

1987

TABLE OF CONTENTS

HQ/AF CMSGT LORD.....1
HQ SAC/CMSGT RUTZEBECK.....3
HQ SAC CMSGT HEALD.....5
HQ SAC SMSGT PATTON.....7
HQ CEVG MSGT BRACKEN.....10
HQ 15 AF CMSGT SACRE.....12
HQ 7 AD CMSGT CAIN.....13
ALASKA GUARD.....15
ALTUS AFB.....17
BARNSDALE AFB.....21
BEALE AFB.....30
BLYTHEVILLE AFB.....33
CARSWELL AFB.....36
CASTLE AFB.....37
DEFENSE LOGISTICS AGENCY.....49
DYESS AFB.....50
EDWARDS AFB.....53
EIELSON AFB.....54
ELLSWORTH AFB.....56
FAIRCHILD AFB.....59
FAIRFORD RAF.....65
GRAND FORKS AFB.....66
GRISSOM AFB.....69
GUAM IS GOOD.....77
HICKAM AFB.....79

TABLE OF CONTENTS

KADENA AB.....81

KANSAS GUARD.....83

K I SAWYER.....85

LANGLEY AFB.....90

LORING AFB.....92

MARCH AFB.....97

MATHER AFB.....104

MCCONNELL AFB.....107

MCDONNELL DOUGLAS TRAINING.....109

MILDENHALL.....111

MINOT AFB.....112

NEW HAMPSHIRE GUARD.....114

OFFUTT AFB.....116

OHIO GUARD.....119

PEASE AFB.....121

ROBINS AFB.....124

SAUDI ARABIA.....127

SEYMOUR JOHNSON AFB.....129

TENNESSEE GUARD.....136

WASHINGTON GUARD.....137

WISCONSIN GUARD.....139

WRIGHT-PATTERSON AFB.....141

WURTSMITH AFB.....143

BOEING 707 TANKER TRANSPORT.....147

HQ 8 AF.....157

ii



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C. 20330 20330-5054

REPLY TO: XOOTW
ATTN OF:

MAY 1987

SUBJECT: Boom Signal

TO: All Boomers

Another year has rapidly gone by and what a year it has been. To summarize what is going on I would use one word--Changes! This past year has seen a lot of changes. The two most significant ones were in our retirement system and in available PCS money. While many of us won't come under the new retirement system, many of you may eventually feel the affects of it. While it is still too early to predict the ramifications of the changes, undoubtedly some people will look twice before committing to a career.

The other big change is the new rules governing PCS moves. As many of you know, the base of preference (BOP) program is out. And it is going to be a lot harder to leave earlier than four years. In the past our guy (Sandy or Chuck) at MPC could do his magic and in most cases they could move just about anyone if there was an urgent requirement. Not anymore. Most time-on-Station waivers will require a general officer to request it. Since the assignment process is driven by the overseas requirements, most of you won't be affected. The boom field has very few overseas slots so the impact of the changes are much softer. On the other side are those who want to stay at a location longer. In many cases this will be easier to do, but not in all cases. A couple of other areas where we will see the affects of the cutback are in pay and promotions. Last year we got a small raise which was delayed. And now this year the President has asked for a 4% raise. A couple of congressional committees have suggested 2% would be more in line with the austerity program. So we'll probably see something in the 2-3% range. And more than likely it will be delayed again. Speaking of pay, there is a bill to raise ACIP; which is the rated flight pay. They haven't had a raise in several years and we just had one last year. In the area of promotions, it looks like we will see a slowdown. The recent E-8 cycle was considerably smaller than we have had recently and there is every reason to expect the other cycles to be smaller also. One of the reasons for this is we are drawing down our end strength over the next couple of years. This affects the total numbers of E-8 and E-9s we can have which ultimately trickles down to the other grades. I would expect lower rates for a couple of years, but I have been wrong before.

There is some good news. The new dependent dental plan was signed into law and a contract was awarded in April to a company

There is some good news. The new dependent dental plan was signed into law and a contract was awarded in April to a company to set up the program which goes into affect 1 Aug 87. This is not for service members or retirees; and it is only for those assigned to the CONUS, DC, Puerto Rico, and US Virgin Islands. Everyone should receive a notification of this plan which explains the rules. A word of caution: if you take no action you will be automatically enrolled. Anyways, it does sound like a good deal because the maximum it will cost will be under \$10 a month. And that is a bargain. Even with the limitations it could save money, but that will depend on is best for your particular situation.

That is about it for now. Would like to extend a congratulations to all who were promotedd this past year. Hope to see some of you at this years boom conference.

DALE E. LORD, CMS, USAF
Enlisted Aircrew Manager
Warrior Management Division



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

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

1 MAY 1987

To All Boom Operators

Another year gone by, and once again it's time for the Boom Signal input. In some ways this has been a very good year, and in other ways a very bad one. Needless to say, it has been one of the most hectic we've seen in a long time. Through it all, you seemed to make the best of every situation and did a super job keeping things going.

On the good side, I believe we had a first for the boom field. MSgt Scott Harris, the Alert Facility Manager at Altus, was selected as one of SACs Twelve Outstanding Airmen of the Year for 1986. This is quite a distinction, and Scotty should be very proud of what he has accomplished.

On the bad side, it wasn't a very good year for accidents. We lost not only three boom operators, but more importantly, three good friends in two aircraft accidents. We'll miss them.

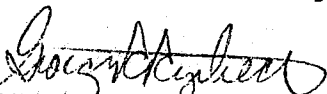
Manning has been a major concern all year. You've had to put up with personnel shortages due to the PCS freeze, the early release program, groundings and extended DNIFs. There's no word yet on whether we'll be off the freeze in October or not, so keep talking to us. We'll continue to do everything we can to keep your unit manning up, so we need to know about your predicted losses and groundings as soon as you do.

The CPG/authorized grade realignment I talked about at the boom conference last year finally came, and the changes are probably already in your manning documents. There seems to be a lot of confusion over what really happened. We didn't lose any people or authorizations....the authorized grades were just rolled forward or back to reflect out current manning. As an example, although authorizations for CMSgt and SMSgt decreased, MSgt authorizations were increased to compensate. We're still authorized the same number of people as before.

Mitch asked me to put in a plug for volunteers for the KC-10, so here it is. We're still looking for good boom operators, preferably SSgt and below, who are interested in flying the three-holer. See your NCOIC for information on the prerequisites and application procedures.

CMSgt Heald, the training manager here at SAC, will be leaving the headquarters soon to become the Wing Boom at Castle. Benny has really done a "bang-up" job in training and his absence will be noticed. No matter what the problem or issue, his primary concern is always what is best for the boom operator. Thanks and good luck "Bean".

Thanks to all of you for the super job you've done this past year. Please don't hesitate to call if you have a problem or need information (Autovon 271-2773). If we're not here, leave a message and we'll get back to you. Good luck and fly safe.


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



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

REPLY TO
ATTN OF: HQ SAC/DOTTK

28 APR 1987

SUBJECT: Boom Signal Inputs

TO: 8 AF/DOTTR (CMSgt Richardson)

1. It's hard to believe another year has come and gone. It's been a busy year and we've got quite a bit done. Here's a brief recap:

a. For the KC-135 side of the house:

(1) The moments conversion is complete, slipsticks are no longer authorized.

(2) A new -5 has been distributed. It's much more "user friendly". By the way, the note on page 3-27 that says: "Use of 6.3 for density of 6.0 to 6.5, use 6.8 for densities of 6.6 to 7.0" applies when you are using the -5 to complete the weight and balance longhand. When you are using the HP-41 program use the actual density.

(3) By the time you read this, a new -9 should have been distributed. It should be the best one we've ever had, and is also more user friendly. I'm hoping we can have a conference to formulate change 1 to it, and then have no more changes for a long, long time.

(4) 50-24 is being changed. The new book is expected to be released this summer. It will be a catalog of all available courses (there will be very few lesson plans in the book). SACR 51-135 will establish who receives what training.

(5) SACR 51-135 is also being changed. We expect deliver this summer. Look for some interesting EMCON and low altitude events.

(6) A new SACR 60-4, Vol II has been distributed. A pax brief is no longer required for a recurring checkride.

b. For the KC-10 side of the house:

(1) Hazardous cargo training is in full swing. I've sent a request to ATC requesting they reduce the training from 5

UNITED STATES AIR FORCE



SEPTEMBER 18, 1947

5

days to 2. Their "traveling road show" seems to be doing a good job. Once it's reduced we will require the training annually.

(2) The new boom (and nozzle) lights have been installed on the BOT at March. I've received reports that it's a large improvement.

(3) I've sent a request to ASD to have all BOT receivers repainted so that they will be compatible with the monochrome system. This, in conjunction with increased nozzle light brilliance should improve our distance cues.


(4) The loadmaster crosstraineer course seems to be working well.

(5) The new SACR 51-10 will be distributed this summer. Some changes applicable to boom operators will be: a statement that a boom operator is not mission qualified until he is cargo qualified, R59 will no longer be a ground briefed item, command directed TAPR's will be removed, cargo currency for staff instructors will be reduced from 180 days to 120 days, the TMF will be required for night B-1 A/R and loadmaster crosstrainees entry level requirements will be included.

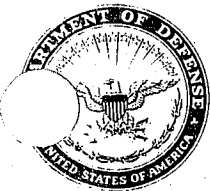
(6) Recurring cargo checkrides are now required (by the new 60-4). Hopefully, we've made this as palatable as possible.

2. I hope you all received my 312208Z Jul 86 message concerning billeting of TDY crewmembers. It outlines the minimum standards for quarters.

3. I'm leaving this job the end of May. Even with all the associated headaches, it's been a pleasure to be the SAC boomer trainer. I hope some of the things we've accomplished has made your lives a little easier. I'd like to thank CMSgts Rutzebeck, Malseed, Bruno, Walker, Richardson, Hawkins, Holden, and Bybee. Also, all the program managers (especially Lanny Wayman) and Tom Minton for all your help. There are still lots of things that need to be done but 3 years in this "pressure cooker" are all anyone should have to serve. Effective June of this year, I'll be the new wing boom at Castle, so keep in touch. My number will be AV 347-4405.


BENNY P. HEALD, CMSgt, USAF
KC-10/KC-135 Air Refueling Tng Mgr
AV 271-2260

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



REPLY TO XPHV (SMSgt Patton, AV 271-2266)
ATTN OF:

29 APR 1987

SUBJECT: Boom Signal

TO: All Boom Operators

1. Well, I've managed to survive my first year here at the headquarters. My job is the management of improvements to the KC-135 and KC-10 air refueling systems. Some progress has been made in improving the refueling systems on both tankers. The major accomplishment of the past year has been the validation of a Statement of Operational Need (SON) for the improvement of air refueling systems. As of this writing the SON is on its way to the Command Section for review and signing.

2. Modification programs that are in progress:

a. KC-135.

(1) TCTO 1099, Boom Interphone. Installs a new signal amplifier with a boom interphone capability. This TCTO has been on hold because of EMI problems. OC-ALC says they have corrected the problem and expect to receive the new parts soon. Expect to see this program restart this summer.

(2) TCTO 1140, Tail Mounted Floodlight. Installs a light assembly on the aft edge of the top of the vertical fin that illuminates the air refueling envelope during night refueling. This modification should be completed this summer.

(3) TCTO 1112, R-Model Conversion. Replaces J57 engines with CFM-56 engines. Also modifies other aircraft systems (APU, landing gear, brakes). Currently, 80 aircraft have been modified. As long as we can get money, the program will continue until all aircraft are modified.

(4) TCTO 1131, Fuel Savings Advisory System. Installs a computerized system that uses inputs from engine performance and flight environment to compute and advise the crew on optimum performance parameters. The modification should be completed in FY89.

(5) TCTO 1135, E-Model Conversion. Replaces J-57 engines with T-33 engines. This affects guard and reserve aircraft. Original program of 128 aircraft was completed in Aug 86. Ten additional aircraft will be converted and transferred to the ANG starting this fall.

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7

(6) TCTO 1216, Digital Autopilot System. Installs a new autopilot system. Program still in flight test. Anticipate first field installation Jan 88.

(7) TCTO 1258, LOX to Gaseous Conversion. Replaces 8-liter lox system with six additional low pressure gaseous cylinders. Modification will be complete by Nov 89.

(8) Stowage Equipment. Installs metal containers in the aft section of the cargo compartment for equipment stowage. Proposal is in engineering study to look at impact of the six additional gaseous cylinders.

(9) Aft Hatch Escape Slides. HQ SAC has identified a need to have escape slides on aircraft that are carrying passengers. The proposal was sent to OC-ALC for approval. The proposal was for each wing to procure one slide for each four aircraft. No implementation plan has been set up.

(10) KC-135 Repaint Program. Camouflages KC-135 aircraft with the same design and paint as the KC-10. First aircraft (59-1496) was painted this month at OC-ALC.

b. KC-10.

(1) Cargo Compartment Storage Box. In development phase, anticipate first installation in Jun 87.

(2) Wing Mounted Hose/Drogue Pods. In development phase. KC-10 #60 will be built with the wing pods installed. Anticipate initial flight test in Aug 88. Anticipate modification completion in FY92.

(3) Onboard Cargo Loader. In development phase. Will be incorporated in KC-10 #60. Anticipate modification completion in FY90.

3. Future programs (KC-135).

a. Improved Boom Nozzle. This nozzle will have an independent disconnect (IDS) capability. We hope to flight test a prototype later this year.

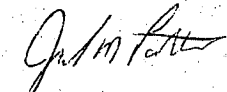
b. Improved Boom. This boom should enable us to increase the boom azimuth envelope to 15 degrees. The boom will be controllable through the entire envelope (especially with large receivers) and includes a new nozzle light with a redundant capability.

c. Boom Station Improvements. Includes heating, IBO radio/interphone capability, and changes in information displays.

a Wing Mounted Hose/Drogue Pods. We are planning to put pods on some KC-135s starting in 1990, money permitting.

4. One of the main reasons for modernizing equipment is how often the existing equipment breaks and how many maintenance hours are spent in keeping the system operating. What you as operators can do in helping us identify which systems need to be improved is to write up all system malfunctions. The cockpit gets a lot of attention when it comes to improvements because the paperwork shows that the systems have high maintenance rates. The boom system on the other hand shows low maintenance rates, so little attention is paid to improving it. This applies to boom pod heating as well. There is no data saying that boom operators cannot do their job the way the system is. Unless you in the field write up the systems or identify problem areas through the proper channels, the chances for any major improvements are not very good.

5. If you have any suggestions or questions on KC-135 or KC-10 improvements, don't hesitate to call me at AV 271-2266.



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



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

REPLY TO DOVT
ATTN OF

SUBJECT Boom Signal

TO All Boom Operators

1. I guess everyone already knows about our reorganization here at 1CEVG. Briefly, we're now split into 2 divisions. There's the evaluation division and the tactics division. Evaluation is business as usual. We only fly with the senior Stan/Eval crew and the training flight crew - no more no-notice checks. We also still look at Stan/Eval programs. The tactics division flies with as many crews as possible in a training "no fault" (no Forms 8) situation. Under this concept, training throughout the command should be more standardized. A fringe benefit for the units is they only get evaluated every 2 years!

2. Most of you don't get a change to get an inside view of what we do here between trips. Believe it or not, we do manage to stay busy (at least for the last year we have). Besides our reorganization, we're working on streamlining all checklists and re-writing the air refueling manuals, including all of the receiver manuals, to reflect the new communications options and low level refueling. 60-4 has been completely re-written, and should hit the streets very shortly. A reminder is due here - if you get any grading volumes, they don't go into effect until you get the new volume I. The Tactics division has kept busy flying and verifying all these new concepts. If you ever pass through Barksdale, by all means, stop in and see us. It seems like we do all the visiting and never get any visitors.

3. By the time you read this, I'll be working greener pastures(?) as a civilian at Boeing in Lake Charles, LA, with Ron Meadows and Jim Whitman. Here's a list of the "Dalton Gang":

The Chief

Larry Bruno

Tactics Division (STTK)

SMSgt Dick Maxwell
MSgt Tom Van Zile
MSgt P.D. Anglea
MSgt Brad Kolb
MSgt Roy Schufft
MSgt Don Pressley
MSgt Rex Chilton

Evaluation Division (DOVK)

SMSgt Jeff Toellner
MSgt Benny Akers
MSgt Jack Bracken

4. In closing, I'd like to bid farewell to all of you that I've come to know through the years. I've made a lot of new friends in my 4 years with 1CEVG, and hopefully I'll get to see a lot of you again when you take a plane to depot at Lake Charles. Maybe the boss will even give me a few days off and I can get a hop and go visit some of you (on a "no fault" basis, of course). Again, farewell. It's been rewarding and fun. Fly Safe!

JACK G. BRACKEN, MSgt, USAF
KC-135 Inflt Rfl Eval



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FIFTEENTH AIR FORCE (SAC)
MARCH AIR FORCE BASE, CALIFORNIA 92518-5000

REPLY TO: CMSgt G.E.Sacre
ATTN OF: 15AF Boom Operator
SUBJECT: BOOM SIGNAL

TO: CMSgt Elzey Richardson
8AF Boom Operator

Another year has passed and it was not a good year for us boomers. We lost 3 of our brothers in some tragic accidents that we as boom operators probably could not have prevented from happening. It brings up a point though that we all can learn from mistakes made. Be more conscious about what is going on around you. When you mission plan do just that, plan the mission from beginning to end. If you have questions about procedures ask your pilot. He be more than happy to explain. By the same token if you see something happen that you think is not that all kosher, again question that procedure. You can all learn from each other. Do more hanger flying. I see to many boom operators, who just come in to mission plan and fly. Stick around some time, and pick some ol' head's brain. You be surprised that once you've picked thru all the bull, you'll pick up a tremendous amount of knowledge. I can still remember the days that I sat in the Boompod at U-Tapao, and listened to those ol' heads telling those "There I was" stories, and I picked up a lot of info that saved my but many many times. Maybe not all legal, but it was all done in that heady Tanker spirit of doing the job when everything was falling apart. And the greatest compliment then and now is and always will be; "thanks Boom." from some fighter jock who was sucking fumes.

Another issue I like to talk about is the assignment policy: the dreaded slow down in PCS moves. It might be hard to take coming from me, being stationed in sunny California, but I had my share of not so nice assignments. We all have to suck-it up once in awhile. And this will blow over sooner than you think. Don't give up, keep your dreamsheets up-dated, finish your PME, and don't let this temporary setback cloud your morale. SAC has always taken care of its people and it will continue doing so.

Well guys, lets reflect on last year but don't linger, press on. We have a tremendous year ahead of us. Lets make it one of the most memorable.

Yours truly,

Gerry E. Sacre, CMS, USAF
15AF Inflight Refueling Prg. Mgr.

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12



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 7TH AIR DIVISION (SAC)
APO NEW YORK 09012

REPLY TO
ATTN OF: D08 (480-6170)

21 April 1987

SUBJECT: The "Boom Signal"

TO: 8 AF/DOTTR

1. Greetings to SAC's finest! I replaced Chief Gerry Sacre in June 1985, as the 7th Air Division, Tanker Scheduler. Gerry went on to bigger and better things as a "3-hole boom" (Program Manager, type) at March AFB.

2. I had a DEROS of July 1988, but have been given an extension till May 1989. For any senior master sergeant Boom operator wanting a good overseas job you can apply for this position as it is no longer a chief master sergeant slot. I'll be retiring 1 May 1989 and would like to have my replacement in place by January 1989.

3. Got what "I thought" was my last check ride last September at RAF Mildenhall, UK. The evaluator was TSgt George Murman from Beale AFB. I refueled an F-111 over Norway. George gives a tough check ride, but I squeaked through. (Also, George has a hollow leg!) Ha! Now that I'm extended I'll need another check ride before retirement. You out there George?

4. I get to see a few boomers transiting through Ramstein. I understand the CINC's boom was through here a couple of months ago. Didn't get a chance to see him though, he was only here five days. How are you doing Chief Benson, and is the CINC really keeping you that busy? If any of you boomers get to Ramstein, look me up. I'm in Building 2118, Room 417 (right across the street from the NCO Club, and right next to the Consolidated Detention Center!) My Autovon is 480-6170/7114, Home Phone 06371-18935. Mailing Address: 7 AD PSC Box 4402
APO New York 09009-5374

Home Address: Auf Der Pick #72
6790 Landstuhl, West Germany

Now that you know how to get in touch with me give me a call when you come through. I know where to get good wine, cheap, cold beer and good German food, plus I can give you some tips on a lot of things to see and do in the local area.

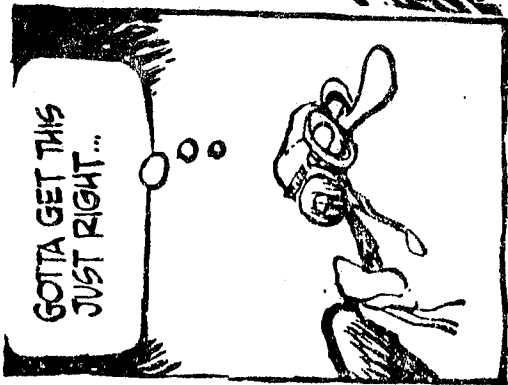
5. When I see the superb job all of our boomers are doing day-to-day, I'm very proud to be a part of it all! Fly safe, be professional, and keep "Pluggin Away."

Forrest R. Cain
FORREST R. CAIN, CMSgt, USAF
Chief, Tanker Scheduling Branch

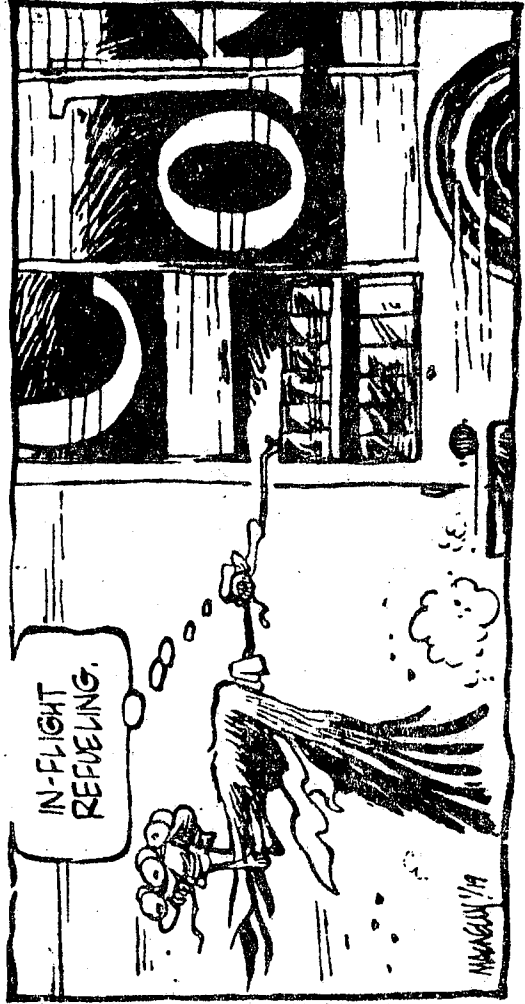
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13

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BOOM OPERATOR'S ASSOCIATION
168th Air Refueling Squadron
ALASKA AIR NATIONAL GUARD
Eielson AFB, Alaska 99702-5000



Greetings from Alaska!

The boomers from the newly formed 168th AREFS Air National Guard at Eielson AFB, Alaska are pleased to be submitting our first entry to the boom signal.

The 168th Air Refueling Squadron began as the 437th Bomber Squadron, June 26, 1942, at Barksdale Field, Louisiana. Arriving in England in September of that year, it was later transferred to North Africa in December with a total of 82 officers and 325 enlisted members. The unit served with distinction in Italy, Okinawa and Morocco. At the end of the War, the unit had accumulated nine combat streamers, two Presidential Unit citations, two Outstanding Unit Awards and the French Croix de Guerre with Palm. In May of 1946, the 437th Bomber Squadron was redesignated the 168th Bomber Squadron and assigned to the Illinois Air National Guard's 126th Bomber Group. Prior to the unit's inactivation in 1958, it was redesignated a fighter interceptor squadron. The KC-135E currently flown by the 168th finds itself among such historical aircraft as the B-25 Mitchell, the B-26 Marauder, the P-51 Mustang, and the F-84 Thunderstreaks.

We received four KC-135E models in Oct 86, the same month we were activated. Since then, the six of us have been very busy. A typical schedule includes flying twice a week and going TDY an average of once every six weeks.

Despite the cold winter we are really enjoying ourselves. Nothing can compare with the striking, vivid beauty of Alaska. Winter provides the dancing Northern lights and an array of stars more brilliant than the crown jewels. The Spring brings the pastel, water color sunrises and crimson sunsets. And of course in the summer we enjoy 20-24 hours of daylight, endless fishing and non stop partying. The only thing about summer that is difficult is night refueling. Everyone has to close their eyes on one contact.

We are anxious to get to know other units as well as work with. So we are extending an open invitation to stop by for a salmon bake, beer fest. Our doors are always open.

We are lucky to have collected a fine little group of experienced boom operators. Here they are!

RON MERBACH - the man they call "Mr Ron". We'd like to say more but then we'd be gone! From Spokane this man came and Mister Ron is now his name.
Autovon 317-377-3424

THE LAST FRONTIER BOOM OPERATORS

BILL MALICO-"Hey, so how we doing"? - that's Billy. Billy is still trying to figure out why you have to salute those white top cars.

BOB EDGEETT - Bobby has a way with the F-15, it's all part of a new remodeling scheme. Just a little tap on a vibrating door and Bob figures he's evened the score.

CHERYL HELGERMAN - "Hey, I'm just one of the guys" Cheryl came from Pittsburgh and were glad to have her. Their loss are gain.

MARK McGRATH - Now here's a man who's quiet, but rumor has it he started a riot. He's been charged with Grand theft auto and "for five bucks I'll table dance" - that's his motto.

KEITH WYNN BROMLEY - Hailing from Maine, but Pittsburh's the town where he got his name. Check me on this, he says with a grin, Hop in a ballon let's go for a spin. Keith had a shocking experience on a recent Birthday ballon ride. (You can't set down on power lines)

As a closing note, we would like to say good bye and thank you to the Arkansas Air National Guard (Tankers). We appreciate the sacrifice they made so that are unit could be possible and we wish them the very best of luck in their new mission. Take care!



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 340TH AIR REFUELING WING HEAVY (SAC)
ALTUS AIR FORCE BASE, OKLAHOMA 73523-6004

REPLY TO
ATTN OF: 11 AREFS

29 Apr 87

SUBJECT:

TO: CMSgt Elzey G. Richardson

Greetings from Altus AFB. During the past year, a lot of changes have occurred here. First of all, we are finally settled into our new squadron building. Its now a pleasure to come to work. The facility houses both squadrons along with the DCM complex. We are also in the early stages of transitioning to the KC-135R. We currently have six "R" Models on station, and by late summer, all aircrews will be qualified to fly it. As you may already know, on 13 Feb 87, we lost aircraft 60-0330, which was destroyed by fire just off the runway. The crew egressed safely with minor injuries. The boom operator on that crew was ALC Steven "Farmer" Meloy who spent a little time at Brooks Army Hospital. Now old Farmer is doing just fine, and is back flying again. I would also like to add that he is being submitted for the Airmans Medal for his actions during that mishap. Before we go on I would like to congratulate SMSgt selectee Larry Thompson. MSgt Thompson is the Chief Boom for the 306th. Many of you may remember our old Chief Boom of the 11th, MSgt Mitch Darnell. Well, he retired last summer. He still lives in the local area, and is occupying his time by working at a Honda motorcycle Dealer. When Mitch left, we weren't totally without leadership as MSgt Johnson Marsalis Jr. stepped in and took control as Chief Boom of the 11th. MSgt Marsalis came to us late last summer from Wurtsmith AFB., and with him came a lot of experience. I must say that one of his stronger qualities is getting people motivated. He does this in his own unique way. You out there who may know MSgt Marsalis know exactly what I'm talking about. "FLASH", stop the presses! I've just been told that MSgt Marsalis plans to retire during the summer of this year. I have an idea who may be replacing him as Chief Boom, but I'll wait for the official results! You can read about it in next year's signal. Next, I'd like recognize the booms who have or will be departing in the near future.

1. SMSgt Mike Luisi PCSd from Plattsburg late last year to serve a 10 month tour here at Altus. He will retire in May and return to his family in Plattsburg.

2. MSgt Mitch Darnell - Retired last summer.
3. TSgt Mike Bauer - PCS to Loring AFB. (Jan 87).
4. TSgt Dave Mingus - PCS to Castle.
5. TSgt Larry Little - PCS to Seymour Johnson (KC-10, Apr 87).
6. TSgt Lonnie Lewis - PCS Kadena.
7. Sgt Jan Fuller - Separting in May (KC-10 Reserve).
8. And last, but not least, SrA Kendall "Riz" Risselada. PCS to Kadena (Apr 87)

I'm really going to miss Riz because he and I went through boom school together. Gook luck my friend, and best of luck to you all!

Now we would like to welcome some new faces into the squadron.

1. MSgt Dan Deloy returned to the boom field following a 2½ year assignment with AFIT in Arlington, Texas. Dan is now working in our friendly neighborhood training flight.

2. TSgt Fred Thomas, PCS from Mather.
3. TSgt Hugh Graham, PCS from Mather.
4. SSGT Carmen Vallejo, PCS from Offutt.
5. Sgt Rick Black - Crosstrained from POL from RAF Lakenheath.
6. Amn J.B. Austin - CCTS graduate, Baby Boom.
7. Amn Mike Seibert - CCTS graduate, Baby Boom.

Well booms, thats about it for now, but you'll be hearing from us in the near future! Any questions or comments can be directed to SSGT Jay Davis at AV 866-7940/7954/7960.

Thanks, and good luck from the 11th Air Refueling Squadron.

PS: Chief Rutzebeck, we are still waiting for Bob Potts to get his orders to Altus!



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

FROM: 306 AREFS (SSgt Passey, AV 866-7072)

15 Apr 87

SUBJ: Boom Signal

TO: ALL BOOM OPERATORS

1. Quite a few things have happened this past year that have had a direct impact on us all. It has been determined here that the title "Boom Operator" does not limit itself to the boundaries of one who just operates the boom. Rather, it is more than that, more than a lot of us fail to realize. Booms need to know the diverse conditions and problems that exist and can occur during a flight which may directly or indirectly affect their job. A Boom Operator can save a crew, himself included, if he knows what to look for before a dangerous situation develops.

2. With this thought in mind; which is compounded by the problem of the low experience level of younger Boom Operators, the squadron has recently developed an instructional course called the Boom Operator Career Enhancement Program (BOCEP). Part I consists of informal instruction with a complete slide presentation to not only outline but also define some of the major areas of interest in the aircraft that the Boom Operator should be most concerned with. These classes are in no way developed to take the place of the formal systems courses written by the 4235th at Carswell, but take the level of instruction one step further. Part II consists of 6 Volumes of questions that test the individual's aircraft knowledge of the same material covered in Part I. Each volume contains approximately 130 questions that cover Electrics, Hydraulics, Fuel, A/R Equipment, and many other subjects. This course is basically centered on the R-model, but can be easily adapted for the A-model as well. Of the 130 questions in each volume, approximately 110 are derived from the -1 with the remainder coming from the -3 and -9. If you would like copies or information, give us a call.

3. Our locally reproduced Form F is working out great here. It saves us a lot of time, waste, and money--plus we never run out. To locally format a Form F is one of the best ideas to come about for a long time, and it has proven itself a winner. We encourage other units to follow suit and see just how beneficial it can be.

4. Below is a list of the guys attached to the 306th --Solid Performers:

Program Manager--MSgt (SMSgt Selectee) Larry Thompson: Older than dirt. Pulls Alert only if his troops are unavailable.

Training Flight--MSgt Dan Deloy: Squadron's oldest teenager, pulls Alert if Larry's unavailable.

Alert Facility Manager--MSgt Scott Harris: SAC NCO-of-the-Year, Boom Operator Impersonator (puesdoboom).

S-103--TSgt Scott Swilling: (a.k.a. Nose) Cultivating a raisin farm on the back of his neck.

S-104--TSgt Dave Mingus (The Merciless) Leaves us for Castle. Makes his own flightsuits out of potato sacks.

E-150--TSgt Fred Thomas: A real rotorhead who flew on choppers, comes to us from Mather. Somewhat of a culture shock.

R-151--SrA Kendall Risselada: (Riz) A below-the-zone promotee, PCS'd to Kadena. President of the Altus Chapter of the David Letterman Fan Club.

E-152--TSgt Ted Glick: NCO Academy Distinguished Graduate, but lost badly in the writing competition. Uses lawn Turfbuilder instead of shampoo.

R-153--SSgt Dave Passey: (a.k.a. Horsey Vasquez) Still wears visible products in his mane. Lives in a multi-colored stable.

E-160--Sgt Rick Black: (a.k.a. Max Alert) Three-time winner of the SAC Geek-of-the-Week award. Continues to emphasize that point.

R-161--SSgt Joe Surovy: Master of the 3-D cargo load. The only man who can talk without moving his lips.

R-162--Sgt Mike Fausnaught: (Fozzy) Recently a new dad and instructor, still has no clue on life.

R-163--A1C Don Simmons: Works in the squadron, but not ours. Attends the Swill work-outs (bench 50 lbs. and then throw up).

E-170--Amn Mike Seibert: Just in from Castle and still trying to adjust to life at Altus, but aren't we all.

R-171--A1C Tony Souza: (a.k.a. Hulk) Logs more Primary Gym time than flight time. Lives in a room full of mirrors.

R-172--Sgt Danny Mendonsa: (a.k.a. Max Velcro) Has an abbreviated checklist for marriage. Helps Ming with his flightsuits.

E-173--Sgt Rob Henson: Looks like Yogi Bear, acts like Boo-Boo. Lost his sideburns somewhere over Europe.

5. Well, that's about it! Give us a call anytime if you have any questions, comments, or requests. We'd love to hear from you.



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

FROM: 32AREFS/CCEE

1 May 1987

SUBJ: Boom Signal 1987

TO: 8AF/DOTTR

1. Greetings from the Red River air plane patch - home of the first, largest and best KC-10 squadron in the Strategic Air Command. Since the activation of the 32nd Air Refueling Squadron in October 1981, Boom Operators have come and gone, gaining knowledge, experience and talents belonging only to an elite crew force such as the 32AREFS.
2. Lt Colonel Dayre C. Lias is the present commander of this professional and dedicated squadron, he arrived at Barksdale in July 86, but was one of the original test team pilots in the KC-10 early years. His mainstream theme has been "the best - for the best." Facilities upgrade is a project all Boom Operators participate in and have accomplished tremendous results. Of particular pride is the 32AREFS Hangar Flying Room, none other exists like it in SAC.
3. CMSgt Morris L. Pickel resides as the Chief Enlisted Aircrew Manager. His vast talents and skills guide the booms to completion of successful missions daily, both in the air and on the road. Great accomplishments for the past year brought the squadron the Air Force Outstanding Unit Award two years in a row. The SAC IG team bestowed the unit with the only base Outstanding rating in the December 86 ORI. The 8th Air Force complimented the squadron with the "Golden Tanker" and "Outstanding Air Refueling Squadron" awards. The annual Bombing - Navigation competition gave the squadron the "Ellis Trophy", "McDonnell Douglas Trophy" and "Best KC-10 Crew". It's easy to see the 32nd Air Refueling Squadron is home to professional NCO's in every sense of the word and is activity recruiting young NCO's. The 32nd's future crew ratio calls for 2.0 booms per jet, we encourage all booms to submit packages to SAC to join the KC-10 team.
4. Located in the Bayou State of Louisiana, the 32AREFS Boom Operators offer southern hospitality worth visiting. An extended invitation to all Boom Operators awaits you to visit us. Come on down, say hello, and visit the "original" Gucci Boys den. We never let our visitors go away empty handed. The Boomers of the 32nd Air Refueling Squadron are always willing to please, our motto is "OK by me - If its OK bayou."

EDDIE A. SMUDA, SSgt, USAF
Squadron Executive NCO/Boom Operator

Atch
Boom Operator Listing

32nd AIR REFUELING SQUADRON BOOM OPERATORS

* Aldrich, Marvin	TSgt	Still chewing
* Baxter, Brad	TSgt	Sq Facilities Upgrade Chairman "This Old Squadron"
* Boozer, Mike	SSgt	DO-10, Earrings Forbidden - Night Club Owner
Burr, Judy	SSgt	TDY Animal
* Collins, Randy	MSgt	Chief, Stan/Eval, Hot Rodder
* Craig, David	MSgt	8th AF, Do Nothing Fast
Crouse, Don	TSgt	Staying out of trouble
* Downs, Bob	SSgt	Seymour-Johnson orders cancelled
* Driskill, Herb	SMSgt	4235STS
* Esty, Mark	TSgt	Stan/Eval, Dave Craig Junior
* Fox, Dennis	TSgt	Training Flight, Still can't read or write
* Gallucci, Joe	SMSgt	Chief, Training Flight, Italian Stallion
* Gosselin, Jim	SSgt	9 Toes Jimbo
Harris, Ricky	SSgt	"Learn It The Hard Way"
* Heffron, Greg	TSgt	Training Flight, Formerly 8AF, New Daddy
Hess, Don	SSgt	New Daddy, Air Traffic Controller Bound
* Hodge, Paul	MSgt	DO-10, "Jettison Switch Hodge"
Hoffman, Mark	TSgt	"The Quite One"
Hornbuckle, Lance	TSgt	Daddy's Business Bound
* Horton, Stew	SSgt	Awards & Decorations
* Kline, Mark	TSgt	DO-10, "The Shadow"
Konieczka, Scott	SSgt	New Daddy
Kyne, Jim	TSgt	Recent arrival from up the street (71AREFS)
* Lane, Randy	TSgt	Stan/Eval
Loftin, G.W.	TSgt	Colorado Hippy
Mang, Ed	TSgt	New Daddy
Mattson, Karla	SSgt	Still trying to get qualified
* Marrone, Charlie	SSgt	Ex Ping Pong Ball
McCoy, Mike	SSgt	New Daddy, Pacific - two years in a row.
Nicholson, Charlie	SSgt	Best boat in the squadron - has the most friends
* Otis, Rich	TSgt	Stan/Eval, building new home
* Parsons, Mike	MSgt	DO-10 "Bullwinkle"
* Perez, Mike	TSgt	Recent PCA from ICEVG
Phillips, John	TSgt	Recall Roster, "Flip - Lips"
* Pickel, Morris	CMSgt	Chief Enlisted Aircrew Manager/1st Sergeant
Powers, Bob	TSgt	"Boom Junior"
Richardson, Tim	MSgt	Scheduling, Gets lost on the lakes alot
* Rhoads, Scott	SSgt	Scheduling, "The Albino" "Big Bird"
Seaver, Jeff	SSgt	Scheduling, Special Projects Specialist,
Shipman, Rich	SSgt	PCS to 9th AREFS in May
* Smuda, Eddie	SSgt	Squadron Executive NCO
* Taylor, Leight	MSgt	Training Flight
* Whorley, Ted	MSgt	Chief Boomer, Mrs Perez
* Wolfkamp, Ed	SSgt	Building new home
* INSTRUCTOR		

FROM: 71 AREFFS
SUBJ: BOOM SIGNAL
TO: 8 AF/DOTTR

30 APR 87

GREETINGS FROM THE BAD BARKSDALE BOOMERS WAY UP HERE IN NORTHWEST LOUISIANA. CEVG WAS JUST HERE AND WE ALL SURVIVED. BOTH OF OUR BOOMS THAT FLEW WITH CEVG RECEIVED WELL-DESERVED OP'S. THE 71 ST RECENTLY STARTED THE FIRST BOOMS ASSOCIATION OF BARKSDALE AND IT IS WORKING OUT WELL. ONE THING IS FOR SURE, THERE ARE NUMEROUS PARTIES! NOW FOR THE RUN DOWN ON ALL OF THE FINE BOOMS.....

