (retired X 2) = BRUCE KILLION - Bruce as most booms know, retired from active duty and joined the reserves. Well Bruce retired from the reserves a few months back. Bruce runs a tree business, when he's not out driving an 18 wheeler, and just didn't have time for that and the reserves. We see Bruce quite often and he seems to be doing well, for someone working on a third try at marriage.

GAINS: MSG JOHN MARSHALL - John is in the middle of processing in. He came to us from the Arkansas Guard. He will be starting school in a few days. Good luck to him and his wife.

Some of the things we've been up to: Prior to Virgil Anderson departing to Seymour he wrote a hazardous cargo lesson plan, a darn good course. SAC has expressed an intrest in developing a hazardous cargo class SAC wide. Hazardous cargo in an interesting and important subject in the cargo business because

if you know your do's and don'ts about it, it could save your butt. Watch for the refined course in the future.

RECRUITING - We have some slots available in our unit and would like to extend an invitation to any boom operator who would like to check into the reserves to talk to us. It's not a bad way to go and the job and aircraft are really interesting. Contact SMS Reef, Autovon 781-4653

Next time your at Barksdale stop in and see us , take care.

Ricky D. Helt
RICKY D. HELT, TSG, USAFR



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

CMSgt Richardson
8th AF/DOTTR
Barksdale AFB, LA 71110-5002

Dear Chief Richardson,

Greetings from the 349th and 350th AREFS Boom Operators here at Beale AFB, CA. The life here is still not alert and many TDY's. We average approximately 90 - 120 days TDY a year.

The ORI is on final (as usual) but, it's been a long time since the last one. I hope it arrives soon so we can get it over and done with before it gets too hot.

We've had a high turnover in the past year. We've received alot of new young booms. Castle is doing an excellent job of sending us quality people.

Refueling the SR-71 is still our primary mission, though we're flying alot of lateral sorties with the C-141 and B-1. Refueling the F-4 at night is still the toughest receiver.

SMSgt Ken Roberts has orders to Grank Forks. Never fear, he's a great guy and you'll like him. If he's grumpy, it's because he's cold. Still can't believe he's going north.

Cargo loading is still a hot issue here. We don't have any new poop on it. It's a tough job, but somebody's got to do it.

If you're ever at Kadena or Mildenhall look us up and say "hi". We'll give you the low down on what it is really like here at Beale. Remember, don't forget refreshments.

The current rumor is that the KC-10 is coming to Beale. We have had no firm words on this so it is still rumor.

Take Care.

Sincerely,

A handwritten signature in black ink, appearing to read "Aric J. Wiechmann", is written over the word "Sincerely,".

ARIC J. WIECHMANN, SSgt, USAF
Boom Operator

349th AREFS BOOM OPERATORS

SENIOR BOOM:	SMSGT KEN ROBERTS	TRAINING FLIGHT:	SMSGT KEN INGLE
STAN-EVAL	TSGT TROY SINCLAIR		
	TSGT JOHN (BONES) LOBENBERG		
	SSGT JERRY OIEN		
ASSIGNED BOOMS:	SSGT RON DUGDALE	TSGT JOHN (STELLA) STEVENS	
	SSGT CONNIE OSLUND	SSGT ROBERT (RED) SKELTON	
	SSGT MAURICE WALKER	SSGT JERRY HEAD	
	SSGT PHIL (MUMBLES) LUTTRELL	AIC ROCHELLE WILLIAMS	
	SSGT GARY PLAIN	SGT RAVEN VONBEHREN (LAMPE)	
	SGT TERESA DERIZE	SRA MIKE McPHEE	
	AIC DOUG PARKER	SGT DARYLL BROWN	
	AIC JIM GERMOND	SSGT JOE THOMAS	
	SSGT ELOY (SANDY) SANDOVAL	SSGT TIM JONES	
	SSGT ARIC WIECHMANN	SGT JOHN DONOHUE	
		AMN MIKE BRADLEY	

350th AREFS BOOM OPERATORS

SENIOR BOOM	CMSGT STAN STINE	TRAINING FLIGHT:	MSGT ROBERT WINSTON
STAN-EVAL	MSGT JAMES (DINO) STEVENS		
	SSGT GEORGE MURMAN		
	TSGT DONALD (D.K.) SMITH		
ASSIGNED BOOMS:	TSGT DAVID (SKI) KAMINSKI	SMSGT BILLY YORK	
	SGT JOHN (ANDY) ANDERSON	SSGT ROBERT BATTAGLIA	
	SSGT MARV SURBER	SSGT BILL GALLOWAY	
	SSGT KEVIN HOLMGREN	SSGT DAN QUASIUS	
	AMN GREG WILCOXSON	SSGT LEE ROGERS	
	SSGT DEAN FULLER	TSGT JAMES ROBINSON	
	SSGT GEORGE COLLINS	SSGT GERRY ALGER	
	SSGT DAVE PELZER	SSGT JAMES (O.B.) O'BRIEN	
	SSGT RICHARD SOPKOWIAK	SSGT RON KOTECKI	
	AMN MIKE ROUTHÉAU	SSGT KEN HOLMAN	
		SSGT KEN KARSTETER	



DEPARTMENT OF THE AIR FORCE
4235TH STRATEGIC TRAINING SQUADRON (SAC)
CARSWELL AIR FORCE BASE, TEXAS 76127-5000

REPLY TO
ATTN OF: 4235STS/DOTK (CMSgt Walker)
SUBJECT: Boom Signal

13 Jun 1986

TO 8AF/DOTTR (CMSgt Richardson)

1. Greetings to all from the 4235th which will be redesignated the 436th on 1 Jul 86. Since continuation training is my charter, I would like to take this opportunity to reflect upon some of the upcoming changes. First, I realize that most of the programs currently in use have been viewed so many times that "boring" would be a nice word to call them. Secondly, the programs don't necessarily deal with the things you really need to know. The aforementioned can and will be corrected. Future courseware will boast a detailed lesson plan which will aid the instructor in presenting the course. All courseware will have two or more tests. System courses will be directed at those areas which will increase knowledge and provide workable solutions to problems encountered inflight. And finally, many of you will play key roles in the development of upcoming programs.

2. Now I must ask a rhetorical question--What can I do to increase course effectiveness? In the proceeding question the I is you. Here are some of the things you can do.

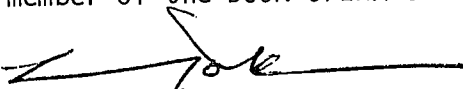
a. Take no prisoners when viewing courseware. In other words pay strict attention to the presentation and videotape.

b. Ask questions if you don't understand. You need not worry about the brilliant person sitting beside you- he has the same question but is also afraid to ask it.

c. Severely critique all courseware. I have broad shoulders and a strong back so criticism only hurts momentarily.

d. Forward the critiques plus recommendations to the 436 STS/DOTK, ATTN: CMSgt Walker, Carswell AFB, Tx 76127-5000.

3. My second rhetorical question is, "What's happening to the camaraderie in the boom field? When I started flying many years ago, a few of the old heads kind of tucked me under their wings and gave me the guidance I needed. It appears that these days the young boomers learn from their young associates. "Experienced Boomers" we need to go back to the forefront or days of yesteryear if that's what you wish to call it. Involve our young cohorts in our conversations about the old days. Allow them to learn from your experiences. All Boomers belong to a unique family, remember isolation breeds contempt. We must get back to basics, make everyone proud to be a member of the BOOM OPERATOR FAMILY.


LIMOUS E. WALKER, CMSgt, USAF
Chief Enlisted Manager, KC-135 Aircrew Training

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Boom Signal

All Boomers

1. Greetings from CFIC, Carswell. Seems like just yesterday we were banging out our contribution to the 1985 edition of the Boom Signal. All of a sudden I'm staring at a letter from Chief Richardson, requesting input to the 1986 effort. Time flies when you're enjoying yourself. Here's a list of our boom graduates since the last Boom Signal:

<u>85-009</u>	<u>85-010</u>	<u>85-011</u>
Ronnie Wade, March	Michael Chmiel, March	Bill Johnson, Little Rock Scott Erks, Fairchild Matt Schaberg, Grand Forks
<u>85-012</u>	<u>85-013</u>	<u>86-001</u>
Bob Thibault, March	Kerry Gulzow, Ellsworth Doug Garrett, Altus	Don Askren, March
<u>86-002</u>	<u>86-004</u>	<u>86-005</u>
James Smith, Fairchild David York, Carswell	Bob Brown, McGhee Tyson Carl Sneirson, Pease Larry Greenfield, Carswell	Jim "Suey" Seidle, Grissom Karl Smith, Fairchild Bob Henson, Altus Marty Cote, March

2. Although the cast of characters attending CFIC has been fewer than in years gone by, we have seen an upward trend in the quality of "CFIC Ready" individuals passing through our doors. We attribute this, in part, to aggressive in-unit training programs designed with the candidates best interest in mind. Its real easy to spot the candidates who have received a couple "stump the dummy" flights with a unit instructor prior to their class date. They are more confident in their own abilities and less likely to be led down the primrose path by "SMSgt Ron Rock" or "Sgt Baskin-Robbins". Keep up the good work.

3. Just a few observations we would like to pass on to our fellow boomers: "Holy Cow, we just lost the left hydraulic system. Boom, it looks like we'll be dropping the gear utilizing the emergency extension checklist". No sweat. When the pilot clears us, we pull both sections of the nose gear door release and access cover up and forward to open the nose gear doors, which in turn, fail to open. Hey, this isn't part of the script! The gear doors opened on your check ride at Castle and they opened every time you and your crew practiced gear and flaps. Why me, Lord! Chances are, the cable running from the nose gear door release and access cover down to the emergency door release crank is either broken or unattached. Neither of which is going to help you. Page 3-80 of the Dash One says to manually activate the emergency door release crank located in the forward portion of the lower nose compartment. This allows you to by pass the door release cable, get the doors open, and carry on smartly with the checklist. If you've never looked at the emergency door release crank, a fair depic-

tion of same can be found on page 1-111 of the Dash One. Better yet, climb down into the lower nose compartment and take a look at it yourself. A three minute investment of your time could prove beneficial if you ever run into this problem.

4. Just received a call from Chief Richardson strongly suggesting I get this letter in the mail. You got it, Chief. If any of you boomers are in the Ft Worth area, drop by and see us here at CFIC. Our local phone number is (817) 735-5216, Autovon 739-5216. Until next time, FLY SAFE.

HUGH, ODIE, LEW, TOM
CFIC Boomers



HEADQUARTERS 7TH BOMBARDMENT WING (SAC)
CARSWELL AIR FORCE BASE, TEXAS 76127-5000

REPLY TO
ATTN. OF: 7AREFS/CCF (MSGT TAYLOR, AV 739-5205/5398)

SUBJECT: Boom Signal

TO: 8AF/DOT (CHIEF RICHARDSON)

As I take pen in hand to make our input to the 1986 boom signal, many thoughts come to mind. First what to write and about whom. Second is it interesting to others in our career field? With that in mind, plus Chief Richardson's letter for guidance, off I go.

We would like to thank the Castle Boom Operators for hosting the 7th Annual Boom Reunion. It was outstanding (in the rain-even) and a good time was had by all. Lets hope we can keep it up in years to come. It is gratifying to see so many boom (young & old) get together and hash over old times. Also thanks to the Dyess guys for giving us (from Carswell) a ride.

The 7AREFS is firmly entrenched in our new building and have added BBQ pits, a few sturdy picnic tables on top of a new large concrete patio. (Cover for same is in the works).

We have recieved one new boom since the last boom signal, and we lost two. SMSgt Ron Livingston who worked awfully hard to get out to that little island called Guam. (Ron that place is to visit not stay.) He must be homesick, because Ron calls back about twice a week. (He says he needs things) Good luck Ron. MSgt John Yardley departed our fix in sunny "north" Texas for sunny California. He will send out some good CCTS grads. Good luck John we miss your fishing and skiing boat.

CMSgt Wendell (Brad) Bradley who spent a good deal of time stationed at Carswell has retired from Loring and returned to Ft. Worth. Flo says he is doing a lot of fishing. SMSgt Phil (Peppe) France is selling Real Estate in the local area.

Last fall, CEVG and Carswell CFIC showed us how to "properly" load the TF-33 engine. This was done to help Chief Walker film it for a training tape. Guess all went well, no holes in aircraft floor and no toes run over plus it even fits in the cargo compartment.

The ORI came and went, CEVG came and did their thing. We came out with no busts for the booms. Chuck, Don & Ron got their fill of Texas cooking, although I didn't know so few (8) could consume so many raw oysters (35 Doz)--we didn't even have a DNIF from it all.

The various civic groups are really strong in supporting us here at Carswell, and for the most part they are all a great bunch of gentlemen, who are concerned about our stay here. The AFA has dinners bi-monthly, the civic

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leaders group has an annual Military Ball and donates money for projects to benefit both active and dependents. The Ft Worth Air Power Council also donates money for projects.

The above plus all the static displays, flying the Sr. ROTC, Jr. ROTC, CAP and Civic Leaders give the crews good exposure and the ability to deal with civilians on our turf. Carswell is a great area in all aspects.

The following is a list of Booms:

MSgt Keith Taylor
MSgt Bill Hall
MSgt John Hackworth
MSgt Rudy Spence
SSgt Dave (Chico) Gallegos
SSgt Doug Schultz
SSgt Tom (Sluggo) Huber
SSgt Winfort (Winnie) Burnett

Sgt David York
SrA Robert (Bri) Brisson
SSgt Clyde Hampton
Sgt Ruben Mendoza
AIC Kent Schill
SSgt Charles (Chuck) Meyer
Sgt Vincent (Ben) Selvidge
AIC Richard (Rich) Brack
Sgt Sandra (Sandy) Carter

Sgt Anthony (Tony) Fortney
TSgt Al Adams
SrA Alan Leaton
SSgt Steve Tuttle

Sgt Castordar (C.D.) Franklin
SSgt Larry Greenfield

In Bound

TSgt Mike Matlock

NCOIC/First Sergeant
Wing Scheduling
S-101/New MSgt
S-102/New MSgt
D026
S-103/Doug replaced Chico
R-111/IBO Cargo Loading Manager
E-112/IBO (Newly Wed) Couldn't handle single
life
R-113/KC-10 Bound
E-114/Cross training to SACMET July
R-115/IBO (Missed the NBA Draft)
E-116/Hanging in their
R-121/New kid on the block
E-122/Laid back guy
E-123/IBO/One heck of a poker player
R-125/TDY Back to alert & flying
R-126/Sandy got out for 3 days then
came back in
R-131/Going to CFIC in June
R-134/IBO Training Flight Boom
R-133/Likes to collect junk cars
R-134/Another newly wed. (England TDY's
caught up with him)
R-135/KC-10 Bound
Spare/Just returned from CFIC getting ready
for IBO ride, new SSgt. (Replacing Brisson)

From Grand Forks in May (Replacing C.D. Franklin)

If anyone is coming our way give us a call. The Ft Worth/Dallas metroplex is a vast area of various entertainment and professional sports. Best of all, the #1 Honky Tonk (tourist trap) in the US, "Billy Bobs". Right now the Texas Rangers are doing well. The Dallas Mavericks are in the NBA playoffs and the Cowboys may have a quarterback this year. We can at least point you in the right direction whatever your interests might be.

Chief, enough of my rambling so I'll bring this to a close - again call if you're in the area.

KEITH D. TAYLOR, MSgt, USAF
Chief Boom/First Sgt/Head Bottle Washer



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 93D COMBAT SUPPORT GROUP (SAC)
CASTLE AIR FORCE BASE, CA 95342

Dear Rich,

Things are really happening at Castle in the world of Combat Crew Training. We have been putting through some of the largest classes we have seen in awhile. The average class size has been 12, including BMTS, cross trainees and the ANG/AFRES. With the larger classes our instructors have been putting forth extra effort and we have been sending higher quality products to you (we hope so anyway). It is a challenging job being a flight line instructor, molding young men and women into crewmembers for the command.

One of the latest developments has been the addition of the "R Model" to CCTS operation here. We are busy trying to prepare for the arrival of our first "R" sometime late December or early January. There isn't too much in the way of changes for the boom operator except for the APU and associated systems but we are looking at all the possible un-related differences that may effect our way of doing business.

We have been hard at developing courseware for the conversion to MOMENTS and it is just about ready for press at this time. MSgt David Wilson DO5C has been working a deadline to get course ready material out to the users for full implementation of the moments program 1 July 86. Of course Dave isn't doing all this alone, he has had significant input from various agencies, see the acknowledgment inside the KC-135 Training Program/Weight and Balance, for recognition. We couldn't have done it without you. Thanks!

We hosted a cargo loading conference this year and made some significant recommendations for change to our Dash 9. Hopefully all the suggestions were for the betterment of the users. I was extremely proud of the effort that was put into the conference. We had the big boss from OCALC, at the conference and he is the one that can make changes happen to this old publication of ours. Rumor has it that the bird on the string is "outta there"! We'll see. Thanks Ron Webb if you are reading this.

Peace Sentinel. The Saudis are coming! We have the distinct privilege of providing in-flight refueling training for RSAF personnel beginning in June of this year. We're excited and looking forward to meeting our friends from The Kingdom. Our first two are on their way from Sheppard and the Loadmaster course, they are both CWOs. We have selected some of our very best flight instructors to provide the training on a one on one basis (gate to gate).

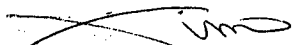
We are always on the look-out for new instructors and if anyone would like to apply they should get in touch with either myself and/or CMS (sel) Benny Heald. The job is challenging and at times very demanding.

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I would like to point out that we have one of the most proficient Tactical Units in the command, the 924th AREFS. Sam Hunt and the gang are doing a yeomans job with all their commitments. After being in the CCTS business for a time it is easy to become rather envious of the mission the 924th has. They are truly professionals in every aspect and compliment the 93BMW and the command. So if you are interested in a Castle assignment but not interested in the CCTS business there just might be a place for you in the 924th.

On a final note I would like to thank all of you who helped make our annual Christmas party a success. Those who convinced their DO to have off station sorties to Castle and those who crewed the aircraft, it couldn't have been the success it was without you. That's the good news, now for the not so good. We have to be careful in this time of Gramm/Rudman. Our Christmas party is in jeopardy. Last year the 93BMW footed a bill of \$4,000.00 for billeting directly related to the party, I don't know what it was this year but I'll bet it was close to that much. What we need to do is by-pass billeting in the future and stay with friends. We are looking into the possibility of putting-up our off station crews (P,CP,N,B) in our homes to help defray the cost of billeting. We'll let you know how this turns out. Sorry about the head fake on the date this year but mother SAC had better ideas in mind for us. We are thankful to be able to pull the party off despite the conflict. We had a good turn out and a good time was had by all.


JAMES H. HOLDEN, CMSGT, USAF
Wing, Inflight Refueling Program Mgr



REPLY TO
ATTN OF: 4017 CCTS/CTOAZ

SUBJECT: Boom Signal

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

Greetings from "Where it all begins"! There have been many changes during the past year that have affected the training of all new Booms. The biggest being the consolidation of 4017th CCTS instructors and the Boom Operator Part Task Trainer instructors. This consolidation allows for a much better continuity of training and student performance has improved significantly. Some resistance by BOPTT instructors was initially noted as the consolidation was nearing reality. Several Colonels, four Security Police trucks, threats and promises of better things finally routed Kent Jenkins and Bill Bogda from their "Homestead". Kent has since made MSgt and still thinks it was a reward for moving to the 4017th. Bill has been burying himself in the new Weight and Balance (moments) Instructor Guides and only comes up for air once a week. Dave Cole is still thinking (and scrounging) new training devices. His latest addition is a water heater power panel for students "hands-on" use.

The Boom Reunion was again a great success. Jim Zarkos and Scott Malta worked their butts off for the entire year and then had to do the "Boom two-step" at the last minute due to the SAC IG's lack of proper scheduling and notification procedures. The inconvenience was unfortunate for some and Jim and Scott appreciate the understanding attitude of all the Booms.

New and exciting things are happening - Saudi training - moments training - full-size cargo loading training - the list goes on. If you want some of the most rewarding work in the Command get your volunteer statement in. We're always looking for new instructors with new ideas.

Here's a list of the guy's that are currently at the 4017th CCTS:

SMSgt Lanny Wayman	-	His Immenseness - Imminence - Imm something.
MSgt Jim Reese	-	Closed up EAUS last October and insists, "I just got here!"
MSgt Kent Jenkins	-	No time in grade and insists harder, "I just got here!"
TSgt Keith Mitchell	-	Think of any new job and he'll volunteer.
TSgt Dave Cole	-	DOS in August - Something about NASA pays more.
TSgt John Alvarez	-	King of the 4017th. Thinks it's a racquetball court.

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TSgt Harry Allen	-	Does anyone out there know why everything is so funny?
TSgt Bill Bogda	-	Mr. Moments. He says it's easy.
TSgt Gary Hutchinson	-	Back to Pease? How do they do that?
TSgt Jim Zarkos	-	"#\$*&@&\$*# ORI"
SSgt Scott Malta	-	"Cargo Loading is easy!" "On the computer."

See you all at the next Reunion. Remember we still have an assortment of Boom Jackets, patches, hats, etc.

James W. Reese

JAMES W. REESE, MSgt, USAF
 CCTS IRO Academic Superintendent

Approved/~~Disapproved~~

Lanny J. Wayman

LANNY J. WAYMAN, SMSgt, USAF
 CCTS IRO Program Manager



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 93D BOMBARDMENT WING (SAC)
CASTLE AIR FORCE BASE, CA 95342-5000

REPLY TO
ATTN OF: 93 AREFS/DOTB (MSgt Kepaa/AV 347-2279)

25 April 1986

SUBJECT: Boom Signal

TO: 8 AF/DOTTR (CMSgt Richardson)

1. Hello to all you boomers out there in the field (active, guard and reserve units) from all of us here at the flightline side of our schoolhouse. Yes, this is "where it all happens". And speaking of happenings, we sincerely apologize for not submitting any Boom Signal inputs for the past couple of years, our recent past regimes were busy rebuilding due to unexpected changes and trying to get it together. Anyway, effective this date, SMSgt "Dino" Bakken officially replaced SMSgt Scott (Steve) who is on his way PCS to Fairford England. Steve came to us from our local Stan Eval Section (Chief Boomer) last year August as a newly selected SMSgt. He's done a marvelous job for us here at the flightline in many different areas. Thanks to him we have a smooth running operation with a five flight (A thru E) system and it's management effects are working well. He's certainly a leader by example; we will miss you Scotty, have a safe trip, enjoy your tour and best wishes to you and Mary!

2. As for our newly assigned Chief Boomer/First Sergeant, he's presently TDY attending our SAC NCO Academy graduation ceremonies at March AFB for two permanent party IBOs, (STEPS selectee) TSgt Rich Radvanyi (CFIC) and TSgt Ron Daugherty (93 AREFS). SMSgt Bakken comes to us also as a recent selected SMSgt from CFIC, "Chief Instructor School Master". There's no doubt, he'll do us a good job also. According to my in-house info, come early summer, Dino is programmed for higher-level education, Senior NCO Academy (another flightline leader in the making!).

3. As I've said earlier, there's been several changes taken place here at the flightline side of our schoolhouse. There's been many students passing through since my arrival (Dec 82) as well as permanent party IBOs. To all field units, (Program Managers/NCOICs) please feel free to call us if you have any questions concerning your newly arrivals or any questions concerning flightline Castle duty. We could always utilize dedicated, responsible and loyal instructor Boom Operators. In fact, we need more, therefore, we invite all you potential instructor boom operators to give us a call, we would like to here from you!

4. Well, that's it for now, but before I terminate, allow me to list our flightline family, we are:

Benny Kepaa
BENNY KEPAA, MSgt, USAF
Flt Supt ("C" Flt, Honor Flt)

1 Atch
Flightline Family

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"A" Flight

TSgt Cooley, Mike (M.J.)
MSgt Mahon, Tom (R.J.)
TSgt Daffern (Terry)
TSgt DeWitt (Tom)
TSgt Gallagher (John)
SSgt Butler (Darnell)
SSgt Farrow (Reggie-Vision)
SSgt Horne (Chuck)

Flight Superintendent

"B" Flight

MSgt Cannon (Jim) (Big "C")
MSgt Willis (Tom)
TSgt Linnell (Jay)
TSgt Pike (John)
TSgt Tesser (Frank)
SSgt Combs (Ron)
SSgt Fabiny (Ken)
SSgt Winston (Steve)

Flight Superintendent

"C" Flight (Honor Flight)

MSgt Kepaa (Benny)
MSgt Plank (Roger)
MSgt Sickenberger ("Easy" Ed)
MSgt Yardley (John)
TSgt Boutwell (Jeffrey-Dale)
TSgt Hale (Don)
TSgt (SELECTEE) Mongeon (Dan)
SSgt Ekroos (Joe)

Flight Superintendent

"D" Flight

MSgt Hughes (Chuck)
MSgt Novosel (Mike)
TSgt Daugherty (Ron)
TSgt Page (Roger)
TSgt (SELECTEE) Prieskorn (Mike)
TSgt Racoma (Rocky)
SSgt Carr (Tom)

Flight Superintendent

"E" Flight

MSgt Knapke (Mike)
TSgt Ablay (Tim)
TSgt Brantley (Gene)
TSgt Peterson (John)
SSgt Cash (Don)
SSgt Dumaine (Roger)
SSgt Phelps (Jim)
SSgt Sage (Mike)

Flight Superintendent



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 93D BOMBARDMENT WING (SAC)

CASTLE AIR FORCE BASE, CALIFORNIA 95342-5000

REPLY TO
ATTN OF 924th AREFS/DOB

SUBJECT Boom Signal

TO To All Boomers

1. Greetings from the 924th, or as the base personnel call us "THAT OTHER REFUELING SQUADRON". We still find it hard to believe that no one realizes theres really another Tanker Squadron here at Castle. You bring up the word "ALERT" around here and half the 93rd boom's fall on the folor laughing. They just love to watch us load every Tuesday morning for our weekly northern tier tour. Pulling Anterior Alert was something new and different two and ½ years ago, but now- boy is it getting old now.
2. The 924th is now starting to get rid of there old head's and picking up some new blood from down at the school house. What hair MSgt Sam Hunt had left, is now all but gone with these new troops around. Sam said one teenager around the house was all he needed in one life time- with all these young kids we know Sam will be ready for the rubber room soon.
3. Anyway here's are current list of players.

