

THE BOOM SIGNAL

MARCH 1980

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



SMSGT AL EVANS

IN MEMORY

This edition of The Boom Signal is dedicated, sorrowfully, to the late SMSgt Al Evans and SMSgt Don Corbin. We, all of us, have lost two very dear friends. Likewise, the Air Force and our career field have suffered the loss of two dedicated professionals.

Al began his military career as a radio operator in 1952, and retrained as a boom operator a short time later. He has held numerous positions since then at both the command and base levels. In all of these positions, he distinguished himself by his dedicated and unselfish service. He was considered by all a "professional NCO" of the highest order. Surviving members of Al's family are his wife Irene, and daughters Pat, Dawn, Laurie and Cathy.

Don entered the Air Force in 1955. Initially, he was an instructor at Lackland AFB but retrained as a boom operator in 1958. He also served in various positions throughout his career, and was a true professional. Don is survived by his wife Etsuko, son Mark, and daughter Karen.

Words cannot adequately express the feelings of sorrow connected with the loss of these two fine gentlemen. Their contributions to our profession will live forever. To the surviving families of each, I, and all boom operators, extend our most deepest sympathies.

CMSgt Bob Truelsen

A LETTER IN MEMORY OF

AL EVANS

Dear Al,

Some of us guys were sitting around the ol' Boom Room the other day "gassin", and somebody mentioned the good ol' days. Well, one thing led to another and first thing you know we'd covered the last twenty or so years. We talked about a lot of guys and wondered what they were all doing now days. You know Al, the thing that struck me most was the closeness that boomers have always had for other boomers. There is just an awful lot of love among our ol' boys. I guess it's because we all live the same type of existence and feel for each other during our day-to-day comings and goings. For instance, when one of us rides the ol' 'I35 down the long, long runway, waiting and watching everything in sight, feeling that big machine straining and screaming for each knot, pleading with all four to "hang in there", trying to watch everything at once and then looking back when it's in the air and not being able to recall anything we saw. Al, I think that each of us rides with each other at times like that. And Al, it's double tough on all of us when one of us don't make it back. Especially, Al, when our fallen buddy was the "dean", so to speak, of all the good ol' guys. The guy that everyone knew, that nobody knew anything but good about; the guy who was always at the front when good things were being done to and for boomers. Al, we just decided that we'd set a big table up there in boomer heaven and fix you a place right in the middle. Because we want you to know that when we finally get there we want to be with you again. Al, we want to hear you laugh, we want to feel that pleasantness of just being around you. Knowing that only good deeds will be done and knowing that we'll have at least one true friend. Al ol' buddy, it's just damned tough not having you around, not being able to call and talk to you. Life just ain't gonna ever be the same knowing that you've departed the orbit and headed on down the track. But Al, we'll always see your contrails streaking across the sky, because surely every time we see them we'll know they're yours and we'll be thinking about you.

Peace Buddy,

iii

ANON

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IS YOUR UNIT MISSING? IF SO, WHY?

TIDBITS FROM HQ SAC

Well, several things have happened here at the puzzle palace since the last edition of the Boom Signal. I'll try to cover items which I feel are of interest to most boom operators. Any similarity to order of importance is purely coincidental:

NCOIC POSITION: As most of you know this subject is as old (or older) than most of us. I feel we really didn't get what we wanted but it is better than nothing. As of this writing, the status of this manpower change is: each unit will gain one boom operator authorization. Ideally, what we were shooting for was a non crew resource position for the senior boom operator which would be assigned the same PAS code as the squadron commander. Due to guidance from the SAC/DO which directed each unit (versus each wing) would have a complete training flight left us with only a certain amount of authorizations to move around. Of course, we were planning on both an NCOIC position and a training flight position. Basically, the training flight position was acquired by deleting the wing upgrade management position - all upgrade training and record keeping will be the responsibility of the squadron training flight. We do have some units where boom operators were the wing upgrade manager i.e., Grissom, Beale, Altus, Travis, McConnell, etc. We lost these authorizations. Net change is an increase of 28 authorizations (SAC wide). Feedback that I have received indicates many senior guys perceive this change as a step backwards - I disagree for the following reasons: Each squadron will have (by 31 Mar 80) the senior authorization as a non crew resource. It is realized that it is in the training flight. True, if the senior guy locks himself up in the training flight he won't have time to accomplish all the other duties that need to be done. SACR 55-68 will be changed to reflect those duties and responsibilities of the senior guy as we decided upon at our conference in May 79. In simple terms - if the senior guy functions strictly as an instructor and a replacement for flights and alert then the squadron CC will depend upon him just as that - an instructor and a spare. Only the individual assigned can establish the credibility of a staff position. True, you have to get the support and backing of the staff but only the individual can accomplish this. All the manpower changes in the world can't establish credibility - only the individual can do this. I guess what I'm trying to say is let the young instructors instruct and you as the senior guy manage the training and take the necessary action to insure quality. So much for this subject. I know each of us have different views for this area, all I ask is give it a chance to work.

NEW FACE: SSgt Steave Bacon will soon be arriving from CCTS. Steave will be assigned to HQ SAC/LGLW. (Mobility, Contingency Plans). He will be working -135 load plans for OPS Plans 8402 and 4102. He is only 20 years behind on his work so he will be kept busy. Hopefully, Steave will be our expert in cargo loading for the real world. Steave's background instructing cargo loading at CCTS and his past record qualified him for the job. I want to thank all the individuals who volunteered for this position. Competition was keen. I'm always delighted when I start reviewing records for positions to find we have topnotch people - all qualified to do the job. For those of you who volunteered who didn't get selected please don't give up. Many areas are being looked at for positions where boom operator experience is needed.

POSITIONS IN WING-CURRENT OPERATIONS: March, Dyess and Carswell have just received (effective April 80) two authorizations each (E7 and E6) to work contingency planning. Also, Loring received an E7 authorization. I think we could use positions at all wings in this area, however, one step at a time.

ANNUAL BOOM OPERATOR AR CONFERENCE: Tentatively scheduled for 20-23 May 80 at Offutt AFB. Having trouble getting it established as an annual event but I know it's going to happen. Each unit will be requested to send their senior rep. Watch for message on this subject. Encourage all units review tentative agenda and provide 8/15AF (Bob and Dale) any items you feel need to be discussed at this conference. Bring money and swimming trunks!

4235 STS BOOM OPERATOR: Dave Hostettler is in place at Carswell. Dave will be producing training media to support SACR 50-24. Currently working probe and drogue media to replace category D qualification. Keep him busy guys, he needs your input to make it all meaningful. Go get 'em Dave.

THE ALBERT L. EVANS MEMORIAL TROPHY: I know Bob will cover the untimely loss of two boom operators who we all knew. I won't say much except no matter what I say it wouldn't do them justice - Tell them Bob. As I mentioned in the last issue, this trophy (notional-annual) will recognize the best boom operator section in SAC. I had hoped that the regulation would be in the field by now but much writing and coordination is required. As of this writing, one piece of paper is yet required then it goes to the printer. It will be SACR 900-27, watch for it.

I guess I've rambled on long enough. Keep interested guys, if we don't work to improve the system - who will?

LES RINGLER
Your SAC Boom

HQ SAC/DO80

Hi Boomers!

Our directorate moved from the first floor to the third floor. We are located in room 3C-17, for the first time we have sufficient room to move around.

The DO8 community is growing by leaps and bounds. We are the single tanker managers for "Worldwide Air Refueling Operations". Well at least that's what the sign says in our corridor.

One of our most recent selections to SAC Headquarters is MSgt Dale Grundmeyer from Minot AFB. Dale will be working for the Applications Division (DO8A). He will be working with tanker activity and building computer flight plans, etc. Dale and his family will arrive during the second week of February. Dale, Welcome to SAC Headquarters.

The Tanker Task Force Deployers and Redeployers are involved heavily in Fighter support. We try to match all of our deployers and redeployers to support these missions. 2ADG Langley AFB VA, requests these moves to SAC/HQ, and we try to align these requests to meet everyone's needs. Most of the time this requirement will cause your crew to depart home station one or two days earlier or later to satisfy the refuelings.

We do our best to keep the deployers and redeployers scheduled during the week days, especially the "Pacific Tanker Task Force", but there are times when the requirement is too strong. In this case we will move the fighters on the weekend. Also, when the tasking is heavy, we will request the use of the Guard or Reserve crews to support the active duty force.

I have some feedback concerning "Business Effort". All indications are that the crews love it, and the fighter exposure for the booms is fantastic. This subject might be good to cover during hangar flying for the young boomers. The boomer running the "Business Effort" show is SMSgt Bruce Cheek from 8AF. Bruce, thanks a million for an excellent program.

The "Busy Partner" Orientation Flights seem to be a big success. If you guys have the time, give Major Mummert a call, and thank him for his efforts of getting the "Busy Partner" Orientation Flights pushed through. AV 271-2524.

Well booms, that's about all the news for this time. If I can be of any help to you, please give me a call anytime. AV 271-3541/4857/4536, STN 68/88.


JIM KING

HQ AFMPC
by CMSgt Dick Sanders

Hi Boomers

In case you haven't called lately, I now have a new assistant, SSgt Willies (Willy) Ballou. Fred Mehaffey moved upstairs to bigger and better things. (He thinks). Willy Ballou has been working with us Tanker folks here at MPC for about 18 months, dealing mainly with the officer side of the house. Now, he gets to work with the "good guys". He came here from HQ SAC where he spent 2 years working in the Bomber/Tanker assignment section, and was co-ordinating on Boom Operator actions at SAC. Prior to that he spent 3 years at Ellsworth, 2 years in Germany and a tour at Altus as his first assignment in 1969. Willy is a good guy and will help you in any way he can, so don't hesitate to talk to him when I'm not in.

I've included a few articles that I hope you will be interested in, if you're not, you should be. The most important one I got from the Air Force News Service. The title is "Coming Back." I know that several of you 1st termers will laugh, but these are true cases. Most of you think you can get out of the service and just jump right back in and be a Boomer again. WRONG!!!! If you don't believe me, give SMSgt Randy Black a call and ask him about Sgt Templeton. He got out for 30 days and tried to come back. He could have come back in the Air Force, but not as a Boomer. I guess all I'm saying is that the decision to separate from the Air Force is yours, but give it a lot of thought. I've brought a lot of people back into the field in the past few years - people who said they would never wear a "blue suit" again -, and it's not as easy to do as you may think.

COMING BACK!

There's plenty of publicity about people getting out of the Air Force, but almost none on people wanting to return. In June alone, 67 people came back, most with less than two years out.

Why? Reasons vary. "I haven't figured it out yet," SrA Kenneth P. Demars said, "I was making a third more money on the outside, so it wasn't financial."

"I just didn't feel I was getting anywhere. I volunteered for Carswell (AFB Texas), and I'm back in aircraft maintenance. If I don't do my job here, the airplane doesn't fly."

ALC Eileen D. Cormils, in social actions at Columbus AFB, Miss., gave up half her pay and one stripe to come back in. "I liked the Air Force way of life, what they had to offer me and what I felt I could offer them,"

"When they changed the regulation to allow single parents to come back in, it took me about 35 seconds to decide. I can go higher here with more benefits."

Benefits were also important to SSgt. William J. Meredith, also of Carswell AFB. "Everyone should get out for a year. I came in right out of high school, so I didn't know what the outside was like," he said.

"But it (the civilian world) is always going to be there. People take advantage of you there. Promises for jobs fell through."

"I know what I'm doing now. I feel comfortable, and I'm making more now than when I left."

AIC Lamont Hicks, of Minot AFB, N.D., switched services when he returned. He had been in the Marine Corps on active duty, and then the Marine Corps Reserve. "One day I saw that commercial on TV -- 'Look up and be looked up to in the Air Force'. I liked that, and came back in. I still feel a lot of esprit de corps for the Marines, but I prefer the Air Force."

Some people returned because the benefits for their families were better in the Air Force. Others couldn't find jobs equal to their military ones. And some just said, "I missed it."

Prior service enlistees provide an added resource to the Air Force family. They already have their training, and have taken the time to try each way of life. Almost every person who has returned is staying in this time. As Sergeant Meredith said, "It's the best thing that ever happened."

MILITARY COUPLE ASSIGNMENT PROCEDURE REVISED

Since 1 Nov 79, Spouse's SSAN and Joint Assignment Intent Data items were added to the member's computer record. Data capture is scheduled to be completed on 31 Jan 80. After the update of these data items, the assignment authority will then be able to identify a member's spouse and consider both for reassignment at the same time.

It may not always be possible for a military couple to be reassigned together because they must still fulfill their fair share of overseas duty, CONUS isolated, etc. However, the revised procedures will enhance their chances for concurrent movement and should reduce the lag time in assignment notification for both members.

Key to the new system is the proper completion of the new AF Form 1048, Military Spouse Information Sheet. Prior to completion of the new form, the couple should give thoughtful consideration to the ramifications of this decision. For example, a couple should not indicate they desire to be assigned together at a remote overseas location if they have dependents and do not wish to exercise their dependent care plan as outlined in AFR 35-59.

Assignment decisions will be based upon Air Force requirements, the couple's stated intent on the Air Force Form 1048, and preferences indicated on the AF Form 392. Any subsequent request for cancellation would have to be based upon hardship. The fact that assignment desires or family situation has changed will not be justification to warrant cancellation.

For further information, contact the CBPO Customer Service Center and ask to see a copy of CBPOL 79-131 dated 7 Nov 79.

ENLISTED GRADE/SKILL CONNECTION HAS CHANGED

The method for assigning airmen to meet skill-level requirements will be changed this month with the end of dual control Air Force Specialty Codes (AFSCs) for master sergeants, staff sergeants and airman first class.

Under current rules, master sergeant authorizations can be at the superintendent (nine) or supervisor (seven) level, staff sergeant authorizations at the supervisor or journeyman (five) level, and airman first class authorizations at the journeyman or apprentice (three) level.

Under the new method, master sergeant authorizations will reflect only the seven-skill level, staff sergeant authorizations the five-level, and airman first class authorizations the three-level. Separate assignment categories will no longer be required.

The present system of three grades-per-skill has not lived up to expectations. One reason is the difficulty inherent in distributing two categories of master sergeants and staff sergeants. More basic, however, is the lack of acceptance by the functional users and commanders ... Grade rather than skill level has continued to be perceived by commanders and managers as the key manning factor.

The change will produce a closer grade/skill relationship--staff sergeants and sergeants will fill five-level needs, and master sergeants and technical sergeants will satisfy seven-level requirements. The chief enlisted manager code (CEM) will continue for chief master sergeants so that nine-level positions will apply only to senior master sergeants.

Classification rules concerning primary and duty AFSCs will remain unchanged. Staff sergeants will continue to be upgraded to the seven-level primary and master sergeants to the nine-level, but they will not be reassigned in these higher skill levels. To offset shortages in the higher skills, local commanders can award higher duties to assigned personnel as needed. This results in more flexibility in using personnel resources.

PROMOTIONS AND TWO GRADES PER SKILL

Effective 1 January 1980, the Control AFSC of all Master Sergeants will revert to the 7 skill level, Staff Sergeants to 5 skill level, and Airman First Class to 3 skill level. But don't be alarmed, because this will have no effect on your promotion eligibility, which is determined by your Primary AFSC--not your Control. Eligibility requirements in Table 5, AFR 39-29 still apply.

PROMOTION LIST TO SSGT

JOHN PIKE	- ALTUS	CLEVELAND FILMORE	- KADENA
CARMEN VALLEJO	- ALTUS	STEVE CORDELL	- LANGLEY
LARRY KING	- CASTLE	PETE TRIPI	- LORING
ROBERT MAORALES	- CASTLE	LONNIE LEWIS	- MARCH
GERALD XAVER	- GRISSOM	MICHAEL DAVIS	- MARCH
MICHAEL DIOTTE	- GRISSOM	PHILIP HALL	- MARCH
DOMINIC DISTROLA	- GRISSOM	RALPH DEIBERT	- MINOT
ROBERT FISHER	- BEALE	WILLIAM LOAR	- PLATTSBURGH
JOSEPH GEDMAN	- ELLSWORTH	DELMA COGGIN	- SEYMOUR JOHNSON
JOHN BASSO	- ELLSWORTH	JOHN MEHALL	- SEYMOUR JOHNSON
LYNN JANES	- FAIRCHILD	RAYMOND HARRIS	- WURTSMITH
PATRICK PRUETT	- GRAND FORKS		

SELECTION NOTIFICATIONS SPEEDED FOR NCOs!

Beginning in January NCOs selected for promotion to staff sergeant through chief master sergeant will be notified sooner than in the past.

Unit commanders will no longer have to wait until the CBPO verifies the promotion data before notifying their people.

The new release procedure allows unit commanders to be the first to know when their people have been selected for promotion.

The current system requires a delay in the CBPO and it has been determined that the past low error rate (about 0.01 percent, or one-in-10,000) makes this delay no longer necessary. Earlier release of promotion lists will also prevent premature and unauthorized release.

Individuals are cautioned, however, that the promotion is still not confirmed until they receive their WAPS score notice.

WANTED

CCTS Instructor Boom Operators to perform duties at Castle Airplane patch, California.

EXPERIENCE MANDATORY!!!

CAREER PROGRESSION AND JOB SATISFACTION GUARANTEED!!!

No alert duty, but must be willing to work. Openings now exist as flight line instructors in the 93rd AREFS, with possible opportunities to move into: CCTS platform Instructors, Wing Stan Eval, ISD, Simulator CFIC Instructor, and Alert Facility Mgmt. Interested parties send CCTS application to AFMPC/MPCROR3F, Randolph AFB, TX 78148, Attn: CMSgt Sanders and also HQ SAC/DOTT, Offutt AFB, NE 68113, Attn: CMSgt Ringler. ROAD (Retired on Active Duty), personnel need not apply!

Seriously, we do need some good qualified instructors at Castle in the near future.

VIBES FROM 8AF

by
CMS Bob Truelsen

Greetings from 8AF and Barksdale airpatch. Well, this is the third edition of The Boom Signal, and I hope that you find it interesting and enjoyable. My most appreciative "thanks" to all who have given their support. Starting with this edition, the Guard and Reserve have also been included. It is a pleasure to welcome you aboard.

Things at 8AF are going well. At times I get behind the power curve, but who doesn't? The chill of winter has all but disappeared here as the weather has been in the 70s and 80s during the past several weeks. It is definitely getting to be good beer-drinking weather and it will get better.

Much is happening. At HQ SAC, Les, Jim and Greg are all doing super jobs, and I hope all of them keep their present seats warm for a long time to come. A cargo Loading conference was held here at Barksdale on 7-8 Feb 80. Attendees included CMS Ringler, CMS Oveson, CMS Synove, SMS Akers, MSG Wayman, MSG Hostetler, MSG Lindsay (McGhee-Tyson ANG), TSG Synder (Grissom AFRES), TSG Nolte (March AFRES), and yours truly. The purpose of the conference was to improve the -9 within the boundaries of the mil spec. The changes that evolved from this conference will be presented to the engineers at Oklahoma City during early April. Hopefully, we should have a better product in the not too distant future. Much of the info in our -9 does not really concern boomers (at least on a absolute need-to-know basis), but must be included because it is required by the mil spec. This includes format.

Les mentioned the new boom position in the training flight so I won't elaborate. However, to echo his words, it is absolutely imperative that you establish your newly authorized position as a true staff position. To do this, you must establish and maintain a close and professional rapport with your ops officer and commander. If, by chance, you discover that you're not as effective as you would like to be, take a look at yourself, first, before you blame others. I have reproduced an article entitled "Survival in the Management Jungle" which was written by a CMSgt. It is well-written and certainly conveys an appropriate message to us all.

There will be a -1 change in April, and it will include new standard fuel loads for 35M, 40M and 45M. I don't need to remind you that fuel conservation is a hot topic. Gone are the days of carrying fuel around the airways needlessly. Thus, lighter fuel loads. Also, fuel conservation will be evaluated and given an adjective rating by CEVG during their visits.

Air refueling mishaps are on the rise, especially with fighters. Brute force disconnects, and crunched nozzles and ice shields head the list.

According to my figures, if these mishaps continue to occur at the present rate, there will be an approximate 33% increase in 1980 over 1979. We cannot afford to let this trend continue. Load alleviation is most important during air refueling operations, and, in my opinion, a subject that needs to be addressed. Improper techniques in this area are causing many of the problems. Don't let that receiver get into an undesirable position before you act.

On 24 Feb 80, I participated on a flight to evaluate receiver illumination during night A/R operations. I have included two pages of diagrams depicting the concept. Greg Oveson and I were the SAC reps, and we refueled F-4/A-7 receivers. The F-4 was painted grey, and with the intensity at the highest setting it was almost like daylight. However, the A-7s were camouflaged-painted, and with the highest setting the A-7 was not as well-illuminated as the F-4. There are a few bugs that need ironing out, both from the boomers side of the house and that of the receivers. Everything considered, it is what we need. Billy Meeks at Edwards will be testing it very soon.

Don Harlow, CMSAF (Ret), came across the last edition of The Boom Signal, and wrote me a very nice letter, which I have included along with several of the AFSA Lobby Ledgers. I am concerned about erosion of benefits, flight pay, per diem and many other issues. Are you? If so, instead of just bad-mouthing the system, there are several things you can and should do. One, exercise your democratic right by writing your elected representative in Washington. Two, vote. Three, and this is strictly personal opinion, join the Air Force Sergeants Association for they have your interest at heart and continually work for those interests.

I have rambled on long enough. However, with your kind indulgence, a few final words. I am retiring effective 1 Sep 80, after 30 years and two days. Throughout the years, the Air Force (all of it in SAC) has been very good to me. If I could go back to that eventful day on 29 Aug 50, when I took the oath of enlistment, I wouldn't change a thing. I will never forget all the wonderful friendships that I've been fortunate enough to establish during my career. So, to all boomers, I say farewell.

Bob Truelsen

Les, a very special thanks to you for your support, understanding and confidence in me. It was a pleasure to work for you. If only all boomers knew all that you've done for our career field. Dick, thanks for your compassion and friendship. You give so much to so many and get nothing in return except that which comes from within. Say hi to Dee for Syl and me. And lastly, to Greg and Paul, thanks for your companionship and friendship. I will always cherish our relationships together, even those at the "Grif."

SURVIVAL IN THE MANAGEMENT JUNGLE

CHIEF MASTER SERGEANT C. P. WILKSON

Usually, by the time an enlisted man starts replacing his initial clothing issue, he has picked up a smattering of management techniques. By the time those cuffs start to fray, a few catch phrases have worked their way into his consciousness. Even after all the schools, these same phrases, like a shiny toy, are all that remain. Knowing you are a 9-9 supervisor or Maslow's hierarchy of needs may make you sleep better at night, but there is a possibility that neither will replace common sense.

Twenty-two years of scar tissue have given me my own rules. All of them were learned painfully; some like a bolt of lightning between the eyes, others after hours of laborious reasoning as to why I failed. I present them here in the hope they may stimulate some thought on our management techniques.

- Be true to yourself. During your Air Force experience you will be tempted to become cynical. Everyone fails at something and is congratulated or achieves a hard-won goal and is ignored. People often say one thing and do another. This is just human nature—the difference between people and machines. Accept it as such and press on.

- Listen. You will be doing more of this as a manager than any other single activity. Listen to what your boss says and do that, not what you think he or she should have said. Listen to your subordinates. They, too, have minds and something to offer. Nothing will lose loyalty to you faster than looking up after a subordinate has spilled heart and soul and muttering, "What did you say?" You are telling them they are not worth listening to.

- Be specific. If you are giving directions and want a specific goal, say so. Unless you have a Michelangelo on your staff, don't say

"paint the ceiling" and be surprised by the result. On the other hand, if a subordinate gives you an idea, do one of three things: accept it, reject it, or ask for more time to think about it.

Noncommittal hums may get you out of an awkward situation but probably into one much worse. The well-placed grunt will be interpreted as a yes or no—as you will find to your surprise when your name is mentioned as a backer of a half-baked plan casually mentioned in the hallway.

- Accept defeat gracefully. Present your side of any situation forcefully, but once a decision has been made, embrace it. If you had the final say, your boss would not have been involved in the process. Nowhere in your contract with the government does the clause "except when I disagree" appear. If you continue to react negatively after a decision has been made, it will reflect in the work and attitude of your people. Your subsequent failure should be expected.