SMSGT JERRY MCGEE - "JERRY" IS OUR CHIEF BOOMER HE HAS JUST SIGNED UP FOR ANOTHER FOUR YEARS AND DECIDED TO MAKE A CAREER. HE WILL BE WRITING THE NEXT CHANGE TO 35-10 ON THE PROPER WEAR OF THE FLIGHT CAP SCRUNCH!

MSGT FRED KRAEMER - "FRED" IS PRESENTLY OUR PAD DAD AT OUR NEW ALERT FACILITY. HE HAS BEEN THERE FOR THREE YEARS AND WILL BE GIVING HIS BABY TO SOMEONE ELSE TO RAISE. HE WILL BE GOING TO S-101, STAN EVAL.

MSGT NORRIS SCOGGINS - "BUTCH" IS DOING A FINE JOB NOW THAT HE IS BACK TO BARKSDALE. IF YOU HAVE ANY QUESTION ON ANY MANUAL OR REG IN THE ENTIRE WORLD, DON'T ASK BUTCH. HE WILL PROBABLY ASK YOU FIRST.

MSGT CHARLES SHEPPARD - "OLD SHEP" IS OUR S-101 SANTA BOOM AND WILL BE TAKING OVER AS OUR NEW PAD DAD. HIS TALENT IS EXCEEDED ONLY BY THE HAIR ON HIS HEAD. ONLY A FEW PERFECT HEADS, ON THE REST THERE IS HAIR.

TSGT VIVIAN HUNT - "VIV" WILL BE LEAVING THE STEAM JETS TO BE A GUCCI GAL OF KC-10 LAND. NOT ONLY IS SHE OUR TRAINING FLIGHT IBU BUT A PARTY ANIMAL TOO! ASK HER ABOUT "62 STACKMONSTER"!

TSGT MICHAEL WETZEL - "DARTH VADER" IS OUR HAMMER STAN EVAL BOOM. HE IS STILL WINNING EVERY RACE HE ENTERS. HIS UPCOMING VENTURE IS TO BICYCLE TO HOT SPRINGS, ARK. MAY THE FORCE BE WITH YOU, VADER.

TSGT MELVIN HITCHCOCK - "SAAAY MAAAN, MEL" IS THE NEWEST ADDITION TO STAN EVAL. SO FAR HE HASN'T GIVEN ANY QL-1'S. HITCH WILL BE GETTING MARRIED IN AUGUST.

SSGT WILLIAM BROWN - "WILD BILL" IS ONE HARLEY RIDING ANIMAL. HE IS STILL CRUISING AFTER A LONG TDY. BILL NEVER COMPLAINS ABOUT ANYTHING - WELL, ALMOST NEVER.

SSGT ALAN CHRISTENSEN - "CHRIS" IS ONE OF THOSE SEVERAL BOOMS THAT HAVE TAKEN UP CHEWING GUM, EARPLUGS, OR WHATEVER THEY CAN FIND, NOW THAT WE CAN'T SMOKE. THEY STILL ALLOW SMOKING IN THE BOWLING ALLEY, WHICH IS WHERE CHRIS SPENDS MOST OF HIS TIME.

SSGT JERRY COLLINS - WE DON'T SEE JERRY VERY MUCH SO WE DON'T HAVE A NICKNAME FOR HIM. WHEN HE DOES COME IN - HE DOES A FINE JOB. JERRY CAME TO OUR LAST BOOM PARTY. WHAT A WILDMAN!

SSGT LARRY ROBBINS - "LARRY" IS KICKING BUTT IN OUR CARGO LOADING PROGRAM. OR IS IT HIS BUTT GETTING KICKED? LARRY HAS BEEN TDY AND ON LEAVE SO MUCH, WE FORGET WHAT HE LOOKS LIKE.

SGT DOREN GRIMES - "BUZZ" DOESN'T KNOW WHAT TO USE FOR A CIG-SUB INFLIGHT. HE SAYS EARPLUGS STICKS TO THE ROOF OF HIS MOUTH. BUZZ IS RETRAINING INTO THE NCO CLUB MANAGMENT. FREE DRINKS !!

SGT MICHAEL POST - "MIKE" WILL BE JUMPING SHIP NEXT MONTH OR SO FOR THE KC-10 SIDE. MIKE IS ONE OF THE MASTERS OF E AND E.

SGT JONATHON TUCKER - "TUCK THE DUCK" WILL BE WRITING A NEW TECH ORDER ON SOUND ACTIVATED SWITCHES ABOARD THE KC-135. YOU KNOW - THE SWITCH THAT TURNS THE LIGHTS ON AND OFF ON YOUR INTERPHONE AND OXYGEN PANEL. GOOD ONE, TUCK.

SRA GARRICK POWELL - "RICK" IS INTO MOTORCYCLES AND CARS WITH CUSTOM BODY WORK (thanks to his wife). HEARD HE IS LOOKING FOR A NEW CAR.

SRA JILL MILLER - "KILLER" ALWAYS KNOWS WHERE THE PARTY IS. SHE MADE SRA BTZ AND HAS BEEN ONE OF OUR BOMB COMP BOOMS 2 YEARS IN A ROW. SHE IS PREPARING TO GO TO CFIC. LOOK OUT GUYS, KILLER IS ON THE WAY!

A1C PEARL ADAMS - DG AT THE NCO PREP COURSE. HE IS ONE OF THOSE D AND D WIZARDS WHO LOVES ALERT AND HATES C2.

A1C WILLIAM CORR, JR. - "HARD CORR" IS CURRENTLY ON HIS FIRST TDY TO ENGLAND. RUMOR HAS IT HE WAS SEEN WITH HIS PROBE AND DROGUE HANGING OUT.

A1C DANA HUTCHINSON - "HUTCH" HAS SEEN MORE THAN HIS FAIR SHARE LATELY. HE HAS RECOVERED FROM BEING IN LEAVE BUT HIS HAIR HASN'T. HOPE HE GOT A FREE BOWL OF SOUP WITH THAT HAIR-DO!

A1C LUKE PERROTTI - "BAM-BAM" IS OUR VERY OWN MUSCLE BOUND, MUSCLE HEAD. HE WAS IN THE HOSPITAL. NOW AWAITING RETURN TO FLIGHT STATUS. MUST BE ALL THOSE SIT-UPS.

A1C JOHN REIGELSBERGER - "REGGAE" IS SOARING WITH FLYING COLORS IN THE BOOM FIELD. HE IS STILL ENJOYING MARRIED LIFE. WE HEARD HIS WIFE WANTS TO BE A BOOMER TOO.

AIC JEFFERY REED - "JUNIOR" IS ABLE TO LEAP FROM TALL BUILDINGS IN A SINGLE BOUND...ATLEAST WHEN HIS ROOMMATES LOCK HIS ON THE LEDGE OF THEIR APARTMENT. JUNIORS' FIRST PARTY... PASSED OUT AND WOKE UP WITH A RAGGETY ANN DOLL. ONE OF THE BETTER ONES.

SRA EDWARD HERMAN - NOW REFERRED TO AS MR. ED... NOT THE HORSE BUT THE CIVILIAN. ED WILL BE GOING BACK TO MOM AND NEW JERSEY.

AMN SHAWN HOLLINS - NEW BOOM ON THE BLOCK. SHAWN IS QUIET BUT WE WILL SOON MAKE A PARTY ANIMAL OUT OF HIM HE IS LOOKING FORWARD TO PULLING ALERT.

AMN TOM MORRISON - ANOTHER NEW BOOM. WE DON'T NEED TO MAKE A PARTY ANIMAL OUT OF TOM. HE WAS SEEN UNDER THE POOL TABLE AT PUDGE'S BAR. NEXT DAY HE GOT HIS NEW TRUCK STUCK IN THE MUD.

CMSGT ELZEY RICHARDSON - "CHIEF" IS OUR 8th AF AIR REFUELING PROGRAM MANAGER. HE FLYS WITH US OFTEN AND KEEPS US IN LINE. CHIEF SAYS HE IS A PARTY ANIMAL BUT WE HAVE YET TO SEE HIM AT PUDGE'S. HOW'S THE FINGER, CHIEF ?

CMSGT BRUCE CHEEK - "THE OTHER CHIEF" IS OUR 8th AF PROGRAM COORDINATOR. CHIEF CHEEK IS A BUSY MAN BUT STILL FLYS WITH US ONCE IN A WHILE.

THAT IS ALL FROM THE BARKSDALE BOOM OPERATORS. IF YOU EVER HAPPEN TO BE IN THE NEIGHBORHOOD, STOP ON IN AND WE WILL SHOW YOU ALL THE HOT SPOTS! A SPECIAL HELLO TO SMSGT TYLER DAVIS AT OFFUTT ; TSGT JOHN STANFORD AT MINOT ; AND SSGT TODD SALZMAN AT DYESS.



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

REPLY TO
ATTN OF: DOB

4 May 1987

SUBJECT: Boom Signal Input

TO: 8 AF/DOTTR(CMSgt Richardson)

Chief

Just a word or 7,005 to let you know all is almost well in the 78th (Mickley Mouse) Squadron. Today especially, as Chief Reef is TDY (more on that later), Montgomery is on leave (and hasn't called once), Beasley is still "up on base," Gibbs is chained and gagged in mission development, Hernandez is where all "good" stan-evil people ought to be; bugging the other guys, the Good Lord doesn't know where Younce is and I'M IN CHARGE!

This is one of those situations where masochism could be a player. Fear not faint hearts; alone I may be, but hurt me with work, I will not! AMEN!

I could have mentioned Chief Williams in the first paragraph as he still has a tendency to oversee his fledglings. But he is having so much fun making Nelson Bell guard his "six" that he just doesn't care! Know what I mean, Vern?

Now on to the meaty stuff. As I was saying awhile back, Reef --- errrr --- make that Chief Reef, no make that Chief "Good Grief" Reef, is TDY. I remember it as if it were only last year. Either the first or last thing he said to me as he walked out the door was, "I'm going out there in the system and show you wimps how I want things done!" The last we hear, he was bumming around the outskirts of Hickam, looking for opportune cargo.

That must have been the first last thing that he said. It's all coming back to me now. The actual last thing he said was, "Ron, it's your turn in the barrel. You get to address the world as we know it, all the booms of today and yesterday via the Boom Signal."

Well, ladies and gentlemen, I just want you to know that it is a real pleasure for me to be sitting here in my jockey shorts, swilling Scheaffer Beer and chain smoking Bel-Airs trying to amuse you clowns while my wife looks on, ----- lovingly.

Here goes:

Steve (just call him Chief Reef). Steve is still the same (makes you remember your Teddy Bear) MSgt-type guy I met three short years ago. Except now, his teeth are longer. He's still doing very well as a part-time college prep, would die for a clear shot at anybody's duck, and takes my advice on which stocks to buy.

Joel "Gotta Go" Montgomery, SMSgt. Joel has moved up in the world, too. He's sporting his new Senior stripe since the printing of the last Boom Signal. He's now a college boy, too. By the time he uses his VA, he should have an MA in bowling.

Rene (Santa Claus, he ain't) Hernandez, MSgt. Rene is still holding up our Stan-Evil section, buying new cars on a regular basis and doing an all around great job.

Gerald (the Chef) Gomer Gibbs, MSgt. Gomer gave up slinging hash in Lake Charles to lend his talents to the ART force, while working in mission development. We put his Jambalaya recipe to the test at our last Holiday in Dixie. Good Stuff, Maynard!!

Charles (Glad Rags) Younce, MSgt. What a dresser! Charlie is Gomer's co-worker in mission development. Can you believe this guy? Marries a lovely young filly from the northern tier country, honeymoons her, then sweet talks her into joining the Air Force. As I speak (or should I say write), she's serving time at Lackland. I'll take my hat off to him, if the sweet talk works when she gets out of basic.

John (Killer Beas) Beasley, MSgt. If you know John like I know John, you'll understand why I'm not going to sit behind this pen and throw barbs at him! John is somewhere between our training section and supply NCO. Handling both jobs quite well, thank you.

Ron (ACTION) Jackson, MSgt, aka Ron White. Long gone but never forgotten, Bruce Killion tagged me with that nickname a few years back. I find myself answering to it, so it must have stuck. Currently, I serve as Security Manager and all around gopher. A baby Jackson is expected in November.

THAT CONCLUDES THE ARTS. NOW FOR THE MEN WHO KEEP IT GOING.

Tom (stick that Chevy up your A__) Williams, CMSgt. Chief Williams likes me so-o-oo much! He let me set on the passenger side of his "Cuda." Once. A couple of years ago, that same "Cuda" took first place in its class in the World of Wheels competition. He found out that I tinker with cars too; then, he really liked me. Said to me -- "Ron, jump on that car and make me a winner again." So I did. The car placed 4th! Give you any idea of the Chief's affection for me now, Herman?

John Marshall, MSgt. Full-time reservist, he brought lots of savvy with him from the Arkansas Guard. Picks a mean guitar at our get togethers.

Waye (Slow Leak) Hodgs, TSgt. Wayne is now our "high time" full-time reservist. Looks like he will be the all around champ before long. Wayne and wife are expecting a new Hodgs in October.

Dwain (Pirogue) Gerace, TSgt. Pirogue, is still in the construction business and holding his own as a new squadron instructor.

Monsa Dugger, TSgt. Monsa is now a full fledged emergency medical technician with an ambulance company in Kilgore, TX. He's still one of the nicest people you'll ever meet.

David (PEACOCK) Fruge', TSgt. In hot pursuit of PEACOCK's reputation. He has the local ladies fluttering like hens in a hot house, but "he's got a tough row to hoe."

Randy (DOC) Rhodes, MSgt. Randy is studying to be a doctor and decided his practice will be proctology. Have you seen this guy's fingers? Sure hope he never runs for flight surgeon.

Lester White, MSgt. What time Les is not rewriting the DASH ONE or selling shrimp, he's hauling ball bearings from Bimini on a banana boat bound for Bugalosa! That's an eighteen wheel banana boat.

Bill (Muley) Fordyce, TSgt. Billy is entering the ranks of the "old timers" as a full-time reservist. He's working his little tu-tu off as an instructor and keeping the noble game of billiards honest in his off time. As for his nickname, you'll just have to use your imagination.

John (Fingers) Pittman, SMSgt. Have you ever seen anyone trying to poke a wiener out of a campfire with the stick the wiener fell from? You have? Then you've seen John making a precision contact with an F-4. John is my flight commander, so I know he can take a joke. Right John???

John (Hambone) Hamilton, MSgt. The undisputed "King of the Airshows." John has made them all. He was offered "Queen of Static Displays," but being the macho type he's turned it down. Hambone is still instructing for us, planting trees for anyone with money, and building picture frames for a select few.

Roland "REB" (Karate Kid) Barton, TSgt. REB got his nickname the hard way. I won't go into the details but I'll give you some hints. He no longer has to wear dark glasses and has a "new" appreciation for crew chiefs who wear black belts.

Dan (the Man) Ursettie, TSgt. Dan has upgraded to instructor in the squadron and entrepreneur over in our sister city of Shreveport. Opened a saloon on the river front called the "Ragtime." If you use my wallet as a gage, he's doing quite well!

NEW BOOMS

Jeff Lacen, SSgt. Former loadmaster on C-5s from Travis. Jeff is preparing for his A/R check ride. He has done an excellent job. His cargo phase should be a SNAP!!!

Charles (Chuck) Morlan and Donald (Murph) Murphy, SMSgts. I mention these two as a pair because they are the same:

1. rank
2. age
3. build
4. base (Richards Gebaur)
5. C-130 unit

6. They went through same class at McDonnell Douglas and together they ganged up on Jim Polinski (retired CMSgt) and John Synove (another retired CMSgt) from that same company, and gave them the challenge of their careers. I'm sure that readers out there, who are subject to McDonnell Douglas Training Centers, will hear some of the "horror stories."

James (Jim) Knapp and Norman (Namron) Estep, TSgts. Another of the Richards Gebaur C-130 types. Jim and Norm are in the unit but have a class date set for the 18th of August. I imagine Jim Polinski will take leave about that time. Just in case.

Keith Bloomer, SSgt. We robbed him from the 79th. He's still so new to the squadron I can't think of any "hits." You can definitely tell he's from the "Golden Coast." He still calls a 10 "the jet."

SOON TO BE "10" BOOMERS

Jan Fuller, Sgt. She's from Altus and our first "lady boom," arrives 1 June.

Charles Montgomery, TSgt. C-130 loadmaster from Selfridge ANGB, arrives 16 May.

GONE (but not forgotten) BOOMER

Neal Hayes, TSgt. His construction company became so prosperous that he had to leave us. We wish him much success.

RONALD T. JACKSON, MSgt, USAFR



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

REPLY TO 349 AREFS/SMSgt Roberts
ATTN OF: 350 AREFS/CMSgt Stine
SUBJECT: Boom signal

27 APR 1997

TO: 8 AF/DOTTR CMSgt Richardson

Hello again from the wild west of northern California! But where's the beaches? It's boom signal time again and it's been a busy year at Beale air patch.

Beale's hosting the KC 10's while they get checked out on the SR 71, but we're still not kicking the mothball's out of the alert pad.

It was a LITE year for cargo here, LGX tell's us we loaded only 1,000,000 pounds of it (give or take a few) talk about CLT proficiency!

Remember the flood? Well that was one year ago already and we just had our first annual flood party, it was a booming success.

Still lot's of TDY, we're all going for the oversea's short tour ribbon, should be hard NOT to get one.

We had our first ORI in two year's and the wing did excellent, but rumor has it that there on short final again.

Lot's of new faces this year, we got two in from Plattsburg TSgt Harrison and SSgt Stevenson, Sgt Kaczor finally made to California from Wurtsmith, Sgt Recuro just cross trained and is arriving from Eglin, and we got four new booms right from Castle, AIC Cain AIC Bradley AIC Cline and AMN Lett.

If you gain a few you have to lose a few, TSgt Sinclair is on his way to be the TK on Guam in June, SSgt Donahue left for Pease, SSgt Wiechmann is going to instruct at Castle in June, SSgt Thomas went to Griffiss, and we are losing four booms to the KC 10's TSgt Karsteter, TSgt Robinson, SSgt Obrien, and SSgt Oien.

The 349th looks like this,

101- TSgt Sinclair, He was offerd Guam and couldn't turn it down.

102- SSgt Dugdale, "Being new in Stan/Eval I was told not to say anything"

103- TSgt Lobenburg, (bones) "The keg is always open"

111- SSgt Oslund, Our newest instructor "It sure beats maintenance"

112- SSgt Wiechmann, "Gone to Castle drop by and see me"

113- AIC Bradley, Still the baby boom "Having a great time at Beale"

114- SSgt Luttrell, "Just re-uped (last one) Been here so long they offerd me a burial plot on Beale, still havn't pulled alert!"

115- AIC Williams, "I'm at the place to be! love those TDY's"

121- TSgt Harrison, "Plattsburg was great but here is better, Where's my dog? Where's my darn dog!"

Peace....is our Profession

30



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

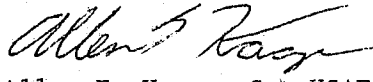
- 122- A1C Parker,
123- A1C Germond, "Don't bother dropping in I've gone TDY again"
124- SSgt Sandoval, "5½ years and I still can't think of what to write,
but I do want to say hello to my old classmates"
125- Sgt Recuro,
131- TSgt Steven's "Back in the air! Just call me TDY"
132- SSgt Skelton (Red), "My dream came true, I got Stan/Eval, Can I
change my mind?"
133- SSgt Head,
134- SSgt Stevenson, Made it to Q's and has a IBO slot.
135- A1C Cain "Still can't find the beach!"
141- Sgt McPhee "Got rid of my basset hound but gained a wife"
142- Sgt Brown "I'll be a daddy in a month!"
143- SSgt Plain,
144- SSgt Jones,
145- SSgt Walker, "Since I made 7 level I no longer worry at night's
that I will be drafted back into LE's"
- NCOIC SMSgt Robert's, "I'm still here"
Training flight CMSgt Ingle, Dear old dad finally made chief! Put it on
1 January.
Spare's Sgt Kaczor, "It took five cold years up north but I finally made
it here"
Sgt Bell, "Just cross trained out of AMS, I'm really looking forward
to flying out of Beale"
- and here's the 350th
151- SSgt Sopkowiak,
152- SSgt Murman,
153- TSgt Smith (DK)
160- TSgt Kaminski, "Wasn't here to defend myself, nothing's changed"
161- MSgt Winston, Also training flight "Beats bombers"
162- SSgt Surber, (Mad marvin) "May just buy a helmet for my bike"
163-AMN Cline, Looking for a summer flight jacket
164- A1C Wilcoxson, "Beale, a great place to start"
170- SSgt Fuller, The wedding bell's are getting louder!
171- SSgt Collins, "2½ years of fun in the sun at Beale, Praise the
Lord! John 3:17"

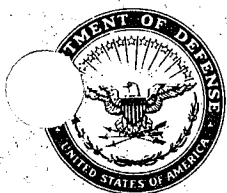


DEPARTMENT OF THE AIR FORCE
349TH AIR REFUELING SQUADRON (SAC)
BEALE AIR FORCE BASE, CA 95903

- 172- SSgt Pelzer, Writing another book, still trying to sell the first one.
173- MSgt Stevens (Dino) "This is definitely my last trip to Reno!"
174- AIC Routheau,
180- SMSgt York,
181- SSgt Battaglia (Battlestar) Loves Grahmn, Rudman Hoping to homestead.
182- SSgt Galloway, Hopes to get a TDY back to Beale.
183- AMN Lett, Would you like to dance? "Sorry bed time we go home now"
184- SSgt Rogers, "The hawk soars on the weekend as well as SAC's friendly skies"
190- TSgt Robinson, Decided 6½ uears of TDY was some fun, so going to the three holer at Seymour this summer.
191- SSgt Alger, Gone fishin.
192- SSgt O'Brien,
193- SSgt Koteki, DOS
194- SSgt Holman, "Some thing's are better than TDY and some thing's are worse but there's nothing quite like it"
NCOIC CMSgt Stine, "Started on a crew, will finish on a crew"
Spare's SSgt Karsteter "Back on status after flying a desk for a year, thank God!!"

Well that's all of us, see ya TDY or drop in anytime, till next year.


Allen E. Kaczor Sgt USAF
Spare Boom,



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 97TH BOMBARDMENT WING (SAC)
BLYTHEVILLE AIR FORCE BASE, ARKANSAS 72317-5000

REPLY TO
ATTN OF: 97 AREFS (SMSgt Mullis)

21 May 1987

SUBJECT: Boom Signal

TO: 8 AF/DOTTR (CMSgt Richardson)

1. Greetings from beautiful downtown "Hooterville!" As I sit and write this Boom Signal input, I can reflect on the many things the boomers here have accomplished. The 97th's Boom Operator's Association has really come a long way. Besides our social events (beer busts, parties, etc.,) the guys have done a lot for the local community. At Christmas our food for the needy and toys for tots programs brightened the lives of three large needy families. We've expanded that now and help a needy family every month. Other projects include fund raising activities and visiting the elderly. We all have a good time.

2. Our squadron facilities get better everyday. A recent remodeling combined with our self-help projects are making our work surroundings a lot nicer. Of course we all know who's doing the majority of the self-help work. The "sirs" always seem to have an excuse to get out of it. Renovations at the Hooterville Hilton are almost complete. We should be back in by July.

3. As usual, you lose a few and gain a few. TSgt Jerry Wilson has left us for Wurtsmith. He and Wendy are deeply missed. Phil Stidham departed for the civilian world recently. He's in Henderson TN (Near Nashville). We miss old "Stinkham." Inbound we've picked up MSgt Lynn Beard who got back into "gas passin" after working for the courier service. The schoolhouse at Castle sent AIC Joe Halenka and AIC Frank Renko our way. They're really in the swing of things. Sgt Shawn Lewis came to us as a cross trainee and is doing a fine job. His wife, Beth, has been a big help too.

4. The "Good Ol' Boy" roster looks like this:

SMSgt Bill Mullis (Mr. Bill) - NCOIC/Chief Boom and Whatever -
Resident Harley Driver - Tres.
of the Boom Assoc.

MSgt Jerry Rhodes - Manager of the Hooterville Hilton

MSgt Len Beard - Training Flight

TSgt Tony Britt - (S-102) - Out chasing honeys again

TSgt Rick Ricker - (E-106) - Mr. TDY recently completed CFIC.

TSgt Bob "Coonass" Mayeaux - (E-105) - The "Rajin Cajun" recently

upgraded, the Harley Riders still won't accept his new Honda but he's still trying to stay out front.

- TSgt Jay Warren - (R-113) - Still real quiet when he gets drunk.
- SSgt Eddie Cole - (S-101) - Mr. No-Notice
- SSgt John Wood - (E-121) - Recently upgraded. Carries two coolers on every flight. Just can't figure out where all that food goes.
- SSgt Jim Morman - Training Flight IBO - Got hitched in August, she's at Osan. They're going joint spouse to Kadena in December. - Vice President of Boom Assoc.
- SSgt "Peppy" Glaze - Scheduling - Looking for a panic button.
- SSgt Bob "B.B." Wiggs - (R-108) - Recently upgraded - B.B. is still Jamin'.
- Sgt J.R. Gibbs - (R-109) - President of Boom Assoc. - Ties the knot with Elwood June 20th.
- Sgt Travis Ries - (R-112) - Going to school to learn to say "only the facts, Pleas Ma'am" and "Book him Dano."
- Sgt Shawn Lewis - (R-115) - Mr. Low Profile recently got back from his first ETTF deployment.
- Sgt Fred Malone - (R-114) - Recording Sec of Boom Assoc. - Has one in the hangar.
- SrA Brett Howard - (R-123) Promoted below-the-zone; ask him about Cathy.
- A1C Brad Poppe - (R-116) - Still losing his hair, too many U-turns under the sheets.
- A1C Dan Rhodenbaugh - (R-124) - Got a new truck - Got a wife - By the time this is published--baby will make three.
- A1C Mike Northrup - (E-122) - Resident Jogger but stopped long enough to put one in the hangar.
- A1C Frank Renko - (R-120) - Frank who?
- A1C Joe Halenka - (E-105) - Jughead - always working out.

Well, that covers a lot of area. We are all here most of the time. Give us a call at 721-7601 or just drop by. We usually have a few good jokes and always a cold beer. Take care!

William E. Mullis
WILLIAM E. MULLIS, SMSgt, USAF
Inflight Refueling Program Mgr

Rick
ERIC RIKER, TSgt, USAF
IBO Editor



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

REPLY TO
ATTN. OF: 7BMW/DOF (CFIC)

7 May 87

SUBJECT: Boom Signal

TO: All Boom Operators

1. Hello again from the guy's at Fort Worth. A lot of changes have taken place in the past year. SMSgt Hugh Cheatham retired. We hated to see Hugh leave and will miss his cooperative knowledge and experience. If you ever come to the Fort Worth area you can visit Hugh at American Airlines, he's a systems instructor in 727s'. CMSgt Jim Holden has retired in the local area and is working at American Airlines also. To replace Hugh we will get SMSgt C.T. Davis from McConnell. We're looking forward to his arrival sometime after June 15. MSgt Lew Timbrook has been selected to head the Boom shop at the 7th Air Refueling squadron. His PCA is June or July. We wish Lew the best of luck in his new job.

2. We've started a new class where we give the guard and reserve crews a two week CFIC course. It consists of one week of academics and one week of flying. It seems to be working out really well for the people who arrive adequately prepared, but those who don't get quality training before they arrive have some trouble during the flying phase. This applies to the active duty also. The individuals who arrive here prepared do rather well, those who aren't tend to require additional training when they leave. It's hard to teach someone to be an effective instructor when they're not sure of basic checklist procedures.

3. Currently we have 3 Booms assigned. MSgt Odie R. Davidson Jr., MSgt Lewis Timbrook and TSgt Tom Minton. If you ever get down this way or have a question feel free to call at AV 739-5216.

THOMAS E. MINTON, TSgt, USAF
Instructor Boom Operator, CFIC



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 93D BOMBARDMENT WING (SAC)
CASTLE AIR FORCE BASE, CALIFORNIA 95342-5000

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

17 April 1987

SUBJECT: Boom Signal

TO 8 AF/DOTTR (CMSgt Richardson)

1. Hello again to you boomers everywhere (active, guard, reserves and retirees), we send our best wishes to all. We hope everyone who attended our recent annual reunion (Xmas party) had a good time; those boomers who were not able to attend, maybe next year-- be sure to make your reservations early though.

2. Anyway since our last Boom Signal input, we have received "new blood" *IBOs to our flightline family--see attached listing. The duty here is challenging and our new guys are doing well. We are proud and happy to have them join our flightline family. Key factors to remember on being a successful flightline instructor are integrity, dedication, initiative and being responsible. Therefore, I address all program managers out there in the field to consider tomorrow's leaders today and encourage your subordinates to enhance their careers by improving our speciality and apply for CCTS duty here at Castle. There are numerous opportunities for those who can hack it to transfer from flightline duty to other agencies within the wing (CFIC, stan/eval, academics, ISD, simulators and alert facility). Technical knowledge and enthusiasm are prerequisites for success here as it is anywhere, but the reward can be great for those who put out the effort.

3. Well, that's it for now--feel free to call anytime on anything; we'll be glad to answer any specific question or situation you may have. Be sure to see the attached listing, someday you may see your name on the honor roll and/or be in "C" Flight--the Honor Flight. Aloha to all!!!

Benjamin A. Kepaa
BENJAMIN A. KEPAA, MSgt, USAF
CCTS Flight Supt, "C" Flt

1 Atch
Flightline Family

"A" FLIGHT

MSGT SPRAGUE, JACK - FLT SUPERINTENDENT
MSGT MAHON, TOM
TSGT DEWITT, TOM
TSGT GALLAGHER, JOHN
SSGT BUTLER, DARNELL
SSGT HARVEY, VERNON
SSGT HORNE, CHUCK
SSGT KATUS, BEVE

"B" FLIGHT

TSGT HALE, DON - FLT SUPERINTENDENT
TSGT DUNN, MIKE
TSGT PIKE, JOHN
TSGT ROSS, TERRY
SSGT COMBS, RON
SSGT UMSTEAD, CURT
SSGT WINSTON, STEVE
TSGT CARRIER, TED

"C" FLIGHT

MSGT KEPAA, BENNY - FLT SUPERINTENDENT
MSGT YARDLEY, JOHN
TSGT BOUTWELL, JEFF
TSGT SHIPPEY, BILL
TSGT MONGEON, DAN
TSGT HILLEIGEST, WAYNE
SSGT EKROOS, JOE
SSGT HASS, ERIK

"D" FLIGHT

MSGT SADLER, CHRIS - FLT SUPERINTENDENT
MSGT NOVOSEL, MIKE
TSGT DAUGHERTY, RON
TSGT LUSK, RICH
TSGT PRIESKORN, MIKE
TSGT WILLIAMS, CLEVE
SSGT YOUNGBLOOD, CHRIS

"E" FLIGHT

MSGT SICKENBERGER, ED - FLT SUPERINTENDENT
TSGT BRANTLEY, GENE
TSGT SKAGGS, BOBBY
SSGT CASH, DON
SSGT DUMAINE, ROGER
SSGT PHELPS, JIM
SSGT SAGE, MIKE
SSGT WEICHMANN, ARIC

MSGT RACOMA, ROCKY - (Grounded, scheduling)

SMSGT BAKKEN, DEAN - CCTS INFLIGHT REFUELING
PROGRAMS SUPERINTENDENT

93 BMW CFIC/DOFB

Boom Signal

8 AF/DOTTR (CMSGT Richardson)

Greetings from the real CFIC here at Castle AFB, CA. (not the detachment at Carswell) Things have been a little slow with an average of only three candidates per class because of the new prerequisites; 700 hrs and three years in the career field. So far we've seen no differences in the candidates since this change.

One of the good things about being here at CFIC is that we get to hear how each boom section runs things. Of course, it's all second hand, but still it makes us wonder. Some of these we'd like to pass on to you. They come in to distinct groupings; the "You Gotta's" and the "Good Ideas". The following are a few samples, and believe us only a "few". (if the shoe fits, please try it on again for size).

1. "You gotta" add extra personnel to the form 365-4 at base ops, because the fire department uses it to find out where they are on the airplane. Not entirely true. Yes, you need to correct the -4 at base ops, because it is the summary of the actual disposition of the load carried on the aircraft, but not for the fire department. Base Ops passes on the numbers based on the information from the Sac Form 60 Flight Authorization, and the AF Form 96 Passenger Manifest. The fire department then runs a set pattern through the aircraft looking for this number, unless told otherwise by the crew off the nose of the aircraft.

2. "You gotta" turn the selector knob on the Boom Operators forward position MA-1 portable oxygen bottle and release some oxygen to insure that it is serviced, and the gage works. Funny, that's not what our dash one says.

3. "You gotta" adjust the carrying harness on the Booms MA-1 portable oxygen bottle in case you need to fight a fire. Try that one on for size.

4. "You gotta" check the gaseous oxygen during the preflight. Maybe a good technique, but do I have to?

5. "You gotta" do the After T/O and Climb check when the pilot calls for it. Oh yeah, if we waited on some of these pilots, we'd be hypoxic before we ever pressurized.

6. "You gotta" look out the scanning windows and check the wings on the After T/O and Climb check. We still have'nt found this one.

7. "You gotta" test the APU inlet and exhaust valves on the After T/O and Climb check by pulling on them. Whooooa! This is where we get off.....

8. "You gotta" take 200 lbs out of the reserve tank if it is more than the dash 1 allows, (2.7) when the copilot writes down 2.9 in the actual column. The A-5 says due to manufacturing tolerances, tank capacity may vary as much as +/- 1.5%.

"You gotta" tell the pilot the landing CG. True, only if either CG is or outside the limits.

10. "You gotta" get permission to lower the boom or use the command radio. Our -3 here at Castle tells us to "Notify the Pilot". We seldom get a chance to tell the pilot something, so why give these away.

11. "You gotta" check the limit switches when doing the boom controls check prior to A/R. Not out here!

12. "You gotta" acknowledge fuel panel and altitude changes, and if the pilots screw up and bust, you go down with them because you acknowledged the change. When they give us a fuel panel and altimeter of our own, then we'll buy the bust. Till that time these are pretty hard to control from a distance.

As you can see most of them probably originated as either stan/evals, or someone elses technique and the old heads turn it into a procedure. Anyway no one questioned them and thought they were procedures. We believe some are OK, but some are out to lunch. WHERE ARE YOURS!

Now we'd like to address the "Good Ideas".

1. It's OK to do "Crew Report" from the boom pod. Besides we do it all the time at our base. We don't think this is such a "Good Idea". Which call station are you checking? Besides, if they intended us to check the panel in the boom pod it would be on the Boom Compartment checklist.

It's a "Good Idea" to check the manual/auto lights on the new boom panel during preflight by depressing it. If the right conditions were met, this is a good way to get a Q-3 for violating a caution by selecting automatic retracting with the boom stowed.

Well that sums it up from out here, so if you have any more "You gotta's" or "Good Ideas" that you want to discuss, give us a call anytime. AV 347-2235, 4350, 4870.

The current "SLUG" list.

MSgt Guy Raynor (Radar), Chief enlisted swine
MSgt Ed Mazzini (Fast Eddie), Head boom W.I.I.C.
MSgt Ken Campbell (Kenny-Joe-Bob), Next in charge
MSgt Jack Sprague (FACE), Resigned to Flt. Supt. 93 AREFS
MSgt Erskin Glast (First & Last),
MSgt Mike Cooley (Our new kid on the block)
TSgt Jim Eden (Jimbo)
TSgt (Lt) Rich Radvanyi (Top gun)

Radar, MSgt, USAF
Chief Enlisted Swine

Guy E. Raynor



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 93D BOMBARDMENT WING (SAC)
CASTLE AIR FORCE BASE, CALIFORNIA 95342-5000

REPLY TO
ATTN OF: 93 BMW/DOVT (MSgt Hughes/347-4471)

SUBJECT: Boom Signal

TO: 8AF/DOTTR (CMSgt Richardson)

"Hello" from Castle Stan/Eval. In spite of the rumors, we do stay busy. Student checks for the Tanker division totaled 760 in the last twelve months. Our admin clerks were caught throwing rocks at our kids and are demanding overtime pay.

The 93rd AREFS has a sign over the entrance that says, "THIS IS WHERE IT ALL BEGINS", so where does our office fit in? Our philosophy is that our evaluation process is a continuation of the training a student receives while at Castle. We try to ensure that each student meets the educational objectives established by the CCTS complex. Keep in mind, we try to accomplish all this on one flight. Tough decisions are common around our office, since we actually get to evaluate only a sample of the student's knowledge and behavior. Our final job is to recommend any additional training that we consider appropriate from our observations and the conclusions. We strive to produce a qualified 3-level boom operator with the necessary basic skills needed to perform their assigned unit mission. Call if you have any questions or want to exchange ideas.

At the present time, this is a list of the white throated buddies assigned:

MSgt Charles W. Hughes - "The King" - Spends all his time in the spa, drinking beer and eating tacos.

MSgt Terry G. Daffern - New Kid - He thought we were exaggerating about the number of student checks.

MSgt Edward L. Mikell - STEP promoted in April, passed his chapstick on to the gunners.

MSgt James D. Zarkos - You can't give checkrides from the gym racquet ball courts.

MSgt (Selectee) Larry P. Vickers - Thought he wanted to go to Guam, anyone need help with your dream sheet?

TSgt Mark E. Graham - Attempting to buy his first house, anyone have any extra tranquilizers.

UNITED STATES AIR FORCE

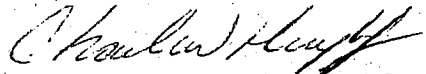


SEPTEMBER 18, 1947

42

TSgt James D. Sadler - Retired 17 April - Gone racing.

TSgt () - Yes, we have manning problems too.



CHARLES W. HUGHES, JR., MSgt, USAF
Chief, IRO Stan/Eval



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 93D BOMBARDMENT WING (SAC)
CASTLE AIR FORCE BASE CALIFORNIA 95342-5000

REPLY TO
ATTN OF 329 CCTS/CTOAZ

SUBJECT Boom Signal

TO 8th AF/DOTTR, (CMSgt Richardson)

Greetings from all of us, "Where it all begins"! We have been very busy out here. We are involved in many new and different programs. We have been doing all of the academic and Boom Operator Part Task Trainers, (BOPTT) for the "Peace Sentinel" program - Saudi training. This program will be coming to a close shortly.

For most of last year and until very recently, we have been down to one BOPTT, which has meant several long days and nights for our instructors and students. Speaking of the BOPTT, there are rumors that maybe, just maybe at sometime in the future, we will have a true pole-in-the-hole concept.