MSgt Sam Hunt - (TOP DOG, HEAD CHEESE, NUMERO UNO, HMPWIC)
The only original 924th crewmember that moved here from Kincheloe in 1977- give you any idea how long Sam's been here.

TSgt Rod Perkins-(Pappin Rodney) Second Banana, looks kinda like that guy that does the beer commercial. And he "gets no respect either", just took over our training flight. Who Loves Ya Baby.

TSgt Don Rundle - (Fish Lips) Our newest addition to Stan/Eval not bad for an ex-gunner. Only thing is we can't get Don to quit trying to have his pilots go low level all the time.

SSgt Beve Katus- (Boris) Our other new addition to Stan/Eval. Beve's a new daddy again-told his wife "we get a new kid" I get a new dog, so he went out and bought a Boxer, taught him how to bite ex-gunners.

Sgt Randy Johnson-(Stealth Boom) If you can't find him in the Squadron he's volunteered for a road trip. Randys headed for the KC-10 in July- so he can keep current on road trip's.

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SRA Mark Miller- (Brute) One of our new boom's, already been on two road trips. Bought a new house and a new car, not sure what Mark is doing on the side.

SSgt Ken McCarthy-(Jug Head) Our local slum lord, own's something like five house's and four vintage car's. Now we know why the IRS keep's calling the squadron all the time.

TSgt Chuck Clift-(Rodriquez) Chuck's had his face worked on by the A.F. about three times in the last year. They still can't get it right- Chuck put's a whole new meaning to the word ugly.

AIC Bob Wolfe- (Wolfe) Won first prize at one of the local establishments while on first road trip to the P.I.- won't tell us what it was for, but we have a real good idea.

SSgt Larry Townsend-(Lucky Larry) If you can't find him around the squadron he's at his favorite fishing hole. But it really baffle's us of what he can catch in the irrigation canals of Merced.

SSgt Jackie Hale(Jackie) Our one and only resident female Boom. We consider Jackie one of the best Boom's, has more O.P.'s than you can count. Put her name in the hat for the KC-10 hope she get's it.

AIC Paul Nutter-(Nut Man) Last time we saw Paul he was headed for Saudi, there goes our diplomatic relation's with that country.

Sgt Steve Yavornitski (Ski)With a name like that need we say more. Pulled his first alert tour and said he thought it was the best thing since sliced bread. Boy is he in for a big surprize.

SSgt Roy Pitts- (Roy Boy) Has a degree- we'er not sure what it is in, something about fertilizer. And Roy sure know's how to step in it. Trying for a 93rd slot sometime this summer.

SSgt Jeff Sargent(SGT-SGT) Sent him on his first road trip to Mildenhall, he said he lost control while at the NCO club. And then woke up in Cambridge the next morning. Swear's he has no idea how he got there;

SGT Pat Steven's-(Lawn Boy) Got his name after the squadron lawn mower, he's our weed's and seed's NCO. Came to us from Minot to get away from the cold, but love's to get back there!

SRA Mark Stinson-(Smiley) Took his first road trip with the NCOIC to Hawaii, Sam found out real quick what it was like to go on the road with a new troop. No Mark one flight suit and fifteen dollars won't last for 15 day's.

AMN Mogan Grey- (Jug Head Jr.) Born and raised in sunny California lucky enough to be stationed here, but still hasn't figured out where he is.

SSgt Clayton Fox-(Fox) Clayton just had two new additions to the household, a new staff stripe and Clayton the IV. Love's California and never want's to leave.

TSgt Steve Oothoudt-(Double 00) Started to like the weekly run to Minot to much. Mental health started to get worried so he put in for the KC-10, leaves in May.

TSgt Terry Barber-(T-Bear) Currently at the " Get Smart" school down at March. Only took two cargo straps to hold him down when he found out he was going.

4. That's about all from the men and women of the 924th had a great time at the reunion this year, if you didn't make it see ya next year. TAKE CARE- FLY SAFE!!!!!!!



MSgt SAM HUNT
924th Program Manager



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96TH BOMBARDMENT WING (SAC)
DYESS AIR FORCE BASE, TEXAS 79607-5000

REPLY TO
ATTN OF

917/CCF (MSgt Larry Latshaw)

30 Apr 86

SUBJECT: Boom Signal

TO All Boom Operators

Greetings from the 917AREFS in west Texas. A lot has been happening here. We recently moved back into our renovated squadron building, it is the nicest I have ever seen. We share it with the 337 Bomb Squadron which being the first B-1 squadron has no gunners thus increasing property values around here. We are heavily into the B-1 conversion. We now have 21 booms day qualified and 15 night qualified. Additionally, we have qualified booms from Altus, Carswell, Ellsworth and McConnell. We look forward to meeting more of you booms from other places when you come down to get qualified. Our boom operators are;

MSgt Larry Latshaw - I am the chief boom and all around everything else.

MSgt Don Maddox - Don just took over training flight after short stints in scheduling and stan/eval. He has never had steady employment.

TSgt Ed Masten - Ed is our 101 boom. Sort of a cross between Santa Claus and Godzilla.

Tsgt Mike Dunn - Mike is 102 (Assistant Godzilla) and he will soon be going to Castle.

TSgt Glenn Faught - Glenn got here in October from Loring and is now a staff instructor working in ground training.

SSgt Paul Adkins - Big Dog has been out of Castle about a year and is doing great.

SrA Billy Black - Billy was recently named as our boom operator of the year and is soon to be a father again.

SMSgt Buck Buchanan - Buck runs our alert facility. His hobbies are square dancing and tap dancing.

AIC Lance Essex - Lance is a good young boom with a good attitude.

SSgt Vern Harvey - Vern is one of our young instructors and will be going to Castle in June.

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Ann James Hill - James just got here from Castle. He is from the Abilene area.

TSgt Tom Hines - Tom is our NCOIC of fishing.

TSgt Steve Johnson - Ricochet is in charge of bouncing off the walls and we hope to upgrade him soon.

SSgt Sue Keister - Sue is our "C" Flight instructor boom and is highly thought of.

SSgt Mike Maines - Country is about a year out of Castle and doing well.

SSgt Jim Norris - Jim is our "A" Flight instructor boom and helps training flight with the upgrade program.

TSgt Chuck Pierce - Mongo just left for a one month vacation on Guam.

SSgt Mike Sanders - Mike is our cargo loading manager and "C" Flight instructor boom.

SSgt John Scaggs - John is about a year out of Castle and he is doing well.

Sgt Scott Stern - Snotty Scottie is a fast burner. Only about a year out of Castle he will be upgrading this fall.

SSgt Jake Vogt - Jake is one of our best instructors.

A1C Sean Walker - Sean is a young wise ass from Wichita but he is trainable (potty).

Sgt Henry Whitehead - Henry is just out of Castle and shows great potential.

SSgt Ray Frey - Ray is a new father who will be going to CFIC in June.

Well, thats our line-up. There may be a boom section that is as good as ours but there is none better. If anyone wants to challenge that brag or just shoot the bull we would like to hear from you. Our phone numbers are,

Boom Pod 461-4130
Trng Flt 461-5899


LARRY M. LATSHAW, MSgt, USAF
First Sergeant



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

REPLY TO
ATTN OF: 6510 TW/OL-AA

25 April 1986

SUBJECT: Boom Signal

TO: All Boomers

I can't believe it has been this long since our last signal. Time really flies. Weather in Seattle is normal rain and cold and will be that way for quite some time.

In the last signal I described the Saudi tanker to you. Well, now we have one. The first test aircraft arrived March 20.

Problems-problems-problems. Since Boeing has not built a tanker since 76, many defects have been discovered in both the aircraft and the boom. These are supposed to be new booms, however, they've arrived in poor shape, wired backwards and both azimuth and ruddervator bearings inoperable. Point is, there are new booms being manufactured that don't quite measure up. The attachment of the boom to the aircraft has its share of problems with cables rubbing and binding. All of these are small problems that eventually will be corrected but have slowed the progress considerably. The boom in its present state is unusable, however cures will be here soon.


The CFM-56 engines with thrust reversers are outstanding, go's fast, stops quick. No more watching the departure end of the runway get dangerously close.

The KE-3 is a very comfortable aircraft to fly on and once the initial problems are resolved the new tanker will be a very good one.

A side note, I was on vacation in Montana recently (my wife is from Great Falls), and ran into some Elsworth guys. All they had to say was they wanted to get home before they were snowed in.

We'll be at Edwards with two KE-3's doing refueling test's in June (if the boom works) and then cargo loading tests at McChord AFB in August. The first aircraft delivery will be in Nov 86 with one each month after that.

If you get to Seattle look me up and be sure you remember your rain suit, its going to be a wet year.


PHILLIP A. ZAMAGNE, SMSgt, USAF
6510 Test Wing/OL-AA



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

REPLY TO
ATTN OF: TEOB

30 Apr 86

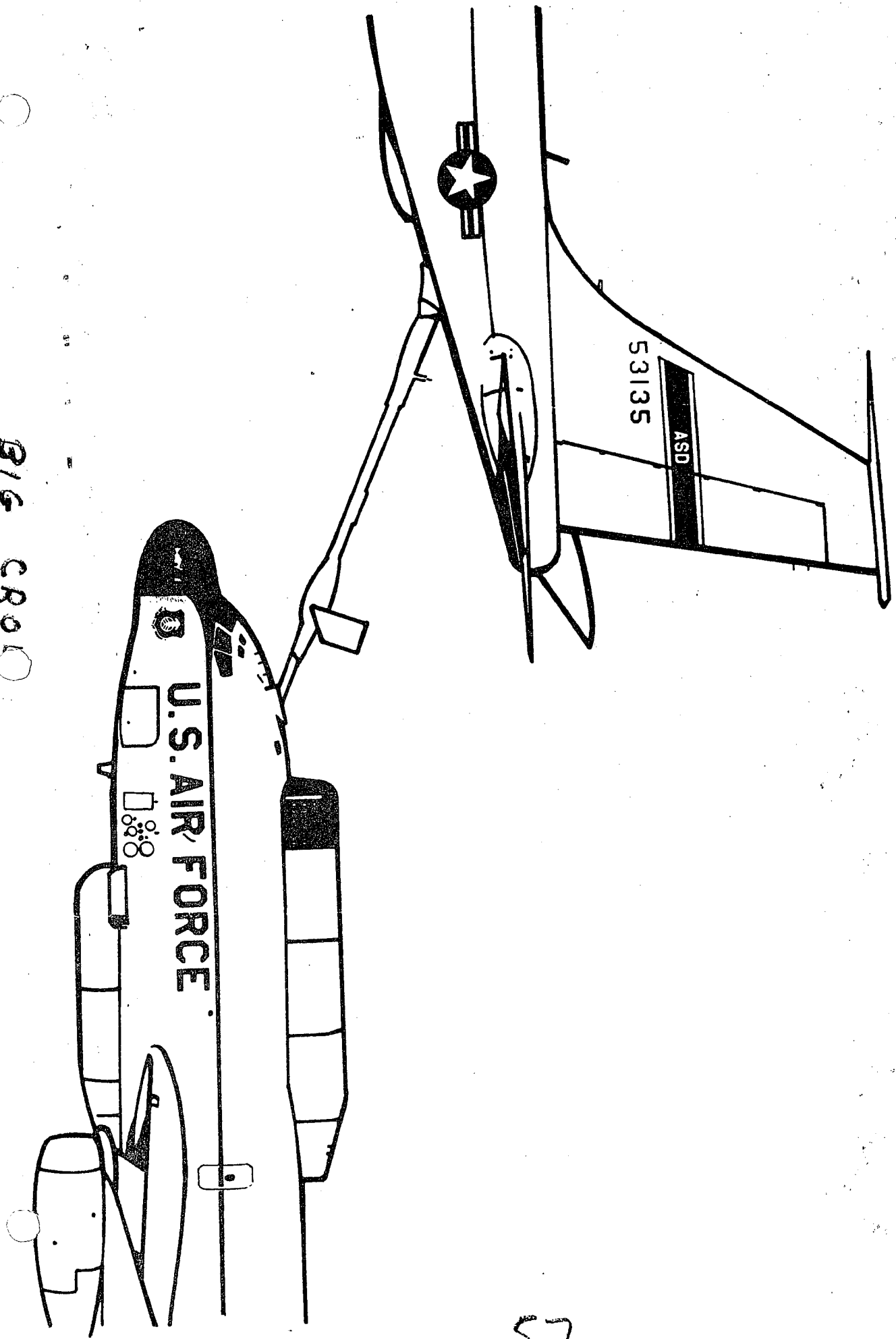
SUBJECT: Boom Signal

TO: 8th AF/DOTTR (CMSgt Richardson)

1. Hello once again from the High Desert. We are working on several programs that should be of some interest to you. One project we looked at earlier this year is the Big Crow C-135. This aircraft has a large air refueling receptacle. This radome is 42 inches high, 52 inches wide, and 370 inches long. Really no big problems for boom except do not go past the aft edge of the receptacle. The radome is close, and on an inner under disconnect it could be a problem.
2. Late last year we qualified the (B-1A) behind the KC-10. No problems noted except the windscreen is too close to the receptacle. Later on we are going to do the (B-1B) behind the KC-10.
3. Sandy McLendon, as of this writing, is over in Germany checking out the Tornado fighter on the 135 BDA. Will be telling you more about this later.
4. Phil Zamagne is bringing his Saudi tanker down in June to do some test work. Looking forward to flying the K-E3-CFM-56 powered tanker.
5. I would like to thank all the SAC and ANG crews that have been here helping us out. Well done!
6. That's about it for now, so give us a call anytime at 350-3410.

Rick Kahler
High Desert Boomer

B16 CR00





DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 6TH STRATEGIC WING (SAC)
EIELSON AIR FORCE BASE, ALASKA 99702

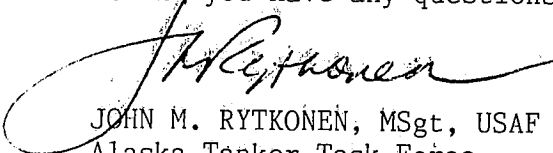
REPLY TO: 6SW/D00 (377-3162)
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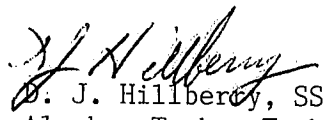
7 May 86

SUBJECT: Boom Signal

to All Boom Operators

1. Hello from Eielson AFB, home of the Alaska Tanker Task Force. The snow is finally gone and summer is right around the corner. Right now we have 18 hours of daylight and by the end of May there won't be any night.
2. The ATTF has changed quite a bit in the past year. I took over from Dean Scoles in May when he went PCS to Grissom. In November SSgt D. J. Hillberry from the 906th at Minot AFB joined me. It sure is great to have another boom operator to share the workload. I am convinced that all tanker task forces should have two boom operators.
3. The Alaska Tanker Task Force offers many challenges for boom operators. The operational and strip alert sorties are very demanding. During a typical month we will offload over 2 million pounds of JP4 to a variety of receivers. We operate in temperature extremes that push personnel and equipment to the limit. Tankers transport a lot of passengers in Alaska. Every week a boom operator is tasked for the Busy Relay to Shemya which has a load of 35 to 40 duty Pax. The 6SW offers all available seats to Space A travelers during redeployment so many aircraft leave here with full loads.
4. D. J. and I are very impressed on the quality of boom operators that come to Alaska. The booms are well prepared and are ready to perform any mission we offer them. The squadron NCOICs and instructors deserve a pat on the back for turning out such fine crewmembers. This high quality crew force sure makes our job a lot easier.
5. When you come to Alaska in the summer, bring your bicycle. Crews are housed on the edge of the base and a bike will help you to get around. If you like to fish, there are plenty of fishing holes close by. You might want to check out camping supplies from MWR and enjoy the many campgrounds in the area or spend a night or two at the Air Force Recreation Area at Birch Lake.
6. If you have any questions, please call us anytime at Autovan 317-377-3162.


JOHN M. RYTKONEN, MSgt, USAF
Alaska Tanker Task Force


D. J. Hillberry, SSgt, USAF
Alaska Tanker Task Force

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4 ACCS/ELLSWORTH AFB: CLOSED FOR REPAIRS

Due to the rebuilding of the runway for the B-1B arrival this fall we've moved our operation to Malmstrom AFB, MT. We will be living out of bags until Oct., and make all that TDY money! However, for the most part, it won't end soon enough. On the positive side of things, we should have something smooth to land on when it is done.

Booms Currently Assigned:

MSgt Ken Piotrowski (Pappy) - First Sergeant and Chief Boom. Doing a great job.

MSgt Darol Rang - Training Flight IBU. You could say he's gone to the birds. (he raises parrots)

MSgt Jim Barone - Says he's going to retire, but needs to sell his new house first.

TSgt Sam Ballante - Still riding a bike and running.

TSgt Duane Hillman - New Tech as of 1 Apr 86. Finally got some spending money.

SSgt's Who All Said They'll Make Tech This Time:

Phil Crain - DOS, going to KC-10 reserves. Hope you like the East Coast. Good luck Phil.

Mike Eaton - Earned a B.S. in computers. DOS in Nov. to make the big bucks. Good luck Mike.

Angel Rodriquez - Chief Standboard

Jeff Haverly - Holds down little desk (Standboard). If you want to know how to drag a boom - call.

T. Russell Hess - Cross Training to flight engineer.

Mike Paver - Still always TDY.

Wayne Hillegeist - Needs new car. The two he has have lemon written on the sides.

Rick Geiger - Everyone calls him "son".

Paul Britt - Says that leave is always ten years to short.

Mark Sletten - Always wanting more CCRR.

Larry Placide - Never misses a scheduled appointment.

People Who Have Already Left:

SSgt Phil Buckner - Cross trained into ECM maintenance.

SSgt Roy Rogers - Flying Q Models at Beale. He wanted more TDY.

New People:

SSgt Jeff Bixler - From Grissom. Kept up with CEVG downtown.

SSgt Jim Sigl - New Instructor from Castle. Got tired of pounding the pavement for 3 hours every flight.

SSgt Tom Hayes - From Grissom up to Montana to learn how the Generals survive on the "Looking Glass".

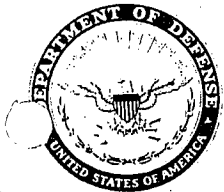
Ann Doug Michlich - Super young boom out of CCTS. Qual one all the way. Learned who CEVG is and now he's TDY for Cat. Qualification Tng.

All four are real welcome assets to the professionals in the 4 ACCS as the Feb. CEVG visit showed. Outstanding Rating.

If you happen to be in Malmstrom this summer, stop by the ACCS and have a cold one. Fly safe and hope you all have a great summer.

Duane Hillman

TSgt Duane Hillman



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 43D AIR REFUELING SQUADRON (SAC)
FAIRCHILD AIR FORCE BASE, WASHINGTON 99011-5000

REPLY TO
ATTN OF 43 AREFS, Boom Section

SUBJECT Boom Signal '86

TO Chief Richardson

Greetings from the Inland Empire

Self-help is running rampant here at Fairchild, in the last 90 days the squadron has been transformed from a pre WW II building to a modern, office of the 80's. No area of the Squadron has gone untouched, a new bar, training flight, and a new Boom Operator Learning Center!

Thanks to Scott Erks, Dean Oulela, Jay Lively, and Jim Linton of the 92nd, and Dwayne Littleton, Brian Nowell, and Chris Hatley from the 43rd, and all the other booms that helped make possible our Boom Learning Center. It combines cargo loading, all systems classes, and a room for any other training, seminars, parties, etc. for BOOMS. A facility truly built by Booms, for Booms.

At christmas we said goodbye to MSGT Kelly Beasley who left for OTS. We lost a fine NCO and Boom Operator, but have gained a great leader.

Now on to who's here:

MSGT Jess Schloss-Chief Boom-Jess is getting the new AF award this year Mr. Self-Help Contractor of the year.

TSGT Perry Sauro-Stan Eval- Now Chief Boom in Stan Eval, and still the shortest.

TSGT Ivan "Chuck" Cole- Retireing in June so he and his son can go to Alaska and fish. Wouldn't they give you leave Chuck?

TSGT Roy Hewitt- Also retiring in August to the Reserves.

TSGT Phil Montgomery-Training Flight- Bomb Comp 85's best crew in 15th AF. Phil's desk is by the only window in training flight.

SSGT Chris "Hollywood" Hatley- Still trying to move, Preferrably with his wife. Has so many assignments cancelled MPC sent him his own cancelled stamp.

SSGT Robert "Mac" Macdonald- Ex-Nav- Says he'll fly Bomb Comp again this year if he can take his fishing pole with him.

SSGT Karl Smith- Finally losing that gunner mentality. What's wrong with 4 Whole days home between CFIC and Leadership school?

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SSGT Allen Weseman- Best Training films on alert. Going to be a VJ on his own TV channel STV.

SSGT Marlene Mcguire- A place in the country and a horse barn and Marlenes happy.

SSGT Brian Nowell- Will soon open his own store to sell all the computer printers he has.

SSGT Mike "the Hammer" Cardina- Stan Eval- Flying Bomb Comp to take a break from the busts.

SSGT Greg Durand- Taking his wife and dog to K.I. Sawyer. NCOLS almost killed him, Also graduated CFIC.

SSGT Robert "Bud" Grouvoug- Got tired of filing flight plans at base ops and decided to start flying. Just left for CCTS.

SGT John White- I think he's still assigned here. VLP(very low profile)

Sgt Mark "Bubba" Schuman- Still bigger than me, but married life has settled him down.

SGT James "J.L." Smith-Jr.- J.L. shith III hasn't slowed him down a bit. Recently graduated CFIC.

SGT Mike "Gator" Cordell- Going to TAC to fly EC's. They won't let you jump out of EC's either Mike.

Sgt Jeff Keton- John white's apprentice in the VLP club. Army Helicopters aren't for everyone.

SRA Dean Pickering- At CCTS now. Followed our new SQ commander up from March AFB.

ALC Jan Metzger- Jan Finally got to go TDY even if she only 1 days notice. Still The best looking boom I've ever pulled alert with.

TSGT Mark "Bif" Gentry- Works in Scheduleing- Doing great could've got a bigger entry if he'd have thrown a few good deals my way.

MSGT Glen Pruitt- I guess the alert coffee fund must be doing pretty good, Glens driving a 300ZX. Still pad dad.

...and me

SSGT Dewayne Littleton- I finally made to CFIC and NCOLS in the last 6 mos., got a mini-farm in the country, and became semi-productive around here. Anybody want a goat?

So if you all get to Spokane(why would anyone come to Spokane)drop in to see our new building, or give us a call AV 352-5453.



DEPARTMENT OF THE AIR FORCE
92D AIR REFUELING SQUADRON (SAC)
FAIRCHILD AIR FORCE BASE, WA 99011

REPLY TO
ATTN OF: SSGT OULELA, 5451
SUBJECT: BOOM SIGNAL

22 Apr 86

TO: CMSGT RICHARDSON

Well Fairchild has been a busy place this past year even without many exercises. (due to B-52G/H conversion) The Model Installation Program, (MIP), is running at a rampant pace. Some MIPS that pertain to flyers are, wearing the winter flying jacket with the blue uniform, aligning the transition duty day with the crew duty day, making STAN/EVAL its own separate operating agency, and allowing crewmembers to use C2 in conjunction with leave but not be charged leave for the C2.

Fairchild has also been caught up in the self-help fever. Since last years military budget did'nt include any money for our new combined Ops. squadron/life support building, everybody is self-helping the old squadron buildings. The buildings still look like 1950's era on the outside, but it's "state of the art" inside. The ceilings are lower, new rooms have been added, old rooms eliminated, trim, paneling, and of course new carpet. It took about 6 to 7 months to complete the work with about 6 to 7 months of bitching and moaning, but now that it's finished it's sure a nicer place to work in.

The only thing I'll mention about this RED/AMU-BLUE/AMU (aircraft maintenance units) is that the 92nd AREFS is the red team and the 43rd AREFS is the blue team. That's about all anyone around here knows about it.

Now here is our current list of boom operators/constructors

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Smsgt Hamilton- NCOIC and CHIEF FOREMEN, Paul just put on Smsgt a few months ago, now he says he wants to put all his knowledge he has gained while in the Air Force into selling cars in Reno? or is it Las Vegas, sure Paul, are they going to be new or used?.

Msgt Spencer- Dick is our 92nd training flt. boom. He is also the 92nd/43rd KAYPRO Computer rep.

Tsgt Miller- currently one of our stan/eval booms. Mickey has applied for just about every flying job in the Air Force (except gunner). he's still here and will be for awhile.

Tsgt Lowe- Paul is also one of our stan/eval boys. he had a close call last year, when dorm construction was complete he was told that his BAO was pulled and to report to his new cubical.

Tsgt Peters- Low profile Jack, he is our C flt. chief boom and with the young booms C flt. he has got his hands full.

Ssgt Foward- Glen is our B flt. chief boom. He also does an outstanding job handling the most important additional duty for booms, WAPS monitor.

Ssgt Oulela- Dean is one of our many CLT instructors, (you can never have too many). Dean says " Hebert since you made Ssgt send me my money for the video tapes I sent you".

Ssgt Slupszynski- Mike is one of our new staffs. He also just got back from NCOLS and is trying to use what he learned there into managing the boom dorm. good luck!!!

Ssgt Barnes- Mike is still in his 1st year of booming and has been TDY to England and TDY to NCOLS were he was the commadants award winner.

Sgt Erks- Scott is our A flt. chief boom, CLT program manager, and Paul Hamilton's right hand man.

Sgt Mesquita- Low profile does'nt really fit John more like no profile. thats probably because it seems like he is TDY 6months out of a year.

Sgt Livly- Jay is another one of our CLT instructors. When he is'nt pounding down the Rainiers he might be found doing cargo loads for "staff booms". Jay will soon attend NCOLS were he'll probably do everyones tests.

