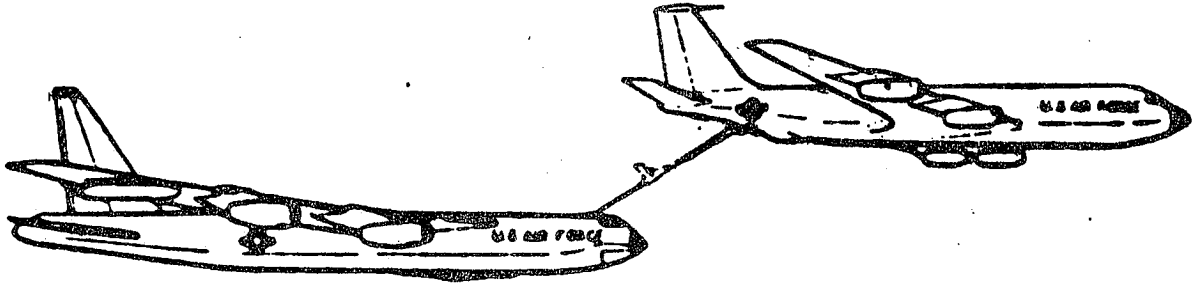


THE BOOM SIGNAL



THE BOOM SIGNAL

January 1979

dedicated  
to all boom operators

## FOREWORD

*The Boom Signal is an unofficial publication that is only intended for the enjoyment of SAC boom operators. In an attempt to provide boomers with as much information as possible, some of the info might be in error or obsolete by the time you read it. I will try to correct any such discrepancies in subsequent editions of The Boom Signal, and your help in this matter would be greatly appreciated. Personal opinions will be published and have no official connections. Also, this publication is not intended to embarrass or slight anyone. If this accidentally happens, I apologize.*

CMS Bob Truelsen

INTRODUCTION  
by  
CMS Bob Truelsen

Greetings from 8th Air Force. For those of you who don't know me, I'm CMS Bob Truelsen of 8AF/DOFV (Stan Eval Div). Last September I replaced CMS Guy Lowery who is now retired and works for Douglas Aircraft on the KC-10 project.

First, I hope that all of you had a very nice Christmas holiday and that 1979 will be an especially good year for each of you, both professionally and personally.

When I first assumed this position, I sent letters of introduction to all boom operator NCOICs of 8AF tanker units and stan eval sections to establish lines of communications. In those letters, I also mentioned that I planned to distribute an informal quarterly news bulletin to each air refueling boom section within 8AF to keep boomers informed of what's happening, to exchange ideas or opinions, and to discuss any subject of interest. To gather info for this informal news bulletin, I also sent letters to CMSs Les Ringler and Dick (Sandy) Sanders, asking for inputs from their part of the world. They both agreed. However, our boss and exalted ruler at SAC, Les Ringler, thought it would be a smashing idea if all SAC tanker units both provided inputs and received this news bulletin instead of just 8AF units. I agreed and was tasked. So, I now plan to publish a news bulletin which will be sent to all boom sections throughout the command.

It is time that we boom operators become an integrated unit, establish communications among ourselves, and make ourselves much more visible, for we play an extremely important role in SAC's mission. For too long, we have been disorganized and divided. Hopefully, the birth of "The Boom Signal," as our publication will be known, will be a start in the right direction.

If this is to become a meaningful and successful venture, it will require the participation of all of us. I will most definitely need inputs from all boom section NCOICs. They, in turn, must create enthusiasm among the troops and get them involved. These inputs can pertain to anything that is of interest to boom operators: professional information and viewpoints, personal-type correspondence regarding other boomers or tanker units (including your own), humor, forthcoming social events, questions, letters to the editor, information on retirees in your area, names of boom operators in your unit, etc. This newsletter will be called The Boom Signal unless someone out there has a better idea; and the purpose of all this is to let all boomers (active and retired) know what's happening, to exchange ideas or digs, and, hopefully, to draw us all closer together.

Again, the success of this depends on each and every one of us. We need to become organized and better acquainted. If each tanker unit (and this includes CFIC, CCTS, CEVG, etc) would send me inputs of any topic of

interest or whatever, so the rest of us can share it, I would be very grateful. I will publish exactly what you send. Therefore, please type your inputs (single-lined) after you have consolidated and arranged them in the desired order. Please send your inputs NLT the 10th day of the first month of each calendar quarter, starting in July 1979. Thanks much.

This is the first edition of "The Boom Signal." It is only the start, and with your help it will grow.

"THE BOOM SIGNAL"

by

CMSgt Les Ringler

Hi Guys:

It's about time we had some communications among boom operators throughout the command. The first issue of The Boom Signal is being published in an effort to let all units provide inputs to future editions of this publication. For those of you interested in providing information to be printed for all to read, this is the way it will work.

All units are encouraged to provide typed copies of your input. Send copies to 8AF/DOIV, ATTN: CMS Truelsen. Bob will see to it that your inputs get to print and are distributed. The intent of the publication is to keep everyone up to date on what is going on in the boom field as well as exchanging information. All inputs are due the first month of each calendar quarter and will be published as soon as practical thereafter.

Now that the administrative details are covered, here are some brief tid-bits of information. It's about time we all thanked CMS Sanders (commonly known as Sandy or Goofy) for the tremendous job he has done at AFMPC. Sandy puts his heart and soul into his job trying to keep over 900 boom operators happy with assignments. Thanks Goofy, from all of us. Let him hear from you guys--he needs loving too. There are a few guys around who all of us should know as they affect your unit one way or another.

8AF/Stan Eval - CMS Bob Truelsen. Bob is your go-between with CEVG and HQ SAC. If you have any questions, let Bob give them a shot.

CCTS - CMS Billy Hall, SMS Al Evans, and SMS Bill Sanders. If you don't like your CCTS inputs, let these guys know about it. I personally think they do a bang-up job. When you think about what they really accomplish. They take a guy who has been in the AF a whole six weeks and within three months is 60-4 qualified. Yes, there is some training that a unit has to do to make him fully qualified. Know what this training consists of.

4017CCTS - SMS Gene Fulkerson. Gene runs the academic portion of CCTS. If your CCTS guys aren't smart enough, blame Gene.

HQ SAC/XPHV - CMS Greg Oveson. Greg has been at the headquarters for almost two years. Greg is in aeronautical requirements division and is doing a bang-up job. The boom system and back end of the airplane are finally getting some overdue attention. Got any good ideas? Give Greg a call.

CFIC - CMS Gary Jenkins (Carswell) and SMS Gary Wonder (Castle). These guys are responsible for CFIC training. They really provide an excellent course for instructor training. Some of us old guys need it. Think about it. By the way, when your unit has a quota for CFIC, make sure you're sending the best. If you have problems or questions on CFIC, give these guys a buzz.

1CEVG - CMS John Synove. John and his band of indians are always ready and able to discuss your problems. The book is always right. Is that correct John?

CMSs Bobby Brooks (CCTS), Curly Jordan (1CEVG), and Guy Lowery (8AF) have retired recently. The boom field lost over 80 years of boom expertise last year. What can I say? C'mon guys, get in touch with these guys and thank them for all they have done for us in the past years. They deserve more than a Commendation Medal. Hey Bob, what about sending them a copy of The Boom Signal? I'm sure hearing from you guys would mean more than any medal. I know I run the risk of not mentioning other boom operators who are retiring or departing our fraternity. I hope units will provide info and tribute to these individuals for our next edition of The Boom Signal,

NCOIC authorizations. I'm still optimistic about this becoming a reality. I'll provide an update on this issue in our next edition. I realize the tremendous workload of you senior guys in each unit. Wearing 1, 2, 3, and more hats at the same time isn't easy. Slowly but surely the powers to be are realizing it also. All I can say is don't give up. With your help I firmly believe it will happen in the not too distant future.

Well guys, the foster kids are crying, my boys are arguing over the stereo and TV, and my wife wants to go out for dinner - - oops, there goes the phone. Until next time, keep those phone calls and letters coming in.

Your SAC BO  
Les Ringler

Les,

Please forgive me for retyping your input but a navigator spilled coffee on the original.

Truelsen

Hello!

I'm "the other boom operator" in SAC headquarters. While Chief Ringler is working people and training problems in DOTTA on the first floor, I'm one floor up in Plans and involved with air refueling systems and hardware.

On the KC-10 side, we're working the new boom, boom operator's station, and cargo handling system. For the KC-135 it's a new drogue reception coupling with a built-in fuel pressure regulator that will eliminate our current problems with the Navy and Marine aircraft as well as the A-37, new air refueling pumps which will raise our offload rate to 1200 gpm, a new fuel pressure regulator, and through the boom interphone capability for the A models.

For the future, we are going to test a Head-Up Display at Travis in February. This device will give us boom position in the envelope and signal system status without making us look down at the panel. If all goes well, we will try to get it installed on both the KC-135 and the KC-10. In the more distant future we will be looking at means to improve KC-135 boom control and get our full envelope back in azimuth, improvements in the boom pod to make it more efficient and comfortable (including heat!), and the addition of a separate hose reel drogue system to all -135s which will do away with the present drogue kit.

If you have a proposed solution for any of our problem areas, or want to learn more about any project underway, please give me a call at 271-2266/3222 or drop me a line at HQ SAC/XPHV, Offutt 68113.

Greg Oveson

Greg,

Thanks for your hospitality during my TDY to Long Beach.