"R" model training is in full swing. All of our instructors are dual qualified and have been getting a whooooooooole group of time in them. We have heard that the "R" Model will climb above 10,000 feet and that yes, it can refuel... we'll let you know. On the ground we are ginning-up to start teaching students all of the particulars of this "New" aircraft.

The moments program is in full swing and is now under it's second major revision. as we all have seen, the long-handed method was very archaic and time consuming. Now, with the new Dash-5, it is much easier, and highly recommended that everybody try using it periodically. Knowing how to do corrections or landing condition CG's beforehand can be a confidence booster if/when your HP dies. This has occurred to both students and instructors here, and they found using the Chart-E to be as easy and as quick as using the HP, (and yes, it was on a check-ride)!

We are hoping to have a "Certified" full-size cargo loading trainer here. Our goal is to send the new boomers your way "Minimumly Proficient" in cargo loading - this should make your job easier when these guys and gals inprocess at your units.

Our hats are off to the officers and workers of the Castle Boom Association for this year's Reunion. Harry Allen, Larry Vickers, Jim Zarkos, Ed Mikell, and Frank Tesser really went all out to make this year even better than last. Next year the Assn. has it's work cut out for it. Not only are they challenged with making our "Christmas Party/Reunion" better, they are considering finding a place so that they can make it bigger. Good Luck!

If you have questions or comments for us, don't hesitate to call, new ideas are always welcome. Autovon 347-2388 or 4228.

Peace our Profession

44

Here is a list of the guys that are presently at the 4017 CCTS, err 329 SBTS, I mean 329 CCTS;

SMSgt Harvey Price - The Boss... Traded in his white scarf for a white one with blue stars on it.

MSgt Kent Jenkins - Our scheduler/man with the red pen. Constantly looking for who is not here to
- - - - -!

MSgt Gary Hutchinson - "Please, Please, Pease!!!"

TSgt Bill Bogda - "What do you mean I can't throw an eraser at a student when they fall asleep during my weight and balance lecture!?"

TSgt Keith Mitchell - Our office's only bachelor, line 3 is "Mitchell's Love Line."

TSgt Harry Allen - Proud Papa of a baby girl, and praying for impeachment from the Boom Association. Has been heard to mutter, "No, I do not assign parking spots."

TSgt Don Houchin - Usually very quiet, but when he sends a zinger, he really zings.

TSgt Tim Ablay - Office Mercenary and junk food expert. Overheard saying, "Regg, you're going to get shot if you touch your potato chips again!"

TSgt Frank Tesser - Our Microwave oven expert, likes his lunch nuked.

TSgt John Peterson - "Mr. Rogers", wondering if you can wear a red sweater and sneakers into the classroom.

SSgt Scott Malta - Tech. Selectee and hopeful Second Lieutenant, wondering if he will **sew** it on or **pin** it on first.

SSgt Reggie Farrow - Resident "R" Model traffic pattern expert, 14 flights, all around the Flagpole.

Scott C. Malta
SCOTT C. MALTA, SSGT, USAF
329 CCTS IRO Academic Instructor

Approved: 

Harvey L. Price
HARVEY L. PRICE, SMSgt, USAF
CCTS IRO Program Manager, KC-135

45



DEPARTMENT OF THE AIR FORCE

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

REPLY TO 924th AREFS/DOTB
ATTN OF

1987

SUBJECT BOOM SIGNAL

TO ALL BOOMERS

1. As always, greetings from the 924th, Castles Tactical Air Refueling Squadron. For you booms out there who don't know it yet, the 924th no longer pulls Anterior Alert duty at Minot AFB N.D. We've got our own facility right here at Castle that has been refitted just for us.

Yes, things are looking up for Booms here at Castle, we've got the 93rd, 329th (4017th), CFIC, DO-5 (ISD), and the WST (Weapons Systems Trainer), to answer our questions, and in general, to just bug while were on Alert.

On the flying side of the house, we've been getting some very good missions, refueling a wide assortment of receiver aircraft, including the Navy, the Marines, and the ANG. We don't see the BUFF much, that other squadron down the road gets all the BUFFS.

2. Since the last signal we've lost a few Booms, and gained a few Booms. SSgt Roy Pitts moved down to the 93rd, and we've since heard that he has joined the ARMY and is flying Helicopters. SSgt Beve Katus has also moved down to the 93rd, and the last we heard he was doing just fine. TSgt Steve Othoudt, and Sgt Randy Johnson both left for the KC-10A program last year. A1C Paul Nutter asked for and got an assignment to Kadena AFB, (look for him under the 909th AREFS).

3. There I was, on my annual check ride and my HP-41CV dies, I have to do a manual 365-4 using moments and quick.

If this ever happens, fear not, the aircraft copy of the 1C-135(K)A-5, if you have'nt noticed, has been revised, and contains easier to read charts, with information from, Individual tank moments to a chart telling you what your C.G. will be according to your gross weight and your total moment. The T.O. 1C-135(K)A-5 is on every aircraft, if you know how to use it, you'll never have a weight and balance problem that you can't handle.

46

4. The line up.

MSgt Sam Hunt-He has proven that if you stay in one place long enough they'll make you NCOIC. As the original 924th Boomer, MSgt Hunt is well in control of this squadron. So if don't know how to run a lawn mower, don't come here.

TSgt Rodney Perkins-Soon to be MSgt Perkins, as the training flight Boom has been spending a lot of time at Nellis and Barksdale AFB, becoming our squadron tactics expert. Rod is never happy, and said he would rather be a crew slug, like the rest of us.

TSgt Ronald Rundle-Our resident gunner turned Boom, still heads our Stan-Eval section with an iron fist. Although his assignment to the 92nd was cancelled, he's still hopeful it will be reinstated after the freeze.

SSgt Jacqueline Hale-Our newest S-102 Evaluator, put her papers in for KC-10, and got selected for Seymour-Johnson AFB. Now all she needs is a class date. If it was'nt for Jackie, there would'nt be any OP's in the squadron.

SSgt Jeffrey Sargent-The wild man of the 924th. If you see him TDY stay out of his way, AND DON'T EVER LET HIM DRIVE!

Sgt Mark Miller-That's right Marks a sargent now, he also just completed CFIC, so as our newest Instructor around here, Mark is looking to make a few changes, or so he thinks.

SSgt Kenneth McCarthy-The real Stealth Boom. If Ken ever gets orders I hope he tells someone, because he may not be missed.

A1C Scott Holden-One of the newer Booms to the squadron, Scott should become a very good Boom operator, if he listens sometime, instead of complaining all the time.

SSgt Steven Yavornitzki-"Ski" has been discribed, while on Alert, as, "A dog watching TV", also as "A Saint Bernard come to life" by the wild man of the 924th, but in truth, if the Peoples Court ever go's off the air, Alert for Ski may become the worse part of his life.

A1C James Thomas-Little Big Man, another new Boomer. He enjoys the field, almost too much, and is looking forward to his next assignment. Merced is just too slow for the Little Big Man.

TSgt Terry Barber-Terry has some words about the current cargo loading program, anyone who wants to hear them can write. Terry, like many of us, would like to get an assignment to Kadena AB, look out 909th.

Sgt Patrick Stevens-Pat is now married, and has a cake in the oven, like a true Boom operator he wasted no time getting a contact.

A1C Gregory Warren-Yet another new Boom operator. Loves Alert, because he can spend all his time at the gym.

A1C Morgan Gray-Now an A1C, Morgan has proved himself a capable Boom operator, with several TDY's now under his belt. Morgan may be the real Stealth Boom, only because he stays TDY.

SRA Mark Stinson-Mr. Bomb-Comp, also know as the Stin man, has learned alot since those early days, he knows now that fifteen dollars won't last fifteen days. The city of Barksdale has writen, asking that Mark not be allowed to enter their fair city any more.

A1C Robert Wolfe-Bob has his papers in for the KC-10, and wants to be assigned to Seymour-Johnson. He also has a brand new baby girl to give his life meaning. Says she going to be a T-38 test pilot.

Sgt Steven Smith-The stud, as a new cross trainee, Steve has more women after him than Castle has -135's. But, he's still upset the cutoff for SSgt was so high this year. Better luck next year.

SSgt Larry Townsend-Tall Larry is still doing his thing: Booming, Fishing, and having one heck of a good time. If he can hold out for five more years, he should be OK.

A1C Timothy Green-Now a FULLY qualified Boom, A1C Green was last seen on his way TDY. Look out world here he comes.

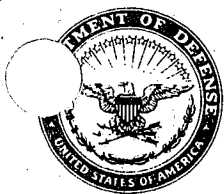
SSgt Clayton Fox-Yes I'm still here, and I don't want to hear any stuff about my being here so long, it's not my fault. Maybe if I stay here long enough... never mind. Really, when this freeze is over I'd like to get order to the East Coast.

TSgt Charles Clift-Our cargo loading manager and number one Spare Boom, enjoys the knowledge that, if it can happen, it will. But he's still hanging in there, and doing a great job.

Sgt Jacky Lemons-Right now he's on S-7, down the street, and should be in squadron very soon.

5. That's it for this year, write or call, if you ever need any information, we'll be glad to help.

SSgt Clayton E. Fox III



DEFENSE LOGISTICS AGENCY
DEFENSE CONTRACT ADMINISTRATION SERVICES MANAGEMENT AREA
NEW ORLEANS
P.O. BOX 29283
NEW ORLEANS, LOUISIANA 70189-0283

IN REPLY
REFER TO

SMSGT LANE

BOOM SIGNAL INPUT

Greetings once again from the Bayou Boomers. (Ex Redneck Refuelers)

We finally made the big move from the land of grits and gravy to the land of crawfish and gumbo. The facility here is not yet complete but it will be a real showplace when they finish it.

I appreciate the resume's ya'll sent in regarding the job here, but old age and cunning will forever triumph over youth and ambition. Seriously, we will hold these resume's until another opening comes up and just ask for updates from those of you who are still interested in coming to Lake Charles. I anticipate the next opening to be in about 3 years unless I can hold on a little longer.

Flight operations should begin here around the middle of June when the first aircraft hits the flight line. Until then we must continue to beg, borrow, or steal flying time from the real Air Force to maintain currency. We sure appreciate you guys at Barksdale letting us jump on board with ya'll.

As it stands now, the same requirements exist as for as life support equipment that should be on board when the aircraft comes to us here at Lake Charles. (See previous issues of the Boom Signal for a complete list)

As yet, we don't have AUTOVON capability here at Lake Charles. The powers that be keep telling us we will have the lines "in a few weeks". Until then we must rely on Ma Bell and her commercial services. These numbers are (318)-493-4729 and (318)-493-4730.

Wayne and I do our best to meet every input airplane but sometime we are unable to do so. There will be a member of Flight Ops on hand to meet every input and answer any questions ya'll may have and offer any assistance you may need.

That's about all the news that is news from "GUMBO CONTROL". Congrats to the recent promotees and FLY SAFE!

SMSGT Hank Lane
Flt. Test Boomer

MSGT Wayne Ellis
Flt. Test Boomer



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

REPLY TO
ATTN OF

917 AREFS Boom Section

30 Apr 87

SUBJECT

Boom Signal 1987

TO All Booms

Howdy! For those of you who think "Howdy" is corny, so do I. I was just trying to sound like a West Texan. On the evolutionary scale West Texans are barely above gunners. West Texas has lots of distasteful things like scorpions, rattlesnakes and B-1's. I never thought I'd welcome the sight of a B-52 but I sure would now. One of our booms was scheduled against the B-1 seventeen times before he could get a qualification contact. On the bright side, Dyess is a true southern assignment (south of Interstate 20). During the last year we lost some good people:

MSgt Eddie Masten - The "Rhinestone Cowboy" is tossing his lasso at Wurtsmith now.

TSgt Mike Dunn and SSgt Vern Harvey - Both are instructors at Castle, which explains some of our new baby booms.

SSgt John Scaggs - Separated and off to the Jim Bakker school for Evangelists.

SSgt Jim Norris - Up at Loring and he has already inherited that "white as a dead fish" syndrome.

TSgt Steve Johnson - "Ricochet" is pinging off the walls at Ellsworth.

The booms currently assigned are:

MSgt Don Maddox - I'm the Chief Boom now. This job comes with twenty problems, but they make life interesting.

MSgt Larry Latshaw - Larry is our alert facility manager. He just made SMSgt. He becomes more like his predecessor every day.

MSgt Glenn Faught - Glenn's working in scheduling. He told me I better not mention that he's a West Texan.

UNITED STATES AIR FORCE



SEPTEMBER 18, 1947

50

TSgt Chuck Pierce - "Mongo" just returned from the PTF with no injuries. If you would like to receive our training film, "Chuck's Guide to a Safe and Happy PTF Tour", we have it on VHS for only \$19.95.

SSgt Sue Keister - Last August Sue went to Stan/Eval and in Dec she became our 101 boom. I don't make wise remarks about people who carry hammers.

SSgt Jake Vogt - Jake's on 102 and going to Castle soon(as an instructor, not a student).

SSgt Mike Sanders - Mike's bought a Harley and if he doesn't wreck it again soon, I'll take the training wheels off.

SSgt Ray Frey - Ray's our CLT manager. He does me a lot of good because the guys hate him more than me.

SSgt Brian Nowell - Brian is our training flight boom. He has a hard life because he works for Lt Col Ricochet.

SSgt Paul Adkins - Another Harley rider and the most obnoxious boom alive.

SSgt Mike Maines - Harley rider and leader of the pack.

SSgt Steve Zoller - "Grumpy" never smiles, even if he is having a good day. He swears the new smoking rules will kill him.

SSgt Herb Hughes - Herb just got here from Mather. I won't make wise remarks about him because he goes to Stan/Eval in June(he is already studying the "How to be a Hammer" workbook).

SSgt Todd Salzman - "Biff" got his nickname in a record ten seconds--if you see him in civvies you'll know why.

Sgt Billie Black - Billie recently became an IBO. He may soon become another KC-10 stewardess.

Sgt Scott Stern - Scott is going to both NCOLS and CFIC soon. He now denies being from San Francisco, but we won't let him donate blood anyway.

Sgt Henry Whitehead - Hank's always complaining because he's the only "brother" in our boom section.

A1C Sean Walker - Sean's now potty trained(See last years boom signal). He's been to Alaska four times this year--I suspect that he's got an Eskimo family.

A1C Jimmy Bautista - Taco is a "Vaco Loco" from San Antonio.

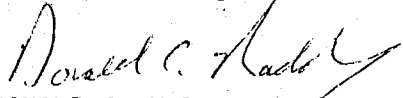
A1C George Tobola - George is going to become a father soon. There's not much to do in this town except make babies (or practice).

A1C Lynn Thatcher - Lynn has been nicknamed "Banzai" by the Hog riders because both his motorcycle and his truck are rice burners.

SrA Lance Essex - In last year's Signal I said he was a good young boom with a good attitude. I lied--twice.

A1C James Hill - James has two strikes against him. His motorcycle is a rice burner and he is another West Texan.

That's our line-up. I've met a lot of you during Business Efforts down here to refuel the B-1. The SLUT(Strategic Low Utilization Trainer) is slowly becoming more reliable. I hope to meet more of you soon.


DONALD C. MADDOX, MSgt, USAF
Chief Boom
917th Air Refueling Squadron



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

REPLY TO 6510 TW/OL-AA
ATTN OF:

23 April 1987

SUBJECT: Boom Signal

TO: All Boom Operators

1. A lot has happened since the last Boom Signal. The Saudi Program is winding down and people are leaving. I will be going PCS this summer back into SAC and look forward to my new assignment with the anticipation of renewing friendships, making new ones and the exciting challenges that accompany any new assignment. Edwards said farewell to one of our boom operators. Sandy McLendon retired just recently and we wish him well and good luck in his new civilian job with Douglas. Sandy is an excellent instructor, he will be great to work with. I'd like to welcome Kevin Doyle who is being added to the expertise already at Edwards. I know Rick Kahler, Jim Parish and Kevin Doyle will be looking out for boom operator interests during flight test for a long time to come. Again, good luck.

2. As reported last signal, several problem areas had been discovered with the Saudi boom. I am happy to say that most of the problems have been resolved and the KE-3 boom system is excellent. The KE-3 is a very comfortable airplane to fly on, too bad we don't have any. The Saudi's elected to accept the beech 1080 store with "hard baskets" rather than pay for a development program for "softer drogue baskets." Of course, being as they are the customer, it is their right. Personally, I believe the monetary expenditure would have been worth the price. Hopefully the US will get an improved wing tip system. I will say, flush toilets are wonderful, I wish we had them!!!

3. I have enjoyed my assignment with Systems Command, its been very rewarding, trying to make equipment better for boom operators, and I would like to express my appreciation to everyone I have worked with that has made my stay in AFSC enjoyable and rewarding, especially the superior ESD, AFPRO, and TAC folks in Seattle, and the many at Edwards AFB. Thank you for your friendship and the benefit of your experience and counsel. To Lee Winters in Saudi, have patience and good luck with our airplane.

4. I will be leaving Seattle in June, I just hope the web feet go away. Hope to see you around the system.

Phillip A. Zamagne
PHILLIP A. ZAMAGNE, SMSGT, USAF
KE-3 Inflight Refueling Test Manager



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

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

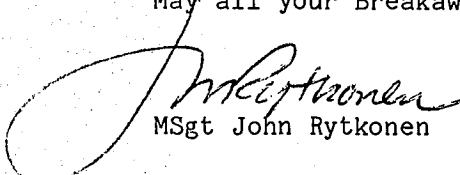
To All Boom Operators,

It just doesn't seem like it's been a year since we sent off the last letter to the boom signal. Time does fly when you're having fun. We had to learn some new tricks this year with the GUCCI boys joining us, working with the Navy, and the B-1B flying into our territory. Next will be the "R's". Some things never change though.... The rock run (Busy Relay to Shemya) is still our favorite pastime. Those of you who have been here understand what we mean. We get volunteers to make the run, but when we do, we send them to the flight surgeon for a check up; the poor kid might be suffering from a fever. The rock run really isn't that bad and it's something to experience at least once in a career. We still do lots of Volant Boom missions which some call Violent Pilots and other names that can't be put on paper. And yes, every now and then a crew gets to go BEAR hunting. Those that have gone said it made the tour worthwhile. I almost forgot, we have seven day strip alert tours to make the crews feel at home. What more could a person ask for. After spending most of the winter commuting from Fairbanks, all crews are now on base in remodeled quarters with all new furniture. It's not the Waldorf, but those of you who remember the red and orange walls mixed with dark paneling and red carpet would appreciate the improvements.

It looks like we've seen the last of the 8AF crews. The new system has mixed blessings. We see so many of the same faces over and over again. 8AF crews are probably depressed that they can't come North anymore. They miss out on helping to offload over 30 Million pounds of fuel a year, launching off of strip, never seeing the sun rise or set (depending on time of year) and some of the best missions that SAC has to offer. Whew, I started to get carried away. Speaking of getting carried away, DJ downed a mosquito with his rifle and had to finish him off with his knife. He couldn't stand all that screaming and buzzing.

Well enough of the fun stuff. We would like to thank all the Boomers that have spent time with us this past year (some up to 64 days). If we missed your name on the list below, we apologize because every boom operator has made a contribution to this task force. If you would like to get your name on our visitor list, let your scheduler know (he'll probably send you to the flight surgeon). Like the commercial says, "Come on up and we'll throw an extra salmon on the barby for ya."

May all your Breakaways be for practice.


MSgt John Rytkonen


SSgt DJ Hillberry

May

SSgt Clay Fox Castle
 AIC Jim Biggs Pease
 Sgt Larry Barry Griffiss
 SSgt Gerald Shumaker Minot
 AIC Jeff Sidles GrandForks
 AIC Matt Glover KI Sawyer
 Sgt Jesus Lopez Robins

July

Sgt Pat Stevens Castle
 SRA Russ Carlson Loring
 SSgt Terry Klementz KI Sawyer
 AIC Greg Nott Grand Forks
 SRA Mark Ackerman Minot
 SSgt Jim Coleman Robins
 TSgt Al Adams Carswell
 Sgt Dean Pickering Fairchild (2 trips)
 AIC James Hill Dyess (2 trips)

September

SSgt Lou Rushano Altus
 AIC Tim Stibbe Grissom
 Sgt Rich Kozak Plattsburg
 SSgt Marleen McGuire Fairchild
 AIC Shannon Moerke Loring
 AIC Greg Warner Minot
 AIC Sean Walker Dyess

November

SSgt Mike Aldapa March
 AIC Jim Linton Fairchild
 AIC Tom McGuire Fairchild (2 trips)
 AIC Tony Ceralao Grand Forks
 AIC Rich Zak Minot
 AIC Jim Bautista Dyess
 SSgt Jim Davis Altus (60 Days)
 AIC Sean Walker Dyess

January

Sgt Steve Smith Castle
 Sgt Henry Whitehead Dyess
 TSgt Perry Suaro Fairchild
 AIC Daren Bloom Minot
 AIC James Thomas Castle

March

Sgt Mark Miller Castle
 MSgt Ken Dierenbach March
 SRA Eric Thomas Grand Forks
 SSgt Dave Lisenby Minot
 TSgt Milt Barnwell Minot
 Sgt Bill Baker Fairchild
 Sgt Dean Pickering Fairchild
 AIC Dave Curtis Grand Forks

June

Sgt Ken Wader Loring
 AIC Sean Walker Dyess (3 trips)
 Sgt Vince Selvidge Carswell
 SSgt Jim Hackworth Grand Forks
 SSgt Greg Durand Fairchild
 AIC John Tonguisi KI Sawyer
 AIC Scott Holden Mather

August

Sgt Rich Furman Loring
 SSgt Eric Merriweather March
 AIC Jim Dietz Fairchild
 TSgt Don Frol KI Sawyer
 SSgt Ken Bowerman Pease
 SRA Merv Arthurton Plattsburg
 AIC Morgan Gray Castle
 SSgt Sherry Bryan Grand Forks

October

Sgt Jackie Fortner Grand Forks
 AIC Sterling Keller Minot
 SSgt Al Weseman Fairchild
 SSgt Bob Groehoug Fairchild
 AIC James Hill Dyess
 AIC Paul K. Nutter Castle
 TSgt Chuck Clift Castle
 AIC John Reigelsberger Barksdale (60days)

December

Sgt Scotty Stern Dyess (2 trips)
 SSgt EZ Davis March
 MSgt Lee Merriweather March
 SSgt Ken McCarthy Castle
 AIC Bob Wolfe Castle
 SSgt Steve Kleman Grand Forks
 SSgt Mike Slupczynsky Fairchild
 SSgt Jeff Keeton Fairchild (2trips)

February

AIC Gary Elliot Grand Forks
 Sgt Scotty Stern Dyess
 SSgt Mike Cardina Fairchild
 SSgt Jeff Keeton Fairchild
 AIC Frank Renko Blythville (64Days)

April

SRA Eric Lomascolo Minot
 SSgt Marv Shockey Minot
 AIC Greg Warren Castle
 Sgt Lance Essex Dyess
 AIC Gary Jennings Carswell
 AIC Tom McGuire Fairchild
 SRA Jim Lockley GrandForks
 Sgt Dan Elam GrandForks



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 28TH BOMBARDMENT WING (SAC)
ELLSWORTH AIR FORCE BASE, SD 57706-5000

REPLY TO
ATTN OF: 28 AREFS/CCF

25 APR 87

SUBJECT: BOOM SIGNAL

TO: All Boom Operators

1. The booms of South Dakota relish this opportunity to communicate with all their friends at least twice a year. IE: HI! We are once again back home. The deployment to Malmstrom AFB, Mt was an experience that the booms will not forget for a long time. Mini Young Tiger flights with MAX passengers and baggage + cargo were the shuttle runs. The billeting at Malmstrom AFB was great except for the Alert billets. There are quite a few booms here that want to get their foot in the door for when Malmstrom opens up. Trouble was that the hunting and fishing was too good.

2. Lessons Learned:

a. When moving large, heavy pallets of cargo (4X4X4, Hydraulic Fluid), use at least two thickness of shoring. Inevitably, when using only a single sheet, at the joint, the pallet jack will spread the shoring apart and now you have two matching holes in the cargo floor.

b. When hauling the HOBART (-86), there are not enough tiedown attachments for proper tiedown configurations. Solution: Utilize chains around the axles at the spring attachment locations or ship by ground conveyance.

c. Do not allow anyone to push the load team in to hurrying up the loading or securing procedures. Some times a late takeoff or a missed A/R will result; however, the boom and crew will still be around to talk about it later.

d. Passengers will always try to overrun the system. Don't let anyone overload the aircraft for the amount of seats or passenger oxygen kits. Sooner or later someone will get caught with their flightsuit down.

e. The KC-135R is not modified for the ability to haul LOX and to be able to vent it overboard.

3. The 28 AREFS made another year without a boom incident during A/R. We are very proud of that fact and are trying for another year.

4. With the implementation of SCOPE EXCHANGE our telephone numbers will change. Depending on the time frame when we move back into our Alert Facility, you can try and reach some of the booms on Alert at the following numbers. AUTOVON- 747- Tanker Alert-7941-7947, Bomber Alert-2021, Squadron-7515, Tanker Alert-2804(Around August).


5. We lost a couple of good booms to the 4 ACCS this year due to PCAs. Look for SSgt Joe Gedman and Sgt Howie Pearl in the 4 ACCS roster.

6. The booms of the 28 AREFS are listed below:

MSgt Chet Westman	Chief of Training Flight
MSgt Ron Whitmire	Pad Dad
TSgt Keith Janssen	Program Manager
TSgt Pat Pruett	Assistant Training Flight
TSgt Doug Simmons	S-101
TSgt John Pettis	S-102
TSgt Pete Mueller	"A" Flight Boom
A1C Dale McCutcheon	R-111
Sgt Mike Mucklow	R-112
SSgt Kerry Gulzow	R-113
SSgt Steve Olson	R-114
SSgt Chuck Miller	"B" Flight Boom
SSgt Gary Thomas	R-121
Sgt Wally Eichler	E-122
A1C Mike Ickes	R-123
SRA Ed Paver	R-124
SSgt Danny Gilson	"C" Flight Boom
SSgt Jim McGraw	E-131
A1C Dave Hinze	E-132
Ann Paul Emler	E-133
A1C Steve Flax	E-134

7. If any one is interested in the retirees in our area, here is a list. John Bergeron, Kenneth Carpenter, Denny Cunningham, Lamoyne Darnell, George Egge, Ronald Glowcheski, Roger Hallie, James Hawk, John Houghtby, Lewis Huling, John Huntington, Denny Orr, Thad Richards, Walt Terry, Clyfton Wheeler, Charlie Young, Robert(PLUG) Powers, Micheal McDevitt, Berton McLarnen.

8. Here is a copy of our Boom Patch.


KEITH E. JANSSEN, TSgt, USAF
Chief Boom



Fellow boom operators,

The past year was a busy one for the 4 ACCS boom operators. Runway closure early in 1986 found us deployed to Malmstrom AFB, Montana. The deployment was difficult at times, but the outpouring of hospitality by the people at Malmstrom and city of Great Falls made our job more enjoyable. The Ponderosa, Rainbow Hotel, Tracy's and the infamous Club Cigar are a part of 4 ACCS love. A few in our ranks still return to the "Electric City" to renew old ties, or young ties as the case may be.

Since our return to Ellsworth last fall, we have been qualifying in B-1 refuelings with the 28 ARS boomers. The new B-1B bombers have been arriving at regular intervals and have become a familiar sight in the local area.

We have some new faces in the squadron. Danny Gardner, Joe Gedman, and Howard Pearl come to us from the 28th ARS, and Steve Johnson hails from Dyess. We also have one inbound, TSgt John K. Buckland, hailing from Kadena NLT 10 Aug 87.

Those who will be missed are Angel Rodriguez to Robbins, Wayne Hillegeist to Castle and Mike Paver is landscaping in Rapid City. Mike Eaton, with a degree in computer sciences, will be joining the officer ranks. Finally Jim Barone, who was at Ellsworth for 12 years, has retired to Florida to work for Honda America.

Those currently with us are:

MSGT KEN PIOTROWSKI, CHIEF BOOM
MSGT DAROL RANG, TRAINING FLIGHT

"STAN EVAL"

TSGT DUANE HILLMAN
SSGT JEFF HAVERLY

"A" FLIGHT

MSGT SAM BALLANTE - FLIGHT IBO
TSGT STEVE JOHNSON
SSGT RICKY GEIGER
SSGT LARRY PLACIDE
SSGT MARK SLETTEN

"B" FLIGHT

MSGT DANNY GARDNER - FLIGHT IBO
SSGT JIM SIGL
SGT TOM HAYES
SSGT JEFF BIXLER
SSGT JOE GEDMAN

"C" FLIGHT

TSGT WAYNE HILLEGEIST - FLIGHT IBO - TO CASTLE END OF MAY
SSGT RUSS HESS
SGT HOWARD PEARL
SSGT PAUL BRITT
AIC DOUG MICKLICH

If any of you get stuck out this way or are passing through just give us a call. We look forward to a reason to open the beer box anytime, day or night. Have a good year!!!

"THE BOOMS OF THE 4 ACCS."

58

REPLY TO:SSgt Barnes(92nd),Sgt Pickring(43rd)

SUBJECT:BOOM SIGNAL 87

TO:CMsgt Richardson

Greetings from the Great Northwest, Home of the fighting 135th(92 & 43) squadrons Boom Operators.

This has been a very busy year indeed for the men and women of the 135th. The beginning of the year was marked by tragedy when, on 13 March, we suffered the loss of two of our finest; SMSgt Paul Hamilton, and SSgt Rodney "Scott" Erks, who touched many of our lives and to whom we will never forget. We submit to you two articles devoted to their memory.

THOUGHTS OF PAUL

I first met Paul in 1971 at Pease AFB, N.H. It was then, I believe, he was told by his co-pilot the infamous Poncho Villa joke. One I've heard him tell a hundred times, which never failed to make me laugh. His alter-ego "Jp. Fuel Spiller" was a welcome addition to any Boom Operator function.

We spent 1971 thru 1974, consistantly TDY, while during Young Tiger, we flew all the great missions. As Paul would say "The ones that counted." There were cherry and orange anchor extension and Linebacker II over the Gulf of Tonkin. We celebrated together when the war was over in Laos. We were together on the many Crested Cap operations flown from Pease AFB, when war broke out in Israel we were forced to leave our families in the middle of the night. We had no idea where we were going. We returned a short time later and I was reassigned.

We were reunited at Castle AFB, Ca. in 1977. At the time we were both single, we called those years the "Good old days." While assigned to Castle, we pushed our students towards excellance and when we partied, we did it hard. I will always cherish the weekends spent together at the Castle Boom campout, better known as "animals in the woods."

So, Paul I'll remember and cherish the past sixteen years and I know you're in good company with four other friends of mine who perished in the line of duty, Danny Baker, Al Evans, Claude Arden and Scott Erks. I was blessed to have been stationed with two good friends.

God bless and keep you Buddy.

MSgt Glen Pruitt

59

REQUIEM FOR A BOOMER

We knew you, Scotty
We hear the echoes of your laugh at the damnedst times,
The way you acted
The way you talked
(It wasn't coffee, it was "World Famous Java")
A hundred things that will forever
Be imprinted on our lives
We knew you.

You've left us for other places,
Other skies
Other TDY's
And we'll have to wait awhile to be with you again,
You may be gone now
But you're sure as hell remembered
Happy landings pal!

LTC Hewitt
Scotty's AC

Thank you for sharing this with us. But now to the brighter side. The 43rd squadron recieved the Spatz award for being selected the best refueling squadron in SAC. Well done gentlemen, and as everyone in SAC knows, Fairchild is home to the winners of this year's Bomb Comp. We all worked very long and hard to make this happen, see you next year at Barksdale AFB. And finally Self-Help is complete except for a few minor projects. Both squadrons really look great.

And now we present the men and women of the 135th:

92 AREFS

MSgt Dick Spencer- Our new NCOIC, Dick is still the Godfather of computers, slowly building his Kaypro empire towards his early retirement to Rio.

TSgt Mark Kammski- Recently imported from Pease AFB, N.H. Assigned to training flight. We sent off to N.H. for a 175 pounds of lobster and we got him instead, we Demand our money back!

TSgt Mark Gentry- Staff Boom assigned to scheduling, Biff is still working on his Harley, recently was made honorary member of the Hells Angels.

TSgt Phil Montgomery- Recently transplanted from training flight to Stan/Eval. It will take some time to see if the operation was a success.

SSgt Mike Cardina- Mikey volunteered to give up his hammer in Stan/Eval for an upright recliner in the KC 10.

SSgt Glen Forward- Flight Boom Operator for B Flight. Glen has had the remarkable talent for evading Alaska TDY's. He has never been, in seven years of flying, so he gets the next 3, 60 day winter trips.

SSgt Mike "Breakaway" Barnes- Also known as "CMSgt" to be, was admitted to the base hospital recently after his nose was found pinched between his dash 1, due to over studying.

SSgt Jay Lively- Jay is flight boom for A flight "The Hogs", and is currently publishing his book on "101 Ways to Expell Natural Gases."

SSgt Dean Oulela- Dean-o has become the terror of the high seas with his jet-ski. When ever he goes out on the local lakes they issue notams.

SSgt Bob Beth- Bob's been with us nearly a year now from Mather AFB. He's blending in rather nicely. As a matter of fact, he blends in so well, we paint him monthly to insure he's still with us.

SSgt Wade "Moe" Howard- Moe just recently graduated from NCOLS, and will soon be off to CFIC. He refuses to fly on anything over a 2.0. Now that smoking is prohibited on the aircraft.

Sgt Billy "Bob Brubaker" Baker- Billy Bobs hunting and fishing stories are so well known, he's getting his own show on ESPN called "Billy Bob's Wide World of Sports."

Sgt John Mesquita- Mosquito will be leaving us soon to go back to Phoenix and get his old job back, fry cook at Mel's Diner.

A1C Ursula Ward- Formerly Erquitt, before she married just this year.

A1C Tom McGuire- Tom is nearing completion of his degree and has applied for Bootstrap. He wants to fly F-4's or was that, F-14's for the Navy. we'll keep you posted.

A1C Eric "Commodore 128" Craig- You can always tell where his room is on alert, Its the one with the "Arcade" sign above the door.

A1C Jim Detz- Spike doesn't need much to keep happy, just give him his truck, Hank Williams Jr. blasting from his stereo and a can of Copenhagen to chew.

A1C Jimmy Litton- Little Jimmy or Tick Turd as we call him is the longest holder of the rank or A1C in the history of Fairchild.

A1C George Pototoplus- The Hatchman will be able to drive on base again soon starting sometime in the first part of the year 2000.

DEPARTING BOOMS

SSgt Mike Slupcznski- Mike is moving on to another job. Currently working at the alert facility.

Sgt Sam Elliot- Sam is in the process of cross-training

into a new career field. we'll miss him, Good luck.

43RD AREFS

MSgt Schloss- Finally kicked him out of Stan/Eval to fill to hole Lt. Beasley left.

TSgt Miller 101- Gave up his chicken business because he made MSgt and hasn't pinned it on yet. Is giving up is wings to become building custodian at the alert facility.

TSgt Lowe 102- Quietly working in Stan/Eval.

TSgt Sauro- Perry went to the KC-10, He got Barcello as his cargo loading instructor after he busted her twice for outdated pubs. She will have no mercy.

Sgt Schumann 110- "King Kong Bundy" Schumann is still into wrestle mania. Sunday afternoons everyone locks themselves in their rooms. Because he body slams anything that walks or crawls.

SSgt Wesemann 111- The king of porn, had to get a computer just to keep track of what hydraulic training films he has for alert.

SSgt McDonald 112- The "old dust farter", still making the best good-god-dammit west of the Mississippi.

SSgt Grovhoug 113- Proves that you can turn a base ops dispatcher into a boom operator.

SSgt Littleton 120- Lost 35 pounds and they wanted to take out his gall bladder. Now in training flight.

Sgt Pickring 121- The International Gigglo is still breaking hearts all over the world. We're still waiting for the results of his blood test.

Ann Sikes 122- New boom and we'll break him in well.

Sgt Smith J.L. 123- The "Mouth of the South" his voice is still making cows in Maryland give curdled milk.

SSgt McGuire 124- Crackers is our resident horse trader.

SSgt Smith K. 130- Wanting to go Palace Chase to become a truck driver. Flight Commander Boom.

TSgt Peters 131- Final disconnect 15 May 87. To become a backhole operator in California.

SSgt Keeton 132- Got turned down trying to become a Army helicopter pilot, they took Snoopy instead. Too bad Jeff.

A1C Burnett 133- Matt has found a good way to stay out of trouble with the cops on base. He bought a car and left it registered in the other guys name, so that all the tickets go to the other guy.

Amn Rodriguez 134- New boom filling in well. we thought we were in trouble when he got here because he's a twin brother of Marcel Perry. Who we shipped out of here for Fort Levenworth a year ago.

A1C Thayer 135- Doesn't quite understand the meaning of C square. It means you can stay at home.

DEPARTING BOOMS

MSgt Glen "Don't let me do it" Pruitt-Alert Falicity Manager retires Aug 2 87. Will be selling cars for Cal Worthington in California.

RETIRED

TSgt Ivan "Fred Flintstone" Cole-July 86.

Tsgt Roy "Tell me a story" Hewitt-October 86.

Written by:

SSgt Mike Barnes & Sgt Dean Pickring



DEPARTMENT OF THE AIR FORCE
11TH STRATEGIC GROUP (SAC)
APO NEW YORK 09125-5000

21 April 1987

REPLY TO
ATTN OF: DOOB

SUBJECT: Boom Signal

TO: 8 AF/DOTTR (Chief Richardson)

Hi from tropical Fairford! I've been here almost a year now and still haven't adjusted to bitters. I discovered on New Years that the British are neither prudes nor proper.

There is one item that all the program managers out there could help us with--that's 400-4 TTF configuration. We get a few terrible looking aircraft over here. It would help us, and your young Boom Operators, a lot, if program managers took a more active interest in aircraft configuration prior to deployment. We had one 250 hour boom show up without an 83b and using the last chart C entry for his weight & balance. Help us out guys!

Russ Adams, says hi, is over here running scheduling and selling bread, soap, lobster and anything else the crews will bring from the states. He only has five cars, this week.

Ernest S. Scott
ERNEST S. SCOTT, SMSgt, USAF
Chief Boom

65



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

REPLY TO 905 AREFS/DO (SSgt Johnson/AV362-3432)
ATTN OF

22 April 1987

SUBJECT: Boom Signal

TO: All Boom Operators

Greetings and hallucinations from the "Tigers of the North!" The spring thaw is now upon us and the gophers are moving into our newly remodeled Alert Facility. Some of the permanent couch potatoes are actually AARPing themselves away from the television sets and out into the daylight for the first time in months. Alert is almost enjoyable with our all-tanker fleet (no buffs). March tanker folks have left us as well, leaving us to our private rooms with cable TV in each one (honest). We're anxiously awaiting the arrival of the KC-135Rs this fall, making life easier for everyone concerned. I hear that the crew chiefs are planning a party to celebrate the last water heating shift...

The 905th is looking forward to an exciting summer - we've just completed a Green Flag and a Red Flag Deployment is on the way. (Maybe we shouldn't have worn out our welcome at El Gato Gordo's.) We're also preparing for a runway closure which will mean we'll be doing our flying out of the 119th FIG's airfield (ND ANG). It should be a nice change of pace to get a vector to Hector and haul our cargo to Fargo. Naturally, the flight line here looks like a NUDET test range, but they promise everything will be in order by early fall.