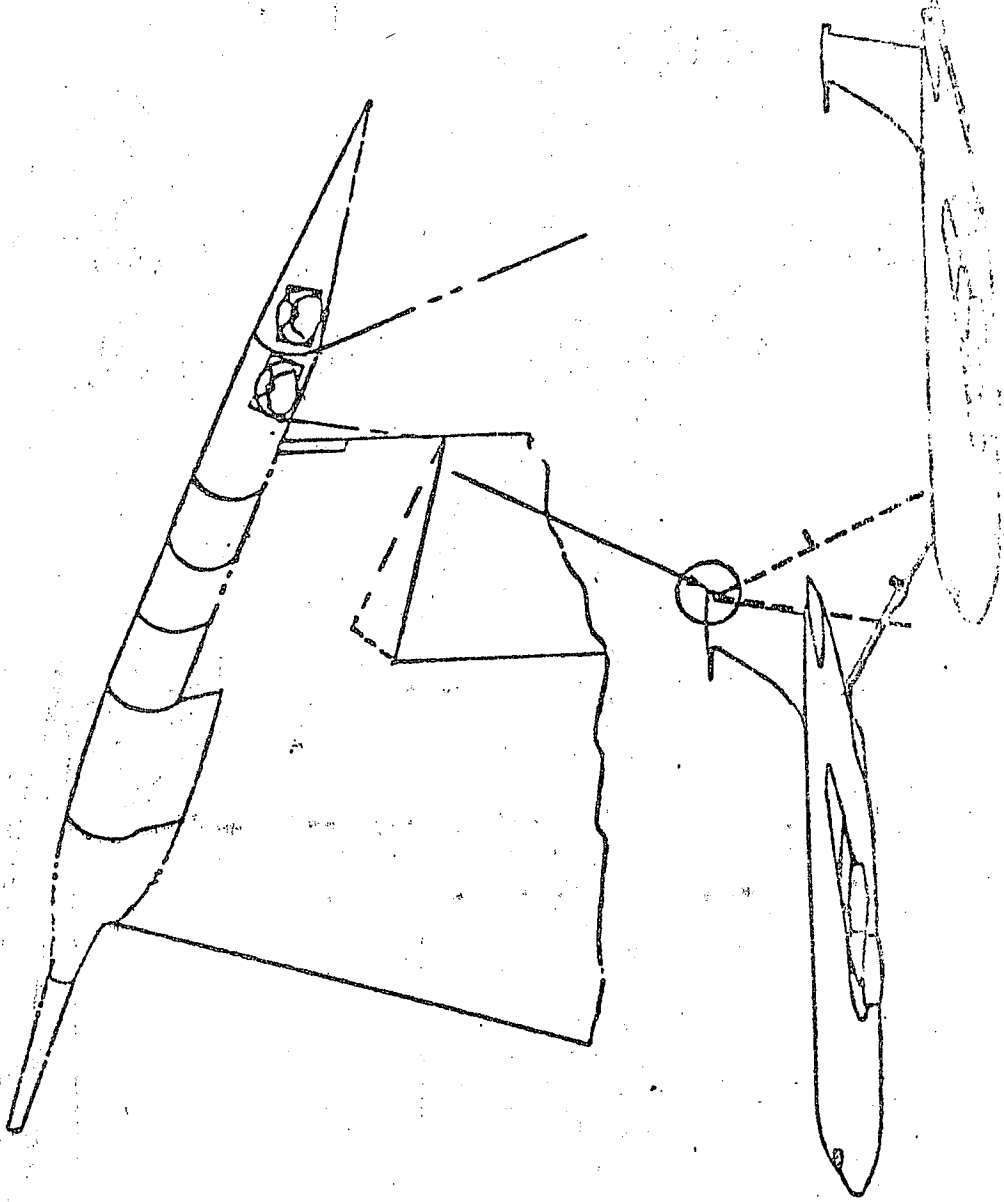
- Always assume that any task you give out will be done wrong. This is not being cynical. It is a way of ensuring that you avoid unpleasant surprises. Build feedback into every job you set, anything from coordinating on a draft to insisting, on seeing the first of a finished product. This will reinforce two ideas in your subordinates: that you are interested in what they are doing and that you really want them to do it. Your routine checking will be accepted as just that, routine. It will not be resented as prying. A fallout benefit will be that you just might learn something new about the job.

- Do not take yourself too seriously. This way when someone punctures the balloon of your pomposity, the hiss will not be quite so loud.

Cannon AFB, New Mexico

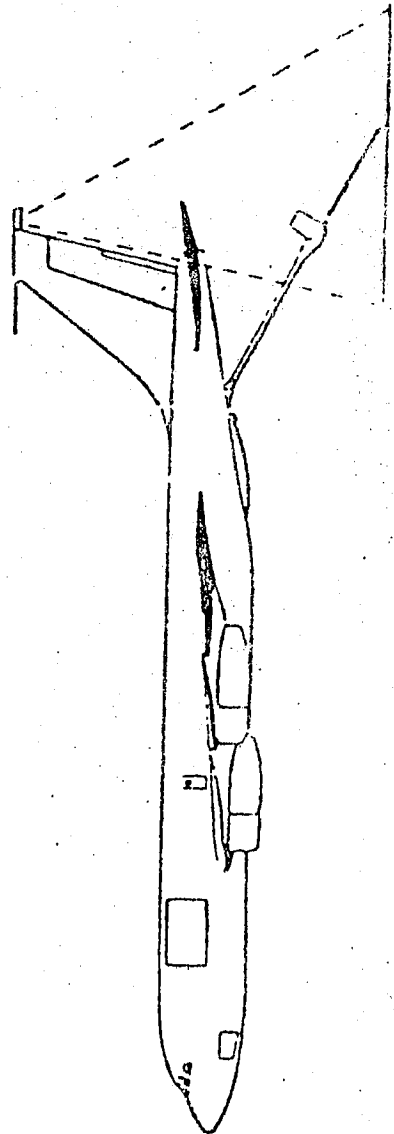
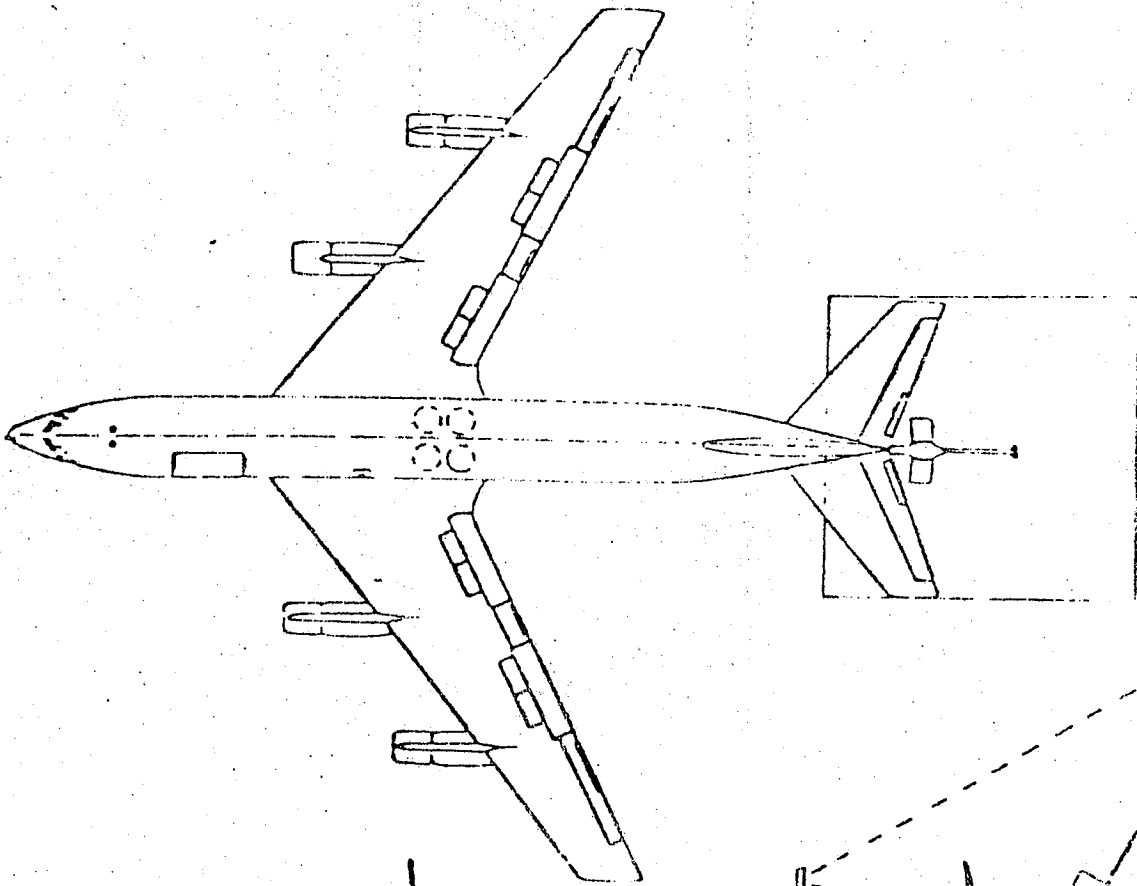
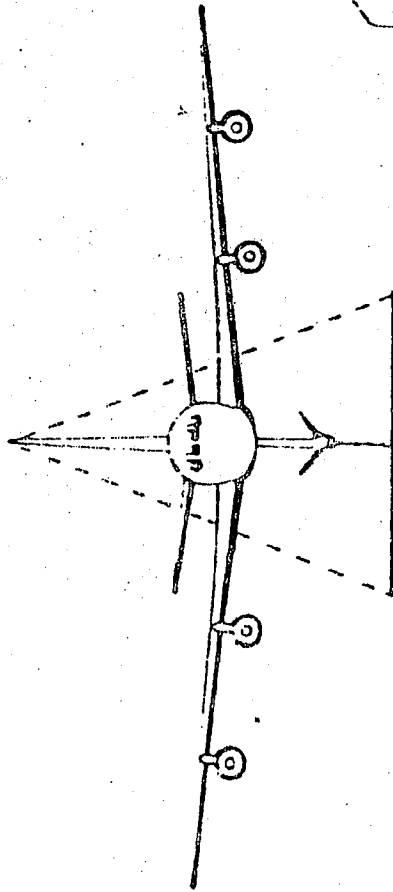


Receiver Illumination





Receiver Illumination Concept



Lobby Ledger

AIR FORCE SERGEANTS ASSOCIATION

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THINGS TO PONDER

PAY - AN IMPORTANT ISSUE: At least Senator William L. Armstrong (R-CO) and Spark M. Matsunaga (D-HI) thought so, as they joined forces to amend the Senate Appropriations Bill to provide all military active duty personnel with an additional 3.4 percent pay raise for fiscal year (FY) 1980. Despite personal letters sent by AFSA to all 100 Senators, along with calls and letters from thousands of our members, the Armstrong/Matsunaga amendment was rejected on the floor of the Senate, Friday, November 9, 1979. It was defeated by a very narrow margin of 44 to 40. The merits of the pay raise were not the reason for its defeat. As the Majority Leader of the Senate, Robert C. Byrd (D-WV) pointed out, the amendment was not germane to the Senate Appropriations Bill, as the version of the bill the House passed did not contain any further pay provisions.

SAMPLE SURVEY SUPPORTS NEED FOR PAY INCREASE: In a recent survey among Air Force active duty people, 4800 responses resulted in the following attitudes pertaining to military pay, prior to the President's recommended 7 percent pay increase of October 1, 1979:

*Future financial security is a daily concern to about 90% of our airmen, 80% of our officers.

*50% of airmen, 40% of officers withdrawing savings or going into debt or both to make ends meet

*42% of airmen, 50% of officers say their financial condition is worse today than it was 2 years ago

*90% of enlisted, 62% of officers with 2nd job or working spouse say it is necessary to make ends meet

*Strong majority (70% airmen/59% officers) believe future military pay won't provide acceptable standard of living

*52% airmen/31% officers indicate pay is not adequate to cover basic expenses with at least a little left over

*50% believe pay raise should be at least 10%, even considering need to control inflation.

*About 90% of enlisted, 80% of officers believe total military pay less than civilian pay for comparable work

*85% of airmen and 95% of officers believe civilians better able to keep up with inflation in future

*About 80% of airmen, 85% of officers less inclined to recommend AF career than they were 2 years ago

JOINT CHIEFS ASK FOR MORE PAY FOR MILITARY: Disillusionment with military pay is the biggest reason why the services cannot keep highly skilled enlisted people and junior officers. That is what the service chiefs told Secretary of Defense, Harold Brown, in a recent memorandum. While not specifying a percentage increase, they did indicate that the 7 percent increase would not be enough to keep pace with the double-digit inflation. The Pentagon has already submitted a proposal on pay increases for the military to be included in the President's 1981 budget. While the proposal does include an across-the-board increase for everyone in the Armed Forces, it also contains greater increases for certain categories of enlisted, as well as officer, personnel.

Whether the DoD proposal will be acceptable to the President's fiscal arm, the Office of Management and Budget (OMB), is unknown at this time. Whatever is contained in the proposed 1981 budget must be considered by the Congress. We will keep you informed.

SENATOR WARNER SPEAKS OUT: Concerned with the problems with the All-Volunteer Force (AVF), Senator John Warner (R-VA), said that the Senate Armed Services Committee must, in the near future, address the problems associated with the AVF. He cited four areas to be included in efforts to resolve the recruiting shortfalls:

- *Across-the-board pay raises in FY 81 for all military personnel on active duty.
- *Increases in educational benefits for those who complete a term of enlistment under honorable conditions.
- *Improved health care for all individuals on active duty and those retired.
- *Personal recognition for all military personnel for their service to the country.

Senator John Stennis (D-MS), agreed that there is not a matter more grave than deciding about "what we are going to do about getting enough of the quality type people to make our military units effective."

Senator Warner's proposal on the across-the-board pay raise is more realistic as we are losing more and more of our senior leaders in the officer as well as the enlisted corps of the USAF. Why not send a brief letter of thanks to Senator Warner? We need all the support we can muster.

POSTAL WORKERS KEEP PACE WITH INFLATION: During the first part of 1979, the Postal workers, who bargain independently over pay and other fringe benefits, won a three year contract on pay alone, calling for 21 percent over the three year term of the contract. That equates to 7 percent a year. However, another clause in the contract calls for a cost-of-living adjustment every six months, over the three year period. So far this year, Postal workers have received pay increases totaling 10.2 percent. It's obvious that with other government employees and the military being held back by a 7 percent pay raise, Postal workers are keeping pace with inflation. Perhaps the recent amendment by Senators Armstrong and Matsunaga, coupled with Senators Warner's and Stennis' comments, will result in an appreciable pay increase for the active duty military people on October 1, 1980. Let's hope we can keep enough of our highly qualified enlisted and officer personnel on board until Congress passes the much needed legislation so that we, too, can keep pace with inflation.

FREEDOM OF CHOICE CAN BE YOURS IN 1980: If you are planning on being home for the holidays, why not take a few moments out to REGISTER for the forthcoming general election in 1980. It takes only a few moments of your time to exercise that important freedom our forefathers fought for, and many gave their lives for.

Most states now make it easier for members of the Armed Forces, their spouses, and dependents, to register and vote absentee; however, it is best to insure you are on the books by registering in person.


Some states do not require registration, or they may treat registration requirements differently for the service member or for the spouse and dependent.

If your state requires your registration, call the County Clerk (in New England states call the Town Clerk) for details on how to register in person. As we said, it will only take a few moments of your time.

PREPARE FOR THE 1980 GENERAL ELECTION

REGISTER

WHILE HOME FOR THE HOLIDAYS



Donald L. Harlow, CMSAF, Ret.
Deputy Executive Director

nj

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SPECIAL REPORT PER DIEM EQUITY

Congressional Record

Amendment to DOPMA
Fri. November 30th

AMENDMENT NO. 507

(Purpose: To correct certain inequities in entitlement to subsistence allowances by officers and enlisted personnel of the uniformed services)

Mr. ARMSTRONG. Mr. President, I call up my amendment No. 567.

The PRESIDING OFFICER. The amendment will be stated.

The legislative clerk read as follows:

The Senator from Colorado (Mr. ARMSTRONG), for himself, Mr. MORGAN, Mr. DOLE, and Mr. HUMPHREY, proposes an amendment numbered 567.

Mr. ARMSTRONG. Mr. President, I ask unanimous consent that reading of the amendment be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendment is as follows:

On page 111, between lines 5 and 6, insert the following:

"SUBSISTENCE ALLOWANCE FOR ENLISTED MEMBERS WHILE PERFORMING CERTAIN TRAVEL

"SEC. 403. The third sentence of section 402(b) of title 37, United States Code, relating to basic allowance for subsistence, is amended to read as follows: 'An enlisted member is entitled to the allowance while on an authorized leave of absence, while confined in a hospital, or while performing travel under orders away from his designated post of duty, but not while being subsisted in kind at the expense of the United States.'"

On page 111, line 7, after "CASES" add the following:

"REIMBURSEMENT OF EXPENSES IN CONNECTION WITH CERTAIN MESS OPERATIONS".

On page 111, line 8, strike out "403" and insert in lieu thereof "404".

On page 111, line 18, strike out "a new section as follows" and insert in lieu thereof "the following new sections".

On page 111, line 24, strike out the quotation marks and the second period.

On page 111, after line 24, add the following:

"§ 1011. Mess operation: reimbursement of expenses

"At messes where meals are sold to officers, civilians, or enlisted members entitled to per diem pursuant to section 404(d)(2) of this title, the Secretary of Defense by regulations shall establish rates for such meals sufficient to provide reimbursement of operating expenses and food costs to the appropriations concerned, except that members of the uniformed services and civilians in a travel status receiving a per diem allowance in lieu of subsistence shall be

charged at a rate of not less than \$2.50 per day. For the purposes of this section, payments for meals at the rates established hereunder may be made in cash or by deduction from the pay of enlisted members or civilian employees. Members of organized nonprofit youth groups sponsored at either the national or local level, when extended the privilege of visiting a military installation and permitted to eat in the general mess by the commanding officer of the installation, shall pay the commuted ration cost of such meal or meals."

On page 140, line 8, strike out "item" and insert in lieu thereof "Items".

On page 140, strike out the material between lines 8 and 9 and insert in lieu thereof the following:

"1010. Commissioned officers: promotion; effective date for pay and allowances.

"1011. Mess operations: reimbursement of expenses."

Mr. ARMSTRONG. Mr. President, this amendment has been printed, for the use of the Senate. I will take a short time to explain the amendment, which I bring to the floor on behalf of Mr. MORGAN, Mr. DOLE, Mr. HUMPHREY, and myself.

The PRESIDING OFFICER. Will the Senator advise the Chair which amendment this is? The time agreement gives him 40 minutes on one amendment and 3 hours on another.

Mr. ARMSTRONG. This is amendment No. 567, which relates to travel. It is the 40-minute amendment. I say to the Chair and to Senators that it is not my intention to call up the other amendment. The other amendment relates to the pay cap. That is an issue I desire to raise at a later time—within a few days, I hope—on a bill which will be more propitious and, we hope, a better vehicle for that amendment.

The PRESIDING OFFICER. There is a 40-minute time agreement on this amendment.

Mr. ARMSTRONG. I assure the Chair that I expect to take much less than 40 minutes.

This amendment is simply aimed at correcting a basic injustice in the system by which enlisted personnel are compensated when they are in a travel status.

As the Senators know, per diem is normally paid when members of the armed services are temporarily transferred away from their home duty sta-

tions. However, in the present law and in the present administration of this system, there is an injustice which, although inadvertent, is a serious one for the people involved.

This is how the system works: When an officer goes on a temporary duty, he continues to receive his basic allowance for subsistence. All officers receive the BAS, which covers food and other items. The Government also has an obligation to feed, clothe, and house enlisted personnel; but they do not automatically receive BAS, because there is an assumption that many enlisted personnel actually will be housed in Government facilities and will be provided meals in a Government mess. Those enlisted personnel who live off base—and we are talking mainly about married enlisted personnel—do receive the BAS.

This is where the injustice arises: Under current regulations, an officer on a temporary duty—that is, traveling away from his duty station—receives both his per diem pay and his basic allowance for subsistence. This is a reasonable duplication of payment, because while he is traveling, he has expenses incidental to traveling; yet, his basic expenses for maintaining his family continue at his home duty station.

Unfortunately, enlisted personnel are not entitled to the same consideration. Enlisted men and women have their per diem subtracted from the BAS to which they otherwise would be entitled.

The purpose of this amendment is to put an end to the inequity by permitting enlisted personnel authorized to draw BAS to continue to draw it while on temporary duty.

In its total impact, this amendment might seem small compared with the overall defense needs of the country, and I admit that is true. But in terms of its impact on enlisted personnel, who find themselves in travel status without having funds to pay their travel expense, unless they curtail the support of their families at their home duty stations, it has a very great impact. It is a severe injustice for the people involved.

So there are two reasons for the adoption of this amendment: First, to correct the injustice; second, because it is emerging as a serious morale factor and

another reason that contributes to skilled personnel in the enlisted ranks leaving the service of their Nation.

It is interesting to me that in a recent Navy personnel study, this failure of the Government to provide adequately for the expenses of traveling enlisted personnel was named as a significant source of personnel concern. It was seen as a serious injustice, over and above its economic impact. As a consequence, the personnel involved cite it as one of the reasons why they are declining to renew enlistment.

So, on the ground of justice and on the ground of good management in continuing to attract and hold good people in the service, I urge the Senate to adopt this amendment.

Mr. NUNN. Mr. President, as I understand this amendment, it attempts to eliminate current perceived discrepancies in officer and enlisted personnel subsistence pay. At present, there are two portions of military pay for subsistence: These are the per diem allowance for subsistence and the basic allowance for subsistence or BAS. An officer draws BAS as a supplement to his pay every day he serves, yet while on temporary duty, he also receives a per diem allowance for subsistence.

It is a longstanding policy that enlisted personnel be subsisted in kind, that is, at Government operated facilities. Enlisted personnel, however, may receive BAS if married and would prefer to subsist with their families. When these enlisted personnel go on temporary duty away from their home base and subsist at Government operated facilities they do not continue to receive this payment. This causes a drop in their take home pay which is the source of the perceived inequity. The purpose of the BAS, however, is being fulfilled when the enlisted person receives his meals at Government operated facilities.

When no mess is available for either officers or enlisted personnel at the site of temporary duty, there is no inequity in subsistence payments. Both receive a per diem for subsistence of \$13.50, but as stated earlier, the enlisted person does not continue to receive his BAS as a portion of his military pay as would an officer.

The Congressional Budget Office sites the cost of this amendment to be around \$15 million. There is an identical Senate bill, S. 1272, now pending before the full Armed Services Committee and hearings have not been held on this proposal. Alternatives for solution of this perceived inequity may be available and should be considered.

Mr. President, the equity arguments, however, for this amendment are strong. There is a perception of lost cash even though the purpose for these payments, to be for the feeding of enlisted personnel is fulfilled. Furthermore, enlisted members have no option in that they must eat in the mess facility to avoid a real loss of income, if such facilities are available.

I recommend that we accept this amendment and take it to conference with the House of Representatives to give us a chance to take a detailed look at it.

I commend the Senator from Colorado for proposing the amendment and I am hoping that in spite of the budget prob-

lem it may pose we will be able to work it all out within the budgetary limits.

The Senator from Iowa wishes to make a statement.

Mr. JEPSEN. Mr. President, I join with the distinguished chairman of the subcommittee in echoing his sentiments and also commend the distinguished and able Senator from Colorado for his attention to detail and his concern for the thing that we are all concerned about today and that is the security of our country and the morale of our Armed Forces. We are deeply in his debt for bringing this to our attention and are pleased to accept it.

Mr. ARMSTRONG. Mr. President, I only add a word of appreciation to the distinguished managers of the bill for their understanding and interest in this problem. I am very grateful to them for accepting the amendment.

Mr. THURMOND. Mr. President, will the Senator from Colorado yield?

Mr. ARMSTRONG. Mr. President, I am very pleased to yield to the distinguished Senator.

Mr. THURMOND. I shall be pleased if the Senator from Colorado will see fit to add my name as a cosponsor of the amendment.