Truelsen



CASTLE HAPPENINGS  
by  
CMSGT BILLY G. HALL

I am glad to see that the boomers are finally getting a newsletter to pass along current trends and events among the various bases throughout the Air Force where we are assigned. By this means, we can keep abreast of what's happening and also keep in touch with old and new friends. I always wonder whatever happened to so-and-so. By use of our newsletter, we can all drop a message we would like for our fellow comrades to see. Each base where boom operators are stationed, there is a focal point for our newsletter. Being recently reassigned to Castle as the Wing Boom Operator, I have been tasked with this job here. I have asked for inputs from Castle concerning both training and tactical trends, social events, personal messages, etc. Hopefully, we can put out the word to the field and receive better feedback.

First, a little background on myself for those who don't know me. I entered the Air Force in 1954, being first assigned to Hunter AFB, GA as a radio operator on the old KC-97. In 1959 I cross-trained in the squadron as a boom operator. While at Hunter I participated in "Operation Tryout," the test program for what is now called "ALERT." This has been with us since 1957. I had a short tour in Bermuda before transitioning to the KC135 in 1963. My first -135 assignment was to Glasgow AFB, Montana. While there I participated in numerous TDYs and alert tours. From there I came to Castle as a flight line instructor. I spent seven productive years at Castle then went to Grissom AFB, IN. I was the squadron boom for the 70AREFS during most of my tour there. Grissom was good to me, have made E-8 and E-9 while there. My wife, Gwen, and I made many good friends at Grissom and hated to leave in that respect. But, I couldn't refuse sunny California. I was selected to return to Castle as the Wing Boom Operator in August 1978. Hopefully, I can help Castle in turning out good boom operators. This is my primary concern although the job encompasses several areas.

The test program here on the BOPTT (Boom Operator Part Task Trainer) has been completed and the results have been significant. We are currently in the process of revising our curriculum to include the trainer in the CCTS program, both in academics and on the flight line. This will open a few more slots as we will need more positions in training devices to handle the increased workload. Another thing that has entered our training, as you can see by 51-135, is the requirement for fighter air refueling indoctrination. This places an added load on our scheduling and training due to the fact that, in order to assure that the student gets fighters, two missions are being scheduled against fighters. This cuts the B52 sorties down to six. It is the general concensus that this hampers training somewhat. All the requirement for R15 does is just expose the crew to fighters. We can't qualify student booms on fighters here at Castle. It will be interesting to see if this exposure aids the boomer later on in the unit. Any feedback in this area will be appreciated.

During the week of 11-15 Dec 78, I attended an Enlisted Aircrew Conference

at the Pentagon along with representatives from SAC, MPC, and NAF. There were representatives from both the boom and gunner fields. Concern for the current manning and attrition rates were the primary purpose of the conference. I feel that it was rather productive and in the near future, I believe we can foresee some changes involving the enlisted aircrew career fields. The first step in this process will be the institution of a representative in the Pentagon for the enlisted aircrew member. This has been a long awaited for voice to further the benefits of the enlisted aircrew member.

One final note, the Annual Castle Boom Operator Party will be held on 10 Mar 79. In case you are in the area or wish to travel out this way, you are invited to attend. This is when all the old boomers come out of the woodwork and enjoy good food, drink, and fellowship. See you there!

INPUTS FOR THE NEXT EDITION OF THE BOOM SIGNAL ARE DUE  
NO LATER THAN 10 JULY 1979, AS NO EDITION WILL BE  
PUBLISHED IN APRIL.

## 1CEVG BOOM OPERATORS

by CMS John Synove

How do you become, and what do you do as a Strategic Air Command 1CEVG boom operator? Those questions are asked of us from time to time so hopefully we can answer some of your questions in this article. Many people have the mistaken idea that we are part of 8AF, I guess because we are physically located at Barksdale AFB along with 8AF Headquarters. In actuality we work for the Director of Training at Strategic Air Command Headquarters.

Aircrew evaluation is naturally a big part of a 1CEVG boom operator's job, but there are many other interesting facets of the job. New procedures, tactics, and equipment are a few. Almost always, if a new procedure, tactic, or piece of equipment is being tested, a 1CEVG boom operator will be there. The reason is, in 1CEVG we have an excellent nucleus of knowledge and experience and many of the new tactics and associated procedures will be tested and written by a 1CEVG boom operator. Some of our people are platform instructors for the Strategic Air Command Standardization/Evaluation School located here at Barksdale.

Not only do we evaluate all SAC bases with -135 aircraft within and outside the Continental United States, but the Air National Guard, Air Force Reserves and other commands as well. Specifically, the other commands are 10ACCS in England, 9ACCS in Hawaii, and the 6ACCS of the Tactical Air Command located at Langley AFB, VA.

TDY is a way of life in CEVG. Over the last three years, boom operators have averaged about 35% of their time away from Barksdale AFB, so it must be a consideration in your determination to come to 1CEVG, if and when you get the chance. That brings us to how to get here, what

qualifications are required, and what kind of a selection process is used. All selections are made by the current CEVG boom operators through a reviewing process of CEVG Forms 46, which is a record of evaluation that is completed by stan/eval boom operators during our annual no-notice visit to your organization, a group discussion covering each candidate's strong, and possible weak points, and finally, each boom operator casts his vote for each candidate. Candidates must be in the grade of at least MSgt and possess a 9-level AFSC. Standboard experience in EC/KC-135 aircraft is mandatory. Being currently in standboard is not mandatory, so if you do not have a CEVG Form 46 on file, call us and we will complete one for you. The Tanker Division's phone number is 781-3414/3360. Current authorized manning at 1CEVG is one CMSgt, three SMSgts, and eight MSgts. As you can see by the rank of the boom operators now at 1CEVG, manning in no way restricts your promotion opportunity.

CMSgt John L. Synove

SMSgt Ronald Pennington

SMSgt Donald R. Corbin

SMSgt James A. Loftis

SMSgt Billy G. Hamilton

MSgt Bobby E. Birmingham

SMSgt Ronald C. Meadows

MSgt Roger J. Bybee

SMSgt Norman R. Riddick

MSgt Donald R. Flax

MSgt Leslie W. Morgan

MSgt John C. Rudock, Jr.

In closing, if your experience and qualifications meet the high standards of 1CEVG, you enjoy TDY throughout the United States and overseas, and would like to be stationed at a preferred base, then this demanding and high visibility job can use your skill and talent.

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



*Hello I am Bruce Cheek 8AF DOTO one of the original "Baby Booms" which is slowly slipping away into a "Lifer". I was assigned to Cajun country in June from Mather AFB, Ca. In the DOTO we work the tanker task forces, fighter drags, volants booms, busy relays, etc, those listed on the 60-9 as HHD's. We also do the long range scheduling for all lateral refuelings, three month down the road. We work daily with the unit tanker schedulers to try to ful-fill all training and HHD's, which we have more request for air refuelings than we have KC-135's. What we see is more refueling with TAC, MAC, Navy and etc., less time looking at "buffs". The Red Flag tanker task force is in action at March AFB, Ca., maybe a little time away from the snow for a few. We are trying to ful-fill our TAC request on 8AF tankers in the Southeast USA by going to our TAC bases in Fla., maybe a task force in Fla???? Some of our crews have been to the sun and maybe a few more before spring. We cover the off-station training mission for approval, must ask to receive. We have the 8AF ORI monitor here in our office and questions on ORI can be discussed. I was in on a man-power-study which may get a lifer off a crew to help the old man with the baby booms and other problems in the squadrons. If I can be of help to anyone I normal hang around 781-3857 or STN 171 at Barksdale.*

**Peace . . . . is our Profession**

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



REPLY TO  
ATTN OF: SMSgt Gerald J. Mowl/6545

12 Jan 79

SUBJECT: Boom Operator Newsletter

TO: CMS Truelsen

1. Enclosed is a short letter we of the 905th AREFS feel might stimulate the minds of the boomers throughout the command. Feel free to use any or all of it as you see fit.
2. I hope the newsletter is a great success. It will definitely be on the plus side of changes that are occurring in our field. Thank you for taking the interest and initiative in your endeavor.

*Gerald J. Mowl*  
GERALD J. MOWL, SMSgt, USAF  
Squadron Instructor Refueling Supt

Peace . . . . is our Profession

905AREFS

CREW MEMBER OR PASSENGER?

So your name is listed on the SAC Form 60, Flight Authorization. The form 60 indicates you are the boom operator. Are you a crew member or a passenger?

Nothing rude intended by the above question, but do you as the primary boom operator get involved with your crew during all phases of the mission, both on the ground and inflight? Do you insist that it takes four people to fly the aircraft, including the transition phase? To get to the point; are you a crew member or a passenger along for the ride?

We all have different ideas on who's job it is for this or for that. We've also heard that we die only a split second behind the pilot. Regardless, it takes total involvement in everything you do to be an outstanding boom operator in your assigned aircraft.

Total involvement cannot be achieved overnight. First of all, you have to know your primary job forwards and backwards. There should be no doubt in your mind, and that of your aircraft commander's and your fellow crew member's that you know your job. All areas! All the time! Now the involvement begins. Do key words or phrases heard on the interphone clue you in on which checklist the pilot and copilot are on? Do you ask your lastest clearance when you get back on the interphone after the takeoff climb checklist? How involved are you?

You must set your own priorities about your job. You are the only one that can decide on your performance and actions. Take a hard look at yourself. Can you do more? Will you do more?

The attached Crew Coordination guide is just a small tool to help get involved. It is only a guide. If it helps you or puts new thoughts in helping you do your job you'll be one step ahead.

Decide Now! Are you the crew member or passenger?