A northern tier version of "Animals in the Woods" with our compadres from Minot is in the works for this summer. Some of us are hoping to match skills with some of their premier card sharks.

Finally, all of us are extending a welcome to any of you who are happening to be passing thru - whether it be diverts or driving thru on leave...stop on in! Northern hospitality is alive and well - Boomer style. You might even see a familiar face in the squadron. Here's our lineup:

STAFF

SMSgt Paul Huffman - (HMFVIC) Paul has been a real shot in the arm around here and has done plenty for the squadron, in addition to keeping the beer box full!

MSgt Al Bekkerus - Our "friend" in scheduling is now a SMSgt selectee. The only time he's been happier was when all of his cows turned up pregnant.

UNITED STATES AIR FORCE



SEPTEMBER 18, 1947

66

TSgt Bob Duncan - Bob worked his tail off at Green Flag (so he tells us) and is contemplating retirement...maybe.

TSgt Wayne Isaacson - Provides training guidance for "the squadron that trains itself." Great company on any TDY, but Wayne's been even quieter since he sold his pickup (old blue) to Jim Wood.

TSgt John Oglesby - John is a relatively new import from Mather who is currently torturing us to death with TACTICS.

TSgt Don Frol - Since Don was exiled from K.I. Sawyer (after an extremely lengthy stay) he has been teaching us how to talk like we're from "da Range". He's tried it on me too tree times, bud it won work.

TSgt Nick Tomaszewski - Former EC jockey from Mildenhall. We had to teach Nick all about cargo loading, and he taught us how to treat waitresses while TDY. Don't be fooled by Nick's quiet exterior.

STAND/EVAL

S-101 TSgt Bob Bergquist - Bob's adapted to Standboard real well, but devotes most of his spare time to his new farm property. He did us proud down at the NCO Academy. Also a new ~~volunteer~~ volunteer of the 5-year controlled tour program.

S-102 SSgt Steve Metts - Steve is currently in Guam TDY with Standboard's tests. We'll be losing Steve to the KC-10s at Seymour as soon as he returns. Many young booms will be breathing easier....

S-103 SSgt Jim Hackworth - Jim just came back from NCO Leadership school with the Commandant's Award and a haircut gapped at 30 thousandths to prove it. He's so motivated he made his son get a flat-top haircut too.

A FLIGHT

E-110 Sgt Quinn Janke - Quinn is now fully domesticated with wife and child. He doesn't get out as much as he used to, but had time to straighten out Guam.

R-111 A1C Dave Curtis - "Curtis Interruptus" just returned from Eileson AFB, AK. Always smiling, the hardest working boom on his entire crew.

E-112 Sgt Jim Wood - Jim graduated from CFIC recently and is devoting most of his spare time to riding his Harleys. He says he keeps it under 55 MPH... while on base.

R-113 Sgt Dan Elam - Dan has been TDYing it when he's not beating his 4X4. Boston, his doberman is getting very big. Dan is also A Flight's Deputy Commander for Pornography.

R-114 SSgt Chris Hatley - Chris is fresh in from Fairchild and has already purchased a house in East Grand Forks. A fast burner from Cargo Loading Manager to Stand/Eval very soon.

R-115 A1C Tony Ceraolo - Tony must own over a hundred pairs of sunglasses. Watch out if a bottle of Captain Morgan's Spiced rum is nearby. Grrr.

E-116 Sgt Jack Fortner - "Mister Vegas" can sniff out a card game at 50 DME. Jack is considering a KC-10 assignment.

B FLIGHT

E-120 Sgt Carl Slusher - Carl is one of our newest instructors and is currently the flight IBO. Sometimes drives all the way to West Virginia on C square for a "pilgrimage".

E-121 A1C Todd Cleveland - Todd has just moved into a new apartment complete with bar and live-in girlfriend. This party animal ties the knot this fall.

R-122 A1C Greg Nott - Greg is the 905th's resident computer whiz. Often makes us wonder just what's in that pipe he smokes.

R-123 A1C Jeff Sidles - Jeff's claim to fame this year was that he was personally escorted out of the NCO Club at Guam by the Base Commander! Also, a soon-to-be daddy.

R-124 SSgt Steve Kleman - There's talk that Steve is going to be our next instructor candidate for CFIC. Wonder if the squadron knows.

R-125 A1C Gary Elliot - Here's another guy that drives home to Wisconsin on C square. His mom invented apple pie.

R-126 SrA Eric Thomas - Eric is just chilling out right now. A married man with wife and child.

C FLIGHT

E-130 SSgt Lloyd Rand - Lloyd is at CFIC as of this writing. We got a call that he forgot to bring any blue uniforms. Good job Pink Floyd!

R-131 SrA Jim Lockley - KC-10? Army helicopters? Warrant officer? Who knows? We do know what he does want is a fresh can of Skoal and a nice day for riding his Harley hog.

R-132 A1C Frank Jirik - Frank's barracks room is a popular spot now that the bar's in place. He's also stopped complaining about the Alert chowhall food.

E-133 Sgt Kip Green - Kip could very well be SAC's senior E-4 Sgt unless this last SKT comes through OK. Where's that next card game?

R-134 SSgt Ted Johnson - Exiled to C Flight from Stand/Eval after having had just a little too much fun with the State Highway Patrol last Halloween.

E-135 Sgt Mark Westman - Mark will be leaving us this year. The latest he has admitted to was desiring to become a Chaplain. Of course he'll need to complete his annual cargo load first.

E-136 SSgt Barry Hayes - Barry has just returned from the Pacific with no tan, no souvenirs, and no diseases. The rest is classified.



HENRY P. HUFFMAN, SMSGT, USAF
In-Flight Refueling Programs Manager




DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 305TH AIR REFUELING WING (H) (SAC)
GRISSOM AIR FORCE BASE, INDIANA 46971-5000

REPLY TO
ATTN OF: 70 AREFS

SUBJECT: Boom Signal

TO: 8 AF/DOTTR

Greetings from the 70th Air Refueling Squadron. It's been "One of those years" at Grissom. We have lost some good Booms to PCS and Separation. However, we have some very promising new people to take their places. We have done the whole nine yards with old friends like: CEVG, ORI, Red Flag, and of course Global Shield. These along with Business Effort, and the normal TDY's and our trips to sunny Panama, have kept us quite busy. Yes, we are looking for volunteers to come to Grissom, so by all means sign up early. Where else can you fly five, count 'em, five, different models of our beloved 135's. We have quite the collection of airframes, ranging from KC-135A, KC-135ART (Air Refuelable Types), honorable mention to our KC-135D's, does anybody want 'em? We even have some white tops, EC-135L, and EC-135G. If you have cargo to haul or an air refueling too big to handle, call the 70th AREFS. No matter what the mission, we "Never Say Never;" except when we say we Never Say Never. Now for the All-Star line up of Boom Operators.


KENNETH R. INGRAM, MSgt, USAF
First Sergeant

Atch
List of Squadron Boom Operators

UNITED STATES AIR FORCE



SEPTEMBER 18, 1947

69

"A" FLIGHT

- R-150 Amn. James T. Andrews. After a late night trip from Birdie's. James was heard signing: " All I want for Christmas is my two front teeth."
- E-151 SSgt Robert D. Mamann. (IBO) "A" Flt IBO.
- R-152RP MSgt Robert M. Hatchett. (IBO) Tng Flt IBO.
- R-153 SSgt Alfred D. Slusher. (Ex Supply) "The Stealth Boom" AKA "The Panama Kid."
- R-154 SSgt Gerald J. Schumacher. (IBO) Awaiting a CFIC slot.

"B" FLIGHT

- R-160 SSgt Jeffery C. Abell. (Ex Gunner) What can you say about Jeff, he still dates them teen aged girls, and drives his Trans Am at 130 MPH. He almost quit to becomes a cocktail waitress in Vegas.
- R-161 AIC David M. Thomas. Dave buys a new Fiero every 3 to 4 months, and being the ladies man he is, he can't pick up girls in an old car.
- E-162RP SSgt Dale Mitchell. (IBO) TSgt selectee and looking for an airline job.
- R-163RP SRA Richard D. Jennings. "Cranium" Rich is our new dorm manager.
- E-164 Sgt Brian J. Baker. Acclimitating from Hickam, still looking for the beaches.

"C" FLIGHT

- R-170 SRA Jeffery F. Carter. "Bambi" SRA BTZ, 42nd Airman of the Year. Jeff is our fast burner. He tests for SSgt in May, and he will probable make it.
- R-171 Sgt Daniel E. South. (IBO) He is our low level tactics expert, and part time Lt. in the Civil Air Patrol.
- R-172 Amn Ferney W. Priest III. "Judist" He arrived from Castle in Feb. His first words were: "Call me judist."
- E-173 SSgt Russel W. Sitz. (Ex Munitions) "Leather" If given a choice of a sharp stick in the eye, or Elf-One, he'd take the stick.
- R-174 Amn. Steve Jackson. Arrived from Castle in Mar, Completed EWO cert, and can't wait to start collecting that alert pay. All he needs are his glasses.

"P" FLIGHT

- E-180RP TSgt John G. Basso. (IBO) John has recently returned from CFIC with flying colors, and after many long hours of work has completed a two year "AA" degree from Ball State University.
- R-181RP A1C Timothy P. Stibbe. "Stud Muffins." Tim recently got married and will put on SRA in Aug. He just went to his first Dinning-In, maybe his last, we still can't tell if he had fun.
- R-182RP TSgt Robert C. Morgan. (IBO) "Moose" no one really knows why they call him that, and Rob wont say. He just returned from the SAC NCO Academy. Has two dogs, two cats, and two horses, and I'm not building an ark.
- R-183RP Msgt Kenneth R. Ingram. (IBO) NCOIC, First Sgt, SMSgt selectee, and Sr. NCO of the Quarter.
- R-190RP Sgt John T. Weber. (IBO) "P" Flt IBO, John is another CFIC graduate.
- R-191RP SSgt Charles E. Newton. (IBO) "FIG." He's still as big. and still as quiet.
- E-192RP TSgt Nathan K. Wilds. (IBO) (Ex Gunner) still working on another house.

"S" FLIGHT

- S-140R SSGt Michael W. Stillings. (IBO) "This is my brother Darryl." Mike just moved to Stan/Eval still no comment.
- S-141R SSgt Kevin D. Hershey. (IBO) (Ex Gunner) Stan/Eval Boom
- S-196P MSgt Johnnie Mize. (IBO) (Ex Gunner) "Kamikazi Standboard Evaluator" Stan/Eval PACCS branch.

SPARES

- TSgt James A Yarbrough. (IBO) (Ex Aircraft Maintenance) DNIF/DNIA. Still awaiting a new assignment/Ex Training slot.
- SSgt Donald R. Weller. (IBO) Just bought a new airplane. He says he hates Hawaii, "please no more TDY's"

ALERT FACILITY MANAGER

- MSgt Steve Vaughn. (IBO) Steve has put alot of long and hard hours in, and it all paid off because our alert facility was named "Best in 8th Air Force."

71

PCS/SEPERATED

SSgt Nick Price - PCS TO Warner Robins AFB, Ga.

SRA Zane Davies - Seperated, lives in southern In.

Sgt Scott Peterson - Cross trained/PCS to KC-10, Seymour Johnson AFB, NC.

Sgt Jim Miles - Seperated

SSgt Mike Diotte - PCS to Langley AFB, Va.

SSgt Mike Murphy - Seperated, and went to the reserves.

Sgt Mike Eubanks - Seperated.

INBOUND PERSONNEL

SSgt Paul Pillar (X-train out of C.E.) From Scott AFB IL.

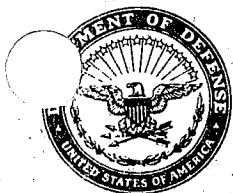
CMSgt Grundmeyer.

Sgt Snyder.

That's all from the "GUS" this year, hope you all have a good year, and see you next year.

DEPARTMENT OF THE AIR FORCE

931ST AIR REFUELING GROUP (AFRES)
GRISSOM AIR FORCE BASE, INDIANA 46971-5000



REPLY TO: 72 AREFS/DOOB (928-3091)
ATTN OF:

30 Apr 87

SUBJECT: Boom Signal

TO: CMSgt Richardson and All Boom Operators

The 72AREFS has spent a great deal of the last 12 months on the road - New Year's in Iceland, trips to Bitburg, Zweibrucken, Copenhagen, Bermuda, and more-state side locations than I can list in the allotted space. Seems we're doing more and more CDV's and troop movements, in addition to a lot of good air refueling work.

Those of us who stayed at home drome are becoming very intimate with the term "computer literate". At one time we thought the term meant we knew how to turn on an HP-41; little did we all know that in the span of 12 months we would manage to learn enough about computers to create our own little empire. The more we learned, the more we computerized - EP tests, flight orders, cargo loading, orders, and every report imaginable. We even computerized the lunch request program.

We've also been very lucky this year, we haven't lost any boom operators. Here's a list of who we have and what they are doing:

RESERVISTS

TSgt Bill Achenbach (BO) - Bill finally broke down and found a job after talking about it for months. Unfortunately, it was short lived due to company problems. Now when Bill isn't on alert or flying, he can be found filling out resumes and fixing the squadron coffee pots.

TSgt Larry Bartel (BO) - "Uncle Larry" is a Respiratory Therapist in Indianapolis at Methodist Hospital. Can't tell you much about Larry, except he's a great guy, but has this really bizarre sense of humor. Larry recently pinned on TSgt.

TSgt Steve Bingham (BO) - Steve, one of our "professional reservists" is on a months leave from the boom field to attend a mountain climbing course in Alaska. Seems to think he may want to become an instructor in mountain climbing. Hopefully he'll be around to write about next year!

UNITED STATES AIR FORCE



SEPTEMBER 18, 1947

73

TSgt Jerry Hostetler (BO) - Jerry became so proficient at remodeling our squadron building, that civil service gave him a job in the Carpenters Shop. Jerry can still be counted on to maintain his currency as a boom operator and still be available when one of us need something repaired. Definitely a good guy to have around if you fall into the incompetent category in home repairs.

TSgt Paul Houser (IBO) - Paul is our lone full-time student. He attends Purdue during the day and maintains his currency at night as an instructor. Paul and "Uncle Larry" can always be counted on to take the Colorado trips. Must have something interesting to do out there!

TSgt Ron Johnston (BO) - Ron is one of our two state patrolman. Every now and then he tells us about catching a hardened criminal, but the majority of the time we hear about the finer points of the Indiana donut shops. Rumor has it Ron gives a very unique passenger briefing.

TSgt Kym Orange (BO) - Kym, our other state patrolman and resident donut expert recently purchased a new blazer. Heard about it for weeks, but didn't really believe it existed until he finally drove it to work - definitely a well equipped vehicle. Besides Kym's obvious talent as a boom operator, he also tells some of the worlds worse jokes. Ask him to tell you one if you ever run into him.

SSgt Jeff Henry (BO) - Jeff is another one of our professional reservists and an on-again, off-again student. If he's not TDY he can be found residing at the alert pad or cruising around town in his Mazda RX7. Jeff did us all a favor and "volunteered" for a New Year's trip to Iceland. What a nice guy!

SSgt Mike Murphy (BO) - Mike joined us from the active duty side of the house in March. We promptly sent him TDY reserve style. The "chief" says he lost him sometime between the briefing and takeoff. Mike's a professional reservist for the summer, but will start school full-time at Purdue in the fall. Welcome aboard, Mike.

TECHNICIANS

CMSgt Jerry Snyder (IBO/EB) - Jerry's our "Chief" and protector of the rights of the enlisted personnel. We haven't seen a lot of him lately since he is always on his way to a conference. Sounds like he's made some good inputs on our behalf to the upper echelons. If anyone is interested in some of the proposals that have been presented, give him a call, he'll be glad to fill you in. We all appreciate what he's doing, though we wish he'd stop leaving us little notes on our desks. Really Boss, I didn't do it!

SMSgt Billy Carter (IBO) - Billy is one of our "computer lizards" and Jerry's right-hand man. Ever since the Z248 computer showed up in the boom shop all we ever see of Bill is his back. He puts out some great products which keeps the boss happy and makes tracking alert, mandays, and TDY days a snap.

SMSgt Mel Wiemer (IBO/EB) - "Atilla" is our Stan/Eval Boom and all around nice guy. He's so nice he shows up to "help you" two days before the TDY you sold your first born for. We got him his own computer thinking that would keep him occupied, but that only worked for a short while. Obviously he's run out of projects.

MSgt Frank Meyers (IBO) - Frank's our boom in the scheduling shop and doing a great job for us. Took a little while, but we're seeing more air refueling work and less nav legs. He's still trying to work out the perfect mission profile but with no great luck. Seems to be a differing opinion on the definition of "perfect". Who asked the pilots anyhow?

TSgt Tony Fanlser (IBO) - Tony inherited the Cargo Load Program after Frank went to Scheduling. We have him building a new cargo load training cabinet so he stays away from the computer. Seems Tony has a knack for blowing Billy's programs into oblivion everytime he gets near the computer. Seems to suit Tony just fine.

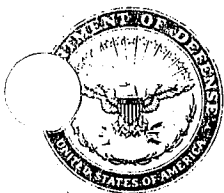
TSgt Jim Seidle (IBO) - Jim is still doing his best to make sure that everyone has orders before their tour of duty begins. He gets it done about 90% of the time. He plans to someday have all the information that he tracks manually on one of the squadron computers. He's currently trying to teach himself "basic" computer language. We find him staring at the computer monitor and scratching his head a lot these days.

TSgt Kim Esbenshade (IBO) - That's me! I finally did the majority of what I said I was going to do the past 12 months - Finally got my degree, bought a house and finally found a Safety Officer so I could rejoin the world of Boom Operators. I can now be found in the Boom Shop ensuring that the daily mission planning gets done and fighting Billy for the computer.

All the people we have are real assets to the 72AREFS. If you are ever in the area drop in and we'll buy you a beer and show you around.

Kim E. Esbenshade
KIM E. ESBENSHADE, TSgt, USAFR
Instructor Boom Operator

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



REPLY TO:
ATTN OF: 305 AREFS/CCF

16 Apr 87

SUBJECT: Boom Signal

TO: 8 AF/DOTTR (CMSgt Richardson)

1. A big hello from Corn Field County. We here in the 305th have had quite a few changes this past year. Our present crew line up is as follows:

MSgt Chuck Held - Program Manager
MSgt Bill King - Training Flight

STAN EVAL

- MSgt Jack Studer - S-101
- TSgt Gene Hagge - S-103

A FLIGHT

- TSgt Ricky Dayton - R-110
- Sgt Dave O'Brien - E-111
- MSgt Bill King - R-112 - Training Flight
- Sgt Mike Barnes - R-113
- SSgt Donny Baughman - E-114
- Sgt Gary Rigby - R-115
- SSgt Larry Barry - R-116

B FLIGHT

- SSgt Russell Snitker - S-120
- A1C Tim Alvey - R-121
- A1C Tim King - R-122
- SSgt Eddie Friel - R-123
- MSgt Chuck Held - R-124 - Program Manager
- SSgt Sonny Sampayan - R-125
- TSgt Larry Page - R-126 - CLT Manager

C FLIGHT

- TSgt C.R. Lewis - E-130
- Amn Roger Ellison - R-131
- SSgt Jeff Williams - R-132
- A1C Steve Saur - R-133
- TSgt Frank Forster - R-134
- Amn Rod Dinges - R-136
- Sgt Kevin Schlegel - N-137
- Sgt Verl Palmer - N-138

2. PCSing this past year were:

MSgt Danny Gardner - Ellsworth
TSgt Tom Peck - March (KC-10)
SSgt Donny Anderson - Offutt
SSgt Larry Stockton - Offutt

3. We have also lost a few good men who retired:

SMSgt Jim Billings
MSgt Dean Scoles
TSgt Bobby Roye
TSgt C.R. Lewis (Retires in August)

4. Unfortunately, this past June we lost a good boom when SSgt Quinn DeWitt's plane went down in Panama.

5. As you can see, we here at Grissom could use a few good men or women. If you are ever in the area, stop in and say hello. The coffee pot is always on for fellow booms.



CHUCK HELD, MSgt, USAF
In-flight Refueling Program Manager
Autovon 928-2900

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



REPLY TO
ATTN OF: 65SS/TK

SUBJECT: BOOM SIGNAL

TO: 8AF/DOTTR (CMSgt Richardson)

Hafa Ada from the island of Guam. Over the past year we have had some major changes. Gregg Counts who was the alert facility manager retired. Gregg worked in the task force prior to his departure. MSgt John Randall arrived here from Mather and now is the facility manager. John's favorite words are "I want to fly and what do you have going TDY. John is doing a good job. We finally got our second boom slot approved. TSgt (MSgt selectee) Troy Sinclair from Beale is scheduled to arrive by the end of June. In April SMSgt Ziad Hassanieh, a KC-10 flight engineer arrived here from Barksdale. He is our resident expert on KC-10 operations.

On July 1, 1986 the "Pacific Tanker Task Force" did in fact become the 65th Strategic Squadron. Contrary to belief this did change our operation. We were moved from base operations and into the 60th Bomb Squadron building so we could become part of the "operations center". Our scheduling function was moved up to wing headquarters to become part of DOT. We have an authorized Commander's slot with complete jurisdiction over the staff and TDY crews. Our mission taskings still come from higher headquarters but they go through different agencies before they reach the squadron. This has caused some problems in coordination and mission planning areas. Due to increased responsibilities by becoming a squadron (meetings, additional duties, etc.) we have been asking the crews to help us out. They have been great. Due to budget cuts we have not been able to get additional officer slots to accomplish the mission. What has happened though is that we are seeing an increase in enlisted manning. This is working to our advantage. We are getting as much (and sometimes more responsibility) as the officers assigned. Besides doing our primary job we also work scheduling, plan missions from start to finish for the movements that we are directly involved with on and off station. We are averaging a TDY a month off station controlling the movement of tanker and fighter aircraft by ourselves.

Currently we have assigned 5 KC-135A's, 1 KC-135R, and 1 KC-10. Some crews are a little upset over the breakdown of flying time and trips. The 135's are scheduled to fly 260 hrs a month. The KC-10 is scheduled for 100 hrs. The driving factor for flying time is the availability of receivers. We cannot justify sending a crew off station when they don't have a receiver (unless we have to preposition for a movement). HQ SAC watches this closely. The KC-10 is dedicated to provide support for contracted refuelings and cargo airlift. Sometimes these missions fall out due to HHQ decisions. We have had boom

UNITED STATES AIR FORCE



SEPTEMBER 18, 1947

77

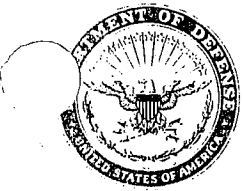
operators (and crews) in the past try to beat the system by calling receiver units to bootleg a refueling to get a trip or more flying time. We get jumped on by receiver unit and 3AD for this. If you decide to go this route and get caught, I guarantee you will be sitting on the ground until it's time for you to depart for the states. We try to insure each crew gets at least one off station flight while they are here.

We still are encountering some minor problems. Aircraft not being configured IAW SACR 400-4. Ensure your aircraft is properly configured prior to departing home station. Biggest problem: not having enough seats for 58 persons on board. Be sure all usable troop seats are erected. We do carry max pax on every flight out of Guam off station. Be sure all tiedown fittings are accessible (no carpet covering the fittings). With the amount of cargo we carry we need all available floor space. Customs is a high interest item. Prior to your departure review the "Foreign Clearance Guide" to see what the custom requirements are for the area you are going to. Don't try to beat the customs system. Some crews have and they lost! Now we are all paying for their mistakes.

If you have any questions about the operation over here in the Pacific give us a call. We will do our best to answer them. Sometimes though you may not want to hear the answer. Our phone numbers are: AV 366-6189, 366-5244, or SOCCS drop 35. Stop by and give us a call.

Gary Adams is alive and well. He currently is the manager of the Pacific Stars and Stripes for the Island of Guam. He loves every minute of it. He still talks about his second home.....the PI. Randy and Sleeve, where are you... When you come to Guam give Gary a call, he would like to here from you.

Ronald D. Livingston
Ronald D. Livingston, SMSgt, USAF
Chief, Inflt Refueling Prog Mgr, 65 SS



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

REPLY TO
ATTN OF: CCF (449-5804)

17 April 1987

SUBJECT: Boom Signal Input

TO: 8 AF/DOTTR (CMSgt Elzey Richardson)

Aloha Rich and all you boomers out there in air-refueling land. Since my move last October from SAC OPS, I've taken up flying ECs on a full-time basis. The 9 ACCS folks are a great bunch. As most of you know, we've got a lot of enlisted people assigned with a variety of AFSCs--boomers, flight stews, and comm folks (both radio and RTTY). Logistical and maintenance specialists fly with us, too. We even have aerial photographers flying with us (look for an article on our unit in an upcoming issue of Airman magazine). Additionally, we have a 10-15 person interservice battle staff flying on our aircraft.

9 ACCS personnel fly the ABNCP in support of the United States Commander in Chief, Pacific (USCINCPAC), and we are administratively controlled by PACAF. Our nickname is "Blue Eagle" when flying ABNCP.

Our EC-135J is basically a KC-135E with thousands of pounds of communications and electronics equipment on board. Our basic weight is 145,000 lbs.! We have receptacles and booms installed; and Boy! do we use them--contrary to popular belief.

Our normal mission consists of a buddy T.O. with two hours of refueling as a tanker and receiver. Additionally, we refuel F-4s and F-15s attached to the Hawaii ANG. We refuel with SAC, Guard, and Reserve tanker units--both 135s and KC-10s. We've refueled TAC fighter unit aircraft, such as the A-10 and F-16.

All in all, this is a good deal for a boom operator. We used to have non-refueling ABNCP missions; but in the interest of getting the most training out of each mission, we worked it so we routinely have lots of air refueling.

So, if any of you are thinking about a great assignment in the future, put us down on your dream sheet.

Before I get to our list of booms assigned, I want to publicly thank CMSgt Chuck Harrison and his bunch at AFMPC for supporting our unit. Chuck's job isn't easy, folks; especially with all these new constraints on assignments, etc. Having now bored everybody to death, here's our present and future list of players:

MSgt Gary Ranney: Gary runs a lot. I mean "big time" marathons. He ran the Honolulu Marathon and finished 30th! That's world class running, folks!

MSgt Marty Sabourin: 376 SW's loss and our gain. We're glad to have him back!

TSgt Rick Raprager: Rick rides a lot--motorcycles and check rides. (He gives 'em!) Rick secretly wants to steal my Harley...

TSgt Frank Perry: Mr. Training! Frank rides a cycle, too--nice rice burner he's got. Frank wants to steal my Harley...

SSgt Steve Cid: Why is he smiling all the time? Must be because he's single! He's available, too (for WESTPACs)!

Sgt Lonnie Lisser: Inbound (today, I hope) from Griffiss. We've heard good things from NY--computer wiz!

Sgt Tony Fortney: Coming from 7 AREFS. CFIC grad--thought he was going to Loring; but instead, he HAS to come here...too bad!

Well, that's about it. Oh yes, there's me, too! Now I fly a smooth Boom, sail a big boat, and drive a motorcycle that is the sound of America, right out of Milwaukee--knowwhatimean? "Mango 01 Breakaway! Breakaway! Breakaway!" Aloha!

BUZZ WILLAUER, CMSgt, USAF
NCOIC

P.S. Good night Mike.....

DEPARTMENT OF THE AIR FORCE
909TH AIR REFUELING SQUADRON (SAC)
APO SAN FRANCISCO, CA 96239-5000

REPLY TO
ATTN OF: UIRPM

27 Apr 87

SUBJECT: Boom Signal

TO: 8 AF/DOTR (CMSgt Richardson)

1. Mabahay! Its that time again and we've had quite a busy year. We evacuated five times in the month of July for typhoons. Needless to say the guys have their cargo loading down pat. Also, every other month we deploy for COPE THUNDER in the Philippines, plus every week we have over-nighters to Osan and Misawa.

2. We've had some changes in the last few months:

DEPARTURES:

MSGT MARTY SABOURIN - Left the Tanker Task Force and went back to the 9th ACCS at Hickam. How's the new bride Marty?

SGT (SSGT SELECTEE) PAT HOPKINS - Separated from active duty and was immediately hired by the KC-10 reserves at March.

TSGT "SLO" MO ELLIOTT - Departs in May for the KC-10 at Seymour-Johnson.

3. The following is a listing of the booms of the 909th Air Refueling Squadron and the 376th Strategic Wing:

NCOIC - SMSGT RANDY FAULK - Looking for the next Clark trip (Following in Gary's footsteps).

TRAINING FLIGHT - TSGT JOHN BUCKLAND - Departs in June for Ellsworth. Spent \$1,400.00 in Korea on WINTER clothes.

S-101 - MSGT (SMSGT SELECTEE) MIKE KNAPKE - Mr Quiet.

S-102 - TSGT CLYDE SOUMAS - "PanPac" Where did that nickname come from??

R-110 - A1C PAUL (NUTMAN) NUTTER - Hey Paul, I didn't know the Marines had REAL women.

R-111 - SSGT CHRIS (DOCTOR) HOCTOR - Completed NCO Leadership School, 376th Strategic Wing NCO of the Quarter Jan-Mar 87. The doctor is always in--something.

R-112 - SSGT MIKE DENSMORE - Blink for me Mike. Mike had a temporary case of palsy on the right side of his face. We had fun watching him drink beer, looked like he just had a shot of novacaine. Also, newlywed - plus already has one in the hangar.

R-113 - SrA JACK (WORM DIRT) NORRIS - Jack's on ANOTHER PDM back to the states. Got KO'd in the Island Rugby Championship, finally remembered who he was after a couple of days.

LTRS - BS

R-120 - SSGT GARY (MUSIC MAN) FREDERICK - Gary extended to try and match someone's DEROS at Mildenhall. Headed to Australia for his next leave.

R-121 - SSGT HARRY (DART MAN) WHITACRE - Our resident dart specialist.

R-122 - SSGT (TSGT SELECTEE) JEFF REUTER - Going to the KC-10 at Seymour-Johnson.

R-123 - SSGT PAUL MOZUR - Chief of DONO - PCS to Clark AB, Philippines - TDY to Kadena. Trying to keep up with me.

R-130 - TSGT "SLO MO" ELLIOTT - KC-10 at Seymour-Johnson. Hey Mo, what am I going to tell those women that call me from all over the Pacific?

R-131 - SSGT JEFF HARP - Jeff looked like a prune on his return from a TDY to Utapao, Thailand. Twelve body massages in 36 hours. Think I'll have to chaperone him on his next trip.

E-131 - SSGT ANDY "SERGE" LACASSE - Wing Cargo Loading Manager.

R-133 - SGT LARRY (LANCE) HUDNUT - Where did he get the name "LANCE"? Let us know McConnell.

E-140 - SSGT VIC "ARSWELLGUY" ARZUAGA - Our resident ladies man. Mr. TDY.

R-141 - SRA LUIS DRUMMOND - New guy on the block. (I must give him his Philippine orientation.)

R-142 - SSGT MIKE "CUDDLES" DAVIS - Newlywed - Mike goes to NCO Leadership School in June.

ALERT FACILITY - MSGT MIKE RUNYAN - Pad Dad - Full time student at the University of Maryland. Mike's got a pocket full of nitro-glycerin for his heart. Had some chest pains but is O.K. now. Should be back on status in a week or so.

TANKER TASK FORCE - TSGT (MSGT SELECTEE) BOBBY COCHRAN - Our resident Secret Squirrel. Trying to figure out what Marty did at T.K.

4. We are in our new squadron building, so if you're ever at Kadena stop by and say "HI". We can always find a beer, soda, or coffee to quench your thirst. Our new building is 10,200 square feet, our own life support, briefing room and numerous other luxuries. "BUT SMOKING IS ONLY ALLOWED IN THE CREW LOUNGE." Also our phone numbers have been changed: Boom Section - 634-0845, Admin - 634-3473, Training Flt - 634-0846, Operations & Mission Planning - 634-3126/3129/3149.

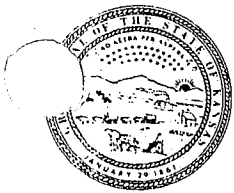
5. Well had better close and get this into the mail to Chief Richardson since its already late. Always keep a stiff boom.



RANDY P. FAULK, SMSgt, USAF
Chief, In-Flight Refueling Manager

LTRS - BS

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



REPLY TO
ATTN OF TSgt Ronald A. May

SUBJECT Boom Signal

TO: All Boom Operators

Greetings to all from the Kansas Coyotes. Our personel haven't changed much lately. Here is a quick roster.

CMSgt Gus Parsel: After working so long and so hard for over 30 years, Gus has, at long last, got his Golf score to stay below 75! He was extremely happy and was looking forward to the good life, but then Stan/Eval gave him his -5 and the moments for our aircraft and he has yet to crack a smile.

SMSgt Mike Pierson: While still being our best looking boom, Mike has had time to diversify into working over Vans in addition to motorcycles in his spare time. In his full time postion, Mike still runs the best Stan/Eval boom shop in the business and is working hard at selling us booms on the -5 and moments. We all wish him luck. (The author is due a 60-4.)

MSgt Lowell Seymour: Lowell's additional duty of Flight Mechanic on our 131 may be coming to an end this year. I'm sure he'll miss the aircraft, but the old boy still flies a good boom and we'll keep him around. Lowell spends most of his spare time trying to come up with more Mil/Leave time. He continues to overlook staying at home as a viable option.

MSgt Ken Griffin: "Military Intelligence," (an expression for sure) is a job that requires a great deal of time and energy, but Ken got the job anyway. He's doing a good job with our Intelligence, and keeping us booms certified, but he's getting harder to live with. His bigger complaints range from not flying enough to not having more X-C's. Ken compensates for all of this by playing on our baseball team, coaching us, (who don't know how) and going to his son's games and looking after his dauther with her new husband.

MSgt Steve Stucky:

Last November, as I recall, Steve (hard worker, loyal husband and all around nice guy) took on the additional job of Chief, Command and Control in our Command Post. We in the boom shop hear he's doing a good job but it's all second-hand information. No one here has seen him since the Christmas Party!! Knowledgeable sources state that Steve has time to work some on his very-E2 Airplane and still has an R/C or two laying around the house. If anyone sees him, tell him the ice has melted off his boat and its ready to go!

MSgt Tom Cox:

Tom in real life works for PMEL on base and has been going to schools all year trying to learn what he should already know. Tom is still our TDY ace and maintains his first-look, first shot capability with the girls. He see's 'em first, buys 'em the first shot, leaves with 'em first.

MSgt Ben Hollingsworth:

Ben rounds out our totally available force and we keep him hoping with career advisor duties, 117th Manuals Control and Unit Welfare Fund. On a day off, you'll find Ben working on anything that moves. Makes no difference if its a car, truck, lawnmower, or whatever. If you need it to go he'll get it moving.

MSgt John Roth:

Brother John is still looking for a creek party!! He has little hope for any world that doesn't have one. John spends his time as a super salesman for a Kansas City Paper Supply Company and will take any excuse at all to get over to the U.K.

TSgt Lee Perry:

Lee works for Able Erection Company (Yep! Real name, Real Company) and hangs big hunks of steel high above the dirt. Lee lives close to the speed heat most of the time driving from home or work to come out here for an AFTP and has invested heavily in CB Radios and Fuzz Busters.

TSgt Chuck Hanna:

Chuck is one of our totally available booms here so he's always "alert" or TDY for some reason. He's been doing a super job as our CSEP NCO, VIP Coordinator, and 117th Security NCO and along with helping members of our Student Flight find themselves. He's in overdrive most of the time. When Chuck plays you'll find him playing with the best looking 67 Corvette on the road.

TSgt Ron May: Ron has just come-on-board full time. He still hasn't figured out how not to be at the wrong place at the wrong time. But, he is rapidly gaining the required knowledge! He is an ex-Marine and gives a pax briefing that nobody is likely to forget in the near future.

TSgt Keith Fulton: Fresh from Carswell AFB, our baby IBO has logged a lot of flight time with our newest boom Mark Mertel. Both are doing a fine job and they're becoming comfortable with their new responsibilities. Keith, when he's not working in DOTF or playing softball, spends his free time looking for a house. That's not to bad having all the real good looking Realtors, help him look for a tax dodge.

TSgt Harvey DeWeese: As a civilian, Harvey is a Firefighter for the City of Topeka and as such was cited for heroism this last year by the City and the Fire Department for extracting some injured people from a house fire. Harvey is still our only low observable boom. He comes in for AFTP's and Alert but he's hard to see doing it.

SSgt Parker Groves: Parker, at last got a real job! He's working at on Ordnance Plant, Supervising people who make things go "Boom!" He's still our most devoted tourist and can be seen most any weekend going to points heretofore unseen by the human eye.

SSgt David Bowen: David "Cho-Cho" is on his way to CCTS. Should be in by mid-May. Right now he drives trains for Santa-Fe and is looking forward to working with some light sheet-metal for a change.

Sgt Mark Mertel: Mark "Bait" is learning how to put the pole in the hole in the real world now that he's out of CCTS. He's coming along well with his training and he should start having fun real soon. We're looking for some additional duty out here at the base for him, but for now we just take him to all the bars.

SRA Marvin Hittle: Marvin is still looking for a start date for CCTS and when he's not at Kansas University, you'll find him out flying his dad's 182 or his grand-dad's 150 wherever he can get the lowest rate.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 410TH BOMBARDMENT WING (SAC)
K I SAWYER AIR FORCE BASE, MICHIGAN 49843-5000

REPLY TO
ATTN OF 46th (MSgt Lonergan, 472-2792)

30 April 1987

SUBJECT: Boom Signal

TO: 8AF DOTTR (Chief Richardson)

1. Greetings to all from "Gods" country. We survived a very mild winter in which we got less than 100 inches of snow. Even the local Finlanders said this was the mildest winter they had seen in 20 years.
2. Have been very pleased with the progress my three baby booms have been making. All three are very sharp and aggressive. One of them has been on an England TTF already and the other two are scheduled to go this summer.
3. We are keeping everybody busy with low level air refueling now. Some of the guys have their reservations about it, but like everything else, new territory meets with resistance.
4. This summer our runway will be closed for repairs so we will be doing our flying out of Whiteman. Don't think there are too many of us that are looking forward to that, but I am sure we will get over it.
5. We were recently notified that the wing was the winner of the Omaha Trophy. So needless to say, we are riding a high right now.
6. Will say good-bye for now and introduce you to the line up of the 46th Air Refueling Squadron.

PROGRAM MANAGER - MSgt Steve Lonergan.

OUR GANG

SMSgt McNeil - Retired April 1987.

ALERT FACILITY MANAGER - TSgt Ed Phillips (MSgt selectee)
Ed said he had to get out of Stan/Eval since Jodi was going there.

TRAINING FLIGHT - TSgt Hackett "The Powder Monkey" - Rick's the President of our Boom Association. Our biggest problem is keeping him from fighting off Black Bear with a once inch pocket knife.

SCHEDULING - TSgt Kovar - If there's a way to save a penny, Marty will find it. He's the Treasurer of our Boom Association and rightly so. He's new at the scheduling game and has great potential.

Peace . . . *85* . . . our Profession

S-101: TSgt Takash - Mike got his line number for master. He recently graduated with top honors. I'm afraid we're going to lose him to the land where men are men and the sheep know it. That's right, Mike's Montana bound.