Mr. ARMSTRONG. I am honored to do so and ask unanimous consent that Senator THURMOND be added as a cosponsor of the amendment.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. NUNN. Mr. President, I believe the Senator from North Carolina wishes to speak on this amendment. He has been a leader on this subject. He has a separate bill pending before the committee on this subject. Whatever time he needs, I yield.

The PRESIDING OFFICER. The Senator from North Carolina.

Mr. MORGAN. I thank the distinguished chairman and my colleague.

Mr. President, I am pleased to sponsor, along with Senator ARMSTRONG, an amendment to end discrimination against enlisted personnel in the payment of military per diem pay.

We are having enough trouble retaining people in the military without such clearly unfair situations as exist when an officer and enlisted man travel on duty together.

Because of the way the basic allowance for subsistence is structured, the enlisted man gets less money each day to defray his expenses away from home, although he and the officer must incur the same expenses, and I add seldom will the allowance cover their expenses.

This is exactly the sort of inequity and irritant that forces our best enlisted people to become dissatisfied and leave the service.

Our All-Volunteer Force is having trouble enough in getting and keeping good people. We have allowed the benefits they get to be eroded. Here we have a chance to take a positive step to show these fine people that we are interested in their welfare, appreciate the sacrifices they make, and will treat them fairly.

I wish to join with Senator ARMSTRONG in expressing my appreciation to the distinguished majority and minority floor managers of the bill for accepting the amendment.

I thank you, Mr. President.

Mr. ARMSTRONG. Mr. President, one more item. I ask unanimous consent that the Senator from Arkansas (Mr. Bumpers) also be added as a cosponsor.

The PRESIDING OFFICER (Mr. Hollings). Without objection, it is so ordered.

● Mr. DOLE. Mr. President, I was pleased to note that the committee has decided to accept an amendment that eliminates per diem pay discrimination against enlisted personnel.

PER DIEM PAY

Mr. President, under current law, officers on temporary duty receive both per diem pay and basic allowance for subsistence, while enlisted personnel on temporary duty have per diem pay subtracted from their basic allowance subsistence to which they otherwise would be entitled.

This amendment, of which I am a cosponsor, would correct these inequities by adding a new section which will provide that enlisted personnel be entitled to basic allowance for subsistence while on authorized leave of absence, confined in hospital, or performing travel under orders away from designated duty post if otherwise entitled to BAS. It would also require the Secretary of Defense, by regulation, to establish rates for meals sold at messes to officers, civilians, or enlisted personnel entitled to per diem, with such rates to be sufficient to provide reimbursement of operating expenses and food costs to appropriations concerned.

FAIR TREATMENT

Mr. President, this amendment should not be expected to solve the problems of our enlisted personnel serving in our armed services, but it can begin to show to these dedicated Americans that their Government intends to treat them fairly. Mr. President, with the problems we are experiencing in recruitment, retention, morale, and so forth, of members and potential members of our Armed Forces, we should constantly be about the business of eliminating such glaring forms of discrimination against either commissioned or noncommissioned officers of our Armed Forces.

Once again, Mr. President, I want to commend the Senator from Colorado, Senator Armstrong, for his efforts in addressing the serious problems facing members of our Armed Forces, which ultimately become serious problems in the defense of this country. I also want to commend the floor managers of this bill, Senators NUNN and JEPSEN, for agreeing to this important amendment.

Mr. NUNN. Mr. President, I urge the adoption of the amendment, unless there is further comment.

The PRESIDING OFFICER. The question is on agreeing to the amendment of the Senator from Colorado.

The amendment was agreed to.

AFSA SUBMITTED THE BILL TO SENATOR ARMSTRONG THE FIRST PART OF 1979. A NOTE OR CALL TO SENATOR ARMSTRONG'S OFFICE WILL BE APPRECIATED.

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A REPORT ON THE 70s - AND A LOOK AT THE 80s

A cursory review of what took place during the 70s revealed a decline in the size of our military services, several pay caps, a deplorable health care system, and an erosion of many benefits of importance to the obtaining, sustaining, and retaining of the high quality people so essential to our defense forces.

WHAT CAN WE LOOK FOR IN THE 80s?: There are many factors that will bear upon the composition, readiness, and overall effectiveness of our Armed Forces in the 80s. While the President has already announced his intent to boost the defense budget by at least 5 percent, what amount of such increase will be allocated to "people" programs is questionable. There are still those members in the Congress who are unwilling to accept the fact that good "people" no longer come cheap and continually expound upon the failure of the all-volunteer services. For some unknown reason, they seem to feel that a return to the draft will be less expensive and more effective. In their deliberations over the allocation of money for various programs, the Administration and the

Congress should restore the benefits and increase the pay for our men and women in the Armed Services. They just might be surprised to learn the all-volunteer services can work, and work effectively.

You might liken people for our defense forces to oil. If you want that precious energy resource, you've got to pay for it. If you want good people to serve this nation in our military services, you've got to compensate them accordingly.

THE OUTCOME OF THE DEFENSE APPROPRIATIONS BILL: After a two month delay in fiscal year '80 (FY 80), it is interesting to note that the conferees between the House and the Senate completed action on the Defense Appropriations Bill on Pearl Harbor Day, 7 December - that infamous day when the Japanese attacked Pearl Harbor. It is only fitting that we now take a look at the Defense Appropriations Bill and what programs will be affected by the decisions rendered by the Congress:

The Military Allotment Program: The House recommended the amount of 6.9 million dollars be cut from the budget, giving the Secretary of Defense the authority to negotiate with banks, and other financial institutions, charging such institutions for the processing of allotments for our military people. The suggested amount was 15¢ per allotment, per month, per individual. The Senate Appropriations Committee disagreed with the House action, restoring the funds to the budget. The House conferees agreed with the Senate action; thus, the military allotment program is still intact, and a very necessary service to our active duty as well as our retired people.

Space "A" Reservation Program: Officers in the grade of Colonel and above, have enjoyed the benefit of making reservations 30 days in advance for Space "A" travel on military aircraft. The House recommended such benefit be extended to the Senior Noncommissioned Officers of the services. The Senate disagreed with the House, recommending the advance reservation system for Space "A" travel be eliminated for everyone. The House agreed with the Senate; thus, what Space "A" travel is available, is open to everyone now on a first-come, first-serve basis.

Physician Assistant Program: With the demanding training, and the high standards required by the Air Force of their Physician Assistants, those who have successfully completed the course in the Air Force have been granted a commission, and rightfully so. Both the Army and Navy chose to make their Physician Assistants warrant officers. The House Appropriations Committee recommended that all services follow one program, and that Physician Assistants in all services become warrant officers. In spite of our efforts, and those of other associations, the conferees between the House and Senate determined that the Air Force could no longer commission Physician Assistants. Those who are already commissioned will be restricted from promotion beyond the grade of Major, and those who are already committed to the program can also be commissioned. This decision will undoubtedly have a serious impact upon the program, which we can ill afford with our deplorable health care program. We will be working on this edict during 1980 in an effort to change the so-called "will" of the Congress.

Student Pilots to be Warrant Officers?: The House recommended that 5 percent of the flight training students in the Air Force become warrant officers. The Senate disagreed with the House, and in conference, the House accepted the Senate report. Therefore, the Air Force pilot training program remains the same.

AF Veterinary Program: Despite several association efforts and the opposition rendered by the Air Force, the Veterinarian Program will be transferred to the U.S. Army and the overall VET program for the Armed Services will be reduced by 10 percent. Just what effect this will have upon the many highly qualified enlisted people in the Air Force Veterinarian Program remains to be seen. The effective date of such transfer to the U.S. Army control is March, 1980.

Dependents Overseas: With the House recommending the restoring of Junior Enlisted Travel Entitlements (JET) for overseas for the coming year, it also recommended a cap of the number of dependents at 375,000. Senators John Stennis (D-MS), and Sam Nunn (D-GA), expressed concern over the number of military dependents overseas, should a conflict break out and immediate evacuation be essential. After considerable debate, the Senate recommended a cap of 325,000 dependents overseas, to include approval again this year to fund Junior Enlisted Travel. Realizing that currently there are some 335,000 dependents overseas, it was agreed that the 325,000 cap would not go into effect until September, 1980, giving the services sufficient time to meet the restricted requirement.

CHAMPUS: The conferees agreed to the payment of allowable charges under CHAMPUS remaining at the 80th percentile. The House, however, recommended that services of an optometrist could be approved under CHAMPUS only if patients were referred to the optometrist by a medical doctor. The Senate disagreed to this restriction, and the House conferees accepted the Senate report, thus allowing the recommendation of the Senate to prevail.

Disability Retirement: It was recently revealed that some military retirees were retiring from the services on a disability, and going to work for the federal government in a civil service position. After completing the required number of years, these same individuals were being retired from the federal government on the same disability. The conferees on the Defense Appropriations Bill agreed to end that double retirement on the same disability.

OTHER ACTIVITIES & CHALLENGES IN THE 80s

Another Continuing Resolution: This one is to the benefit of those who are participating in the Credit Union Share Draft program. The Senate passed the resolution, extending to March 31, 1980, the current program authorizing automatic transfer of funds from bank savings to checking accounts, credit union share drafts and savings and loan association remote-service units. This action was taken to preclude the court order going into effect which would make such financial transactions illegal as of December 31, 1979. The House has passed the same continuing resolution.

The Cost of Travel: A bill was submitted to the House Government Operations Committee seeking Congressional approval of an increase in the payment of per diem for federal government employees performing temporary duty (TDY) from the current \$35 a day to \$50 a day, with a payment of \$70 a day for high cost areas. With the price of hotel accommodations and food, the requested increase is certainly justified. However, why doesn't the Congress consider all those who work for the federal government (civilians and military) during deliberations on the requested increase. Usually, the Department of Defense is a year or longer in obtaining equity in such payments.

Social Security: At long last, those in positions of authority are beginning to realize that the once-a-year cost-of-living increase in adjusting the social security payments for our people is not keeping pace with the rate of inflation. Several suggestions have been made and a proposal will soon be submitted to Congress requesting the CPI adjustment for social security recipients be increased from once-a-year to twice-a-year.

The G. I. Bill: If the Congress and the Administration is really concerned over the retention of our good people in the Armed Services, then it behooves them to recognize the importance of educational opportunities, which have been and will remain an important enlistment and retention incentive. We must either obtain an extension of the G. I. Bill or replace it with a similar educational bill.

Overseas COLA: If it had not been for the Iranian situation, our single enlisted people overseas would have been the recipients of a cost-of-living supplement to their pay. If we are to keep these good people in our Armed Services, some of the predicted 5 percent budget increase in 1981 could well be allocated to this much needed program.

Lifting of the Pay Caps: Senator William L. Armstrong (R-CO), and Senator Spark M. Matsunaga (D-HI), gave it the good ol' college try to bring the pay of the military up to at least what the President's Pay Commission recommended. If another attempt by both Senators is not successful before the beginning of the New Year, they will continue their efforts in 1980.

Enlisted Reserve Retirement: The amendment to the Officer Grade Limitation Act, (OGLA), authorizing enlisted members of the Reserve of the Army and Air Force to retire upon completion of 20 years of active federal military service, similar to their counterparts in the Navy and Marine Corps, is a must in 1980. This inequity that was brought to the attention of the Congress and DoD by AFSA some four years ago cannot linger any longer. Approval of OGLA will correct the inequity.

Don L. Harlow
Donald L. Harlow, CMSAF, Ret.
Deputy Executive Director

MORE ISSUES IN THE NEXT LOBBY LEDGER

HQ 15 AF/DOTTG

By CMSgt Dale Rosnett

Hi,

Well it's boom signal time again and thanks to Les Ringler and Dick Sanders I have an opportunity to make my input from a new position here at Fifteenth Air Force Headquarters. I truly appreciate the opportunity the position affords me to contribute to the further advancement of our career field.

For those of you that don't know me or my background, I was one of the original baby booms back in 1954. I was always the baby boom until sometime recently when all of a sudden, one day out of nowhere, I became one of the old heads. I started out in the KB-29P (boom) at Langley AFB, VA. Since then I've been in KB-29M (probe and drogue), KB-50, KC-97, KC-135 and EC-135. My jobs over the years have included instructor and stan/eval in most of the aircraft, scheduling, boom section NCOIC and alert facility management.

Now that I've laid my soul bare, let me tell you about some things of real interest that are happening in the business. We are beginning to get more involved in the cargo and passenger hauling business as Dyess, Carswell and March can well attest. This is a result of plans to utilize the KC-135 for organic airlift to support some contingency operations. The reason for using organic airlift is due to MAC not having enough airframes to support SAC in these contingencies in the time frame that SAC requires.

A completed SAC Form 83 for each load required to be carried on a KC-135 has been included as an attachment to the SAC Oplan. These forms show what will be carried, where to load it, shoring requirements and how to tie the items down. They also point out any problems you may have in loading a specific item. This should simplify our loading problem considerably.

In working out these loading problems we have been able to show other agencies some of the deficiencies that exist in our present -9. As a result we have gained their support in resolving some of these deficiencies.

We have started work on developing a data base on all KC-135 and B-52 support equipment. The data base will include the weights, dimensions, tire pads, axle weights, etc. on such equipment as the MD-3 power unit, MJ-1 and MHU-83 bomb loaders, and all other support equipment. This will provide the information necessary to plan a load of this type more easily and accurately.

We have been in the cargo and passenger carrying business for years and there is no reason to believe that it is going to change in the foreseeable future. Hopefully the increased attention we are receiving in this area will provide the impetus necessary to bring about improvements in our technical data and equipment to do the job with greater ease and safety.

Until next time, hang in there, things are getting better. If anyone has some ideas for improvement, don't hesitate to write or call. 15 AF/DOTTG, March AFB, CA 92518 (AV 947-5306).

AIR FORCE FLIGHT TEST CENTER

BY

MSGT JIM CORNWELL

Happy 1980 from the guys at the Air Force Flight Test Center. This year should see the newest tanker (KC-10) enter the Air Force inventory. It should also see many improvements and innovations to existing weapon systems. This article deals with two of those technical areas that we have been involved with - Receptacles and Night Lighting.

The Universal Aerial Refueling Receptacle Slipway Installation (UARRSI) is an item of hardware that was designed to standardize receiver aircraft air refueling equipment in all types of aircraft. An adjustable receptacle throat enables the UARRSI to compensate for the varied angles encountered in mounting this unit in the various aircraft. This adjustment is designed to allow a nominal 30° angle to be achieved between the receiver receptacle and the normal trail angle of the boom. The overall size of the UARRSI allows it to be installed in large or small aircraft. It is currently installed in the A-10, E-48, B-1, C-130 and C-141B. In the near future it will be used in the A-7K (two seat A-7D) and the KC-10.

There have been problems encountered with the UARRSI which could normally be associated with the development of any new hardware item. Many of these problems have been corrected. However, the major problem encountered with the UARRSI to date is the inability to use the slipway portion of the unit to effectively channel the boom nozzle into the receptacle to effect a contact. Using the slipway usually results in cocking the boom nozzle, then when extending the boom, the cocked nozzle hangs-up on the receptacle throat. Additional extend pressure or slight up force on the control stick results in the boom "jumping" into the receptacle or, it is necessary to retract and try again. Without the use of a slipway, a precision contact must be made with the UARRSI, similar to that required with an F-4. And as we all know, this results in a higher boom operator workload, as well as increasing the time to make a contact.

This problem was first identified in Aug 74, when the UARRSI underwent initial testing. We have documented each and every problem, and have been striving to provide engineering fixes to eliminate the problem. The one comment that keeps popping up on this, (and many others) problems is that "we (the engineers) have not been getting any feedback from the guys in the field." They take this to mean that there are no problems whatsoever. So I guess what we're looking for is help, and lots of it, from everyone who has ever had a problem during refueling. Whether it was with a UARRSI equipped receiver, an F-4, A-7D, night lighting problem, boom control problem or whatever. Now I don't mean to let everyone know when your signal coil goes out, or a gauge light burns out. We're interested in problems you all encountered routinely. We need ideas on how to set-up a system where problems can be relayed to us and to engineering types to try and get these problems out in the open - and fixed. I know that a system like this required more paperwork, whether it's a letter or an OIR, and I also know there's no one that hates to shuffle papers more than me! But - it's a necessary evil if we want to get something done about the problems that have been plaguing boom operators for years. So please give it some thought, and let's see what we can come up with. Just think how great it would be to refuel an F-4 with a receptacle like a B-52! It wouldn't be admitting that you couldn't refuel the F-4, but that you were smart enough to come up with the idea that made the task easier and safer.

Night Lighting for Air Refueling is another problem area which we deal with. With every receiver that we test, we strive to give boom operators a well lighted airplane that he can safely and easily refuel. It's not as easy as it sounds because, if lights do not get placed on an aircraft early enough (like when the aircraft is still a piece of paper) the cost factor goes up a great deal. Also, the reluctance to put them on gets high. As a minimum, we try to insure the interior of the receptacle is properly lighted, the area around the receptacle is illuminated, and the fuselage and wings are lighted to give a good platform reference for better night distance judgment. Add to this, variable intensity to compensate for varying degrees of darkness, weather and differences in boom operator vision. All combined properly, the result is a well lighted receiver that you can safely refuel at night.

Once again, "No feedback from the field" is what the engineering folks say when we mention there's a problem with a certain aircraft, (another good chance for a feedback chain to pass these problems along). Getting down to the bottom line - we need your help! This help is in the form of support - paper! Document your problems and ideas. Let us and the engineering community know so we can try and correct deficiencies. If we all pull together we can make air refueling easier and safer, not only for us, but for those who come along after us.

JIM CORNWELL

Add:

Jim Cornwell is our project boom operator for the KC-10. He is responsible to see that the air refueling systems fulfill the needs of the Air Force. We couldn't find a more capable, dedicated person than Jimmy. He is one of the most tireless, ambitious boom operators I know. 'Bout the best way to describe Jimmy is to imagine a J-57 running at TRT - that's his normal mode. Then when you need a little extra he "kicks in the water."

Dick Thomas is our other main man. In addition to the normal duties he has on his he and our Human Factor Engineer have been busy measuring the amount of light that is reflected from the upper surfaces of the various airplanes that a boomer might expect to refuel at night. From this data he will determine the type and amount of light necessary for sensory excitation to allow the safe, efficient night refueling of our receivers. In addition to this considerable task he has the unavoidable job of preparing briefings, and data presentations to "educate" all the people who think air refueling is just a picture on the wall. He is putting the whole puzzle together so that we may rewrite the military specification which dictates lighting requirements.

Bobby - it's been rumored that you are going to retire in the not-to-distant future. Just let me say that I (we) appreciate all the good things that you have done for all of us. This paper, the training, the friendship - the whole thing. In the fourteen - fifteen years that I've known you, it's always been a pleasure to be in your company. I know all the guys will be sorry to see you retire. We wish you the very best of luck.

The AF is about to lose another champion boomer this summer. Jim Ang is handing up the suit to grow a beard and do other growling civilian deeds. "Jimie Louis" has been my good friend and fishing buddy since Castle-days in the mid-sixties. Although we didn't know it at the time, we came in close together and went to boom school at the same time. We both started our careers as boomers in KB-29's. 'Til until a short time ago, Jim was our "chief" here at Edwards. So many of the things that you will do in the future will be easier because of his tireless efforts. The KC-10, the boom control modification, and many other system improvements that you will not even notice. No finer gent or person walks than Jim Ang. Jim - good "LUCK" buddy.

Peace -

BILL NEEKS

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



Greetings from CEVG

25 January 1980

1. I want to use this opportunity to discuss a subject which I'm sure is near to the heart of each boom operator. The LIMITATIONS section of the Form 365F --- 2.0g or 2.5g. We've been sort of wrapped around the axle by this since OCAMA added 2.5g information to the flight manual about four years ago. Let's consider some of the facts and points of confusion.

2. First of all, it seems that boom operators are really the only ones who are concerned with the problem. Since pilots always use caution when making turns, pull-outs or flying in turbulence, most will tell you they don't do anything differently whether operating as a 2.0g or 2.5g airplane. If this is true, and I'm sure it is, then we really don't have a problem.

3. Probably the most frequently asked question has to do with standard fuel loading. The flight manual says it is important to distribute the wing fuel in a spanwise manner so that satisfactory allowable wing load factors will be maintained. It points out that if recommended fuel loading and usage procedures are not followed, the allowable limit load factor can be seriously reduced even though the gross weight is within recommended limits. The question is, "how much can a standard fuel load vary and still be within the 2.5g load factor limits?" We don't have a standard answer. The only concrete answer we have been able to get from OCAMA is that anything more than slosh (200 pounds) in the upper deck tank puts the airplane in the 2.0g load factor range.

4. Consequently, it's left to individual judgement whether or not to change the limits on the form F and notify the pilot of the change. Suppose we make the change and notify the pilot. What is the result? The pilot will probably acknowledge and that's the end of it, so about all we've accomplished is a paper-work change. We should remember that pilots are also aware of the requirements for standard fuel loading. They copy the actual fuel on the Form 7, Form F, and the flight progress chart if it is used. Therefore, they should be aware of the difference between planned and actual fuel before the boom operator is.

5. We certainly do not mean to imply that boom operators should disregard abnormal fuel loading and just assume that the pilot knows of the problem. For example, we have seen the forward and aft body tank fuel quantities reversed. Although the pilot should be the first to know it, we can't rest on that assumption. Conditions such as this must be brought to his attention and should also be subjects for discussion at maintenance debriefing.

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6. The obvious question then, is --- due to a difference between planned and actual fuel, must the boom operator change the limits on the Form F from 2.5g to 2.0g and notify the pilot? The answer is NO, unless the difference results in exceeding the 2.5g limits for body fuel vs cargo or compartment G, H, and I cargo vs center wing fuel. If this should occur, take appropriate action. Of course, if the difference results in exceeding takeoff weight or C.G. limits for 2.5g, you should also act accordingly. There should be no problem working with these rules since we do have specific limits as guidance.

7. To further limit the problem, we are recommending the following be added to T.O. 1C-135(K)A-1, page 8-19, under USE OF FORM 365F:

"Except for missions involving movement of large cargo loads, complete the form 365F using 2.0g load factor data. On such cargo missions, 2.5g load factor data should be used if possible. All data in section V concerning the particular load factor must be complied with. When using 2.5g load factors, caution must be exercised to ensure compliance with body fuel vs cargo, compartment G, H, and I cargo vs center wing fuel, and upper deck tank fuel limitations."

8. CEVG would look favorably upon the use of these procedures even now, before it appears in change 45 of the flight manual. Your comments concerning this subject are welcomed.

9. Finally, we at CEVG wish to express our appreciation to CMSgt Bob Truelsen and all others who had a hand in dedication of this edition of Boom Signal to the memory of our friends and fellow members, Al Evans and Don Corbin.

James A. Loftis

JAMES A. LOFTIS, SMSgt, USAF
EC/KC-135 Stan/Eval Branch

NOTE: RESTRICTED WEIGHT AIRCRAFT REMAIN 285,00 LBS AND USE 2.0g CG LIMIT DATA (EXCEPT WHEN ON EWO ALERT).

DEPARTMENT OF THE AIR FORCE
11TH AIR REFUELING SQUADRON (SAC)
ALTUS AIR FORCE BASE, OKLAHOMA 73521



REPLY TO
ATTN OF: Boomers

2 January 1980

SUBJECT: What's Happening at Altus by the Sea

TO: All Booms

Greetings and Salutations from Altus by the sea, SAC's worst kept secret. First, hello to our old (we do mean old) NCOIC, CMSgt Jim "Snuffy" King up at Offutt. Ya'all ever notice his haircut and brown shoes? We expect nothing but good deal TDY's - Australia, Hong Kong, etc. Good Luck, Chief!

Our new NCOIC is SMSgt Coy "Arnold Palmer " Russell. We've seen very little of him since his wife Misako and their golf clubs arrived.