Sgt Baker- Bill has been doing a great job since he "rejoined" the Air Force. He says this time it's for good since it will take him a career to learn how to apply what he learned at NCOLS. in this career field.

Sgt Elliott- Chief of morale. Sams home in airway hieghts doubles as a bar and dance hall during his C2. Everybody has a good time at "Sams Place".

Sgt Howard- Moe is the reason everybody has a good time. he is also the booms point of contact for lotto information.

AIC Mcguire- Tom wants it made clear he is not related to the 43rd's Marlyn Mcguire.

AIC Craig- Eric is one of our new booms and doing good job if you can tear him away from his computer. He went through computer withdrawals while TDY in Alaska.

Ann Erquitt- Ursula is doing such a great job they decided to send her TDY to England after only being on station a couple of months.

Ann Photopulos- George has the honor of having the biggest offload while TDY at Red Flag this year, 125000+. Due to a hatch "falling" in on take off. The pacific ocean can now stay airborne for 12.5 hours.

Ann Linton- Jimmy is really trying hard to stay out of trouble. thats why you can always see him in the shadow of his adopted father, Scott Erks.

Ann Deitz- Jim is our newest boom. 1month and after 2weeks he already had a hammer in his hand and was putting up paneling, sheet rock, and hanging ceilings.

Chief' Thanks from all of us for your hard work keeping the signal going. It's the best way for all the booms to keep in touch with whats happening in the field and most important "old friends".

This issue was written and submitted by Ssgt Dean Oulela.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 319TH BOMBARDMENT WING (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58205-5000

REPLY TO
ATTN OF: 905th AREFS

SUBJECT: Boom Signal

to: All Boomers Everywhere

Salutations to all boomers and boomettes worldwide from the "Tigers of the North!" We've had lots of changes up here in the great, white North since our last input to the Boom Signal. We're having more fun than ever with the Tanker Task Force deployments, business efforts, CDV flights, and as always, more than enough alert for everybody.

The SAC IG just left as of this writing and we can now relax for a few weeks. The B-52's will start leaving us in August to make way for the reliable, and fuel economic B-1. And speaking of the B-1, our alert facility is currently under construction. We're having the main building extended and the chow hall renovated. Sometime in 1987 we'll start getting the "R" models up here. We have the calculators, but no program cards for them. We suspect we'll have the program cards by the turn of the century. We don't have any real complications here at the "Forks." But, if there's one minor complication, it would have to be the tie-down equipment aft of the aft hatch. Make sure it's all there IAW SACR 400-4. We've had a few pieces mysteriously disappear.

Just a final note to the senior NCO booms out there: We don't have a Pappa Boom up here. Why not at least consider comin' on up? The Grand Forks area is a nice, quiet place and a great community for the family.

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

Eric D. Thomas

Eric D. Thomas, A1C, USAF
The Extra-Terrestrial Boom

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STAFF

TSGT ROBERT G. DUNCAN - Our acting Head Boom who doesn't act to well. He still has the right outlook on things and keeps us all rolling on the floor with laughter. A super guy to work with.

TSGT MICHAEL R. MATLOCK - The Big Boom of Training Flight. We know him better as "Numbers Matlock", famous for his football pools. He'll be going PCS to Carswell in May. We'll miss him.

MSGT ALLEN R. BEKKERUS - Our incredible scheduler. It is incredible how you're always the only one available.

SSGT STEVEN W. KLEMAN - Steve, unfortunately, is still grounded. Right now he is our ground scheduler. We are looking forward to having back on the line again.

STAN/EVAL

S-101 TSGT WAYNE C. ISAACSON - Wayne is a quiet guy who walks softly and carries a big coffee mug. An all around great guy.

S-102 SSGT THEODORE N. JOHNSON - The many voices of "Doc Johnson" was heard during a recent generation. It was soo good that he became the 905th's "Rich Little".

S-103 SSGT SHERRY K. BRYAN - The Open House will never be the same without her and Kleman paired up in the 905th's booth. We're sure that Sherry and Leigh Taylor can load some cargo together during the KC-10 training at Barksdale.

"THE LINE OF DEATH"

E-110 SGT CARL R. SLUSHER JR. - Just got back from ETTF and had a "Jowllly" old time. He is now spending all his free time in the steam room burning off the McGuinness.

E-111 AMN DAVID K. CURTIS - We understand he and his girlfriend had a good time at her Prom in his new Ford Ranger.

R-112 A1C TONY S. CERAOLO - We hope Tony and his wife found an apartment so they can stop living in the alert visitation center.

R-113 SRA DANIEL V. ELAM - "Spread Eagle Elam" had his last APR endorsed by the North Dakota State Highway Patrol. He's currently TDY to ATTF.

R-114 SGT JEFFREY L. POTTER - Jeff apparently won the fight over the couch at the alert visitation center with Ceraolo. He and his wife are now expecting a little Jeff.

R-115 SSGT STEVEN L. METTS - We are very sorry that Steve's part time job as a crewdog is conflicting with his cargo loading program.

R-116 SGT JAMES S. WOOD - Jim has us all wondering, how many tatoos does it take to ride a Harley? Jim will be going to CFIC in the near future.

E-120 SRA MATTHEW R. SCHABERG - A real Party Animal. "Madman Matt" just got back from CFIC and is now TDY to Guam.

R-121 A1C ERIC D. THOMAS - "E.T." is our trend setter. He is the master of TOTAL K'OS. Eric is our Bomb Comp Boom this year.

R-122 SSGT BRUCE G. THOMPSON - Bruce has some golf clubs for sale if you can find them in the Lagun by the Reef Runway at Hickam.

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R-123 AMN JEFFREY R. SIDLES - Jeff is a mellow Party Animal. Don't let his mild mannered exterior fool you.

R-124 SGT MAYNARD C. HERTING JR. - Looks like Maynard will be getting out to go to school full time. We wish him good luck.

E-125 SSGT ROBERT S. BERGQUIST - If Bob is not on base, you can find him in the great jungles of Minnesota on his own little safari.

E-126 A1C GREGORY J. NOTT - Just got back from ETTF about four months ago and is still trying to recover. Like Sidles, don't let this guy's mellow exterior fool you.

E-130 SSGT LLOYD D. RAND - No matter how complicated the complication is, Lloyd is always calm, cool, and hungry.

R-131 A1C JAMES M. LOCKLEY - If there's an abandoned "Spit Cup" anywhere on base, you can bet on Jim hearing about it. Jim is another Harley rider.

R-132 SRA TERRY L. WILKINSON - Terry is a loud Party Animal who likes to go fishing. Now that he has an aquarium, he won't have to go fishing with Bergquist anymore.

E-133 SGT KIP E. GREEN - Kip is one of most recent arrivals from CCTS who has finally seen the light.

R-134 SSGT BARRY G. HAYES - Barry just got back from CFIC and STAN/EVAL is convinced that is the way he did it at Altus.

R-135 SRA MARK W. WESTMAN - Mark has geologically annalized North Dakota and is now ready to move on. Mark has a Master's degree and waiting to go to OTS.

E-136 SSGT JAMES W. HACKWORTH - Jim finally got a room for himself with enough space for his New Harley. He is currently TDY to "The Farm" on ETTF.

LATE ARRIVALS

SGT JACKIE L. FORTNER - Jack is the Boom Limbo Land of the 905th. He is still awaiting a crew assignment.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 416TH BOMBARDMENT WING (H) (SAC)
GRIFFISS AIR FORCE BASE, NEW YORK 13441-5000

REPLY TO
ATTN OF: 41AREFS/DOT (TSgt Karasko, AV587-7526)

SUBJECT: Boom Signal

TO: 8AF/DOT (Chief Richardson)

Greetings to all from the 41AREFS. It seems that no matter how much lead time we get to make our entry into the Boom Signal - it's always late. As per CMSgt Richardson's request, we will attempt to make this year's signal input more of what's on our mind than a society page. So -- let's get started. I think the number one irritant we have with the airplane, is the clean floor configuration. The idea is great, but the implementation leaves a lot to be desired. We have 245 tie down rings on this aircraft, but we insist on tying down the heaviest equipment boxes to a troop seat support tube that was not meant to handle that type of stress. I would like to know if anyone else has had a box of tie-down equipment fall into the IBO position during turbulence? The troop seat support tube just didn't hold. The concenses here at the 'Grif' is that we should tie down these boxes to proper floor fittings until a proper system of restraining these items can be found. It is just a matter of time until someone gets hurt, so let's discuss this.

We received our lesson plan for moments - boy what a novel! It really looks good though and we expect no problem implementing it. We have 25 more HP-41 calculators on order but we still haven't figured out who is going to pay. Sure could use an idea from some one who has already jumped that hurdle.

We found that the systems knowledge of some of our younger booms (and old heads too) wasn't really adequate to properly understand and deal with a major aircraft system malfunction. A little coordination with Field Training Detachment cleared up a lot of misconceptions about the systems. The FTD instructors are the same guys who teach our crew chiefs and do a great job with our boomers. We don't take the entire course because of the length of some of the courses, but they instruct on what we want and go by how much time we have available. FTD has a great deal of training material and has all the resources to get the job done. This extra training coupled with the pilot's system tapes from Carswell, has really brought our systems knowledge up. Give them a call.

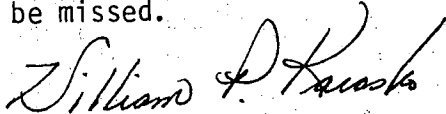
Through experience, we found a technique for checking the boom on the ground that may save a HHD mission later. During the boom compartment preflight, when the checklist refers to "Boom fully retracted," if you extend the boom about 4 or 5 feet and let go of the telescoping handle the boom should not retract more than 1 to 1½ feet. That is directly out of hydraulic shops T.O.. If it does, you may have a problem with the telescoping valve or vaccuum relief valves. We have found this will also allow you to check the bypass valve and telescoping motor and gauge all in one fell swoop. Using this technique, we have identified one worn out boom gland seal and another malfunctioning gauge. Just remember to coordinate with pilot/copilot during preflight to ensure they don't test fuel dump while you are extending or retracting the boom, or the handle may come back and catch your thumb.

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It was a banner year for the 41AREFS. We had CEVG in August 85. The folks from Barksdale flew with 6 booms of which 4 were "Outstanding Performances." We submitted s STEP promotion package on SSgt Tina Skrzypiec for promotion to TSgt. She was selected for TSgt on 21 Dec - what a Christmas present. There have been Distinguished Graduates from the NCO Academy, the Leadership School and the NCO Preparatory Course, and we expect more in the future. Our instructor force is young, but enthusiastic and one of the best. Some of us are planning moves in the near future - but are waiting for the MSgt and TSgt stripes to be announced. In short - the 41st has made tremendous strides in the past year. For those of you who have been to Griffiss and particularly the 41st squadron, you would not recognize it. Self-help has really hit here. With the people we have and with Chief Harrison's help - we are prepared for any contingency. So - when your by this way, stop in... the first one's on me.

There are a few of us in the 41st who had TSgt Claude Arden as an instructor while at Castle and owe a great deal to him. He was one of the best -- he will be missed.

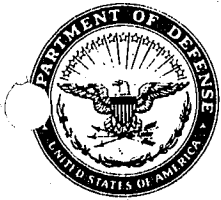


WILLIAM P. KARASKO, TSgt, USAF
Program Manager

Atch
41st Line-up

THE 41st LINE-UP

- Program Manager - TSgt William Karasko - He got an O.P. with 1CEVG - DG NCO Academy.
- Training Flight - SSgt Randy Seip - Will soon to be moving to E-108 - Wants to go TDY.
- S-101 - TSgt Tina Skrzypiec - A STEP Promotion to TSgt. Leaves for KC-10 in June.
- S-102 - SSgt Steve Roche - Looking for KC-10.
- E-103 - SSgt Robert Bonner - Moving to S-101.
- R-104 - Sgt Dan DeBellis - O.P. with 1CEVG - DG at NCOLS.
- E-105 - Sgt Melanie Potter - May soon be an instructor.
- R-106 - Sgt Scott Hicking - Want to know who the Best Boom in SAC is - Just ask him!
- R-107 - A1C Michelle Reid - Brand new to 41AREFS - and already been in an ORI.
- E-108 - TSgt J.D. Hill - Moving to Training Flight.
- R-109 - SSgt Bart Elliott - Newly married.
- E-110 - SSgt James McGuckin - Just reenlisted for 4 more.
- R-111 - Sgt Lonnie Lisser - Must be getting DNIF pay!!
- R-112 - SSgt Mike Hernandez - He thinks he is the Latin lover!!
- E-113 - SSgt George Reschetnikow - The mad Russian is still doing well. Should have been a banker.
- R-114 - SrA Bob Boswell - Squadron Airman of Quarter for two consecutive months - DG NCO Preparatory Course.
- R-115 - A1C Damon DiDonato - TDY to Guam - What a tan!
- E-116 - A1C Dave Shead - Will he ever lose that "Bama" accent?
- R-117 - SSgt Larry Barry - "Scary Larry" wants to work for the OSI.
- Spares - TSgt Albin King - New TSgt from Kadena.
- Amn Tom Ehlers - Real good in the airplane.
- SSgt Daniel Goewey - Still in scheduling and doing very well.
- SrA Ted Grzybek - We sent Palace Addios to civilian life.
- A1C Kelly Diaz-Martinez - Arrived Griffiss; inprocessed; got pregnant; never did fly; temporary assigned to Flight Systems Management



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

REPLY TO
ATTN OF: 70AREFS/CCF

SUBJECT: Boom Signal

TO: 8AF/DOTTR(CMSGT Richardson)

Greetings from the land of corn fields. It's been a busy year for us. The runway closure deployment kept us real busy. We hauled a lot of cargo and people between Whiteman, March, Ellsworth, and Rickenbacker. We want to thank all those people who hosted us. I'm sure we will get to return the favor sometime. Sorry you guys didn't get to play at RED/GREEN FLAG. It sure gave us something to do. We got a lot of experience for everyone. It kept everyone spread pretty thin, especially with the Panama commitment. But we don't mind. We are always ready to go TDY, especially the new guys. We are still harboring those orphaned airplanes: KC-135A, D, ART, EC-135L, G. You just have to be here to appreciate them. We would sure like to hang some CFM56 engines on them though. You can start any time "Rich."

We got our first "ART" deployment recently. Again, the guys pulled together and got the job done. A lot of hard work in a real short time. It would have been nice to have sent more people. So, when it ABSOLUTELY, POSITIVELY has to be there OVERNIGHT, we'll be there.

Here's who we have now and what they're doing:

- R-150: Sgt Jeff Abell (ex-gunner): first TDY to Panama, doing great.
- E-151R: Sgt Brad Hamann - Just back from CFIC, awaiting check ride. He'll do fine.
- E-152R: TSgt Nate Wilds - Just back from RAF Mildenhall, thinks he wants to go to Kadena. Best of luck (another ex-gunner).
- R-153: SSgt Dwayne Slusher - the Panama Kid. He has to come back to the states for citizenship requirements.
- R-154: A1C Jeffery (Bambi) Carter - Still doing a good job. Thinks he needs to go TDY. It will be good for him.
- E-160: SSgt Nick Price - The Slum Lord of Bunker Hill; well, he'd like to be. "Bomb Comp"; completed NCOLS in December.
- E-161: A1C Dave Thomas - Got his first TDY early; has trouble with guiding Alert trucks in small places.
- E-162R: SSgt Dale Mitchell - CFI single engine, AJP, multiengine, wants to be 747 captain. Good luck.
- R-163R: A1C Richard (Crainium) Jennings: Gives three wheeler lessons, cheap. Business is slow, though. Got to go TDY last week. I'm sure he's having fun.
- E-164: TSgt Rob Morgan - had some bad luck, but OK, now. Wants to go back to PACCS. Should be soon.
- E-170R: SSgt Mike Stillings - does a super job in Training Flight when I'm TDY or Bob Hatchett is gone.
- E-171: Sgt Danny South - done a good job at CFIC; check ride went well, NCOLS in Summer. Lt in Civil Air Patrol.
- E-172: A1C Tim Stibbe - was DNIF for six weeks. Didn't like that much at all. But he looked MARVELOUS with a paint brush.
- R-173: SSgt Russell Sitz - Retrainee from munitions. He knows being a boom

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operator is the best job. Should go far in this business.

R-174: SRA Zane Davies - Seymore Transplant - 42AD Amn of the Year 1985. Oct, goes to Reserves. Their gain, our loss.

E-180P: TSgt John Basso - wroking hard on his degree.

E-181P: TSgt Johnny Mize (ex-gunner) - got his IBO check, wants to be Chief of Stan/Eval now. Working hard in pubs.

E-182P: Sgt Scott Petersen - brand new IBO. KC-10 assignment next year. How fast does that motor cycle go?

R-183: Sgt Jim Miles - Dorm Manager-keeps him busy. Get's daily talks with 1st Sgt. He wouldn't know how to act without it.

R-190: Sgt John Weber - brand new father, again. Looks like CFIV in May. Should do fine.

E-191P: SSgt "Fig" Newton - Aircrew of the Year, got a degree in Electronics by correspondence. Hate's to pull Alert at Grissom. Just bought a cabin on a lake (Fig, please don't let Verl fall off the roof again.)

E-192P: SSgt Don Weller - Got remarried last year, still flys little airplanes. Likes Rickenbacker Alert, also.

S-196P: SSgt Mike Diotte - PCS to Langley in Oct, if Hatchett doesn't get to him first. Bachelor party in Aug. That should be one for the history books.

S-140R: SSgt Doug Hershey (ex-gunner) - Human carpet. Plans on making a home in Stan/Eval. Wants to go to Carswell. HA!

S-141R: SSgt Mike Murphy - STILL working on his degree. STILL thinks Flora, IN, should have MTV. Mike, we all must suffer.

SPARE: Sgt Mike Eubank - PCS from Wurthsmith; DNIF/DNIA for a while; hope to get him on status by fall. Doesn't like typing or answering the phone.


Training Flt: MSgt Bob Hatchett - back from a no-notice Guam trip. (I'll bet that doesn't happen again). Hasn't gotten any letters from Panama lately, though. Trying to decide if he wants to get remarried again.

NCOIC/1st Sgt: TSgt Jim Yarbrough - on a no-notice TDY. Thinks that all the -135s should be reengined by 1990. Thinks that the KC-135 ART is the best. Keeps talking about the Land of Rs.

Wing Boom: MSgt Ken Ingram - the DO finally let someone move in that slot. If we can only get him to drive his Corvette. Doing a great job.

Alert Facility Manager: MSgt Steve Vaugh - I think he's doing OK. He never has time to talk to us. He sould win Alert Facility of the Year.

That's how we are stacked up. Drop by if you're in the neighborhood. We're always looking for PCS inbounds.


 JAMES A. YARBROUGH, TSgt, USAF
 NCOIC/1st Sgt



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

REPLY TO
ATTN OF: 72AREFS/DOOB
SUBJECT: BOOM SIGNAL

27 APR 86

TO: CMSGT RICHARDSON AND ALL BOOM OPERATORS

The 72AREFS is still alive and well. SAC IG and 1CEVG have both tried to prove otherwise. We once again lived up to our motto "NO BODY DOES IT BETTER". We came away with an "Outstanding" from CEVG and an "Excellent" from our ORI.

We now have quite a mixed fleet of airplanes, two of them are "E" models, three are equipped with the FSAS/CAS, one does not have the A/R floodlight, one has an ACDS. All of that really keeps us on our toes.

Our Boom force, as you will be able to see, has been pretty stable this year. We have had only two Booms leave us. Now for the list of our Outstanding Boom Operators.

RESERVISTS

TSGT JERRY HOSTETLER (BO) - Jerry is one of our "Professional" Reservists. He finally got the restrooms remodeled and wants to tear into the briefing room next. Jerry has accomplished something else lately, he got promoted to TSgt. He wants to be an ART but can't convince any of us to leave.

TSGT PAUL HOUSER (IBO) - Paul has been pretty busy the past year. He got promoted to TSgt, goes to Purdue full time, and still manages to stay current as an IBO. Paul is working on the "Egress" lesson plan the Chief assigned to him to write 18 months ago. Maybe that will be the best lesson plan ever written.

TSGT RON JOHNSTON (BO) - Ron is another of the recently promoted Techs. Ron is still chasing criminals down the Indiana Toll Road as a State Policeman. He has an unmarked police car so now all us booms don't go near the Toll Road.

TSGT KYM ORANGE (BO) - Kym got promoted also. We think that Kym spends half of his time telling his boss at the State Police that he has to work for the Reserves, a fourth of his time telling us that he has to work for the State Police, and the rest of his time finding ways to get out of CLT, and hiding from both the State Police and the Reserves. Really, Kym does good work for us as long as we just let him fly every now and then.

SSGT BILL ACHENBACH (BO) - Bill, another one of our "Professional" Reservists sews on TSgt 1 May 86 (now his rank matches his age). Bill says he starts his new job Monday, which Monday we don't know cause he has been saying that since December.

SSGT LARRY BARTEL (BO) - Larry made it back from CCTS in May 85. Last issue I said Larry was a Physical Therapist. Boy! Was I wrong? He is a Respiratory Therapist at Methodist Hospital in Indianapolis. I've seen his office it's down in the basement right next to the morgue! Does that tell you anything about Larry?

SSGT STEVE BINGHAM (BO) - Steve is our other Purdue student. Steve has been busy this year going to school, flying "Bomb Comp 85" and is flying "Busy Leader". We don't know how he gets any studying done, but he claims he does. Steve sews on TSgt 1 May 86.

SSGT JEFF HENRY (BO) - Jeff graduated from CCTS in Mar 85 and was promoted to SSgt all in one short year. Jeff is our other "Professional" Reservist and spends a great deal of his time on alert. What time he does have off he has used looking for a house. He has just moved for the second time since his return from CCTS.

TECHNICIANS

CMSGT JERRY SNYDER (IBO/FE) - Jerry is the "CHIEF" Boom. Jerry is still spending a lot of his time attending meetings and keeping all of us out of trouble. It seems as though the latter probably keeps him hopping the most, but he does succeed. Jerry has held the "Boss Boom" position longer than any other "Boss Boom" in our unit. We think he deserves a big CONGRATULATIONS for that! It sure does make it easier on the rest of us by not having to break in a new boss every couple of years.

SMSGT BILL CARTER (IBO) - I got the privilege of writing this for the second year in a row. At least I got more notice this time. Yes, even I got promoted this year! I also got the privilege of getting all our booms "up to speed on moments". Once I picked my brain to remember all I could about moments from my Loadmaster days, the next hardest thing to find out was the date every one has to be trained by. If anyone knows a real no BS date give me a call.

SMSGT MEL WIEMER (IBO/FE) - Mel is another promotee this year. Mel is our DOV Boom. He keeps saying stuff like "Give him a no-notice". I think if he had his way we would all get a no-notice check ride and test on every flight. Mel is also our computer wizard; maybe if we get enough computers in here he will spend more time on computers and less time in DOV.

MSGT. FRANK MEYERS (IBO) - As CLT manager Frank is still looking for that tough load that no one can figure out how to put on the airplane. Frank has been trying to get the engine shop chief to give us a TF33 to practice our actual loading with, but so far he won't do it. Frank dosen't know it but the rest of us have been paying the engine shop chief off so he dosen't give us a TF33 to load.

TSGT KIM ESBENSHADE (IBO) - Kim spends most of her time in the Safety office. She was given that to "help" the group safety Officer. So far she is doing most of the work because one safety officer went PCS and when they finally selected a replacement he had to go to the safety officer school so she is still by her self in the office. She does come over every now and then. Kym gets her degree on May 13, 1986. CONGRATULATIONS Kim.

TSGT TONY FANSLER (IBO) - Tony is still working in scheduling trying to find us night fighters. Tony comes over to the Squadron every now and then to let us know he is still alive. In turn we let him fly a mission or two a week. Tony is spending a lot of his time remodeling his house. He has added onto it so much he'll soon have it looking like a colonial mansion.

TSGT JIM SEIDLE (BO) - Jim has been pretty busy this year. He bought himself a house, and still takes care of all our orders and pay problems. He even managed to squeeze in CFIC and is now getting ready for his IB 60-4. Good Luck Jim!

Some "Goners" include:

MSGT MIKE MOORE - Mike decided to give Purdue his undivided attention so he could get his sheepskin earlier and get to making some real money.

TSGT RANDY RINEHART - Randy left us to go to March AFB to fly the KC-10.

William G. Carter

WILLIAM G. CARTER, SMSGT, 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 Livingston, AV366-6189)

SUBJECT: Boom Signal

TO: 8 AF/DOT (CMSgt Richardson)

1. Hafa Ada from Guam. Since the last boom signal, a lot of changes have taken place at Andersen. Some good, some not so good. Perhaps the biggest story on Guam this year was the retirement of Mr Task Force, Gary Adams. For those of you who never met Gary, you've missed a legend. Gary did more for task force operations than a lot of people realize. He cared about the booms when they came to the Pacific and he tried to make our jobs a little easier. Gary said he was tired and wanted to hang it up, but the real reason he retired is because he turned AGE 60 - retirement age. With all of his trips to the PI, it's no wonder he aged so quickly. Gary still comes around every day. His famous saying now is "Give me a beer" and "Where's my STARS & STRIPES?" Gary has retired on Guam. When you come this way give him a call or go see him. Stop by the boom section for directions. His home always has the Welcome mat out.

2. When you come to the Pacific Tanker Task Force, be ready for an exciting experience, especially if you are new to the career field. Come prepared. Be sure you are proficient in cargo/passenger carrying operations and up to speed on probe and drogue refueling.

3. Effective 1 Jul 86, the Pacific Tanker Task Force becomes the 65th Strategic Squadron. We report directly to the 43 SW/DO, but all of our mission taskings come directly from 3d Air Division. Our manning consists of 3 pilots, 3 navigators, 1 administrator, 1 flight follower, and a boom operator. We are working on adding an additional boom slot. We have a boom operator slot assigned to the Bomber Alert Facility. MSgt Gregg Counts is the Alert Facility Manager, but has been on loan to the Task Force, he's trying to retire on 1 Jun 86. With Gregg working in the task force, we have justified the need for a second boom operator. All we have to do is convince the heirarchy at Hq SAC and MPC.

