

U.S. Air Force Health Study -- La Jolla, California

W E L C O M E T O C A L I F O R N I A

Dear Health Study Participant:

We want you to have a very pleasant visit in the San Diego area. It is a lovely town with sparkling beaches, excellent shopping, and exquisite restaurants.

To begin, we assembled some brochures about recreation, sights, and restaurants in this Portfolio that we hope will interest you. The people at the front desk of the La Jolla Village Inn are ready to help schedule sight-seeing tours for family members traveling with you, and there are many more brochures available in the hotel lobby.

The hotel has two courtesy vans which are used primarily to pick up and deliver hotel guests to the airport. But if the van is not in use, they will drive you to places in the San Diego area as a courtesy service.

The following pages present . . .

- . Logistics Information and other items of business
- . Tourist Attractions and interesting places to visit, and
- . Restaurants within walking distance of the hotel.

You will meet the Scripps Clinic Nurse Coordinators at the Clinic on the first day of your examination.

The Logistics Coordinators, Jean Perkins and Jaqui Kirk, will be available throughout your stay to assist you with travel plans, emergencies, reimbursements, and any special needs that may occur during your visit in San Diego. Please feel free to call on them.

Thank you for traveling to La Jolla and participating in this study. We will do everything possible to make your visit a comfortable and happy experience.

Sincerely,



Joyce Douglass, Logistics Manager

Air Force Health Study

LOGISTICS INFORMATION and other items of business . . .

La Jolla Village Inn

- . Message Board. Please check the message board in the hotel lobby for important messages when you check in, as well as business and personal messages throughout your visit.
- . Air Force On Site Monitor. The Air Force Monitor is located in Suite 103 (Dial 5-103 from within the hotel).
- . Reservations. If you need to change your hotel reservations, please let the front desk know immediately. Identify yourself as a participant in the Air Force Health Study.

You should also inform the Logistics Coordinator of any changes in your hotel reservations to ensure accurate booking in the hotel.
- . Services. The hotel has a heated year-round swimming pool, a whirlpool spa, and a shuffleboard court.

There are two restaurants in the hotel and a National Car Rental office in the lobby.

The front desk can arrange sight-seeing tours with prior reservations.
- . The nearby Shopping Mall has a wide variety of restaurants, shops, movies, banks, carry-out shops, and an ice-skating rink.
- . Check-Out Time is 12 Noon.

You are expected to pay all incidental charges when checking out. Please keep the receipt. You will need to bring the Hotel Incidental Expenses Receipt with you on the last day of your examination at Scripps Clinic in order to complete the requirements for reimbursement.

Luggage Storage is available in the lobby of the hotel. Ask the front desk for the location of the luggage storage area.

Courtesy Van Service to the Airport must be scheduled in ADVANCE. Please schedule your departure time at least one hour prior to flight time and RESERVE your seat IN ADVANCE.

Shuttle Bus to Scripps Clinic and return to Hotel. The daily departure and arrival schedule for the shuttle bus is in your Portfolio.

Please arrive at the hotel lobby entrance PROMPTLY to avoid schedule delays for the other passengers.

If you know you will be late, please let the Air Force Monitor know in advance so that you will not delay the other passengers.

Ask Mr. Foster Travel Agency. The Logistics Coordinator can assist you in changing you airline tickets should the need arise.

You may call the travel agency directly if you choose. Ask for the Air Force Travel Coordinator, Pat Brown, or her representative. Identify yourself as a participant in the Air Force Health Study.

If you lose you ticket, please inform the Logistics Coordinator or Ask Mr. Foster immediately.

Scripps Clinic. There is a private WAITING ROOM at the Scripps Clinic assigned especially for the health study. The Nurse Coordinators and the Logistics Coordinators, Jean Perkins and Jaqui Kirk, will be available in the waiting room at various times throughout the day.

From the Clinic, the Nurse Coordinator can be reached on beeper #131.

The Logistics Coordinators, when not at the Clinic, can be reached at their Campus Point Offices on 458-2643 and 458-2644.

The Waiting Room phone is available free of charge for local calls only. Two pay phones are located nearby for long-distance calls. The waiting room phone is 455-9100, x4049.

The Air Force Monitor's Office at Scripps is located in Room MS-3139. The direct dial telephone number is 457-8264.

Reimbursement Process

Federally employed study participants will be reimbursed by the Government. Following your debriefing, please present your hotel Incidental Expenses Receipt to the Logistics Coordinators in the USAF Waiting Room at Scripps Clinic.

Non-Federal study participants will be reimbursed by check on the last day of your examination after the debriefing and just prior to your departure from Scripps Clinic.

A Reimbursement Voucher is in your Portfolio. Please read the Guidelines for Reimbursement carefully to avoid delay in processing your voucher.