We want all our friends to know who is at Altus, so we'll run down the old crew roster:

1. S-101 - Mitch Darnell is our leader in stan eval - took over from the retarded (or retired) Phil Hampton.
2. S-102 - Lee Chappell is a proud owner of a nomex Santa Claus Suit.
3. S-103 - Ron Poe is a new Tech and the new kid on the block in Stan Eval.
4. E-105 is G.W. Loftin - he just returned from CFIC at Castle and even passed his check ride.
5. R-106 - Lorin Derry - returned from England without having caused another revolution.
6. E-107 - Jim Watts was a Distinguished Grad of 8th AF NCOLS and won the Commandants' Award - can't explain the patches on his knees - made staff also.
7. R-108 - Brian Nowell is our number two baby boom.
8. R-109 - Tom Cole is in England trying to stop a new revolution.
9. R-110 - Carmen Vallejo just walked in one day and said he was a boom - and we believed him!
10. S-112 - Harold Hamilton - is off at CFIC teaching Chief Jenkins a thing or two.
11. R-113 - Bruce Pauley is making a name for himself at a local establishment

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12. E-114 - Tim Ablay just grins and cleans his guns.
13. R-115 - Frank Huckabee is married and earns extra income rolling dice.
14. E-116 - Larry Thompson - Oh Yes! you ever hear about a guy breaking both his feet at boom school a couple of years ago? Well, this is him, the Bionic Boom! Made Tech and went to the NCO Academy.
15. E-117 - Terry Alexander is cross training to Air Traffic Controller in January.
16. E-118 - Randy Allford just returned from CFIC, so there is hope for everyone.
17. E-119 - Bob Hussong - Old crusty passed his S.O.B. test and is cross training to flight engineer in May.
18. R-120 - Steve Miller is our resident private pilot.
19. E-121 - John Pike didn't get enough of Alaska last year, so he's going for another 30 days - snow fever?
20. E-122 - Cody Crowder is back from Guam - brought back a case of something but won't say what.
21. R-123 - Jerry Wilson is still grinning from his England trip.
22. E-124 - Chris Sadler is married now too. Lotta broken hearts, or so he says.
23. E-125 - Walt Schlieff is taking care of the CLT and homesteading out at Martha Ok.
24. Dale Owen is a spare; spare what we don't know.
25. Al Billyzone is a new boom here - already bought gas for his alert vehicle.
26. Don Kendall made SMSgt and is our upgrade monitor.
27. Dexter Dearth got out last month and Phil Hampton retired to Goldsboro, N.C. - says to drop in.
28. John Melvin runs the alert facility, against all odds.
29. New Year and a New baby boom rolled in from Castle - Jim Mormon.

30. We've a few retired booms around here: Don Flax and Will Martens alternate being Mayor of Sentinel OK; Carroll (C.T.) Taylor lives at 1805 Crain here in Altus; and 'ol Don Grigsby lives in Burkburnett, Texas.

Guess that's all from Altus, drop in anytime - the BOPA is alive and kicking!

LARRY THOMPSON & JIM WATTS

DEPARTMENT OF THE AIR FORCE
4200TH TEST AND EVALUATION SQUADRON, DETACHMENT 2 (SAC)
BARKSDALE AIR FORCE BASE, LOUISIANA 71110



REPLY TO
ATTN OF: 4200 Test and Evaluation Squadron, Det 2, Boom Section

SUBJECT: Boom Operators and the KC-10

TO: CMSgt Truelsen

Greetings from the 4200 TES, Barksdale AFB, La.

The KC-10s are coming!!! The first airplane is progressing steadily down the assembly line and will be completed in April.

From April through October the aircraft will be flight tested by Douglas and Air Force crews. Boom operators from the Flight Test Center and Barksdale will participate in several areas of testing.


Currently CMSgt James Polinski and SMSgt Daniel Korn are assigned to the 4200 TES at Barksdale to participate in the initial testing. Later this summer, SMSgt Robert Benamati, MSgt Robert Watts and TSgt Earl Darling Jr will be assigned. All of these individuals will participate in the Follow on testing at Barksdale starting in Nov.

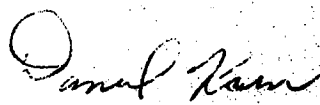
Many questions have been asked about the KC-10 from boom operators throughout the command. One of the most often asked is; What is the crew structure for the KC-10?

Pilot and Co-pilot
A112X0 Boom operator/Loadmaster
A113X0 Flight Engineer

The flight engineers are coming from MAC resources. SMSgt Dave Traxler our resident engineer came from the C-5 outfit at Travis. We will have an AFTEC Loadmaster assigned TDY during the test phases, however, after the testing is completed the boom operator will assume these duties. The boom operator will work in a dual capacity as he does in the 135, however, it is anticipated that on cargo missions two boom operators will be assigned to the crew.

We have a very large Task Listing for the boom operator. Specific duties and responsibilities will be under continuous development during the test phases. We will keep you up to date on the KC-10 program in future Boom Signals.


JAMES POLINSKI, CMSgt, USAF
KC-10 Chief Boom Operator


DANIEL L. KORN, SMSgt, USAF
KC-10 Training NCO

913th AREFS Boomers

CMSgt Ken Brack

Hello from Barksforce Airdale Base,

Thanks again Bob, for putting out the Boom Signal. Keep up the good work.

Here is our bit from the 913th.

In August and September the 913th and the guys across the hall (71st) had the opportunity to really show our stuff. We were the 79-9 Red Flag Tanker Task Force, at March AFB for 6 weeks. This is truly a tanker operation, almost like U-T. Everyone did a great deal of flying, the newer booms got a lot of experience refueling fighter types, Air Force, Navy and Marines. (Ask Chuck Heath about the F-4Ns.) We must have impressed someone, as 5 crews were extended an additional week to fly Sea Strike. Our runway was opened again on 30 Sep, just in time for the Red Flag returners. The wing Buy None was called in October, everything went real well, even though the squadron commander was TDY and the Chief Boom was on leave, or maybe because of it. (Could my next leave mean ORI time?)

Just a few personnel items to update since the last "Signal".

Bill Coleman really did retire - is growing a nice beard and is enjoying retired life.

Sgt Glenn Jones went PCS to March - saw him on a trip thru there - says alert in California is same as alert in Louisiana.

Sgt Al Perry decided to re-up - got married and is going to Kadena in April.

TSgt Chuck Heath has cleared out for Castle - now guess he will have a hand in sending us the "green" boomers.

AIC Pat Langham has completed her first long TDY - 30 days to Eielson - says the guys up there treated her real nice. Although she was a little upset that she couldn't live in the "Boom Pod".

MSgt Tom Yeager is retiring in May - some say he was ROAD (Retired on Active Duty) 2 years ago.

Our new arrivals have been Mike Harrison, Brad Baxter, Dewayne Littleton and Morris Pickel. Mike and Brad came in from other refueling squadrons, Dewayne from Brooks AFB by way of CCTS at Castle. Morris is coming back to the boom field after instructing at 8AF NCOLS. He will

only be around a short time, first off for retraining at CCTS, then PCS to Kadena in May.

In the two years I have been in the 913th AREFS. The personnel turn over has been very active. Of the aircraft commanders there are 8 new arrivals and 4 copilot upgrades. The nav group has 6 new arrivals. With the boom operators there are 9 new arrivals, which makes me one of the old guys on station. Of course we have a couple "homesteaders". Paul Williams for 9 years and Tom Yeager 7 years. (Guess they came here to retire!!)

Here's hoping everyone had a nice enjoyable Christmas and may your New Year be even better.

Will see you all at the Boom Conference. (When will it be Les?)

Ken

913th Boomers

CMSgt Ken Brack (NCOIC)
MSgt Jim Armstrong (S-101)
MSgt Morris Pickel (PCS - May - Kadena)
MSgt Paul Williams
MSgt Tom Yeager (Ret - May)
TSgt Bruce Killion
SSgt Gene Brantley
SSgt Mike Harrison
SSgt Don Maddox (E-6 selectee - S-103)
Sgt Brad Baxter
Sgt Dewayne Littleton
Sgt Al Perry (PCS - Apr - Kadena)
Sgt Ed Smuda
ALC Pat Langham
ALC Pete Johnson

Inbounds are:

SSgt John Stanford (Apr - McConnell)
Sgt Doug Wiley (Jun - Wurtsmith)

Comments from 71AREFS

Barksdale AFB, LA

MSgt Bob Benamati

Since the last edition of the Boom Signal we had a change of leadership in the squadron. Lt Col James W. Evatt - Commander; Maj Mack Oldham - Operations Officer; MSgt Bob Benamati - NCOIC. With these changes and ORI, CEVG just around the corner there has been a little "Ping" action. But as is always the case, the crew dogs will pull everything through.

In the last six months we have had four boom operators arrive. I arrived from Beale AFB, CA., in September 1979, MSgt Len Fields (ex-Rickenbacker fame) was repatriated from recruiting, TSgt John Marsalis broke his Fairchild snow shovel and eased onto the scene, and Amn James Brock from BMT. We also had some losses, but thanks to the "Great Snuffy" at MPC we are on the plus side.

Walt Baker hung up his tie-down strap and pulled out his fishing pole - lakes beware! Charlie Nicholson turned in his slip-stick for a hammer and saw in south Louisiana. Larry Stockton turned in his ID card and headed for the great Northwest.

A "Way-da-go" is in order for TSgt Wayne Ellis. He completed CFIC with new ideas and enthusiasm and smartly upgraded.

That's all the news for now. If any of you are in town, come and see us. We always have some cool nector available.

71st Boomers 781-3770/3739/4109

MSgt Bob Benamati

NCOIC

MSgt Len Fields

MSgt John Hamilton

IBO

TSgt Dave Elliott

(S-151)

TSgt Wayne Ellis

IBO

TSgt John Marsalis

IBO

SSgt Bill Gulley

IBO

SSgt Mike Perez

IBO

SSgt Bronnie Tennyson

(S-152)

SSgt Don Busscher

Sgt Bill Fordyce

Sgt Harry Allen

A1C Vic Arzuaga

Amn Jim Brock

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



REPLY TO
ATTN OF:

MSgt Larry Bruno/SSgt Jerry Broussard

14 Feb 80

SUBJECT:

The Boom Signal

TO:

CMSgt Truelsen

1. Hello from Beale AFB and the 349th AREFS Booms. Life here at the California Cattle Ranch is about the same as it was in the last edition of the Signal. We are still pulling our fair share of TDY's around the world without any financial support from the Air Force. We have had a recent power struggle for some of the top positions here; here is a brief rundown: MSgt Benamati dethroned as NCOIC banished to Barksdale, MSgt Larry Bruno is the new NCOIC we think, he hasn't come out of the commanders office yet. The poop is he has a new job in the 10th ACCS at RAF Mildenhall and is just hiding until time to leave. Replacement for the NCOIC position is unknown, the fight goes on. MSgt Brazzell has taken over the training flight program and is doing a bang up job. Also, he and his crew was selected for Beale AFB Crew of the Year.

2. Enough about the old guys - here is a few titbits about some of the younger Booms.

TSgt Michael (DOC) Hanes recently moved to Stanboard and has PCS orders to Grissom AFB.

TSgt Roger Hicks completed CFIC and upgraded also made MSgt "Congratulations"

SSgt Mike Matlock got married - - another partier lost to love.

Sgt Bob (Pretty Boy) Fischer got promoted to SSgt. "Congratulations"

SrA Steve Hampton and Dave Rivas - - gone and soon to be gone respectively.

SSgt John Stevens is now attending 15AF leadership school.

SSgt Jerry Broussard recently made the OSCAR run to Osan AB, Korea - - result - - DNIF 1 month, ailment unknown.

Our bald headed clerk finally returned from RAF Fairford - - he should have stayed there - - still in shock.

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taste of alert, the crews at Mildenhall were put on alert - - we demonstrated to the A model crews there that we know how to do it. It took us three shots at the klaxon but we finally answered the last one. We also found out what the alert vehicle is for, priority parking at the NCO club.

NOTE: Our annual Goodby winter Hello springtime campout will be coming about in the next few months. For all you Booms who ride, this years location will be the MUSTANG RANCH, RENO, NEVADA. Date to be announced. P.S. Don't bring your own horse.

4. Thats about it from the Beale Bandits we hope when you see us TDY you will stop and have a brew or just sit down and shoot the breeze with us. We want to leave you with this thought.

IS 24 INCHES TO MUCH OR TO LITTLE: Call MSgt Brazzell and let him know.

Sincerely,
Larry Bruno
LARRY BRUNO, MSgt, USAF
Written by Jerry Broussard

349th AREFS Booms: MSgt Larry Bruno (NCOIC)
SMSgt Fred Dack (S-101)
MSgt Jim Welby (S-102)
TSgt Mike Hanes (S-103)
MSgt Dane Brazzell (S-111)
TSgt Roger Hicks (IBO)
SSgt Al Adams (IBO)
SSgt Jerry Broussard (DNIF)
SSgt Jesse Bailey
SSgt John Cardiel (IBO)
SSgt Ron Dugdale (IBO)
SSgt C.R.Lewis
SSgt Mike Matlock
SSgt John Stevens
SSgt Jim Wright
Sgt Colleen Collier
Sgt John Lobenberg (IBO)
SSgt Bob Fischer
Sgt Bobby Lynah (IBO)
Sgt Leo Marin
Sgt Chuck Miller
Sgt Rick Shipman
SSgt Phil Luttrell
SrA Dave Rivas
One Bald headed clerk

GO HOGS GO (Bet that brings tears to someones eyes)

97TH AIR REFUELING SQUADRON

BLYTHEVILLE AFB, AR

Once again hello and greetings from the RAZORBACK CHAPTER of the BOPA. All is well here. We are enjoying a very mild winter so far, (understand we can thank Chief Sanders, he said as long as the HOGS did not win in the Bowl game he would make sure we at least had nice weather and for us to be quiet). MAYBE NEXT YEAR DICK? SORRY!

A little info on the chapters gain/loss record since the last edition. We lost SMSgt Jim Turberville to the ranks of the retired in August. He lives in Almore, Alabama, last word we received was that he is wearing out the beer can openers and his wifes rocker. (hell he did that here). Miss you in the office Jim! We lost Vaughn Nichols, he claimes Clinton, Tennessee as his new BOOM POD. Vaughn said he was so used to working while a Boomer that he could not stand to sit around so he went to work for the DEPARTMENT OF ENERGY. BEST OF LUCK FROM ALL THE BOOMS. We also lost Danny Stinson and Bruce Hemphill to the ranks of the unemployed. We expect to see them anyday back pumping gas, we need you guys. Benny Miller is next to go, he said Humbolt, Tennessee needs him (for what no one here can figure out). He will be leaving to join Jim and Vaughn in the retread section in March. Mike Paynter will be going to Castle, he said eight years is enough looking at cotton and soybeans.

WANTED

We will be looking for a replacement for Chief Campbell who now runs our Blytheville Hilton. He said if Jim, Benny and Vaughn can do it he wants to try it also, it must be catching.

New members to our chapter include AMN Mike Boozer (for real), AMN Jerry Erickson and AMN Dave Chambers. Glad to have them with us. We are looking forward to a few more as eager and willing as these three are. THANKS CASTLE.

Ed (Disco) Mikell has started to teach his new son (1 Jan 80) how to use the slip stick and EPs from the ARTO, meanwhile Jerry Rhodes is telling his new daughter to watch out for Discos kid. All are healthy and doing well.

Enough of this for now. Looking forward to seeing some of you at the puzzle palace for the next conference. Our number here is still 637-7601 give us a call we have nothing to do now that the cotton is all picked. SAY GOODBY ART. GOODBY ART.

LOST AT BLYTHEVILLE ANYONE KNOWING THEIR LOCATION KEEP IT
TO YOURSELF PLEASE.

CMSGT	Nat CAMPBELL	Alert Facility
SMSGT	Art BENTZ	HEAD HOG
MSGT	Benny MILLER	2nd HEAD HOG
MSGT	Chuck STEWART	Chief Santa 101
SSGT	Mike PAYNTER	Head Elf 102
TSGT	Jerry RHODES	SANTAS Helper 103
TSGT	Lou YABLONKA	114 & Scheduling
SSGT	Jeff BOUTWELL	117
SSGT	Tony BRITT	123
SSGT	Rand COLLINS	116
SSGT	Gordy DAFFERN	115
SSGT	Roger GOSSETT	108
SSGT	Mike SMITH	121
SSGT	Bruce WRIGHT	112
SSGT	Lou Timbrook	126
SGT	Ed MIKELL	124
SGT	Carl SEABERRY	105
SRA	Tom MINTON	111
AMN	Jim BOOZER	106
AMN	Jeff ERICKSON	122
AMN	Dave CHAMBERS	DOX Getting Ready

Till next time From Hog Country.

Art.

CANDIDATES ATTENDING CFIC

by

CMSgt Gary L. Jenkins Jr.

Much has happened in the boom field during 1979. On a sad note we have lost two dear friends and dedicated boom operators; SMSgt Albert (Al) Evans and Donald (Don) Corbin. Al and Don were legends in their own time and they will always be remembered for their accomplishments in the boom field.

The boom field has progressed a long way during the year of 1979. We had our first Command Boom Operator's Conference, the boom simulator at Castle AFB became a reality, the KC-10 program is still progressing and great improvements such as the authorization of the Senior Boom Operator slots (as a non-crew resource) have been made to enhance the career progression of the boom operator. There have been many things taking place in the Central Flight Instructor Course (CFIC).

CFIC now has a new facility which has greatly improved the learning environment of the school. Just as important, the Central Flight Instructor Course at Carswell is now an accredited member of "The Commission on Occupational Education Institutions of the Southern Association of Colleges and Schools" and an affiliate of the Community College of the Air Force. This significant achievement was due to the professionalism of the school as well as the outstanding curriculum. This was verified when an evaluation team consisting of professors from different institutions of the Southern Association of Colleges and Schools visited our school. In essence, the report stated that the "Instructor's in all programs make excellent use of modern teaching techniques and students receive a high level of individual attention" and that there were "no violations of the standards of the Commission on Occupational Education Institutions." CFIC was awarded an outstanding rating. What does this mean? It means that all boom operator and gunner graduates of CFIC at Carswell AFB can now apply to the Community College of the Air Force for available college units. However, for us to maintain our membership we must constantly strive to keep our school at the highest level of training. In order to do this we need your cooperation in making sure the instructor candidates you send to school are at the proper entry level for the Central Flight Instructor Course.

In SACM 51-135, Volume V it states that "It is necessary that the student arrives at CFIC with a basic foundation in subject matter along with recent refresher training." This statement simply means that each candidate must be proficient in all areas pertaining to his specialty. This includes equipment normal operation, checklist procedures, emergency operation of the landing gear, main wing flaps, boom hoist, etc., and air refueling procedures. Also each candidate should have a basic knowledge of Air Force and SAC directives pertaining to his duties. Gentlemen, CFIC's primary function is to train individuals to be instructors; instructors that can

fulfill all of the needs of the command, not just one particular area. It is the responsibility of each unit to ensure that each crew member they send to CFIC is at the proper entry level; that is, proficient. This is only being fair to the candidate. Not only will they be able to start class even with their peers, but they will also have a positive attitude which should enhance their ability of becoming an outstanding instructor who will meet the needs of their unit. Several of the units have already established outstanding pre-attendance programs. We would like to take a few minutes of your time to introduce you to some of these programs and also encourage you to set up similar training for your candidate if you have not already done so.

As stated before the goal of a CFIC prep-program is to elevate an instructor candidate to a level of knowledge and proficiency, so he/she will be able to take advantage of CFIC's primary objective of training individuals to be instructors. The following has been adopted by most bases that have CFIC prep training programs.

Ground training consists of general study of regulations and manuals, including AFRs 60-1, 60-9, SAC SUP 1, 60-16, and SACMs 51 series, 60-4, Vol I and XII plus SACRs 50-24, 55-51, 76-1 and 400-4. It would help each candidate to have a good knowledge of preparing a lesson plan, aircraft systems, boom operator's emergency and normal procedures and transporting of cargo and passengers.

For inflight training it is recommended that a minimum of two flights be flown, preferably three flights. These flights should be designed so each individual candidate is proficient in areas of his responsibility including boom contacts, as well as, tanker manual operation using automatic and manual retraction of the boom after a disconnect, emergency operation of the landing gear, wing flaps and boom hoist plus what steps to take when a malfunction of the air refueling equipment occurs. Each candidate for CFIC should if possible be introduced to the role of an instructor.

Gentlemen, the above recommendations will prepare your candidate for CFIC so he/she, as well as CFIC, can concentrate on the area of instructing. Units of the command and CFIC must work as a team in order to turn out effective instructors. If you have any suggestions on how we can enhance our program please notify us. Our AUTOVON is 739-5414/5218. Thank you.

The following is a list of graduates from Carswell AFB, CFIC since the last Boom Signal July 1979.

Class 79-012

TSgt Charles W. Hughes Jr. 380BMW
SSgt Terry A. Ross 384AREFW

Class 79-014

SSgt Michael L. Parsons 384AREFW

Class 80-002

SSgt Terry M. Gregg 96BMW

Class 80-004

TSgt Harold E. Hamilton 11AREFS
TSgt Henry E. Harris 19BMW

Class 79-013

SSgt Omer D. Crafton 7BMW
Sgt Michael C. Repp 305AREFS

Class 80-001

TSgt Clyde R. Stine 68BMW
SSgt Patrick J. Ryan 305AREFW

Class 80-003

MSgt Robert R. Ross 189AREFG
TSgt Billy D. Patrick 189AREFG
TSgt Arthur W. Ellis 2BMW

Class 80-005

MSgt Richard Harvey 128AREFG

Gentlemen, we now have a boom operator assigned to the 4235STS/DOTTA at Carswell as a Curriculum Development Manager. David (Hoss) Hostetler came from Castle AFB and has a good background in developing training programs such as the new Cargo Loading package that was recently put out to the field. Hoss solicits any suggestions you may have for new training programs or improvements on existing ones. Hoss' AUTOVON is 739-7021.

SEX

OR WILL IT REALLY MAKE ME GO BLIND


Hi All,

Now that I have your attention, allow me to introduce myself. I am MSgt Dave Hostetler (Hoss). I am assigned to the 4235 STS, Operations Training Branch here at Carswell. For those of you who don't know me, here's a little background on myself. I have been assigned to Robins AFB GA, Hickam AFB HI, Grand Forks AFB ND, Castle AFB CA and now Carswell.

My job at the 4235th is the Curriculum Development Manager for Boom Operators. Our office develops the training programs that you use for recurring training. My job is somewhat new, but the job of training is not. I hope that each and everyone of you will help me in that job.

How can we help, you ask? Well, I know there is some extraordinary talent in the field that can be used to build training programs. Your help in these programs can vary from ideas to actually writing the program. If you have an idea or suggestion for a program, give me a call or drop me a line.

I hope to give you some idea of what programs we will work on in the near future.


DAVID R. HOSTETLER, MSgt, USAF
4235 STS/DOTTA
Carswell AFB TX 76127
AUTOVON 739-7021/7284/7285

P.S. I work for you - so keep me busy . . .

CARSWELL

7 AREFS

Big Howdy from the Carswell Boomers. As of this date we are at full strength as far as the Booms are concerned and should remain this way for some time to come. We've had one lost which is Bob Corbin who is going to Barksdale to join the bad guys. Bob has done a super job as Chief of Standboard for the last 18 months. Thanks and lots of luck Bob on your new job. We are gaining two more booms in the next five months. We have MSgt John Yardley coming to us from Castle, also SSgt-TSgt selectee Hankworth coming from Ellsworth in May. Welcome to Carswell and the best refueling unit in SAC guys.

The last six months have been rather busy for us. We have managed to send all our people who were eligible for PME 1 and 2 through school and TSgt Art Brown through SAC NCO Academy at Barksdale.

Let me make a pitch for cargo loading and cargo load planning. We at Carswell have load planned and loaded a few of our unit's mobility loads. This plan involves several units besides ours. It would, like the units that are tasked to support our unit to look at these plans and get familiar with them. If you have any questions you can contact me at 739-7568 or 7569. It behooves all of use to learn as much as we can about cargo load planning and loading the aircraft for it appears to me that we are going to be more involved in this aspect of the Boom Field in the very near future.

Now that I have that off my chest, I will close and wish you all a very successful coming year.

Brad

WENDELL C. BRADLEY, SMSgt
Carswell AFB Texas
Autovon 739-7568

CASTLE HAPPENINGS
CMSgt B.G. Hall

Greetings from the land of sunshine, fruits, and nuts. Haven't seen much sun lately due to the fog and rainy season. Oh well, I guess you have to take the bad with the good. So far I haven't had to shovel the fog to get my car out of the driveway. While I'm talking about the good weather I'll put in a plug for Castle. We need some good instructors out here, so if you're an instructor who would like to come to sunny California let CMSgt Dick Sanders at MPC know your desires. We're having quite a turnover here with the PCS's and retirements. It's a rewarding job and if you need any information don't hesitate to give me a call at Autovon 347-2875/2310.