4. At any given time, we have 8 - 10 crews TDY here for a period of 30 days. You may be scheduled to go off island to a forward operating location. We try to insure that all crews receive at least one FOL trip. Sometimes, this is not possible because of HHD mission changes. One thing we rely on heavily is the predeployment message contained in SACR 55-41. Be sure your units send this out as soon as possible and that they are accurate. Recently, we had a unit scheduled in and the following week, the crew was to go to Amberley Australia. The Foreign Clearance Guide is very specific about diplomatic clearances. We have to request clearance for all crew members and crew chiefs by name and the aircraft serial number through the American Embassy in Sydney.

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These clearances are done about 3 weeks prior to departure. Since we did not receive the crew's predeployment message, we could not send them because we didn't have enough information! If you don't want to lose good deals - TAKE HEED!

5. We do have some good deals and some not so good. We currently go to Darwin Australia, Clark AB, Philippines, Kadena AB, Japan, Osan AB, Korea, Wake Island, Diego Garcia, and few other places off the beaten track, including Thailand. We do pull Alert....Strip Alert! You are on alert for 24 hours with a 30 minute response time. Strip is used for emergency air refueling. While on alert, you are restricted to Andersen AFB. Since 1 Jan 86, we have been involved in direct Presidential support during the President's visit to Guam and while he was travelling to the Summit Talks in Tokyo, former President Marcos' departure from the Philippines and numerous other operational support missions. We get a lot of fighter movements, especially Navy and Marine probe and drogue refueling. If you have never refueled probe and drogue, try to get them before you leave TDY. When we do Navy/Marine quals, the average time on track is 3 to 6 hours continuous. We try to send two booms. This is a high interest item with HQ SAC and CINCPAC Fleet.

6. You will also get a chance to carry cargo and passengers when departing or returning to Guam. A typical load to Australia is 45 passengers and 15-20 thousand pounds of cargo. We carry Hobarts, drums, B-52 tires, etc. You name it, we probably carry it. Pax carrying is big business and is watched closely. MAC does most of the cargo hauling over here, but we carry more passengers than the C-5A and C-141A per month. It is not uncommon to have 60 people on a -135, especially to Clark, Osan, and Australia. The only way we can do this effectively is if the aircraft are properly configured IAW SACR 400-4. Check your plane before you leave your home station. Make sure all of your troop seats are erected and you have seatbelts for each seat. Carpeting is real nice in the aircraft but if we can't get to the floor fitting, it doesn't do any good. Tell your crew chiefs to have all floor fitting accessible including all bolts required to keep the fitting in place. One other note: Do not REPEAT Do Not leave your home unit without 5 jugs. We do not have spares on hand. Advise your crew chief to bring extra jug parts if at all possible. It is near impossible to get replacements.

7. These are just a few areas that are important when you come here. Sit down with some crews that have been out this way and pick their brains. When you get here, you will be met at the aircraft the the PTF who will help you get settled in. You will be the custom expert for your crew. You will receive handouts to get you through almost any situation while you're here. Prepare yourself and your crew (including crew chiefs) before you depart and your TDY will be more enjoyable. If you need more information or questions answered, just give me a call at 315 (Overseas for Pacific) 366-6189/5244/8291 or SOCCS DROP 35, Andersen AFB Guam (Call through CP or use an office with a SOCCS line). See Ya when Ya get here!

P.S. A SPECIAL THANKS TO ALL CARSWELL GUYS & GALS. I ENJOYED WORKING WITH YOU. LIMOUS, HUGH, KEITH, etc.

Ronald D. Livingston
RONALD D. LIVINGSTON, SMSgt, USAF
Staff In-Flight Operations Superintendent



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

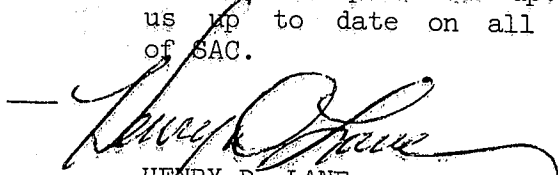
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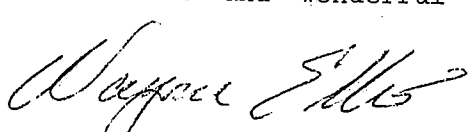
DCASR ATL-EDFK

SUBJECT: Boom Signal Input

TO: 8AF/DOTTR (CMSgt Richardson)

1. Greetings once again from the "Redneck Refuelers" in Birmingham. Things around here have not changed a whole lot since the last Boom Signal hit the streets. Ken Ingle departed for beautiful Beale By the Sea last May and his vacancy was ably filled by Wayne Ellis from the 71st at Barksdale. He FCF/ACF checked in minimum time and is working out like a Trojan. The pine pollen level here is equal in height to the anal orifice of a medium sized giraffe, which causes much sneezing, wheezing, coughing, and other assorted maladies. Oh well, this too will pass.
2. A word of thanks to you guys in the field concerning life support equipment (LSE) on PDM input aircraft. There has been a noted decrease in paperwork involving shuffling of life support equipment between aircraft so we can fly the FCF. Your cooperation in having the minimum L.S.#. onboard saves us all a lot of money. Thanks Much! Now, a word on boom checks on PDM input aircraft.....
3. The A/R floodlight buzz problem has been almost totally eliminated. We get one through here every now and then but we weed them out as they come through. The FSA/CAS are continuing to give us a few headaches but are slowly but surely being corrected. Now if we could only figure out just what it's supposed to do...
4. Hayes is now performing PDM on the Bionic Tanker. (KC-135R) Truly a nice airframe. Our thanks to Ken Schmelzle and Ted Carrier for their patience and determination during our "R" difference training at McConnell. I do, however, question their use of a cattle prod as a motivation device.
5. Well, nuff said from this end. Our door is always open here and we are looking forward to seeing you guys when ya'll come in to drop one off or pick one up. Come on in and have a cup of coffee and keep us up to date on all the happenings in the wide and wonderful world of SAC.


HENRY D. LANE
SMSGT, USAF
Flight Test Boomer
AV697-4152


WAYNE ELLIS
MSGT, USAF
Flight Test Boomer
AV697-4152

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

REPLY TO
ATTN OF: DO (CMSgt Buzz Willauer, 421-4745)

30 Apr 86

SUBJECT: Boom Signal Input

TO: 8 AF/DOTTR (CMSgt Richardson)

Thanks Rich for the friendly reminder to hustle my input off to you. The following is submitted:

In late Jan 86, I finally had a lull period which allowed me to sneak out on a "local mission" to PGUA to give Gary Adams and Ron Livingston a visit. They fixed me up with a real nice room and the use of Gary's "blue car." I got a chance to spend some time with Mr. Gary Adams out at his house. Gary's got a great spread overlooking a small valley, and it's downright pleasant sitting around his lanai in the evening eating steak, drinking sudds, and telling boom lies. Thanks Gary for everything--you've got a beautiful place! Ron had me over at his place too. Ron begged the Navy to let him live out in the country, so they gave him a big house about a jillion miles from Andersen. On the other hand, it's located near Agana so it's a good deal. Nice place Ron and Angie, thanks again!

First thing I'd like to suggest to you Booms out there in Boom Land is unofficial: The purchase of high value items, specifically electronics. The days of the really super-good deals are for the most part over, sad to say. If you are going to buy something overseas, please be real sure you're not going to pay more for that item than you would at home. Price on electronic items, VCRs, CDs, etc are tumbling in some areas and at the same time the prices are going up temporarily also! Hard to believe? The Japanese Yen rate is fluid folks, watch it close. I've seen crews come back through here from Japan with a rally good \$350.00 item "on sale" only to walk into our AAFES Exchange and find the same thing for \$50.00 less! So be careful and keep in mind that all you bring back is subject to customs duty which can add more cost to your purchase. One other thing needs to be said sort of on the other side of the coin. There's probably a far greater variety of available gear in AAFES and NEX Exchanges, so in that regard it's worth the extra buck's sometimes. When in doubt, or if you need some direction, ask us folks who are living in the middle of this stuff. We will do our best to point you to the right source.

Next, lately your airplanes, configuration, etc have been super! All set up to do the job out here in the PTF theater. Just for grins folks, I've been tracking passenger seats, actually filled inbound and outbound from Hickam on KC-135's and KC-10's "Total Force", and this past year you all moved 23,414 passengers best I can figure! My hat's off to each and everyone of you for providing first class, safe, and quick transportation to our DOD personnel. One of the most often heard comments I hear is how much your average passenger praises KC-135's and KC-10's. They like flying 135's and KC-10's, mostly because you crews take care of them better than anyone else. Guys and Gals you've done GREAT!!

...less than five... different type... meetings...
...of all...
...that... is that we... have to do our...
...to... ever. Make... you're doing the...
...of... Make it as easy for that... or go...

...box... not too much has changed...
...AC, and... supp...

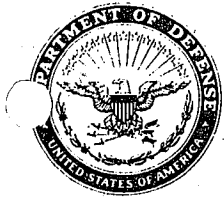
...reaches all... you, I... be... his position...
...9th Airborne Command Control Squadron (9 ACCS) and...
...will... out. I'd like to... in this...
...all the help they have... in... in...
...coming out here... the first Boomer in this position and...
...in bringing MAC/SAC closer together. Its nice...
...in the cargo compartment for a change. Chuck Stuart is...
...having worked briefly with Chuck, I know he will be just super!

...but by... means the least... I want to thank all of the Air National Guard,
Air Force Reserve, and Active Duty Air Force 135 crews that put up with this Chief
in their... stealing a contact or two!!!! You were all just super!, I'm
proud to be associated with the Total Force!

Alola!

...t, USAF
...erator

EQ



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



REPLY TO
ATTN OF: DO (BOOM SECTION, 449-6477)

SUBJECT: Boom Signal Input

TO: 8 AF/DOTTR (CMSgt Richardson)

Aloha from all the 9ACCS Booms in Hawaii. A few of us are anticipating moves in the near future, so if you're interested in an assignment to Hickam I'll explain a little bit about our operation.

At the present time we have six crews and pull a 7 day satellite alert tour at March AFB, CA. Our one alert crew contains 21 crewmembers.

Local sorties consist of transition at all of the airfields in the local area and the neighbor islands, sometimes 4 or 5 different ones in a single mission. These missions are very scenic and can get exciting. Without a doubt our pilots are more proficient at flying transition than any I have ever had the opportunity to fly with. Speaking of experience, I have only seen one 1st Lt in this unit in five years and he was promoted a month or two after he arrived.

We also fly refueling sorties with various receivers, such as KC-10's, HANG F-4's, E-3's, or whatever our schedulers can arrange, though 90% of our refueling is with our own EC-135J's. We really enjoy the A/R missions that we do get but they always add three hours of transition to the end of the flight. Booms average about six flights a month (30 hrs.), this breaks down to 1 hr A/R, 14 hrs of boring holes in the sky with occasional sextant work and 15 hrs of transition.

Our TDY's consist of a quarterly trip to the WESTPAC for 12-14 days, a few trips to depot with an occasional back-up for DET 1 to take local VIP's on short trips to different locations. The boom business in PACAF is not as regimented as in SAC and we must remain flexible especially when sudden travel with VIP's come up. Our max capacity on trips is 38, which makes for a very crowded airplane but a good party at the Nipa Hut.

Hawaii, without a doubt is a great place to spend a few years and there is no better place to travel than in the Orient. So, if you can put up with transition sorties, comm crews, battle staffs, and a little less A/R, you should enjoy the 9ACCS.

Our present manning is:

MSgt Gary Ranney: Superintendent IFR. "Ole Speedy Feet. Still in the running game. I always thought "a runner" meant something different.

TSgt Rick Raprager: NCOIC IFR. Calm, cool, and collective, never heard of the words.

TSgt Ken Nichols: Chief Stan/Eval. Perfect, not quite, thought I made a mistake once but I was wrong.

TSgt Frank Perry: IBO. Our resident "[ocal]". Can order drinks in Waināie without an interpreter.

SSgt Van Gibbs: IBO. Carolyn and the new kid have him running straight, (to the bank.)

SSgt Steve (Disco) Eid: Still thinks he's a "Beale Bandit".

Sgt Brian Barker: Got on the flight surgeon's DNIF list, soon to be back, we miss him on alert.

Drop in and see us whenever you're in town. It's always a great excuse for a kitchen pass and the first one is on me.



KEN NICHOLS, TSgt, USAF
Boom Operator

FROM: 909 AREFS/UIRPM

28 Apr 86

SUBJECT: Boom Signal

TO: 8 AF/DOTTR (CMSgt Richardson)

1. Omiogozimus from the land of the rising sun, Orion, San Miguel and Red Horse refreshments. It's nice to be back at Kadena but if Chuck doesn't send me some people I'll be on a crew in June. HELP! CHUCK! As usual Kadena is as busy as ever. We participated in the first Joint Command I.G. with our fighter people across the base. The SAC, TAC, AWACS and AF I.G. Teams were here at the same time. The scenario was a conventional contingency exercise. It brought back memories of Vietnam and Thailand. The exercise was a completed success, 376th SW and 909th AREFS came out Excellent and the fighters and AWACS were the same. Now we're looking ahead for Global Shield and CEVG in June.

Speaking of Thailand, Mike Runyan and I were down in Bangkok for Operation Cobra Gold in October of last year. For those that remember Thailand, the Thai railroad is alive and well.

2. We would like to offer our condolences to MSgt Tim Wical and children. Tim's wife died of cancer on the 23d of April 86. Tim and family are on a humanitarian assignment to Clark AB, Philippines. Tim is working in supervision at the 3d TFW maintenance complex.

3. On a brilliant note we had some promotions this past year.

Gary Frederick - SSgt
Mike Davis - SSgt
Clyde Soumas - TSgt
Mike Densmore - SSgt
Paul Mozur - SSgt
Al King - TSgt
Andy Lacasse - SSgt
Pat Hopkins - Sgt
Vic Arzuaga - SSgt

4. We also had numerous individuals complete their PME.

Pat Hopkins - NCOPC
Larry Westwood - NCOLS (Distinguished Graduate)
Harry Whitacre - NCOLS (Commandants Award)
Cliff Pankonien - NCOA
Clyde Soumas - NCOA (Drill Master Award)

Mike Densmore is presently attending NCOLS and Andy Lacasse is scheduled for the end of May. That will leave me with only four people who have not attended one of these courses. Super job guys.

5. Here is our Boom Line Up for the present.

NCOIC - SMSgt Faulk

Training Flight - TSgt Clyde Soumas, also on crew R-113
Alert Pad Dad - MSgt Mike (Get your shoes off the furniture) Runyan

Q5

Tanker Task Force - MSgt Marty Sabourin

101 - TSgt John Buckland
102 - TSgt Mo Elliott
110 - Sgt Jim Hebert - PCS to KC-10 in Dec 86
111 - Chris Hoctor
112 - SSgt Harry Whitacre
113 - TSgt Clyde Soumas
120 - SSgt Gary Frederick
121 - SSgt Mike Densmore
122 - Sgt Larry Westwood - PCS to Mildenhall in Nov 86
123 - SSgt Paul Mozur
130 - Sgt Jeff Harp
131 - TSgt Cliff Pankonien - PCS to K.I. Sawyer in Jun 86
132 - SSgt Andy Lacasse - Cargo Loading Manager
133 - SSgt Cleve Williams - PCS to Castle in May 86
140 - SSgt Vic Arzuaga
141 - Sgt Pat Hopkins (Recent CFIC Graduate and new Instructor)
142 - SSgt Mike Davis
143 - SSgt Jeff Reuter - KC-10 selectee on his DEROS of Jun 87

6. This past years departures were:

TSgt Tony Britt - Blytheville
TSgt Rocky Racoma - Castle (How's the diet Rocky?)
TSgt Al King - Griffis

We lost three individuals to medical grounding this past year.

TSgt Roger Pugh - Will be going into the club manager's career field as soon as he gets his assignment.

SSgt Bill Mendenhall - Working at the billeting office.

TSgt Paul/Mike Dartez - Working in scheduling but will soon move back into his old career field in maintenance.

And MSgt Tim Wical - for humanitarian reasons.

Marty Sabourin will be departing around the December time frame so if there are any Masters looking for a Tanker Task Force job give Chief Harrison a call.

7. It's getting that time of year over here for typhoons, we evacuated 5 times in August 85 for phoons. All the evacs were to Clark AB R.P. except for one to Yokota. Excellent cargo and pax training during these evacuations. We'll probably have to evacuate while CEVG is here or maybe better yet we'll evacuate just before they get here. Just kidding Paul.

Well guess I'll wrap this up and get it typed. Just wish to say Thanks to most of the guys that stopped by to say "Hi" while they were TDY over here. John Bond has a permanent room in billeting. Mike Runyan and I say "Hi" to all the guys at Castle. So long and take care. Give us a call if you pass through here.

One last "Hi" to Chief (Chuck) Harrison, I'm getting bald good buddy.

Randy
RANDY P. FAULK, SMSgt, USAF
Unit In-flight Refueling Program Manager



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

REPLY TO
ATTN OF: 190 AREFG/ SMSgt Pierson

Apr 86

SUBJECT: Boom Signal

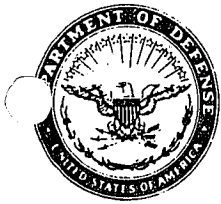
TO: Fellow Booms

Greetings from the Kansas "Coyotes". Not much has changed here in the last year or so. The wind still blows day and night, sometimes it stops but then blows in the other direction. Here is a list of our Booms and what each claims to be infamous for:

MSgt Thomas R. Cox	Weekend type, works full time for a PMEL Lab
SSgt Harvey L. Deweese	Weekend type, works full time as a firefighter
SSgt Keith R. Fulton	New technician, keeps them straight in DOTF
MSgt Kenneth J. Griffin	Technician, works in the DOX area
SSgt Parker R. Groves	New weekend type, works full time at an Army ammo plant
TSgt Charles K. Hanna	Weekend type, mostly pulls alert, TDYs, likes to travel
MSgt Ben L. Hollingsworth	Weekend type, pulls alert and is our resident car mechanic
TSgt Ronald A. May	Weekend type, works for Goodyear (sometimes)
TSgt William R. Mciver	Weekend type, pulls alert and assists the unit security manager
CMSgt Gus J. Parsel	Technician, Chief boom, talks golf as a second language, loves to play in the wind (downwind)
TSgt Lee E. Perry	Weekend type, still bending that iron in KCMO
MSgt John H. Roth	Weekend type, loves trips, ladies and will go anywhere.
MSgt Lowell T. Seymour	Technician, divides his time between the tanker and the C-131 as he is still dual qualified
MSgt Steven D. Stucky	Technician, recently moved from the DOX area to become head squadron boom. Thinks computerease
MSgt John E. Young	Departed for KC-10s in April, will be out of Seymour Johnson AFB
SMSgt Michael L. Pierson	Technician, Stan/Eval, still trying to keep everyone going in the right direction

TO THE STARS THROUGH DIFFICULTY

88



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

15 April 86

FROM: 46TH ARFES KI SAWYER AFB, MI. 472-2792

SUBJ: BOOM SIGNAL

TO: DOTTR

Hi to all from the north country. We were all under the impression that spring finally found us up here but Mother Nature fooled us again ----- it is SNOWING today. With the new revisions to the dash 9 and SACR 400-4 hopefully our life in the cargo world will be a little easier. We will be looking forward for them to hit the streets.

The life of the slip stick has finally out lived it's usefulness. At least that is what we have been told. It is going to be hard for some of us oldtimers, that are still around, to get use to using moments. We may drag our feet and fight the change but we will get use to it after awhile. I have a feeling that some of us may still have a slip stick hidden somewhere just in case of an emergency.

If any of you are interested in coming north we are always looking for a few good men.

OUR CREW LINE UP:

PROGRAM MANAGER --- MSGT. LONERGAN
TRAINING FLIGHT --- TSGT. HACKETT
ALERT FACILITY --- SMSGT. McNEILL

S-101 --- SMSGT. LABO
S-102 --- TSGT. TAKASH

S-110 --- SSGT. PROTZMANN
R-111 --- SGT. MERRINER
R-112 --- SSGT. OBANION
R-113 --- SGT. SWEET
E-114 --- SSGT. MYRICK

E-120 --- TSGT CASNE
E-121 --- SGT. MITCHUM
R-122 --- SGT. SHIMA
E-123 --- SSGT. PETTIS
R-124 --- SGT. KEMPFER

E-130 --- TSGT. WILLIS
E-131 --- SSGT. BOLLING
R-132 --- SSGT UMSTEAD
R-133 --- TSGT KOVER
R-134 --- TSGT FROL

INBOUND --- SRA. PRETZER
Peace is our Profession

FROM: 307 AREFS/CCF

SUBJECT: Boom Signal

APR 23 1986

TO: CMSgt Richardson

1. Greetings from the newly activated 307 AREFS here at K. I. Sawyer. We have been a squadron since 1 Oct 85. We have a great squadron and a really great group of people. I just returned from Puerto Rico where it was 90 degrees and then this morning there was 3" of snow that fell overnight and 22 degrees, talk about a shock. We have 15 crews here. The alert crews just moved into our newly remodeled pad. Our line-up is as follows:

Training Flight: TSgt Ekdahl - "B" came to us from Offutt, where he flew everything they have out there. Keeps asking me what funny looking long tube on the the back of the K.C. is. Some day we'll let you fly it "B".

S-151: TSgt Phillips - Ed came to us from Kadena. Knows more about the computer than the Zenith folks. Has it set up so you get a random question no-notice exam. So much for pony's.

S-152: SSgt Stewart - Jeff recently went to stan-eval. Keeps asking Labo what to do next. We'll give him a clue pretty soon.

E-160: SSgt Prausa (IBO) - Big "T" is a flight commander boom - "cause he told me he would be". I didn't argue; he's too big. He's doing good, keeps all "his kids in line".

R-161: TSgt Bowser - Tim is out at CFIC now. Going to let him and "T" arm wrestle for Flt Cmdrs crew.

R-162: Ann Smith - J. C. is one of our new kids and a sharp one too! CMSgt material. Lets the two new guys know that he is not the "baby boomer" anymore.

R-163: Ann Glover - Matt and J. C. came here together. They are sort of hard to separate. Bought a car together, in the same flight. Sharp guy, he'll go far also.

E-170: SSgt Phillips (IBO) - Jodi has her hands full trying to manage the malcontents in her flight. She's a sharp young lady except for one thing - she wants to be in mobility. She is Ed's better half and has no trouble keeping him in line as long as she keeps him away from Myrick.

R-171 - SSgt Langner - Steve is over keeping the world safe in England. He's the only one in this flight that isn't an instructor. Guess who catches all the grief?

R-172 - SSgt Vickers (IBO) - Dave "Wolf" came to us from Loring. He is used to the snow and cold. Wears Bermuda shorts when it's -10 degrees. Says he doesn't get cold until at least -25 degrees. We wonder about him. He is the CLT manager.

E-173 - SSgt Reed (IBO) - Clint is up in Alaska. He is the squadron bowler and a good one.

S-180 - SSgt Smith, R. (IBO) - Roger is going over to scheduling, had to move him, to darn many Smith's in the squadron. Roger, Steve Myrick and I were at Fairchild together, I got Roger in my squadron because Lonergan lost the draw and got stuck with Myrick. His wife just had another baby - cold winters up here.

E-181 - SSgt Cermak - Ryan just came back from charm school. He does not like parades so he lays down and takes a nap when he should be in formation.

R-182 - SrA Derrick (IBO) - Robert is just an all around great troop. Upgraded to IBO and is sharp as a tack then turned right around and won the Levatow (D.G.) award from the NCO Prep Course. No, Jess Schloss, you cannot have him.

R-183 - SSgt Klementz - "Papa Smurf" is one great boom operator. His wife just had a baby, hence the title. He used to just be Smurf. He will upgrade as soon as he get the hours.

R-184 - Amn Tongusi - "Gilligan" as we call him. He just got here from Castle. He's a home grown boy, born in Manistique and raised in Flint. One of our two "baby booms".

Spare/R-161 - Amn Levato - As soon as things settle down and people get back from TDY's and moves are all made, he will go to a crew. Gerald arrived here the same time as Tongusi. Both have great potential.

Program Manager - MSgt Smith, P. - Thats me! They finally used enough dynamite to get me off of Fairchild. Still have a home thier and plan to return. I like it here and plan to stay for a while. Would like to say "Hi" to all my friends at Fairchild and through out the command. If you need SNOW, send me a request and I'll ship you a box full, we have plenty. Jess, tell Sauro the secret to being S-101 Boom.

Well Chief, that is about it from the "Frozen North" woods", land of the "Jack-pine savages". Keep up the good work, it is little things like this, "the Boom Signal", that keep this field the best in the A. F.

Until next time,



PERRY W. SMITH, MSgt, USAF
307 AREFS Program Manager

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



REPLY TO
ATTN OF: GCF (MSgt Campbell, 4003)

SUBJECT: Boom Signal

TO: All Fellow Boomers

1. Greetings from the lost squadron at Langley. I guess the word got out about the duty here, because hardly a week goes by that I don't have two or three calls about getting assigned here. Well, all I can tell you is update your Dream Sheet and I'm sure Chief Harrison could use a new car!!! Sorry I can't help but keep on calling, its good to here from you. New Autovon is 574-4003.

2. We had to miss the Reunion this year thanks to Gram-Rudman!!! Maybe next year.

3. Duty Roster:

MSgt Bill Campbell - Still Chief Boom, Still First Sergeant, Still flying, Still on alert, Still etc. etc. HELP!!!

TSgt "Corkey" Cordell - Stan/Eval - Been here so long he's got moss growing on him.

TSgt Pat Ryan - Security - Wants to cross train to a Flight Engineer. Will he be surprised to find out C-130's don't have a whistle.

TSgt Pete Jackson - Vehicle Control - "TAKE THAT JOB AND SHOVE IT."

SSgt Mike Davis - Stan/Eval - Got so ugly he has to go fly the Three Holer. There ain't no ugly "BOEING BOOMERS"!!!