905AREFS  
CREW COORDINATION

BEFORE TAKE OFF--WHEN CHECKING FUEL PANEL READINGS:

1. Battery switch normal
2. Flaps as required (20 or 30)
3. Fuel panel set for take off
4. Speed brakes zero

TAKE OFF-- MONITOR ELECTRICAL PANEL

1. Oil pressure/EPR/Fuel flow (See sect V for limits)
2. S-1 speed
3. Airspeed (check climb/flap placard speed)
4. When walkaround complete ask- Whats our latest clearance?
5. Landing lights off (10M feet)/ oxygen, cabin pressure OK?
6. Altimeters/radio altimeters at 18,000 ft
7. Helmet for one pilot by 25,000 ft
8. How's the cabin pressure?
9. Cargo compartment notified of oxygen requirement?

CRUISE--

1. Radios-monitor (missed calls)
2. Oxygen discipline
3. Altitudes
4. Headings (watch for overshooting of headings in turns)
5. Coordination with Nav on shots (Be able to obtain and start your own shots on time)
6. Fuel panel-- Monitor for dry pumps/CG limits

AIR REFUELING--

1. Chutes and oxygen--as required by AFR 60-16 and SAC supp.
2. Notify pilot when going to pod/Oxygen off and 100%
3. Are we at the correct air refueling altitude? Is the reciever?
4. Was the HOT Armament check complete?
5. Coordinate requirements of reciever at  $\frac{1}{2}$  mile. Do you need the PRACTICE EMERGENCY SEPERATION?
6. Keep interphone chatter down to a minimum.

POST AIR REFUELING--WHEN PILOT CALLS FOR IT/RECIEVER OR TANKER CLEAR OF TRACK

1. Oxygen bottle pressure up?
2. On interphone/in position/ oxygen on and 100%
3. What altitude are we cleared to?
4. Hey Nav, When is the first shot?



DESCENT--DO YOUR CHECKLIST WHEN IT'S CONVENIENT FOR YOU. RECOMMEND DOING YOUR BOOM CHECK BELOW 25,000 ft FOR OBVIOUS REASONS. BE BACK IN POSITION TO RECEIVE THE APPROACH BRIEFINGS.

1. Altitudes/clearances
2. Type approach--listen to briefing--Look over Nav's shoulder Is it the correct approach for the correct base? What are the minimums???
3. Gear down placard speed is 270 KIAS
4. Who's making the approach? Altimeter in reset?
5. Radio altimeter/altimeter set? (As req or 18,000 ft)
6. Landing lights on 10,000 ft
7. Below 250KIAS below 10,000ft
8. Minimum descent altitude is????
9. Speed boards 1000ft prior to level off
10. Auto pilot off/double check rudder axis

SAVE YOUR OWN LIFE-----BE AWAKE-----BE AWARE-----SPEAK UP!!!!

BOOMERS MONITOR COMMAND POST FROM START OF DESCENT TO FINAL LANDING.

TOUCH AND GO-- DO YOUR CHECKLIST--NOTIFY EXTRA CREWMEMBERS!

1. Which way is the trim wheel turning????? (Forward, I Hope)
2. What is the correct traffic pattern altitude for a VFR pattern?? The radar pattern??
3. Flap settings-- Is this a 30/40/ or 50 flap approach.
4. Fuel panel--Tank to engine manifold valves open after flaps 40?

DON'T LET THEM FLY IT INTO THE GROUND--DEAD BOOMS CAN'T HELP US

KEEP COOL, THINK BEFORE YOU ENGAGE YOUR MOUTH, DO IT RIGHT THE FIRST TIME AND EVERY TIME. THERE IS NO ROOM FOR DOUBLE STANDARDS IN THE 905th

**S**

SAC BOOM OPERATOR AND GUNNER  
INITIATIVES CONFERENCE

by  
CMS Bob Truelsen

Last December, a SAC Boom Operator and Gunner Initiatives Conference was held at AF/XOOTS at the Pentagon. Existing turbulence within the SAC enlisted crew force and problems with resource management were the reasons for this conference. On the following several pages, I have outlined most of the subjects that were addressed, and, from these, AF/XOOTS will submit formal recommendations (including per diem and flight pay) to Major General Taylor of AF/XOO. His yea or nay to each of these recommendations will determine how much progress, if any, was made. One of the major recommendations was to establish a primary enlisted aircrew position (E-9, 11X00) within AF/XOO to act as a focal point for enlisted aircrew matters and serve as Chairman, Enlisted RTDM Subcommittee. Those who attended the conference are listed below.

Attendees

Office

Maj John Hogwood	Hq USAF/XOOTS	
Maj Ty Judkins	SAC/DPXPA	
CMS Les Ringler	SAC/DOTTA	
CMS Bud Gantzer	SAC/DOTT	(Gunner)
CMS Dick Sanders	Hq AFMPC	
CMS Bob Truelsen	8AF/DOTV	
CMS Jim Merrell	8AF/DOTTP	(Gunner)
CMS Gene Drennen	15AF/DOTT	(Gunner)
CMS Billy Hall	93BMW/DOTKA	
SMS Johnny Timlake	Hq AFMPC	(Gunner, CMS selectee)
MSG Karl Jonas	3507ACS/DPUI	(Lackland AFB, TX)

NOTE: The senior NCO attendees had a combined total of 226 years and 10 months military service. One personal observation: It is quite apparent that boomers are more intelligent and better looking than gunners.

## BACKGROUND

- A SAC Boom Operator and Gunner Initiatives Conference was held during 12-14 Dec 78, at the Pentagon to address the following issues.
  - Full implementation of the SAC Enlisted Crew Force into the Rated Distribution and Training Management (RDTM) methodology used for rated officer aircrew members.
  - Examination of boom operator and gunner attrition rates and associated problems.
  - Discussion of the turbulence within these two career fields (drug problems, career progression, flight pay and per diem, training rates, classification).
  - Projection of the ultimate impact of these factors on future enlisted aircrew career considerations and SIOP force readiness.
- These concerns have surfaced at previous RDTM meetings and at several enlisted aircrew conferences.
- Partial integration of the enlisted aircrew member into RDTM process has been attained but much more remains to be accomplished.
- Full integration of the enlisted aircrew force under RDTM will alleviate many of the irritants that still plague the annual training rate, enlisted aircrew force computations, haphazard reactions to future enlisted aircrew member requirements, and fragmental consideration and implementation of policies that affect the enlisted aircrew members in general.
- Management system needs to be developed that can accurately track loss and continuation rates. To manage an enlisted aircrew force utilizing RDTM procedures and to develop an absorption model.

NOTE: See the input from CMS Dick Sanders of AFMPC. An article he wrote for Aerospace Safety magazine addresses RDTM.

## TRAINING

- Crew Training
  - Reactive aircrew management (crisis management) is based on current requirements rather than projected requirements.
  - Results in being six to 12 months behind the power curve.
- Service Commitment
  - Presently we do not have an adequate service commitment for the enlisted flyer; causes dynamic instability.
  - Need a more realistic commitment that would be in concert with the rated officer program.
  - Numerous ways for enlisted flyer to self-eliminate, exit the field, i.e.
    - Fear of flying (voluntary groundings).
    - Medical (complaints).
    - Disciplinary problems
    - Drug or alcohol abuse.
    - Training or speciality slots
      - Instructor duty (PME schools)
      - Senior advisor
      - Recruiting duty
      - Chiefs Group

## CLASSIFICATION AND ACCOUNTING

- Inventory vs Requirements
  - Approaching time when 111x0/112x0 inventory will not meet requirements.
  - Monitor these unique AFSCs more closely at Air Staff level.
  - Approximately 7% of 111x0/112x0 AFSC is unuseable at any given time.
    - Most unuseables are drug related, extended medical groundings, PME, etc.
  - Need process where unuseables are not counted against these AFSCs.
  - When manning is 100% SAC does not have the required enlisted aircrew members for assigned SIOP mission.

## PER DIEM

- Due to the numerous mandatory TDY commitments imposed on SAC enlisted crewmembers, the gross inadequacies of the per diem system cause extreme financial hardships which are totally unacceptable.
  - Enlisted crewmembers must go into debt in performance of their duties.
  - Maintenance costs of two households cause marital problems, especially among the younger married crewmembers.
  - Major cause of attrition and turbulence within the crew force.

## FLIGHT PAY

- Current flight pay is completely inadequate to serve as an incentive as it once did.
- No basic increase since 1955
- Minimum \$50 for E-1 to maximum of \$105 for E-9
- Job requirements and responsibilities warrant a substantial increase
- Individuals initially select aviation career because of a desire to fly or the associated glamour.
- Flying position soon loses its glamour (alert duty, TDYs, 20-year career as a crew dog, etc.)
- Nonflying counterparts better off economically with part-time jobs and have more off-duty time.
- Result: Flight pay does not adequately compensate the sacrifices associated with enlisted flying positions. This affects aviation service careers, additional training costs, and crew force quality.

## FACTORS INFLUENCING ATTRITION

- Limited career progression
- Lack of career visibility
- Low monetary compensations (Per Diem/Flight Pay)
- Medical disqualifications
- Drug/alcohol abuse
- Self-Elimination
- Retraining
- TOP CAP
- Promotions
- Grade rollbacks are visualized as a downstream promotion freeze.
- Senior grades continually performing aircrew duties. BMTs perception is 30 years as a crew dog.
- Reactive (crisis) management in the enlisted crew force causes turmoil and dissatisfaction.
- Reactive management in the enlisted crew force creates perception of inequity and instability. This causes continual heartburn within the enlisted force.

## CAREER VISIBILITY

- There are limited career opportunities for the enlisted crewmember to progress into a managerial/staff position.
- Younger crewmembers view senior NCOs performing the same crew duties as they themselves are doing. Thus, they perceive a 20 plus year career on the crew force, and ALERT.
- The senior/experienced crewmember becomes disenchanted due to the lack of upward mobility.
- Affects overall retention with the end result being a high turnover rate and subsequent increase in training costs.
- When moved to a staff position, the individual's AFSC is not changed. This causes numerous problems in accountability and useability of the total resource.