S-102: SSgt Phillips - Jodi's our version of the female Schwarzenagger. When we asked why the quest to be muscle massive, she replied: "It takes strength to play with the Marine Corps"

E-110: SSgt R. Smith - Roger crossed the bridge from scheduling to the crew force. He's the "B" Flight Commander Boom. Last I saw of Roger, he was wearing a mile long smile and saying something about spelling relief.
B A C K T O A L I N E C R E W !!

E-111: Sgt Merriner - Sherm just moved to the big town of Marquette where he's chasing the big women. Also our latest Pride NCO. We are proud of him.

R-112: Amn French - Kyle's our baby boom and he seems to be asking the right questions. He also performs an outstanding alert RCR check.

R-113: Sgt Sweet "Chainsaw" - Bill's a retrain from the crew chief side of the house (he got smart.) The only problem with Bill is his chainsaw snoring - no one wants to room with him on alert.

R-114: Sgt Pretzer - Darrels our California kid and we've tried to convince him that people really don't surf in Lake Superior!

S-120: SSgt Myrick "The Crusader" - Seems Steve is always into something or another. He's our "C" Flight Commander Boom and god only knows what's next with Steve!

R-121: SSgt Mitcham - Eric's our latest graduate from NCOLS. He walked away with the DG award. Too bad they didn't teach him that diesel doesn't work in an unleaded truck.

R-122: SSgt O'banion "Up Chuck" - Chuck's an all around super boom. But if you throw a party and invite Chuck, make sure you have a plentiful supply of air sickness bags!

R-123: SSgt Pettis - Daryl spent the Christmas holidays over in Europe and Saudi Arabia. He was relieved to get back to his wife and child.

E-124: SSgt Bolling - Craig's on our latest Crew of the Quarter. He has just completed my extensive study on what happens to the A.R. boom when it has a chance contact with the ramp.

S-130: Sgt Protzmann - Jim's the "D" Flight Commander Boom. He's a real busy guy, with a part time job at the base commissary and a moonlighting job with the local TV cable company.

E-131: Sgt Shima - T.J.'s our latest CFIC graduate. Also, he's just had a baby boy. What we can't understand is why he didn't name his kid "Hero" Shima.

E-132: Amn Westemeyer - Kurt's a real top troop. I've heard rumors that he's applying for the zoo. We wish him luck.

E-133: SSgt Kempfer "The Viper" - Ric's the Vice-President of our Boom Association. He's also a real work horse, and has received to O.P.S. in a row. Claim's he's the top boom, but we know different.

R-134: A1C Long - Joe's one sharp airman. He was our Wing Pride Airman last month. We have big plans for him.

SMSgt Labo "Yota" - We've been trying to get rid of Bob for months now, but his heart won't let us. I think we've done it. He's retiring officially May 1st. We are truly going to miss him.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 410TH BOMBARDMENT WING (SAC)
K I SAWYER AIR FORCE BASE, MICHIGAN 49843-5000

REPLY TO
ATTN OF 307 AREGS/Boom Shop

29 April 1987

SUBJECT Boom Signal

TO 8 AF/DOTTR
All Boom Operators

1. Greetings from the "Frozen North Woods of Michigan". The 307th has just celebrated it's (KC-135A equipped) second birthday. Right after that, along with our brethren the 46th, we went TDY to RED FLAG. During that time a few of the troops made some RECCE sorties to Venice, California; talk about some good still life photography. The Intil folks love it. Our runway is going to close in July so now we get to haul cargo all over the Midwest to support everyone. It should get a lot of booms up to speed on hauling and handling pax/cargo. We have had a few changes since the last "Signal"; our line up is as follows:

-Training Flt: TSgt Ekdahl - "B" just went over 5,000 hours but when I check his record he has 2,700 hours of that as a DRONE at Offutt. He's my right hand man and couldn't get along without him.

-S-151: TSgt Pankonien - "Pine Cone" came to us from Kadena AFB, keeps getting out the water wings whenever he flies over Lake Superior.

-S-152: TSgt Casne - Don recently transferred to us from the 46th. He got all the "good deals" as the new guy in Stan/Eval.

-TSgt Prausa - Big "T" made TSgt on this last list and then got scared to death, he had orders to Beale AFB. He prefers the "Youppers" to California.

-AlC Smith, J. C. - He bought a new snowmobile for this winter and it was the mildest winter ever recorded in the U.P. So much for planning eh J.C.?

-TSgt Bowser - Tim keeps us all on our toes, CFIC did a world of good for him. Keeps dressing as a train engineer, guess maybe he wants a KC-10 slot.

-AlC Glover - Matt keeps telling us the "Bears" are coming back this year. Bought a new car and J.C. got the old boat all to himself. Matt also bought a new snowmobile, did that STOP sign really jump out in front of you?

-SSgt (TSgt Select) Stewart - Jeff came down from the puzzle palace of Stan/Eval. Took over the CLT, took him about ten minutes to get it running smooth again.

-SSgt Langer - Steve is a proud new Papa. He's got about 900 programs in his HP, if it's programable it's in his computer.

88

-A1C Levato - Gerry has come a long way in a very short time. TDY's make you grow up quick. Really a sharp young boom operator, Squadron PRIDE Airman and Crew of the Quarter Boom Operator.

-SSgt Reed - Clint had orders to Grissom AFB, went TDY to England and "POOF" the orders disappeared courtesy of G-R. Oh well, he's a good "Youpper."

-SSgt (TSgt Select) Durand - Greg came to us from Fairchild AFB. I tricked MSgt Loneragan into letting him come to the 307th, Steve hasn't forgiven me yet. Greg is a good man, hard worker and keeps his mottley flight in line.

-SSgt Vickers - Dave got a new set of woods for Christmas and was at my desk every day wanting a TDY south so he could play golf. Do they have golf courses in Iceland?

-SSgt Cermak - Ryan just returned from CFIC, passed his checkride now we have three instructors in one flight. Keeps asking me about instructors secret hand-shake. Not everything at once Ryan. He's loosing his main squeeze to a PCS. Tankers go into Germany Ryan.

-SSgt Klementz - Terry tried to kill his crew in the Chocolay River about a month ago, dumped a canoe over a water fall. His A/C just shakes his head whenever he is asked about canoe rides. If he lives, Terry will be our next CFIC candidate.

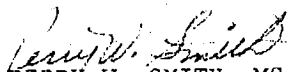
-A1C Tongusi - Gilligan has pulled three Alert tours this year, the rest of the time he is TDY somewhere. Hope he reads this wherever he is. John come home we miss you.

-PAD DAD: TSgt (MSgt Select) Phillips - Ed got tired of having to do all the Computer work for Stan/Eval so decided to go to the PAD for the experience. Good luck Ed it is no picnic out there.

-Programs Manager: MSgt Smith - A good year for me, got an O.P. from CEVG cause "B" went DNIF, thanks a lot "B". Plan to stay in the U.P. for a couple more years then retire and off the Spokane for some of the good life but for now I am trying to teach this new TACTICS program to the crews. Give me a call from anywhere and let me know what is going on in the "world."

2. That's a run-down and the low-down on the fightin' 307th. Thanks Chief for doing a great job, this publication is a tribute to the best career field in the Air Force. So long until next time from the land of the "JACK-PINE SAVAGES." If anyone gets up this way look us up, we are always looking for an excuse to party.

3. Keep smiling and keep a stiff upper.


PERRY W. SMITH, MSgt, USAF
Programs Manager/First Sergeant



DEPARTMENT OF THE AIR FORCE

6TH AIRBORNE COMMAND AND CONTROL SQUADRON (TAC)

LANGLEY AIR FORCE BASE VA 23665-5000

REPLY TO
ATTN OF DOV (TSgt Ryan, 574-2109)

SUBJECT Boom Signal

27 APR 1987

to. All Fellow Boomers

1. Greetings from the newly found squadron at Langley AFB. Since the last BOOM SIGNAL, we have three new arrivals here at Langley. They are TSgt Diotte from Grissom AFB, SSgt Cordell from Fairchild AFB, and Sgt D'Augustino from Wurtsmith AFB. I am writing this year Signal due to our newly promoted SMSgt Bill Campbell delegating his authority. SSgt Gator Cordell just completed his 60-2 (instructor check) thanks to me. By the way Guy Gaynor, you can send his CFIC certificate of completion. Also, we would like to thank Chief Harrison for the seventh boom we so badly needed.

2. This year we made it to the Boom Reunion, thanks to the guys at Seymour Johnson. Our special thanks to MSgt Pat Kennedy, MSgt Mike Payner, MSgt Chuck Gurkin, TSgt J.J. Mehall, TSgt Ken Nichols, SSgt Dave Pileski and Chief Tom Glenister for the ride on the KC-10 to Castle and back. We really enjoyed the reunion.

3. Duty Roster:

SMSgt Bill (alias Phil) Campbell - Chief Boom...Director of everything that happens here--still complains about his alert (2 days a month).

TSgt P.J. Ryan - Stan/Eval (SEFE)/Training...real lady's man--everything goes smooth with the girls until he tries to give them their check.

TSgt Steve "Corky" Cordell - Stan/Eval (SEFE) as we call it in TAC. We have the paperwork in to name one of our new roads after him. When we went to find out how long he has actually been here, the historian said "Our records don't date back that far".

TSgt "Pinger Pete" Jackson - Scheduling...if we ever have a problem in scheduling we just contact Pete (if he is not TDY or on leave). If he is in the area, we just call his beeper number.

TSgt Mike "Dick" Diotte - Special Affects...why do they call him "Dick"? Grissom Stan/Eval would probably have the answer.

SSgt Mike "Gator" Cordell - Jump Master...been to jump school--I guess that answers why he always wants to check the hatches in flight.

Readiness our Profession
90

Sgt Pat "Dawg Master" D-Augustino - Mr. Moment, just got married...every-time he comes to work he goes DNIF because of sore muscles. Says he is a great deer hunter.

4. If you're ever in the area, stop by and say hello...we'd be glad to have ya come by!

Patrick J. Ryan

PATRICK J. RYAN, TSgt, USAF
Training/SEFE



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

FROM: 42AREFS/CCF

SUBJECT: Boom Signal Input

O.K. Rich, here's the input!

42AREFS CREW ROSTER

SMSgt Tom Cole - NCOIC and local Vidiot. If you need him, just find the nearest computer, he won't be far.

TSgt Gary Hunt - Senior Stand Board Evaluator. Instigator of the Allagash River All Week Drunk and Canoe Trip.

TSgt Tom McElroy - a.k.a. "Santa Claus" another Stand Board Good Guy. Always wears a white hat.

SSgt Greg Conrad - Another Mather reject. Training Flight Boom and local SAC Boom "TACTICS"? expert. Doing a great job.

SSgt Jeff Desilets - "RAMBO" Who cuts his hair? Going to Mom's AFB in may.

SSgt Dan Cersosimo - Whuddayamean I have to pull alert?! I'm Bomb Comp for gosh sakes. Recently re-enlisted and loving EVERY minute of it.

Sgt Brian "Hookster" Barthlow - 7 years at Loring and still enjoying it. Looking forward to orders anytime. Excuse me, Senator.....

Sgt Eric "The Hud" Hudnall - Doesn't have enough wings to take all the new guys under. Originator of the fourth greatest lie "You have orders out of here".

Sgt Ken "Lunkhead" Wader - Still looking for his place in life, maybe he'll find it at Leadership School.

Sgt Shawn Lamb - Newly married, instructor upgrade, what a year!

Sgt Dick "Spooge" Furman - Don't ask, he probably won't tell you. Hangin' in there. Orders to Pease.

Sgt Tom Polk - Decided kids were so much fun that he wanted another one (or two). Getting ready to upgrade and a little sun tanning.

Sgt Matt "Krash" Karnauskas - a.k.a. "buster" Was working on his car the other day and caught it on fire. Can we call him "Krash and burn" now? Also newly married and vegging out.

ALC Darin "Thumper" Welsh - Our local boom precious metals expert. Trying to corner the market on silver to finance his way through chopper school. Watch out Hunt brothers,

Peace our Profession

92

AIC David "Baby Hud" Craig - A prodigal son of Big Hud. The first of the newbies. Doing a great job. Just got back from ETTF.

AIC Debbie Worth - ETTF. Another good young boom.

AIC Tyler Van Ert - We'd write something about him if we ever saw him. Took over from Jeff Lapoint as Stealth Boom. Haven't heard any bad news so I guess he's doing O.K.

Gains:

TSgt Roger Page - from Castle. Flight Sergeant Boom. Bought him a new snowmobile at the end of the season, so we don't expect to see him much when the snow starts next season. Going to ETTF shortly.

TSgt Jim Norris - from Dyess. Now we have someone to go with our booms for night B-1 quals.

Amn Lonnie Hall - Has been in the squadron a whole three days, already picking up bad habits from Hud.

Amn Kennedy - Just caught a glimpse of him yesterday. Looks eager to pull alert.

Losses:

TSgt Bob Cludinski - DONO to "the other Loring ARS"

SSgt Marcus Wheeler - The original California Kid. Permanent civilian status on the beach at L.A. Living in a MAYTAG box and dating a bag lady. What a life! Trying to convince the Air Force to let him re-enlist in his old AFSC (Fat Chance).


Sgt Nancy Cludinski - To the Maine State Troopers.

Sgt Colin Hibberd - The last civilian, moved south.

SSgt Jeff Lapoint - Another southbounder, KC-10 to Seymour-Johnson. Would be missed if we ever saw him around here! Give us a call sometime!

SSgt George "Bud" Naylor - Beale?

Editor: SSgt Jeff Desilets


THOMAS W. COLE, SMSgt, USAF
Boom Operator



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

FROM: 407th AREFS/SMSgt Jim Reese

SUBJECT: Boom Signal

TO: HQ 8AF/DOTTR
Attn: CMSgt Richardson

1. Greetings to all from the great Northern Maine woods (real trees). Well it's true what everyone says about the North! They do have four seasons - summer was last week - today (29 April) it's snowing! Before introducing the Cadre of the finest Air Refueling Squadron in SAC I would like to thank a few people for the memorable events since the last Boom Signal. First and foremost thanks to Chief Rutzebeck for the assignment "up north" and I mean it sincerely. I've never been in a better unit. Thanks to the Booms at Castle for another fantastic Reunion. Good job Harry. Thanks to the guys at Offutt - Mitch, Rusty, Benny, and Glenn for the great hospitality while TDY, and to my buddy Herb Hughes at Dyess during a B-1 Business Effort. We should all take care of our own all the time.

2. A lot of exciting things happening in "Moose Country". Some of the best flying around - Coronets - Deploys - Redeploys - Volant Booms - one hour strip alert (ever see a bear close-up?) - Business efforts all over the place - and an occasional MEDEVAC which is in itself the most rewarding mission you'll ever fly. If you're looking for excitement and challenge come NORTH!

3. Now for the GANG:

SMSgt Jim Reese -

Arrived last year from 12 years in sunny California. Tells everyone he volunteered but no one believes him. Jim is "the man" in the squadron and has Boo Boo's permission to say so.

MSgt Dennis Brown -

"Denny" came to us from Plattsburgh. Now he's working Training Flight between TDY's and golf. Makes it to beer call every Friday.

TSgt Roger Thomas -

"Sergeant" still can't figure out how to get PCS orders. What he doesn't know helps us. One of the best of the best.

TSgt Allaway Huckabee -

"Frank" is the latest addition to Stan Eval. Scheduling won't be the same without him. The "Hammer" was officially passed on to him on his first check ride.

Peace . . . in our Profession

94

TSgt Robert Cludinski -	"Ski" is back in the squadron from DONO and says he loves every minute of alert.
TSgt Michael Bauer -	"Mikey" Too bad Altus - your loss - our gain. Bought a new snow shovel and promptly wore it out his first half of a winter.
TSgt David Williams -	"Dave" is quietly doing one of the best jobs for us. Has every conceivable additional duty in the squadron.
SSgt Matthew Davis -	"Matt" just signed on for another four years. Ask him how much money it cost the guys in cold ones.
SSgt Jerry Howe -	"Disco Ghost" is another doing a good job in the squadron and is looking for a CFIC slot in the near future.
SSgt Alva Medberry -	"Bill" is leaving soon for the KC-10 at Seymour. Hope he don't burn his TV dinner in those fancy ovens.
SSgt Larry Santine -	"Salt" is our lifesize Chuck Barris (Gong Show) look alike. Moved from Training Flight to Stan Eval. Hey Castle! Latch onto this one if you want a solid instructor!
SSgt Terry Casey -	"Stagger Lee" loves those TDY's to Europe. We believe wedding bells are in his future.
SSgt Kenneth Acosta -	"Ken" is another KC-10 selectee. He decided TDYs are better than alert. Keeps trying to sit up while refueling in the A frame for practice. Hell of a technique.
SSgt Colton Crowder -	"Cody" has decided to check out of the enlisted corps and try for OTS. Great Boom and we wish him luck.
Sgt Anthony Fiorilli -	"Tony" thinks that riding a "go fast" motorcycle is equivalent to what the rest of us enjoy most.
SRA Richard Gano -	"Smoke" is another of those quiet types that always does a good job. Pulls alert and goes TDY to get his required sorties.

A1C Della Griffin - "Alias Mason" Della did it - married a gunner, not just any gunner, the Chief gunner in the local Bomb squadron. OH! The tangled webs we weave!

A1C Shannon Moerke - "Mork" is a great asset to the 407th. Definitely got his head screwed on right. Mrs Mork keeps him on the straight and narrow.

A1C Spencer MacDonald - "Mack" started out a bit slow but has all his stuff in one basket now. We are looking for good things from Mack.

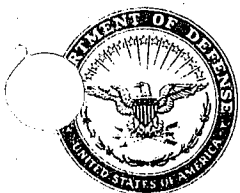
A1C James Wagner - "Wags" sometimes has trouble with his alligator lips overriding his humming bird <<<, but he's seen the light and is on the right track.

4. Couldn't close without thanking Chief Richardson for all the efforts he has put toward the Boom Signal - we need to keep in touch to stay strong.

James W. Reese

JAMES W. REESE, SMSgt, USAF
Inflight Refueling Program Manager

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 22D AIR REFUELING WING (SAC)
MARCH AIR FORCE BASE, CALIFORNIA 92518-5000



REPLY TO
ATTN OF 9 AREFS

SUBJECT BOOM SIGNAL

TO ALL BOOM OPERATORS

Greetings from the "GUCCI BOOMS" of March AFB. It's been a busy year for us, as we're sure it has been for most of you. Some of the highlights have been the ORI TEAM SPIRIT, White House Support, a couple of trips to Mainland China and our normal TDYs keeps us on the road quite a bit. Hauling lots of freight/passengers via the MAC system and air refueling anything that flies is our thing and we do it quite well! Not bragging, just a lot of pride!! Enjoyed seeing many of you at the Annual Reunion up at Castle this year and you're all invited to the Southern California Animal in the Woods on the Kern River in June. Following is a short scenario on the boys and girls of the 9th.....

SMSGT KEN ENDRIZZI ... Chief Boom and Cargo Wizard, his ears keep getting bigger listening to and solving problems. No one said it would be easy Kenny.

SMSGT RUSS MARSHALL ... Sq First Sergeant. Heard mumbling around the Sq "who did all this stuff before I got the job?" Has been getting ECR (emergency crew rest) on bar stools around the Pacific.

MSGT LEE EVANS ... Sq patch monitor and cookie baker. Last seen screwing himself out of the ceiling after chewing out a copilot for wearing camouflage patches.

MSGT BRUCE LAWSON ... Scheduler and E-8 selectedd. Hey "Stoneface" how do you schedule from Korea or is it Kadena. Loves to play golf and lose his money.

SSGT CELESTE BARCELO ... Resident jockett, has more TDY time to racketball tournaments that the Pacific.

SSGT RODNEY BENNETT ... Loves to stay on the road, consumes large amounts of beer and takes all his C2 and wants more.

SSGT SHERRY BRYAN ... Recently checked out. Last seen sitting at Barney's in Guam with a fat guy or was it Iwakuni with a skinny guy.

UNITED STATES AIR FORCE



SEPTEMBER 18, 1947

97

SSGT LARRY BUSSEN ... Rambo for short, survival expert, private pilot. His girlfriend keeps asking "when's Larry coming back". Larry we didn't know you had it in you!!!

SSGT BOB CHRISTOPHER ... Loves losing large amounts of money on the Dallas Cowboys. Just filed bankruptcy and named Tom Landry as co-defendant. Keeps saying "I'll kill him."

TSGT BRAD MADISON ... Motorcycle car jumping champ. In DONO. What part of Canada is that you want to go to Brad???

TSGT JEFF MCGIRT ... Sq photographer, recently acquired a turbo haircut and a new house. Youngest grandfather in the Sq.

TSGT BOB "SMOKE" MOQUIN ... Chief of Training, part time County Sheriff and race track peacekeeper. Owner of a satellite dish, hey smoke what time do those X rated movies come on?????

MSGT PAUL ROGERS ... Still in scheduling or is he in the P.I.?

TSGT STEVE SLOBODNJAK ... Mr "Primary Boom" kind of stealthy but who wouldn't be taking all that leave.

SSGT JIM "BUGS" STAUP ... Wants to go back to K.I. and pull Alert and play in the snow. Has several appointments at Mental Health... evaluation pending.

SSGT JIM HEBERT ... NCOIC of Weight Control. Put in suggestion to add one more ice box on the KC-10.

TSGT DEL COGGIN ... Recent grad of NCO Academy. Surprised everyone when not one of the instructors quit. Sent immediately on a TDY, no one wanted to here how 35-10 is going to change our lives. Base golf champ.

MSGT GENE COWLES ... Blue haired women's best friend, supply manager and non-stop talker. Keeps telling everyone there might be snow on the roof, but there's fire in the oven.

TSGT SVEN "GUS" GUSTAVSON ... Token Swede in Stan-Eval. Known and loved by all crew chiefs as the guy who wants to replace them with a trained monkey.

SSGT LAURIE KENT ... Only Boom to go DNIF because her horse was pregnant.

TSGT STEVE OOUTHOUT ... Went to the hospital with a minor back problem which turned into a full code blue and all he wanted was the nurse's phone number.

SSGT RICH EVANS ... Only refuels with his Blue's Brothers sunglasses on. Soon to leave us to become a sharecropper.

TSGT BOB FRIESEN ... Another recent NCO Academy grad. Southern Calif. square dancing champion. Said to be in Stan-Eval but no one has seen him give a check.

SSGT MIKE CHMIEL ... Finally got to the Pacific and spent \$3000.00 on tennis shoes. Spoke ten words at one time and shocked everyone. Learned a new word, Mai Tai, and can't stop saying it.

MSGT DAVE KIRKLAND ... HMK (His Majesty Kirkland) Chief of Stan-Eval, leader of the Kirklandettes, last seen washing blood off his hands after a recent kill.

SSGT ROSS KILBRIDE ... Likes MRE (meals ready to eat) so much he's cross-training to be a Combat Controller. Wants to go to New Zealand for his fini trip. Ross you'll be the first on the list.

TSGT GENE THOMASON ... Winner of the Joe Peters stomach look-a-like contest. Organizes all the campouts and saves drunk engineers from drowning in his hot tub. Occasionally works in training.

TSGT TINA WALLACE ... Recently married. Still answers the phone "TSgt Skrzypiec." Can't get the smile off her face since Dave arrived.

TSGT JERRY BROUSSARD ... The living legend, better known as Mr Broussard. Works in training flight when he's not counseling 702's.

SSGT MIKE YATES ... Sq daredevil, still skydiving. New private pilot. Now he can fly the airplane and jump or is that jump out and fly the airplane. Heavily insured by the Boom Fund.

SGT RANDY JOHNSON ... Telephone monitor, is on first name basis with all state-side autovon operators. Been known to 2282 billeting because he doesn't have a phone in his room. Has new front teeth, swears he's cute. Ha! Ha! Ha! Ha! Ha!

SSGT "FAST" EDDIE SUDEC ... Soon to be a cop? Little league manager. No Eddie you can't jail a kid for striking out. Last seen surfing on a barstool at the Wakiki Towers Hotel.

SGT DAVE YORK ... Recently passed his cargo check doesn't say to much. Everyone is wondering what he's writing in that notebook.

MSGT DAVE TELLES ... MR DONO, E-8 selectee. Last seen sneaking off a tour bus so he wouldn't have to clean up his mess.

SSGT TOMMY DEGEN ... Stan-Eval we think. Keeps saying "what do you mean I can't go TDY."

TSGT PAT WADSWORTH ... Computer wizard, just back to the sq from DONO. Keeps trying to max out all the space in his Hewlett Packard. Has been known to WHINE.

TSGT JIM MOUNTCASTLE ... DONO, keeps an eye on TELLES. Keep asking if they are ever going to station the KC-10 in Boston.

CMSGT GERRY SACRE' ... 15th AF Boom, stills fly's with us. Good deal cargo trips only.

MSGT JAKE BENSCOTER ... Also at 15th AF, don't see Jake too much but we know he's there because we keep getting those good trips.

Welcome to our new arrivals/inbounds

Perry Sauro
Tom Peck

Jerry Oien
Rick Shipman



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 22D AIR REFUELING WING (SAC)
MARCH AIR FORCE BASE, CALIFORNIA 92518-5000

REPLY TO 22 AREFS/DOF (MSgt Nosik)
ATTN OF

1 May 87

SUBJECT Boom Signal

TO 8 AF/DOTTR (CMSgt Richardson)

1. Hello to all from Tanker Town. Life is great here in the fast lane at March. Someone finally took down the boom statue at the main gate with the following inscription; Send us your sick, Send us your lame, Send us your lazy.

2. A combination of not getting the "R" model until the mid 1990s and having two KC-10 organizations down the hall has taken its toll here in the 22d. Jim (Near Beer) Skipper and Ed (Master Card) Wright, two fine 135 instructors, both bailed out of the A-Frame and are both in the Tri-Holer at Seymour. Tom (The Link) Sila got an early out and is next door with the 79th. Already accepted, but no class dates are Tim (Pepto) Waldron and Richard (Easy) Davis. Other losses this past year include; Gary (The Rabbit Died) Jennings - swapped for Carswell and Derek (All Speed, No Direction) Partin - 39-10.

3. Gains this year have been good, not in number, but in quality. TSgt Weaver came to us from Mather as well as did SSgt Davis - though temporary. SSgt G. W. III (Bud Man) Naylor from Loring is adjusting to sunshine nicely. Kent Schill from Carswell has proved to be an asset, but shouldn't be confused with Lori Kent. CCTS sent us two this year; Sgt Tom (Ex-Wrench) Ecker and Amn John (2 UIFs) Nobriga. Am certain both of these newbees will make history.

22 AREFS COUCH POTATO LIST FOR 87

Beer Box Manager

S-101

S-102

110

111

112

113

114

120

121

122

123

124

130

131

132

133

134

135

MSgt S. K. (Buy A House) Nosik

MSgt Ken (Hitler Clone) Diefenbach

TSgt Bob (Step Child) Durbin

SSgt G. W. III (Bud Man) Naylor

A1C Kent (Mr Hemet) Schill

Amn John (Which Way) Nobriga

SSgt Mike (Gimme A 10) Aldapa

SSgt Chet (Really Married) Robbins

TSgt Tim (Pepto) Waldron

SSgt Derek (Mr Pacific) Suficiencia

SSgt Jon (Load Plans) Calcote

SSgt Carl (Chicks For Free) Seaberry

Sgt Tom (Stretch) Ecker

SSgt Eric (Mr Computer) Merriweather

SSgt Richard (Easy) Davis

MSgt Lee (Injuneer) Meriwether

SSgt Mike (Interlocutory) Hawkins

SSgt Marc (Who) Hoff

TSgt Mark (Gimme A Job) Weaver

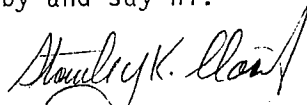
Peace is our Profession

100

Training Flt
Scheduling
Alert Facility
SPARE

SSgt Gary (Calculus) Czenkus
MSgt Les (Get Me Outa Here) McPeak
SMSgt Bill (Goin Home) Barber
TSgt Bob (MEB) Morales

4. We at the 22d Stock Coronas, so when you're Flaggin it out West, come by and say hi.



STANLEY K. NOSIK, MSgt, USAF
IFR Program Mgr



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

REPLY TO
ATTN OF: 336 AREFS/BO

29 Apr 87

SUBJECT: Boom Signal

TO: 8 AF/DOTTR (CMSgt Richardson)

Greetings to one and all from the 336 AREFS located somewhere to the east of that huge metropolis called L.A., in little old March AFB, Smogtown U.S.A.

Since the last Boom Signal we've managed to squeeze through our CEVG and our ORI inspections, and are looking forward to cruising for at least a little while.

Recently, we've been getting into low level air refueling and so far there have been no major problems. Although it tends to get a bit sporting when your dragging F-4's at 3,000 feet using Comm out procedures, we're still having a good time!

The crew here is still pretty much the same, with a few exceptions. TSgt George Shields leaves us in May for a two year tour in Saudi working for Boeing (something about us not paying enough). TSgt Dave Cole has decided that working 13 hours a day for Rockwell, then driving two hours down to March to work eight hours for us was too much for him. So he's going to hang it up and get married instead. What a trade off!

Here's the dirt on the rest of the bunch;
Stormin' Norm Perry: Well, the Chief had a problem with his knee for a short time, but he's back at it again and he never even missed a stroke. What a guy! The Chief is really making some good changes around here. New carpet, wall to wall stereo, high tech bar, and a great female boom. We're all wondering if there's some method to his madness? LETS ROCK!

SMSgt Woodrow Wood: He's our resident retired boom operator. Woody is scheduled to retire later this year, but most of us would agree he's retired already.

MSgt Joe Perez: Our former Chief Boom, is still hanging around searching for mandays. Joe lives out in the desert, east of here, in earthquake country. Matter of fact, Joe's done more rockin' and rollin' out there this year than he ever did in his youth.

MSgt Curt Massey: He's our reserve Flight Commander, and generally a decent enough fellow. Matter of fact, Curt usually has good things to say, except during UTA's and any other time he has to work.

MSgt Jim Borland: He's working for the officers scheduling airplanes (when he's not working for Shakeys pizza). Jim's been eyeing Woody's slot for quite a while now, you can tell because he follows Woody around with a packed suitcase and a smile.

MSgt Reg Nolte: Boom Scheduler! All I can say about Reg is that he's still the same great guy he's always been. Now can I have that X-country to Baggotville Reg?

MSgt Steve Walters: He's around here somewhere I think. Steve used to be known as the "Stealth Boom" 'til he took an ART job here. He soon discovered that being an ART was just too visible, so he got himself a job with the IRS. He says he's never been in a job where people hate you so much. (He should try Stan/Eval).

MSgt Bob Dunning: Bob is our Stan/Eval boom. Almost two years on the top of the hill and still going strong. Bob's a real animal, but he's got a big heart. He's even turned his home into a halfway house for wayward women. What a guy!

TSgt Brian O'Rourke: He's taking care of our pay again after a small vacation as boom scheduler. He said he missed taking the travel vouchers over to travel pay. (wonder why it always takes him hours to get back from there?)

TSgt Zen Olson: Our newest ART. The Chief offered him either MSgt or the ART job. You think his analyst was on vacation?

TSgt Frank De Jauregui: Our Iceland Boom. Frank decided he wanted to do a little swimming while he was there. He only forgot one thing. It was December and Iceland tends to get a little chilly around that time of year.

TSgt Carl Walters: He's still doing his old man in the sea act. says he hasn't caught anything lately, but he still smells like tuna. Hmm, I wonder what he's been fishing for?

SSgt Joe Cupido: Flying with us and taking pictures is what this guy does in his spare time. Lately Joe's been working on a special project. He's trying to get paid without working, so far he hasn't been too successful. But if anyone can do it, he can.

SSgt Steve Hamer: He's just back from CCTS and is trying to find the time to get category qualified. He's also trying to take away Steve's title as "Stealth Boom".

SSgt Teresa DeRize: Teresa is our newest boom. She comes to us from Beale AFB and we're glad to have her. The boom shop used to be a lonely place to work, but lately the pilots and navs have been coming out of the wood work. To see their old boom buddies of course.

Well, that's about it for the 336 AREFS. Stop in and say "HI" if you ever in the area.

P.S. We just happened to get a outstanding from the ORI. Easy when you're the best!

940 AREFG/Boom Section (CMSgt Estampa, 828-3413)

28 Apr 87

The Boom Signal

All Boom Operators

We send our deepest sympathy to the Fairchild Tanker unit, and to the families of the crew members flying the ill fated Thunder Hawk Tanker.

In the past year there has been a few personnel changes, we lost our NCOIC of Stan/Eval, SMSgt Bill Dwyer, to Pac Bell and the Officer life. MSgt Tom Gilboe had some problems with the old ticker, and now he's in charge of running the dreaded CWT. TSgt Wayne Ebner got tired of flying at night, so he found another reserve job doing who knows what.

Air Reserve Technicians

CMSgt Eugene E. Estampa: (Pillapino Maverick) - A super guy to work for because he's a mover and a shaker. We all look up to him but that depends if your sitting or not.

SMSgt Ronald L. Dilorenzo: (D) - He has scheduling down to a science, we just need to get him a larger dart board.

MSgt Mickael J. Gouweloos: (Mikey) - People finally listen when he has something to say, but that's because he's the NCOIC of Standboard now. Now if we could get him to cut the critique to less than an hour we would all be happy.

MSgt Ronald P. Thomas: (Chief Jr) - He likes to play Chief when Gene is gone, but we just can't take him seriously with his ever changing punk haircuts.

TSgt Jeffery C. Bush: (Professional Job Seeker) - He has had so many job interviews that Bantam Books has asked him to write a book on what not to do in job interviews.

TSgt Aaron Miller: (Hicky Man) - Aaron claims to have a hot latin lover, but we think the Red Cross is taking their donations from his neck.

TSgt Robert Renn: (Farmer Bob) - He says he enjoys working in the yard, but that's because there's an all girls school on the other side of the fence.

Air Reservists

MSgt Robert Allen: (Hey Teach) - He's the squadrons walking encyclopedia, and a fixture on plush weekend alert tours.

MSgt Roy Gould: (Sky Cop) - Roy keeps moving up in his civilian job, but we can't say the same about his reserve slot. He now tracks down speeders from the air.

MSgt Ray Parker: (Steady Ray) - This man is amazing, he never cancels, he's never late, and doesn't complain until you've talked to his wife.

TSgt David Myrick: (Howlee) - He looks lost without his shorts, shades, thongs, and Mai Tai cruising Waikiki.

TSgt Julie K. Cassard: (The Nose) - She was last seen in a bunny suit with a photographer chasing after her.

TSgt Ann M. Walters: (Nightowl) - She loves flying at night even to the point of closing her eyes during the daytime.

SSgt Anthony V. Van Hecke: (Shaving Cream) - Mr. Alert now has his own bathroom on the pad, and next time your out there ask him to tell you the story about the shaving cream ordeal.

SSgt Daniel L. Quasius: (The Boy Playboy) - He's like a kid in the candy store attending college and majoring in cute coeds.

SSgt Blenda C. Hughes: (CandyStriper) - She works at the operating table all night, and learns to operate the boom during the day.

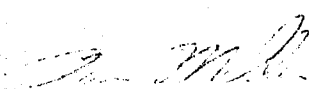
Sgt Richard M. Mecum: (Da Sheriff) - He's our newest dad, He used to talk about guns and car chases; now he talks about diapers and rattles.

COMMENTARY

Slipstick, Slipstick, Sharp, Sharp, Sharp... that's the chant around here. Not to many Yeahs for the HP-41. We finally got thru the teething process with the HP-41, and unfortunately we had a few checkride causalities. We also had problems with the HP-41 during cold weather operations. (Christmas deployment to Iceland, damned Reservists get all the good deals) We had problems keeping the batteries charged, and we had some strange printer malfunctions.

I like the operation of the Sharp computers, and the trustee slipstick ought to be brought back because there is very little difference in moments between the E and A model aircraft.
(Maniacs calculations)

They keep talking about improving the Cargo Loading Training, program, but how is this going to be accomplished? Cargo/ Passenger Loading Training, G-171, specifies that an actual aircraft will be loaded annually, but what equipment does your Cargo Loading Manager have your booms load... J57, -60, MD3? SACR 50-24, Vol III, pg 3-71, para 5d states that these loads should be realistic and include local mission requirements... but we only haul passengers and some luggage? Basically we don't have an airlift mission so, our CLT manager set up cargo loads that reflect the units mobility commitment. These mobility loads can range from MAC carrying all your stuff, to your unit carrying most everything. Then we tried to load these on our full size Cargo Loading Simulator (CLS) and to our surprise not everything would fit as advertised. Playing with models doesn't demonstrate many of the problems encountered when airlifting heavy, large, or odd sized equipment. Some of the stands needed to be broken down. The shipping agencies had alot of questions concerning how equipment should be shipped, i.e. with or without fuel, full of Lox or empty, what chemicals could be placed together in the fly away kits, etc. Basically all these questions were answered by AFR 71-4. Does the test required by G-171 emphasize AFR 71-4, or does it stick to the basics: 1C-135(K)A-9, SACR 400-4, SACP 51-6, and SACM 51-135. Another factor to consider is that G-171 is only an annual requirement, so exactly how much of this training will a person retain? What I'm trying to say is that unless your unit, or your training section emphasizes airlift operations as part of the unit mission you can't really expect your Booms to be Loadmasters.


Aaron L. Miller, TSgt, USAFR
Editor, I think...



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

REPLY TO
ATTN OF: 384/91 AREFS

24 April 87

SUBJECT: Boom Signal

TO: All Boom Operators

1. Greetings from the WIZARD'S of "Rs." Now that Castle has assumed the initial training for "R" model crewmembers we are busy preparing for the deactivation of the 91 AREFS on 1 Oct of this year.

2. TSgt Bob LeBlanc, HQ SAC (Chief Rusty's Personnel Specialist) visited us in February to brief us on the shut down of the 91st and to collect information in order to determine who stays and who goes. To help him make the proper decisions we gave him a ride on the KC-135R. After five mission changes Bob found out what a boom operator does for a living.