SSgt Larry Joines - Looking forward to civilian life in December.

4. Inbounds:

Sgt Mike Cordell should be here in August. Fairchilds loss our gain.

SSgt Mike Diotte will be in from Grissom in October. We can really use his talent.

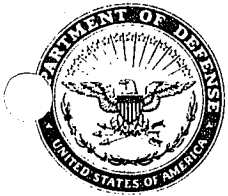
5. Just a short note to the 10th ACCS (Mildenhall). We painted 274 yellow and made it a ground power unit!!!

6. You guys fly safe and let us here from ya!

Bill Campbell
GEORGE W. CAMPBELL, MSgt, USAF
6ACCS Program Manager

Readiness is our Profession

92



DEPARTMENT OF THE AIR FORCE
DET 47, AF CONTRACT MGT DIV, AF PLANT REPRESENTATIVE OFC (AFSC)
DOUGLAS AIRCRAFT COMPANY, 3855 LAKEWOOD BLVD
LONG BEACH, CA 90846-0001

1 MAY 1986

REPLY TO DET 47 AFPRO LONG BEACH
ATTN OF

SUBJECT: BOOM SIGNAL

TO CHIEF RICHARDSON

Greetings from Long Beach. Allow me to bore you for a few minutes by explaining what a boom operator is doing loose in Long Beach. Well, according to my last well written APR I'm "directly responsible for insuring contractor compliance with the \$3.8 billion KC-10 contract". Sounds good to me.

Our organization is under Air Force Systems Command, Contract Management Division, Air Force Plant Representative Office, Detachment 47, Flight Operations Division. We're located at the McDonnell Douglas Aircraft Company on the Long Beach Municipal Airport. Flight Operations consists of four people Capt (Maj selectee) Kelly B. Collins pilot, MSgt Richard T. Crousore engineer, (me) MSgt Kevin M. Doyle boom operator and Ms. Nitz Fontillas flight operations assistant.

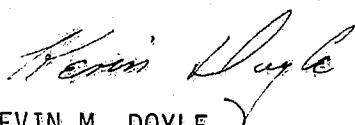
Contract Management Division is quite a bit different from any operational unit I've been associated with. Most boom operator sections have walls decorated with aircraft and air refueling pictures, ours are covered with famous Cost Overrun Documents. A great war story around here would start "Back when I attended my first production design review". Not very exciting but we SHOE CLERKS feel that we are an important step in assuring that SAC gets their moneys worth on the KC-10. If you're still awake and haven't turned to a less boring page let me explain how we go about accepting aircraft from the contractor.

Det 47 consists of about 85 civilians and 7 military we are here to negotiate contracts, check specifications and insure compliance to government contracts. McDonnell Douglas at Long Beach has government contracts for the KC-10, ACES II ejection seat, C-17 airlifter and the T-45 Navy trainer. They are also bidding for two Presidential aircraft.

Our quality assurance people are involved in the KC-10 during every phase of production from before the individual parts are shipped to Long Beach until after the completed aircraft is flown away. Flight Operations functions as quality assurance inspectors at altitude. After the aircraft is built and QA has released it, then Flight Ops gets our crack at it. The first event is ground runs. Ground runs are like a first student flight at Castle AFB. A 3 to 6 hour preflight. It's about as much fun as watching iron rust. Every component is tested, timed, twisted, flipped or switched. After Ground Runs the aircraft is turned back to Douglas to correct the write ups.

The production flights are done using integrated crews both Douglas and Air force flying together. My counterparts at Douglas should be familiar to a few of you who were flying when parachutes were required to be worn during refueling, or those of you who remember the phrase "Note your altimeter reading, you're cleared to the contact position". Guy Lowery and Fay (Curley) Jordan both retired Chiefs and boom operators for Douglas. The average aircraft is "bought" after three to four flights with only 10- 14 hours logged. The production/acceptance flights aren't overly exciting, heroic or even operational but we feel, as I stated earlier, that we are an important link in assuring that a quality product is delivered at a reasonable cost on time.

If you're ever in the Long Beach area and would like to stop by and see how airplanes are glued together give us a call on autovon call 360-0111 ask the operator for McDonnell Douglas at 593-1367.



KEVIN M. DOYLE

MSgt USAF
NCOIC Stan/Eval
NCOIC Manuals Control
NCOIC Flight Ops.
Public Relations
Tour Guide
Shoe Clerk
KC-10 passenger

42d/407th AREFS

LORING BOOM OPERATORS ASSOCIATION

LORING AFB, MAINE

Hi Folks! That time of the year again! Some of you people have all spring to work on this Boom Signal - we don't, Spring only lasts one day up here at Loring. Seriously, it's great that we have the opportunity to get the word out on "what's going on" and who's up to what through the Boom Signal. Chief Richardson, we would like to thank you and all the others involved for making this publication possible.

Well this has been another busy year, I guess that's because it was so jam-packed. We really do stay busy up here for those of you who like that sort of pace. We started the year with the ORI. This was a great year for the readiness inspection. The results are usually gaged by the number of crew dogs and ground pounder pukes that get frost bite while the inspection team is here. Since the ORI was here in August, the cases of frost bite were minimized. Hey, don't laugh, we've had snow on the ground here every month of the year. (It has even snowed in July). Ask Gary Hunt - he's been here since the base opened.

The fact that we are about 300 miles closer to the U.K. directs a lot of HHD tasking to Loring. For us, an HHD is just a glorified training mission. The majority is usually overwater deployment/redeployment. The first quarter of '86 we flew approximately 80% HHD's 20% local training missions. Because of the limited medical facilities both on and off base the wing has an aircraft on standby all the time for medivac's. The medivac's are probably our most rewarding mission. An alert crew preflights the aircraft and files at base ops for the mission crew. The mission crew goes directly to the aircraft. The aircraft is configured for patient oxygen and life support equipment (monitors, respirators, etc) by the preflight and mission crew. Normally, a flight surgeon and several nurses/med techs go along. We have been on takeoff roll in less than 30 minutes from the initial notification by the command post, headed toward a regional medical facility. They say variety is the spice of life, if you think you'd like our life style, give us a call. We enjoy it (the flying anyway).

After several years of disappointment, we finally made it to Green Flag. I know - what's green flag? It's the same as Red Flag only a different color. We must have done really well, none of our booms ended up in jail or if so silver tongued their way out of it. Seriously, there was lots of fun flying. A lot of good experience for us too. It was nice getting out of the cold country for a short break. I think we only stretched one boom and destroyed one basket. Not too bad considering we had about 1000 hooks in 6 weeks. Had to really watch the F-4's with their boom latching capability (if we could only prove it). We would like to thank the people at March AFB and 15th AF for their total support of our operation at their base. They made the trip a great one (especially MSgt James "Lutterdog" Lutterman in DONO). See you next time!

Arriving back at Loring from Green Flag on April 14th was pleasurable. There was snow all over the place and Income Tax Returns were due the next day. Guess who else was due the next day? That's right CEVG. The vacation was over. We met them head-on and did the best we could. It paid off - both testing and flying were exceptional. The tankers received and overall Outstanding. The moral of this story is that preparation pays off. Will be looking for CEVG in about 22 months.

Some of us were fortunate enough to attend the 7th annual boomers reunion at Castle while TDY to Green Flag. Those of you who attended know that the Loring spirit was definitely present. We had a great time. For those of you that have never been there, you should try to make it next time. I hope 'the union' wouldn't allow this tradition to die. Cory Miller did a great job on the reunion T-shirts.

Well, this has been another good year for us and a fast one. We've had an awful lot of fun, lessons learned, and disappointments too. The biggest disappointment to us is knowing that we have to start another year without some very dear friends, those we lost in the Beale accident, as well as active and retired. Our thoughts and prayers are with them and their families. Have a great year and PLEASE fly safe.

The following is a list of all of us at Loring:

SMSgt Tom Cole: Tom bought a snowmobile this year and didn't work a day 'till all the snow melted.

MSgt Larry Burrus: (BT) 407th NCOIC - came to us from Hooterville in Sept '85 "What's a BT"?

MSgt Dayne Brazzell: Dayne's getting ready to leave this Spring for retirement. Just look for the 45 foot mobile home with wings.

MSgt Hiram D. Bonner: Dale's just recently pinned on MSgt and doing wery well as our "PAD DAD". Getting ready to re-open the mole hole in the swamp. Hiram and Penny had their first (baby boy) about 5 months ago.

TSgt Gary Hunt: "Mr Poker" - Returned to Stan-eval last year (2nd time around at Loring). Put on TSgt last month.

TSgt Frank Huckabee: Got tired of working for a living. Is now remodeling the scheduling office.

TSgt Bob Cludinski: "He-Ski" Bob added more chrome to his harley this winter. One of these days he'll remember to put gas in it.

TSgt Dave Williams: Looking for a job. Still loves alert.

TSgt TSgt Tom McElroy: "Santa Claus" Tom joined Gary in stan-eval, now is's Christmas all year. He's our local stealth evaluator.

TSgt Roger Thomas: He thinks he's leaving. Will stay in stan-eval until he gets orders.

TSgt Dave Sealey: Decided it was time to move on and did. Now works in DONO.

SSgt Keith Bromley: "Snowman, Bow and Arrow" Took three SP's to "APPREHEND/DETAIN" him for something that is not even a violation. Still trying to get to Alaska to fly the whisper-jet.

SSgt Ken Acosta: Is just loving Loring and pulling alert. Refused to give his CEVG evaluator a contact on HIS checkride.

SSgt Jeff LaPoint: "The invisible boom" Mission plan/fly/go home. Nuff said. Has a KC-10 assignment "sometime".

SSgt Cody Crowder: "get me out of here" Will take orders to anywhere.

SSgt George Washington Naylor III: "spud" Married a Maniac last year and still trying to rent her out for \$20 an hour. George showed his true form at Green Flag, "Hi Guys". Was a Distinguished Graduate from NCOLS.

SSgt Ernie Albritton: I'm Outta here and never coming back. Going to Robbins in May.

SSgt Jeff Desilets: "Arnold S., The Devistator" If you're looking for Jeff, check the nautilus room at the gym.

SSgt Steve Cooper: "Coop" Don't see him around too much. Spends more time TDY than on home plate.

SSgt Marcus Wheeler: Found out that Firebirds don't make good RCR check vehicles in Maine (or 4 wheelers either).

SSgt Jerry Howe: Recent "War Hero" a favorite among the retired O-6 crowd.

SSgt Larry Santine: "Salt" On a crew and working in 407th training flight. Wants to go somewhere, just not sure where. Maybe back to South Dakota?

SSgt William Browning: "Mac" Likes receptacle doors on A-10's. Tried to keep one. Doing just fine.

SSgt Bill Medberry: "Hey, you're in there" Almost a tech sergeant. KC-10 assignment. Stan-eval. Say no more.

SSgt Matthew Davis: "Mr NCO Club" Back from CCTS last month and doing fine. Can you say "plastique coucher" (Plastic couch).

SSgt Daniel Cersosimo: "Sos" Bomb comp bound. First time SSgt.

Sgt Terry Casey: "Stagger Lee" I done ran the quantlet. It's my ___ and i'll wash it as fast as I want to!

Sgt Ken Wader: "Lunkhead, Stilts" Ken learned that going DNIF is a lot better than flying a night no-notice with the nose gear ground downlock installed.

Sgt Bryan Barthlow: "California Lady Killer" Gets wet willies in the ear for no apparent reason.

Sgt Bob Scaccia: "Sweet Cheeks" Bob is leaving PCS (Permanent civilian status) in September. He should be back from Mildenhall in time to separate.

Sgt Colin Hibberd: Found out that firing three shots from a 30-30 just makes a black bear mad. Luckily his truck was near by. He also came back from England in February and found out "He-Ski" had redesigned the passenger side of his truck.

Sgt Richard Furman: "Moon, No Heat" Rich and Keith proved that there really is a "moon over Miami", in fact two moons. Only forgets the small stuff.

Sgt Eric Hudnall: "Big Daddy, Hud" All velocity and no direction, now an instructor, look out world!

SrA Chuck Roskam: Done had enough, civilian 15 May.

SrA Nancy Cludinski: "She-Ski" Temporarily grounded for a happy event in about 9 months.

SrA Russ Carlson: TDY to Europe at this time, says he's getting out in a few months - we'll see.

SrA Matt Karnauskas: "Krash" Going to CFIC shortly. Trying to get married before he leaves for Castle so he can draw separation allowance.

SrA Shawn Lamb: "Goat" Goat bought another goat (GTO) recently. Just came back from CFIC. He still likes the reservation and they still call him chief.

SrA Thomas Polk: Tom is the proud father of a bouncing baby boy.

A1C Louis Lyon: Hanging in and loving this place.

A1C Darin Welsh: "Muhammad Thumper Holmes" Darin enjoys a New Years eve, this past one he was abused by a hospital squadron representative. The party rocked and he rolled.

A1C Rich Gano: "Smokin'Q" recently married. Doing fine.

A1C Michael Vivian: Really loves this place. Thinks it's Mahvalous.

Amn David Craig: "Baby Hud" Hud's son. David was introduced to Hud when he arrived and he has never left his side.

Amn Shannon Moerke: Finally settled into a house down town.

Amn Tyler Van Ert: Our newest addition and a most welcome one at that. Super hands and has a head on his shoulders.

Amn Wendell Floyd: Enjoying Loring and loving that Colt .45

DEPARTURES:

SMSGt Gene Harris: "Gene, Gene the Dancin' Machine" PCS to Zaragoza

TSgt Glenn Faught: Left us for his home state of Texas. Dyess will never be the same. Scaccia will never forgive him for the nickname.

TSgt Don Hale: PCS 93rd BMW Castle

TSgt Rick Newman: KC-10 Seymour

SSgt Steve Baudanza: Grounded. Works in the inflight kitchen

SSgt Sharon Moody: Quit Flying

Sgt Daniel Tosier: College in Minnesota



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

REPLY TO
ATTN OF: 9 AREFS/DOB (A11)

23 Apr 86

SUBJECT: Boom Signal

TO: 8 AF/DOTTR (CMS Richardson)
All Boom Operators

Greetings from God's country better known as March AFB, Home of the California freestylers or Gucci-boys. Another year has passed by and we are participating more and more in the operational side of the house than in training. Recent operations, usually done by KC-135 are now being handled by KC-10's, and March is usually at the head of the deployment. We are very proud of the accomplishments this last year. We're not only going to such garden spots as Hickam, Osan, Frankfurt and Yokoto, but we hit quite a few Navy, Marine and Army bases to support their fighters and JA/ATT missions. The navy generally request us on short notice to drag them to Diego or Hickam and the marines usually want us to take them from Cherry Point in Iwa Kumi. These dual-role missions are a kick, a lot of hard work but very satisfying. Our training program is working fantastic. As soon as our students are released from American Airlines we get them qualified in minimum time.

This year we lost one of the finest Boomers in SAC--Gary Adams. Gary and I go back a long time. Gary, hope you get to read the Signal at Guam. If you do we wish you the best of luck in civilian life and we'll drop by anytime we hit Anderson.

Here is a list of the 9th AREFS boomers:

DOB

CMSGT Gerry Sacre--Chief's option when to fly or go TDY.

Asst. DOB

MSGT Mark (no job) Fleege--Good deal monster. He's history 1 Jun 86. Never been ETTF, JATT's or ELF. But is well known 'down under', and gets lost in Europe. Does a great imitation of a French Poodle in the NCO Club.

Asst., Asst. DOB

MSGT Russ Marshall--Gets ALL the good trips, everybody's pal. The man with the magic pencil. Russ is thinking about buying a Pickem-Up now, because his car won't hold 280 pounders.

DT

MSGT Kenny Endrizzi--Ready for a line check anytime. When he calls for a boom meeting, nobody shows. Kenny is still taking classes on how to be tactfull. Thinks cargo is better than sex.

S-101

MSGT Bruce (stoneface) Lawson--If there was a degree for delegation, he'd have a Doctorate. Dances daily with the ladies in the gym, thinking about a sex-change now.

S-102

TSGT Bob (smoke) Moquin--"Deputy Bob" works for the local sheriff dept. Has all the latest info on the world of crime. While TDY, tends to go ugly early.

S-103

TSGT Jerry (living legend) Broussard--Keeps the Fontana motel "6" in business. President of the "Hate Engineer Society." Likes French dogs.

S-104

SSGT Danny Able--Holds stock in GTE and Pacific Bell. Is in the process of publishing a book on how to fire your wife in three easy years.

S-105

SSGT Ross (stoneface Jr) Kilbride--Weightlifting and (cough) sailing instructor. Just a homeboy. Got a new jeep. Family's on ration cards.

MSGT Dave (Hoto) Telles--"Supply Wiz" Squadron pack rat. If the LP store doesn't have it, Dave does. What's Hoto Dave? Que? If a marching band starts playing, his desk jumps to attention.

MSGT Dave (ex-DONO) Kirkland--New auto dealers best friend. Trades cars like underwear. Likes oriental food. Tries to balance the Boom fund.

MSGT Gene (electric mouth) Cowles--Correct me if I'm wrong! Went to have his mouth wired shut at the hospital, the Doc missed and gave him a hysterectomy. Still has to be corrected because he's always wrong.

MSGT Lee Evans--Graduate of Raleigh Hills. One more 2 day follow-up and it's back to Spain for a recheck.

MSGT Jim (Lutto) Lutterman--DONO...Ask Wadsworth. May be retiring this year. Has a short fuse.

MSGT Paul (Buck) Rogers--Cargo Wiz. Defecting to the States with Marcos.

TSGT Gene (D--K with ears) Thomason--Jack of all trade, master of none. Ask the "fat kid" about his engineer, and look at those fat little fingers.

TSGT Jake (Scooter) Benscoter--DONO. Ask Lutto to ask Wadsworth. Bought a motor scooter (Honda Rebel) thought it was a motor bike.

TSGT Jim (Jimbo) Mountcastle--Master mover. Helped all the land barons move into their new homes. No charge. Hitting the meat markets now. Frequently seen at Bobby McGee's.

TSGT Jeff (Spurt) McGirt--Mr Lucky. Hit the Price is Right for 7 grand, a couple football pools and a lottery ticket.

TSGT Brad Madison--Likes to dish it out, but can't take it.

TSGT Brad (Officer) Arnsparger--Gave up his dash 9 and knee board for a gun and badge! Now employed by the Riverside Police Department and RAM. always holds on to something little. Owns the first FAA certified blow-dryer...

TSGT Bob (Clogger) Friesen--Loves the ETTF TDY's. Rumors of wedding invitations or lawsuit. Can't kiss and run Bob. Doesn't like to admit it but has a square-dance partner named Refrigerette.

TSGT Del Coggins--Dresses like a retired Colonel, and hustles all their money. Sun City has wanted posters out on this guy.

TSGT Gary Meyers--Getting out this year. Whatcha gonna do Gary? "I don't know," Just watch out for those warheads Rick!

TSGT Pat (Johnny Wad) Wadsworth--DONO--Don't ask Lutto. Tell Him! The computers right. Honest, just ask Johnny.

SSGT Mike (stealth) Yates--Freefall champ and explorer of Panama. Give us an up to date explanation of drag chute will you Mike?

SSGT Celeste (Sally) Barcelo--Everyone likes to watch our gal Sal play racquetball. Sally thinks it's because she's good Hmmm.

SSGT Eddie (stingray) Sudec--Car shows and baseball games are Eddie's fancy. You oughta see his peanutman imitation, after a couple hundred beers. Hall monitor at Zaragoza.

SSGT Rodney (Rappin') Bennett--Rodney loves "E" channels. Gets one everytime he shows in the squadron. Has an allotment going to the package store in Zaragoza.

SSGT Tom (Deigo) Degen--That's right Riverside Deputy, and yes they gave him a gun. Works training flight before 0900. Leaves his car running in the parking lot. Tommy, that IROC will NOT fly!

SSGT Larry (Rambo) Bussen--Martial Arts and Survival Master. Last seen giving pubs checks for CEVG. Just got his private pilot's licence. Read the notams. Went to Hollywood to be Sylvester Stallone's understudy.

SSGT Steve Slobodnjak--Before Steve goes TDY. he checks Broussards schedule.
Who's primary anyway?

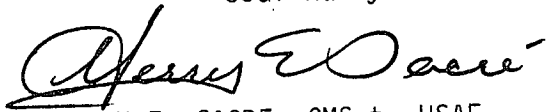
SSGT Mike (Mai Tai) Chmiel--Had a Hickam trip to remember. Too bad he doesn't.
Just as well huh Mike.

SSGT Jim (Curly) Staup--Newly acquired from the American Airlines home for
retired boom operators. Attempting to qualify him for
real now. Came from K.I. Sawyer, still has perma-frost
on the brain.

SGT Laurie Kent--Got her new glasses now, can even see the receivers at
night. Doesn't send the F-4's home bleeding anymore.
Receives regular correspondence from the Tucson ANG.

SGT Rick (Devo) Evans--He is the only guy the chief has to tell to stop trimming
those sideburns. They're about temple level now. Doesn't
know that you only can wear flight suits for flying. The
blue uniform clashes with his Miami Vice shades.

Inbounds. TSGT Steve Oothoudt from Castle
SSGT Bob Christopher from Pease
TSGT Tina Skrzypiec from Griffiss
SSGT Randy Johnson from Castle



GERRY E. SACRE, CMSgt, USAF
Inflight Refueling Program Manager



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

REPLY TO: 22 AREFS (MSgt Nosik)
 ATTN OF:

30 APR 86

SUBJECT: Boom Signal

TO: 8 AF/DOITR (CMSgt Richardson)

Greetings to all from the Land of Whispering Bushes in Sunny Southern California. Since the last Boom Signal, March has seen a few changes. But then again, who hasn't?

Our heavy duty changes include Chief Hawkins replacing Chief Boubier at Fifteenth, SMSgt Barber and myself swapping jobs between the Alert Facility and the squadron, Laurie Kent and Eddie Sudec bailing out of the A-Frame into the Tri-holer. Bruce McNutt pax briefed for the last time and is currently the DOV Admin NCOIC. Jim Langford found out his folks weren't married and was forced into OTS and Larry Scott found Things Really Don't Go Better With Coke.

Here is the current list of couch potatoes in the 22 AREFS:

BEER BOX STUFFER	MSgt S.K.(Head for the Desert)Nosik
S-101	MSgt Ken (Hitler Clone) Diefenbach
S-102	SSgt Bob (Smilin Bob) Durbin
110	MSgt Lee (Why Me) Merriweather
111	TSgt Bob (Lotto) Morales
112	A1C Gary (Something in his pocket) Jennings
113	SSgt Mike (Hamburger Dude) Aldapa
114	SSgt Chester(LBFM Molester)Robbins
120	SSgt Derek(Delegencia)Suficiencia
121	SSgt Jim(Jim Beam)Skipper
122	SSgt Jon(Coyote Man)Calcote
123	SSgt Carl(Chicks for Free)Seaberry
124	Amn Derek Partin
130	SSgt Eric(Recall WHAT?)Merriweather
131	SrA Tom (Night Rider) Sila
132	SSgt Bill (Mastercard) Wright
133	SSgt Mike Hawkins
134	SSgt Gary Czenkus
SCHEDULING	Tsgt Les (PFE MAN) McPeak
	Tsgt Tim (Pepto) Waldron

Being the base camp for RED FLAG, some of you have or will be afforded the opportunity to visit March. This unto itself is not a sin, not dropping by or calling is.

STANLEY K. NOSIK, MSgt, USAF
 IFR Program Manager

Peace is our Profession

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Greetings from the 79th AREFS, March AFB, California, home of the "California Freestyle". The 79th has had a change of reins since last year. Steve (Squeaky) Fromm left for Seymore Johnson last June and was replaced by Mark (Mr. Airshow) Skvarna. Mark has done a great job filling Steves shoes. He has settled into the "life in the fast lane" and recently purchased a hot tub to conform with the Gucci Boys! We have had quite a turnover in personnel over the past year due to the opening of Seymore Johnson and increase in manning requirements. The following Gucci Boys now reside with the 79th.

Ray (Slum Lord) Aguayo: Retired from Mather a couple of years ago and spends most of his time collecting rent from his vast property holdings in San Diego. He manages several trips each qtr. and has proven to be a valuable instructor within the unit.

Brad (Mr. Smooth) Arnsparger: Just came to use from Active Duty. He is in the process of going through the Riverside Police Academy. He hopes to be discovered and star in "Miami Vice".

Ben (Mr. KC-10) Benamati: Still tricking us all in the BOT at American Airlines training Center. A real asset to our unit. Now, if he could just keep his wife out of the new car showrooms!

Richard (Polish Prince) Olshefski: Devotes his life to truth, justice and the American way, namely, cheap booze and slow women. Came in first place in Riverside's Annual Pig Catching Contest. Works part time as a bad check collector.

Tony (Dream Maker) Payne: Recently came to us from the 336th. Owes the government \$5,000, but is working on a waiver. Came to the 10 because he needed to lay some pipe. Wants all the good deals.

Steve (Who Knows) Hampton: Works for McDonnell Douglas as a Technical Manual writer. He has been with the unit for a couple of months and will be going to school in the near future.

Mike (Curly) Kibler: Mike has really changed his image. His curly permed hair and new job with the Post Office has given him a new positive outlook on life. He works when he should and travels when he can!

Leo (I'm Easy) Marin: Another Beale Bandit who has completed KC-10A training and is now in the process of checking out in the 10. No low blows for Leo - He's too quiet and shy to discover any hidden secrets!

Mark (Sweet Prince) Maxwell: Came to us last year with MAC Loadmaster training program. He checked out as a Boom Operator, then accepted a job with McDonnell Douglas. He is working with the C-17 program. He is also trying to arrange his Airshow Schedule for 1986!

Danny (Bendeho) Mendez: Another Loadmaster (C-130) test tube baby. He managed to complete the program with seven minutes to spare!! Recently promoted to MSgt as a "gift" for completing the course!! Danny is working full time for us until at some point he decides to go back and "work" for a living.