A few other items were discussed, including Resource Identification and Selection (non-prior service BMTs), and Resource Identification and Selection (retrainees); however, they will not be covered at this time.

8AF Vibes  
by  
CMS Bob Truelsen

Now that you've read about what was discussed at the Pentagon conference, I would like to elaborate on a few things from a PERSONAL point of view.

First, I would like to thank all 8AF units who sent me the inputs I requested prior to the conference. All topics that you addressed were discussed.

Since per diem is a subject that is very near and dear to our hearts (not to mention our pocketbooks), I will start there. All previous attempts to make the per diem system more equitable for enlisteds have never left the starting gate because all services did not agree that a change was necessary. Now, however, all do agree that the system, as it pertains to enlisted personnel, needs revising. Unfortunately, to make the system equitable would cost DOD an additional 67-70 million dollars annually; dollars that are not currently available. Of this 67-70 million increase, the cost to the AF would be approximately 22 million dollars annually. Since DOD cannot possibly support a system that is completely equitable at the present, the only hope is that a phase-approach to the per diem problem will be initiated. That is, change one area of the system at a time; little by little until it has been revised in its entirety. For example, to change just the BAS portion of per diem would only cost the AF four million dollars more annually instead of 22 million, according to the folks at the Pentagon (see below).

<u>Dining Facility Available:</u>	<u>Officer</u>	<u>Enlisted</u>
Present system	\$7.80	0
Proposed system	\$7.80	\$7.80

Dining Facility Not Available:

Present system	\$13.50	\$13.50
	<u>2.00 (BAS)</u>	<u>-3.00 (BAS)</u>
	\$15.50	\$10.50
Proposed system	Same	\$13.50
		<u>3.00 (BAS)</u>
		\$16.50

The above is an example of how some individuals at higher headquarters theorize that changes in the system might occur. This reality will not happen overnight, but it will happen eventually, if we continue to make ourselves heard in the right direction. There are some members of Congress who are behind our cause on the per diem issue as well as

the Air Force Sergeants Association (AFSA), which, in my opinion, is a good and worthwhile organization to belong to. The AFSA lobbys for many various policies that benefit enlisted personnel, including the per diem issue.

Should you wish to exercise your rights as a citizen and are determined to write to a member of Congress about the inequities of the per diem system (or flight pay), I have heard the following name mentioned:

Representative William Nichols  
Military Compensations Subcommittee  
House of Representatives  
Washington D.C.

Flight pay is another area that causes heartburn among enlisted flyers. A recent article in the Air Force Times triggered much furor. It indicated that a 50% increase in officers' flight pay was being considered. Surely, such a consideration is based on the mass exodus of pilots from the AF to the airlines, especially when considering that it costs nearly \$750,000.00 to train a pilot. At the Pentagon conference it was indicated that enlisted flight pay is no longer an incentive and must be increased. Although the amount of any increase was not addressed, I believe (and am not alone) that flight pay should start at \$100 per month for the enlisted flyer with increases based on a system similar to that for officers. I also think flight pay should be based on years of aviation service rather than rank.

Career progression was a much discussed topic at the conference, too. When a boom operator fills a so-called "staff position," it is more of a title than actual position because the AFSC doesn't change. Thus, a staff boomer can be used as a spare crewmember to fill the flying schedule, pull alert, etc. A staff position AFSC would eliminate this. Four hours per month flying time would still be required to collect flying pay.

One last comment. There is a lot going on behind the scenes that pertains to all boomers and gunners that most of the troops never hear or know about. We are most fortunate to have two guys that represent us all, that fight like hell every inch of the way for our cause, and who never get the recognition that they truly deserve. These two are Les Ringler and Bud Gantzer (SAC Gunner). Professionals in every sense of the word who are doing one hellva outstanding job. Thanks Les, and please convey this to Bud.

INPUTS FOR THE NEXT EDITION OF THE BOOM SIGNAL ARE DUE NO LATER THAN 10 JULY 1979, AS NO EDITION WILL BE PUBLISHED IN APRIL.



8AF Vibes  
by  
CMS Bob Truelsen

CMS Dick (Sandy) Sanders of AFMPC at Randolph AFB has provided the next two pages of inputs for this first edition of The Boom Signal. The first is an excellent article that he wrote for Aerospace Safety magazine in December 1978, that deals with the management of the enlisted crew force. This subject was discussed at the Pentagon conference. The second page gives us a "close-up and personal" look at fearless Dick during his combat days in S.E. Asia. It is very informative and we can learn much from it.

I would like to take this opportunity to publicly recognize and thank Dick for the outstanding job he is doing at MPC. Those of you, who have dealt with him, know that he busts his butt to take care of you in the best possible way. I know Dick must receive 5000 phone calls a day from individuals requesting personal favors regarding transfers, or whatever, because his phone is always busy. In spite of this, he provides personalized service, is compassionate to each individual's needs or requests, and has one hellva track record for getting a person what he wants. A professional in every way and a friend to us all. Thanks Dick, from me and all boomers.

Dick, say hello to Walker for me.

# NEWS FOR CREWS

Information and tips to help your career from the folks at Air Force Military Personnel Center, Randolph AFB, TX.

CMSgt Dick Sanders  
Air Force Manpower and Personnel Center

## PRIMARY ENLISTED AIRCREW MANAGEMENT

Over the last two years, major changes in management of the enlisted aircrew members have evolved at AFMPC. Boom operators, gunners, flight engineers, loadmasters, and pararescuers are affected by these changes. Let me explain how the new process works.

The key to this new management style is known as Rated Distribution and Training Management (RDTM). Basically, RDTM is a systems concept originally designed and employed to manage our rated officer force. The RDTM process allows us to estimate requirements over a five-year period and match them against a projected inventory of rated officers in each major weapon system (B-52, KC-135, C-130, C-141, etc.). This information is then used to determine the number of new inputs that must be trained each year.

A similar analysis is now being focused on the enlisted aircrew force. A committee was formed to work these complex and vitally important issues. The committee has representatives from MAJCOM and Air Staff operations and personnel staffs and is chaired by the HQ USAF Directorate, Operations and Readiness (AF/XOO). They evaluate issues from a total force viewpoint, combining both operations and personnel considerations. Subteams within this executive committee structure are aligned by major weapon system and meet semiannually and work issues unique to their weapon system group (e.g., Strategic Airlift, or Strategic Bomber, Tanker, etc.).

Sure, all of this sounds impressive, but what does it mean to you? It has a direct impact on you—the enlisted crew member. RDTM provided the analytical tools and management guidelines to overhaul and streamline the airman assignment process. To work your assignments with full appreciation of the enlisted aircrew members' situation, we've formed career management teams at AFMPC. These teams are composed of former aircrew members with broad experience in operations. Your functional representatives understand enlisted aircrew duties because they've been there.

The functional representatives have access to all requirements for their career fields. With this "big picture," they make assignments accordingly, but not in isolation. Your assignment preferences are vital to the functional representative's effort to make the right man-job match.

The AF Form 392, Airman Preference Statement, is the primary method for you to state your assignment preferences to your functional manager. Instructions are on the back side of the form and can also be found in AFR 39-11, para 3-34. Several key points should be kept in mind when filling it out. Make it realistic and keep it up-to-date. If you want to remain at your present base, list that base as your first choice and fill in the remaining seven bases in order of preference. Since the AF Form 392 has been used, we've been able to build a good track record in matching requirements with desires. One thing is sure: chances for an assignment of your choice greatly improve when you use the Airman Preference Statement.

Effective enlisted aircrew management requires two-way communications—from us to you, such as this article; and from you to us—by letter, Form 392, and phone calls. If you have questions regarding any aspect of the personnel assignment system, please contact us. Remember—the most important element in the personnel management process is you.

### AFMPC Functional Representatives

A111XO Gunner	SMSgt Timlake MPCROR3E	487-4943/4944
A112XO Boom Operator	CMSgt Sanders MPCROR3F	487-6378/6379 <del>487-4950/4951</del>
A113XO Flight Engineer	CMSgt Love MPCROR4	487-4951/4961
A114XO Loadmaster	SMSgt Cress MPCROR4	487-4961
A115XO Pararescue	*MSgt Keller MPCRAW1	487-5821/5822

\*The pararescue field, due to its small size, does not have a functional representative at AFMPC. Functional representation is provided at MAJCOM level with coordination through the resource manager at AFMPC.

*CMSgt Sanders has been assigned to the Air Force Manpower and Personnel Center as a functional representative in the Rated Officer Career Management Branch since December 1975. Prior to his present assignment, CMSgt Sanders was assigned to Castle AFB CA as a KC-135 boom operator in the Standardization/Evaluation Section of the 93 BMW. He has 23 years experience as an enlisted crew member. ★*

DATE OF ACHIEVEMENT 16 OCTOBER 1968

HOME UNIT TRAILER # 99

DEPARTURE BASE U-TAPAO RTAB

RECOVERY BASE U-TAPAO RTAB

DIVERSION BASE IF REQUIRED N/A

RECEIVER CALL SIGN SGT. SLEEZE

NUMBER AND TYPE FIGHTER ONE EACH AF T/SGT

NARRATIVE DESCRIPTION: Include such information as battle damage of receiver, fuel reserve of fighter at hookup, tanker fuel reserve (above or below bingo) during rendezvous, tanker fuel reserve at penetration, weather conditions and any other unusual circumstances or pertinent data during the emergency rendezvous.