3. The Boomers that will remain at McConnell are;

- CMSgt Roger Bybee - Program Manager
- MSgt Ken Schmelzle - NCOIC
- MSgt Stan Sears - S-101 - Finally put on Master
- TSgt Ray Willis - New instructor from Wurtsmith
- TSgt Omer Crafton - Cargo Loading Manager
- SSgt Ray Templeton - Good IBO, but seems to have a problem with sinking new bass boats.
- SSgt Mack McElroy - Presently on his second TDY to Mildenhall in 9 months.
- SSgt John Harris - S-102 - Wing NCO of the Year
- SSgt Yvonne Wherry - Recently upgraded to IBO
- SSgt Bill Brown - New instructor from Mather
- Sgt Joe Rollins - Presently attending CCTS
- Sgt William Moore - Decided to reenlist after all
- Sgt Mike Perry - Honeymoon must be over, Mike is again working to become an IBO
- Sgt Henry Wayne - As quiet as ever
- SRA Cynthia King - Still pulling practical jokes
- SRA Jerry Swanson - Happy to be staying at McConnell
- AlC Mike Block - Put out of Name Tag business by message from CINCSAC
- AlC Tom Day - Glad he got to stay on "R" Models
- AlC Dennis Pratt - Soon to be a new Daddy
- AlC Tim Treinen - " " " " " "
- AlC Kevin Langholz - " " " " " "
- AlC Jim Ward - Single, claims no dependants
- AlC Rich Clayton - Single, claims no dependants

4. Losses in the past year are;

- MSgt Jim Cox - Retired to the St Louis area
- TSgt Terry Ross - CCTS, Castle AFB

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107

TSgt Rich Lusk - CCTS, Castle AFB
SSgt Karla Mattson - KC-10, Barksdale AFB
SSgt Terry "Ben" Dover - KC-10, Seymour-Johnson AFB

5. As of this date, the departing Booms and their assignment are,

SMSGT C.T. Davis - CFIC Carswell, after he graduates from Sr. NCO Academy
TSgt Ted Carrier - CCTS Castle AFB in May - After 10 years on McConnell
TSgt Bobby Skaggs - CCTS Castle AFB in June - STEP promoted 1 Apr 87
TSgt Mark Aalderink - Griffiss AFB, 11 years on McConnell
TSgt Glenn Haywood - Barksdale AFB, not Carswell but close
SSgt Steve Klinkhammer - Minot after eight and a half years on McConnell
SSgt Dave Estes - Pease AFB - Again
SSgt Bob Johnson - Plattsburgh AFB, hope his dogs like snow
SSgt Jeff Wright - Altus AFB, could have been north
SSgt Jim Garland - Robins AFB - Good Luck Bobbie
SSgt Don Wilson - Plattsburgh AFB, and happy to be back on status
SSgt Mike Lambert - Altus AFB, not quite Barksdale but closer than Minot
Sgt David Bablo - Minot - After 5 years in Missiles at McConnell
Sgt Harvey Schneider - Grissom AFB - He wanted Grand Forks
SRA Greg Gibbs - Barksdale AFB - He wanted California
SRA Jeff Kelly - Robins AFB, Happy to stay in Rs
AIC Brent Lane - Grissom AFB - Mad because he wanted Wurtsmith.

6. We wish all of our departing Boomers the "Best of Luck." From C.T. and myself to all Boomers "Best Wishes and Fly Safe."


ROGER J. BYBEE, CMSgt, USAF
Program Manager

GARY L. JENKINS JR.

MDTSI, BARKSDALE AFB., LA. (318-742-2045)

All Boom Operators:

Thanks Rich for giving us the opportunity to say hello to all the boom operators. As you probably know the KC-10 contract training program once owned by American Airlines was sold to McDonnell Douglas August 1986.

The McDonnell Douglas' KC-10 training sites are located at Barksdale AFB, LA., March AFB, CA., and Seymour Johnson AFB, NC. where there are both active and reserve KC-10 squadrons. Pilots, Flight Engineers, and Boom operators are trained to be crewmembers on the KC-10 at each of these sites. The school has been and continues to be successful in its training endeavors.

What has helped the KC-10 training program to be successful is the management and instructors which comprises mostly of ex-military (including retirees) personnel and crewmembers who have experience in flying aircraft and inflight refueling.

Let me take this time to introduce you to the McDonnell Douglas Training Systems Incorporated (MDTSI) instructor Boom Operators.

FORTWORTH, TX., (HEADQUARTERS)

GEORGE G. (BUD) WILSON (RETIRED, AIR FORCE), SENIOR TRAINING ANALYST/INSTRUCTOR

BARKSDALE AFB, LA.

FRANK JUNGE (RETIRED, AIR FORCE), CHECK AIRMAN/INSTRUCTOR
JIM POLINSKI (RETIRED, AIR FORCE), INSTRUCTOR
JIM LOFTIS (RETIRED, AIR FORCE), INSTRUCTOR
GARY JENKINS (RETIRED, AIR FORCE), INSTRUCTOR
TOM WILLIAMS (AIR FORCE RESERVES), INSTRUCTOR
JOHN SYNOVE (RETIRED, AIR FORCE), INSTRUCTOR

MARCH AFB, CA.

JOHN AKERS (RETIRED, AIR FORCE), CHECK AIRMAN/INSTRUCTOR
JIM GADDY (RETIRED, AIR FORCE), INSTRUCTOR
CORY MILLER (RETIRED, AIR FORCE), INSTRUCTOR
RALPH RODGERS (RETIRED, AIR FORCE), INSTRUCTOR
GEORGE HAWKINS (RETIRED, AIR FORCE), INSTRUCTOR
SANDY MCLENDON (RETIRED, AIR FORCE), INSTRUCTOR
ROBERT BENAMATI (RETIRED, AIR FORCE), BEN WAS AN INSTRUCTOR IN THE KC-10 PROGRAM FOR ABOUT THREE YEARS BUT NOW HAS ACCEPTED A NEW POSITION WITH MCDONNELL DOUGLAS IN THE TECHNICAL ORDER DEPARTMENT.

SEYMOUR JOHNSON AFB, NC.

ANDY MILLER (AIR FORCE RESERVES), CHECK AIRMAN/INSTRUCTOR
LEROY SWEENEY (RETIRED, AIR FORCE), INSTRUCTOR
VINCE BOBROWSKI (RETIRED, AIR FORCE), INSTRUCTOR
TIM HOLT (AIR FORCE RESERVES), INSTRUCTOR
BOBBY WATTS (RETIRED, AIR FORCE), INSTRUCTOR
RICKY HELT (AIR FORCE RESERVES), INSTRUCTOR

There are three other Boom Operators who we consider to be an important part of the KC-10 program. CMSgt Danny Korn who was the liaison between the Air Force and MDTSI retired in December 1986. Danny's contributions to the KC-10 program and the Boom Operator's field were unmeasurable. The Air Force, Boom Operators and MDTSI are going to miss Danny Korn very much. "God's Speed" Danny.

SMSgt Herb Driskill, (Chief Korn's replacement) is very dedicated and is working very hard to learn all about his new position. He said to tell everyone hello. Herb had to go TDY and was unable to comment at this time. I am sure he will have plenty to say in the next "Boom Signal".

Charlie Cade (Retired, Air Force), Charlie retired as a boom operator however, he now has a position of a KC-10 Flight Engineer instructor and senior training analyst at Fortworth, Tx.

I am sure most of you recognize a name or two in these list of boom operators. We would like to say hello and it feels good to be able to work with the Boom Operators alumni and Air Force again. Let us keep in touch.

GARY L. JENKINS JR.
MDTSI KC-10 Instructor
Barksdale AFB, LA.



HEY BOOM



FROM: 10 ACCS/DOFA

FROM
RAF MILDENHALL
ENGLAND

28 April 1987

SUBJ: BOOM SIGNAL

TO: 8 AF/DOCTR and All Booms (Present and Past)

1. We still deploy to Lajes averaging once every 5 to 6 weeks. \$200 per diem still makes that pleasure more tolerable. Although, future runway closures and facility construction projects may change the scenery.
2. It seems that the 306th SW and the 10th ACCS have a mutual need for our Booms to fly on their R models. Our R difference training is to start soon.
3. The new Pacer Link mod to our acft has created a shortage of baggage space. Any helpful hints would be appreciated. (We thought of not deploying and not hauling any bags, but neither idea was received with a straight face.)
4. Many of our leadership positions will be changing hands within a 4 month period: 1. Alert Facility Manager, 2. Chief Boom, 3. Flight Commander, 4. Squadron Commander, 5. Wing ADO, 6. Wing DO; 7. Wing Commander, 8. And we have a new CINCUSAFE.
5. 10TH ACCS BOOM LINE-UP:

Sgt Ricky Bateman arrived in Jan. Is buying a house. No R difference required for him.

Sgt Larry Westwood arrived in Nov. Bought a house. Needs all the \$200 deployments he can get to pay for same.

TSgt Mick (Dreadful) Shogren, bought a house, and once again contemplating matrimony. Needs all the \$200 deployments he can get for both.

TSgt Paul (Red) Steahl, 1986 10th ACCS NCO of the Year. Loves England and lemonade shandys. Still renting.

TSgt Steve Dixon has won his bout with cancer. He should be back with us in May and flying again in Nov.

MSgt Dave Gies is working as hard at home as at Stan Eval. (Wife, Linda working on her Master's in counselling so Dave subs for mom sometimes.)

MSgt Mike Hassler is scheduled to career diversify effective 1 Oct. Going to graduate school full time. Hates to send wife, Joyce out to work 9 to 5 when he's had her working 5 to 9 at home for the last 15 years.

Michael L. Hassler

MICHAEL L. HASSLER, MSgt, USAF
Inflight Refueling Program Manager



APO NEW YORK 09127



111



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 5TH BOMBARDMENT WING (SAC)
MINOT AIR FORCE BASE, NORTH DAKOTA 58705-5000

REPLY TO
ATTN OF 906 AREFS/CCF (SMSgt Hartel/344-2211)

SUBJECT Boom Signal '87

TO 8 AF/DOTTR (CMSgt Richardson)

Greetings from the land of the "Great White North."

Since our last Boom Singal we have had a few changes, like half the squadron. You leave for TDY and say all your good-byes, because when you return you don't know who will still be here and who's gone. Here is a list of the boom's on hand:

- 101 - SSgt Chris Youngblood--Chris is headed for Castle to try and thaw out after his little tour here at the knot.
- 102 - SSgt Rick Cohoon--Rick tied the knot in March '87 to Cindy Deibert's sister. He and Lee are Brother-in-Laws. That is until you ask Lee.
- 103 - TSgt Mike Kramer--Two down and we can only imagine how many left to go.
- 104 - SSgt Todd Pryby--Todd's has been selected to become a Warrant Officer and fly choppers for the Army.
- 105 - A1C Daron Bloom--Doing a good job, but thinks he must stay TDY.
- 106 - SSgt Craig Crane--Currently going through CFIC.
- 107 - SSgt Bill Montgomery--If Bill ever leaves we'll be at a loss in cargo loading because he's got it all on his computer.
- 108 - Amn Chris Emick--Keeps a low profile for a new boom, matter of fact I haven't seen him for a month or so.
- 109 - Sgt Eric Lomascolo--Eric is currently TDY to Alaska.
- 110 - TSgt John Stanford--In 16 months John said you can call him Mister.
- 111 - TSgt Mike Trace--Headed for Barksdale to join the "Three holers."
- 112 - Sgt Tom Axthelm--Made it through CFIC but trying to get a check ride scheduled seems impossible.
- 113 - Sgt Mark Ackerman--We see Mark once every 45 days or so when he drops in to see the wife and get some more money.
- 114 - SSgt Dave Lisenby--We often wonder about people who would come back here after having spent 4 years here before.

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112

- 115 - ALC Gerry Slusher--Gerry had a tough time getting all the Cat requirements out of the way but finally made it and is gone TDY.
- 116 - ALC Rick Zak--If you need Rick for anything first call the Alert Facility that has become his new home lately.
- 117 - ALC Chris Sloan--As I type this Chris is leaving for Guam, such a tough life.
- 118 - Amn Jeff Mruphy--Our newest boom certifies Tuesday and on alert Wed.
- 119 - ALC Greg Warner--Greg spends all his time trying to drown a worm.
- 120 - ALC Sterling Keller--We've tried to convince Sterling that ND is just like NC only the letters are different but he won't buy it.
- 121 - TSgt Milt Barnwell--Milt was sitting at Warner Robins fat, dumb, and happy and then it happened. Orders to the Knot. But he's handling it pretty good.
- 122 - ALC Carol Sharp--Carol is going strong and keeping the guys on D flight straight.
- 123 - Sgt Jim Sugden--Two words sum up Jim: Jim Who?
- 124 - Sgt Marv Shockey--Marv is in Alaska right now while his wife is 9 months pregnant. She's not thrilled to say the least.

That is all the boys and girls on crews, now for the spares:

MSgt Doug Jess--Doug has been at the Alert Facility but is coming back to the squadron.

MSgt Gary Lemmonds--Gary is taking Doug's place at the Facility.

ALC Steph McArthur--Steph had a baby and is ready to fly again.

TSgt Lee Deibert--Lee does one hell of a job in scheduling.

And last but not least SMSgt J.D. Hartel--JD bowed out of retirement to take over the 906th after Chief Babst retired.

If you are every up this way drop in, we've always got coffee on and a beer handy.



NEW HAMPSHIRE AIR NATIONAL GUARD

HEADQUARTERS 157TH AIR REFUELING GROUP
PEASE AIR FORCE BASE, NEW HAMPSHIRE 03803

REPLY TO: DOTB
ATTN OF:

SUBJECT: The Boom Signal

TO: All Boom Operators

A warm "Hello" from the Granite Staters.

We have had a very successful year since the last Boom Signal. Chief Doucet is in his third year at the helm and if the absence of complaints is indicative of a happy group, then we certainly fall into that category.

Professionalism and some luck have helped us achieve an accident free year both on the ground and more importantly, in the blue in the green. CEVG has come and gone, with skill, tactics, and a little luck, we were left with a feeling of pride from the youngest to the seasoned veterans, everyone gave 100%, in our job can we afford to give less?

This fall the 157th will add two more KC-135Es to the fleet, and will be tasked to man another line of alert. Word is three full time crews will be used to support the new tasking with what we call Active Guard/Reserve personnel. We anticipate filling these full time positions internally but who knows, as yet we do not have the rank structure, should have by the month of May. Some Boomers have been making inquiries on these full time positions. As far as hiring guard boomers (part timers), SSgt and below, call the boom section any time. (Could need as many as three part timers). By the way the section is looking for part timers right now.

Real Beaulieu, one of the first qualified boomers when we converted to Tanks in 75, quality technician, excellent scheduler and all around Nice Guy, will be retiring after many years of outstanding service, Good Luck Real .

As always if you are in the Pease area, drop in or give us a call at ext:2452
Comm- (603)430-2452/2458
AutoV-852-2452/2458/2459

Sincerely
Bob Gagne

Our current Roster includes the following:

Dick "Bert" Berthiaume- IS/FE Stan Eval Technician with 14,166 hours flying time in 4 engine acft, Can anyone out there beat that total? Tanker 3646 Hrs.

Mike Blandina- Tactics Rep. Self employed in the electronics field. Mike keeps our airframes well written up. Flying Time: 3432 - Tanker-2387, answers to the Ginz.

Denis Boucher- Recently married, promoted to TSgt, employed by GE, Could anyone ask for more? Flying Time: 979 - Tanker 979, Denis could be our first AGR.

Scott Brown- Our Jock in all sports, works for the City of Dover insists he is not another TV Ed Norton. Looking for one of the AGR jobs. Flying Time: 460 - Tanker 460.

Maurice "Duke" Doucet- Our Philosopher and Chief. Flying Time:13,736 - Tanker 3220

Gus Dowling- Promoted to MSgt last summer, still leader of his own band in more ways than one, Gus has just acquired the magic 7300 points. Flying Time: 6242 - Tanker 5306

Dick Ellis- Our highly respected architect in this area. Flies his own Lake aircraft.
Flying time: 4883 - Tanker 3030

Dave Frohlich- IS - Technician and a man that loves his TDY's. Our Pubs are always current because of him. Flying Time: 7227 - Tanker 3689, Could be first technician AGR.

Bob Gagne- Mailman, student, private pilot and always the first to volunteer for TDY's to Hawaii and Alaska. Flying Time: 2825 - Tanker 2508

John Lennon- A trucker, hopes to have his own 18 wheeler very soon. John is a happy bachelor. Flying Time: 739 - Tanker 739

Bob Lougee- Technician, our financial well being depends on this man, he bird dogs all the necessary paper work to get paid, Bob is so lovable. Flying Time:6502 - Tanker2674

Steve Morgan- Will return from CFIC on 2 May, our newest and only part timer who will be an Instructor. Congratulations Steve. Flying Time: 3148 - Tanker 3110

Kelly Philbrick- Transferred from the 509th, Kelly's a Top Notch Boomer, recently married and just went to work for the US Post Office. Flying Time;1877 - Tanker 1877

Ray Richardson- IS/FE Technician, promoted to GS-9 last winter, replaced Real in scheduling and is now the CLT Manager. Flying Time: 10,896 - Tanker 3532

Glenn Senechal- Student Boom, presently attending CCTS at Castle. Employed by the US Post Office, asking questions about the AGR Program. Flying Time:6.4

Carl Sneirson- IS- Technician, the newest full time technician, Carl is an antique car buff and has one of the best collection in the area. Flying time:2813 - Tanker 2447
Carl is interested in the AGR Program.

Mark St Cyr- Was Baby Boom, recently married, built new home, machinist for Public Service Corp, working on his degree. Flying Time: 302 - Tanker 302

John Watson- Successful Businessman, expert survivalist, outdoorsman, Philanthropist; a man of many talents. Flying Time: 7388 - Tanker 3532

Phil Weiss- Printer, works for the University of N.H. has the nicest salt water boat in the section, expert fishermen and bowler. Flying Time: 3081 - Tanker 3081



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 55TH STRATEGIC RECONNAISSANCE WING (SAC)
OFFUTT AIR FORCE BASE, NEBRASKA 68113-5000

REPLY TO
ATTN OF 2 ACCS/DOFB (SMSgt Davis)

30 Apr 87

SUBJECT Boom Signal

TO 8 AF/DOTTR (Chief Richardson)

Greetings to all booms from the land of the "Good Life!!"

We here at Offutt have gone through some changes since the last "Boom Signal" so we'll see if we can catch you up.

First, Moments. After months of "The computers are in the mail;" we finally got 'em. Of course we only use them for the one KC on base, until our first modified EC comes back from depot. (You know, the one that was supposed to be finished in February.)

Second. We now have a total of four "Baby Booms" on base. (un-heard of at the ACCS!!) Two more are on the way! For years Offutt has been an "Old Man's Base," without much more than doing loops in the sky. Now we pick up fighters once or twice a week including (A-10, A-7, F-4) from guard units in the area. Since November we have had the KC-10 scheduled two times a week and in February, we started getting the E-4 once a week. Add to this the monthly off-station training flights to Hawaii, Florida, Utah, California, Texas, and with in several months, Bermuda and England.

We're still flying "Looking Glass" here, 24 hours-a-day, 7 days-a-week, 4 weeks...Oh, what the heck, you get the picture. As for our alerts, (we use the term loosely) they are still a two or three day tour a month.

Enough of all that. Here's the 2 ACCS starting line up:

- S-101: MSgt Jack Park - Brough back to Stan/Eval by popular demand.
- S-102: TSgt Ballard - "The Boomer's Boomer."
- S-103: SSgt Don Anderson - Just in from Grissom and already in Stan/Eval. Don't touch him without your gloves on.
- E-104: TSgt Jim Justice - We still have a little Justice, but for how long? Thinks he wants to go to Castle.
- R-105: Sgt Ted Gunhus - See him so rarely I almost forgot to put him in here.
- R-106: TSgt Mike Schellerer - Has a thing about breaking his wrists.
- R-107: SSgt Phil Hall - Resident computer whiz.

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116

- E-108: A1C Tony Nicholson - I'm not the Baby Boom any more!! Ask about his "Diggin' Dodge."
- E-109: Amn Terry Wilson - One of our new Baby Booms. Too quiet to tell how he'll workout.
- R-110: SSgt Larry Stockton - Imported from Grissom. Larry's our new CLT Manager.
- R-111: SSgt Tony Rhoden - Stolen from Robins. Doesn't even like two day alert tours.
- E-112: Sgt Scott Dawe - "The Dawg" is our newest IBO. Looking for the "10"
- R-113: Sgt Mike Rathbun - Won't rest until Malmstrom opens.
- R-114: TSgt Derek McDonald - Still holding out for Fairchild.
- R-115: Amn Ken Gilbertson - Another Baby Boom. Magic Johnson he's not. (Broke leg 5 weeks after he arrived on the Round Ball Court)
- R-116: Amn Jim Collier - You guessed it - another B.B. likes flights with stews.
- IBU: SMSgt Tyler Davis - workin' hard and hogging the few TDYs we get.

Pad Dad: MSgt Phil Prezcewski - Finally got his alert facility!!

Last but certainly not least the folks we said goodbye to last year:

TSgt Wally Poplett - Plattsburgh
SSgt Carmen Vallejo - Altus
TSgt Clay Potter - D05 - Going to KC-10s at Barksdale
TSgt Dennis Thornburg - Back to CSA
MSgt Bob Hinman - Retired
CMSgt Dale Grundmeyer - Grissom

Incoming from Caslte:

Amn Johnny Jeffers
A1C Curtis R. Sheldon

That about covers it from Big Red country. Stop on in if you've got a minute during a "first View" etc.

Mike Rathbun
MIKE RATHBUN, Sgt, USAF


P.S. I see Mike put in a good word for me, "He'll never see Malmstrom."

I've had a good year and have worked hard to improve things here at "The ACCS." I have worked with scheduling and been able to produce some good results noted above.

I'm working on the Pacer Link II mod for the EC and someday hope to see it.

Seems like we keep loosing more and more people and with them experience. Keep in the books and don't be shy when you're in the air, if you see something wrong, "speak up."

Hope you all have another good year. Jill I'll get there one day when you aren't on alert. Take Care.


TYLER M. DAVIS, SMSgt, USAF
2 ACCS Inflight Refueling Program Manager



OHIO AIR NATIONAL GUARD

HEADQUARTERS 160th AIR REFUELING GROUP
RICKENBACKER AIR NATIONAL GUARD BASE, OHIO 43217-5006

REPLY TO
ATTN OF: IRM

28 April 1987

SUBJECT: Boom Signal

TO: DOTTR, 8TH AF

GREETINGS FELLOW BOOM OPERATORS!

Here in the "BUCKEYE STATE", we are still gearing up for SAC's quantum leap backwards. That's right! More training in the use of moments! We have read all the articles there are on the pros and cons; and the differences are so slight, there is virtually no argument as to which is faster or more convenient. Wasn't it with the introduction of the KC-135 that SAC decided to go to index? Enough on that issue.

Currently, we are also gearing up for our deployment this fall to the United Kingdom. Two weeks in jolly England will put an excellent finish to the summer.

Now here is the "moment" you all have been waiting for, our list of current and retired Booms:

Allen R. Berg (ICE), SSgt - Has a new addition to his family, a son!
Gary S. Banner (TORO), SSgt - Still in school and close to graduation!
Thomas A. Bursk (TAB), SSgt - Another student with graduation in the future.

John P. Collins (IRISH), MSgt - Someone in the unit washed and waxed his right rear door ONLY on his POV. He's looking for the culprit to do the rest of the car.

Robert A. Fentress (PETE), MSgt - Pete won last year's squadron party function by dressing up as our hero, M-I-C, K-E-Y, MOUSE.

Matthew D. Foster (MATT), TSgt - Still enrolled in the institute of higher learning. Also with a new addition to his family, a son!

Thomas F. Foster, (FOX), CMSgt - Running a tight ship within the unit. Also a proud Grandpa. What more can we say about a CHIEF?

Robert L. Garvin, HP (HOLLYWOOD), SSgt - Between classes, he is still breaking all of the young ladies' hearts in the area.

Richard J. Grein, Jr (DICK), TSgt - The new Air Technician that just returned from CFIC. Still getting his feet wet, and doing a great job!

Seth J. Giust (GUS), SMSgt - Retired as an Air Technician, moving from Stan/Evel to part time status. Boom will stow 31 May.

Donald J. Harris (D.J.), SMSgt - Moving to GUS's old seat in Stan/Evel. We understand he has a new hammer!

119

Terry K. Kerr (STINKY) MSgt - Taking up politics in his spare time. We think he will be running for mayor soon!!!!

William R. McIver (DRIVER), TSgt - Newest Air Technician from Kansas and another proud CFIC graduate. He's still getting the dust out of his clothes.

Lonnie V. McLaughlin (LUNI), TSgt - Keeping the airways safe along with a new little air traffic controller in his family, a daughter!

Alan I. Moge' (OLD FART), MSgt - Looking for "SENIOR" stripe soon. He also has the dubious honor of having his picture hanging in the new alert facility. It keeps the evil spirits out.

Christopher E. Neitzelt (CHRIS) TSgt - Alert sitter and farmer. What a life! He looking for OLD FARTS Master stripe.

Danny Thomas (DANCIN' DAN) TSgt - Newest "alert sitter" and looking for a class date for the NCO Academy. Also a new home owner.

Edward G. Smith Jr (EASY GOING) TSgt - "Mr A.T. & T." is keeping the telephone lines clear and is our point of contact for all of you patch traders and collectors.

Here is the list of retirees in the area: Gene Fenner, Bobby Barger, Ron Ramsy, Frank Springhetti, Ray Watts, John Young, Paul Clark, Bill Baker, David Camp, Allen Inwood, retired at Pittsburgh, Bob Linneman, Trent Ralston, Phil Short, and Joe Young.

Well gang, that is our input. If you are ever in the area, stop in for a "cool one", and if you are overhead give us a call at PEARL CONTROL, 286.2.

Fly safe and we'll see ya around the boom pod.

My thanks to DANCIN' DAN for putting this together.

Tom
THOMAS F. FOSTER, CMSgt, Ohio ANG
Inflight Refueling Manager



OHIO AIR GUARD

Home Of The

145TH AIR REFUELING SQUADRON
RICKENBACKER ANGB, OHIO 43217



PEARL CONTROL
FREQ 286.2

COMMERCIAL 614 492-4795
AUTOVON 950-4795

YOU HAVE JUST BEEN AWARDED ONE



WHEN YOU HAVE ACCUMULATED TEN ATA-BOYS, THEY MAY BE REDEEMED FOR ONE BEER AT SQUADRON OPERATIONS.
NOTE: ONE AH-SHOOT WIPES OUT ALL PREVIOUS ATA-BOYS!



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 509TH BOMBARDMENT WING (SAC)
PEASE AIR FORCE BASE, NEW HAMPSHIRE 03803-5000

REPLY TO
ATTN OF 509AREFS/BO

SUBJECT Boom Signal

10 8AF/DOTTR (CMSgt Richardson)

1. Greetings from the 509AREFS, "Pease by the Sea." As a new arrival to the squadron, I'm trying to keep secret my preference for the N.Y. Mets. These guys still aren't over the Red Sox collapse in last year's World Series. When things get slow out there in the boom field, call up here and talk to one of the booms about Game 6, or maybe discuss how Bill Buckner has always been one of your favorite players! They'll love it!
2. Moving on, we're retiring another SMSgt in May. Thomas J. Quarles is calling it quits after 28 years, 8 months, and 10 days. T.J. is planning to remain in the area and take it easy. We wish him well.
3. There have been numerous other personnel changes since last year's Boom Signal input. More are occurring as I write this. Those of you interested in Pease, update your dream sheets. We lose five booms next month, and only one is on the way in. The squadron is also coming up two crews. There won't be any booms to fill the staff positions!
4. No word yet on who will be filling the large shoes of SMSgt Quarles. MSgt Paul Christensen arrived from Castle in Oct 86 to take over the Alert Facility from the retired MSgt Wayne Keefe. Wayne is now spending his days in Florida managing a hotel.
5. Two new arrivals, TSgt Phil Rogers and TSgt Ed Dunham, from Mather and Minot, are our Stan/Eval representatives.
6. Sgt Pete Abraldes arrived in Oct 86 from Robbins and is now on a flight commander's crew. SSgt John Donohue arrived from Beale in Dec 86, went to Fairford for 60 days, and is now back getting the feel of things. TSgt Don Fischer is keeping us all straight from Training Flight and MSgt Fred Calkin is still the Tanker Task Force IBO.
7. New arrivals from Castle include Amn Stacy Jackson, Nov 86, and Amn Steve Mason, Dec 86. SSgt Richard Furman is inbound from Loring. We expect him sometime in May.
8. We lost a few people and are in the process of losing a few more. We sent TSgt Mark Kaminski PCS to Fairchild and SSgt Thomas Tubbs to Robbins. Kelly Philbrick decided on a life of leisure and went down the ramp to the Guard. Ken Hudelston also decided on a life of leisure, and went to OTS. Cheryl Conner is now a civilian, and Mark Goldschmidt changed careers. He's now working in civil engineering.

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121

9. In the near future, SSgt Ken Bowerman will be joining a ROTC program. TSgt Tim Malloy also thinks he's leaving to better himself. Tim is off to fly the KC-10 at Seymour. We all know better, right? TSgt John Yager is on an extended TDY. Amn Stacy Jackson, a recent arrival, will also be leaving us for a career change.

10. On the technical side, our computer buffs are steadily improving our HP-41 capabilities. We now have programs that will enter all basic weights, Moments, and tail numbers of the aircraft available. Additionally, a second program enables us to change dates without starting from scratch. We've sent copies of the new programs to Carswell, Loring, and SAC. Contact those people, or give us a call, if anyone out there wants this information.

11. Here's the current lineup--All the GOOD, BAD, and UGLY:

Air Refueling Program Manager - SMSgt T.J. Quarles, retiring, no replacement named yet.

Alert Facility Manager - MSgt Paul Christensen

Scheduling - MSgt Ed Jackson

Tanker Task Force IBO - MSgt Fred Calkin

Training Flight - TSgt Don Fischer

S-101 - TSgt Phil Rogers - Made Master, waiting to put it on

S-102 - TSgt Ed Dunham - "Fast Eddie"

S-110 - SSgt John Donohue - "You want me to change crews again?"

E-111 - A1C Mark Reuter - TDY to Fairford

R-112 - A1C Beth Tyc - Joining Mark in Fairford

R-113 - A1C Dan Wells - "Danny Boy"

E-114 - SrA Ken Strother - SRA Below the Zone, our next upgrade. Ken hits Castle in May.

R-115 - No boom assigned

S-120 - Sgt Pete Abraldes - "But I don't want to be the new cargo load manager!"

R-121 - Vacant

E-122 - Unoccupied

R-123 - A1C Dave Fortier - "The Barracks Enforcer"

R-124 - Sgt Mike Casey

R-125 - Crew not formed yet

S-130 - TSgt Al Boothby - Recently in Stan/Eval, Al decided he'd rather have a moustache

R-131 - SRA Jim Biggs - "The Chief" was promoted Below the Zone

R-132 - A1C Todd Weaver - "Ernie"

R-133 - TSgt Tim Malloy - On his way to the "Gucci" bird

R-134 - SSgt Ken Bowerman - Officer in the making

R-135 - Amn Steve Mason - Honorary member of the "Chain Gang"

SPARES: TSgt John Yager - "Chuck"

AMN Stacy "I'd rather be in California" Jackson

12. That's all for now. Stop in sometime and partake of our lobster, scenery and the area attractions. In the meantime, FLY SAFE!



JOHN J. DONOHUE, SSgt, USAF
509AREFS, Crew E-110

FROM: 912/99 AREFS/CCF

24 Apr 87

SUBJECT: Boom Signal

TO: All Boomers

1. Hello to ALL BOOM OPERATORS from the land of Georgia Peaches (some with legs). The weather sure has been great for flying. That has been a blessing because we have had our share plus some of yours this last year since we converted to the R-Model.

2. Our new Boomers haven't got bored with air refueling. We have had a wide variety of exercises, special missions, etc. with every receiver imaginable this last year. We hope Eighth will give us a break soon so we can have a weekend off.

3. We here at Robins were no less saddened by the tragedy at Fairchild and wish to express our deepest sympathy to all the families and friends.

4. Our line up:

CMSgt Boobie Hennings - "The Hook", 912th/Wing Boom.

SMSgt Dan Jones - 99th Boom, Have to watch him, he coaches a Georgia Peach Ball Team.

MSgt Bill Jackson - CENTCOM, All those countries will never be the same.

MSgt Steve Miller - "Pad Dad", has trouble understanding the ADO. "Lt Who?"

MSgt Al Moser - #1 Buddy *?@! in Stan/Eval.

TSgt Rick Reed - Replaced Milt Barnwell as Robins "Sierra Delta". Tng Flt, needs own secretary to handle phone calls.

TSgt Mike Hopper - #2 ?#*? in Stan/Eval; also one heck of a scheduler.

TSgt John Bodenhamer - "WHAT", Did I schedule that?? #1 scheduler and it has never been better.

TSgt Jim Niswender - "Pin Knife"; still carving in Stan/Eval, Quit smoking.

TSgt Sze Tom - "He's everywhere". CENTCOM.

SSgt Don Cox - "Bubba" #3; !?#\$! in Stan/Eval, KC-10 assignment soon.

912TH

TSgt Ernie Albritton - "C" Flt Boom.

TSgt Kevin Metz - "Mad Dog #1"; Now "A" Flt Boom.

TSgt Tony Compton - CLT Manager; killed an 8 point buck last season. We all want to know who tied it to a tree for him?

124

SSgt Duane Wiley - "Papa Smurf"; selected for the KC-10.

SSgt Frank Soto - "Muhammed"; Still says he is going to get out and become an Israeli Tank Driver.

SSgt John Beringer - Another one about to bite the dust like "Castle Nova".

SSgt Chuck Baar - "Castle Nova"; Broke all those hearts and got married.

Sgt Jesus Lopez - Hangs around with "Mad Dog #1"; what can I say.

Sgt Peggy York - Still driving that truck.

Sgt Colon Miller - Swapped assignments with "Grub Stake" Charland and got the best deal.

A1C Jon Rion - "Big Time"; hard time keeping track of all his cash.

A1C Dean Wilkerson - "Dino"; Resident "Fix-a-Dent".

Amn Michael Johnson - "Spanky"; wants to revive the flat top - thinks each excuse is an original; can't drive either.

Amn Ken Crowe - "Peeper"; still won't say if she is a true blond.

A1C Richard Dodd - Just arrived from Castle.

99TH

TSgt Tony Reyes - I'll do anything, just get me off of a crew. Single again; purchased a rice rocket and having to beat them off with a stick.

TSgt Angel Rodriguez - Just arrived from Ellsworth and was voted president of the Robins Boom Association.

SSgt Mike Brannan - "Mr TDY"; wonder why he wants to go to England all the time.

SSgt Mahlon Maar - "Mr Experience"; knows both ends of the airplane, "A" Flt Boom.

SSgt Nick Price - "B" Flt Boom; came down from Grissom raring to go..... where we are still wondering.

SSgt Kurt Perry - Recently married - Local mercenary - Does he sleep with those pearl handled 38s?

SSgt Randy Seip - "C" Flt Boom; came to us from Griffis, and on his first flight the squids wanted an in cockpit view of his drogue.

SSgt Tom Tubbs - Came to us from Pease; six kids, starting his own ball team.

SSgt (Selectee) Jeff Potter - Came down from Grand Forks and can't believe it doesn't get below zero here.

SSgt J.C. Coleman - "Mr Athlete"; pro everything. If you want him just check the ball field, golf course, tennis court or bowling alley.

SrA Jeff Whited - "Bug Brain"; Senior Airman below-the-zone, what's the Air Force coming to?

A1C Mike Coleman - Low profile, maybe its because he's Peepers friend.

A1C Tim Fowler - Trusting Sole, leaves his girlfriend in Spanky's hands while he goes TDY.

A1C Germaine Walsh - "She Boom", likes butterflies.

Amn Brian Ennis - "Gomer"; let Spanky talk him into getting a flat top.

5. Inbounds - Help Rusty

Outbounds - MSgt Bill Jackson - Retires in June.

SSgt "Bubba" Cox - KC-10, don't know just when yet.

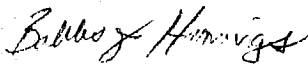
SSgt "Smurf" Wiley - KC-10, don't know when.

6. Retirees in the area:

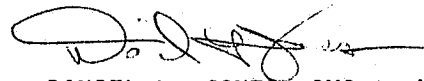
R.L. Alderson
Bibb Bailey
Bill Brown
Herbert Cooper
Doug Forbis
Ed Gaines
Gene Gannon
Royce Gee
David Gibson

Bob Haag
Chuck Heath
Jim Krinast
Billy Manders
Jorge Mangual
Bill McDonald
Jim Miller
Marvin Miller
Don Odom

Jack Parsons
Allen Powell
Ernie Pubanz
Rock Rogers
Jack Scott
Gis Switzer
Julian Thompson
Bob Wingate
Houser White
Bob Wyatt



BOBBIE J. HENNINGS, CMSgt, USAF
912th Senior Boom



DANIEL L. JONES, SMSgt, USAF
99th Senior Boom



DEPARTMENT OF THE AIR FORCE

قسم سلاح الطيران الأمريكي

HEADQUARTERS AIR FORCE SECTION

بعثة التدريب العسكرية الأمريكية - المملكة العربية السعودية

UNITED STATES MILITARY TRAINING MISSION

TO SAUDI ARABIA

APO NEW YORK 09038



REPLY TO TSgt Lee Winter
PSC Box 942
ATTN OF : APO NY 09038
SUBJECT : Boom Signal

26 April 1987

TO : CMSgt Richardson

1. Greetings from Saudi Arabia.
2. For those of you who didn't know, the Kingdom of Saudi Arabia bought some new tankers designated KE-3A. I was fortunate enough to be selected to advise the Royal Saudi Air Force (RSAF) in establishing a flight training program.
3. As could be expected, the airplane is very nice. Some of the main features are:
 - CFM-56 engines with thrust reversers
 - Palletized cargo system (8 positions)
 - Eight first class seats forward of the cargo door
 - Wingtip air refueling stores
 - Telescoping lever with disconnect switch for IBO
(I have used this feature many times already)
4. At this point, the RSAF is in the start up phase. That is, training TANKER and AWACS crews. Things are moving along slow, however, I expect things to pick up this fall, INSHA ALLAH. The first three RSAF instructors and I finished difference training last month. This was provided by the Boeing company. The RSAF IBO's were each assigned a student and I was lucky enough to get two. (So much for advising) However, for numerous reasons, their training is delayed for an undetermined amount of time.
5. I would like to take this opportunity to thank all the instructors at Castle AFB who had a part in training the RSAF boom operators. They speak highly of you all and miss you. For your information, The instructor - student breakdown is:
 - Winter - Harbi and Yaqoot
 - Jammaz - Salmi
 - Shehri (Young) - Moosa
 - Shehri (Chief) - Ghamdi

6. I will be here in Riyadh until November of 1988. Incidentally, TSgt Jeff Bradley, our administration specialist, said paperwork indicating that a follow-on boom operator has been identified came in today. SMSgt Bill Campbell from Langley AFB. If any of you make it to ELF ONE, please be sure to look me up.

Home Phone - 241-2800 x1118

Work Phone - 476-3444 x2236

Mailing Address

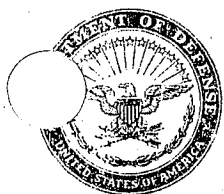
PSC Box 942

APO NY 09038

7. BEST REGARDS!

Lee Winter

LEE WINTER, TSgt, USAF
NCOIC, KE-3A Boom Operator Training



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 68TH AIR REFUELING WING (SAC)
SEYMOUR JOHNSON AIR FORCE BASE, NC 27531-6004

REPLY TO
ATTN OF 344th/911th AREFS

SUBJECT: Boom Signal '87

10. All Boom Operators

Warm best wishes to all who read this year's Signal letter.

The 911th split last October into 2 squadrons, the newest one being the 344th. This took place as our Air Refueling Group became a Wing. There was a bit of confusion at first, but when the smoke cleared and the dust settled, the faces were the same. Just a lot of scurrying to get new patches sewn onto velcro.

When we opened for business as a KC-10 unit in October 85, we had 7 qualified booms. That number is now 32 and we are still growing. We have slots filled through '88 and by then the total number of booms will be around 50. So much for small, informal groups.