Cory (Mild Manner) Miller: Another retired triple dipper from Castle! Need KC-10 ash trays? How about a Mug, Hat, or T-shirt? All can be purchased a a nominal fee from "Poo-Poo" Cory Miller.

Dirk (Axe Man) Olsen: Stan Eval Archangel. Still day dreaming about fast cars and slow women. Still trying to figure out how to put 200 lockers into a 70 locker room.

Where there's a will, there's a way. Likes to think of himself as Tony O - The Dream Maker!

Randy (Rhino) Rinehart: Our newest ART. Came to us from Grissom last year. Holds the record for going the most days without "Trim". Lives with the squirrels in the mountains and spends a lot of time telling war stories at the American Legion Hall! Favorite T.V. show - Laverne and Shirley re-runs.

Mike (Mario Andretti) Sedillo: Has not received a speeding ticket or a DWI all year! Mainly, do to the fact that we keep him in Spain and send CARE packages every third week. We understand he has enrolled in school at Zaragoza AB!

Mark (alias Mike Hunt) Skvarna: Our new leader and associate in lewd obscene behavior. Was recently caught trying to dump his garbage deep within the Soboba Indian Reservation. His latest act resulted in being locked in a frozen food locker during an armed robbery at a local restraurant. Keep up the good work, Mark!

Jeff (Jet America) Spence: Still working for Jet A and trying to stay current in the 10. He has promised to get his haircut every other UTA!

Bob (Mr. T) Thibault: The grandfather of the Boom Shop. Very quiet until you give him a few beers, - then ask him about the KC-97--Sit back, relax--and take notes. Bob managed to put on a few pounds this year. He tipped the scales at 98.5 lbs.

Jim (Mr. FAA) Webb: Jim's high level GS-15 job keeps him pretty busy. We don't see much of him these days due to problems with airplanes falling out of the sky lately. We expect Jim to hang up his flight suit sometime next year and join the list of retired Boom Operators.

Jim (Hollywood) Welborn: Self proclaimed squadron Messiah, Jim worries about his age, his job and dying in his sleep. If his daughter would just stay off his back he might just get something done. Him is considering a job as a Hairdresser because he says anyone can learn to dye hair and he can save \$50.00 a week in dye.

Keith (Low Profile) Bloomer: Just came to us from Beale. He completed his upgrade in minimum time and looking forward to flying the worlds airways in search of the meaning of life.

John (Chief Pokatwatalot) Bond: John decided that Msgt Retired pay could not support his need for life in the fast lane. He accepted an ART position and is now in the position to "double dip". We are fortunate to have John's experience and if nothing else, when in doubt "ask John".

Doug Cook: "Who Knows". We haven't seen him in weeks. Doug, if you see this, call. We need your flight suits back.

Martin (Slow Down) Cote: Also came to us from Beale and has really been a "fast burner". His navigator girlfriend keeps him in line and leads him in the right direction. He learned last month that the Bible does not condemn porking as a weekend sport.

Richard (Tricky) Filkins: Is now Mr. Sr. executive with a large furniture firm. He flies when he can and comforts the young troops with his fatherly advice at UTA's!

Roland (Travel Pay) Griffin: Spends most of his time trying to get promoted to MSgt. We all think he has a good chance once he figures out when he's supposed to show up for work! Griff still lives Northern California and works for the Post Office as a Pony Express Rider.

The 79th is an Equal Opportunity Employer regardless of race, religion or Creed. However, we have met our quota of Loadmasters, aethiest's, and child molesters. All others may apply at will by contacting SMSgt Mark Skvarna or Jack Mehoff at 947-4280. Until next time, keep a stiff boom!

Sincerely,

J. Welborn
79th AREFS
"Master of Reality"



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

REPLY TO
ATTN OF: 336 AREFS/BO

30 Apr 86

SUBJECT: Boom Signal

TO: All The Finest

Salutations from the land of smog and fog (not always)!

We here at the 336 AREFS agree with Chief Richardson and heartily indorse the Boom Signal as a line of communication which we must keep open among ourselves. It not only keeps us informed about each other, but it also shows that we care about each other. Caring about each other has made our field a unique one and the best group of enlisted people in the flying field. The 336th Boom Section is proud to be a part of this group.

The 336 AREFS has had an especially good year. We lucked out and did not receive any major inspections and we were still able to fly all our hours and missions without any incidents. Of course you all know we are really looking forward to our visits from the "black hat boys".

We also feel especially proud that we won the Navigation Trophy and the Saunders Trophy during the SAC Bomb Comp. MSgt Dunning and MSgt Nolte worked very hard and long hours and it paid off -- both crews did a fantastic job.

Everything else around here is pretty much standard with few changes from last year. You guys may want to drop around and see our new EWO storage area, all done with self help.

We did add a couple of new Boomers this last year. TSgt George Shields was a first draft choice from our maintenance complex and is already fully checked out - now he's working for Rockwell towards his first million. Then we picked up TSgt Frank De Jauregui from the 22 AREFS. He was a SSgt at the time but he was holding out for more money so we had to give him a stripe. Its amazing what you have to pay for a little skill nowadays.

We still have our old regulars still plodding along at their usual pace. At the top (and sometimes he's not too sure if it's not the bottom) is Chief Norm Perry trying to keep this mess together.

Then there is a nasty guy named MSgt(new) Bob Dunning who just sits across the street and waits to pounce on us poor innocent Boomers and make our lives miserable.

We also still have with us SMSgt Woody Wood who keeps us fed when we fly and grounded when we eat too many flight lunches.

MSgt Curt Massey is our Flight Leader but I've got a feeling that he would rather be flying than leading this bunch. He's still working for Hughes but Howard has disowned him.

MSgt Reg Nolte is still running us around in circles. He's supposed to be scheduling tankers but I think he's scheduling conflicts.

TSgt B. J. (Bryan) O'Rourke has the enviable job of scheduling Booms for flying (I don't understand why he always gets the best trips) and Alert. He's in Hawaii right now sunning on the beach.

TSgt Carl Walters is still fishing for more money but not having much luck -- says he caught four the other day and had to throw three back. He throws everything under a hundred pounds back in the water. He threw his son in but his wife made him go get him.

And then we still have our other Walters -- MSgt Steven Walters. This guy is really something else. Can you believe that he wants to become an officer. Claims he has worked hard and received his B.A. and doesn't want to waste all that knowledge. We are proud of Steve.

MSgt Jim Borland is the man we all love, he keeps us paid. Jim has been down in the dumps the last few days, he wanted to divorce his wife and marry our computer but the computer turned him down. Said his hands were always cold.

And we also still have our internationally renowned playboy, SSgt Joe Cupido. Joe is our resident photographer and is still looking for his one big break. I think he's looking for some gal he can convince to pose for nothing so he can get her photo in Penthouse. The reason it has to be for nothing is we don't pay him much and he still has to feed his dog.

TSgt Zen Olson. This guy is truly one of our finest and the crew chiefs just love him (someone has to love him, his parakeet threw him out the other night). Zen has the distinct honor of being the only Boomer to throw up four times in a two hour flight. What a guy!!

And then there's me, SMSgt (demoted) Joe Perez. Seeing as how I am writing this mess I will only say that I am enjoying retirement and doing what I like best, flying.

See you all around the system. If you're in the area please drop in and see us. We're really not bad. Even Bob has his good days.

Joe C. Perez
JOE C. PEREZ, SMSgt, USAFR
Air Refueling Technician



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



REPLY TO: Boom Shop
ATTN OF:

SUBJECT: Boom Signal

29 APR 86

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

Greetings from the Booms at Mather AFB, CA.

If you haven't heard yet the 940th will soon be the only tanker unit at Mather. The 904th will be moving out some time in late summer (OCT). We're sorry to see them go, it's going to be rough being the only tanker crew on alert. The staff types say it won't effect our missions. HA.HA.HA.

With the new year comes new booms, and we have three of them. So our instructors had to get back to the basics, and actually do some instructing. They complained a little bit, but thats what they get all that extra money for. Anyways the introduction of new personnel inherently increases the quality of your instructor force. Which goes to show; you don't get older, you get better.

We also had a few old heads leave. Tom Gilboe had his chest opened in July to have some pipes replaced. Now Tom is good for another 40 yrs. He now has a job where he can really pass gas, Disaster Preparedness. Bill Norris had his dream come true, a KC-10 position at Seymour Johnson.

Last year we talked about the JEUL (Jet Engine Universal Loader). It was at 10th AF last year for evaluation, and now it's at Tinker AFB for final evaluation. Hopefully it should be in the field, and available for use this year.

We have two KC-135Es on station with two A models at depot getting all the goodies put on them. We have learned one thing when flying on this plane; you don't leave your coffee sitting around during takeoff roll. There are some advantages to flying E models. You don't have to heat water, and you can hear in the Boom Pod. We switched to the HP41 computers/ moment system for calculating weight and balance on all the planes. The program works good once you figure it out.

We had a visit from your friendly ORI folks, and we ended up with an overall "Outstanding". That was back in DEC so we don't expect them back for a year or so. We are expecting the MEI to roll in on 1 May.

Well thats about it from Mather AFB, CA. If you have any questions you can reach us at [ADV] Squadron 828-3413/3396 or Alert 828-3226 /27 /28

GOOD DAY A?

Robert D. Renn and Ronald P. Thomas
Robert D. Renn and Ronald P. Thomas
Air Reserve Technicians Extraordinair

CURRENTLY EMPLOYED

As Arts -----

CMSgt Eugene Estampa (Stumpy) - Will he ever retire?

SMSgt Ron Dilorenzo (Wop) - Hopes he won't become dead wood while waiting for Estampa to retire.

MSgt Mike Gouweloos (Gouwie) - Moved up to Stan Eval, and hopes to make SMS. Those bruises on his knees will never go away!

MSgt Ron Thomas (Muffin) - HA HA to all those that thought I'd never make Tech. Sleep tight Col Vara where-ever you are.

TSgt Jeff Bush (Shrub) - Thought head of training was a piece of cake till Stumpy hired a bunch of baby booms.

TSgt Aaron Miller (Ann Aaron) - New ART. He thought he'd enjoy art status until Estampa made him NCOIC of the Pay Section.

SSgt Bob Renn (Biker Bob) - Survived a marriage and a flood just to be our newest Art Boomer.

As Reservists -----

SMSgt Bill Dwyer (Billy Bad Ass) - Quit the Art program to work for Pacific Bell. He claims it's a REAL JOB, but he's still a reservist.

MSgt Bob Allen (Big Bad Bob) - He's a school teacher who wanted to ride the space shuttle. Now he's glad he didn't.

MSgt Roy "Could you please step out of the car" Gould - A CHP Officer 2nd behind Big Bad Bob for SMS. He secretly wishes Bobs' Shuttle dream would have come true.

MSgt Ray Parker (Ray-Man) - Is now a Work-Leader (Slavedriver) at McClellan. His specialty is weapon (whips and chains) systems.

TSgt David Myrick (intentionally left blank) - This guy used to be an instructor boom about 5yrs ago. Now he works for UPS. When asked why he wanted to return to the Boom field he said "I just couldn't stop thinkin about holding something long and hard in my right hand." Estampa hired him on the spot!

TSgt Wayne Ebner (Wayne-0) - With his 20yr letter in hand he's going to hang up his headset and call it quits for a while, but just so he wouldn't be forgotten he got Estampa to hire....

Sra Anthony Van Hecke - One of our new Baby (CCTS grad) Booms. Toni or "Lil Ebner" as we call him is well on his way to being an outstanding Boom Operator. This guy even looks like Wayne!!!

SSgt Jullie Cassard (Jullio) - Our lovely lady from Little Rock. (Guard) She's married to an Officer, but she can still make him stand at attention. New to the 314th, She's working out well as a Boomer and Social Director.

SSgt Ann Walters (Red) - Another baby Boomer. (CCTS Grad) She's workin on getting Mission ready. She's out to cruise her red T-Bird instead of the dash 1.

Sra Mike "Make My Day" Mecum - A Sacramento Sheriff and soon-to-be CCTS Graduate. Mike got tired of being a 940th SP, so he traded in his gun for some wings.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 320TH BOMBARDMENT WING (SAC)
MATHER AIR FORCE BASE CA 95655-5000

REPLY TO
ATTN OF 904 AREFS (MSgt "Sleeve" Brown, 828-2828)

25 Apr 86

SUBJECT: BOOM SIGNAL

TO CMSgt Richardson

1. Greetings from sunny California! We've been informed it is again time for the BOOM SIGNAL. Each year goes by quicker and quicker. We've looked at some Boom Signals back as far as 82. Hard to believe where the time went. Hopefully everyone will get their inputs in for this year's Boom Signal. This is our way of letting everyone know what's going on, and where everyone is.

2. It seems like this hasn't been a good year since the last Boom Signal. We lost one of our beloved companions to cancer. The memory of Bill Naumer will stay with all of us who were in the 904th at the time of this tragedy, and to all of you out there who knew him! Also the love for being a boom operator is coming to a close on 1 July 1986 for MSgt Gerald D. Brown, (Sleeve). That's right Gary, your twin brother is packing it in after 27 years. We wish Sleeve all the best of luck. I just hope Gary Adams, and Sleeve don't end up trying to make a run to the Phillipines when they're retired. I don't think anybody there, or the Far East could handle that again.

Yes, the rumors are true. The 904 AREFS is closing, and disbanding in October 1986. We're all waiting for assignments with apprehension and for some, fear of northern tier. We all know who that is. We'll see if we still have that personal connection with MPC? There seems to have been a change in procedure and policy since it's been moved from SAC assignments to ATC airmen assignments. Well that's what happens when things are moved from upstairs to downstairs Airmen assignments. Well Chief, if bribery is possible for choice assignments, let us know! MSgt Kecher is now back on flying status. Went through training with no problem. (Come on Jack do your cargo load!) It's good to see him well and flying again.

3. Our latest arrivals since the last Signal are Sgt W.C Brown from Fairchild, TSgt Reed and TSgt Graham Jr. from Seymour Johnson, SSgt Hughes from Castle, A1C Jirik, A1C Siperly, and A1C Walsh all from CCTS.

4. We are working on getting all the booms into learning moments. It's not that bad. It takes a little longer, and a little more work. There's been no real problems. I guess the old habit of using the load adjuster and index's is the hardest to change. The load adjuster is definitely faster than this computer we ended up with. Well if the computer breaks we can always take the NAV's.

5. Sleeve and Susie, we wish both of you the best on your retirement. A well deserved retirement after 27 years of faithful service to your country. From all of us best of luck, and stay healthy.

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6. Line up for the 904 AREFS:

NCOIC MSgt Brown (Sleeve)-Wants to retire on 6th & J Street Sacto (Gigolo)!
TNG Flt TSgt Rogers (Phil)-Squadron mortician (high speed cat killer).
CLM Flt TSgt Oglesby (John)-Mr Video/Mr DNIF. Future Bomb Comper.
S-101 MSgt Randall (John)-Hasn't reported earnings from Sq fishing derbies yet.
S-102 SSgt Conrad (Greg)-Gone to lunch/new dad.

A Flight

E-103 SSgt Beth (Bob)-New instructor.
E-104 Sgt Post (Mike)-Valley Boom.
R-105 A1C Jirik (Frank)-When he grows up, he wants to be Mr. G.Q.
R-106 SSgt Davis (Easy)-Mr. O.P. Don't ya know it.
E-107 A1C Siperly (Eric)-Almost married. She's already got the car.

B Flight

E-108 TSgt Shippey (Bill)-Gone to scheduling. Now has gray hair.
E-108 TSgt Thomas (Fred)- Out of scheduling regaining natural color/crewing.
R-109 TSgt Graham (Hughy)-Mr. Quiet. Who is he?
R-110 SSgt Brown W.R. (Mr. Mouth)-New Harley, already has insurance claim.
R-111 A1C Holden (Opie)-Stable boom, but still complains.
E-112 TSgt Reed (Rapid Rick)-Macho boom.

C Flight

R-113 Sgt Brown W.C. (Short Sleeve)-New dad. Found out he needs glasses. That explains things. SSgt selectee.
R-114 SSgt Weaver (Mark/Mr. Supply)-Still procurement NCO. Only one to have all new equipment.
E-115 A1C Walsh (Germaine)-Miss emotional, car was stolen/good boom.
E-116 SSgt Hughes (Herb)-If any of you know Herb. No more to be said, good guy.
R-117 SSgt Towle (Brian/Cookie Man)-Mr. TDY.
Alert Pad MSgt Kecher (Jack)-Pad Dad. Has his own empire.

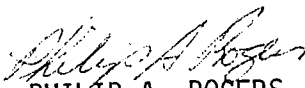
INBOUNDS

NONE

OUTBOUND

We will try to have a list of where everyone is going before the Boom Signal is distributed.

7. If your out this way before October stop in and say hi! Be safe out there!


PHILIP A. ROGERS, TSgt, USAF
904 AREFS



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 320TH BOMBARDMENT WING (SAC)
MATHER AIR FORCE BASE CA 95655-5000

REPLY TO 904 AREFS (MSgt Sleeve Brown, 828-2828)
ATTN OF

19 May 86

SUBJECT: Assignments

TO: CMSgt Richardson

Well here it is. Some are happy and some are sad. But that's the way it goes. Hopefully there will be some old friends waiting at some of the bases we were assigned to. CMSgt Harrison worked hard for us. A lot of us appreciate his efforts on our behalf. He explained a lot of the changes that have happened at MPC. He no longer deals in just boom assignments. So the workload has been increased. He's now in airmen assignments working with AFMPC. Even with the multiple problems he encountered coupled with this special project of ours he did an absolutely outstanding job. Even with the restraints put on him by MPC. We truly appreciate the time, and the professional manner in which you spent talking with us on an individual basis.

Thanks from all the booms in the 904 AREFS

A handwritten signature in cursive script that reads "Philip A. Rogers".

PHILIP A. ROGERS, TSgt, USAF
First Sergeant

MSgt Brown - Retiring
TSgt Rogers - Pease
TSgt Oglesby - Grand Forks
MSgt Randall - Still working
SSgt Conrad - Loring
SSgt Beth - Fairchild
Sgt Post - Minot
AIC Jirik - Grand Forks
SSgt Davis - Offutt
AIC Siperly - McConnell
TSgt Shippey - Castle CTS
TSgt Thomas - Altus
TSgt Graham - Altus
SSgt Brown, W.R. - Barksdale
AIC Holden - Castle
TSgt Reed - Robins
Sgt Brown, W.C. - McConnell
SSgt Weaver - March
AIC Walsh - Robins
SSgt Hughes - Dyess
SSgt Towle - Loring
MSgt Kecker - Mather



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 384TH AIR REFUELING WING (H) (SAC)

MCCONNELL AIR FORCE BASE, KANSAS 67221

REPLY TO
ATTN OF: 384/91 AREFS

28 Apr 86

SUBJECT: BOOM SIGNAL

TO: ALL BOOMERS

1. Greetings from the WIZARD'S of "R's". We've completed the conversion to the "R" model and have taught the Ellsworth and Robins folks how it's done.
2. We're finally getting logistical support so we can start going TDY. Lookout Mildenhall, here we come! We finally get to show what the "R" can do.
3. For all you folks trying to figure out how to use the Weight and Balance Calculator (WBC), you'll find a malfunction check-list attached. If you have any questions give us a call. The WIZARD'S of "R's" will be happy to help.

384th Line-up

TRAINING FLIGHT

Cmsgt Roger Bybee - 384th Program Manager- Wants to return to Barksdale for some reason.

Tsgt Stan Sears - Tng Flt Boom/Asst Cargo Boss - Just arrived from Mather.

Ssgt Mack McElroy - Tng Flt Boom - NCOIC of grass cutting (seasonal work for the handicapped)

WHITE THROATED BUDDIES

Tsgt Terry Ross - S-151 - Flies generals around Europe.

Ssgt Bobby Skaggs - S-152 - Newest HAMMER in Stan/Eval.

CREW ANIMALS

Ssgt Karla Mattson - R-153 - Step promotion to Staff, now off to the KC-10 at Barksdale.

A1C Jack Norris - R-154 - Off on a short notice assignment to Kadena. Heaven help'em!!

Ssgt Don Wilson - E-155 - Down for parts but he will be repaired soon.

Ssgt Bob Johnson - E-156 - Crewing again

A1C Dennis Pratt - R-157 - Newly wed and still smiling.

Sgt Mike Perry - R-158 - We think he is still stationed here. If you see him call us.

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Ssgt Terry "Ben" Dover - E-159 - Leaving soon to go to Seymour-Johnson to fly the KC-10.

A1C Jeff Kelly - R-161 - Airman-in-Charge.

Msgt Noah Cox - E-162 - Retiring in July and still quiet.

A1C Cynthia King - R-163 - Grad. CCTS in Nov, hates the name "Cindy", but loves pulling practical jokes.

Ssgt John Harris - S-164 - Happy to be back on status after a 7 month rest.

A1C Mike Block - R-165 - Aug CCTS Grad, we wonder if he will ever finish telling a story.

Ssgt Jim Garland - E-166 - "What do you mean I have to come in on my CCRR for Parade Practice!"

Ann Tim Treinen - R-167 - Dec CCTS Grad, newly married and still trying to figure out what Alert is.

Msgt Jesse Bailey - Pad Dad - Just loves listening to crew dogs complaining about his facility.

Ssgt Ray Templeton - "R" Model Tng - Lots of pilot pro's for Ray, but he loves it anyway.

LOSSES

Msgt Bill Smith - RETIRED

Msgt "Shep" Sheppard - PCS to Barksdale

91st Line-up

Training Flight

C.T. Davis - Still looking for Texas, Chief Harrison.

Ken Schmelzle - Wants a job. (Anybody's).

Stan/Eval

S-101 - Omer Crafton - Still S-101 and still one of the good guys.

S-102 - Ted Carrier - Back in Stan/Eval after some time with the "R" conversion.

CREWS

E-103 - Greg Gibbs - Staying out of trouble (most of the time).

R-104 - Henry Wayne - Our most recent CFIF Graduate.

E-105 - Yvonne Wherry - Local movie star. Watch for her in Air Force Now.

R-106 - Mike Lambert - Have wall, will paint. Nice murals.
R-107 - Bill Moore - On loan from the 384th.
E-108 - James Ward - Some of the new wearing off.
R-109 - Glenn Heywood - One of our resident grey beards.
R-110 - Marc Aalderink - Still the first boom operator (alphabetically).
E-111 - Harry Hudnut - Leaving for his no-notice PCS to Kadena.
R-112 - Jeff Wright - Your gracious penman. (for the 91st only)

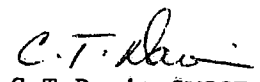
R-113 - Steve Klinkhammer - Our newest "daddy".
R-114 - Gerry Swanson - Senior-Master-Airman Swanson. Nice flat top.
R-115 - Bret Lane - Still a big boy and getting bigger every day.
R-116 - Kevin Langholz - Have "Fast-ride", will cruise.
R-117 - Rich Lusk - Leader of the Alert Monopoly Brothers.

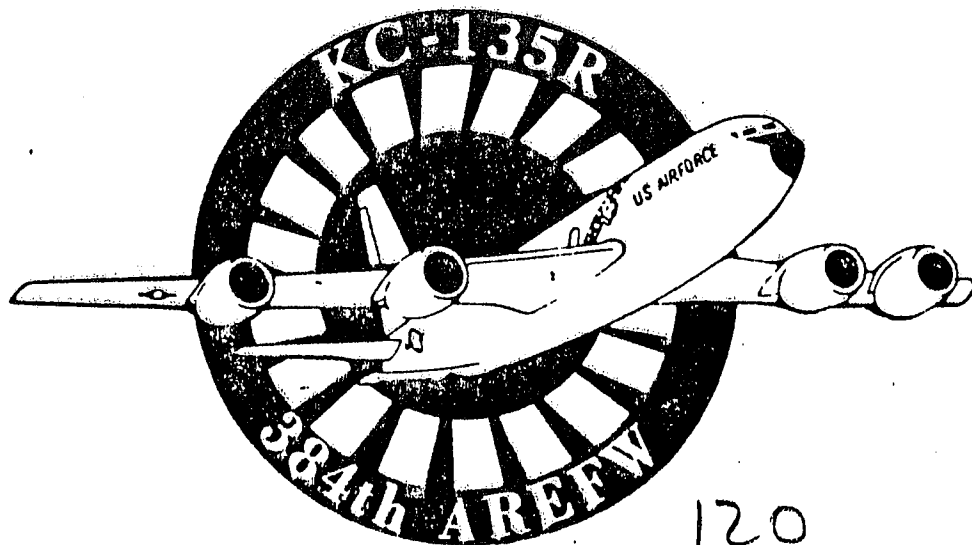
New Guys

Amn Thomas Day - The new guy on the block.
Sgt Harvey Schneider - Incoming from CCTS.
Sgt David Bablo - Incoming from CCTS.

This completes the roster for the Wizard's of "R's" for this year. You folk's out there take it easy and remember this, "R's were first!"
Roster written and directed by Tsgt. Stan Sears, 384 AREFS, and Jeff Wright, 91 AREFS. Produced by:


Roger Bybee, CMSGT, USAF
384th AREFS


C.T. Davis, SMSGT, USAF
91st AREFS



WEIGHT AND BALANCE CALCULATOR (WBC) MALFUNCTIONS

Environmental influences may cause the WBC to exhibit some temporary system disruptions or "lock-up."

LOCK-UP CAUSES

1. Electro-static discharge.
2. Exposure to strong magnetic fields.
3. Plugging/unplugging printer or chips while WBC is ON.

LOCK-UP SYMPTOMS

1. Loss of keyboard control.
2. Display errors.
3. Odd key assignments.
4. Will not turn ON or OFF.
5. Loss of memory.
6. Excessive battery drain.

CORRECTIVE ACTIONS

1. Remove battery pack and replace it immediately. No response then;
2. Turn WBC OFF, press CLEAR (←) Key, turn WBC ON, release CLEAR (←) Key. This will result in a MEMORY LOST display and will require reprogramming. No response then;
3. Remove battery pack, wait 30-60 seconds, reinstall battery pack. No response then;
4. Depress the ENTER, ON and CLEAR (←) keys simultaneously several times. No response then;
5. Remove battery pack and chips, reinstall battery pack. If no response then;
6. Remove battery pack, depress the ON key continuously for 1-2 minutes, release ON key, reinstall battery pack and chips, turn WBC ON. No response then;
7. Remove battery pack, wait 24-48 hours, reinstall battery pack and turn WBC ON. No response then;
8. See Boom Section NCOIC to have WBC repaired.