Complete the voucher and bring it with you to the Clinic on the second day of your examination. Deliver it to the Logistics Coordinator in the Clinic Waiting Room.

Reimbursement. The Logistics Coordinator will have your reimbursement check ready for you on the final day of your examination.

- . REMEMBER to bring your hotel Incidental Expenses Receipt with you, as well as your airline ticket coupon and all required receipts.
- . After completing your debriefing, present your hotel receipt to the Logistics Coordinator and you will receive your check.

Medical Records. Your medical records, collected at Orientation, will be returned to you following your debriefing; the Logistics Coordinators will have them in the Waiting Room at Scripps.

Key Contacts and Important Phone Numbers. There is a list of important phone numbers and emergency care centers in your Portfolio.

If you need additional information, the Logistics Coordinators will be happy to help you. Please feel free to call on them for assistance.

Evaluation. We would very much appreciate your comments on the arrangements we have made for this Air Force Health Study.

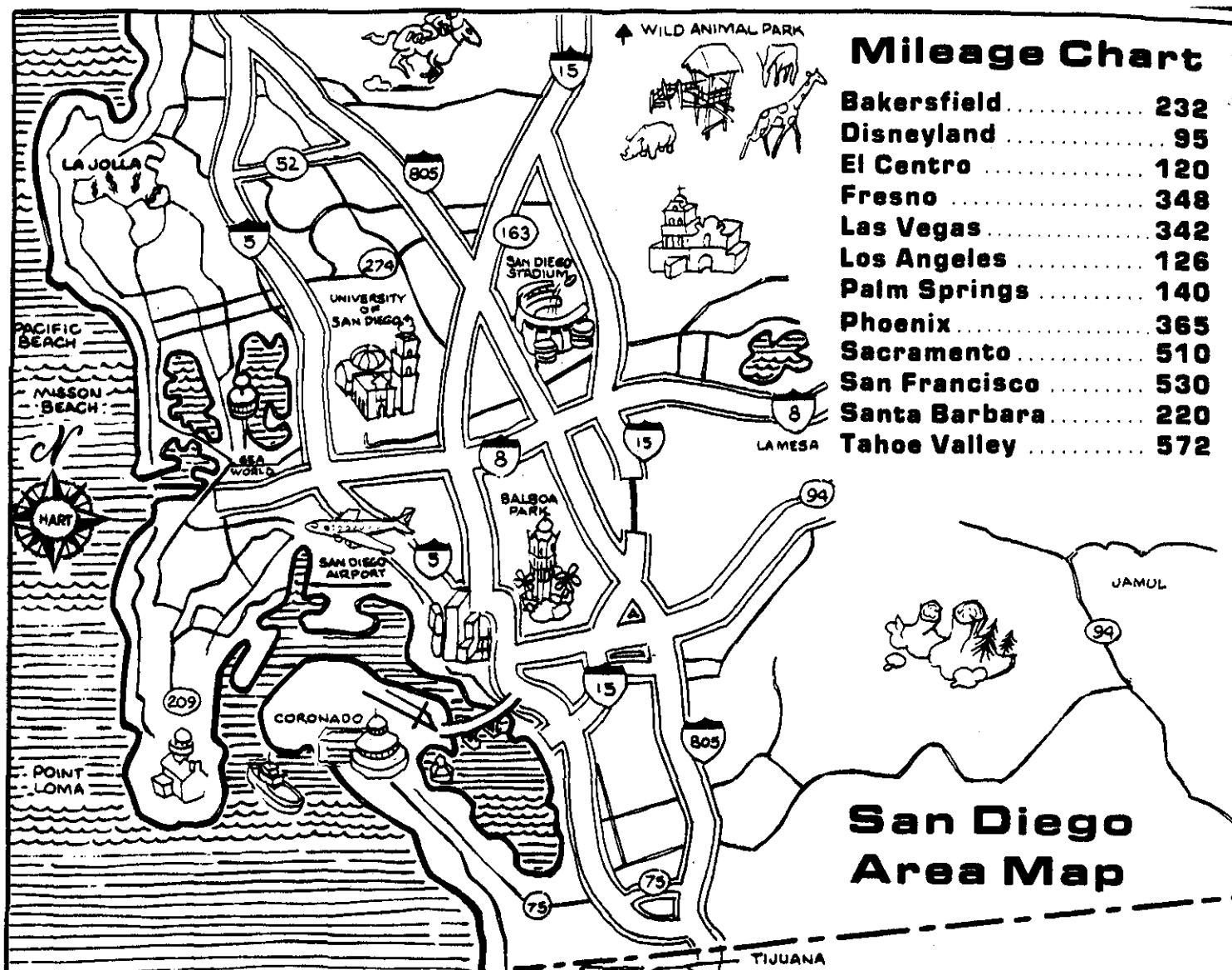
An Evaluation Form will be given to you by the Logistics Coordinators following your debriefing. You must complete the form prior to departing Scripps; Jean and Jaqui will collect the forms in the Waiting Room.