We were saddened here at Castle last fall when we lost a dear friend and fine boom operator, Al Evans. So that Al will be remembered and all his efforts and contributions to make the boom field better for all of us will not be forgotten, I have been informed by the SAC boomer, CMSgt Ringler, that the Air Refueling Trophy which originated at Castle will bear his name. It will be the SMSgt Albert L. Evans Memorial Trophy, dedicated to all boom operators who have given their all to the career field, to SAC, and to the Air Force. Al would have liked that.

The Community College of the Air Force has informed us that they are giving 6 credits for the 5 week CFIC curriculum taught at Castle. If you want these 6 credits see your local education office.

We were proud to have our resident female boom operator, Jodi (Hartel) Phillips, represent Castle in the Giant Voice competition. Even though we didn't place first, Jodi is still the number one female boomer at Castle. She is now being joined by husband Ed, who is completing CCTS. Ed has his work cut out for him. Maybe Jodi will give him a little OJT between alert tours.

I have gathered from CEVG that the results of their visits are on the decline. We all know that the experience level is down in the boom field and it will continue to be that way for some time. We are asked why we can't turn out a fully experienced boom operator. You should all know that this is an impossibility. Gone are the days of the ex-KC-97 crew members who brought many valuable years of experience and time into the boom field. The biggest majority of our students now are directly out of high school with no military background. At Castle they get the bare essentials to qualify them for a 60-4 check. There isn't enough time to make an experienced crewmember for the operational units. Once they get to their unit it is up to the NCOIC (we finally have the authorization), training flight, instructors, and what-have-you to bring these new guys up to speed. It is up to the unit to establish their own OJT program, to insure that it works, to enable them to turn out finished products to their liking. But, this isn't done overnight. It is a continuous training process. To all you new, young boomers I say, as I have said to the ones I've had the opportunity to talk with at Castle, your training does not end here. Training never ends. It is up to you to become the best boom operator in SAC. And that's the quality for which we should be striving. You should develop the knowledge, expertise, and proficiency to say, "I am the best."

One final note. CMSgt Rosnett, 15AF boomer, wanted me to include some 1994 information, but it looks like the 1994's are on the way out and the AF Forms 791 are in. One item that made it easier to fill out the 1994 and will also be a help for the 791 is to have scheduling print the MDS for the receiver on the weekly flying schedule. If receiver tail numbers cannot be obtained during mission planning they will have to be requested over the radio during the half-

mile or precontact check. Probably this information should be obtained during the half mile call because of time and safety considerations.

Hope all of you had a Happy New Year and will have a productive and rewarding 1980.



SSGT BACON
CASTLE AFB NCO OF THE YEAR
1979

4017 CCTS

By: SMSgt Stan Beine and MSgt Phil Zamagne

BOOM OPERATOR MARKS

One of the most notable events at Castle this year was the selection of Steve Bacon as Castle NCO of the year. Steve is truly a dedicated NCO and an outstanding instructor boom operator. We will miss him when he leaves, but now with his knowledge of Cargo Loading he will be a great asset to the field in his new job at SAC Headquarters (LGMX) in Feb.

MSgt Billy Wolf has departed for OTS. He will be going to Chanute AFB, Ill after graduation from OTS to attend Maintenance Officer School. Billy did a good job for us as Asst Program Manager. We wish the best in his new career job. Phil Zamagne replaced Billy as Asst Program Manager.

With the departures, we also have a new rookie. SSgt Jim Parrish was assigned in July from the 93 ARS. We welcome Jim and know he enjoys teaching academics. If you happen to see Little Jim around campus, ask him who Barbara is.

We have a new requalification course for individuals that have been out of the field more than three years that takes about 30 days to complete. MSgt Fields from Barksdale completed the course in Oct.

MSgt Morris (Jim) Pickel is here right now and will be complete around 29 Jan. Jim will be going to Kadena AP Ja. Jim can hear after 3½ years of teaching at the Barksdale NCO Academy.

Beginning 24 Feb we will begin a 14 day academics only course for the Air National Guard and Reserve. It will consist of all academic courses, except simulator, and is given 10 - 12 hours each day including weekends.

That wraps up news from here. Let us know how things are going with your newly arrived CCTS graduates. So long until the next signal.

"THE WORLD OF SIMULATION"

BY

CMSgt Dale E. Lord & MSgt George "Rusty" Rutzebeck

Greetings!

The past several months have been very busy, and in most cases productive. The status of the Boom Operator Part Task Trainer has not changed significantly since our last news letter. Follow-on testing has provided us with some interesting data. It appears that 14 simulator missions provide us with the best results. Based on these results we have implemented these 14 missions into the curriculum, divided into two phases: 10 missions are given during academics and 4 missions are provided at the flightline. The 10 academic missions are structured to provide the student different receivers, a variety of malfunctions and a wide range of various situations that could be encountered in-flight. The flightline missions are designed to allow the instructor to concentrate on his students weak areas. As a result of the simulator training students leave Castle with twice as many contacts as previous students. The comments we are receiving from the units indicate that they are receiving a more proficient product than in the past. In the near future we hope to address a program that was suggested at our conference last spring. Students would remain at Castle after their 60-4 evaluations for intensive training in fighter air refueling. The duration and amount has not been determined.

Another program being tested at this time deals with static preflights. The test subjects are receiving an additional five preflights performed on the ground. Hopefully this will provide students with a better knowledge of their amplified checklists.

We have also received authorization from CEVG to administer corrective training and rechecks for selected areas. We recently had the chance to do this and it was very successful.

At this time we still do not have a decision as whether we will be able to obtain additional devices. We are scheduled to brief AFSC and the Air Staff during February and a decision will be made this spring regarding production. As it stands now, the DO community is asking for 2 devices which would be placed at Castle. Maybe at a later date we will be able to obtain some devices for the operational units.

No doubt, some of you are wondering what happened to the Weapon System Trainer (WST) testing you were identified to participate in. Although it may seem that the KC-135 portion has been pushed off to the side and forgotten, it hasn't.

During September through December of last year were involved in extensive testing of the B-52 WST at the Boeing Military Airplane Company in Wichita, KS, and the Singer Company in Binghamton, NY. Four SAC B-52 crews were used at each plant to assess the feasibility and capability of the devices as useful training tools in the operational environment. Completion of this testing is scheduled for February and March 1980.

45

Testing of the KC-135 WST will probably begin sometime this summer. Eight SAC KC-135 crews will be used for this testing, which will be basically the same as the assessment of the B 52 WST. Whether or not the crews initially identified for the test will actually participate is still unknown. TDY's, Alert, leaves and upgrades will greatly influence the test team selection. So, as you've heard a hundred time before, "STANDBY".

If you have any questions or comments concerning either of the programs don't hesitate to call (AV 347-2271). We enjoy hearing from you.

Until the next "Boom Signal".

CENTRAL FLIGHT INSTRUCTOR COURSE

Hello from the Castle CFIC. For starters I would like to introduce the Boom Operators on the CFIC Staff. There's SMSgt Gary Wunder, SMSgt John Akers, MSgt Ron Thomas, MSgt Benny Heald, TSgt Ralph Sta~~z~~nfield, TSgt Calvin (C.T.) Davis, TSgt Andy Miller, and SSgt Sandy McLendon. Also there are some appropriate comments about each Boom Operator that should be mentioned. Gary is departing in February on a long PCS.....north..... to Travis and John will assume the pole position. Ron "Cornerstone" Thomas is cemented in while Ben the "Burner" is anxiously awaiting an assignment. Ralph is at the TAC NCO Academy showing them how we do it in SAC or maybe vice-a-versa, C.T. and Andy "The Incredible Bulk" are the new guys on the block and just getting settled in while Sandy is justlogging more "Face" time.

As you can well see the manning at CFIC is not extremely rank heavy however, what is short in one area is made up in other areas by, initiative, ability to instruct, and desire to help all instructor candidates be the best instructor. For the instructors that want a opportunity to enhance your career, demonstrate your expertise, while producing good boom operators for the field, then Castle is the place to come. There are many places for a boom operator to put all that expertise to work and the only limiting factor is your initiative. To find out more about what the 93rd BMW and Castle has to offer make that phone call.

Here are some ideas for the new instructors and maybe even the experienced ones that are scheduled to fly with that new boom operator.

A. The Pre-briefing.

1. Start with a plan. Decide what items must be briefed and cover them in the sequence that they will occur from start to finish.

2. Show interest. It is important that you convey the feeling of
3. Remember, a briefing for a newly trained boom operator is different than one for an experienced boom operator. Find out what his experienced level is, e.g. Review TAPR's or ASK HIM!
4. Explain that performance is based on the standards of the book, not what the instructor wants.
5. Expect a professional job from the student. The instructor sets the example for his student so create a professional atmosphere. Dont forget, actions speak louder than words.
6. Instruct as to how each procedure or manuever should be performed in complete detail and confirm an understanding by asking questions. (No stump the dummy), clarify Technique vs Procedures.
7. Keep the briefing on the subject and insure the questions are pertinent. Use standard terminology and key words to enhance recall.
8. Never display a superior attitude. This may cause your student not to ask for clarification of instructions or seek admire form someone else.
9. Remember the type of briefing presented is representative of the type of performance received.

B. The Flight.

1. Put the student at ease and give him room to work.
2. Anticipate problem areas and be prepared to explain or demonstrate a correct procedure when required.
3. Take notes. This should be done as inconspicuous as possible yet provide you with all the needed information.
4. Don't let your personal standards influence the established performance standards.
5. Use the key words that will aid him to recall what was covered in the briefing.

C. The Critique.

1. Begin the critique by the praising the student about some thing good he did. A positive stroke will make him more receptive to items to be critique. Everyone likes a "Warm Fuzzy"!.
2. How all items to be critique accurately described and properly documented in sequence.
3. Analyzed all dispancies so that you are able to explain what the student did wrong. Be sure to explain Procedure VS Techniques and know the answers.
4. Reference all discrepancies and explain them inthe depth the student will understand. Know the why's and what for's when you know the why's

plus the what's for's, he can accept a "Cold Prickly"!

5. How all the required publications on hand to cover your critique.
6. During the critique be precise, point out the errors and present solutions.
7. Explain and show the student the correct way to accomplish procedures and if further training is required give a reason.
8. Keep in mind the student's experience or level of training when using the grading criteria.
9. Allow ample time for the critique. If the student feels pressed for time some important questions may be overlooked.
10. If you don't know the answer to a question - ADMIT IT - but get an answer as soon as possible. This establishes your creditability as an instructor.

D. After the Fact.

1. The last part of any instructional encounter should be a self evaluation.
 - (a) Did you provide your student with the maximum knowledge possible?

Remember, that new boom operator is possibly your replacement, and how well you train him is how well the will be done after you leave. The training received at CCTS is just the beginning and the continued training provided in unit has a great effect on the type of boom operator you wind up with.

Bob here is our inputs from Ellsworth.

Things are beginning to return to normal since our December visit from the IG.

All of our troops have returned from the battlefields and beaches of Guam.

Since I didn't go to Guam with the rest of the Squadron, I have to rely on reports that filter back through different channels. It seems that while in the trenches of a forward location the following events occurred.

Denny Orr, who is very proficient at SCUBA Diving, almost broke his Clam Digger while doing it.

Tim Wical and Fred Danley were last seen trying to swim the Pacific Ocean with several pieces of rebar, for those who don't know what a rebar is, it is a metal rod of various sizes that is used to reinforce concrete.

Aric Wiechmann and Jeff Stewart were seen wandering about the beaches looking for some guy in a big straw hat called Friday.

TJ Trujillo was taken prisoner and brainwashed, he managed to escape in time to catch his airplane. Must have been rough on him; He keeps muttering something about how much fun he had and how good Guam is.

Brad Arnsparger and Keith Janssen were apprehended trying to smuggle sand into South Dakota. They loved the beaches so much that they wanted to bring them home.

Joe Gedman just reenlisted for a group of years and money, he says he wants to go back to Guam, he got something from there and wants to take it back.

Rick Wunder was on the other side of the world spreading goodwill??? He is back now but still has a strange look in his eyes.

Allen Lacey and Brad Kolb didn't get to go to Guam or Europe, but they certainly wanted to. After loading an odd looking engine on a tanker they had to be escorted off.

Pete Mueller is a PCA from the 4th ACCS. He has just departed for the PTF, he wants to find out what TDYs are all about.

That is about it from up here so until next time.

CLYFTON L. WHEELER, SMSgt, USAF
NCOIC of Information

I am enclosing a listing of the Boomers from the 4th ACCS they would all like to say Hi. to every one

4th ACCS BOOM OPERATORS

MSGT Paul E. Jacobsen

MSGT David F. Short

TSgt James A. Barone

TSgt Berton R. McLarnan

SSgt John R. Hackworth

SSgt Samuel M. Ballante

SSgt William J. Mitchell

SSgt Guy E. Raynor

Sgt Roy L. Rogers

Sgt John G. Basso

Sgt Kenneth D. Wise

SRA David L. Mangan

AIC Westly W. Waddell

DEPARTMENT OF THE AIR FORCE
THE HEADQUARTERS 28TH BOMBARDMENT WING, (H) (SAC)
ELLSWORTH AIR FORCE BASE, SOUTH DAKOTA 57706



REPLY TO
ATTN OF: DOVT (TSgt Orr/2865)

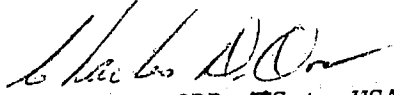
SUBJECT: 3rd Annual 28AREFS Boomer's Reunion

TO: CMSGT Bob Truelson
Barksdale AFB, La.

The 3rd annual Boom Operator's reunion was held at the Bernie Berg ranch, Sturgis, South Dakota, just north of Ellsworth AFB on the weekend of 15 July 1979. This was a gala affair with a real good turnout. There weren't too many active duty boomers in attendance, however, there were a number of retiree's in attendance. The weather did not do the outing much good, as it rained most of the weekend. Had to cancel the band that was scheduled to perform on Saturday night.

There was also incorporated into the reunion a Squadron picnic for Saturday afternoon. This was done to celebrate the 20th anniversary of the 28th Air Refueling Squadron. There was approximately 50 people including families that showed up for that afternoon.

Bob, attached to this letter is an attendance roster of personnel who obliged us with their presence. I would sincerely appreciate you putting something in your newsletter "THE BOOM SIGNAL" of this event. If you need any additional information on this subject, please write or call me. ~~atk~~


CHARLES D. ORR, TSgt, USAF
Chief, KC-135 Stan/Eval Section

1 Atch: Attendance Roster

Peace is our Profession

ATTENDANCE ROSTER
FOR
3rd ANNUAL BOOM REUNION

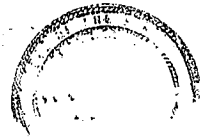
LEWIS HULING (ret)	BURT KOONS (P) ret
WAYNE EDWARDS (ret)	VARD OLSON (P) act
DON PEARCE (ret)	ROY GILES (P) act
JOHN HUNTINGTON (act)	LYNN BERRINGER (P) act
CLYFTON WHEELER (act)	TED BOYSTON (P) act
GAYLE MOORELAND (ret)	JIM COLE (P) ret
P.J. WOLF (ret)	JOHN SCHUMAKER (NN) ret
KEN CARPENTER (ret)	JERRY TEACHOUT (P) ret
BERNIE BERG (ret)	LARRY BAHKE (Civ, married to Boomer's wife)
JOHN BERGERON (ret)	
FRANCISCO FRANCEES (act)	
MIKE SMITH (sep)	
TIM THEIS (sep)	
JIM HAWKE (ret)	
A.K. BOYD (ret)	
RON GLOWCHESKI (ret)	
DENNY ORR (act)	
ROBERT "PLUG" POWERS (ret)	
BILLY MITCHELL (act)	
DAVE SHORT (act)	
LAMOYNE DARNELL (ret)	
DENNY CUNNINGHAM (ret)	
WALT TERRY (ret)	
NORM STAHL (ret)	
ALLEN LACEY (act)	

Of the above personnel, familys were in attendance of the people with families.

ret - retired
act - active duty
sep - Separated

KANSAS AIR NATIONAL GUARD

10 AIRCRAFTERS DRIVE AIR REFUELING AREA
FORBES FIELD, LAWRENCE, MISSOURI 64503



Subject: The Boom Signal

to: CMSgt Robert E Truelsen

1. Greetings from the Kansas Coyotes. First, I would like to thank Chief Truelsen for the Boom Signal. It was read and enjoyed by all the Boomers at Forbes Field.
2. The Coyotes received their first KC-135 in May 1978; all eight were authorized by September 1978. Our MEI was conducted in June 1979. At this time, we were certified a combat ready outfit. We put our first aircraft on alert 1 July 1979. The 1st CEVG team visited us from 13-21 August 1979 for the first time. We all enjoyed meeting Norm Riddick and Ron Meadows. Our next opportunity to excel was the ORI from 22-29 September 1979.
3. Probably the only First we have to our credit, boom operator wise, is SMSgt A. J. (Gus) Parsel and TSgt John Roth. They brought the first Belgium built F-16's from Europe to the United States in July.
4. Here is a listing of ANG Boom Operators at Forbes Field.

SMSgt Augustine J (Gus) Parsel	Air Tech
MSgt Michael Madden	"
MSgt Michael Pierson	"
MSgt Lowell T Seymour	"
TSgt Kenneth Griffin	"
TSgt Daniel Herklotz	"
TSgt Steven Stucky	"
MSgt Ben Hollingsworth	Weekender
MSgt Tom Cox	"
TSgt John Roth	"
TSgt John Young	"
TSgt Lee Perry	"
SSgt Bill McIver	"
TSgt Chuck Hanna	Castle 11 Jan-Mar 80
5. It has been my privilege to be assigned as advisor to the newest bunch of boom operators SAC has acquired. You guys that have been around awhile had better not get complacent. These guys are really good.

JOE N. BREEDLOVE, SMSGT, DET 2, 19 AD
Boom Operator ADVISOR

TO THE STARS THROUGH DIFFICULTY

DEPARTMENT OF THE AIR FORCE
905TH AIR REFUELING SQUADRON (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58205



REPLY TO: SMSGT MOWL/362-6545
ATTN OF:

31 DEC 79

SUBJECT: BOOM SIGNAL

TO: ALL SAC BOOM OPERATORS

1. SURE HOPE YOU ALL HAND AS GOOD A YEAR IN 79 AS WE DID AT GRAND FORKS. WE HAD THE SAME BUSY YEAR AS USUAL WITH THE ORI'S, BUY NONE'S AND OF COURSE CEVG. OUR NORMAL TDY'S TO EUROPE, ALASKA, AND THE PACIFIC GIVE US THE CHANGE OF SCENERY THAT IS WELCOME AT TIMES.
2. WE'VE HAD A LOT OF NEW BOOM'S ARRIVE, AND OF COURSE SOME GOT TO LEAVE EITHER PCS, RETIRE OR DISCHARGE. I STILL THINK WE'VE GOT THE YOUNGEST BOOM FORCE IN SAC HERE AT THE FORK'S. WE MAY BE THE YOUNGEST BUT WE DO THE JOB AS WELL, IF NOT BETTER THAN SOME OF YOU GUYS THAT HAVE ALL OF THE OLD HEADS (IF THERE'S ANY LEFT!). BY NOW EVERY ONE IS PROBABLY IN THE SAME BOAT AS US AS FAR AS EXPERIENCE GOES. ONE THING FOR SURE THE NEW BOOMS WE'RE GETTING FROM CASTLE ARE DARN GOOD. I BELIEVE THE PARTS TASK TRAINER IS HELPING, BUT THE EXCELLENT IBO'S AT CASTLE ARE STILL DOING AN OUTSTANDING JOB. KEEP IT UP.
3. WE AT THE FORKS ARE PUTTING MORE EMPHASIS ON AIRCRAFT SYSTEMS THAN EVER BEFORE. WHEN THE TROOPS GO ON ALERT WE GIVE THEM A HAND OUT TO FIND THE ANSWERS WITH (OUT OF THE -1, -3, -9, 2-6, ETC.) PRIOR TO THEM GETTING OFF OF ALERT WE GIVE THEM THE SAME HAND OUT, ONLY THIS TIME IT HAS MULTIPLE CHOICE ANSWERS ON IT INSTEAD OF COMPOSITION ANSWERS. IT'S KEEPING US IN THE BOOKS BUT WERE FINDING OUT THERE IS MORE IN THE PUBS OTHER THAN EMERGENCY PROCEDURES. SO IF THE RUMOR IS TRUE THAT CEVG IS GOING TO TEST THE BOOM'S ON SYSTEMS, WE'LL BE READY. HOW ABOUT YOU?
4. WE AT THE FORK'S WISH YOU ALL A GOOD NEW YEAR. STOP AND SEE US WHEN YOU GET A CHANCE. WERE JUST EAST OF THE GEOGRAPHICAL CENTER OF THE UNITED STATES, RUGBY, NORTH DAKOTA.

Peace is our Profession

905 AIR REFUELING SQUADRON

NAME	RANK	ASSIGNMENT
AKERS, BENNY W.	SSGT	IBO IN CHARGE OF TRAINING FLIGHT
ARMSTRONG, ARRON J.	AIC	
BAKKEN, ODEAN H.	TSgt	IBO - CURRENTLY WORKING IN SCHEDULING
BYRUM, STEPHEN V.	SRA	CROSS TRAINING TO AIR TRAFFIC CONTROLLER IN MARCH
COMBS, RONALD L.	AIC	AT CASTLE FOR CCTS
CAMPBELL, KENNETH A.	SSgt	IBO - CAME TO US FROM RICKENBACKER
COLE, EDDIE J.	SRA	IBO
COX, NOAH J.	TSgt	GOING PCS TO MCCONNELL IN FEB 80
DAYTON, RICKY W.	AIC	
DUNNING, ROBERT.	AIC	IBO
ETRHEIM, STEVEN W.	AIC	
FEDERICO, JEAN W.	SSgt	NCOIC - CARGO LOADING TRAINER
GIFFORD, RANDY S.	AIC	
GRAHAM, HUBERT O.	SSgt	
HAMPTON, CLYDE B.	Sgt	BRAND NEW BOOM FROM CCTS, JAN 80
MACLAREN, DAVID J.	AIC	
MCCARTHY, KENNETH L.	Sgt	GOING PCS TO 924TH AT CASTLE IN APR 80
MOWL, GERALD J.	SMSGT	NCOIC
OLSON, STEVEN J.	Sgt	IBO - GOING PCS TO ELLSWORTH IN FEB 80
PETERS, JOSEPH G.	MSGT	IBO - CHIEF, STAN EVAL.
PETTIS, JOHN R.	SSgt	GOING PCS TO SEYMOR JOHNSON IN APR 80
PRUETT, PATRICK N.	Sgt	IBO
SHIPPEY, WILLIAM F.	Sgt	
SPENCER, RICHARD E.	SSgt	IBO - CAME TO US FROM TRAVIS AFB, CA.
SPOTTS, WILLIAM A.	SRA	IBO
TAYLOR, LEIGH H.	SSgt	IBO - STAN EVAL.
WATSON, THOMAS A.	TSgt	IBO - STAN EVAL.
WESLOH, KEVIN M.	SRA	IBO
WILKINS, ARLEN L.	AIC	IBO

RUSS, CHRISTIAN SMSGT ALERT FACILITY MANAGER

Gerald J Mowl
 GERALD J. MOWL, SMSGT, USAF

NCOIC, OPERATIONS AND TRAINING

Greetings from the Griff;

I'm Ray Aguayo and I felt it was about time I got off my lower section and passed a few words to all the Boom peoples around the world. As most know the Griffiss is located in central New York with its back side against Lake Ontario's cold winds and snow storms. Although the winter has been good to us to date, there's no doubt we'll be wearing these darn parkas till early April.

The "Unity" of the Boom section more than makes up for the bad weather. We party together often, but more important is the way we approach our tasks together. We are twenty strong at the present time and one in the Alert Shack. Were all fully qualified and training isnt the hard line player that most bases have hovering over head. We contribute our strength and stabilized force to past leaders, Greg Oveson, Paul McConnell, and Bob Trulsen to name but a few.