A commando team composed of Air Force Master Sergeant Mack "PIN" Cotter and Technical Sergeant Richard A. Sanders had been dispatched from U-Tapao RTAB on the night of 16 October 1968 on a reconnaissance mission to the "Doll Court" Hotsi Bath and massage parlor and the surrounding area known as the "STRIP". The mission objective was to gather intelligence data by fraternizing with the indigenous populace and report their findings to this Headquarters for subsequent distribution to the occupational forces so that they would be cognizant of the hazards they could expect to encounter when they deployed to the "STRIP". The above named team are highly qualified and were armed with only a numbers list and a quart of "IMPERIAL" 86% ROTGUT. The lack of heavier armament did not disturb this dedicated team one bit and they commenced to discharge their duties with enthusiasm. The bottle of "IMPERIAL" was expended in the early evening engagements but Sgt. Sanders was not dismayed and set off into the night in pursuit of a hostile female. Sgt. Cotter had previously determined that she was #10 poo ying and had set out to recall Sgt. Sanders to return and explore more VIRGIN territory when he came upon Sgt. Sanders hopelessly mired down in a KLONG. In spite of the personal danger to himself, Sgt Cotter waded in and pulled his buddy out and personally escorted him safely back to quarters, where they compiled their report. By his professional dedication to duty, Sgt Cotter has reflected CONFIDENTIAL (when filled in) great credit upon himself, his unit, and the UNITED STATES AIR FORCE AND he should be recommended for the KLONG CLUSTER FIRST CLASS.

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8AF VIBES  
by  
CMS Bob Truelsen

Hi Y'all! Salutations from the Deep South and Barksdale AFB, Louisiana. I've been assigned to 8AF/DOTV (Stan Eval) since last september and was previously at Griffiss AFB, NY for three years. Except for basic training and tech school, I have been in SAC my entire career which dates back to August 1950.

Yesterday (2 Jan 79), it was a very chilly 13 degrees here at Barksdale and this morning it was 15 degrees. When Dick (Sandy) Sanders sent me here, he told me the temp never got below 40. I talked to Paul McConnell, who is the NCOIC of the 509AREFS, yesterday and he couldn't wait to tell me that the temp at Pease was a balmy 55. The reason I mention all this is that too many souls out there think that we at Barksdale "have-it-made." Periodically, we suffer, too, so please have pity on us. Of course, as you realize, I'm speaking with forked-tongue. Seriously though, if any of you ever have an occasion to visit Barksdale, please give me a call before you come or upon arrival so that I can extend southern hospitality.

Everything in 8AF stan eval is humming along quite smoothly at the present. On a recent staff assistance visit to Pease, I flew with two young gents and was impressed with their performance. Although the boomer crew force is much younger than in years past, there are many fine young troops out there who are certainly a credit to the career field. In my travels, I hope to eventually visit all 8AF bases. Speaking of stan eval, the boomers assigned to 2BMW stan eval at Barksdale are MSgt Bill Coleman (S-101), MSgt Paul Williams, and SSgt George Perez. Please allow me to talk shop for just a moment. Recently, several boom operators have stubbed their toes during evaluations for the following:

1. Improper procedures when changing a fuse for the navigator. Review the WARNING on pg 4-62B of the -1 and be sure to coordinate with the nav before actually changing the fuse.
2. Opened the wrong circuit breaker when a fuel quantity indicator was inop. This occurred because there was a lack of coordination between the pilot and BO. The BO opened the circuit breaker that was located on the T-R Bus rather than the one located on generator No. 1 of the MCBP. Review the WARNING on pg ~~3-59~~ <sup>3-59</sup> of the -1.

To acquaint you with the boomers assigned within 8th Air Force, based on available information at press time, I have compiled a list on the next several pages.

8th Air Force Personnel  
(Squadron)

<u>Base</u>	<u>Unit</u>	<u>NCOIC</u>	<u>AUTOVON</u>
Altus	11AREFS	SMSgt Jim King	866-6323
Barksdale	71AREFS 913AREFS	SMSgt Walt Baker SMSgt Ken Brack	781-3793 7813810
Blytheville	97AREFS	SMSgt Jim Turberville	637-7601
Carswell	7AREFS	SMSgt Wendell (Brad) Bradley	739-7567
Griffiss	41AREFS	MSgt Hank Lane	587-4028
Grissom	70AREFS 305AREFS	SMSgt Harv Keyes CMSgt Arvil Frazier	928-2195 928-2900
K.I. Sawyer	46AREFS	CMSgt Dale Rossnet	472-2791
Loring	42AREFS 407AREFS	MSgt Buz Willauer MSgt Ernie Pubanz	920-2361 920-2323
McConnell	91AREFS 384AREFS	MSgt Joe Richardet SMSgt Jerry Ammons	962-5879 962-5241
Pease	509AREFS	SMSgt Paul McConnell	852-2428
Plattsburgh	310AREFS 380AREFS	SMSgt Steve Hunnicutt TSgt Blair Biddle	689-5147 689-5167
Rickenbacker	32AREFS	SMSgt Frank Springhetti	950-4308
Robins	912AREFS	CMSgt Ron Rogers	468-5048
Seymour-Johnson	911AREFS	SMSgt Randy Black	488-6201
Wurtsmith	920AREFS	SMSgt Lee Rohler	623-6446

8AF VIBES  
 Supplement To  
"The Boom Signal"

1. Boom Operator Manning as of 1 Dec 78.

	<u>Authorized</u>	<u>Assigned</u>	%
E9 9-level slots	31	26	
E8 9-level slots	46	63	
E7 9-level slots	<u>86</u>	<u>84</u>	
Total 9-level	163	173	106%
E7 7-level slots	61	66	
E6 7-level slots	129	150	
E5 7-level slots	<u>83</u>	<u>87</u>	
Total 7-level	273	303	111%
E5 5-level slots	53	172	
E4 5-level slots	157	196	
E3 5-level slots	<u>195</u>	<u>75</u>	
Total 5-level	405	443	109%
E3 3-level slots	0	46	
E3	195	121	62%
E7/E5/E3	678	792	117%
Total	841	965	115%

2. Promotion Boards:

March 26 - Central Chief Master Sergeant Board  
 May 7 - Central Senior Master Sergeant Board

NOTE: At the Second Worldwide Senior Enlisted Advisors' Conference on 17-21 Sep 78, in Washington D.C., one of their recommendations was to have MSGts selected for promotion under the same criteria presently used to select SMSgts and CMSgts.

3. If approved, an Air Refueling Conference on 18-22 Jun 79, at Barksdale AFB is planned. More on this will come at a later date.

8th Air Force Personnel  
(Stan Eval Div)

<u>Base</u>	<u>Unit</u>	<u>NCOIC</u>	<u>AUTOVON</u>
Altus	304AREFG	MSgt Phil Hampton	866-7318
Barksdale	2BMW	MSgt Bill Coleman	781-3023
Blytheville	97BMW	MSgt Benny Miller	637-7720
Carswell	7BMW	MSgt Bob Corbin	739-5435
Griffiss	416BMW	MSgt Ray Aguayo	587-3409
Grissom	305AREFW	MSgt Stan Graves	928-2946
K.I. Sawyer	410BMW	SMSgt Benny Benson	472-2973
Loring	42BMW	MSgt Ken Colburn	920-4209
McConnell	384AREFW	MSgt Larry Watson	962-5311
Pease	509BMW	SMSgt Bill Disque	852-2458
Plattsburgh	380BMW	MSgt Gary Brandmeier	689-5528
Rickenbacker	301AREFW	MSgt Bobbie Hess	950-3991
Robins	19BMW	SMSgt Marv Miller	468-6148
Seymour-Johnson	68BMW	MSgt Royal Dixon	488-6186
Wurtsmith	379BMW	MSgt Dick Stephens	623-6510

8th Air Force Personnel  
Alert Facility Superintendents

<u>Base</u>	<u>Name</u>	<u>AUTOVON</u>
Altus	MSgt John Melvin	866-6221
Barksdale	SMSgt Charlie Cade	781-2295
Blytheville	CMSgt Nate Campbell	637-7801
Carswell	SMSgt Tony Ostrosky	739-7696
Griffiss	SMSgt Alan Russell	587-4351
Grissom	MSgt Ray Montgomery	928-2607
K.I. Sawyer	(Not Boom Operator Manned)	
Loring	MSgt John Haley	920-2187
McConnell	SMSgt Jim Young	926-6301
Pease	CMSgt Earl Jones	852-1514
Plattsburgh	MSgt Larry Cantarella	689-7137
Rickenbacker	SMSgt George Patroulis	950-4344
Robins	MSgt Ben Harding	468-2961
Seymour-Johnson	SMSgt Haven Moore	488-6691
Wurtsmith	CMSgt Elwood Hedum	623-6157



8th Air Force Personnel  
Boom Operators by Base

Altus AFB

SMSgt James F. King (NCOIC)  
MSgt John D. Melvin  
MSgt Donald G. Kendall  
MSgt Phillip F. Hampton (S-101)  
MSgt Dale A. Owen  
Tsgt Alberto Ruiz  
TSgt Wayman L. Chappel  
TSgt Harold E. Hamilton  
TSgt Richard F. Ice  
TSgt Thomas W. Cole  
TSgt Robert K. Hussong  
TSgt Mitchell Darnell  
TSgt George S. Miller  
TSgt Walter S. Schlieff  
Tsgt Llyod W. Smith  
SSgt Temur Ablay  
SSgt Keith R. Allford  
SSgt Dexter A. Dearth  
SSgt Lorin A. Derry  
SSgt Hubert R. Driskill  
SSgt Ronald E. Poe  
SSgt Christopher D. Sadler  
SSgt Lawrence W. Thompson  
Sgt Terry M. Sanders  
Sgt James R. Watts  
SRA Garland W. Loftin  
A1C Terry W. Alexander  
AMN Colton M. Crowder