Your responses, of course, may be anonymous if you choose.

Courtesy Van Service to the Airport. Please remember to make a reservation at the hotel reception desk for your trip to the airport.

Schedule your departure from the hotel at least one hour prior to flight time.

H A V E A S A F E J O U R N E Y H O M E



Points of Interest

LA JOLLA: (Pronounced La Hoya) is derived from the Spanish word jewel and more than one visitor has expressed the opinion that few jewels have ever shone in such a fabulous setting. Truly America's Riviera!

DEL MAR: Unique beach resort village, located 10 miles north of La Jolla on Interstate 5. Home of the Southern California Exposition and Del Mar Race Track.

MISSION BAY PARK: 4,000 acres of sun and water fun, 27 miles of beaches. Boat rentals, fishing, golf, tennis, water skiing and bay cruises.

SEA WORLD: Oceanarium with world's only performing killer whale, dolphins, sea maids, Japanese pearl divers, sky rider and hydrofoil boat rides.

CABRILLO NATIONAL MONUMENT: Where Cabrillo discovered California. Old Point Loma Lighthouse; spectacular panoramic view.

OLD TOWN: Where California began; historic site, museums, buildings and shops.

BALBOA PARK: A cultural center covering 1,400 acres, it is the largest and most beautiful park in the U.S.

T O U R I S T Attractions and interesting places to visit . . .

The Torrey Pines Golf Course is only three miles from the La Jolla Village Inn. The Andy Williams Tournament and Kyocera Women's Open are played yearly on this course. This year's cost is \$13.00 for a round of eighteen holes and \$17.00 for a shared golf cart. If one of the hotel vans is available, they will gladly provide transportation to and from Torrey Pines for the golfers.

Balboa Park, situated in the heart of San Diego, has 1,074 splendidly landscaped acres containing museums, art galleries, theatres, and the world's largest zoo. The museum complex itself is one of a kind. You will find the Space Theatre, Hall of Champions, Museum of Man, Natural History Museum, San Diego Museum of Art, and the Timken Art Gallery. If time permits, you can take in a live performance at the Old Globe Theatre, Cassius Carter Center Stage, or the outdoor Festival Stage.

Sea World, which is only six miles from the La Jolla Village Inn, gives live performances of penguins, dolphins, whales, sea lions, and other marine life. Allow at least four hours to explore the park.

The Scripps Aquarium Museum, located in La Jolla, houses twenty-two large tanks of specimens of marine plants and animals from the Pacific.

Old Town has many historic buildings and gardens. The park also contains shops and restaurants, many with a Mexican flair! There is a one-hour walking tour every afternoon at 2:00 pm.

Two of the most popular sight seeing cruises are the Invader, a genuine tall ship sailing schooner, and the Showboat, an authentic paddle wheeler. Both offer daytime pleasure cruises around Mission Bay. In the evening, they offer dining and dancing.

Grayline Tour will also come directly to the hotel. Just go to the front desk the night before the tour, and the front desk will make arrangements for you.

You will find many more things to do in San Diego by looking through the wide assortment of brochures on display in the Hotel Lobby.

R E S T A U R A N T S within walking distance of the hotel . . .

The front desk of the hotel has a San Diego Restaurant Guide available and will be happy to help you select other restaurants in La Jolla and the San Diego area.

VISIONS RESTAURANT, La Jolla Village Inn (dial x6342 for reservations)

This lovely restaurant features California Nouvelle Cuisine. In a city-wide competition, our restaurant won three trophies including "Best Overall." Open from 6am to 2pm and 5:30pm to 10pm for Breakfast, Lunch, and Dinner. The wine bar at the front of the restaurant is open all day.

SHOOTERS PIANO BAR, La Jolla Village Inn (dial x6334)

San Diego's finest singing and keyboard talent are featured at Happy Hour from 4:30pm to 6:00pm Monday through Friday. Hamburgers and Pita bread sandwiches are served Monday through Friday from 11am till 2pm (closed on Sunday).

EL TORITO MEXICAN RESTAURANT, Villa La Jolla Drive (453-4115)

Being so close to the border is just the excuse you may need to wander down the hill for some good mexican food. The salsa comes in mild green (for the gringos!) and spicy red. Try one of the many varieties of fruit margaritas. Open from 11am to 10:30pm for Lunch and Dinner.

FAIRFIELDS BAR AND GRILLE, Villa La Jolla Drive (in the Convenience Center next door (457-3227))

For a perfectly grilled steak or burger, you can't beat Fairfield's. The atmosphere is pleasant and the service is attentive. Open from 11:30am to 10:30pm for Lunch and Dinner, then until 2am for cocktails.