The operation here is going well. The biggest distraction is trying to find the copier - offices change from room to room weekly. A new squadron rebuild starts in June, the maintenance complex rebuild is about done; we even have a ramp to park the jets on... ain't technology something?

Here is a rundown of people's whereabouts at Seymour as of this writing; call when you read this for a scorecard to mark changes.

344th 'Ravens'

CMS Tom Glenister NCOIC
SMS Steve Smith Training
MSG Bill Mitchell Stan/Eval
MSG Pat Kennedy Wing Scheduler

911th 'Red Eagles'

SMS Al Darling NCOIC
MSG Gerald Treadwell Training
MSG Dan Turberville Stan/Eval
MSG Chuck Gurkin DONO

--Continued--

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129

344th 'Ravens'

MSG Steve Sweet DONO
 MSG Mike Paynter Sqdn Scheduler
 TSG J.J. Mehall Stan/Eval
 TSG John Page Training
 TSG Will Crews
 TSG Rick Newman
 TSG Jay Howell
 TSG Ken Nichols
 SSG Terry Dover
 SSG Dave Pileski
 SSG Ed Wright
 SSG Larry King

911th 'Red Eagles'

MSG Bob Seay DONO
 MSG Teddy Davis
 TSG Charlie Sanchez
 TSG Dave Hankins
 TSG Mike Davis
 SSG Glen Barclay
 SSG Larry Roberts
 SSG Jim Skipper
 SSG Rand Sanders
 SSG Jeff Lapoint
 SSG Van Gibbs
 SGT Scott Petersen

As you can see, we're busy training new personnel. But the BIG story is that an era will come to an end this fall when Bob Seay moves on in retirement. Some of his going out the door gifts will include a bag of corn feed and a 50 lb bag of flour.

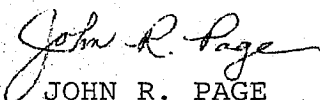
As a whole we are satisfied with our surroundings. We would like to wrestle some Pacific trips from the March Freestylers, and we have the usual gripes about how people out of touch with this jet make a lot of our policies for us, but there are no immediate overthrows coming.

We don't mind the crew system (crews?), and the alert is okay ("Hey, stay within a 50 mile radius of home, alright?"). Our jets are doing fine but getting old...one has almost 3,000 hours on it. We get the last of our 20 jets by early '88.

If you are interested in getting some info about coming to the KC-10, call us at AV 488-6731/6737. Or corner us at one of the TDY locations. There's lots of rumors floating around out there about no chance to come into this system, and all we ask is that you ask us for the straight line. We know what our needs are, and we can fill you in.

In the mean time, we are looking forward to seeing you on the road and at the air shows this year. Keep up the good work and whether you do it lying down or sitting, remember - being a boom operator is a job to be proud of. So stand tall.

From the folks at Seymour Johnson, we bid you well and see you soon.



JOHN R. PAGE
 Training Flight/Secretarial Pool/Warm Body/Valve Operator



DEPARTMENT OF THE AIR FORCE
77TH AIR REFUELING SQUADRON (HEAVY)(ASSOCIATE) (SAC)
SEYMOUR JOHNSON AIR FORCE BASE NC 27531-6006

1 May 1987

REPLY TO
ATTN OF: DOB

SUBJECT BOOM SIGNAL

TO: All Boom Operators

Greetings to all of our fellow Boom Benders, Nozzle Cockers, and Drogue Dragers from the 77th AREFS. As we are the newest Air Force Reserve tanker unit (activated 1 Oct 85) we missed the last Boom Signal, so we will try to bring you up to date on the news from the "Totin' Tigers" here at Goldsberry.

We have assembled an interesting collection of "characters" in our section. Our 23 boomers include people from the other two KC-10 units, Air Guard, Air Force Reserve and active duty -135 squadrons, retired booms, and former loadmasters cross-training into the boom field.

We would like to dispell some bad rumors that have been "floatin' around" about the "10."

1. Working with a flight engineer is bad. False. On the whole a great bunch of professionals. Only difference between engineers and navigators is that the engineers are authorized to join the NCO Club (just kidding). And, No they aren't the NCOIC of the crew, nor do they write boom operator APR's.

2. The KC-10 is primarily a cargo aircraft. Wrong. Cargo is carried on about 25 percent of the missions. Obviously it is a dual role aircraft but air refueling is our primary mission.

Our "territory" is primarily east of the Mississippi, Europe, and Sandland. We get involved in a lot of MAC Channels, fighter drags (Coronet, etc.), and dual role missions across the Atlantic. We spend a lot of time in Spain. Occasionally we get lucky and take a Pacific trip.

Any of you Air Guard types who flew on the KC-97L might be interested in remembering that OPERATION CREEK PARTY started 20 years ago on 1 May 1967 and ended 10 years ago on 30 April 1977. For you young guys and gals, the KC-97L had two jet engines in addition to the four recipis (four turnin' and two burnin').

We are compiling a collection of military lingo (jargon, vernacular, slang, etc.) including acronyms. Examples:

- o Blackman and Robin the fighter pilot team of Colonels (later generals) Daniel ("Chappie") James and Robin Olds
- o farts and darts decoration on the bill of the service cap of a lt. colonel or above

131

- o locally commando a London prostitute
- o switchblade Edsel FB-111 fighter/bomber
- o turd hearse lavatory service truck
- o Upper Haystack RAF Upper Heyford, U. K.

If any one has any "contributions" please call us at AV 488-6683. We also collect humorous (actual) AFTO Form 781 write-ups such as "mice in the aircraft" corrected by "cat installed" or "something loose in electrical cabinet" corrected by "something tightened in electrical cabinet."

If any of you fellow boomers make it to Seymour drop by the 77th Boom Shop and say "Hello." You might even get a free beer. If any of you KC-135 guys and gals see us on the flight line come on over and we'll give you a personal tour of the "10."

Have a good year, keep the pole in the hole, and FLY SAFE!

Steven E. Fromm
Inflight Refueling
Program Manager

John Young
Third Deputy Assistant
Drogue Dragger

NOTES

John,
I can't sign
this!
Steve

**U.S. AIR FORCE
RESERVE**

CHIEF RICHARDSON:

SORRY, WE CAN'T
SUBMIT THIS. THE

CHIEF WOULDN'T
SIGN IT!

[Signature]

SMSGT ANDERSON, Virgil ("Andy")

ART. EB. Promoted to E-8 on 1 Nov 86. Stan/Eval type (with the black hat). Wife is on active duty at Pope. From the Ohio ANG via the 78th AREFS at Barksdale. If you ever meet "Andy" you will never forget him (or the knife).

MSGT ASKREN, Don ("Farmer")

ART. IB. Came to the 77th from the 79th AREFS at March. Promoted to MSGT on 1 May 87. Chief of Training which keeps him busy since we are a new squadron. Active in Girl Scouts with his daughter, Becky. Former Kansas Coyote from Forbes Field.

MSGT BROCK, Dave ("The Auctioneer")

Dave came from the 300th MAS at Charleston where he flew on C-141s as a LM. His nickname was given to him by the Wing DO (O-6 type) in flight. Long story. Says his old nickname was "Thunder Lizard." Details are classified.

SSGT BROWN, Larry ("Lightnin'")

PR. Promoted to SSGT on 1 Mar 87. Wheeler-dealer and Squadron scrounger. Made many trips to Sandland. Valve Job King. (But he had the record for the most contacts in the squadron for the last six months.) Ground Safety NCO. Stays on the "good foot" with John Young.

MSGT BURKHART, Chris ("Red")

ART. EB. Promoted to MSGT on 1 May. Chris came to the squadron from the active duty side of the house. Works in scheduling and is headed for DONO. Just married to his wife, Donna. Has been tired in the morning lately.

TSGT HOLMGREN, Kevin

PR. Kevin was promoted to TSGT on 1 May 87. His wife, Vicky, is on active duty at Beale AFB. Turned down a chance to fly on the "Eagle" because he had too much baggage. Likes to go to Sandland and eat ham and cheese omelettes. Found out HR is not hazardous cargo.

SMSGT HOLT, Tim

IBO. Tim came to the unit from the 78th AREFS at Barksdale where he was an ART. Instructor at MDTSI. Promoted to SMSGT on 1 May 87. One of the good guys. His wife, Diane, is also a member of the unit.

MSGT JORDEN, Paul

PR. IBO. Paul came to us from the retired ranks. Promoted to MSGT on 1 Jan 87. Married his wife, Darlene, 31 Dec 86. Loves Budweiser. Denies he was a bus boy at the Last Supper. Attended the Boom Operators Reunion at Castle in March. Doesn't understand people who wake up in the morning feeling as good as they are going to feel all day.

SSGT KEETER, Greg ("Baby Face")

ART. IBO. Promoted to SSGT on 1 Sep 86. Came to the unit from the 349th AREFS at Beale. Tennessee Boy. Computer whiz. Air Show freak. "Gotta job, gotta new house, gotta new large screen TV, gotta new turbo T-Bird, trying to die with the most toys."

TSGT CRAIN, Phil

ART. IBO. Phil came to the unit from the 4th ACCS at Ellsworth AFB. Promoted to TSGT on 1 Sep 86. Also had active time in another life an Kincheloe. Came to us labeled as a complainer, put him in a job where he's the complainee, haven't had a complaint from Phil since. Connoisseur of bathtub gin (especially likes the plastic bottles).

CMSGT FROMM, Steve ("Squeaky")

ART. Inflight Refueling Program Manager. EB. Promoted to E-9 on 1 May 86. Came to the unit via Grissom and March. Ohio Buckeye fan. Has a patent on a treehouse design. Likes to have a "large time."

SGT GARLAND, Jeff

Came to the unit from the 912th AREFS at Robins. Computer whiz. Working on a degree in computer science. Jeff could be a general but will probably stop at E-9 (due to lack of sphincter cavity qualities).

TSGT GWINN, Don

Don came to us from Maxwell AFB where he flew in C-130s as a LM. Just graduated from MDTSI KC-10 school. Now in the flying phase of AR upgrade. We would know more about Don if he'd only talk.

TSGT HELT, Ricky ("Oklahoma #1")

IBO. Instructor at MDTSI. Rick came to us from the 78th AREFS at Barksdale vit the Pease ANG with active time at Carswell and Grissom. Still driving a "chariot of fire" (Pinto). Lost all respect for Rick when he moved in with a flight engineer (just kidding).

SSGT KELLER, Wayne ("Killer")

Came to the squadron from the 300th MAS at Charleston where he was a LM. Just finished the MDTSI KC-10 school. Now in the flying portion of AR upgrade.

TSGT MATHEWS, Betty ("Betty Boomer") (Matthews with two t's)

Came to the squadron from the 707th MAS where she flew C-141s as a LM. Checking out on the cargo portion of upgrade. Likes to travel and enjoys good German wine.

SMSGT MILLER, Andy ("Wide Body")

EB. "Check Airman" with MDTSI. Promoted to E-8 on 1 Nov 86. Likes to drown worms (fish) and (occasionally) drink Mateus in the Azores. Collects swizzle sticks.

TSGT NORRIS, Bill ("Astro")

PR. IBO. Bill was married to his wife, Debbie, on March 14. Likes to go to Sandland. Bill has time at March (KC-10) and Mather (KC-135). Has been seen regurgitating in his hands.

SSGT NORRIS, Randy

PR. Native of Kansas. Came to the unit from McConnell via the 9th AREFS at March. Randy is working on his degree. Randy departed active duty twice, both times with a line number for Tech. When we get tired of him we'll offer him a promotion.

MSGT POWELL, Johnny

PR. Came into the unit after retiring from the active AF in 1981. Likes to go TDY. Attended the Boom Operators Reunion at Castle in March. Headed for scheduling. Tarheels and beach music fan. John doesn't recover as quick as he used to, but that doesn't slow him down.

MSGT WADE, Ron

ART. IBO. Scheduler. Has the squadron (if not Air Force) record for flying time in the KC-10. From the Ohio ANG via the 79th AREFS at March. Permanent volunteer for TDYs (especially to Australia). Still has a divorce lawyer on retainer.

MSGT WILLNER, Dale

PR. Came to the unit from the 300th MAS at Charleston where he flew in C-141s as a LM. Part-time carpenter and farmer in Minnesota. Treehouse architect for Tarzan.

MSGT YOUNG, John ("Benny Hill")

Came to the unit from the Kansas Coyotes at Forbes Field. After 4½ months DNIF went to Brooks in February and got his wings back. Also became a member of the "Cath Club." KC-97 vintage boomer. Pimps "Lightnin'" Brown every chance he gets. "SHEEEET, I'm Serious!"

135



HEADQUARTERS
134TH AIR REFUELING GROUP
TENNESSEE AIR NATIONAL GUARD
MCGHEE TYSON AIRPORT
KNOXVILLE, TENNESSEE 37950-5000

REPLY TO
ATTN OF: DOB

22 April 1987

SUBJECT: The Boom Signal

TO: 8AF/DOTTR

1. Once again, it is spring time in the Smoky Mountains and time for our annual roll call. We have had a good year this year. One of the highlights was the move into a new state-of-the-art operations building last April. The other was receiving the moments workbook.

2. We haven't had much turnover the past year. The following is a run down of Boom Operators at McGhee Tyson AB, Knoxville, TN:

CMS Wes Beaver	IFR Program Manager
SMS Jerry Roberts	NCOIC Stand/Board
SMS Billy Lindsay	Senior Sq Boom and Cargo Load Manager
MSG Clint Haley	
MSG Jim Harris	
MSG Ralph Chambers	
MSG John Miller	Stan/Board
TSG Bob Brown	Instructor
TSG Ted Wright	
TSG Marty Everett	Instructor
TSG "Mac" MacFeggan	KC-135 Computer Program Manager
TSG Joel Lewis	
SSG Bill Witt	
SSG Denny Buchanan	
SSG Jim Quagliana	
SSG Ed Hattón	
SSG Nancy Guilotte	
SGT Mike Buckner	
SGT Randy Keener	
SGT Todd Derrick	
SRA Brian Carpenter	

Todd Derrick is attending CCTS at Castle. Joel Lewis is looking for CFIC in September. Sgt Johnny Hembree was discharged this February. "Mac" MacFeggan is TDY to the National Guard Bureau, may be permanent. Randy Keener has returned from CCTS and is completing home station checkout.

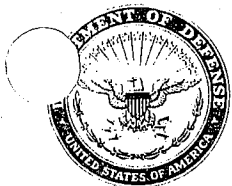
3. Another comment on the moments workbook, seriously. The program is easy to work once you get into it. It is very obvious that a lot of hard work went into its making and I think a word of appreciation to the individuals who built the program is in order.

4. As always, if you are in the East Tenn area, give us a call, autovon 588-8387/8388 or commercial 615-970-8387/8388.

Wes
WESLEY C. BEAVER, CMSgt, TN ANG
IFR Program Manager

136

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 141ST AIR REFUELING WING (H) (SAC)
FAIRCHILD AFB, WASHINGTON 99011-6434



REPLY TO 116th AREFS
ATTN OF:

29 April 1987

SUBJECT: Boom Signal

TO: CMSgt Richardson

Greetings from the "Milk and Cookies" gang at Fairchild!
Its been a busy year with a lot of traveling (read that TDY) for all. (I keep telling the house boss, "I just have to go!") The whisper jet (135E) has long legs and so we get to England, Iceland, Europe and Guam non-stop which makes for a long day in the sky.

Here's the line-up of the resident crazies here at the 116th:

MSgt Jim (Squid) Cleveland - One of our original booms who spent a tour with the Navy out on the pond. Likes to go to Hawaii and get a sailboat so he can cruise up and down the beach.

TSgt Jeff (I can ski) Dill - Changed jobs within the state and now works for the Dept of Ecology, just got back flying after being DNIF for a bum shoulder while skiing - seems he was looking at some snow bunnies when a tree jumped up and bit him.

SSgt Diane Harder - Our lady boom is still doing max alert and max TDY, but most of all she likes going to Germany - must be something special about the climate over there she likes.

MSgt James (Mike) Harper - Working construction and going TDY says he enjoyed his Panama trip last year and might go again - personally I think he might have been out in the sun a little long.

TSgt Andrew (Ike) Isaacson - Our tactics boom and ultralite flyer. He's trying to do a low level mission with the ultralite and sign it off on the MAR, will probably make it too. He's doing mission planner work on the side.

MSgt Ray (R.D.) King - Still man of all trades with the city of Newport, going TDY summers and staying home to plow snow in the winter - seems the city bought this new plow with a stereo and a coffee maker.

TSgt Dan (Doc-I hope) Moriarty - Hitting the college books heavy in prep for Veterinarian school, working with the Appaloosa horses. Went to CFIC at Castle last July, first ANG boom to go there - says the place will never be the same.

MSgt Glenn Nelson - Alert scheduler and max TDY man - gets all the hot spots - Guam, Wake Island etc! Spends lots of time in the squadron saying, "Hey can you pull alert next Thursday or Friday?" Pretty good talker too, because somebody is always begging him for alert.

137

TSgt Don (Round Boom) Nesbitt - Tax appraiser for the city/county of Spokane, keeps telling the Chief that if he doesn't start getting some real good trips that real estate taxes are probably going to double this year.

SSgt Chris (Nerd) Nordlund - One of our new baby booms. Has had a busy year. Went to boom school, got married, and now him and "the new bride" are expecting - seems he's been showing her how to boom.

TSgt Bruce (Tron) Olson - Resident computer expert. Talks to Zenith 100 all day long. Must work, he gets all kinds of magic paper work out of the printer. Secretly I think he's programming it to fly his missions for him so he can spend more time at the keyboard and screen.

CMSgt Gary (Chief) Polser - Has been staying home more lately. Before Adams went up and stowed at Guam, Chief had a sign on his desk that read - Gone to Guam, Adams has a special mission for me. - Chief does our scheduling and takes good care of the booms.

SSgt Don Roberson - Another one of our baby booms. Works for the state of Washington and is building a new home (his wife tells me he's been working on the house for five years.) He thinks night F-4's are fun! (GAWD!! Now I know why instructors get gray hair so soon!!!)

SSgt Theo (T²) Theodor - The last of our baby booms. Came to us from the "Flying Frisbee" out of Tinker. Keeps asking to go to Saudi so he can see all of his friends. Currently he's going to college and wants to become a computer wizard like Olson.

TSgt (New) Sam (Poncho) Via - Postmaster and resident Wolfman. Had an ultra quiet life for the past year to improve his image. (Must have worked for his promotion.) Expect to see him out on the road TDY a lot from now on.

MSgt Rich (WXly) Weatherly - Mr. Stan/Eval, who works hard keeping us booms on the straight and narrow. Must be doing good, because the Barksdale boys gave us a clean bill of health this last year. Off time Rich is busy running horses around for his wife and daughter.

MSgt Richard (Dick) Wunderlich - Cargo Loading Manager (I think he just likes to play with the CLT!) Can be found cruising the beaches of Hawaii with Cleveland doing sail training. Dick has a sailboat and hopes to replace Dennis Connors as the skipper of the next American Cup.

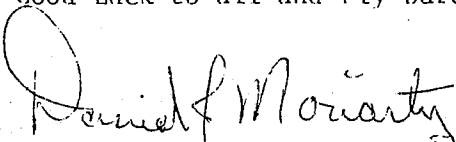
Over the last year we lost three excellent booms:

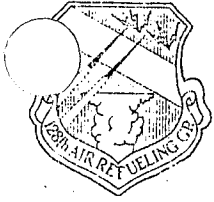
MSgt Ron Merbach - Went to Alaska to be the head boom.

TSgt Bill Malico - Went to Alaska to help Ron and do some super hunting and fishing.

TSgt (now 2Lt) Jere Sullivan - Left the boom pod for the right seat in the tanker. (Last year he couldn't even spell PILOT now he's going to be one.

Good Luck to all and Fly Safe.


DANIEL J. MORIARTY, TSgt
Boomer, Washington ANG



HEADQUARTERS 128th AIR REFUELING GROUP
WISCONSIN AIR NATIONAL GUARD
GENERAL MITCHELL ANG BASE, MILWAUKEE WI 53207-6199

REPLY TO
ATTN OF: 126 AREFS

24 April 1986

SUBJECT: The Boom Signal

TO: 8AF/DOTTR

1. Hello from America's Dairyland - at least that's what the license plates all say. Once again, another year has passed with many changes taking place among the Badger State Booms.

2. I would like to start by paying the highest tribute to CMSGT Ralph Ellis, who will stow the boom for the final time on, 1 May 87. Almost thirty-six years ago, Ralph joined the Air Force and flew as a crewmember on B-29s, B-36s, and F-89s before he entered the promised land and became a boom operator in 1961. As a boomer on the KC-97, Ralph can remember the days when all you needed was a couple of jumper cables to overcome any malfunction. In 1974, Chief Ellis took over as head of the boom section after several years in Stan-Eval. I have only had the pleasure of working for Ralph for the past two years, but I can say in all truthfulness that there has never been a more outstanding boss. The boomers of the 126th wish Ralph the best of luck in his retirement, and we hope that his relationship with the Guard and the career field will continue long after today.

3. Our ranks continue to swell with the newest and finest boomers around. Dean Dachenbach joined the unit last summer after several years away from the rudder stick and active duty - as a pilot for a major airline in the real world, we're not sure if Dean knows which end of the KC-135 he should be on in order to do his job. Robert Derrick, who "saw the light" and became a guardsman, came to us from K.I. Sawyer - Sawyer's loss is our gain. Last, but definitely not least, Dave Eddy returned from Castle last fall as a Distinguished Grad. This is our second boomer in a row to receive this honor. Can there be more to come?

4. SMSGT Earl Gauerke, who for many years set a standard in our unit, retired recently from his full-time air-technician position. Earl will continue on as a guardsman for a while longer before he completely enters the good life. Last November, the unit almost lost another "old pro". MSGT Chuck Schweiss decided his head was too full of knowledge and therefore had doctors empty part of it along with a "golfball size" brain tumor. Although a serious situation, Charlie proved both his tenacity and stubbornness by making both a miraculous and complete recovery. He returned to his civilian job within a week and continues to be a guardsman on non-flying status until the flight surgeons can decide if the hole in his head won't blow open during a rapid decompression.

5. Despite all these personnel moves, our unit remains extremely busy. In fact, our activity will increase later this year due to the Robust Program. Two additional aircraft will be delivered to the unit within the next several months, and a second line of alert will be assumed before year's end. Our number of full-timers will increase with the addition of three full AGR crews.

6. Our current line-up of boomers follows:

CMS Ralph Ellis - An era comes to an end as the Chief heads for retirement in the northwoods of Upper Michigan.

SMS Floyd Polzin - Floyd can't decide if there's more money to be made in the stock market or as a technician boom, so he says he'll do both.

SMS Earl Gauerke - Earl says he'll retire as long as he can continue to fly and operate the boom.

MSG Lee Cornell - Dreams that the world is taken over by Zenith Computers.

MSG Richard Harvey - Dick can be found on all TDYs consisting of ski slopes and "snow bunnies".

MSG Gerald Nelson - Jerry wonders how great those TDY quarters he arranges for the crews really are.

MSG Raymond Bazen - Ray would like to see the AGR program opened up to the old professionals.

MSG Herbert Kiefendorf - Herbie just got back from the NCO Academy at Lackland and has the alert crews standing open ranks inspection at 0430 every morning.

MSG John Famularo - Going for the record in time served as a "guard-bum".

MSG Ray Fassett - Ray's still wondering if the Wake Island Police will ever catch up with him.

MSG Ronald Puzia - Boy, has Ron got a deal for you!

MSG Charles Schweiss - Sure, Charlie has a hole in his head, but I know a lot of others who started life with one in theirs and they still fly.

MSG Roger Steckhan - Roger is waiting for Schweiss (Charlie type) to get back on flying status so somebody else can do the checklist.

TSG Clifford Klingbeil - Cliff is starting to think Tech-Sergeant is a permanent title.

TSG Robert Kowalski - East-West Relations were recently setback decades after Bob's TDY to Berlin.

TSG John Sands - Terry got a hernia from doing the schedulers work.

SSG Dean Dachenbach - Dean would like to change the fuselage lettering from U.S. Air Force to Midwest Express.

SSG David Eddy - Dave's the new guy and already some F-16 pilots looking for him.

SSG George Snamiske - Someday, they'll spell his name right on alert schedules and orders.

SSG Thomas Sroka - Tom wonders if they'll make him march to and from the alert aircraft when he goes AGR.

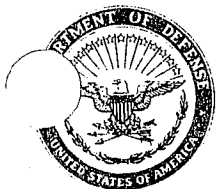
SGT Robert Derrick - Never realized how good it could be flying with the guard.

SSG Steven Schweiss - I've been here two years now, and I still haven't figured these guys out.

7. That's it from the city that made famous the saying, "Let's have a cold one!" The five words that end sorties worldwide.

Steven J. Schweiss, SGT
126 AREFS/Boom Operator

140



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AERONAUTICAL SYSTEMS DIVISION (AFSC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433-6503

Det 1, HQ SAC(SACSO)

27 Apr 87

BOOM SIGNAL

8th AF/DOTTR(CMSgt Richardson)

Greetings to all from the land of the old and the new! I say the old because the Air Force Museum is here and the new because this base is on the leading edge of technology and development.

The SAC Systems Office here at Wright Patt is an extension of HQ SAC/XP and LG. There are logistics, maintenance and operations people stationed here to over see and provide SAC inputs to their respective programs. My programs are the KC-10/-135R, Improved Aerial refueling Systems(IARS) and Aircrew Life Support programs. Here's an overview of some of the programs that are being worked at ASD.

KC-10

LOAD MANAGEMENT PROGRAM - this effort will give the boom operator an easy way to perform both form F and load planning computations using the HP-41CV/CX. The program will incorporate all the necessary data from the Dash-5 and Dash-9 for computing the required form F inputs to include fuel loading, operating weight, zero fuel weight, takeoff weight, and c.g./%MAC for each. For load planning it will have zone loading, tipping, max forward/aft fuel, restraint, compartment or station loading. One of the unique features DAC is attempting to include is an auto-sequencing program that will tell the operator the sequence to unload the acft, by pallet position, so as not to exceed station 1430. Testing in the field will be in the July - August timeframe with delivery expected in Dec 87 or Jan 88.

ON-BOARD LOADER - this program has, of course, been rumored for years. DAC and the program office are working together to make it happen. At the present time, DAC has put a request for proposal (RFP) on the streets. They have a very aggressive schedule and are planning to incorporate the effort on ship 60 (Dec 88) with the retrofit to begin the following year. This will give SAC the capability to go into a forward operating area down/up load without waiting on MAC to deliver a Cochran. The loader is being designed for a dual pallet and 12,000 lb capability.

WING MOUNTED HOSE REEL PODS - this too is to be incorporated on ship 60. DAC has contracted with Flight Refueling, Ltd. of England to provide a hose reel system to mount on the wings. This effort will also include a remote viewing camera mounted on the lower fuselage, ARO station controls and a CRT monitor. The camera will have a 300 degree sweep and have low light capability for night A/R operations. Testing will begin in Jun 88 and delivery/retrofit of the fleet will follow in 89.

BIRTHPLACE OF AVIATION
1441

ELECTRO LUMINESCENT (EL) LIGHTING - the present UARRSI lead-in and boundary markings will have EL light strips incorporated. This will improved the visibility of the -10 at night. Attempts are being made to include this modification on ship 60 also.

KC-135R

Most of the work on the R model has been completed as for ASD. Responsibility for the program has been transferred to the ALC at Oklahoma City. There is, however, a program that involves the Speckle Trout airplane that I think will interest all of you.

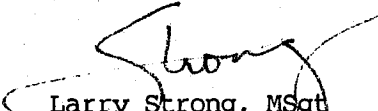
The Speckle Trout aircraft is a C-135 assigned to ASD, and is used as a testbed for advanced equipment. It has been designated as the testbed for the KC-135 Advanced Avionics Cockpit modification. In August of this year it will be down for PDM, during that time ASD/Boeing and a number of contractors will be upgrading the avionics for the "Glass Cockpit" similar to a Boeing 757/767 commercial aircraft. Some of the equipment to be tested are ring laser INSS, an airdata computer, color mapping radar, flight and engine instrument computer displays, and voice actuated UHF radios. The program office is looking at all of the "state of the art" equipment available for incorporation.

Jack Patton from XPHV will cover, in more detail, the other programs for the -135 that are still in the planning stages.

One of the advantages of being here is that I have access to most of the new programs. Not only the programs in being but, ones that are still one the drawing board.

Hope this gives you an idea of what's going on here. If any of you have any questions about what else may be happening in the world of acquisition, please give me a call. Being an ex CFIC instructor, if I don't know the answer, I'll find out. You can call me at AV 785-5424/5425.

Keep'em Flyin'


Larry Strong, MSgt
KC-10/-135, SACSO

920TH AIR REFUELING SQUADRON (H) SAC

United States Air Force
Wurtsmith Air Force Base, Michigan 48753



FROM: 920 AREFS (MSgt Blessing, 623-6915)

27 April 1987

SUBJECT: Boom Signal

TO: 8AF/DOOTR (CMSgt Richardson)

Greetings from the 920th AREFS, Home of the "Wurtsmith Magic"

1. As last years boom signal went in, we were privileged with a visit from the IG. The overall ORI turned out an excellent rating. Salmon fishing season was prime as always and the deer hunting season was excellent also. Due to lack of flying hrs, the squadron was unable to make the annual boom reunion. Hopefully next year will be a different story! The Wurtsmith tankers have a new tail design. The old orange and yellow stripes are being repainted with a sleek navy blue eagle with 379 printed for the 379th bomb wing. The wingtips are now navy blue to match. Pretty sharp! The ORI is expedted to hit in the beginning of May. After that it will be "outta here", for two months of fun, sun, brewskis, women, (not necessarily in that order), oh yes, and of course flying at Red Flag. Tough life, but someone's gotta do it.

Ever up in this part of the "Great White North", stop by, brewskis are on us!

2. The 920th Boom Section is made up of the following Boom Operators:

"STAFF"

Inflt Program Manager - MSgt Craig Blessing. Craig completed another busy year running the boom shop, (and most of the rest of the squadron). But he still finds time to get his boat out on Lake Huron to catch those Salmon. Craig pinned on Master Sergeant this past winter.

Alert Facility Manager - MSgt Carl "Huggy Bear" Criscillis is still heading things up at the alert shack. A complete renovation is scheduled for late summer of 87 and keeping him very busy.

Scheduling - TSgt Ken Phillips. In January Ken left Stan/Eval to fill Roger Gosset's vacancy in tanker scheduling. He is currently attempting an all time record on station in one tour with seven years on 9 June 87. He was one of the few Northern Tier booms who thanked Graham-Rudman for killing the threats of PCS moves.

143

Training Flight - MSgt Roger Gossett. After doing an excellent job in tanker scheduling, Roger has taken over the chief boom position in training flight. So far he's managed to stay away most of 1987 by TDY's to the NCO Academy, Tactics School, and vacation to Florida.

TSgt Jon "Bibs" Bibler. Jon recently transferred from B Flight head boom to training flight with Al Miller and Roger Gossett. Jon put on Technical Sergeant this past year and flew bomb comp for the squadron.

TSgt Al Miller. Al recently came off C Flight chief boom to join training flight as the Cargo Load Training Manager. Al is enjoying the Bachelor life again and could be racing cars with Jerry Wilson soon.

"A FLIGHT"

S-130 SSgt Tom Weirauch. Our head Boom on A Flight is tearing up the golf courses on his off time. Mr. Cupid got ahold of him and he is planning his wedding for 5 Sept. 87. Look for him in the 1995 Masters tourney.

R-131 Sgt John "Felsky" Felisky. Felsky is quite the all around sports fan. Mr. Cupid could be calling though. He took a girl for their first date to a wrestling match, and she's still dating him. Must be love at first piledriver! Striving to become Mr. TDY, John went to the ETTF in Oct. of 87. He'd like to eventually go PCS to the ETTF.

R-132 ALC Doug "McFly" Evans. Currently attempting to figure out the Saudis, Doug will return from his first ETTF TDY in May. Doug is one of the squadron's avid hunters and is living off base in the newly formed "Boom Pod", Phone # SEX-ACCT.

E-133 SSgt Gary Davis. Gary's doing a fine job for the squadron and is going to leadership school in July. He says that he's sick of the North and wants orders to . . . Grissom!!! He enjoys golfing and got quite a few holes in around December on his Pacific TDY. Sure it's a cold sore Gary!

R-134 SSgt Dan Repp. Dan, who is an IBO was at one time looking hard for a set of orders to Pease. Now he is attempting to break Ken Phillips record for time on station in one tour. . . INVOLUNTARILY!!!

E-135 SSgt Tod Wellman. Our newest instructor Boom is staying quite active in the weight lifting and running categories while pursuing an associates degree in the CCAF.

"B FLIGHT"

S-140 SSgt Dale Martin. Dale is pretty much our squadron bowler. He just became B Flight's head boom in March. He spends much of his off time bowling and working on his new house.

R-141 A1C Tim "Maverick, Pole Head" Pates. Tim is fighting tooth and nail with John Felsky to take over Pat "Doggy" Daugustino's position as "Mr. TDY". This years trips were to Guam in June 86 where he earned an Air Medal for an F-4 save over the Pacific, the ETTF in January of 87, and to Florida during Spring Break. He also received the Air Force Association Enlisted Aircrew Member for the quarter Oct - Dec 86, and the 1986 Enlisted Aircrew Member of the year. Pole Head claims to be "Top Boom" and calls himself, "Maverick".

R-142 SSgt Pete Sklenar. One of the last "Young Tigers" at Wurtsmith, Pete finished building his new home last year. He is another one of the squadrons bow hunters and volunteers his off time to the Oscoda Police Department.

R-143 A1C Patricia "Patty" Lopez. Our lone star female boomer, Patty is coming upon one year at Wurtsmith. Currently in England, (ETTF), she was priviledged with the company of CEVG on the trip over. The results were very good! Her future plans are to figure out the difference between the Mens and Womens latrine on alert. Al and Pete will help!

E-144 Sgt Randy Crittendon. Our newest boom came to us via - Alert Force Controller. He's a biker and a water skier. He sees his future as a Senior Master Sergeant and an alert facility manager. He is currently pursuing a college degree.

R-145 TSgt Eddie Masten. Eddie, "Don't call me Ed", came to the 920th from Dyess. This cowboy enjoys training horses and taming wild women. He frequents the Hilltop saloon. Eddie has a line number for Master Sergeant.

"C FLIGHT"

S-150 TSgt Jerry Wilson. Jerry is C Flights chief boom who recently PCS'd here from "Hooterville", where he was 101 Boom. When not working, he's "Gone Fishing". He's presently looking for a boat so he can do more fishing. His future plans are to race cars with Al Miller and get back on Stan/Eval so he will have "More time to fish."

E-151 A1C Mike "Mikey" Kavanaugh. The other inhabitant of the recently established "Boom Pod", Phone #SEX-ACCT, off base with side kick Doug Evans, Mike is also an avid bow hunter. He pulled Base Airman of the Month in January of 87, Enlisted Aircrew member of the Quarter for Jul - Sep 86 and Jan - Mar 87, 920th Perfessional Performer for Jan 87, and received a Commendation medal for an alert KC-135 save in August of 86. He will put Senior Airman on below the zone in June. He still plans on finishing college and flying jets.

E-152 AMN Robert "Bob" Parham. One of the newest baby booms finally found someone with some authority when he arrived at Wurtsmith in January. Bob just got married to a Castle cutie in April. One of the squadron Basketball stars, he says he's looking for a good hoop game and trying to stay out of trouble!

R-153 AMN Joe Yost. Joe buddy is another one of the newest arrivals from Castle CCTS. The twenty six year old hockey buff came to the 920th in February of this year. He's working hard in the squadron and looking forward to ETTF in June. In his spare time he looks for a good hockey game.

R-154 SSgt Leonard "Lenny" Beck. Lenny upgraded to IBO last summer and just returned from ETTF. He's hitting the spring fishing season as much as possible. He's looking for a possible Castle PCS in the future.

R-155 SSgt Howard "Wally" Tennyson. Wally recently had another addition to his family in March. A second baby girl. The bow hunter has reinlisted and will be attending leadership school after Red Flag. He also was TDY to Europe in July-August of 86.

"STAN-EVAL"

S-101 TSgt Bob "Pottsy" Potts. Bob recently took over the S-101 boom spot after doing an excellent job for the squadron over in training flight. He is another one of the few "Young Tigers" remaining and is quickly becoming known as "Mr. No Notice".

S-102 SSgt Milt "Uncle Miltie" Bowman. Milt also was around during "Young Tiger" and has been serving on Stan/Eval for a couple years now. He just recently bought a McDonalds in Indiana and is part owner of a local bar. In his off time he throws darts and shoots pool.

"1986 PCS's"

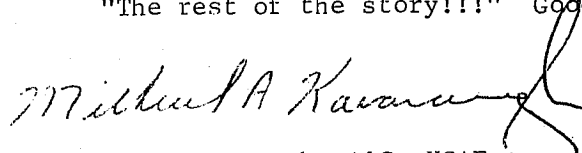
Sgt Al Kaczor. Al left us in August for the sunny beaches of California and the TDY life of Beale AFB. Good luck!

MSgt Butch Scoggins. Butch took a Permissive TDY back to Barksdale AFB La.

MSgt Johnson Marsallis. John PCS'd to Altus AFB OK. to become the Program Manager at the 11th AREFS.

SRA Jeff Watz left the service.

Sgt Pat "Doggie" Daugustino. "Mr TDY" checked out of Wurtsmith with 3 years and at least five long TDY's, A current squadron record. He was also one of the avid bow hunters. He just recently married and is now with the EC-135's at Langley AFB, Virginia. Ask him about hunting Bambi sometime. Then, call Mike Kavanaugh or Doug Evans AV 623-6446 for. . .
"The rest of the story!!!" Good luck bud!!!


Michael A. Kavanaugh, A1C, USAF
Boom Operator, 920th AREFS

29 May 1987
3-8H214-87-12-002

TO: 8AF/DOTTR CMSGT ELZEY RICHARDSON
FROM: Walt Babst
SUBJECT: **BOOM SIGNAL/BOEING 707 TANKER TRANSPORT**

Greetings from Walt Babst now living in Wichita, Kansas with my bride.

It took Chuck Harrison to get me out of Omaha, NE, but I was able to get out of Minot ND on my own. After spending over 27 years as a Boom Operator, I am now very fortunate to be able to use my experience and knowledge working for Boeing Military Aircraft Company, Wichita, Kansas. I retired 1 March 1987, took a month off and started work at BMAC in Tanker and International Military Programs.

What we do in International Programs is obtain 707-320C aircraft from commercial airline inventories and modify them into tankers of various configurations, for sale to other countries. The 707 Tanker/Transport is a military conversion of the commercial 707-320C passenger/cargo transport. The 707 tanker is offered with a choice of wing pods, centerline hose reel, centerline boom, auxiliary fuel tanks and many other options. The tanker systems design is based on over 35 years experience, which established the standards for air refueling systems design and operation.

The 707 is powered by four TURBO-FAN JT3D engines with thrust reversers, similar to the KC-135E that the ANG and AF Reserve fly. The 707 also has a APU, but when used, operates the air conditioning system on the ground and cools the airplane, which you would all enjoy, especially with

147

the new dark paint scheme on the KC-135s. The basic weight of the aircraft is 141,000 lbs with a maximum take off weight of 336,000 lbs. The aircraft can be ground refueled in less than 30 minutes through four pressure fueling adapters. The 707 tanker has a cargo door on the left side similar to the KC-135 and for ease of loading cargo a rail system capable of carrying 13 military 436L pallets.