During the frist week of Feb we got involved in an exercise called Empire Glacier. During the excercise we flew several sorties daily with the help of four TDY crews. The missions were short and the refuelings were against all types of fighters in an anchor. The exercise gave us a serious look at tactical support and a chance to meet the TDY Booms. "Thanks for the help guys" Last week we expanded are fellowship to other specialties. A joint Boom, Crew Chief, Gunner party revealed interesting results. Much

knowledge and support was passed between specialties during the get-together.

Below I've listed the 41st AREFS all star line up with a few bits of info on each.

MSgt...Ray "the Hulk" Aguayo.....NCOIC, trying to figure out how to read an AF message.
MSgt...Henry "D" Lane.....S-101, and doing well.
MSgt...Ray "Sha-Boom" Blaich.....Alert Shack guy and loving it.
TSgt...Don "Nic" Nickel.....S-102, recent grad from the NCOA.
TSgt...Tom "Zip" Van Zile.....Recent grad from the NCOA.
TSgt...Lee "the big O" Hipp.....Begging for ETTFs for the rest of his life.
TSgt...David "Wimpy" Wimmer.....Moving to Castle in Jun.
TSgt...Steve "Weeble" Burkush..... Giving the training side of the house hell.
SSgt...Jim "the Maker" Hammaker....S-103, expecting a baby Maker in Mar.
SSgt...Eddy "Fast" Brodbeck.....New to the gang and doing well.
SSgt...Chuck "Pig Pen" Pierce.....Burning up the trail for CFIC.
SSgt...Bobby "B" Bonner.....Bobby and Bettys bouncing baby boys birthday was Dec 31
SSgt...Jack "the Face" Sprague....Face will grad from CFIC in Feb.
SSgt...Mike "the Shell" Shellerer..Shell should show for CFIC in Feb.
Sgt....Rodger "the Artful" Dumaine..With a club in hand says take a sq. test.
SRA....Danny "missin Link" Mcgrath..IBO, Still killing the ladys with his charm.
SRA....Ron "Muffin" Thomas.....Dont need charm just ropes and leather.
AIC....Scott "Scooter" Malta.....Wondering if super glue will hold his new stripes on. below zone
AIC....Pete "Kid" Cavanaugh.....TDY. Thinks PTF standa for heaven.
AIC....Jim "Goose" Gosselin.....Packing his bags for ETTF.

AND THATS ABOUT IT, GOOD LUCK TO ALL, AND IF YOUR UP AROUND OUR PART OF THE COUNTRY STOP IN, WE WELCOME ALL.

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



REPLY TO
ATTN OF: 72 AREFS/DOOB

9 Jan 80

SUBJECT: The Boom Signal

TO: CMS Truelsen

1. Greetings from "Corn Country." Many thanks Bob for the opportunity to submit our addition to what we feel is an outstanding "unofficial" publication. To those who haven't heard, we are the Boom Operators of the 931st Air Refueling Group (AFRES) at Grissom. We're attached (some say detached) to the 452nd AREFW at March and have been in business since April 77 (July 77 officially).

2. Let me introduce you to our troops.

SMS Dick McElwain	Stan/Eval	ART
MSG Jerry White	Boom Operator	Former FE
TSG Jerry Snyder	Asst Chief	ART
TSG Steve Fromm	Chief Tng	ART
TSG Mel Wiemer	IBO	ART
TSG Frank Meyers	Boom Operator	ART
TSG Bill Carter	Boom Operator	ART
SSG Steve Hudson	Boom Operator	Student - Purdue
SSG Rick Andrews	Boom Operator	Chrysler Employee
SGT Tony Fansler	Boom Operator	Student
SrA Linda Bennett	Boom Operator	Former Finance Expert
SrA Ron Brown	Boom Operator	Businessman
SrA Don Weiler	Boom Operator	Student

Oh, let's not forget our RAFSOB*, MSG Jim Billings; without his badgering we never would have made it. If you don't believe me, just ask him!

3. As you can see we have a varied mixture of people from different backgrounds. But, we are all BOOM OPERATORS. Considering that we started with 3 experienced troops, we are quite proud of our accomplishments, and to be associated with the Boom Operators of SAC and the ANG. Give us a holler if you get the time. Autovon 928-3091.

* Air Force Advisor (self appointed Regular Air Force SOB)

Thomas D. Williams
THOMAS D. WILLIAMS, MSgt, USAFR
Inflight Refueling Superintendent

THE AIR RESERVE FORCE BOOM OPERATOR

First, let me clarify an important point. When Chief Trueisen and I talked about this, one thing I failed to point out is that I am not that well versed on how our counterparts in the ANG operate. So, the opening statement should read "The AFRES Boom Operator."

This is a general overview; specifics and procedures may vary from unit to unit. The principles should remain the same.

Each assigned Boom Operator is trained by the same basic regulations that their SAC counterparts are, i.e., same currency intervals, Command Directed Events, 60-4 qualifications, ground training classes, etc. In order to maintain the same qualification and currency levels, an equivalent amount of time must be spent in each area. The majority of ground training is conducted during the Unit Training Assembly (UTA). The following is a short description of a normal UTA, a unit manning explanation, and a description of typical training flights and alert duty.

UTA

Unit Training Assemblies are one weekend per month, scheduled one year in advance. Activity consists of ground training classes, Stan/Eval testing, aircraft generation, section meetings, physicals and occasional flight training. The UTA weekend consists of four separate periods; morning and afternoon of each day. For each period, 1/30th of the individual's monthly Base Pay and Flight Pay is paid.

MANNING - GRADES

Each AFRES KC-135 flying squadron has positions for 16 Boom Operators. Assignment is as follows, 1 - Stan/Eval, 15 - Squadron. Six of the 15 squadron Boom Operators and the Stan/Eval Boom Operator are Air Reserve Technicians (ART), full time AFRES civilian employees. Military grade authorizations range from E-5 to E-9. ART civilian grades are GS-8 to GS-10. One short comment that may answer a few questions. An ART is paid for time worked, either military or civilian, separately. If an ART performs military duty during normal civilian work hours, leave must be taken from the civilian job. Dual Compensation is against the law!

FLIGHT TRAINING

We fly the same aircraft, use the same equipment and T.O.'s, therefore, its the same job once you climb the ladder. The missions are similar to normal SAC training flights. The only discernible difference is in the length of sortie. Our average sortie length is 4.6 hours, with an A/R, nav leg and transition. Refuelings are approximately 50% bomber, 50% fighter. Each Boom Operator averages one flight per week, 25 hours per month. Cross country missions, where the crew and aircraft are out for 2 to 5 days at a time, will add to the above percentages.

ALERT

Alert procedures and responsibilities are the same as SAC. The major difference is in the length of tour. AFRES units perform 2 or 3 day tours, with the average week being 3 tours, 2 day, 3 day, 2 day. At the

931st, alert starts at 1800 and ends at 1800—48 or 72 hours later. CCRR is officially called Standby Time and is paid at the same rate as actually on alert. A sample alert tour would look like this:

<u>DAY</u>	<u>SUN</u>	<u>MON</u>	<u>TUES</u>	<u>WED</u>
TIME	1800	—————	1800	————— CCRR to 1800
PAY	1 Day	—— 1 Day	—— 1 Day	—— 1 Day

PAY PROCEDURES

Here is where we get into the confusing part. The AFRES Boom Operator is paid two different ways. Inactive duty - UTA's, Flight Training periods (AFTP) or Active Duty - Alert, additional flight training or ground training days. As previously stated, the average Boom Operator will fly 4 times per month, attend the UTA, and perform an alert tour or cross country per month. In most situations, this will equate to 6 days of active duty pay (full pay) and 8 days of inactive duty pay (base pay and flight pay) for 10 days of work. It's not as lucrative as a lot of people think. The per diem situation is identical, in other words—lousy.

In closing, I sincerely hope this will answer some questions about how the "other guys" operate. There are some differences, but they're necessary if the Reserve Forces are to recruit and retain quality people. As you can see a Reserve flying organization requires more of the individual, the days of the "weekend warrior" are over. The reservist who gives 8-10 days per month to the unit, as well as maintain full time civilian responsibilities is a quality individual. Not only that, we've found that they make good Boom Operators.

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 43D STRATEGIC WING (SAC)
APO SAN FRANCISCO 96334



REPLY TO
ATTN OF: TK (MSgt Brummett, 366-6189)

25 October 1979

SUBJECT: BOOM SIGNAL

TO: 8AF/DOTV
ATTN: CMSgt Truelsen/All Boom Operators

1. "Boom Operators". Wow! That one word, name, phrase, statement or what have you, is enough to curl your toes if you ever stopped to analyze the whole meaning; the vast depths of the real responsibility of one person. Far be it for me to try and explain or define the who, what, when, where and whys. But, I can tell you that the theys and ifs are US.

2. Can you imagine or have you ever thought about your reflexes, voluntary and involuntary? We are shocked and chills run up and down our spines if we stop and think about what we do and when and how we do it. A lot of us take our job for granted because we've become so proficient and have done it for so long that it has become "second nature", such as the blinking of an eye or breathing. What would happen if we couldn't breath! Now that we are thinking let us ponder in our minds a few of the voluntary reflexes of being a Boom Operator. Let's take a TDY trip to the South Pacific area, say to the Marianas Islands. Lets pick the Island of Guam, (D.K.'s Island), a nice quaint spot just north of the equator with access to other island areas three to four hours away, and easy access to some of the most beautiful beaches you could ever dream of.

3. Now that we are ready for an all expense paid round trip vacation, let us research ourselves to see if we measure up to our expectations. Do we deserve this trip? Have we been productive for our BOSS? Do we know what is expected of us and are we prepared to do it? If we are aware of and can except the following, then we are deserving and ready for a 30-day vacation to D.K.s Island (Guam). Before we get to the "following", let us think of the offerings of D.K.s Island:

HUNTING SCUBA DIVING SIGHTSEEING SUN BATHING
FISHING SNORKELING FIESTAS "BOONIE" STOMPS
SWIMMING IN: PACIFIC OCEAN, PHILIPPINE SEA
FLYING!!!
EXTRA TRIPS TO: OKINAWA, KOREA, PHILIPPINES, ETC.
FLYING!!!

4. Ending our offerings with flying brings us back to the

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following. Let us prepare for our trip.

5. We know we need spending money and clothes. Now we pick out our transportation. Once again we are going to fly. We will use a 707-type airplane. We have books to read to prepare our airplane and ourselves. These are:

1. 400-4
2. 76-1
3. 55-51
4. 60-16
5. 60-1
6. 51,135, Vols 1, 4, 6
7. 67-1
8. Dash 1 and 3

These should take up very little of our time as they are just like reading HUSTLER or PLAYBOY, right? The first books tell us how our airplane will be set up, what we will put on it, and who will put it on and who will tie it down. The second book tells us that we will pick up a few of our friends and take them along and how we can best see to their comfort also. The Third book tells what equipment we will provide on our airplane for our friends in the event of a rough situation. The rest of the books are also very interesting and have such exciting information in them that we should read them to the fullest extent.

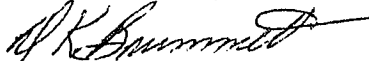
6. Now our airplane, our friends and ourselves should be ready to leave home. We can expect to stay overnight in California (Ole Gold Rush Town/State), in Hawaii (wakiki, wahines) and then to D.K.s Island. Wow!

7. We have arrived at D.K.s Island! Our reception committee could consist of one or more persons. We will be briefed sparingly, because the receptionist realizes that after the long flight we are somewhat tired and confused by the changing of Ole Father Time. We can expect a more detailed briefing after we have had a chance to rest up a bit, a day or two later.

8. During this extensive briefing we can then set up our times for the offerings from D.K.s Island, keeping in mind that flying is offered almost every day. While vacationing on D.K.s Island you will be asked to do things that will increase the enjoyment of your stay, help improve the tourist movement and improve your position. The staff committee on D.K.s Island is very eager to aid and assist you in every way to make your stay the most enjoyable stay ever. The staff has other available persons such as ATCO. These persons handle your friends' luggage and cargo, if any, on D.K.s Island. Any questions you might have can be answered by the staff simply by calling (toll free) 366-6189/5244.

Thanks for our concern.

D.K.



65



189 AREFG ARKANSAS AIR NATIONAL GUARD BOOM SECTION OCT 79

TOP ROW LEFT TO RIGHT: JOHN MARSHALL, BOBBY SKAGGS, BILL JOHNSON,
RICHARD GREEN, RONNIE ROOS, JOEL MONTGOMERY, JACK REFFNER, TOM ARMSTRONG,
JIM SKIPPER.

BOTTOM ROW LEFT TO RIGHT: TOM TILLEY, EMMETT LANE, ROGER GAY,
DENNIS SMITH, GEORGE HOOPS, BOB MARTIN, BILLY PATRICK

DEPARTMENT OF THE AIR FORCE

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



REPLY TO
ATTN. OF:

Inflight Refueling Supervisor

12 Jan 1980

SUBJECT:

Boom Signal

TO:


8AF/DOITV (Attn: CMSgt Truelsen)

1. Greetings and best wishes for 1980 to all Boom Operators from the Arkansas Air National Guard. The seventeen Boom Operators at Little Rock now have an experience level of two years, eleven months as Boom Operators. We certainly feel fortunate and are proud to have the opportunity to join this outstanding career field.

2. I would like to extend our thanks to CMSgt Truelsen for including the Guard not only in this fine publication but also in his everyday activities. He has expended his own time to visit our unit, review some of our programs and passed on many helpful suggestions. (Chief Ringler, I'm still holding the video tape of CMSgt Truelsen's refueling for your review and critique.)

3. Some of you possibly have heard of our video tape program. We are having tremendous success with the program. We have on file a video tape of most receivers in the inventory. We use these for category briefings or to allow a Boomer to observe a particular type of aircraft that he may not have seen before. These tapes also have sound (radio calls) and have been a great help to our instructors during initial training programs. The student can observe the refueling and listen to the radio calls prior to actually participating in a refueling. Some of our families have had the opportunity to watch the tapes which has given them a better understanding of our job. We have participated in several "cross talk" sessions with receiver units. We normally schedule a refueling with a receiver unit, tape the refueling, land at the receiver's base and have a briefing with the actual receiver pilots reviewing the tape with them. The units we have visited in this manner have really enjoyed the sessions and, in most cases, we have seen improvement on subsequent refuelings. (Our Navs have also discussed rendezvous procedures at these sessions.)

4. If anybody ever has reason to stop in Little Rock for a few minutes or on a RON, please give Guard Ops a call prior to landing. (Frequency 30.30) We would love to meet you and fulfill any requirements you might have. Hope to see everyone in the near future. (Disregard CEVG.)


RICHARD M GREEN, SMSgt, AR ANG
Inflight Refueling Supervisor

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



REPLY TO
ATTN OF: 42AREFS/CCF (MSgt Willauer, 920-3149)

4 January 1980

SUBJECT: 42/407AREFS Boom Operators, Loring AFB, Roster

TO: 8AF/DOTTV (CMSgt Truelsen, 781-4863)

1. New Years greetings from the far Northeast! Following is our current list of Boom Operators by Squadrons as of Mid-December 1979.

42AREFS

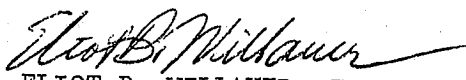
MSgt Pubanz, Chief of DOV
TSgt Langston, DOV
TSgt Seay, DOV
SSgt Esty
SSgt Daily, IBO
SSgt Bright
SSgt Perry
Sgt Tripi, IBO
Sgt Degen
Sra Novello, IBO
SrA Roberts, IBO
A1C Balderson
A1C Hankins
A1C Sagamang
A1C White
A1C Philbrick
A1C Cash
Amn Altman
Amn Dupree


407AREFS

TSgt Criscillis, DOV
SSgt Runyan, DOV
SSgt Fischer, DOV
TSgt Beaird
SSgt Robertson, IBO
SSgt Mayeaux
Sgt Hunt, IBO
Sgt Rathke
Sgt Slobodnjak
SrA Peeters
SrA Turner
A1C Eaton
A1C Vargus
A1C Coulombe
A1C Pitts
A1C Runco
A1C Polanshek
A1C Edgett
Amn Ring
Amn Miller
Amn Hudelston

2. MSgt Haley is the alert force manager.

3. Respectfully submitted,


ELIOT B. WILLAUER, JR., MSgt, USAF
42AREFS, NCOIC


ROLAND M. TAGGART, MSgt, USAF
407AREFS, NCOIC

DEPARTMENT OF THE AIR FORCE
336TH AIR REFUELLING SQUADRON (AFRES)
MARCH AIR FORCE BASE, CALIFORNIA, 92516



REPL TO
ATTN BO

4 Jan 80

SUBJECT: "Boom Signal"

TO: All Boomers

1. Greetings from the land of eternal sunshine, smog and earthquakes. We wish you all a happy and prosperous New Year.

2. First of all I want to thank Bob Truelsen for including us in the Boom Signal because we really feel that we are a part of the total force and contribute a great deal to its success.

3. Bob mentioned in his letter to us that he felt many of you Boomers are unaware of the Reserves and our program, so for those of you who are in such a state I will attempt to explain what we are about. The Air Force Reserves were originally designed to be just a reserve component which would be able to back up their active duty counterparts in times of national emergencies but this concept soon changed as the Air Force Reserve proved to all that we could carry a fair share of the load with a very high degree of professionalism. This may sound like we're bragging a little but we do feel we have a lot to be proud of. The average Reserve Boomer flies between 15 and 20 hours a month and puts in about 10 to 15 active duty days a month, some do even more. They do get paid for this extra time but it is a great sacrifice when you consider that they are also holding down a 40 hour a week job and keeping up with their family life. It has to be for the love of country and flying. We here at the 336h AREFS are especially proud because we were the first reserve unit to receive the tankers and become a part of the SAC team.

4. Well, enough rambling for now but before signing off I would like to introduce you guys to my Booms. They're all great so I'll just list them alphabetically.

a. MSgt James Alexander. This guy will sell you anything, except his wife.

b. TSgt Prue Compton. Our resident "Okie" and bronc buster (Old Silver Streak)

c. MSgt Richard Filkins. This one will do anything for a buck - he's into the insurance racket at present. He's even older than me.

d. SSgt Steven J. Garcia. Steve just recently gave up the good life in the actives and is now working on his first million selling water beds. (Soft job)

e. TSgt Mark Grothe. Mark got tired of always flying backwards so he became an instructor pilot (light stuff). Now he gets in everybody's way on final approach.

f. SSgt Rodney Hansen. Rod (as he is affectionately called by his friends) is our blood and guts guy. Rod is a paramedic with the Los Angeles County Fire Department. We all hope we will never need him professionally.

g. SSgt Eugene Kapustka. This one I just can't say enough about. This is the shiftiest boomer in the 336th - must come by it naturally; he sells cars.

h. TSgt Reginald Nolte. Reggie is an old mainliner. He has been with the 336th since the Hamilton days. Carol says he's been staying home too much lately - it kinda shows on Carol too. Hope it's a girl.

i. SSgt Brian O'Rourke. What can I say? "Jugs" O'Rourke hails from Penn State and is homesick and just scared to death that California is going to crack off the map and he'll never see Penn again.

j. TSgt Bruce Olson. The handy Swede. Every organization should have a Swede; we don't know why but they just should. Bruce is our athletic one. He's taught himself to play raquetball and now feels he's unbeatable - ask Bill. If you're in the area and want a good game, just call.

k. MSgt Norman Perry. This guy is hard to forget (even though some people try). His origin is questionable and he sure likes to nap, especially in the boom pod at the most inopertune time.

l. SSgt Jeffrey Spence. This is the guy you can all blame for all the problems you may have with the KC-10. He works for McDonnell-Douglas and will be working on the KC-10 project.

m. TSgt David Van Patten. David, like Reggie, has been staying at home too much lately and again I quote Eva, who is much happier about it. Hope it's a boy.

n. SMSgt Jim Webb. This guy I could write a book about but I don't think they would even let it be read at the alert facility. Jim is our bad guy; he runs the Boom Stan/Eval section and he has the fastest pen in the West. A real blood man.

o. SMSgt Woodrow T. Wood. You may have noticed that I used Woody's middle initial. Well, that was just out of respect for my elders. Woody has been in this reserve program longer than most people are old, but they keep telling him that you just can't beat experience and he just keeps on reenlisting. Woody is also our "oil Baron", so if you need gas when you're in the area, just see Woody.

p. CMSgt Joe Perez. Me. I've had a lot said about myself, both good and bad (mostly) so I won't comment any further on this subject.

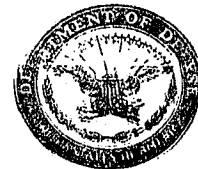
5. In closing, I would like to invite all you Booms out there to drop in and see us when you're out here. We would like to see and meet all of you.

Joe C. Perez

JOE C. PEREZ, CMSgt, USAFR
NCOIC, Boom Section

DEPARTMENT OF THE AIR FORCE

UNITED STATES AIR FORCE



Boom Signal
ATTN: Chief Bob Truelson
Barksdale AFB, LA 71110

Dear Bob

Greetings from the Mother Lode Country. First off we would like to wish each and every "Boomer" much success for the New Year.

Here are some "shakings" of the past year and a couple of new items for 1980:

1. Stan Hall was medically grounded and is now retraining into the computer field.
2. "Quick" Kal Kuwik was selected as the Outstanding Airman of the Quarter for Mather AFB and the 320th BMW. (SAC) Jan-Mar 79.
3. Dick Spencer went PCS "up country" to Grand Forks, Oct 79.
4. Frank Sweeney arrived from "up country" in March 79 from KI Sawyer, and promptly gave his cold weather gear to Dick Spencer.
5. Mark Fleege arrived from Seymour Johnson during Sept 79. He got married soon after being here must have been the California area that made him do that. Joke! Excellent poker player.
6. "Disco" Darryl Stirk retrained back into his old career field Personnel Equipment and went to Korea.
7. Sam McKernen retired with 26 years in Jan 80. Sam went back to Kentucky, probably making moonshine and selling hogs.
8. Mel Wilson retires in Feb 80. He went to truck driving school and supposedly headed for Kansas to frive the big "18 wheelers" for some truck company.
9. Steve Hillebert seperates in Jan 80. Steve said, "he had enough". He will attend college, going to major in music.
10. George Hawkins is going to Fairford, England. He will be the "Boom Honcho" over there.
11. Some new blood has come in recently, here they are: Tim Waldron back on active duty, from the AF Reserves. Jeff Bush who comes from Robins AFB Ga. a full fledged boom and ready to roll. Bill Naumer, Al Medbery are attending CCTS and will be back in Feb 80 both are X trainees. Cleve Williams a recent graduate of Castle CCTS is now in the Barrel getting checked out and will go on a crew shortly, he also is a X Trainee.
12. We had a succssful CEVG evaluation for the 1979 season, hopefully it will be as good thus year.

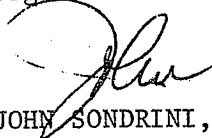
Peace is our Profession

13. Opration Sea Strike was a good exercise for fighter refuelings. A "tiny bit" like the old "Young Tiger Days". For our part it was enjoyable, profetable and one hellva lot more chanllenging than refueling the Buf's

14. John Sondrini has been extended for a year by HQ AF. I personally want to "Thank" a couple of guys that helped me get that extension. Lester and Richy, Thanks a Million.

15. Current list of Booms stationed here at Mather.

SMSgt JOHN SONDRINI
MSgt GEORGE HAWKINS
MSgt BOBBI HESS
TSgt BOB GIBSON
TSgt MARK FLEEGE
TSgt TOM GLENISTER
TSgt JACK KECHER
TSgt AL KRUEGER
SSgt WINNY BURNETT
SSgt MIKE COOLEY
SSgt ED MAZZINI
SSgt STEVE HILLEBERT
SSgt FRANK SNEENEY
SSgt TIM WALDRON
Sgt KAL KUWIK
Sgt JEFF BUSH
Sgt AL MEDBERY
Sgt CLEVE WILLIAMS
Sgt AL WRIGHT
SRA BILL NAUMER
SSgt BILL DACUS
SSgt JOHN RANDALL


JOHN SONDRINI, SMSgt, USAF

DEPARTMENT OF THE AIR FORCE
884TH AIR REFUELING SQUADRON (SAC)
MCCONNELL AIR FORCE BASE, KANSAS, 67221



REPLY TO
ATTN OF: 91/384 AREFS (SMSGT Lee Rohler, SMSGT Jerry Ammons)

SUBJECT: The Boom Signal

TO: 8 AF/DOIV (CMSGT Truelsen)

Hello from the boomers at McConnell. Not a whole lot has changed since we talked to you the last time. We have a bunch of new faces and are saying good bye to a lot of " OLD HEADS ".