SAMSON'S RESTAURANT AND BAKERY, in the Convenience Center (455-1461)

This New York City style restaurant offers excellent delicatessen sandwiches, hearty soups, and a salad bar. Try something from the bakery if you have a sweet tooth! Open 7am - 11pm for Breakfast, Lunch, and Dinner.

AESOP'S TABLES, in the Convenience Center (455-1535)

If award-winning authentic Greek cuisine will make you exclaim "Opa!" then Aesops is the right dining spot for you. Delicious entrees and enticing desserts are available from 11am to 11pm for Lunch and Dinner.

B.J.'s CHICAGO STYLE PIZZA, in the Convenience Center (455-0662)

Deep dish Chicago style pizza, submarine sandwiches, antipasto salads, and other treats are offered at this brightly decorated restaurant. Open 10am to 11pm for Lunch and Dinner.

PIRET'S in the La Jolla Village Square Mall (455-7955)

This French Bistro is also an award winner! Reservations are recommended, but the effort is well worth it. Excellent daily selections plus an expansive regular menu provide enough choices to satisfy most individuals. The decor is art deco and the mall setting gives you the opportunity to explore some of the fine specialty shops located near the restaurant. Open for coffee and pastries from 10am to 11:30am, then Lunch and Dinner until 8:30pm.

ST. GERMAIN'S, Holiday Court (455-1512)

If what you have in mind is a loaf of fresh baked french bread, some imported cheese, and a bottle of your favorite wine, just walk halfway down the hill to St. Germain's. Pastries, international chocolates, and coffees as well as fruits and beverages are also available. A delicatessen under the same name is next door. Open 8am to 9pm (only open until 7pm on Sundays).

TGI FRIDAY'S, in the La Jolla Village Square Mall (455-0880)

The crazy hats, floating balloons, and festive mood are all part of the fun that is TGI Friday's. Offering a wide range of appetizers, salads, entrees, and desserts (over 120), Friday's has something for everyone. Open daily from 11:30am, Friday's continues to serve food until 1:00 am and cocktails till 2am 7 days a week.



AIR FORCE HEALTH STUDY

Welcome. This schedule is designed especially for you. If you should encounter any problems or delays in your schedule, please return to the AFS Waiting Room or call the operator and ask for extension 4058 or beeper 348 or 737.

<u>DAY 1</u>	<u>PATIENT 8</u>	<u>REPORT TO:</u>
0645	Arrival at Scripps Clinic	
0700-0715	Free Time	
0715-0730	Blood Drawn	AFS Waiting Room
0730-0745	Skin Test Plant	AFS Waiting Room
0745-0800	Free Time	
0800-0815	Chest X-Ray	1st Floor-AOP-Radiology
0815-0830	Free Time	
0830-0845	EKG*	AFS Waiting Room
0845-0915	Free Time	
0915-0930	Blood Drawn	AFS Waiting Room
0930-1000	Physical Exam	AFS Waiting Room
1000-1030	Doppler Exam**	3A Scheduling Desk
1030-1100	Neurological Exam	3A Scheduling Desk
1100-1230	Lunch - Smoking Allowed	
1230-1430	NORC Interview	TMU C
1500-1530	Dermatological Exam	1B Scheduling Desk
1730	Deliver 12-hour urine specimen to Room 103/105 at the La Jolla Village Inn	

* No food, smoking, or caffiene four hours before exam

** No food, smoking, or caffiene four hours before exam

AIR FORCE HEALTH STUDY

DAY 2

PATIENT 8

REPORT TO:

DAY 2- IMPORTANT!
DRINK WATER IN A.M. FOR
URINE COLLECTION

0645	Arrival at Scripps Clinic	
0730-0745	Free Time	
0745-0800	Blood Drawn	AFS Waiting Room
0800-0815	Skin Test Read	AFS Waiting Room
0815-0945	Free Time	
0945-1000	Blood Drawn	AFS Waiting Room
1000-1300	Halstead	TMU B
1300-1400	Lunch	
1400-1600	MMPI and Cornell	TMU C

No Smoking Restrictions after 2nd Blood Draw

6-10-85

U.S. Air Force Health Study, La Jolla, California

KEY CONTACTS and IMPORTANT PHONE NUMBERS

San Diego Area Code (619)

<u>Air Force Monitor</u>	La Jolla Village Inn Suite 105	453-5500
.In Hotel DIAL 5-105	
.	Office at Scripps Clinic (direct dial)	457-8264
 <u>Scripps Clinic</u>	Switchboard	455-9100
.Nurse Coordinators	x4058
.	Health Study Waiting Room	x4049
 <u>SAIC Logistics Coordinators</u>	Jean Perkins	458-2643
.	Jaqui Kirk	458-2644
 <u>La Jolla Village Inn</u>		453-5500
 <u>Ask Mr. Foster Travel Agency</u>	Health Study Airline Ticket Coordinator, Pat Brown	458-2914