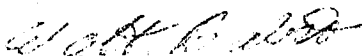
Also included in the modification program is a tanker avionics package which includes color radar and dual INS both of which are so easy to understand, I am able to operate them. Boeing also provides to qualified aircrew personnel, training on operation on the air refueling systems. Both ground and flight training is provided to tanker pilots, flight engineers and boom operators.

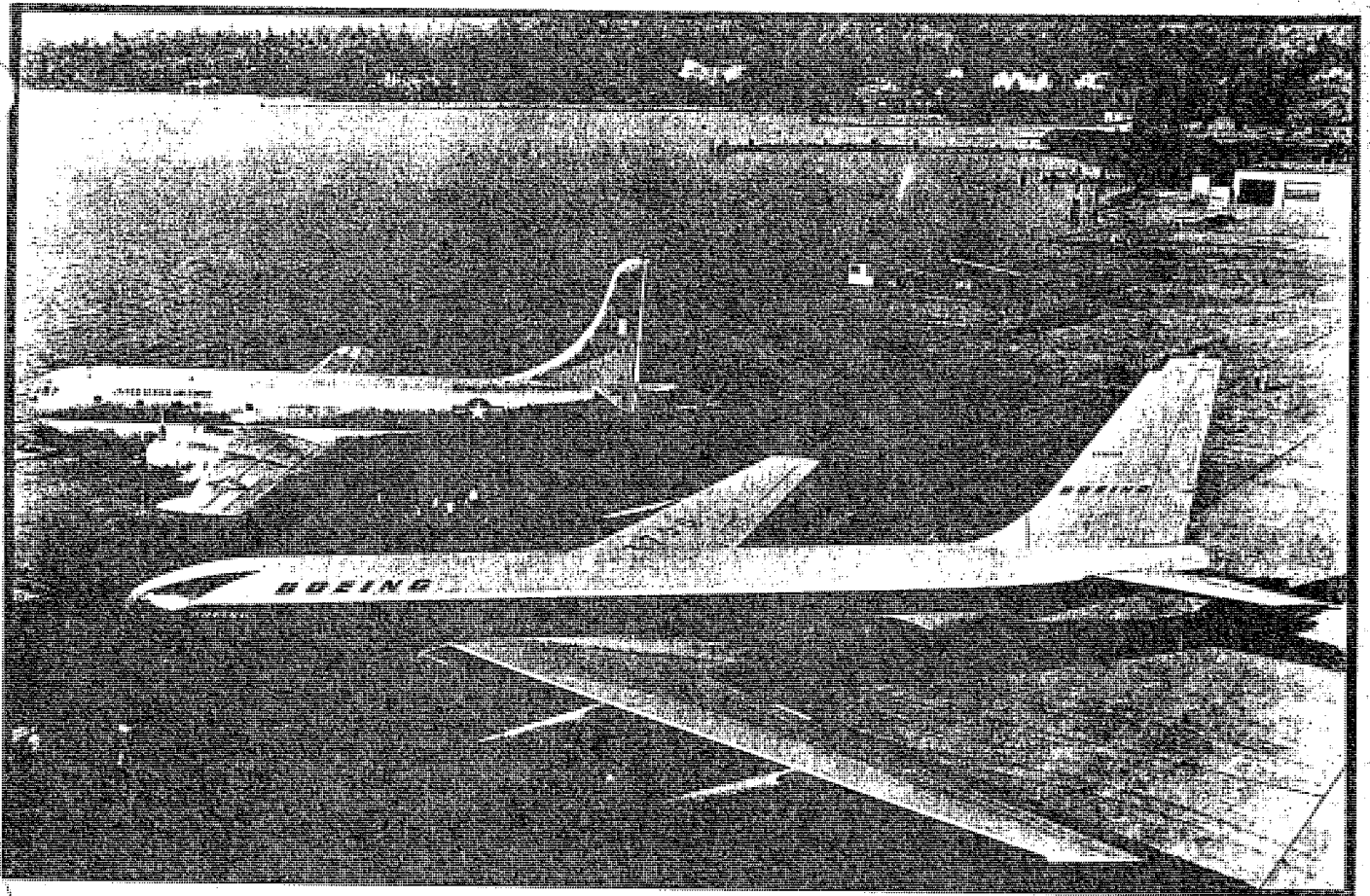
This is just a generic overview of the 707 Tanker/Transport Program.

If any one has any questions, you may contact me at (316) 529-5069.

I want to thank Chief Richardson and Limous Walker for the invitation to the SAC Inflight Refueling and Flight Engineer Program Managers Conference. I appreciate being able to participate and contribute to the working groups.

Peggy and I enjoyed being able to see all our friends again. I hope I will be able to attend next year, it will be great to see you all again and also make new friends.


Walt Babst
Program Coordinator
International Military Programs
M/S K03-11, 529-5069



Progeny and progenitor. The Model 367-76 (KC-97) and its offspring, the Model 367-80.

30 Years Young

THE KC-135 CELEBRATES 30 YEARS OF FLIGHT

By

A.T. Lloyd

Editor, Boeing AIRLINER Magazine

August 31, 1986, marks the 30th anniversary of the first flight of the Boeing/USAF KC-135A Stratotanker. Between April 30, 1957, and January 12, 1965, a total of 820 of these airplanes were manufactured at the Renton, Washington, plant. Seven versions of the -135 were built for Strategic Air Command (SAC) and Military Air Transport Service (MATS) in the US Air Force, and for the French Armee de l'Air. Since then 46 versions, which may be identified by prefix and suffix, were developed by the US Air Force. This truly is a plane of a thousand faces. The family lineage of the -135s is depicted on the accompanying chart.

Since the end of World War II, few military aircraft production programs can compare to that of the KC-135

for speed of execution, size, cost-effectiveness and operational success. These airplanes were delivered at the lowest cost-per-pound of airframe weight of any military aircraft in production at that time. The total production run of 820 airplanes cost approximately \$1.66 billion, or about \$2 million per machine.

Boeing has had an interest in aerial refueling since 1929 when a hose was extended from a Boeing Model 40-B to service a Model 95 mailplane with fuel. The first flying boom was developed by Boeing for use on the KB-29P in the late 1940s. A total of 116 B-29s were converted to boom tankers. Next came a fleet of 814 KC-97 propeller-driven Stratofreighters with an improved boom system. With the large influx of jet bombers into SACs inventory,

149

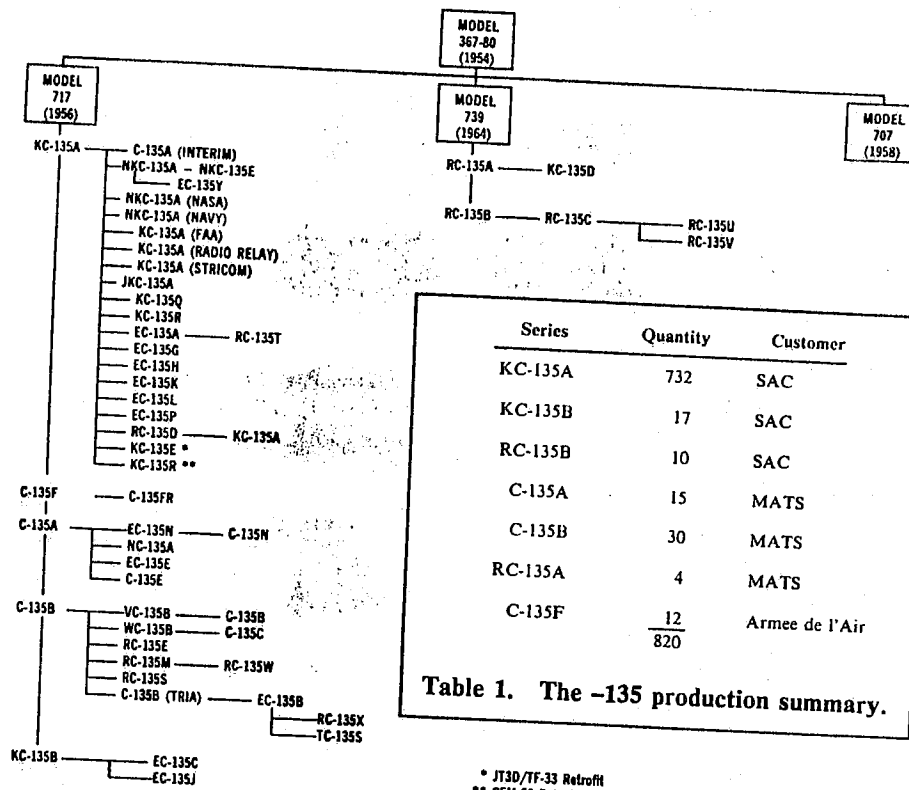


Table 1. The -135 production summary.

* JT3D/TF-33 Retrofit
 ** CFM-56 Retrofit

This family tree depicts the originally produced airplanes and their derivations.

the need for an all-jet tanker was evident. Boeing conducted a number of design studies based on the KC-97 (Boeing Model 367), eventually leading to the Model 367-80 - a four-jet, swept-wing airplane. The Dash 80 first flew on July 15, 1954, concurrent with Boeing's 38th anniversary. By October of that year the USAF had placed an order for 29 airplanes based on The Dash 80 even before the design had been finalized or the inflight refueling capabilities of the airplane had been demonstrated. The first KC-135A Stratotanker rolled out of the Renton factory in less than two years and made its maiden flight on August 31, 1956.

148 inches. This major difference precluded the use of much of the tooling from the KC-135 program. A most noticeable difference between the commercial airliner and the KC-135 is the absence of cabin windows on the later airplane. A boom operators pod was installed on all variants of the -135.

Fuselage lengths also vary between the airplanes. The body length of the KC-135 is 128' 10" while the 707-100/-200 length is 138' 10". The 707-300/-400 Intercontinental airplanes have a body length of 145' 6".

DIFFERENCES - Model 707/717

It is an error to consider the KC-135 (Boeing Model 717) to be simply a military version of the Model 707 commercial jetliner. The Model 707 was developed in a separate program with its first flight occurring some 18 months after that of the KC-135A.

The outward appearance of the Model 707 and the KC-135 bear a strong resemblance - particularly with the shorter Model 707-100/-200 Stratoliners. However, there are major differences between the airplanes. Differences in the fuselage diameters are shown in Figure 1. While the Dash 80 utilized the same fuselage diameter as the KC-97, studies indicated that an optimum size for both a military tanker and a commercial jetliner would be 144 inches. Subsequent studies revealed that for a commercial airliner the cabin diameter should be

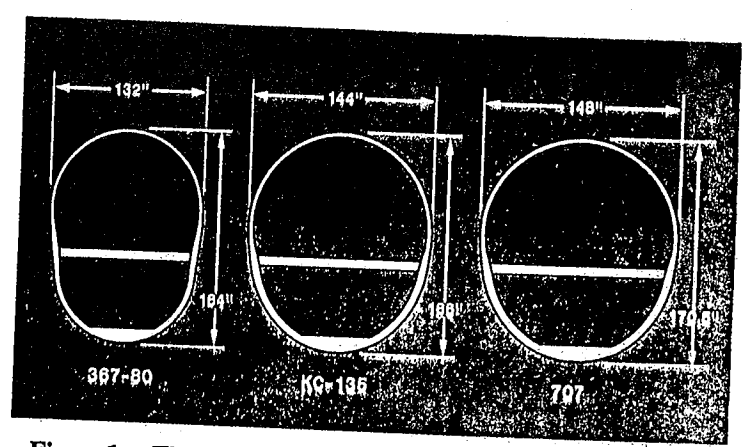


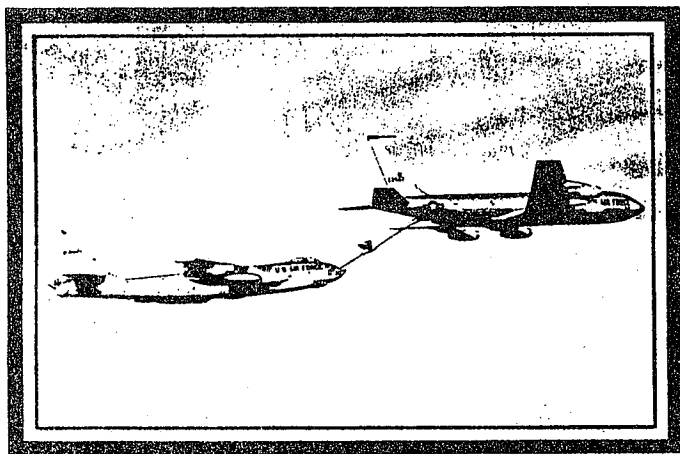
Figure 1. The fuselage diameter differences between the Dash 80, Model 717, and Model 707 are shown in these illustrations.

The wing spans on the KC-135 and 707-100/-200 are 130' 10". For the Intercontinental jetliners this dimension was increased to 145' 9".

Utilization rates between commercial and military airplanes have a relative order of magnitude difference of ten to one. While a KC-135 achieves 375 flight hours per year, a commercial 707 would accrue about 3500 hours in the air. Because of this difference in operation two different design philosophies were employed in the development of the two airplanes. Different materials were selected. To achieve the higher strength-to-weight ratio desired by the Air Force, the -135 structure was designed to a *safe-life* philosophy; whereas the Model 707 was designed to the *fail-safe* requirements of the Federal Aviation Administration.

ORIGINALLY DELIVERED -135s

The first KC-135A was delivered to the USAF on April 30, 1957. Less than two years later the Stratotankers were in service with the 93rd Air Refueling Squadron at Castle AFB, California. On January 12, 1965, the last KC-135A was delivered to the 380th Air Refueling Squadron at Plattsburgh AFB, New York. At the end of the production program, 732 KC-135A tankers had been delivered. These airplanes not only form the backbone of America's strategic aerial refueling force, but also service airplanes flown by our Allies' air forces. In the summer of 1975 a number of KC-135As were transferred to USAF Reserve and Air National Guard units, marking the first time the non-regular forces performed a mission for



The KC-135 was designed to meet the refueling requirements of an all-jet air force.

Strategic Air Command. In 1964 an additional 12 tankers (C-135Fs) were delivered to the French Armee de l'Air.

MATS began receiving C-135As in 1961 to serve as long-range logistic transports. These airplanes were powered by Pratt & Whitney J57 turbojets. Next came the TF33 turbofan-powered C-135Bs. The C-135s were operated by the 1611th and 1501st Air Transport Wings, located at McGuire AFB, New Jersey, and Travis AFB, California, respectively.

Turbofan-powered KC-135Bs were produced for the USAF in 1961. These airplanes were redesignated as EC-135Cs and serve as airborne command posts. Under the *Looking Glass* program, one of these type airplanes has been on a continuous airborne alert since February 3, 1961.

Another production version was the RC-135B with turbofan engines. These airplanes were immediately sent to the Martin Aircraft Company, Baltimore, Maryland, for conversion into RC-135Cs with the large side-looking radar (SLAR) cheeks.

The last four airplanes in the family were the RC-135As which were delivered in 1965-1966. These photomapping and geodetic survey airplanes were assigned to the 1370th Photo Mapping Wing, Air Photographic and Charting Service, based at Turner AFB, Georgia.

A summary of the seven delivery configurations of the -135 family are shown on Table 1.

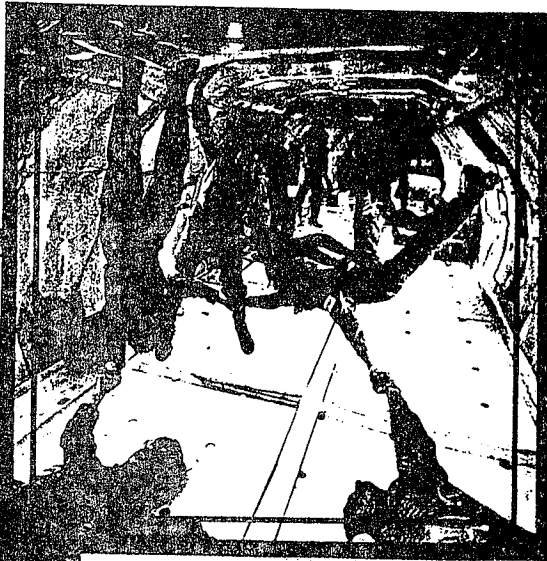
MODIFICATIONS

The basic -135 airframe has lent itself to a large number of uses. A host of reconnaissance derivatives have provided photographic, electronic, and weather surveillance capabilities. These airplanes carry the RC/WC designation.

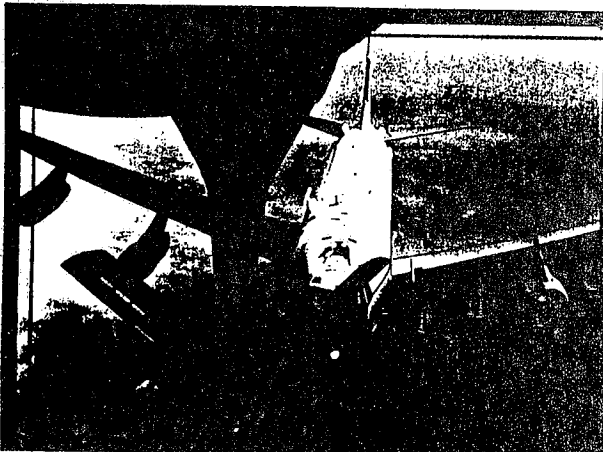
For communications, command, and control another series of customized versions were made. Differences result because of specific requirements of the operating command. An EC prefix is assigned to these airplanes. It is interesting to note that the first KC-135A, serial number 55-3118, is still flying as the EC-135K for Tactical Air Command. This airplane's portfolio has numerous letters of commendation from the various distinguished passengers it has carried.

A number of special test airplanes carry the NC/NKC designation. These specially-modified airplanes have changed continuously to meet particular test requirements for the USAF, US Navy, FAA and NASA. They have been used for classified missions, testing new equipment, and chasing eclipses and comets. Many have windows cut into the fuselages resulting in the nickname, *piccolo tubes*.

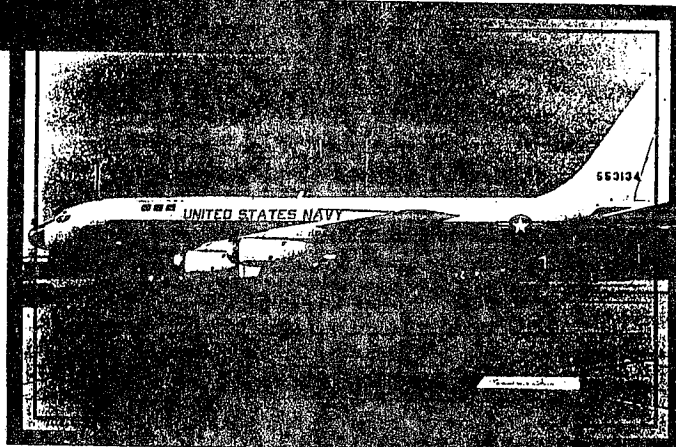
For NASA, an NKC-135A serves as a weightlessness trainer for the astronauts. ▶



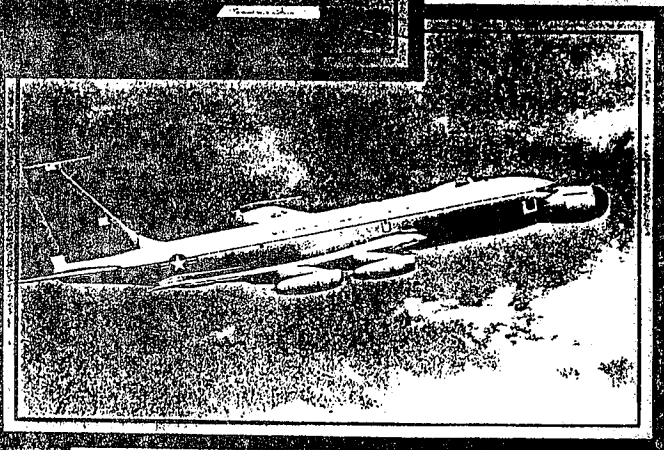
An RC-135S prepares to take on fuel. ▼



An NKC-135A operated by the U.S. Navy for electronics testing. ▶



This WC-135B collects atmospheric samples.



▲ This EC-135N is used as a communications relay airplane to support NASA Space Shuttle missions.

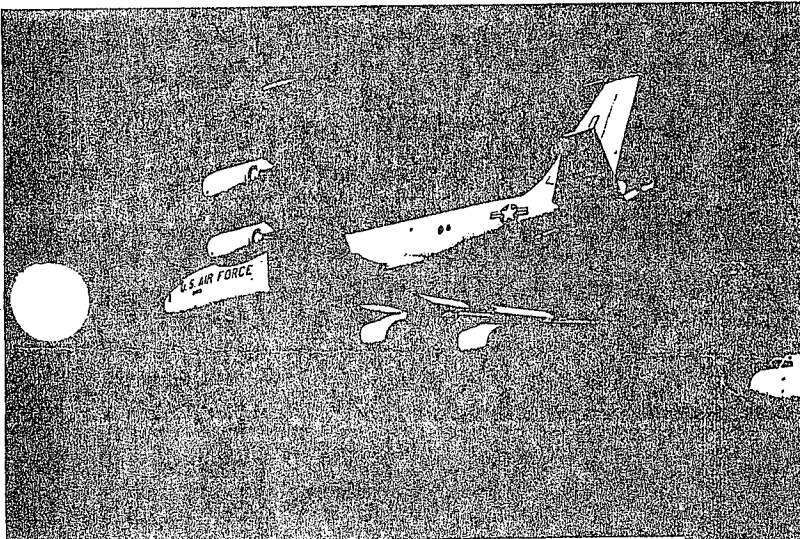
FORCE MULTIPLIERS

A pair of re-engining programs for the -135 fleet began in 1982. These programs center around the new General Electric/SNECMA CFM56-2 and salvaged Pratt & Whitney JT3D turbofans. Each of these engines offers significant state-of-the-art improvements over the earlier 1950's-vintage P&W J57 turbojets which are rated at 13,500 pounds of thrust. The CFM56 is in the 20,000-pound static thrust class, while the JT3D is rated at 18,000 pounds. Improved engine performance allows a greater payload/range capability and enhanced engine-out performance. From an economic standpoint, these new engines significantly reduce fuel consumption, thereby resulting in a direct payback; also they make the airplanes better neighbors from the point of view of noise. KC-135As retrofitted with the CFM56 or the JT3D

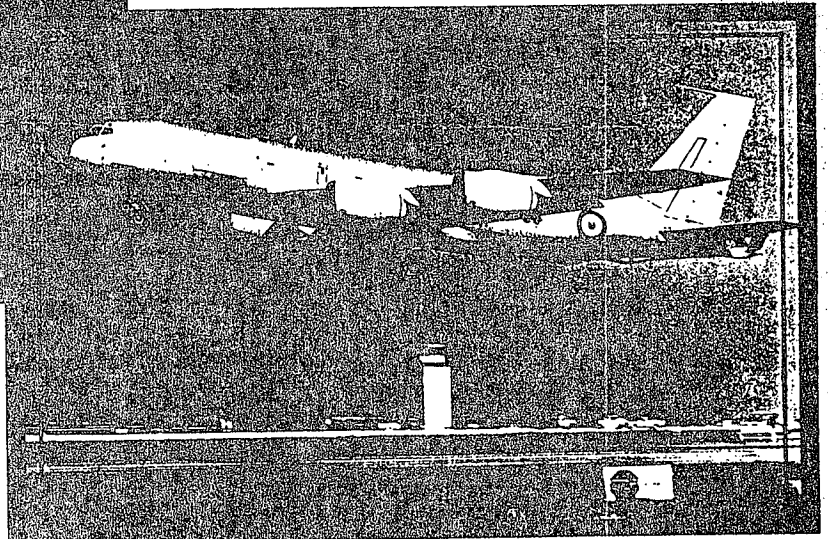
regimes. The horizontal stabilizer were retrofitted to provide the pitch control margins required by the larger engines.

Next came the CFM56 program for Strategic Air Command's fleet of KC-135As and the French Armee de l'Air's C-135Fs. The first KC-135R was delivered to the 384th Air Refueling Wing based at McConnell AFB, Kansas, on July 2, 1984. The first C-135FR was redelivered to the Armee de l'Air in August, 1985. Conversion to the KC-135R model results in a 50% increase in fuel off-load capability.

The KC-135 was the only airplane in the world specifically designed for the aerial tanker mission. During the past 20 years the refueling requirement of the armed forces have more than doubled, thereby making the KC-135 an



◀ With GE/SNECMA CFM56 engines installed, the KC-135As are redesignated as KC-135Rs.



The French Armee de l'Air C-135Fs are having CFM56 engines retrofitted and are redesignated as C-135FRs. ▶

engines are redesignated as KC-135Rs or KC-135Es, respectively.

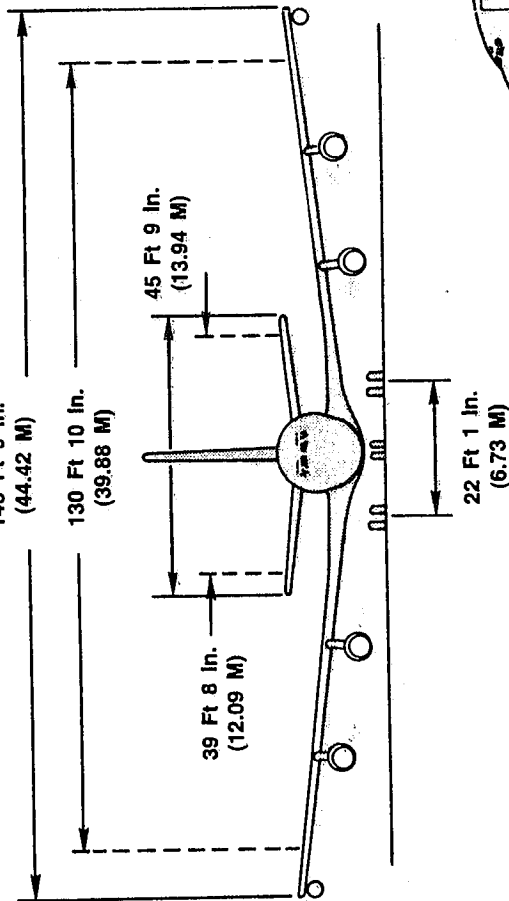
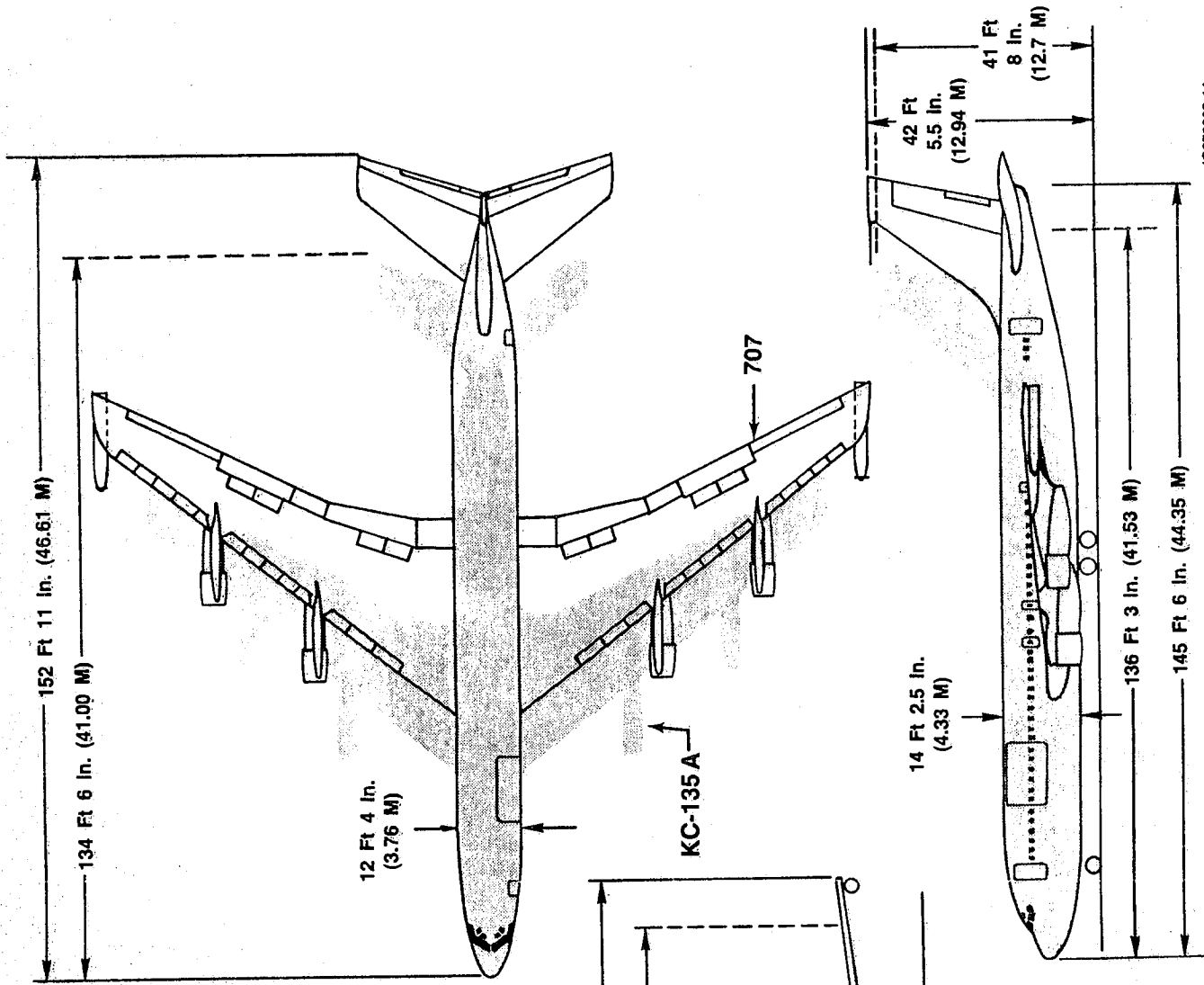
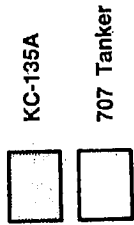
During the first seven months of 1982, a total of 18 special purpose -135s were retrofitted from the J57 to the TF33 (militarized JT3D). Next in line were the KC-135As assigned to the Air National Guard and the Reserves. The TF 33 engines came from retired high-time commercial Model 707jetliners. Conversion to the KC-135E configuration has resulted in an 18% increase in fuel off-load capability. Parts taken from the retired 707s included the turbofan engines (including struts, cowls, and thrust reversers), stabilizers. Use of the series yaw damper permitted operation of the autopilot system in all flight

extremely valuable national asset. Approximately 650 of these tankers are in service currently and upgrading them to meet these demands is economically prudent.

SUMMARY

The basic -135 airplane size, range and structure has proven to be extremely adaptable for meeting specific mission requirements, hence the large variety identified on the family tree. Yeoman service is performed on a daily basis by the large fleet of tankers whether they support airplanes transiting their area or provide fuel for mass deployments. It is expected that these airplanes will be in service to the year 2010 or beyond.

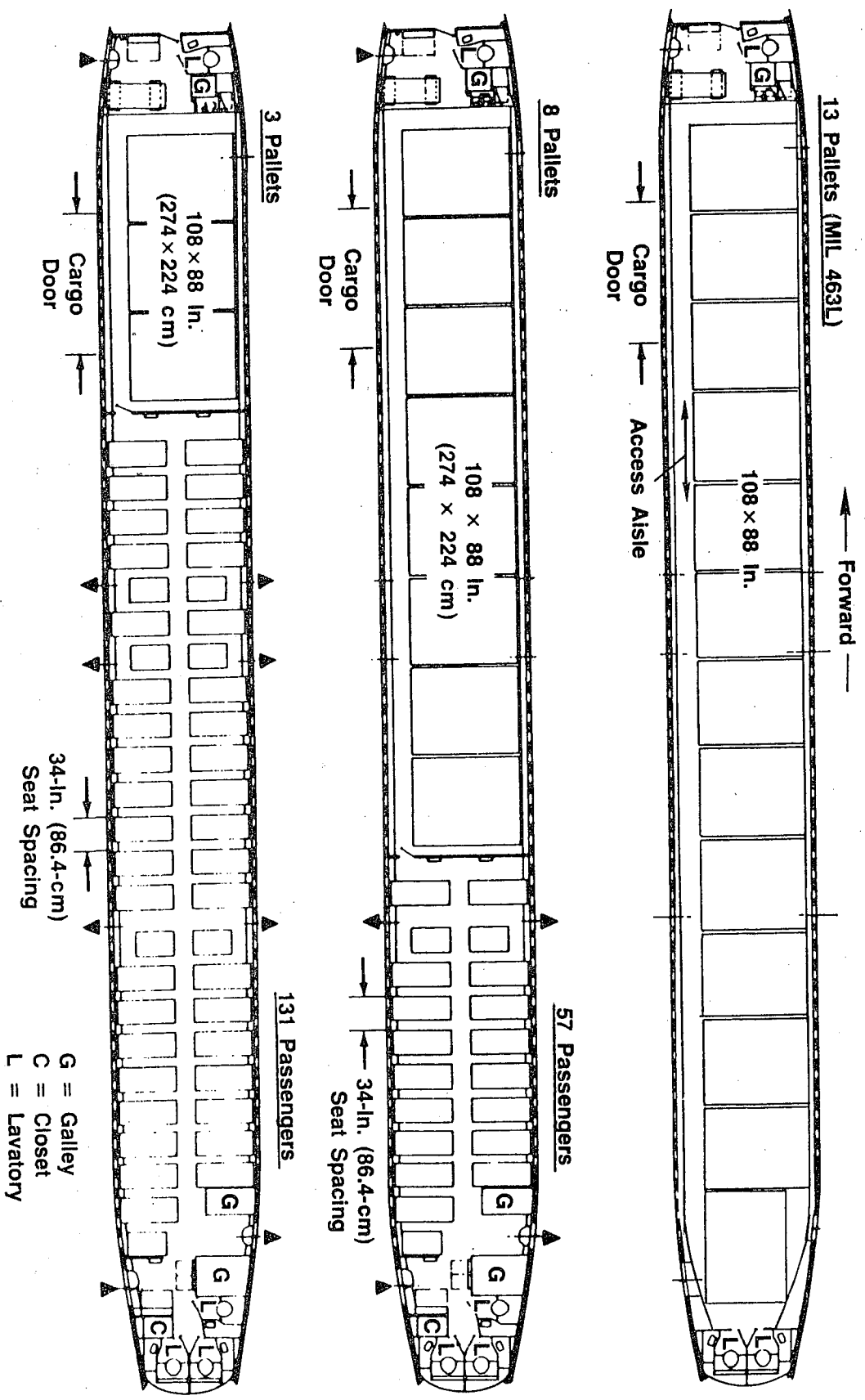
OUTSIDE DIMENSIONS
707 TANKER/TRANSPORT
VERSUS KC-135A



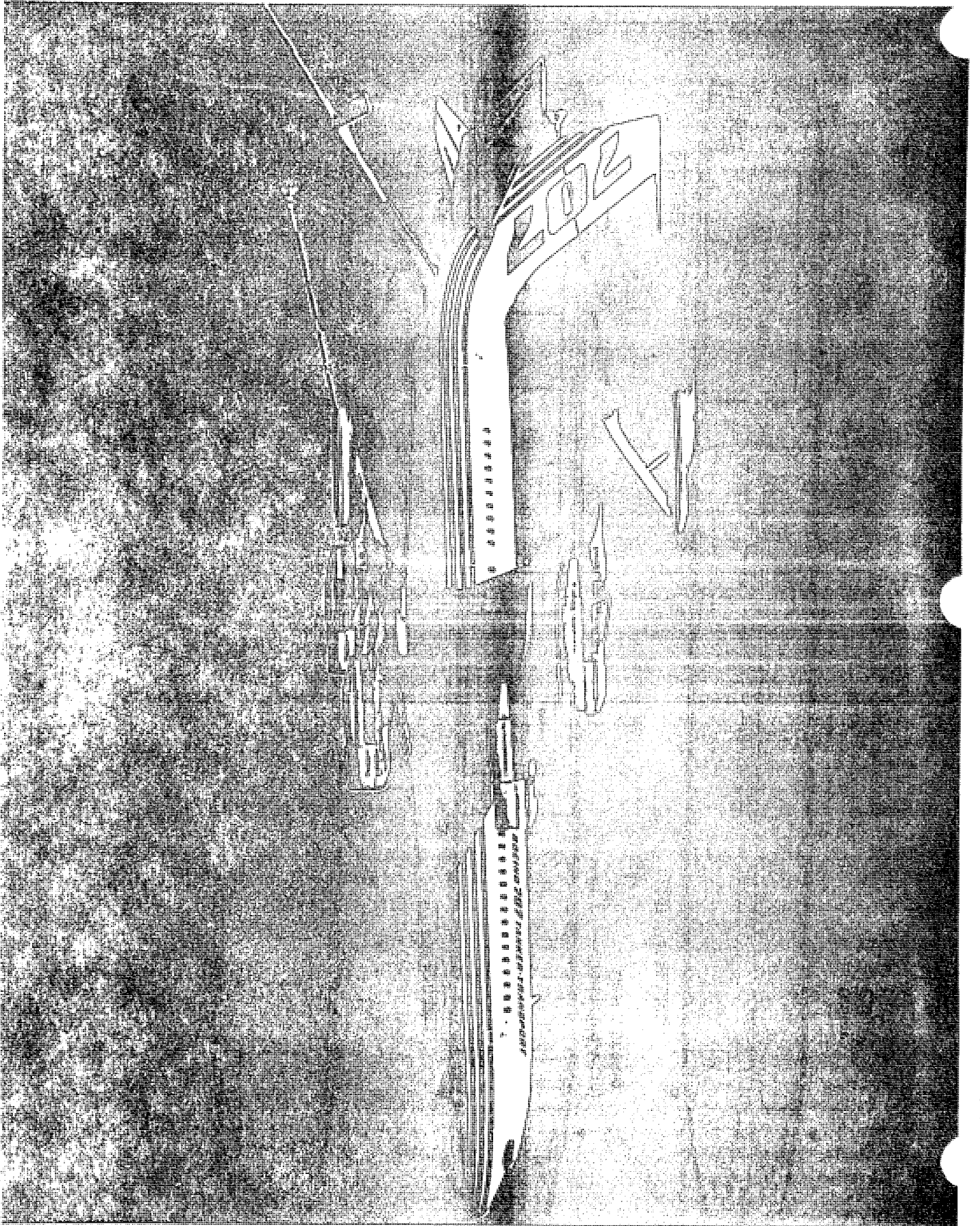
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154

Mixed Cargo-Passenger Arrangements



155



FROM: 8 AF/DOTT

TO: ALL OF YA'LL

1. Deadline for 1988 signal is 1 May.
2. Be on time.
3. It was nice to hear from so many units - thanks for the inputs.
4. Thanks Chief Benny Heald, (Castle Weinee), for the printing of the signal.
5. To all units who didn't send in an input: You cannot read this signal until you respond with your own article!
6. Good bye.

Chief Richardson
Eighth Air Force Boomer