Carswell AFB

SMSgt Wendell C. Bradley (NCOIC)  
SMSgt Philip E. France  
MSgt Robert C. Corbin (S-101)  
SSgt Daniel R. Rheau  
MSgt Gary E. Morris  
SSgt Michael J. Gould  
Sgt Paul A. Connolly  
AMN Charles W. Miller  
MSgt James P. Holbrook  
SSgt Omer D. Crafton  
TSgt Arthur W. Brown  
A1C Marion A. McElroy Jr.  
SrA Paul R. Kilduff  
A1C Albert G. Tometich  
A1C Dana A. Teculver  
SSgt Ronald P. Burzycki  
Sgt Carmen M. Vallejo  
SSgt Glenn M. Haywood  
SSgt Wayne A. Isaacson  
Sgt Maurice Elliott

Blytheville AFB

SMSgt James C. Turberville (NCOI)  
SMSgt Arthur W. Bentz  
MSgt Benny R. Miller (S-101)  
SSgt Anthony W. Britt  
Sgt Randy J. Collins  
SSgt Gordon T. Daffern  
SrA Gregory D. Elliott  
SSgt Roger D. Gossett  
SSgt Bruce E. Hemphill  
SrA Edward L. Mikell  
AMN Thomas E. Minton  
TSgt Vaughn A. Nichols  
SSgt Michael L. Paynter  
SSgt Jerry W. Rhodes  
Sgt Carl L. Seaberry  
Sgt Michael S. Smith  
MSgt Charles D. Stewart Jr.  
Sgt Danny L. Stinson  
SSgt Lewis C. Timbrook  
SSgt Bruce A. Wright  
TSgt Louis Yablanka

Loring AFB(42AREFS)

MSgt Eliot B. Willauer Jr. (NCOIC)  
MSgt Kenneth M. Colburn (S-101)  
TSgt Bobby E. Langston  
SSgt Robert M. Seay  
Sgt Peter J. Tripi  
A1C Kelly D. Hankins  
A1C David M. Sagamang  
SSgt Carl W. Criscillis  
SSgt Donald M. Fischer Jr.  
A1C Stephen F. White  
SSgt Melvin D. Wilson  
A1C Carl J. Rambow  
A1C Timothy J. Buteau  
A1C Larry J. Roberts  
A1C David A. Balderson  
SSgt Edward G. Sickenberger  
A1C Kevan J. Keegan  
AMN Michael R. Eaton  
A1C Paul E. Novello  
SSgt Michael L. Runyan  
A1C Michael K. Prieskorn  
AB Donald P. Reed  
A1C James Kelch

8th Air Force Personnel  
Boom Operators by Base

Grissom AFB (305AREFW)

CMSgt Arvil Frazier (NCOIC 305AREFS)  
SMSgt Harvey Keyes (NCOIC 70AREFS)  
MSGt Stanley Graves (S-101)  
MSGt Joseph L. Elmore  
MSGt Henry R. Jones  
MSGt Ray D. Montgomery  
MSGt Dean A. Scoles  
MSGt James R. Whitman  
TSgt Vincent Bobrowski  
TSgt James H. Lutterman  
TSgt Jerry L. McGee  
Tsgt Vernon H. Robinson  
SSgt David W. Craig  
SSgt Daniel N. Gardner  
SSgt Michael Harrison  
SSgt Charles F. Held  
SSgt Kenneth R. Ingram  
SSgt Rickey E. Kahler  
SSgt Steven D. Keene  
SSgt Paul A. Lowe  
SSgt Michael L. Mawhorr  
SSgt Jack M. Patton  
SSgt Robert L. Powers  
SSgt George Reschetnikow  
SSgt Patrick J. Ryan  
SSgt Paul C. Steahl  
SSgt John A. Studer  
SSgt Steven W. Vaughn  
Sgt Michael A. Diotte  
Sgt Dominic Distrola  
Sgt Ricky D. Helt  
Sgt Robert S. Knouse  
Sgt John W. Poplett  
Sgt Donald R. St Mary  
Sgt James A. Yarbrough  
Sra Paul A. Coverstone  
A1C Jeffery L. Bixler  
A1C Frank M. Davis  
A1C Tony L. Fansler  
A1C Gary W. Intrieri  
A1C Albert J. Warren  
Amn Christoph Colucci  
Amn Eugene A. Day Berry

K.I. Sawyer AFB

CMSgt Dale O. Rossnet (NCOIC)  
SMSgt Duwayne R. Benson (S-101)  
Sgt Bernd D. Ekdahl  
TSgt Alan R. Bekkerus  
TSgt Leland R. Haack  
MSGt David S. McNeill  
A1C Kevin R. Barttelt  
SSgt Dennis L. Thornburg  
Sgt Donald O. Frol  
A1C Dana W. Klatt  
MSGt John E. Buchanan Jr.  
A1C Rodney H. Bennett  
A1C Joseph M. Brantley  
Sgt David E. Swadlo  
A1C Stephen J. Robinson  
Sgt Craig S. Blessing  
A1C James C. Sigl  
Sgt Kenneth L. Nichols  
Sgt Francis M. Sweeny  
Amn Darnel M. Butler  
Sgt Michael T. Ledward  
A1C Steven F. Mahan  
Amn Kevin J. Metz  
SSgt Roy W. Schufft  
Sra Eugene P. Rogers

Pease AFB

SMSgt Paul K. McConnell (NCOIC)  
SMSgt William G. Disque (S-101)  
SMSgt Dale C. Freeman  
MSGt Stanley F. Copeland  
Sra David P. Deterra  
SSgt Andrew P. Lopuhovsky  
SSgt Charles E. Randall  
A1C Dale D. Martin  
Amn Terrance J. Warren  
MSGt Allan L. Smith  
SSgt Gary E. Hutchinson  
A1C Michael E. Kramer  
Sgt Steven B. Tuttle  
A1C James D. Jett  
SSgt William R. Linnell Jr.  
MSGt Edward J. Conway  
Sgt Milton J. Barnwell  
SSgt Edward W. Jackson  
SSgt Michael Novosel  
A1C David E. Sealey  
A1C Charles B. Curreri

8th Air Force Personnel  
Boom Operators by Base

Barksdale AFB (71AREFS)

SMSgt Walt Baker (NCOIC)  
MSgt John Hamilton  
TSgt Dave Elliott  
TSgt Wayne Ellis  
SSgt Bill Gulley  
SSgt Mike Perez  
SSgt Ronnie Tennyson  
Sgt Don Busscher  
Sgt Charlie Nicholson  
Sgt Bill Fordyce  
SrA Steve Graham  
SrA Larry Stockton

Barksdale AFB (913AREFS)

SMSgt Ken Brack (NCOIC)  
MSgt Bill Coleman (S-101)  
MSgt Jimmie Armstrong  
MSgt Paul Williams  
MSgt Tom Yeager  
TSgt Chuck Heath  
TSgt Bruce Killion  
SSgt Gene Brantley  
SSgt Carl Demello  
SSgt Don Maddox  
Sgt Glenn Jones  
SrA Al Perry  
SrA Ed Smuda  
Amn Pat Langham

Plattsburgh AFB (310AREFS)

SMSgt Steve Hunnicutt (NCOIC)  
MSgt Gary Brandmeier  
TSgt Foster Talley  
SSgt Jacob Benscoter  
TSgt Tom Betrus  
TSgt Jeff Toellner  
TSgt Stephen Smith  
SSgt Gary Meyers  
SrA Julio Calero  
Sgt Gary Clements  
TSgt Chuck Hughes  
SSgt Dick Crothers  
Amn Rick Taylor  
SrA Scott Wallace  
Sgt Bob Morales  
SSgt Roy Soderberg  
Amn Roy Barrett  
Sgt Mike Wetzel  
SSgt Jim Eden  
Sgt Tom Cotter  
Sgt Jeff McGirt

Plattsburgh AFB (380AREFS)

TSgt Blair Biddle (NCOIC)  
Sgt Derek McDonald  
SrA Michael Kosloffsky  
SrA Randal Rhodes  
SrA Lee Henry  
SrA Robert McGhee  
SSgt Larry Marks  
Sgt William Loar  
TSgt Jack Bracken  
A1C James Churilla  
A1C Edmond Wolfkamp  
SSgt Stephen Burkush  
Sgt Robert Moquin  
SSgt David Harrison  
SrA Grayam Scheel  
Sgt Raymond Almquist  
SSgt William King  
SSgt Vincent Ruck  
SMSgt Samuel Viers  
SSgt Earl Darling

BOOM OPERATORS

By Base

Fairchild AFB, Washington

43AREFS

CMSgt Roy Rebstock (NCOIC)  
SSgt Ray Miller  
SSgt Allan Landreth  
MSgt Ray Jones  
TSgt Garry Chapman  
Sgt Ricardo Reed  
SSgt William Randal  
SSgt Jess Schloss  
SrA Perry Sauro  
TSgt Larry Fitzsimmons  
AIC Lawrence Darnell  
MSgt Leo Erickson  
SSgt Daniel Deloy  
Sgt Robin Hendrickson  
SSgt James Yates  
SSgt Richard Newman  
AIC Kevin Gerfen  
SSgt Thomas Clyce  
Sgt Rodney Perkins  
SSgt Kelly Beasley

92AREFS

CMSgt Joe Hayes (NCOIC)  
SSgt Charles Sheppard  
MSgt Arthur Underwood  
TSgt Rene Hernandez  
TSgt Perry Smith  
Sgt Lynn Janes  
TSgt William Schweers  
SSgt James Zarkos  
TSgt Kenneth Gibson  
Sgt David Cole  
SSgt Paul Christensen  
TSgt William Norton  
SSgt Ronald Whitmire  
MSgt Billy Miller  
SSgt Darol Rang  
TSgt Johnson Marsalis  
AIC Mark Jaco  
SrA William Collins  
SSgt Glenn Benson  
TSgt Scotty James

INPUTS FOR THE NEXT EDITION OF THE BOOM SIGNAL ARE DUE NO  
LATER THAN 10 JULY 1979, AS NO EDITION WILL BE PUBLISHED  
IN APRIL.