Internists in the La Jolla area:

Dr. Donald Kaufman, Scripps Clinic	455-8144
Dr. Thomas Cummings, Pacific Beach	483-6830
Dr. Linda Falconio, Encinitas.	436-5002

Ophthalmologists in the La Jolla area:

Dr. Joseph Michaelson, Scripps Clinic	457-8692
Dr. Perry Binder, La Jolla.	457-3050
Dr. Woodrow Hunt, La Jolla.	457-3050

HOSPITALS AND EMERGENCY CARE

Scripps Memorial Hospital La Jolla Switchboard	457-4123
9888 Genessee Avenue Emergency Room	457-6150
La Jolla, California 92037	

Veterans Administration Hospital Switchboard	453-7500
3350 La Jolla Village Drive Emergency Room	x3561
La Jolla, California 92161	

<u>Scripps Urgent Care</u> Monday through Friday 8am to 8pm	457-8638
. Saturday and Sunday 8am to 6pm	
. Emergency Receiving AFTER HOURS	455-8769

<u>Clairemont Readicare.</u> 7am to 11pm	272-5020
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DEPARTMENT OF THE AIR FORCE
USAF SCHOOL OF AEROSPACE MEDICINE (AFSC)
BROOKS AIR FORCE BASE, TEXAS 78235

One of the primary advantages of the Air Force Health Study (AFHS) is the opportunity to medically follow the same group of people over a relatively long period of time. Your participation in these periodic interviews and physical examinations are key elements in this program, and reviews of medical records play an equally important role.

In the initial portion of this study, the medical records staff of the AFHS reviewed thousands of records ranging from doctors' notes, to surgery and hospital discharge summaries, birth and death certificates and autopsy reports. The task of tracing and obtaining these important medical records and documents has been quite difficult, but you can make the task much easier for us in the future by keeping us informed of any major surgery or hospitalizations which you have. If convenient, the information may be provided by phoning AUTOVON 240-2414, or within the state of Texas call collect at (512) 536-3309, or from outside the state of Texas call toll-free 1-800-531-7231.

Another problem which the records personnel faced was inaccurate information found on many death certificates. Occasionally, these certificates did not contain accurate causes of death. This created difficulties for the mortality portion of the AFHS. Families often authorized autopsies on the deceased study participants, and we were then able to determine the true cause of death in these instances.

In order to provide more accurate information to answer the health issues arising from the Vietnam conflict, we ask that you and your family consider granting permission for an autopsy if you should die within the next 20 years. While this is a sensitive issue for many people, the detailed information obtained from an autopsy will not only help the Air Force in its study, it will also provide knowledge that will be used to improve the health and medical care of many other people.

Many of today's health issues focus on the effects of environmental contaminants on health. In many cases, the only way to determine how much of a given pollutant an individual has absorbed in his body is to take a biopsy specimen of his fat. This procedure is uncomfortable if performed by itself, but if performed during surgery for another reason, it is totally innocuous. Therefore, if in the next five years you have surgery for some other reason, please

ask your surgeon to collect about 20 grams of fatty tissue for the AFHS and to call us at any of the above phone numbers so we can advise him on how to store and ship the specimen.

Biopsies, surgery and autopsies are difficult for some people to discuss. However, we do ask that you give them some thought. Just as your participation in the questionnaire and physical examination portions of the study were strictly voluntary, your decisions concerning these issues are also voluntary. We appreciate your consideration of these important matters, and will respect any decision you make. Thank you.

A handwritten signature in dark ink, appearing to read "William H. Wolfe". The signature is fluid and cursive, with a long horizontal stroke at the end.

WILLIAM H. WOLFE, Colonel, USAF, MC, FS
Chief, Epidemiology Division

5-30-85

U.S. AIR FORCE HEALTH STUDY

La Jolla, California

S H U T T L E B U S S C H E D U L E

MONDAY, TUESDAY, AND THURSDAY

AM: DEPART La Jolla Village Inn
6:30 am

ARRIVE Scripps Clinic
6:45 am

PM: DEPART Scripps Clinic
4:30 pm
5:15 pm

ARRIVE La Jolla Village Inn
4:45 pm
5:30 pm

WEDNESDAY SCHEDULE ONLY: (for Day 1 arrivals and Day 3 departures)

AM: DEPART La Jolla Village Inn
6:30 am (Day 1 arrivals)
7:00 am (Day 1 arrivals)
7:30 am (Day 3 participants)
8:30 am (Day 3 participants)

ARRIVE Scripps Clinic
6:45 am
7:15 am
7:45 am
8:45 am

DEPART Scripps Clinic
10:30 am (Day 3 departures)
PM: 12:30 pm (Day 3 departures)
3:30 pm (Day 3 departures)
4:30 pm (Day 1 departures)
5:15 pm (Day 1 departures)