PRECAUTIONS

1. Ground yourself before touching your WBC.
2. Touch any surface prior to placing the WBC on the surface.
3. Insure WBC and printer are both OFF prior to connecting/disconnecting.
4. Insure WBC is OFF when inserting or removing "chips."
5. Be cautious of storing WBC in foam-lined carrying cases.



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

REPLY TO
ATTN OF: DOT

28 Apr 86

SUBJECT: Boom Signal

TO: CMSgt Richardson and Fellow Boom Operators Worldwide

1. Greeting from all booms in the 10 ACCS. Some things never change, the weather in Great Britain has been continuously cold and wet. However, we are optimistic about a warm summer. We still go to Lajes AB every 5th or 6th week and collect \$200.00, and we haul more walk-on cargo than you can shake a stick at.

2. The fighting 10th is now down to three airplanes. Our fourth airplane is currently in Waco Texas getting a "pacer Link" mod bolted on. We are expecting her back in early 1987.

3. Here's the starting line-up for the ACCS:

a. MSgt Mike (Big Mick) Hassler - Mike is our program manager and our building custodian. He has been kept very busy with the renovation of our squadron building. Mike is also mellowing with age--he chews more snuff and less backsides these days.

b. MSgt Dave (Crusty ol' boom operator) Gies - Dave is our man in wing Stan Eval. Dave is also Mildenhall's Air Fete boom operator. If you see an EC-135H refueling F-111F's at pattern altitude during the air show--that's Dave doing the "scratching."

c. TSgt Steve (Stevie) Dixon - Steve is our squadron Stan Eval representative. Recently Steve took his youth group to Rome to see the Pope, and came back to Britain wearing a halo. Steve is also counting the days until he can get back into SAC.

d. TSgt Paul (Red) Steahl - Red recently won out NCO of the Quarter competition, and he will soon be departing for the USAFE NCO Academy. Now if we could only get Red to quit burping those nasty cigarettes.

e. TSgt Mike (Mick Dreadful) Shogren - Mike has also been selected to attend the USAFE NCO Academy. Eight-Six is a "happening" year for Mike. He just bought a house and is engaged to be married this fall. But more importantly, Mike will be getting his wreath later this year.

f. TSgt Nick (The Dick) Tomaszewski - I recently graduated from the USAFE NCO Academy as a Distinguished Graduate. "It's not what you know, it's how many beers you buy for the PME Instructor." I will be going PCS in November unless the Gramm-Rudeman decides to extend me again.

g. Sgt Larry Westland - Larry is a PCS inbound from Kadena this summer.

4. Well that's the rundown on the booms in the 10 ACCS. If you have any questions concerning this letter, what we do, what we don't do, or if you just want to swap war stories, give us a call at 238-2366. Till then: Good luck, fly high, and "CHEERS MATES."

NICHOLAS TOMASZEWSKI, TSgt, USAF
Training Flight Boomer

506th Air Refueling Squadron, Minot AFB, North Dakota

TO: CMSgt Richardson SAAF/DOCTR

Hello from the knot, the semi-permanent home of the Evans trophy. Well it's been a busy year for the 506th. TAC saw fit to award the Spaatz trophy to us for the second time and for the first time in aviation history, the Spaatz and Evans resided in the same location. Well enough of that, let's get down to who we have here:

- S-101 SSgt Erik Mass - Doing a good job, will be leaving here this fall.
- S-102 SSgt Rick Cohoon - Stbd gave him a desk - we gave him a phone book to sit on so we could see him.
- S-103 Sgt Chris Youngblood - Just returned from Mildenhall - wedding bells in his future?
- S-104 SSgt Todd Pryby - Proud father of a new son, buy more chow Carol.
- E-105 Sgt Denise King - Has her bags packed, and no where to go.
- R-106 Sgt Craig Crane - Likes it here, wife works in CBPO.
- R-107 SSgt Bill Montgomery - His computer does more work than he does.
- R-108 AIC Lou Drummond - He's sunbathing somewhere in the Pacific.
- R-109 SRA Eric Lomascolo - His checkride was cancelled again?
- R-110 Ann Daron Bloom - We finally got him a room in the dorm.
- S-111 SSgt Mike Kramer - Five months DNIF/DNIA. His wife is about to give birth and we'll have to sub his alert. Justice?
- R-112 Sgt Tom Axthelm - Another Minot homesteader.
- R-113 SRA Mark Ackerman - Another new baby - they just keep coming.
- R-114 SSgt Jerry Schumacher - Purchased a new home in Minot, could be staying.
- E-115 SSgt Mike Trace - Can be found gleaning up in the squadron.
- R-116 Ann Richard Zak - Finally got his clearance so he can pull alert.
- R-117 Ann Chris Sloan - Just had a new baby girl - 3 days later TDY to EFFT.
- S-118 AIC Greg Warner - Looks a lot like Todd Pryby in size.
- E-119 TSgt Ed Dunham - Heading home to Pease.
- E-120 Ann Conway Keller - One day he could become a "Sterling" boom.
- R-122 SSgt Steve Ferguson - Our resident expert (just graduated from CFIC).
- R-123 Sgt Jim Sudgen - Talk about a low profile - Jim who?
- R-124 Sgt Marv Shockey - He's at CFIC - will replace Fergie when he returns.

STAFF AND SHARES

- CMgt Walt Babst - Just off a crew. Can be found commuting between here and Offutt visiting his bride.
- MSgt Jim Stinson - The Pac Dad. He wears a permanent hard hat - to protect his head?
- TSgt Lee Deibert - Wing scheduler. Is asking - When's Malstrom going to open?
- TSgt Doug Jess - Just off a crew. Playing the role of 1st shirt.
- Ann Carol Sharp - Along with Darron Bloom, our newest baby boom.

DEPARTURES

- Cindy Phillips - Just before leaving became, Mrs Lee Diebert.
- TSgt Bob Fields - All the members of the squadron, especially the booms wish Bob all the best in the future.
- TSgt Ed Dunham - May 86 to Pease.
- TSgt Lee Winter - Nov 86 KE-3A Saudi Arabia - Instructor Boom.
- TSgt Dave Crowder - Feb 86 went to SAC Hq to get that place squared away.

Walt Babst

WALT BABST, CMSgt, USAF
Inflight Refueling Program Manager

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NEW HAMPSHIRE AIR NATIONAL GUARD

HEADQUARTERS 157TH AIR REFUELING GROUP

PEASE AIR FORCE BASE, NEW HAMPSHIRE 03803

REPLY TO
ATTN OF: DOTB

SUBJECT: The Boom Signal

TO: All Boom Operators

Greetings from the 157th AREFG Booms.

Much has transpired since our last entry to the Boom Signal.

With the retirement of Chief Nault last year, the Boom Section has been under the skillful guidance of Chief "Duke" Doucet. Duke does a real good job of keeping us all happy when it comes to our monthly schedule. A task that's not always easy when you've got a certain amount of people, frames, and missions to work with.

Some new faces have appeared in our section recently. Mark St Cyr returned to us in Nov of '85 after completing CCTS. Mark was attending Castle along with another student boom from New Hampshire, Desiree Loy. Desiree, unfortunately, was on board the 135 that crashed at Beale last Aug. Even though going through the trauma of losing a fellow classmate and good friend to an aircraft accident, Mark persevered and was distinguished graduate in his class. "Way to go Mark."

Also, familiar but not new, is Mike Blandina. Mikey was a boom with us several years ago until he decided to try a career in avionics. After pounding the ground for a while, Mikey is back and ready to fly. Welcome back Mike ... The crew chiefs are all jumping for joy!!

CFIC has created a new monster! Congratulations goes to Carl Sneirson who returned from Carswell in March. Carl has the distinction of being the first part-timer to be put on instructor orders.

This June we'll say good-bye to Bob Hicks, a technician boom with over 30 years of federal service. A Boom Operator/Loadmaster Extraordinaire, Bob has flown in KB-50s, 97s, 124s, 130s, and 135s and has over 11,000 hours to his credit. A feat that none of us jet guys will probably ever see. We wish you all the best in your retirement, Bob.

Currently we are getting ready for a two week deployment to Spain in May. It should prove interesting to say the least!

If any of you should touch down here at Pease, don't be a stranger. We're located in Bldg 247, EXT 2452.

Best Wishes and Fly Safe,

Stevie "B" Morgan TSC. NHANG

STEVIE "B" MORGAN

1 Atch: Our Boom Lineup

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157th AREFG Boom Operator Lineup:

- REAL BEAULIEU: Technician Boom. Where would flight scheduling be without him?
- "BERT" BERTHIAUME: Technician Boom. The iron fist of Stan/Eval.
- MIKE BLANDINA: Electronics Wizard
- DENIS BOUCHER: Former Construction Worker, former Bartender, former Guard Professional, former Car Salesman, Electronics Engineer, I think.
- "SCOOTER" BROWN: City of Dover Public Works. The "Big Stick" at the Squadron softball game. (Jet Shop kid makes good.)
- DUKE DOUCET: The Chief. Need I say more?
- GUS DOWLING: Concert Pianist! Has his own band.
- DICK ELLIS: Architect. Business Tycoon
- DAVE FROHLICH: Technician Boom. Pubs King.
- BOB GAGNE: Mailman. He delivers.
- JOHN LENNON: Still truckin.
- BOB LOUGEE: Technician Boom. Left his desk in the OCC to take Bob Hick's place. Can I have your extra drills?
- STEVE MORGAN: Jet Engine Technician. . . Still.
- RAY RICHARDSON: Technician Boom. Nav Scheduler.
- CARL SNEIRSON: Jet Engine Technician. . . Still.
- MARK ST CYR: Our Baby Boom (Another Jet Shop kid makes good)
- JOHN WATSON: A legend in his own time.
- PHIL WEISS: Printer. "Pressure Bowler". Rolls a 267 game in state tournament.



NEW JERSEY AIR NATIONAL GUARD
HEADQUARTERS 170TH AIR REFUELING GROUP(SAC)
McGUIRE AIR FORCE BASE, NEW JERSEY 08641-6005

REPLY TO: TSGT G.B. GRAND
ATTN OF:

SUBJECT CARE AND FEEDING OF BOOMERS

TO CMSGT RICHARDSON(BECAUSE YOU ASKED FOR IT)

NIKKI HOI! FROM THE LAND OF THE GREAT TURNPIKE,

THIS AS FAR AS I KNOW, WILL BE OUR FIRST INPUT TO THE "BOOM SIGNAL", AND IT IS RATHER TIMELY, AS WE HAVE HAD THE TANKERS FOR ABOUT TEN YEARS NOW. MOST OF US DON'T REALLY LIKE LIVING HERE IN NEW JERSEY, BUT WE HAVE GROWN ACCUSTOMED TO IT. THE SUMMERS HERE ARE VERY HOT AND HUMID SO MANY OF US SPEND A GREAT DEAL OF TIME AT THE JERSEY SHORE. NEW JERSEY GETS A LOT OF BAD PRESS, BUT WE DO HAVE MILES AND MILES OF THE FINEST BEACHES ON THE EAST COAST(THIS IS NO LIE!). AS FAR AS THE WINTERS GO, NO THEY ARE NOT AS BAD AS MINOT OR GRAND FORKS, BUT THEY ARE VERY WET AND COLD. WE DON'T GET A GREAT DEAL OF SNOW, AND IF WE DO IT DOES NOT STAY WITH US VERY LONG. AS A RESULT WE DON'T ENJOY ALL THE WINTER SPORTS ASSOCIATED WITH A NORTHERN BASE. DETAILS AND PICTURES AT ELEVEN.

WHAT WE DO HAVE IS AN EXTREMELY DIVERSE COLLECTION OF BOOM OPERATORS. I WOULD RATHER EACH INDIVIDUAL WERE HERE DURING THE COMPOSITION OF THIS LETTER, TO PROVIDE HIS OWN PERSONAL TOUCH TO THE DESCRIPTIONS I AM ABOUT TO RENDER, HOWEVER THEY ARE NOT.

SMS GEORGE R. FUSCO - AIR TECHNICIAN; CHIEF BOOMER; GEORGE IS THE BIG "KAHUNA" AROUND HERE. WE DO NOT GO SURFING WITHOUT GEORGE. HE IS THE ONLY MAN IN THE UNIT WHO CAN DECIDE IF THE "SURFS UP" OR NOT. HIS EXPLOITS ARE LEGENDARY. A KEY PLAYER.

CMS IRV GREEN - GUARDSMEN; UNIT FINANCIAL ANALYST/ADVISOR; IRV IS WORLD REKNOWNED FOR INSULTING THE HELL OUT OF THE GIRL WHO RUNS THE "CDV" WELCOME COMMITTEE AT OFFUTT. WE ALL(AS BOOMERS) OWE A LITTLE SOMETHING TO IRV FOR THIS.

SMS BILLY KRIEWS - AIR TECH.; STAN EVAL TYPE; BILL WOULD BE OUT OF HERE YESTERDAY IF HE COULD FIND THE RIGHT GOLF COURSE FOR SALE AT THE RIGHT PRICE.

MSG MIKE CARROLL - AIR TECH; V.C.O.; IRISH, CIGARS, JALAPENO PEPPERS.

MSG MORRIS CUFF - AIR TECH; MANUALS CONTROL N.C.O.; MORRIS BOUGHT HIMSELF SOME PROPERTY RECENTLY. HE MAY NOT BE IN TOMORROW, OR EVER AGAIN FOR THAT MATTER.

MSG BOB FORMAN - GUARDSMEN; AUTO BODY SPECIALIST; BOB HAS THE LOWEST CONCERN LEVEL OF ANY HUMAN-BEING LIVING ORGANISM ON THE PLANET. HE IS TOTALLY UNCONCERNED. HE IS GETTING VERY SHORT. HE DOESN'T CARE.

MSG DAVE BAUGHER - GUARDSMEN; ELECTRICAL LINESMAN; DAVE HAS WHAT YOU MIGHT CALL "ARYAN TENDENCIES". HE CAN USUALLY BE FOUND NEAR A BEER AND POSSIBLY ENVELOPED IN A CLOUD OF COMBUSTIBLE VAPORS. DO NOT SMOKE NEAR DAVE. TO KNOW HIM, IS TO LOVE HIM.

TSGT AL CARTER - GUARDSMEN; GRASS SALESMAN(TUCKAHOE TURF FARMS, TUCKAHOE, NEW JERSEY.) AL WILL BE PERMANENTLY STOWING HIS BOOM SOON. AL HAS NEVER DONE ANYTHING OF REPUTE. AL WILL BE SORELY MISSED WHEN HE GOES.

~~SECRET~~

TSGT KARL NOGOL - GUARDSMEN; LINE INSPECTOR PANAM AIRWAYS; KARL IS AN EX-NAZI WITH A VERY CHEERFUL OUTLOOK. HE OWNS TWO CORVETTES. I ALWAYS THOUGHT YOU COULD PICK UP GIRLS WITH JUST ONE CORVETTE. OH WELL.

TSGT JACK MOUNT - GUARDSMEN; MACHINE SHOP WORKER(\$\$\$). WE DONT KNOW TOO MUCH ABOUT JACK, BECAUSE HE SPENDS MOST OF HIS TIME AND OUR TIME SNIFFING AROUND THE NURSES AT THE CLINIC.

TSGT BRUCE TURNBULL - GUARDSMEN; VERY RECENT CCTS GRADUATE; UNFORTUNATELY, AT THIS TIME NO HARD DATA IS AVAILABLE. WE ARE KEEPING A WATCHFUL EYE ON HIM.

TSGT GLENN HOUTHUYSEN - GUARDSMEN; TRAVEL AGENT; GLENN IS A STRANGE YOUNG MAN, HOWEVER THESE ARE STRANGE TIMES. HE HAS BEEN KNOWN TO SPEND HUNDREDS OF DOLLARS A MONTH ON MOVIES, CONCERTS, RECORDS, TAPES, THEATRE AND PLAY TICKETS, YET HIS APARTMENT IS FURNISHED WITH CARDBOARD BOXES. NOTE: ANYONE HAVING RECENTLY PURCHASED A NEW WASHER OR DRYER, PLEASE CONTACT GLENN. HE NEEDS A NEW DINING ROOM TABLE BECAUSE HIS LAST ONE GOT WET AND IT SHREDDED. (CHEAP FOREIGN CARDBOARD NO DOUBT).

SSGT "WILD BILL" CRANE - GUARDSMEN; STATE PENAL SYSTEM EMPLOYEE; THIS MAN REQUIRES VOLUMES ALL TO HIMSELF. BILL HAS A CERTIFIED 100 MISSION PATCH TO THE "MUSTANG RANCH" IN RENO. WE HAVE ONLY SENT HIM ON THE RENO TRIP THREE TIMES. MATCH THAT.

SSGT STEVE DESANTO - GUARDSMEN; THIS MAN ALSO REQUIRES A PUBLICATION ALL TO HIMSELF. HIS PERSONALITY MIGHT BE BEST DESCRIBED AS "DESTRUCTIVE". IN THE SHORT TIME HE HAS BEEN WITH US, HE HAS TOTALLED MORE CARS THAN I HAVE OWNED IN MY LIFETIME. EQUALLY TOUGH ON LOAD ADJUSTERS, STEVE ALTERNATES WITH DAVE BAUGHER AS THE UNIT GASTRO-INTESTINAL DISORDER N.C.O.. WERE NOT QUITE SURE WHAT STEVES CIVILIAN JOB IS.

SSGT BOB RUZICH - GUARDSMEN; RECENT CCTS GRADUATE; BOB AND HIS LACK OF SIDEBURNS HAS GIVEN A CERTAIN AMOUNT OF SORELY NEEDED "TEEN APPEAL" TO OUR SECTION. HE HAS ALSO ASKED SOME VERY GOOD QUESTIONS SINCE ARRIVING SO WE PUT HIM IN CHARGE OF SPECIFIC INQUIRIES.

SGT BILL FULLERTON - GUARDSMEN; AGENT FOR FEDERAL EXPRESS CO.; BILL HAS SIDEBURNS AND IS AN EXTREMELY VALUABLE MAN TO HAVE AROUND. GIVEN A FAIR FIGHT BETWEEN BILL AND A GREAT WHITE SHARK, MY MONEY IS ON BILL.

AIC RAY OTTO PETERSEN - GUARDSMEN; MASTER PLUMBER; RAY, ALONG WITH HIS NEW HAIR-STYLE, HAS ALSO DONE A GRAT DEAL TO ENHANCE THE SECTIONS "TEEN APPEAL". RAY IS A SMALL SLICE OF TOTAL AMERICAN WHOLESOMENESS. YOUR MOM WOULD LIKE HIM.

TSGT GEORGE B. GRAND - AIR TECHNICIAN; CARGO LOADING MANAGER; UNIT TRAINING N.C.O.; YOUR HUMBLE NARRATOR; THE DODGERS LEFT BROOKLYN IN 1957, AND I HAVE PRETTY MUCH BEEN IN TATTERS EVER SINCE. I AM SURE MY OUTLOOK ON EVERYTHING WOULD IMPROVE A LITTLE IF I COULD JUST BE LEFT ALONE FOR A WHILE. I ADMITTEDLY SUFFER WITH A "NAPOLEANIC COMPLEX" AND REALLY THOUGHT I WAS THE MOST HIGH ENERGY PERSON IN THE WORLD UNTIL I MET RON LIVINGSTONE(ARE YOU TOTALLY BURNT OUT YET RON?).

WE WOULD SEND YOU A PICTURE OF OURSELVES AS A GROUP, BUT THE LAST TIME A GROUP PHOTO OF ALL THE BOOMERS WAS TAKEN, THE SQUADRON COMMANDER HAD IT BLOWN UP INTO A "IF YOU DONT STAY IN SCHOOL THIS COULD HAPPEN TO YOU" POSTER, AND CIRCULATED THROUGHOUT ALL THE AREA HIGH SCHOOLS. ALL KIDDING ASIDE, WE TAKE OUR JOBS SERIOUSLY AROUND HERE, AND THE RELATIVELY LOW INCIDENCE OF MAJOR SOVIET ATTACKS ON THE SHORES OF NEW JERSEY WILL BACK THAT CLAIM.

(TURN PAGE)

WE LOOK FORWARD TO SEEING EVERYBODY SOONER OR LATER, AT EITHER OUR BASE OR YOUR BASE , OR WITH A LITTLE LUCK AT SOME POOR THIRD PARTIES PLACE CAUSE THATS ALWAYS A LOT MORE FUN.

TO ALL BOOMERS EVERYWHERE, "GOOD HEALTH TO YOU AND YOURS", AND TO 135 BOOMS, REMEMBER, "ANY JOB WORTH DOING, IS WORTH DOING LAYING DOWN".

TSGT GEORGE B. GRAND
NEW JERSEY AIR GUARD



DEPARTMENT OF THE AIR FORCE
2ND AIRBORNE COMMAND AND CONTROL SQUADRON (SAC)
OFFUTT AIR FORCE BASE, NEBRASKA 68113

CMSgt ELZEY G. RICHARDSON
8 AF/DOTTR
Barksdale AFB, LA
71110

Another year gone! "Well," that falls in line with my moves.

Here I am at Offutt. Walk in the door, certify, qualify on the KC-135E, requalify on the EC and Bingo in walks CEVG. Booms are doing fine, won't know our rating for several days but our section should be Excellent or Outstanding.

Seems like I bring the good weather with me, 83° at Offutt in March.

I'll give you a rundown on 2 ACCS Booms, don't have a lot to say about them yet, that will come next year. They are all good Booms though.

S-101	TSgt Poplett	Outbound to Plattsburgh, Jul 86
S-102	TSgt Ballard	Moved up in April
S-103	MSgt Preczewski	Certified with him, "he likes the dogs"
104	TSgt Justice	Little Jimmy
105	Sgt Gunhus	Tedly
106	TSgt Schellerer	Resident Punker
107	SSgt Hall	"Hally-Wood"
108	MSgt Park	"Smiley"
109	SSgt Vallejo	Mr. Computer
110	TSgt Potter	Resident Rice Grinder Driver
111	TSgt Thornburg	Our CSA Rep, Resident Harley Driver
112	Sgt Dawe	Newest addition to Griffis West
113	Sgt Rathbun	Got a car for sale? <u>Cheap!</u>
114	TSgt McDonald	Stealth Boom, "Is he still here?"
115	TSgt Doering	That's Lt Doering to us!
116	MSgt Hinman	Mr. Workhorse

SMSgt Davis Inflight Refueling Program Manager
CMSgt Grundmeyer "Pad Dad"

Outbound - SSgt Harris to KC-10 Barksdale
Inbound - Sgt Anderson April from Grissiom

We have a good outfit here and though it is different from the ordinary flying outfit it is an important job, we are the only unit flying continuous Airborne Alert. They just past the 25 year mark. That is some record. The training flights are on our F135. This machine is something, 18,500 lb thrust Eans, "R models" Eat your hearts out, this thing can stand on end and lift off, it also has thrust reversers for stopping. All 135's should have this combo. Our trainers are normally 5 to 7 hours. Alerts are great 2 or 3 days about every five weeks.

Here is an invitation to all you booms, we're always in need of a few good boom's (guys and girls) if you like to fly 60 to 80 hours a month and don't like alert, send Chief Harrison your dream sheets.

I'd like to say goodbye to my friend Gary Adams, I'm sure most Boom Operators know "Adams", he was one super guy and did more for the Booms than any one I ever knew. "Good Luck Gary" If I ever get to Guam I'll look you up. Tell Snuf I said hi. Good bye Sleeve, don't know what it will be like without you. You were my favorite "POW" in 1973. Take care "Bubba."

I'd like to thank the Barksdale Boomers for the goodbye at John's house. The weather didn't cooperate but we had a good time. John "Thanks", hope you like the new position, work for the booms and try to keep them together. "Viv" wish you could have come with me. "Jill" now you know what Booms get paid for. Remember you two "Bobbie McGees" and jump for your horse. Pat good luck with the "10s" you were always a super Boom work hard down the street and you'll move to the top. Ron, good luck as mister and keep the BMW on the road. Shep, Jeff, Hitch, Charlie, Mike, Jim, Doren, Garrick, Pearl, Jerry C., Ed, Tuck, Larry, Chris and Jerry M. good luck work hard and remeber the good times.

I'll close this before it gets out of hand, if you are ever at Offutt call or drop by 292-2462 or 3431 we'll buy the coffee.

Tyler M. Davis

TYLER M. DAVIS, SMSgt, USAF
Inflight Refueling Program Manager
2 ACCS, Offutt AFB, NE 68113-5000

HEADQUARTERS 145 AIR REFUELING GROUP
OHIO AIR NATIONAL GUARD
RICKENBACKER AFB, OHIO 43217

HOME OF THE 145 AIR REFUELING SQUADRON

18 APRIL 1987

FOR THE BOOM SIGNAL

Here at Rickenbacker we are still pulling back into the the Guard area. We have completed our new smaller alert facility and the crews have moved into their new home. Very nice facility built by the newest bidder under close scrutiny of the alert crew on duty. With the move came a shorter response time and a happier alert crew. They are closer to our squadron ops and find a better working relationship.

Aircraft news. The modification to all baseous concern started by our KC-135 has been completed. This mod that was approved Guard wide has now been accepted by SAC and the fleet will be modified. A feather in the cap of one of our maintenance types, and money in his pocket.

Our Boom Operator force is turning over for the first time. Two retiring: MSgt Rowan "HOSS" Hoffner turning age 60 in May, and MSgt Paul "FLYING DUTCHMAN" Clark, who is semi-retiring Civil Service but staying on part-time until October. We are advertising for two Air Technician Boom Operators now and should have them on board by June. Slow process!

A couple of promotions fell into the Boom Section. Tech Sgt Terry G. Karr is now a MASTER SGT. Hell must have froze over he said. And "Dancin' Dan" Dancer made Tech Sgt. He got it under the Reserving Airman program. Dan is currently being used as a restructor and is getting alert for us full time.