SMSGT Lee Rohler, He finally showed up. He is now the NCOIC of the 91. He never lets us forget that he is a "CHIEF" selectee.

SINBAD → AMN David Adkins, You won't believe what kind of a good deal he has going David is going TDY to try out for the Air Force BASKETBALL team. He'll be gone about a month.

AMN Jerry Head, Jerry has been on alert 3 times since arriving from Castle in December. He still says he loves the boom field.

SGT Ted Carrier, Ted is our exalert force controller, on his first tour he has a small problem, he kept wanting to go home at 5 O'clock.

TSGT Bruce Lawson, Bruce came to us from Rickenbacker. He said he knew what he was doing so we let him be in charge of the CLT.

AMN Jose Alvarado, These two new troops arrived around the first of the
AMN Tim Jones, year. They were both certified by the 15 of January.

SSGT John "Juan" Stanford, Juan is our own little "Tex Mex". He is going PCS to Barksdale in Apr.

TSGT Greg Counts, Greg is the father of a bouncing baby girl. He is headed for Grissom so they can pull their own TDY's and alert lines. Just joking guys.

SGT Don Crouse, Don is headed for Plattsburg. Says he can't wait to get there.

SSGT Les Ling, Les says he is going to give up all the good times he had on alert to go back home and pick Pineapples. Les is from Hawaii.

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75

SGT Marty Reese, Marty has served his 4 years and is saying "ADIOS". He is going home to Texas.

Rumor control has it that TSGT selectee Herb Driskill is going PCS (permant civilian status). he will be back home in Lawton Ok.

Now for some good news. the computerized Form F is legal according to a phone call from CEVG. It's due to be out in the field shortly. If you have any questions don't be afraid to call, the telephone number is 8-962-5241 here is a copy of the Form-F and a few things the computer will do. For cargo loading, the computer will figure out the required shoring and PSI/PSF. SEE EXAMPLES #1 & 2. EXAMPLE #3 shows a computer generated Form F as a typical flight. EXAMPLE #4 shows a Form F for one of our Mobility Plans(WRSK). these Form F's are the thing to come and as soon as all bases get the computers it will be SAC wide. Carswell(STS) is working on making up the disk for each base. These programs plus others are being developed by SSGT Charles W. Bogda, Jr. of the 384 AREFS. He is one of our Boom Operator instructors.

ITEM IDENTIFICATION - TYPICAL TF-33 ENGINE

LENGTH OF PADS 3 WIDTH OF PAD 4 NO. OF PADS 4
LENGTH & WIDTH OF CONTACT POINTS: 72 - LONG 48 - WIDE
WEIGHT OF ITEM 8500 POUNDS
AREA 3456.00 SQ INCHES 24.00 SQ FEET

CONTACT PRESSURE WITHOUT SHORING - 84.59 PSI
CONTACT PRESSURE WITHOUT SHORING - 354.17 PSF

MORE THAN (4) SHEETS OR BRIDGE SHORING ARE REQUIRED

CARGO RESTRAINT REQUIRED:
68000 - POUNDS FOWARD 12750 - POUNDS EACH SIDE
17000 - POUNDS AFT

EXAMPLE #1

ITEM IDENTIFICATION - J-57 ENGINE

LENGTH OF PADS 8 WIDTH OF PAD 4 NO. OF PADS 4
LENGTH & WIDTH OF CONTACT POINTS: 72 - LONG 48 - WIDE
WEIGHT OF ITEM 3400 POUNDS
AREA 3456.00 SQ INCHES 24.00 SQ FEET

CONTACT PRESSURE WITHOUT SHORING - 53.74 PSI
CONTACT PRESSURE WITHOUT SHORING - 225.00 PSF

(3) SHEETS OF SHORING ARE REQUIRED

CONTACT PRESSURE WITH SHORING - 16.19 PSI
CONTACT PRESSURE WITH SHORING - 193.61 PSF
INCREASED AREA - 333.63 SQ INCHES 27.89 SQ FEET

CARGO RESTRAINT REQUIRED:
43200 - POUNDS FOWARD 8100 - POUNDS EACH SIDE
10800 - POUNDS AFT

EXAMPLE #2

 DATE: 4 JULY 1776 TYPE: KC-135A HOME STA: MC CONNELL AFB TX
 MISSION: CRASH & DASH SERIAL NO: 12-3456
 FROM: HERE AFB DESTINATION: THERE AFB
 AIRCRAFT COMMANDER: OSSIFER, I.R.

FUEL			WEIGHT	INDEX
PLANNED	* ACTUAL			
		BASIC AIRCRAFT	105389	56.1
		OIL	169	56.1
		DROGUE	120	56.7
R	5.6			
O	26.4			
I	29.1			
C	46.7			
A	40.7			
F	25.9			
U	.2			
TOT	174.6			
TAX	-2.0			
TOT	172.6			

--- DISTRIBUTION OF LOAD ---

CMPT	NO	WEIGHT	CARGO		
B	5	1250	0	1250	53.2
F	1	200	70	270	52.8
G	1	250	0	250	52.5
OPERATING WEIGHT				107448	52.5
FUEL LOAD				172600	35.1
WATER				5581	37.3
T.O.COND (UNCORRECTED)				285629	37.3

* CORRECTIONS

* T.O.COND (CORRECTED)

 T.O. C.G. IN % M.A.C. 24.2

--- -> AIRCRAFT MUST BE OPERATED IN THE 2.0 G RANGE

CORRECTIONS		LIMITATIONS	
CMPT	ITEM	CHANGES (+OR-) WEIGHT INDEX	* GROSS WT. TAKEOFF * GROSS WT. LANDING (LBS) * (LBS)
			PERMISSIBLE C.G. TAKEOFF
			FROM: 19.9 TO 27.7 (%MAC)
			PERMISSIBLE C.G. LANDING
			FROM: TO: (%MAC)
TOTAL WT REMOVED			
TOTAL WT ADDED	+	+	
NET DIFFERENCE			

COMPUTED BY: PILOT:

 DD-365 F (COMPUTER GENERATED)

MISSION: BAL DRAG 066 SERIAL NO. 61-0310
 FROM: HERE AFB DESTINATION: THERE AFB
 AIRCRAFT COMMANDER: OSSIFER, I.R.

FUEL		WEIGHT		INDEX
PLANNED	* ACTUAL			
R	5.6	BASIC AIRCRAFT	108012	56.8
D	26.4	OIL	169	58.6
I	29.1	DROGUE	120	57.4
C	46.7			
A	40.7			
F	25.9			
U	.2			
TOT	174.6			
TAX	-2.0			
TOT	172.6			

-- DISTRIBUTION OF LOAD --

CMPT	NO	WEIGHT	CARGO		
B	5	1250	0	1250	53.9
D	0	0	369	369	53.1
E	0	0	369	369	52.5
F	0	0	738	738	51.5
G	0	0	738	738	50.6
H	0	0	984	984	50.1
I	0	0	1250	1250	49.7
J	4	800	0	800	49.6
K	0	0	738	738	50.1
L	0	0	738	738	50.6
M	1	250	738	988	51.6
N	3	750	0	750	52.6
OPERATING WEIGHT				115993	52.6
FUEL LOAD				172600	55.2
WATER				5581	37.4
T.O.COND (UNCORRECTED)				294174	37.4

* CORRECTIONS

* T.O.COND (CORRECTED)

T.O. C.G. IN % M.A.C. 24.3
 -- -> AIRCRAFT MUST BE OPERATED IN THE 2.0 G RANGE

CMPT	ITEM	CORRECTIONS		LIMITATIONS	
		CHANGES (+OR-)	WEIGHT INDEX	GROSS WT. TAKEOFF * 297,000(LBS)	GROSS WT. LANDING * 297,000(LBS)
				PERMISSIBLE C.G. TAKEOFF	
				FROM: 20.5	TO: 29.7 (CMAC)
				PERMISSIBLE C.G. LANDING	
				FROM:	TO: (CMAC)
	TOTAL WT REMOVED	-	-		
	TOTAL WT ADDED	+	+		
	NET DIFFERENCE				

COMPUTED BY: PILOT:
 DI-365 F (COMPUTER GENERATED)

DEPARTMENT OF THE AIR FORCE
2ND AIRBORNE COMMAND AND CONTROL SQUADRON (SAC)
OFFUTT AIR FORCE BASE, NEBRASKA 68113



REPLY TO
ATTN OF: DOF (SMS Callier, 3059/3431)

SUBJECT: THE BOOM SIGNAL

TO: 8AF/DOT
ATTN: CMSgt Truelsen

1. Greetings from the 2nd Airborne Command and Control Squadron, Offutt AFB, Nebraska. Boomers from the "Looking Glass" would like to take this opportunity to say "hello" and let each of you know who we are and what we do.
2. We have (17) seventeen boom operators assigned and (16) sixteen crews that operate around the clock 24 hours a day, 7 days a week. We each accumulate an average of 800-1000 hours flying time annually with a minimum amount of alert duty. Our 4/3 system, averaging one tour every 4-6 weeks is not difficult, especially when compared with tanker units.
3. The unique mission of the 2ACCS gives our boom operators an unusual opportunity to perform duties similar to other "boomers" but very different when compared with the trainer and alert routine most air refueling units experience. Each day the Looking Glass is aloft it has a general officer aboard. The general officer is either based here at SAC Headquarters or arrives here TDY from another base within SAC. Each "Glass" flight is similar to flying an ORI - You know the feeling. We take PRIDE in our work and have deliberately set all our standards high.
4. Occasionally, we are tasked for a fighter drag overseas. We always welcome the change. Recently, we have been displaying the "Looking Glass" airplane at different bases. Most likely we will be visiting some of your bases real soon.
5. We recently welcomed SSgt Dennis Thornburg to our team. He came to us from K.I. Sawyer AFB. We told him not to sell his dog sled and equipment because we also have our share of rough winters here at Offutt.
6. TSgt Dave Wilson decided he had enough after three winters and is heading west to Castle AFB where the weather is much warmer. Dave was our cargo loading manager. He did an outstanding job in that area. We will miss you Dave. Give'em hell at Castle!
7. We would like to extend the welcome mat to all transient boom operators. Give us a call when you are in the area. We will be looking forward to hearing from you.

Charles G. Callier
CHARLES G. CALLIER, SMSgt, USAF
Supt, Inflight Refueling Section

1 Atch
Roster, 2ACCS "Boomers"

Peace is our Profession

2ACCS ROOM OPERATORS

SMSgt Chuck Callier - NCOIC

SMSgt Walt Babst - NCOIC, Stan-Eval

MSgt Jack Drap - Stan/Eval

MSgt Joe Pfarr - Stan/Eval

MSgt Ernest Scott

MSgt Bobby Watts

TSgt Rich Brian

TSgt Bob Hinman

TSgt "MAC" McMullen

TSgt Jackie Park

TSgt Al Ruiz - Cargo Loading Mgr

TSgt Rod Smyser

TSgt Dave Wilson - PCS to Castle

SSgt Russ Adams

SSgt Dennis "Thorny" Thornburg

SSgt John Yager

Sgt Mike Sanders

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



Hello again from Okinawa! Hope everything out there in Boomerland is "smooth and precise". The Boom Signal is well received here, and all of us are anxiously awaiting the next issue. Many things have changed at Kadena since our last letter, so I'll try to get you up to date.

First of all, every single or unaccompanied boom operator, regardless of rank, lives off-base and draws BAS, BAQ, HOLA, and COLA. The barracks situation has tightened drastically and since we are a relatively small unit, we were given the option of vacating our wing's barracks building. Besides, it is base policy that all E-5s and above must live off-base since PACAF recently revised its living space allocation for NCOs. That's the good news. Now I must relate that off-base housing is scarce! That will affect both single and married boomers - no discrimination here! There are many reasons for this, so I'll name just some: First, there is a continuing building boom going on here both on and off base, so quite a few Japanese are moving to Okinawa from the mainland and are purchasing houses that were formerly for rent to G.I.s. Second, because of the new PACAF policy, there has been a significant amount of enlisted people moving off-base and renting houses. Third, there are more people being assigned to Kadena because of two new weapons systems (F-15 and E-3A) and the expansion of some present units. Everything considered, house-hunting on Okinawa is interesting but not impossible. On the bright side of things, the Yen rate is good and getting better.

As everywhere else, summertime is PCS time and Kadena is no exception. In the 909th, we will be losing some outstanding



personnel this year and we are sad to see them leave. Good luck to all.

Randy Faulk decided to see what's going on back home and will be leaving Okinawa after nine years. Randy is going to Castle as an instructor of new boomers.

Gary Adams thought it was time to head east also, but not too far - Guam! Gary will be the new Pacific Tanker Task Force Boomer at Andersen. When you get there, ask him to show you around the Far East!

Don Perkins is going home, and I, do mean home! Offutt AFB is where Don is heading, and will be retiring shortly after arrival.

Cleve Filmore likes Kadena so much, he decided to PCS to Beale so he can keep coming back here. DY!

Russ Marshall wanted Beale also, so he's going to Offutt! (Russ sends you his regards, Dick!)

Jim Hill and Mike Knapke said they don't like Alert, so they will be going to Castle to teach Baby Boomers with Randy.

Bob Christopher got one of his choices - Pease AFB.

Tom Peck is headed for a southern assignment - Blytheville AFB, AR.

Jeff Bixler came here from Grissom and must have liked it because he reenlisted and is going back!

When Mike Strickland's time came to forecast, he did what a lot of us do - he extended! Some other boomers who recently extended their tours here are: Paul Huffman, Jim Cannon, Al Jackson, and Sleeve Brown. Sleeve just took over a brand new job as Chief Boomer for the 'Q' Tanker Task Force. Somebody has to look after the guys from Beale! Sleeve is a former Bandit, so he's "experienced" for the job.

Would like to extend a sincere welcome to those of you who will be joining us this summer: MSgt. Pickel, from the NCO Leadership School at Barksdale; TSgt. Kirkland and Sgt. White from Seymour-Johnson; TSgt. Hall from Dyess; Sgt. Perry from Barksdale; SSgt. Lowe and TSgt. Held from Grissom (Quit following me around, Chuck!); and Sgt. Lewellyn. Those of you arriving this year will find things especially hectic at first. Because of the expansion of another unit, we will be moving the squadron to a different building around July!

As usual, I've written too much and probably took up too much space, but I hope I've provided some useful and interesting information. I'll be looking forward to communicating with you in the next Boom Signal. In the meantime, best wishes to all and may you never cock a nozzle!

TSgt. Paul Rogers

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



CURRENTLY ASSIGNED BOOMERS

SQ. BOOMER

SMSgt. Don Perkins

ALERT FACILITY MANAGER

MSgt. Gary Adams

UNIT UPGRADE MONITOR

MSgt. Jim Holden

TANKER TASK FORCE BOOMER

MSgt. Gerald "Sleeve" Brown

STAN/EVAL

TSgt. Randy Faulk (MSgt. selectee)

TSgt. Paul Huffman

TSgt. Paul Rogers (missed MSgt. by .01)

SQ. INSTRUCTORS

TSgt. Jim Cannon

TSgt. Dick Fillion

TSgt. Russ Marshall

TSgt. Mike Strickland

TSgt. Mike Knapke

SSgt. Jim Hill

SSgt. Fred Bookwalter

SSgt. Clint Burnham

SSgt. Allen Jackson

SSgt. Danny Turberville

SSgt. George Bell

Sgt. Bob Christopher

Sgt. Rich Otis

SSgt. Ken Diefenbach

(Recent returnee from
Grand Forks)

SQ. BOOMERS

SSgt. Tom Peck

SSgt. Roger Barrett

SSgt. Mike Shogren

SSgt. Cleve Filmore

Sgt. Jeff Bixler

509AREFS
Pease AFB, NH

1. As we put a lid on a very busy 1979 and roll into 1980, we continue to say goodbye to old friends and welcome new friends. SMSgt Dale Freeman started his terminal leave in December, leaving SMSgt Les Harton in scheduling to stare at the "Big Board", ulcer and all. Not far behind Dale will be SMSgt Bill Disque, our Tanker Task Force guy. Bill offers his farewell in his own letter from T.T.F., and he's anxiously looking for his replacement! SRA Mike Kramer will be departing in late March for CCTS duty, (he started packing shortly before X-MAS).
2. In the last Boom Signal, we said goodbye to Sgt Dave DeTerra, who is now somewhere in Massachusetts; rumor has it that Dave is coming back in; no word on where he'll show up. Speaking of retreads, we are very fortunate to have SSGT Larry Strong on board after a year in civilian life. He flew his first sortie like he'd been gone a week instead of a year! Running true to form, Larry hosted a Boom Operator's party shortly after his arrival - turnout was excellent and a good time was had by all. We received the invitation to the Boom party at Castle - everyone likes the menu and the price, however location is a problem for us in the Northeast - they won't give us an airplane to ride out there in!
3. We've added AIC Darryl Franklin to our rolls since last summer, and we're looking forward to the March arrival of SRA Tim Malloy and SRA Daryl Pettis.
4. James D. (Turbo) Jett made SRA below the zone!
5. That's about it from the Flying Red Horse folks for this trip; we look forward to hearing from all of you.

Paul K. McConnell
PAUL K. MCCONNELL, SMSgt, USAF
Squadron Staff Boom Operator

509AREFS

<u>RANK</u>	<u>NAME</u>	<u>OFFICE SYMBOL</u>	<u>EXT</u>
SMSGt	Paul K. McConnell	NCOIC	3391/2650
SMSGt	Leslie M. Harton	Mission Development	2340/2341
SMSGt	William G. Disque	Tanker Task Force	2612/2180
MSGt	Edward J. Conway	Alert Facility	2154/2614
MSGt	Allan L. Smith	S-101	2114/2526
SRA	Michael E. Kramer	S-102	
SSgt	William R. Linnell, Jr	S-103	
TSgt	Michael Novosel	CLT NCOIC	3391/2650
SSgt	Edward W. Jackson	(IBO)	
SSgt	Gary E. Hutchinson	(IBO)	
SSgt	Charles E. Randall	(IBO)	
SSgt	Larry L. Strong	(IBO)	
Sgt	Stephen C. Baudanza		
Sgt	Joel D. Estes		
Sgt	Steven B. Tuttle	(IBO)	
SRA	James D. "Turbo" Jett		
SRA	Dale D. Martin		
SRA	David E. Sealey		
SRA	Charles B. Curreri		
AIC	Terrance J. Warren		
AIC	Castor Darryl Franklin		

KC-135 Specifications

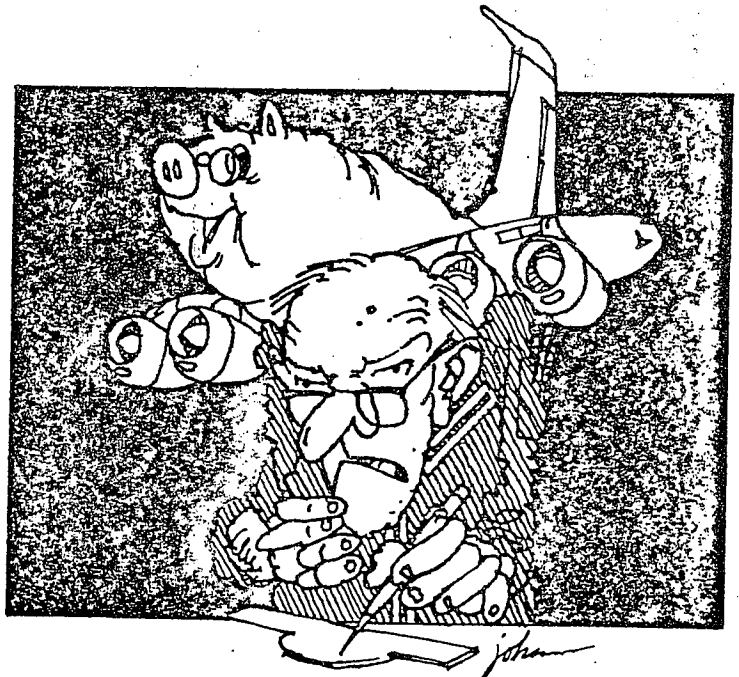
Wing span.....130' 10"
Overall length.....136' 3"
Height.....41' 8"
Max Ramp Gross Weight...301,600 lb
Empty Weight..... 105,000 lb



A Word About the 509th

Not a subsidiary of the Mobil Oil Corporation, the 509th Air Refueling Squadron (Heavy) belongs to the 509th Bombardment Wing at Pease AFB, New Hampshire. It's history goes back, in part, to 1923 when Richter and Smith, two Army Air Corps lieutenants, performed the first air to air refueling with not much more than a garden hose between 2 DeHavilland biplanes. The Air Force has been in the aerial filling station business ever since. In 1948, the 509th AREFS was activated at Walker AFB near Roswell, New Mexico flying four-engined KB-29's. In 1954 the unit saw the aging converted bombers retire to mothball status as the first of the new KC-97 tankers became available. In 1957, after a lobster shortage in New Mexico, the unit moved to New Hampshire, followed by the 509th Bomb Wing a few months later. In 1965 the wing absorbed the 100th Bomb Wing along with the 100th AREFS, and took delivery of the new KC-135 jet tanker. The squadron patch, used with permission of the Mobil Oil Corporation, features Pegasus, the flying horse, symbol of victory and giver of life-sustaining fluids. The squadron flower is the toadstool.

What You Should Know About the KC-135 Stratotanker



by 1st Lt Col Willard G. Kratchlow
Oldest pilot in SAC

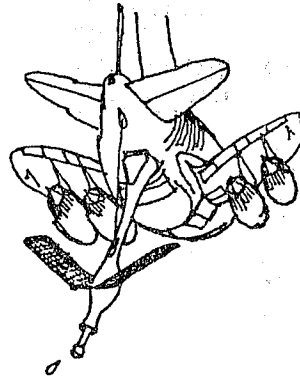
"You can say what you like about the paint job, but you've got to admit, it's a darn fine airplane..."

Perhaps you've been asked, what has eight wheels, four engines, weighs 150 tons, and flies like the box that it came in? Wags, pundits, toadies, and simple solution seekers would have you believe this brand of bufoonery - that the Boeing Stratotanker is just another giant aluminum and stainless steel cigar that hauls more gas than your car could burn in 46 years, but can easily be converted into a one lane bowling alley eleven feet wide and 87 feet long with room left over for a 20 seat luncheonette, depending on the needs of the Air Force. As a crewmember and veteran occupant of the multi-zippered green goatskin, I can only cringe at such fatuous assumptions. In truth, the KC-135 has ten wheels.

The True Facts

Call it what you like - the flying filling station, Dan's Socony, the grey elephant, or the jet-propelled Stratobladder, no plane by any other name would do its job as well. Conceived in the mid 50's as a replacement for the service's aging piston tanker fleet, the KC-135A is a direct descendant of the Boeing 377-

80, the airplane that became famous to the airline flying public as the 707. From 1954 to 1964, the Boeing



Commercial Airplane Company of Renton, Washington produced over 700 of these tankers for the United States Air Force, and specifically for the Strategic Air Command, USAF's single manager for air refueling operations.

A swept-wing, long range, high altitude, high speed jet transport, the tank can haul either 83,000 pounds of cargo, airlift up to 80 passengers, or carry nearly 200,000 pounds of JP-4, most of which is transferrable for global refueling missions. In more familiar terms, that's about 30,000 gallons of gas. During air refueling, the large flyable boom attached to the airplane's belly can offload fuel at 6500 pounds per minute - enough in that time interval to last the average family flivver for a year. The four Pratt and Whitney J57 turbojet engines produce 12,925 pounds of thrust each at full throttle, and "well," you might ask, "how does that compare to horsepower and the price of tea in China?" It's about 10,000 horses apiece, my friends, altogether roughly equivalent to 200 cars with big V-8's, or 31,095 lawn mowers with rope starters.