ARRIVE La Jolla Village Inn
10:45 am
12:45 pm
3:45 pm
4:45 pm
5:30 pm

FRIDAY SCHEDULE

AM: DEPART La Jolla Village Inn
7:30 am
8:30

ARRIVE Scripps Clinic
7:45 am
8:45 am

DEPART Scripps Clinic
10:30 am
PM: 12:30 pm
3:30 pm

ARRIVE La Jolla Village Inn
10:45 am
12:45 pm
3:45 pm

New From PRAEGER

HERBICIDAL WARFARE

The RANCH HAND Project in Vietnam

by Paul F. Cecil

In 1961, the United States Air Force began using chemical herbicides as a weapon in Southeast Asia. The tactic lasted only ten years, but the controversy it provoked continues to this day. Criticisms range from the charge that the herbicides did irreparable damage to the Asian environment to the recent "Agent Orange" lawsuits claiming that the chemicals have caused U.S. servicemen and their children physical and mental impairments. While much attention has been given to these claims, little light has been cast on the actual history of the herbicidal operation, code-named RANCH HAND.

Herbicidal Warfare is the history of this unique aviation mission, from its conception to its termination. It describes how the operation dispensed over 11 million gallons of chemicals over Southeast Asian jungles and croplands while flying unarmed, obsolescent aircraft at tree-top level. Based on the author's own experiences, hundreds of interviews with RANCH HAND veterans, and careful research of primary sources, many of which have only recently been declassified, this book provides a comprehensive and in-depth view of the men who flew the missions and their role in the events in Southeast Asia. It also reviews the scientific reaction to herbicidal warfare and how the controversy that ensued eventually caused the cancellation of the operation.

Herbicidal Warfare presents the RANCH HAND project from the standpoint of the participants. It views chemical herbicides as a viable, useful weapon in conflicts involving a guerilla environment, while also citing justifiable criticism of several elements of the program as it was practiced in Vietnam. For the general reader it provides an alternative view to that usually offered by the media. For the military historian, it provides a broader and more vivid account than is currently available from official histories. Military planners will also find it useful as a study of a weapons system and the consequent effect of scientific opposition to its development.

Continued.....

PRAEGER

Paul F. Cecil is Senior Research Historian in charge of Automated Data Services at the Texas State Historical Association and Associate Editor of the "Handbook of Texas". A retired Lt. Colonel in the United States Air Force, he flew over 1000 combat missions, many in the RANCH HAND project.

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288pp.

ca. \$26.95

ISBN 0-03-005743-4

February '85

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AUGUST 1985

Aerial Spray Branch fights Idaho 'hoppers

By TSgt. John O. Meekins

BOISE, Idaho — The 907th TAG Aerial Spray Branch spent a little of June and a lot of a hot July here helping contain the most serious grasshopper infestation in the United States in 40 years.

The unit got its orders after a federal emergency was declared in 14 western states as hordes of ravenous grasshoppers were munching their way through millions of acres of prime farm and range lands.

The spray branch moved fast. It got orders late one night. By noon the next day, engines on two of the unit's C-123's were turning and ready for take-off from Rickenbacker ANGB, Ohio.

Three days later, the C-123's were making broad, spraying sweeps over southeastern Idaho. On the fourth day, a third "spray bird" had joined the fray.

All together the unit was in Idaho four weeks. When it left, it had sprayed more than 735,000 acres here and near Pocatello in southwestern Idaho.

It was the largest number of acres ever sprayed by the unit at one time, George Rowcliffe, chief of the unit, said. Two years ago in another civilian emergency the unit sprayed 525,000 acres in Minnesota because of an equine encephalitis outbreak.

Maj. Terry Biery, a spray branch entomologist, said the mission here was

different from others the unit had flown because of the grasshopper.

"We'd never sprayed grasshoppers before," he said, so the unit had to learn new techniques.

For example, it had to release the spray so that it reached the ground and the grasshoppers. With mosquitoes, the unit's usual target, the objective is to have the spray hang in the air so the insect will fly through it.

Ground Crews Challenged

Ground crews found the work challenging here, too.

"We were operating with no (maintenance) facilities at Pocatello," SMSgt. George Janasov said of the situation he and his crews faced there.

That meant his crews had to make-do with what they had at hand to keep those C-123's flying.

For example, on the flight here, one airplane landed at North Platte, Neb., because of engine trouble. As TSgt. Ralph Conner and MSgt. Ron Seymour were fixing the engine, a wrench broke. They didn't have a spare. So, they improvised.

"We went into town and found a welder to weld it back together for us," Sergeant Conner said. The wrench worked fine after that. Cost of the repair, by the way, was \$6.50.