<sup>D,</sup>  
CMS Bob Truelsen

The following info pertaining to 15th Air Force NCOICs was obtained via the grapevine, so I hope it is fairly accurate.

Castle AFB (93AREFS) - SMSgt Bill Sanders  
(924AREFS) - SMSgt Mike Katus  
(CFIC) - SMSgt Gary Wunder  
(4017CCTS) - SMSgt Gene Fulkerson

Dyess AFB (917AREFS) - MSgt Ed McMillan

Ellsworth AFB (28AREFS) - SMSgt Cliff Wheller

Farchild AFB (92AREFS) - CMSGT Joe Hayes  
(43AREFS) - CMSGT Roy Rebstock

Grand Forks AFB (905AREFS) - SMSgt Jerry Mowl

March AFB (22AREFS) - SMSgt Pete Bubier

Mather AFB (904AREFS) - SMSgt John Sondrini

Minot AFB (906AREFS) - SMSgt John Machenheimer

Travis AFB (307AREFG) - TSgt T.L. Armstrong

8AF Vibes  
by  
CMS Bob Truelsen

Just before press time, SMSgt Gene Fulkerson of the 4017CCTS at Castle called me with the following information which should be good news for all boomers:

THE 4017CCTS BOOM SCHOOL HAS BEEN ACCEPTED  
FOR ACCREDITATION BY THE COMMUNITY COLLEGE  
OF THE AIR FORCE (CCAF).

To receive credit, send your course completion certificate to CCAF. If you cannot find your course completion certificate or it is lost, contact Gene by calling AUTOVON 347-2388 and give him your name, SSAN, and the year you graduated from the school.

The amount of credit (college semester hours) you will receive depends on the date you started the school, as listed below.

<u>Starting Dates</u>	<u>Credits</u>
From 8 Jan 63 thru 10 Feb 67	5 semester hours
From 11 Feb 67 thru 28 Feb 72	16 semester hours
From 1 Mar 72 thru 1 Apr 78	13 semester hours
From 11 Apr 78 to present	8 semester hours

NOTE: No credits are given if class starting dates were prior to 8 Jan 63.

Thanks Gene, for all the time and effort you expended in getting this credit for boomers.

8AF VIBES  
by  
CMS Bob Truelsen

I would like to share with you the latest info that I have on the KC-10. Some of the info may be obsolete or changed and, if it is, someone in the know out there can send me an update for our next edition of The Boom Signal.

-Advanced Tanker/Cargo Aircraft

- Contract for production of the KC-10 awarded to Douglas Aircraft Company in Dec 77.
- Programmed production is 20 aircraft but only two are presently funded.
- First aircraft rolls out in Jan 80 with first flight in April.
- Douglas/FAA will conduct six months test and evaluation.
- Six initial cadre crews have been selected to conduct the operational test and evaluation.
- SAC receives first two aircraft in Oct and Dec 80; last aircraft to be delivered in 1983.
- Selection of 30 active duty crews will begin in the Spring of 1980, and continue thru last aircraft delivery in 1983.
- The Reserves will also provide 30 crews.
- To be determined:
  - Basing
  - Crew composition
  - Training program (contract vs blue suit)
- Boom operator ratio 1.25 per crew.
- The following individuals have been selected for the KC-10 program.

Boomers

CMSgt Polinski  
SMSgt Stine  
MSgt Watts  
TSgt Smith  
SSgt Darling

FSOs

SMSgt Keyes  
SMSgt Cain  
MSgt Montgomery  
Capt Matthews  
MAC Flight Engineer

# KC-10

SUPPORT COST IS MINIMIZED BY TAKING ADVANTAGE OF THE WORLDWIDE COMMERCIAL SUPPORT SYSTEM

- At home base, contractor support provides spares replenishment, heavy maintenance and technical services.
- During overseas deployments, on-board spares kits and in-place commercial support resources are used.

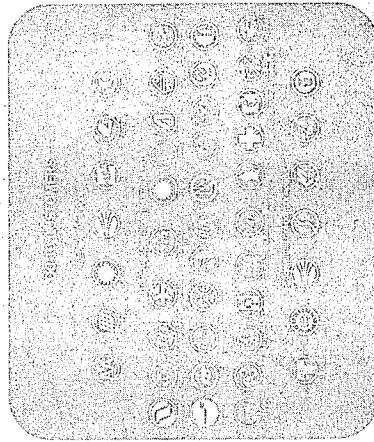
## WORLDWIDE SUPPORT



**MCDONNELL DOUGLAS CORPORATION**

## AIRCRAFT CHARACTERISTICS

Commercial aircraft basis	DC-10-30F
Engine	CF6-50C1
Thrust rating at 86°F (lb)	52,500
Critical field length (ft)	11,000
Design takeoff gross weight at 2.5g (lb)	590,000
Design fuel capacity (lb)	356,065
Operating empty weight, tanker configuration (lb)	239,747
Fuel at takeoff, tanker configuration (lb)	350,253
Operating empty weight, cargo configuration (lb)	243,973
Maximum cargo payload (lb)	170,027
Maximum range at maximum cargo payload (n mi)	3,800



**DOUGLAS AIRCRAFT COMPANY**

3855 Lakewood Boulevard, Long Beach, California 90846 (213) 592-5511

**MCDONNELL DOUGLAS CORPORATION**

Printed in USA B6-1041 9/78

# KC-10

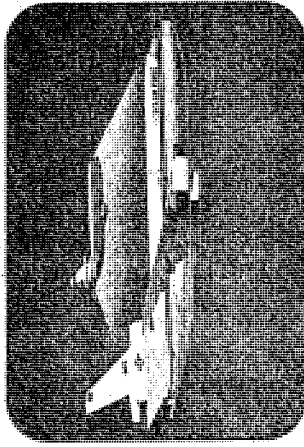
ENHANCING GLOBAL MOBILITY IS THE KC-10'S PRIMARY PURPOSE



- Tactical aircraft and their support equipment can be rapidly deployed to any trouble spot on the globe, using only U.S. controlled bases.
- Airlift aircraft payloads can be increased and their non-stop range extended almost without limit.

# KC-10

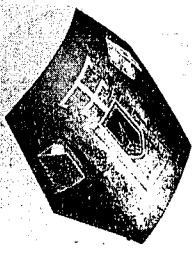
RISK AND COST ARE MINIMIZED BY ADAPTING A PROVEN COMMERCIAL AIRCRAFT



- New and improved aerial refueling features are incorporated.
  - A new refueling boom makes refueling Air Force aircraft easier and safer.
  - An integral hose and drogue permits Navy and NATO aircraft to be refueled.
  - An efficient body bladder tank system increases KC-10 range and fuel offload capability.
- A high degree of commonality (88%) is retained between the DC-10 and its KC-10 derivative.

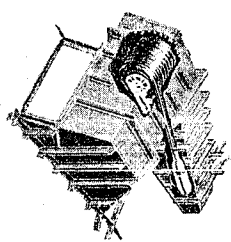
**MCDONNELL DOUGLAS CORPORATION**





RECEPTACLE (UARRSI)

- Receiver capability — KC-10 can be refueled for increased versatility.

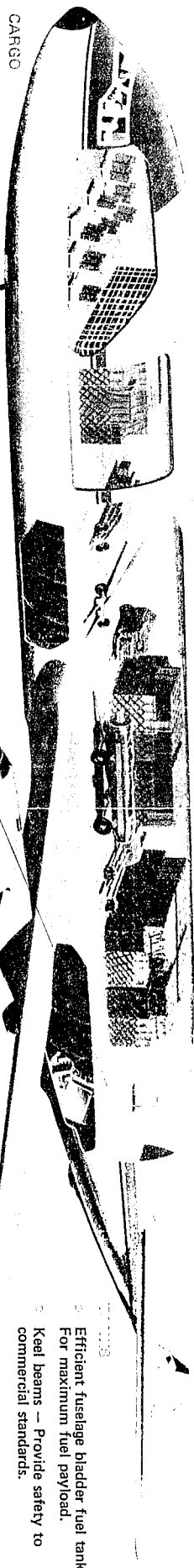


PROBE REEL

- Separate hose reel — allows refueling of probe-equipped receivers on the same flight.

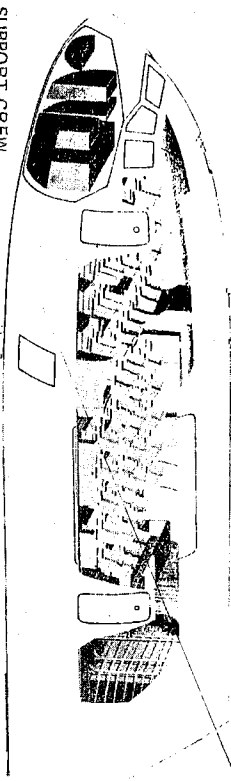


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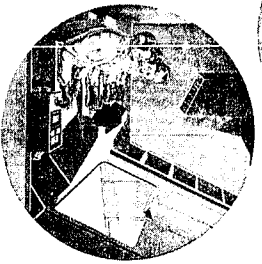
CARGO

- Typical load of fighter squadron unit support equipment.
- Proven components provide power assist to successful commercial cargo handling system.



SUPPORT CREW

- Versatile personnel and cargo arrangements.