But the really amazing news is what the old elephant will lift. Yes, that's right, the 135 will pick up twice her own weight, tipping the scales empty at 105,000 pounds and 300,000 pounds fully grossed. And now for the answer to the question everybody asks; sometimes even the

NOTE:

"1ST LT COL WILLARD
G. KRATCHLOW" IS BETTER
KNOWN LOCALLY AS CAPT
STEVE JOHNSON, AS GOOD
AN ARTIST + COMEDIAN
AS HE IS AN A/C.

WE HOPE YOU ENJOYED
READING HIS APPROACH
TO THE "STRATO BLADDER"

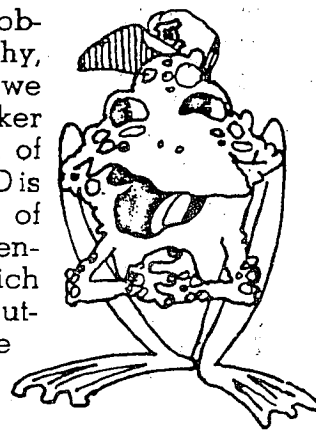
GOVT AREFS
BOOMERS

pilots - "How fast will it go?" Let me assure you, pretty doggone fast - like about 550 to 600 miles per hour from altitudes of 20,000 to 50,000 feet.

Let's Get Specific About Generalities

Who gets to fly this regal eagle? A crew of four select individuals known as the Aircraft Commander, Copilot, Navigator, and Boom Operator. Average crewload experience runs about 1200 hours in the plane, and the job roughly equates to operating an airliner, but with a greater variety of maneuvers and tasks. Perhaps the most unusual responsibility of the four crewmembers is that of the boomer who operates the refueling boom to make contact with a variety of receivers flying within a few yards of the tanker. He's qualified to refuel bombers such as the FB-111 and the B-52, transports like the giant C-5 and the E-4 Airborne Command Post (Boeing 747), and fighters such as the F-4 and F-16. You name it, and with few exceptions, he can fill it (no credit cards please).

Now you'd probably like to know why, if we're so good, we call ourselves tanker TOADs. The truth of the matter is, TOAD is just another one of those service oriented acronyms which means Totally Outstanding Airplane Driver.



Any questions, over?

509BMW/TK
SMSgt Disque

Greetings from the "P Patch".

A lot of you guys out there in the land of SAC probably don't know me. At any rate, this will be your last chance to see anything in the BOOM SIGNAL from Bill Disque. I'm getting ready to retire, (officially that is) and am still looking forward to meeting my replacement. Any takers out there? Call me at 852-2102 or 2180 and I'll give you the "big picture".

Just one note on the serious side. Most all of the aircraft deploying through Pease on their way to England are properly configured and items are very neatly tied down but as always there's 10% who make things difficult for 90%. Booms - check 400-4 and insure that your aircraft is properly configured for the geographical area that you're deploying to. Some crews are deploying without the proper equipment and a few have only made a hap hazard effort at tying things down.

Well guys, this will have to be short cause I don't have much time left; however, anytime you're in beautiful Pennsylvania take exit 18 off Interstate 80 and stop by 2 South Street, Ridgway, Pa; or phone 814-772-0126 and maybe we can get together and tip a few. Good luck to all of you in all future endeavors.

Bill Disque

Pease Tanker Task Force

509AREFS/DOT
SSgt Strong

Because I've just returned to the Blue Suit, (or the Green Bag as it were) after being out for a year, I was asked to write about my reasons for coming back.

Let me start off by saying I don't regret doing what I did. Getting out was the most beneficial thing I've done to improve my attitude toward military life and my Air Force career.

With 8 years in the Air Force, (7 years as a boom operator and 1 year in the Command Post), I decided not to reenlist. I had a question in my mind that I felt had to be answered. Was there another lifestyle and job that was not in the military community that I could be happy with? In quest of the answer, on August 25, 1978 my wife, kids and I departed Griffiss AFB, NY headed for Sacramento, CA on a journey that was destined to become the worst year of our lives. No tragedies or losses; but, a realization that what I was searching for I had given up. With this new found realization I reenlisted on 22 August 1979.

The realization that made me raise my right hand again was not one of patriotism, apple pie or any of the other cliches that are bantered about. It came out of a need to find something or someplace where I was happy. Let me explain.

In every military or civilian management course I've attended the instructor brings up one part of the management spectrum that, while I was out, kept coming up in my mind. "Job Satisfaction". Before, this seemed to be an elusive area; however, as each day passed it seemed to become much more clear. While sitting in those classes I can remember thinking, "the instructor is crazy, if an employer pays me enough I should be able to be happy with just about any job". After getting out, going

through the maze of job hunting and finally securing the type of employment that would provide financial security for my family and some chance for personal growth for myself, there was still something missing. I kept thinking of what the instructor had said; "you can pay someone \$500.00 a week and if he isn't happy with what he is doing the money won't keep him there." I know what you're thinking; "Hell, for \$500.00 a week I'd do just about anything". So did I, till I was there. Another thing bothered me, I kept looking down the line 2 or 3 years and it seemed like once established, the job was going to become very repetitious. To change jobs was the answer, right? Well I again began the intense search for a job that in 2 or 3 years would not become repetitious and thus boring. During this search I began thinking of my military years. My wife and I talked of things that had brought both happy and sad times during those years. We also talked of how we had been able to meet and become friends with many different people, the many places we'd been and the number of different things we'd done while in the military. Something began to ring very clear. Could all this be related to job satisfaction? I never felt unhappy being a boom operator; something was always going on, the only thing you could bet on being the same was alert. Granted, there are some inequities that made me mad; I just turned my back and got out rather than trying to change them.

With a greater understanding of myself and a clarification of the meaning of job satisfaction, my life is finally in perspective and I have a positive outlook on my career now that I'm back in the "Bag".

It's been said that there are 360 ways to look at an elephant, and mine is but just one of those ways. I have that so called "job satisfaction" and it's here as a Boom Operator. In closing, I sincerely hope that all of you who read this have either found or will find your satisfaction because doing what you really like is the most rewarding experience.

PLATTSBURGH

A warm welcome from the 690th Consolidated Air Refueling Group (310/380

Composite Air Refueling Gang) in Olympic Country; Home of the Saunders Trophy.

Since the last Boom Signal there have been a few overthrows of power here with the new E-7s wanting better jobs and old E-7s wanting new and easier jobs.

We now have MSgt Mike Luisi from Scheduling to Wing Baby Sitter (Alert Facility Supt.), MSgt Bobbie Sikes from ISU to Standboard, SMSgt Steve Hunnicutt from Sqdn NCOIC to NCOIC Squadron Operations (only Steve could come up with this job), TSgt Blair Biddle from NCOIC to ISU and TSgt Charles Hughes; crew dog and 310NCOIC and the only old Master making a move, MSgt Larry Cantarella from Alert Force Sup. to 380 NCOIC.

All the Booms of the 690th would like to thank CMSgt Sanders for his help in getting the new warm blood to the North Country with seven inputs through June 80 and one making a return engagement in the form of SSgt Steve Bacon. With this group of inbounds we should brake even.

INBOUNDS

SSgt Steve Bacon
SSgt Mark Graham
Sgt Glenn Barclay
Sgt Mark Hoffman
SRA Robert Coarse

OUTBOUNDS

MSgt Foster Talley (PCS Castle)
Tsgt Earl Darling (PCS KC-10)
SRA Scott Wallace (DOS)
SRA Roy Barrett (DOS)
Sgt Robert McGhee (DOS)

380AREFS

CMSgt Leroy Sweeney (Wg Boom)
SMSgt Samuel Viers (Stand.)
MSgt Larry Cantarella (NCOIC)
MSgt Bobbie Sikes (Stand.)
TSgt Jack Bracken (Stand.)
TSgt Earl Darling (KC-10 Selectee)
SSgt Larry Marks
SSgt John Page
SSgt David Harrison
SSgt Derek McDonald
SSgt Robert Moquin
SSgt William King
SSgt Mark Brown
Sgt Charles Marrone
Sgt Robert McGhee
Sgt William Loar
Sgt Vito Bartoletta
SRA Randal Rhodes
A1C Edmond Wolfkamp
AMN Stuart Stravitsch
AMN Robert Ruff

310AREFS

SMSgt Steve Hunnicutt (NCOIC Ops)
MSgt Garry Brandmeier (Stand.)
MSgt Foster Talley (Stand.)
MSgt Jeff Toellner (Stand.)
TSgt Blair Biddle (ISU)
TSgt Garry Meyers
TSgt Charles Hughes (NCOIC)
TSgt Stephen Smith
SSgt Roy Soderbert (TSgt Selectee)
SSgt Edward Sickenberger
SSgt Michael Wetzell
SSgt Dennis Brown
Sgt Garry Clements
Sgt Joseph Ekroos
Sgt Robert Downs
Sgt Glenn Murdaugh
SRA Scott Wallace
SRA Richard Taylor
AMN David Pye

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 160TH AIR REFUELING GROUP (SAC)
RICKENBACKER AIR FORCE BASE, OHIO, 43217



REPLY TO: NCOIC/BO
ATTN OF:

3 January 1980

SUBJECT: The Boom Signal

TO: Chief Truelsen

Greetings from Buckeye country! I think the idea of the "Boom Signal" is great and from time to time we'll contribute some thoughts or ideas of a constructive nature. This time though, let me give you a little run-down on the Boom Section here in the 160th AREFG at Rickenbacker AFB. We have 18 boomers at present, our ages run from 53, all the way down to our "Baby Boom" who is 18. Our years of service runs from 31 years down to just less than one year. We have an average of 12 years experience as boom operators with an average of 3110 flying hours. Our high time boomer has 7500 hours and our baby boom has 100 hours.

We were one of the three original tanker units in the Air Guard refueling business back in 1961, and the first unit to convert to the KC-135A. We had the first 3 ANG graduates of the Castle AFB CCTS Boom Operator course.

We are proud of the fact that we now have a father-son combination in our shop. SMSGT Tom Foster and son Amn Matt Foster. Believe it or not the old man has learned a lot since the kid checked out.

As you know, Guardsmen come from all walks of life, from farmers to bankers. We here in the 160th are proud of the fact that in our 19 years in the tanker business, we've never cancelled a flight for lack of a boom operator.

I think I've blown our horn long enough and I suppose some of the other units can match or better our record, but I don't believe that any can claim a more GUNG-HO bunch of boomers than we have here at the 160th AREFG.

John Young
JOHN YOUNG, SMSGT, Ohio ANG
Chief Boom Operator

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DEPARTMENT OF THE AIR FORCE
912th AIR REFUELING SQUADRON (H) (SAC)
ROBINS AIR FORCE BASE, GEORGIA 31098



REPLY TO
ATTN OF: 912 AREFS (CMSgt Rogers)

SUBJECT: Boom Signal

TO: 8 AF/DOTV (CMSgt Truelsen)

Hello again from the booms of the 912th AREFS. We sure hope 1979 was a prosperous year for everyone and may 1980 be even better. As always, the 912th AREFS has lost a lot of excellent boomers the past six months due to PCS and retirement. SMSgt Marv Miller (S-101) retired this past September to his farm in Kathleen Georgia. Marv was a super individual and we sure miss his knowledge. TSgt (MSgt selectee) Mullis just left us for Castle AFB to become an Instructor. TSgt Mullis will be another great loss to us; but our loss will be Castle's gain. Best of luck to Bill. Sgt Jeff Bush also just recently left us for Mather AFB. Jeff was one of our fine young boom operators and we wish him also, the best of luck. We have been fortunate though, to receive some excellent replacements to our squadron. TSgt Pressley just arrived from Castle AFB. He is a cross trainee, and is very eager to become EWO certified so he can start pulling his share of alert. Sgt Barnwell just arrived from Pease AFB. Last, but by no means least, Airman Whitaker is another fresh student arriving from Castle AFB. We have SSgt Nichols from K.I. Sawyer coming to us in June. We are looking forward to him becoming a fine addition to our squadron.

Our Christmas party this year was a huge success. We were very fortunate to have four of our retired boom operators who are living in the local area attend. They were SMSgt Marv Miller, SMSgt Bill Manders, MSgt Dave Gibson and MSgt Ben Harding. It was, as always, great to see them again.

With the closing of 1979, we would like to thank CMSgt Ringler, SAC, Chief Sanders, AFMPC, and Chief Truelsen, 8 AF, for the fine support they gave us this past year.

An open invitation to anyone, if you are in our area, please stop in to have a cup of coffee (or beer if you prefer) and talk with us.

Best of luck to everyone in the coming year from the 912th AREFS Boomers.

912th AREFS/Boomers

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ROBINS AFB, GEORGIA

19th BOMB WING, 912th AREFS

Squadron Autovon 468-5048 Alert Facility 468-2961

NCOIC- CMSgt Ron Rogers

Alert Facility Manager- MSgt Ed Hammett

Chief Stan/Eval- MSgt Jim Miller

Squadron Boom Operators

MSgt Gene Harris-Instructor, Assistant NCOIC
TSgt Bill Jackson-Stan/Eval S-103
TSgt Gene Cowles-Stan/Eval S-102
TSgt Donald Pressley
TSgt Gary Ranney
Tsgt Roy Hewitt-Instructor
SSgt P.D. Anglea-Instructor
SSgt Danny Thomas-Instructor
SSgt Tom DeWitt
SSgt B.J. Carley
SSgt John Gallagher-Instructor-NCOIC Cargo Loading
SSgt Jeff McGirt
Sgt Reggie Farrow-Instructor
Sgt Greg Moon
Sgt Ken Mathis
Sgt Milton Barnwell
AlC Lance Hornbuckle
Amn Jim Whitaker

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



REPLY TO
ATTN OF: ASD/SACSO (SMSgt Jim W. Connell)

SUBJECT: Newsletter

to: The Boom Signal

Hello, I am Jim Connell, the SAC Boom Operator assigned to Wright-Patterson AFB Ohio. Assigned here in May of 1978, I am a member of a HQ SAC detachment numbering approximately fourteen people. The detachment, known as the SAC System Office (SACSO), is the eyes and ears for SAC here at Wright-Patterson. There are two other Boom Operators assigned on base, Lars Beavers and Eddie Gray. They belong to Systems Command and fly with the 4950th Test Wing.

Currently, my desk is in the KC-10 System Program Office (SPO) where I serve as an advisor on air refueling matters, and provide liaison with SAC. As the only actively current "SAC Crewmember" on the base I serve as advisor to any office or laboratory on aircrew matters. Since I have brought up the term "SPO", I probably should explain what it is. Briefly, it is an Air Force Team composed of the necessary skills to manage the development and procurement of a system for the Air Force, making it fit the user needs. In my case, the system under development is the KC-10.

Speaking of the KC-10, it is going down the production line. "Ship" #1 is somewhat behind schedule and will probably make it's maiden flight late April or early May. Final Pre-Delivery Testing of the Boom Station may occur in February. Ceremonial Roll-Out is currently scheduled for 16 April and delivery of the first airplane to Air Force will occur in October.

The KC-135 improved Air Refueling System Program (I.A.R.S.) is proceeding apace. The ground test on the high capacity fuel pumps is nearing completion. The shopping list for the I.A.R.S. is fairly extensive and obviously we cannot have everything we want at one time. However, there are some things we can be optimistic about. The Airlift SPO, which manages the IARS Program is planning flight test starting this year for the following KC-135 mods:

1. Install a stinger on the top of the trailing edge of the vertical stabilizer with redundant lights for illumination of the top of receiver aircraft.

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2. Replace the two fuselage mounted rotating beacons with strobe lights similar to those that will be installed on the KC-10.

3. Replace the existing single boom nozzle light with redundant longer life nozzle lights and replace the existing vibration isolators with improved isolators.

4. Install marking stripes on the underside of the fuselage to serve as visual formation aides for the receiver pilot.

5. A Fuselage Mounted Hose Reel System in the Keel Beam Bay area.

Gents, I appreciate this opportunity to introduce myself and give this brief report to you. Lar Beavers and Eddie Gray say hello to all, and perhaps in the next issue they will report on what they are currently involved in. If I can be of any help to any of you folks or if I can answer any questions on the Programs here at Wright-Patterson, please feel free to call me at AUTOVON 785-5424.

DEPARTMENT OF THE AIR FORCE
920TH AIR REFUELING SQUADRON (SAC)
WURTSMITH AIR FORCE BASE, MICHIGAN 48753



REPLY TO
ATTN OF:

920AREFS (TSgt Whaley)

23 Jan 80

SUBJECT:

Boom Signal

TO:

SAF/DOTV
Attn: CMSgt Truelsen


1. First off, all of the Booms at Wurtsmith would like to thank you for all the work you put into making the Boom Signal so informative and interesting.

2. We would like to welcome back to Wurtsmith Jerry Mowl. Jerry will be returning to Wurtsmith in February and taking over as Chief Boom. We would also like to say Hail and Farewell to CMSgt Al Hedum. He will be retiring in July. The Air Force will be losing an extremely valuable asset in the Boom field. Most of the Booms at Wurtsmith are new in the field and Al's flying knowledge and experience will surely be missed.

3. Attached is a list of current Boom Operators at Wurtsmith. Also included is a list of the Retired Boom in the area.

4. In any one is interested in the Wurtsmith Area please call any of the Booms here and they will be glad to help. Our number is Autovon 623-6446. If you are interested in outdoor activities; hunting, fishing, snow mobiling, or cross country skiing, this is an excellent location.

5. Thank you very much and keep up the good work.


LARRY WHALEY, TSgt, USAF
Squadron Upgrade Manager, 920AREFS

1 Atch
List of Current and
Retired Boom Operators

CURRENT BOOM OPERATORS 920AREFS

CMSgt All Hedum Retires 1 July 1980
MSgt Dick Stephens
TSgt Fred McClure PCS in May
TSgt Paul MacMelville
SSgt Gregory Heffron
TSgt Gary Stahl Retires in March
SSgt Mike Eubank
SSgt Jay Howell
SSgt Bobby Cochran
Sgt Kevin Holmgren
Sgt Dave Martens
Sgt Chris Burkhart
Sgt Eric Merriweather
Sgt Scott Harris SSgt Selectee
Sra Mike Stillings
Sra Dusty Llewellyn
AIC Ben Watson
AIC Mike Fryt
AIC Kevin Hearn
SRA Jim Handy
AIC Bill Arnold
AIC Cliff Doering
AIC Jeff Geraci
TSgt Larry Whaley

RETIRED BOOM'S IN THE AREA

Sam Lamson
Harry Groy
Jacky McBrien
Joe Katonia
Butch Waldring

DEPARTMENT OF THE AIR FORCE
924th AIR REFUELING SQUADRON (SAC)
CASTLE AIR FORCE BASE, CALIFORNIA 95342



20 Feb 80

REPLY TO
ATTN OF:

SMSgt Katus, TSgt Groat

SUBJECT:

Boom Signal

TO: CMSgt Truelson

1. For those of you who may not remember, we are in the building between the 328th Bomb Squadron, and 93rd AREFS.

2. Because of the last article written concerning our participation in the BOPTT program, we thought that our update was overdue.

3. During August 1979, a "SAC" BOPTT Conference was held at Castle AFB.

924th AREFS was represented at this conference by Mick and myself.

The significance of the conference to us, was that this was the first time a Tactical Unit has been invited to participate.

The general purpose of this conference was to determine "How Many Trainers" and "Their Justifications" that "SAC" should request procurement for, from Congress.

4. During January of this year, I attended a "SAC" BOPTT Certification Conference.

Again, the significance is that this is the first time that a Tactical Unit had been represented.

Although I yelled and screamed, threw myself on the floor and kicked my feet, and shed tears, this time around however, only CFIC was included in the certification. But, at least, everyone concerned is well aware that Tactical Units do exist.

I suspect that during the next certification, we'll get our feet in the door.

5. During October of 1979, CMSgt Lord and myself authored a Tactical Chapter to SACM 51-135 Vol VII.

Although the chapter is not numbered as of yet, the latest information is that it will be chapter 4.

It was hand carried to CMSgt Ringler in November 1979 for evaluation.

6. The Training Package itself, was given to CMSgt Ringler during the aforementioned Certification Conference for his

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evaluation.

Included in the package was:

1. Console Operators 11 Profile Flight Plans. 48 pages
2. Boom Operators Handout. 80 pages
3. Instructors Handout. 60 pages
4. Instructors Briefing Guide 40 pages
5. Ground Training Lesson Plans = exams. 60 pages
6. To be added, Ammendment #1, Instructors Introduction to the BOPTT. 15 pages + Video Tape

7. At the local level, we have began as of January 1st, a Wing Directive that requires three simulator flights each quarter, by each boom operator assigned to 924th AREFS.

The only difference between this directive, and the SACM 51-135 Vol VII requirements is that SACM 51-135 Vol VII would require these three flights to be:

1. 1 Emergency Procedures Flight per quarter.
2. 1 Systems Flight per quarter.
3. 1 EWO Flight per quarter.

8. The BOPTT Training Program was used in preparation for Red Flag Operations, using the F-4, and F-111 airframes.

9. We have submitted a formal letter requesting additional airframes for the trainer, which we feel will make the trainer more representative to Tactical Requirements.

1. F-15
2. F-16
3. A-10
4. C-141B
5. C-130
6. E-4

We expect to receive feed back from the letter of request in the near future.

Hey everyone! Scott Harris could'nt take the rich life as a civilian, so as we understand it, he's at Wurtsmith as the Squadron Career Advisor.

Harvey Keehn is with the New Jersey Air Guard showing them how to do it, and Jodi Phillips go~~a~~ an H in January on her annual 60-4 check, JUST BEFORE her husband ED arrived! ED can be reached at 347-2761, or when on his tour of alert, 347-2822,23 or 24.

10. As you may or may not be aware of, 93rd AREFS is flying Student Fighter Orientation Flights. Because these flights are an area of controversy, we feel that the controversy should be discussed.

SMSgt Katus and myself, have discussed the Orientation Flight Program with 93rd AREFS Instructors.

Basically what we are hearing is that:

1. Often times the students cannot get contacts because of receiver students.
2. Most often, 1 contact is the extent of the valid training received.
3. The program was initiated because of Tactical Units complaints.
4. Valuble B-52 Training is lost to this event.

11. We feel that there is a mis-understanding within the Tactical Units as to what the intended level of training of a CCTS graduate is, and what an Instructor Force in the field is for.

Basically, when a Tactical Unit Receives a new Boom Operator, from Castle AFB, that Student is Certified to be able to fly a "SAFE" Mission Refueling a B-52 type Receiver; and that is it, that's what you've got, and that's what you have a right to expect; and NOTHING MORE!

Let's be practicle, one or two orientation flights IS NOT going to make that individual "SAFE" with fighters!

To put it another way:

In reality, when an individual is flying Pre-Qualification Flights for a specific catagory, what we as Instructors are looking for is not strictly the Pole in the Hole, it's his overall performance during air refueling with the catagory of receiver.

When you boil it down, the Key to performance is "SELF CONFIDANCE!"

This is why one individual may reach the required level of performance in four flights, however another individual may require nine flights.

It can only be the Tactical Units Responsibility to train these young men and women to the locally desired level of performance.

It seems to us, that those units that are voicing the complaints, are the same units that are not using/choosing their Instructor Force Wisely, and are in effect "PAWNING" their responsibilities off on CCTS.

It also seems to us, that if Instructors are not performing, that they are not Instructor Material, and should be delt with appropriately.

Also, in the same light, Mick requests that if A112XO types are considering assignment to 924th AREFS, that we need Boom Operators that are CREW MEMBERS and not just boom operators.

12. The following is a list of the boom operators assigned to 924th AREFS:

SMSgt Mick Katus (NCOIC)
TSgt Dave Gies IS
TSgt Sam Hunt IS
SSgt Kevin Doyle S-102
SSgt Rick Hackett IS
SSgt Jim Robertson IS
SSgt Larry King IS
SSgt Ed Phillips
Sgt Bob Morales
A1C Jodi Phillips

MSgt Dick Maxwell S-101
TSgt Dick Groat IS
SSgt Rex Chilton IS
SSgt Jim Eden
SSgt Terry Prausa
SSgt Keith Sullivan
SSgt Greg Wheeler S-103
Sgt Willis Hillary
A1C Clayton Fox
Sgt Rick Burhman

Mick Katus

Mick Katus
NCOIC
924th AREFS

Richard J. Groat

Dick Groat
Instructor, A Flt
924th AREFS