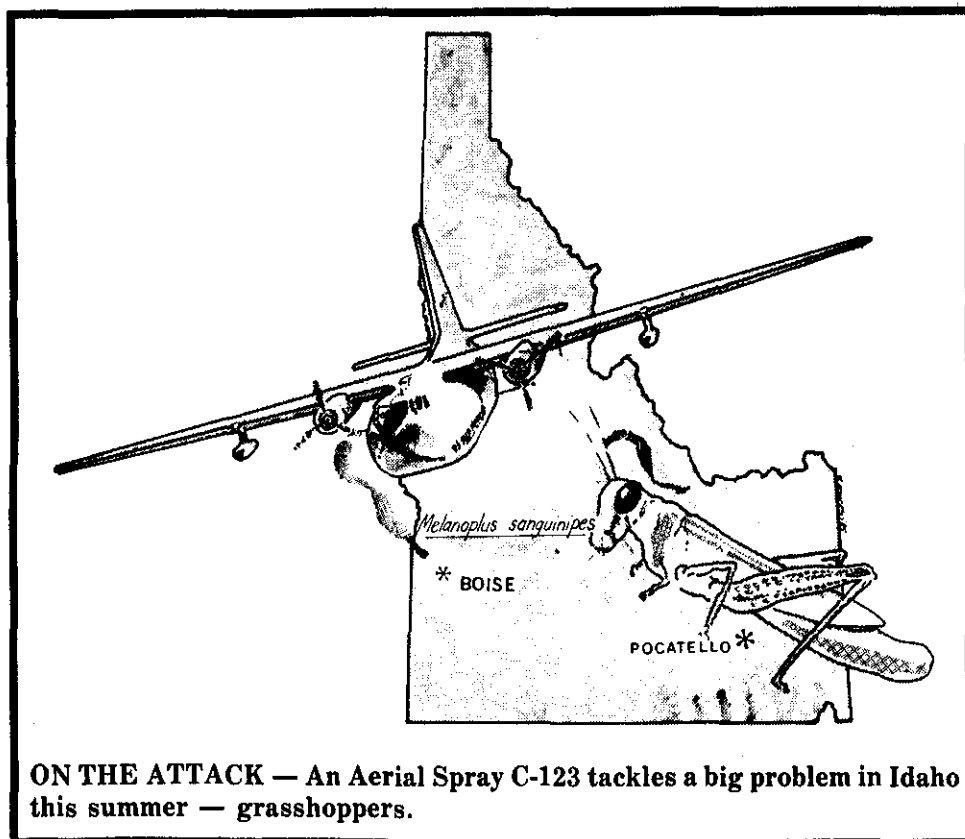
Sergeant Janasov said in addition to having to improvise, his crew members also had to be versatile.

"Everybody had to be able to do all the jobs, or we wouldn't have gotten the job done," Sergeant Janasov said.

Aircrews tested, too

Capt. Jay Smith, a pilot, returned from one mission in the mountains near Pocatello saying, "You really work up there."

(Turn to Page 6)



ON THE ATTACK — An Aerial Spray C-123 tackles a big problem in Idaho this summer — grasshoppers.

Spray branch praised for 'hopper effort

(Continued from Page 1)

He was referring to the special techniques required to fly through deep valleys and climb high mountains and still be able to spray low, straight swaths.

The mission start here was slow, shaky.

The weather the first days in Pocatello was cold and rainy so the chemical was slow to take effect on the grasshoppers.

As a result, ground crews headed by people like entomologist Capt. Robert McKenna at first found few dead grasshoppers.

Airplanes were not always hitting their swath lines early in the mission, so there were gaps in coverage.

But, if the first few days were uncertain, by the fourth day the weather had warmed. The airplanes were hitting their swath lines. Ground crews started finding lots of grasshoppers — dead.

Major Biery reported 95 percent of the grasshoppers were being killed.

Besides the success of the mission to buoy the feelings of those working at Pocatello, there also was a strange, but exciting atmosphere about it all, too.

Ground crews reported at 4 a.m. So when aircrews arrived at 4:30 a.m., red lights atop the tails of the C-123's would be flashing urgently in the dark.

Rowcliffe would conduct pilot and navigator briefings on "Delta, Bravo and Golf" areas starting at 4:30 a.m. By 5:20 a.m., it would be start engines.

And there were a lot of engines starting. Besides those of the C-123's, there were engines on two civilian-owned C-54's and a covey of small, single-engine spray airplanes.

There in that pre-dawn darkness, with all those engines roaring as the airplanes trundled down for take-off, as one observer put it, "You could almost imagine B-17's and fighters go-

ing off to bomb some target deep in occupied Europe."

After two weeks at Pocatello, the spray branch worked two more weeks here covering broad areas near Mountain Home AFB 50 miles away.

Here, too, there were some early jitters as the mission got underway, but by the third day, swaths were on line, the kill was high, the spray branch was humming again.