BOOM OPERATOR STATION

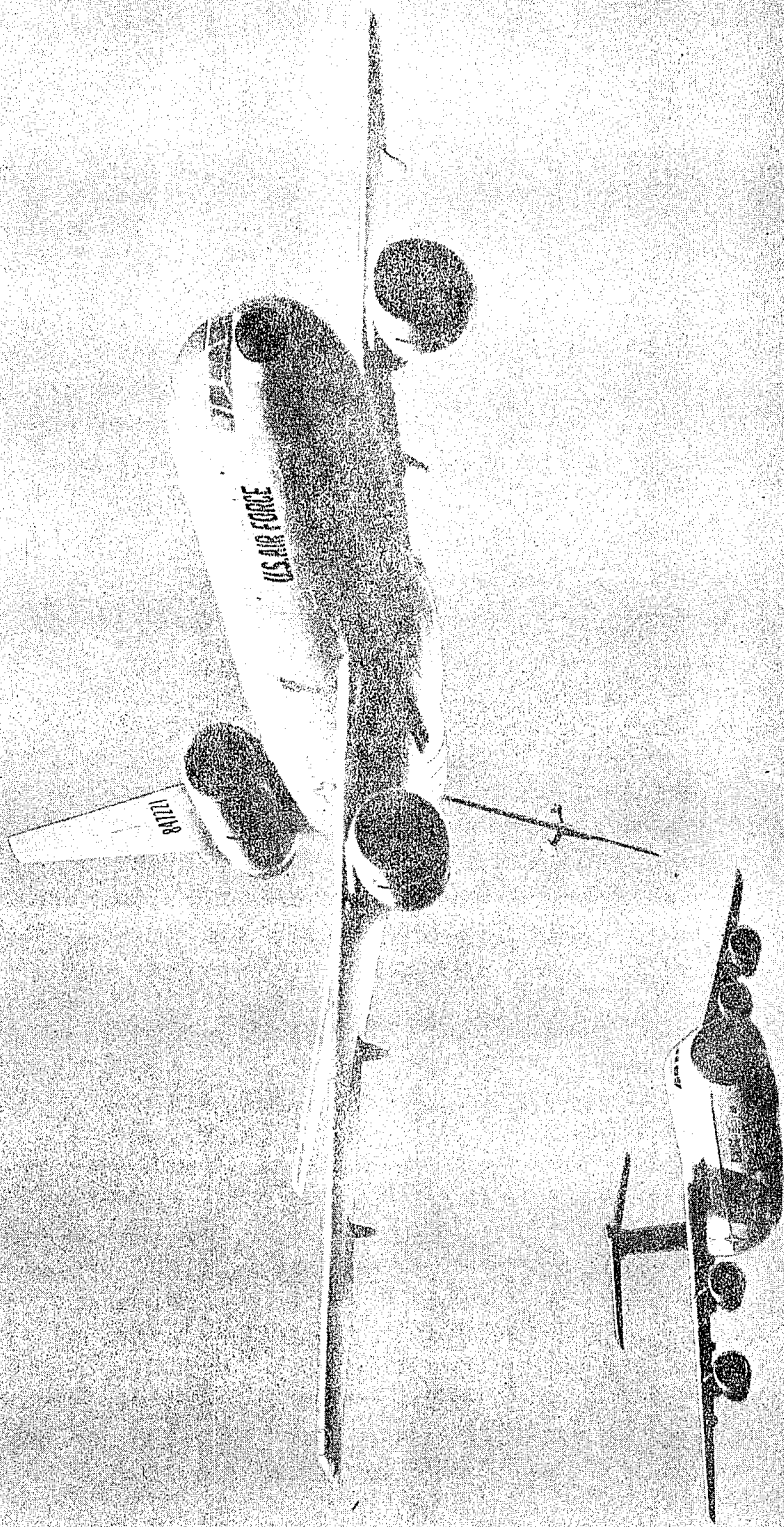
- Comfortable, seated position for boom operator.
- Additional seated positions for instructor and observer.
- Separate temperature and air distribution controls.
- Latest state-of-the-art boom control system.

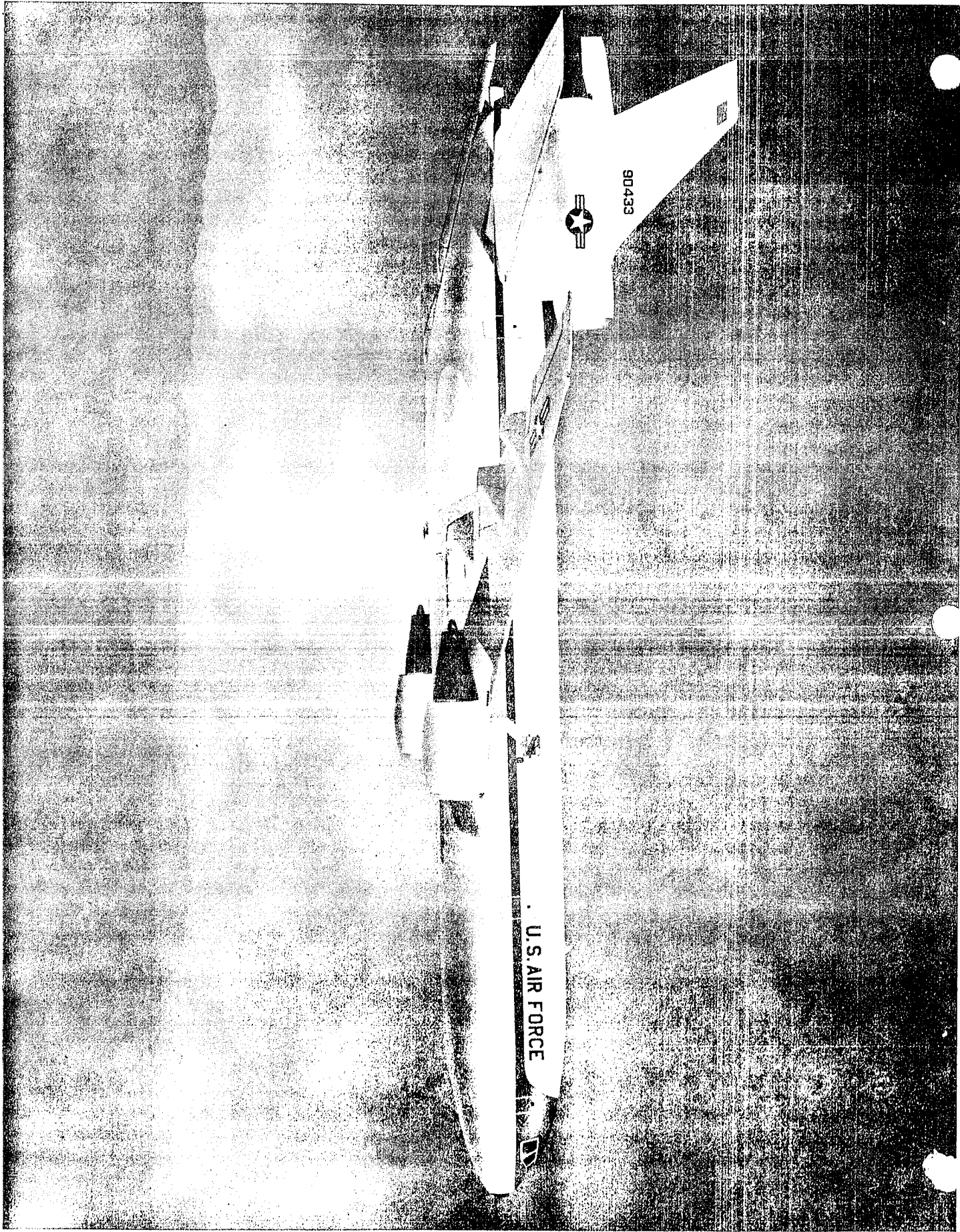


BOOM

- Advanced boom with increased fuel flow rate.
- Increased length and larger maneuvering envelope.
- Automatic load alleviation.

- Efficient fuselage bladder fuel tanks — For maximum fuel payload.
- Keel beams — Provide safety to commercial standards.





90433

U.S. AIR FORCE

NEW COMMUNIST-BLOC FIGHTER OBSERVED (U)

(U) What is probably the first native-designed Polish jet fighter has been photographed on the ramp at Warsaw. The unique configuration features forward-swept wings and a conventionally-swept tailplane assembly--or, conventionally-swept wings with a forward-swept canard, the pilot facing the rear for safety reasons and possibly to protect against tail-on attack. The prototype has not yet flown, apparently due to the failure of the designer to incorporate air inlets and exhaust openings for the 47-lb thrust SOB-1 turbojet engine, built in Poland under license from Mattel (USA). Primary electrical power for the avionics complement is to be derived from static electricity. The target tracking function is to be fulfilled by the PRZYZWIEWICZ 160-MHz Airborne Intercept radar which transmits a one-second pulse at a 1-pps rate from a long-wire (36000 feet) antenna. Because the radar lacks a receiver, target tracking is accomplished by keeping the antenna in physical contact with the target at all times. This, in turn, may be responsible for the departure from existing technology of the antenna itself, in that it is a "leading-wire" (in front of the aircraft) instead of the usual trailing-wire VLF type. The resultant necessity for stiffening of this wire structure is believed responsible for the antenna's reported weight of 67460 lbs. The aircraft will undoubtedly also be equipped with the usual Polish IFF system, a white flag. Armament is to consist of the indigenous "B/00/HER-ANG/1" air-to-air missile (AMX) which, during its initial flight trials, successfully shot down five consecutive aircraft (in all cases, the missile-launch aircraft). This new airframe/missile combination could pose a major threat by the 1976-1977 time period, to the Polish Air Force in particular.