All of our "BABY BOOMERS" Gary Banner, TAB Bursk, and Bob Carvin have been "GUARDICED" (brought up to Guard standards) and are fully accredited boom operators. These guys have been going to college and supporting the unit to the fullest. They all just returned from our Wake Island deployment.

MSgt Alan L. Dyer, the boom operator that holds the record of being the oldest continuous active duty boom operator. In honor of this we, the boom section, has named the new alert facility after him.

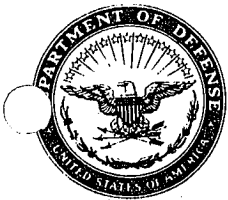
The rest of the Boom Squad are SSgt Allen "ICE" Pene, MSgt JP Collins, MSgt Pat Kowalski, CSgt Matt Foster, SMSgt Seth Gist (BAD CAT), CSgt Alan Klein, SMS D J Harris, TSgt Lonnie Melancon (soon to be married), TSgt Chris Neitzelt, PSgt Ed "AUCH MAN" Garcia.

Tom Foster

TCM "THE BOOM FOSTER",
The Chief in Charge



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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 509TH BOMBARDMENT WING (SAC)
PEASE AIR FORCE BASE, NEW HAMPSHIRE 03803-5000

REPLY TO
ATTN OF: 509 AREFS/BO

SUBJECT: BOOM SIGNAL

TO: DOTTR (CMSgt RICHARDSON)

1. Greetings from "Pease by the Sea." There have been a massive change since the last Boom Signal. SMSgt Joseph Peters retired last summer and is doing fine. If you are in the Pease area and call for a cab, "old Joe" will probably be driving the cab. Our alert facility manager, MSgt Wayne Keefe will be retiring soon and will be sorely missed for his guidance. SSgt Bob Christopher went to the KC-10 program and will be stationed at March. We also lost SSgt Lisa Class. Lisa got demoted to 2nd Lt. in an E-3 as a scope dope. SSgt Kelly Philbrick, "S-101 boom" will probably be going to the 157th Guard. Good luck Kelly. Sgt. Chris Hoctor has become our newest IBO, but as soon as he passed his checkride he was shipped off to Kadena. Sra Rick Nelson partied a little to hard at Plattsburg and now is in the civilian world.
2. We have also gotten a lot of new faces in the squadron. Chief Buzz Willauer might be on his way from Hickam. MSgt Ed Jackson has come to us from Castle. Ed arrived in Nov. 85. TSgt "Chuck" Yager has come to us from Offutt and is doing fine. Chuck arrived in June 85. We are also supposed to be getting TSgt Ed Dunham in, hope he gets here soon so he can pull some of our extra alert. SSgt Al Boothby is also a newcomer, signing in Nov. 85. Between him and Ken Hudelston, they are making SMSgt Quarles have some terrible nightmares. The new booms that have come from CCTS are as follows: AIC Jim Biggs; AIC Dave Fortier; AIC Mark Reuter; Amn Todd "Ernie" Weaver; Amn Dan Wells; Amn Mark Goldschmidt; Amn Cheryl Connor; and Amn Beth Tyc.
3. We have had a few promotions and graduations the past months. Our PME grads are TSgt Mark Kaminski, and SSgt Tommy Tubbs. Promotions are as follow: to TSgt--Tim Malloy; to AIC--Ken Strother; Jim Biggs; and Mark Reuter.
4. SMSgt Thomas Quarles has become our new program manager coming from down the hall at Tanker Task Force. MSgt Fred Calkin has become our new Tanker Task Force man. TSgt Don Fischer has gone over to scheduling. TSgt Mark Kaminski is in training flight, or on a crew, whichever is needed more.
5. Anyone coming through on the way to England, stop in and see us. We are just up the hall from TIF office. So long for now, fly safe and hang on to your nozzles.

Kenneth G. Strother II
KENNETH G. STROTHER II
509 AREFS
E-111

P.S. Attached is a list of the 509th Boom Section

Peace is our Profession



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 509TH BOMBARDMENT WING (SAC)
PEASE AIR FORCE BASE, NEW HAMPSHIRE 03803-5000

REPLY TO
ATTN OF:

SUBJECT:

TO:

SMSgt Thomas J. Quarles-Inflight Air Refueling Program Manager (T.J.)
MSgt Frederick L. Calkin-Tanker Task Force IBO (BIG HEAD FRED)
MSgt Wayne D. Keefe-Alert Facility Manager IBO (WAYNE)
TSgt Donald M. Fischer-Mission Development IBO (FISH)
TSgt Mark Kaminski-Training Flt. IBO (SKI)

101 - Kelly R. Philbrick IBO (KELLD OG E.M.)
102 - Timothy W. Malloy IBO (TIM)

110 - Edward W. Jackson IBO (ED ACTION JACKSON)
111 - Kenneth G. Strother II (STRO MAN)
112 - Mark A. Kaminski IBO (SKI)
113 - Thomas J. Tubbs (soon to be IBO) (TOMMY T.)
114 - Mark D. Reuter (WIIRD MAN)

120 - Kenneth Hudelston IBO (HUD E.M.)
121 - Daniel O. Wells (DANNY BOY)
122 - David K. Fortier (200lbs. OF TWISTED SHIT & ARMPIT)
123 - Cheryl A. Connor (CHERYL)
124 - Michael A. Casey (CASE)

130 - John B. Yager IBO (CHUCK)
131 - James R. Biggs (BIGGSY, ED)
132 - Todd D. Weaver (ERNIE, 145lbs. OF TWISTED STEEL & SEX APPEAL)
133 - Albert G. Boothby Jr. IBO (AL)
134 - Kenneth W. Bowerman (BOWER BUDDY)

SPARE: MARK G. GOLDSCHMIDT (GOLDIE)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 19TH AIR REFUELING WING (SAC)
ROBINS AIR FORCE BASE, GEORGIA 31098-6004

REPLY TO
ATTN OF: 99th/912th AREFS

SUBJECT: Boom Signal

TO: All Boomers

1. Greetings from Central Georgia. We are one third of the way through our conversion to the "R" Model. (Thanks to Roger and the McConnell booms for taking care of us). The weather hasn't gotten hot yet here so we haven't had a chance to really check out the air conditioning system, but we are told that it works great.

2. We would like to say that it has been a pleasure working with Gary Adams and wish him all the "Luck" in his retirement. When are you coming to see us Gary?

3. We suffered a great loss 30 Mar 86. Amn Jeffery Winfrey was killed in a car accident while on C2 near Manchester, Tennessee. He was only with us a short time but will be missed for a long long time.

4. Our line up:

CMSgt Bobbie Hennings - 912th Program Manager.

SMSgt Bobbie Sikes - 99th Program Manager.

MSgt Benny Akers - Stan/Eval knows a lot about barbering.

MSgt Chuck Heath - Number 1 buddy *?@! in Stan/Eval.

MSgt Bill Jackson - Cent Com crew.

MSgt Dan Jones - Our pad dad.

TSgt Milt Barnwell - "Sierra Delta" Replaced Will Crews in Stan/Eval.

TSgt Bobby Cochran - Cent Com crew.

TSgt Will Crews - Wilber is in Training Flight awaiting departure for KC-10s at Seymour-Johnson.

TSgt Dave Hankins - Soon to depart for KC-10 at Seymour-Johnson. "C" Flt Boom 912th.

TSgt Mike Hopper - Training Flight, keeps us straight.

TSgt Kevin Metz - "MAD DOG #1" pins on tech 1 May, "B" Flt Boom 912th.

TSgt Al Moser - "B" Flt Boom 99th.

TSgt Jim Niswender - "pin knife" Stan/Eval.

TSgt Tony Reyes - "A" Flt Boom 99th.

TSgt Sze Tom - "Z" is "C" Flt Boom 99th.

SSgt John Berringer - Our resident Aero Club pilot.

SSgt John Bodenhammer - "Big John" just ask John, "what."

SSgt Mike Brannan - Trying to find someone who will ride his bike with him.
 SSgt Jim Coleman - "JC" our tennis pro bowling pro etc. Cargo Loading Manager 99th.
 SSgt Tony Compton - Wing Cargo Loading Manager.
 SSgt Don Cox - "Bubba" "A" Flt Boom 912th.
 SSgt Mahlon Marr - Most recent CFIC graduate.
 SSgt Kurt Perry - Who is that behind thoses foster grants.
 SSgt Tony Rhoden - Our newest SSgt, Congratulations Tony.
 SSgt Billy Shelley - "Whats Happening." Keeping a low profile, maybe marriage does that to you.
 SSgt Frank Soto - Our resident exchange boom from that little known country "Stockton, CA." Wants to go west.
 SSgt Duane Wiley - "Papa Smurf" TDY to the Pacific at this time.
 Sgt Pete Abraldes - How do you wear size 114 bloomers - wants to leave this area and go north.
 Sgt Jody Charland - "Grub Stake" trying to trade for Plattsburg, can you believe it?
 Sgt Jesus Lopez - Couldn't get him to try on those size 114s.
 SRA Chuck Barr - "Castle Nova" still wooing them.
 SRA Ricky Bateman - When are you going to paint that mustang Rick?
 SRA Mary Headrick Huddleston - Can't wait for the hulk to get home.
 SRA Peggyann York - got a truck older than Dan's, looks better though.
 SRA Jeff Garland - Questions on computers, call Jeff.
 AIC Monica Woolford Kirby - Newly arrived, got married on way from Castle.
 AIC Jon Rion - George Brett is his hero "skoal" anyone.
 AIC Melvin Smith - Just arrived from Castle.
 AIC Jeff Whited - Bowling champ, pulled it out all by himself.
 AIC Dean Wilkerson - Our newest arrival, dosen't need the sextant stool.

5. Inbounds: May - Ann Coleman, Castle (BMT)
 May - SSgt Ernest Albritton - Loring
 Jun - MSgt George Miller - Altus

Outbounds: Jun - SMSgt Bobbie Sikes, retiring moving to Sylvester, GA
 we will miss you Bob.

Jun - MSgt Benny Akers - CEVG Barksdale.
 Jul - TSgt Dave Hankins - Seymour-Johnson.
 Aug - TSgt Will Crews - Seymour-Johnson.

6. Retirees in local area are:

R. L. Alderson	Bob Haag	Ernie Pubanz
Bibb Bailey	Billy Manders	Jack Scott
Bill Brown	Jorge Mangual	Gil Switzer
Hubert Cooper	Jim Miller	Ron Rogers
Doug Forbis	Marvin Miller	Houser White
Royce Gee	Jack Parsons	Bob Wyatt
Dave Gibson	Allen Powell	

Bobbie J. Hennings
 BOBBIE J. HENNINGS, CMSgt, USAF
 Program Manager, 912th AREFS

Bobbie K. Sikes
 BOBBIE K. SIKES, SMSgt, USAF
 Program Manager, 99th AREFS



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 68TH AIR REFUELING GROUP (SAC)

SEYMOUR JOHNSON AIR FORCE BASE NC 27531-8005

REPLY TO
ATTN OF: 911 AREFS/DOB

9 MAY 1986

SUBJECT: Boom Signal

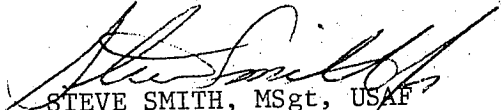
TO: All Boom Operators

1. Greetings from the newest KC-10 squadron to hit the block here at Seymour Johnson. We officially opened for business on 11 Oct 1985. We had a few old KC-10 guys show up here to get us started, but most of us are brand new to the program. Right now we are getting new airplanes faster than we are getting new guys qualified, but we're moving right along.

2. Now for all you booms that may get lucky and have a change to visit Seymour on a business effort or driving through on a new PCS move or just visiting on leave, here is a list of our "humble" booms.

CMSgt Tom Glenister - Chief Boom
SMSgt Al Darling - Chief Boom of Training Flight
MSgt Gerald Treadwell - Chief Stan/Eval
TSgt Danny Turburville - Stan/Eval
MSgt Bob Seay - DONO
TSgt Chris Burkhardt - DONO
MSgt Bill Mitchell - Scheduling
MSgt Steve Smith - Crew Slug, DONO
MSgt Chuck Gurkin - Crew Slug
MSgt Pat Kennedy - Crew Slug
MSgt Teddy Davis - Crew Slug, American Training
TSgt John Page - Crew Slug, Training Flight
TSgt Steve Sweet - Crew Slug
TSgt J.J. Mehall - Crew Slug, Training Flight
TSgt Jay Howell - Crew Slug
SSgt Rand Sanders - Crew Slug
SSgt Glen Barclay - Crew Slug, American Training
SSgt Larry Roberts - Crew Slug
Sgt (yes, Sgt) Dave Pileski - Crew Slug
40 or more to come (who ever they may be!)

3. To close, this covers the objective of the boom signal except the exchange of technical information. We here at Seymour can't exchange what we haven't acquired. So to all, have a good day and come to see us.


STEVE SMITH, MSgt, USAF
Crew Slug, 911 AREFS

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

REPLY TO
ATTN OF: DOB

24 April 1986

SUBJECT: The Boom Signal

TO: 8AF/DOTTR

1. Once again, greetings from the Smoky Mountains. This last year we lost some good people, but we gained some good people, so we are maintaining the level. Below is a list of Boom Operators at McGhee Tyson.

CMS Wes Beaver	IFR Program Manager
SMS Jerry Roberts	NCOIC Stan Board
SMS Bill Lindsay	Stan Board and Cargo Load Manager
MSG Clint Haley	
MSG Jim Harris	
MSG Ralph Chambers	
MSG John Miller	Stan Board
TSG Bob Brown	Instructor
TSG Ted Wright	
TSG Marty Everett	Instructor
TSG "Mac" MacFeggan	KC-135 Computer Program Manager
TSG Joel Lewis	
SSG Bill Witt	
SSG Denny Buchanan	
SSG Jim Quagliana	
SSG Ed Hatton	
SSG Nancy Guilotte	
SGT Johnny Hembree	
SGT Mike Buckner	
SRA Brian Carpenter	

2. Ron McKinnon retired last year for medical reasons. Harold Bishop was grounded permanently last year. He transferred to the vehicle support section on base. D. W. Harris was grounded permanently last year. He is working for us in the Command Post. Randy Leonard has joined the AF Reserve and is in the process of checking out as a C-5 engineer. Tracy Milani resigned last year.

3. Our newest additions to the boom field are doing very well. Mike Buckner and Brian Carpenter have finished Castle and are in home station checkout now. Nancy Guilotte is at Castle and will return to us mid-July. Ed Hatton has completed home station checkout. Bob Brown completed CFIC last month and is doing well as an instructor.

4. Thanks for the good job Lanny Wayman at CCTS and Hugh Cheatham at CFIC are doing in returning quality trained booms.

5. If you are in the area, give us a call, autovon 588-8387/8388, commercial 615-970-8387/8388.

Wes

WESLEY C. BEAVER, CMSgt, TN ANG



HEADQUARTERS 128th AIR REFUELING GROUP
WISCONSIN AIR NATIONAL GUARD
GENERAL MITCHELL ANG BASE, MILWAUKEE WI 53207-6199

REPLY TO
ATTN OF: 126 AREFS

23 April 1986

SUBJECT: Boom Signal

TO: 8AF/DOTTR

1. The boss asked me if I would say hello to all the boomers around the world from our little corner here in Milwaukee. When I reminded him that I was only a "baby boom" with probably little or no recognition within the career field, he helped me remember something that an instructor told me back at Castle: "Once a person becomes a boom operator, he enters a special group, almost like a family, that helps and cares for its own. It doesn't matter if your the new kid or an old time pro, for once a boom, always a boom." Therefore, with great pride, I would like to let you all know what's happening with the Badger State Booms.
2. In a unit consisting of booms with an average age in the upper forties (even a handful in the ancient fifties, who reminse of the KC-97 days) and an average of 5218 hours of flight time, we are beginning to experince a trend to the young, nimble and what some may consider "wet behind the ears" type of booms. Three of us from the younger generation have invaded the ranks already with more sure to come. I only hope we can absorb all the invaluable knowledge of our elders before they decide to retire to the wilds of Florida or Arizona.
3. With two major deployments and over three thousand hours of sortie time flown within the last year, we've definitely been busy. June of '85 saw us at Moron AB, Spain, increasing our grease and cholesterol levels at the local restaurants. This past March found us visiting the many historic and scenic tourist spots (not to metion, the exciting nite-life hot-spots) covering the vast landmass of Wake Island. Don't think for a minute that all was fun and games. We off-loaded over two million pounds of fuel to a variety of receivers on these last two trips alone. Our last ORI left us with an outstanding rating and the last time CEVG passed through, we showed them how to do it with an overall rating of excellent.
4. Recently, the unit as a whole acquired a parcel of adjacent land to the south, thus doubling the size of the base. This has given rise to hopes of another line of alert and other new facilities to increase the capabilities of a highly "active" guard unit.
5. Finally, as mentioned before, we've got some booms who are reaching their golden years and retirement. Ralph Ellis already has his retirement planned out- I just hope he doesn't over do it and get a bad case of Florida sunburn. Even this guy named "Charlie" Schweiss is beginning to show the signs of age- due to a father-son type relationship between the latter and myself, I cannot elaborate on this; suffice it to say there's some snow on the old roof. Yet, as of this date, we've lost only one boom in the past few years. Kevin Bartelt left us in the fall of '83 to become an Air Traffic Controller in Detroit.

6. This is our current line-up of booms:

CMS Ralph S. Ellis - Chief Boom/Technician
SMS Floyd L. Polzin - Stan Eval/Technician
SMS Earl N. Gauerke - Cargo Loading/Technician
MSG Lee S. Cornell - Instructor/Technician
MSG Richard H. Harvey - Instructor/Technician
MSG Gerald A. Nelson - Instructor/Technician
TSG John T. Sands - Scheduling/Technician
MSG Raymond A. Bazen - Architectural Draftsman
MSG John R. Famularo - Professional Guardsman
MSG Ray R. Fassett - Sales Representative
MSG Herbert E. Kiefendorf - Tool Designer
MSG Ronald E. Puzia - Self-Employed
MSG Charles W. Schweiss - State Employee
MSG Roger A. Steckhan - Equipment Salesman
TSG Clifford C. Klingbeil - State Inspector
TSG Robert V. Kowalski - University of WI Police LT.

-And the new breed (in other words "baby booms")

SSG Thomas J. Sroka - Professional Guardsman
SSG George J. Snamiske - Machine Operator
SGT Steven J. Schweiss - College Student

7. If you ever find yourself in the neighborhood and needing of refreshment, stop in and have one on us. I, personally, hope to get a chance to visit as many bases as possible during my career; so, until we have the pleasure of meeting....

Sgt Steven J. Schweiss
126 AREFS/Boom Section

920TH AIR REFUELING SQUADRON (H) SAC

United States Air Force
Wurtsmith Air Force Base, Michigan 48753



FROM: 920 AREFS (TSgt Blessing, 623-6915)

24 April 1986

SUBJECT: Boom Signal

TO: 8AF/DOOTR (CMSgt E.G. Richardson)

Greetings from the 920 AREFS, Home of the "Wurtsmith Magic"

1. During the past year, this unit has been either evaluated or on the road. We were evaluated by the SAC IG Team last summer and received an "Excellent". A month later our runway was closed, so they sent us up to K.I. Sawyer for eight weeks, we missed the whole summer at Wurtsmith, but went through Spring, Summer and Fall up at K.I. Sawyer. We returned just in time for CMSgt Meadows and his gang from Barksdale to arrive just in time for the prime salmon fishing (Schufft and Meadows are hooked) the results of the visit were "Excellent". As I write this letter the SAC IG Team is here helping us out again, so far everything has been going great.

2. The 920 AREFS has received the following awards, so if you were here during periods please check with CBPO.

Air Force Outstanding Unit Award (1 July 1984 - 30 June 1985)

40th Air Division Outstanding Air Refueling Squadron Award (1984 - 1985)

3. The 920th Boom Section is made up of the following Boom Operators:

STAFF

Inflt Program Manager - TSgt Craig Blessing. He came out of scheduling after a year to run the squadron when Carl Criscillis was transferred to the Alert Facility. Craig's doing a great job.

Alert Facility Manager - MSgt Carl "Huggy Bear" Criscillis transferred from the squadron to the Alert Facility to replace Johnson Marsallis. Two weeks in the job and the IG team is here to help.

Scheduling - TSgt Roger Gosset came to us from the 93rd BMW Stan/Eval. He's working hard in scheduling, trying to get the "big picture".

Training Flight - TSgt Bob "Pottsy" Potts. Runs the Z100 Computer programs, (Squadron Quizz). If you have any questions about the Squadrons training programs just ask Bob. He is also the CLT Manager.

"A FLIGHT"

- S-130 SSgt Tom Weirauch - "IBO" Tom keeps a pretty low profile, but if you really want to find him just call the Irish Pub.
- R-131 SSgt Dan Repp - New Instructor doing a great job. Looking for an assignment to Pease.
- R-132 TSgt Al Miller - Our resident ANHEUSER-BUSCH SUPPORT COMMITTEE. Going to CFIC this summer.
- E-133 Sgt John Felisky - Came to us from Security Police at Nellis. Spends most of his time repairing his car.
- E-134 Sgt Pat "DOGGIE" D'Augustino - "MR TDY" Spent a whole five months in the states last year. I've already changed his mailing address to "GENERAL DELIVERY UNITED KINGDOM". DOGGIE PHONE HOME!
- E-135 ALC Tim "HEY GUNS" Pates - First TDY in June to the sunny pacific Guam will never be the same. Watch out for that ice shield.

"B FLIGHT"

- S-140 TSgt Jon "BIFF" Bibler - Our newest Instructor. Another one trying to keep WATZ out of hot water. Bibs just might succeed.
- R-141 Sgt Todd Wellman - The quiet giant. Spends more time running on Alert than I do sleeping. Keep up the good work Todd.
- E-142 SSgt Larry King - Got an assignment to the STRATOLOUNGER at Seymour. I guess he got tired of pulling alert.
- R-143 SSgt Gary Davis - Cross-trainee from Supply. Just returned from EITF. He liked Wurtsmith so much in supply he decided to come back as a boomer.
- R-144 SSgt Dale Martin - IBO Assistant Cargo-loading manager. Just bought a new house. He must plan on homesteading.
- R-145 ALC Jeff Watz - As you've probably guessed I'm writing this input. I volunteered so I could have a chance to say goodbye with a little bit of style. I'll be leaving the field hopefully around Oct-Nov to go fly sidesaddle with the guys at Charleston. That's right a 141 Engineer. I'm not deserting you all, I'll always be a boomer at heart. BOOM STOWED LEAVING POSITION.

SPARE

MSgt Johnson Marsallis, transferred from the Alert Facility to the squadron awaiting words from CMSgt Harrison. He'll either retire in September or transfer to Fairchild hopefully!

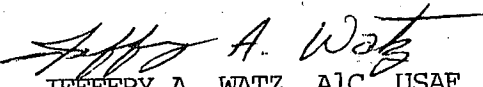
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"C FLIGHT"

- S-150 Msgt Norris "BUTCH" Scoggins - Came to us from Barksdale. He's on his way back on a permissive PCS in July.
- E-151 ALC Mike Kavanaugh - Our BABY BOOM. Mike came in from CCTS and walked right into an ORI. Hasn't had a chance to prove himself yet. - GOOD LUCK MIKE!
- R-152 SSgt Pete Sklenar - Came back to the Squadron from Stan/Eval. Wasn't back long and they sent him to Europe. Anyone want to buy a 42 long red flightsuit with white trim.
- R-153 Sgt Al Kaczor - Finally leaving for Beale. Reports 31 Aug, wants to go TDY 1 Sep.
- R-154 SSgt Lenny Beck - Just got married and will be off to CFIC 2 May. EITF July 15th.
- R-155 SSgt Wally Tennyson - Cross-trainee from Security Police at Pease. Doing a great job.

STAN-EVAL

- S-101 SSgt Milt "UNCLE MILTIE" Bowman - New chief of stanboard. Milt says that he doesn't bust you, he just documents the facts.
- S-102 TSgt Ken Phillips - (Our token gunner) Our second white-throated friend. Caught Pates at the club wearing a gunner's patch. Told Tim his next checkride was already a QUAL 4 1/2.


JEFFERY A. WATZ, ALC, USAF
Boom Operator, 920th AREFS

CMSGT RICHARDSON
8th AF/DOTTR
BARKSDALE AFB, LA.

1 JULY 1986

TO ALL BOOMERS

HERE IT IS 1 JULY AND SOME BOOM SIGNAL INPUTS ARE STILL MISSING!
I RECEIVED A CALL TODAY FROM \$%#@!§[AND THEY ASKED IF IT WAS TOO
LATE TO SENT THEIR INPUT. I LIED!

THE DUE DATE FOR 1987 IS 1 MAY. I'LL SEND OUT A REMINDER AROUND
THE FIRST OF MARCH 1987.

THANKS FOR THE MANY GOOD LETTERS. I'M SURE ALL OF US WILL ENJOY
READING ABOUT OUR NEW AND OLD FRIENDS.

AS YOU READ THE VARIOUS INPUTS MAKE A MENTAL NOTE OF THE THINGS
YOU ENJOY AND INCLUDE THEM IN YOUR LETTER NEXT YEAR.

I'M SURE I REPRESENT ALL BOOMERS WITH THE FOLLOWING MESSAGE:
"ARKANSAS GUARD BOOMERS.....WE WILL MISS EACH AND EVERY ONE OF
YOU. MANY THANKS FOR ALL THE LOVE AND SUPPORT YOU GAVE THE BOOM
FIELD. WE WILL NEVER BE ABLE TO REPLACE YOU---BUT WE'LL ALWAYS TRY
TO MAINTAIN THE OUTSTANDING EXAMPLES YOU SET. GOOD LUCK TO ALL OF
YOU AND GOD BLESS."



ELZEY G. RICHARDSON, 8th AF/DOTTR
INFLIGHT REFUELING PROGRAM MANAGER

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