If the spray branch was happy with how well things went, local officials in Idaho were even more so.

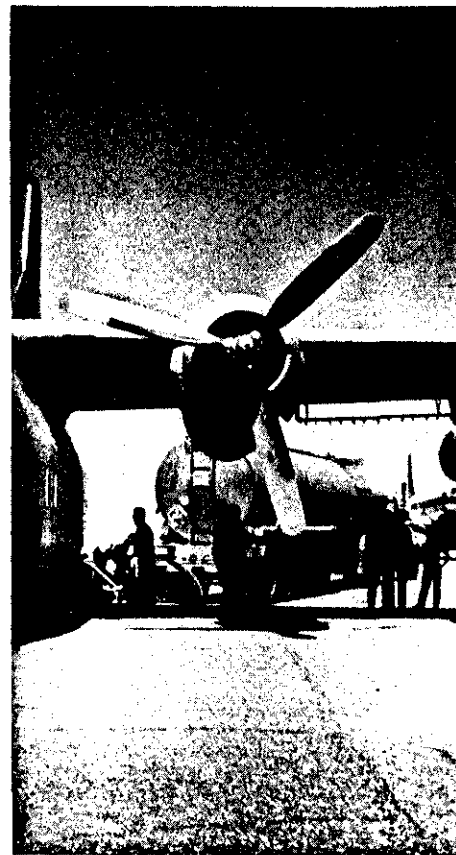
"We couldn't have done it without you," Idaho Gov. John Evans told the spray branch.

The highest and most sincere praise, however, came from a farmer who saw the grasshopper population in his fields almost disappear after the spray branch came.

Speaking at a public meeting in Pocatello, the farmer said, "Thank God for the Air Force."



AFTER THE FLIGHT — After an orientation flight, Idaho Gov. John Evans chats with Lt. Col. Ernest Webster, 907th TAG commander, Brig. Gen. William Basnett, 94th TAW commander, and 907 TAG navigator Lt. Col. Richard Miles. Colonel Webster and General Basnett flew to Idaho to view Spray Branch operations. Right, crews gather around to load chemicals on a C-123K.





MAPS! MAPS! Maps were important to the success of the grasshopper war. Maj. Terry Biery talks with Lt. Col. Paul Sargent about them, above. Maj. David Spindle looks at a different one below.



"SPRAY ON"

Photos by
TSgt. John O. Meekins



FILLER UP — Msgt. Donald G. Sietzinger pumps fuel into a C-123 during the Idaho 'hopper war.



GREETINGS — Idaho Gov. John Evans, left, visits 907th TAG Spray Branch at Pocatello, Idaho.



Fact Sheet

United States Air Force

AERIAL SPRAY BRANCH
907th TACTICAL AIRLIFT GROUP
94th TACTICAL AIRLIFT WING
RICKENBACKER ANGB COLUMBUS, OHIO 43217

MISSION: The Branch is tasked to discharge the Department of Defense aerial spray operation which is the responsibility of the United States Air Force Reserve. The 94th TAW maintains, in addition to its normal airlift mission capabilities, the commitment to provide three aircraft capable of dispensing liquid pesticides. They are now the Air Force's sole source of spray capability.

UNITS AND AIRCRAFT: The Branch is a part of the 94th Tac Airlift Wing of the Air Force Reserve stationed at Rickenbacker ANGB, Ohio. UC-123K "Provider" spray equipped aircraft are utilized.

PERSONNEL: The 94th Tactical Airlift Wing is commanded by Brigadier General William W. Basnett. The Chief of the Spray Branch is George S. Rowcliffe. Pilots, navigators, flight engineers, spray operators, entomologists and ground support personnel are assigned.

COMMAND RELATIONSHIP: The 907th Tactical Airlift Group is a Military Airlift Command gained unit.

HISTORY: The Aerial Spray Branch operation was assumed by AFRES from the 4500th Aerial Spray Flight, Langley AFB, Virginia on 1 April 1973. The 355th took over this mission from the active force when it was assigned three UC-123K spray aircraft in April 1973 along with an active duty Air Force entomologist. The Unit's first spray mission took place at Langley AFB on 22 May 1973, with a spray for pest mosquito suppression.

During the first year, 1973, special projects included two research missions in conjunction with the Army at Camp Drum, New York to investigate the efficiency of black fly control by Aerial Spray.

The Panamanian government requested assistance from the United States in July 1973 to combat an outbreak of Eastern Equine Encephalitis in the Canal Zone. The first AFRES mission on 17 July knocked out the migratory salt marsh and adult fresh water mosquitoes.

The second full spray season for the Spray Branch was flown during 1974 with 310,000 acres covered for pest control. Missions were flown for mosquito, black fly, Japanese beetle and grasshopper control with mission locations ranging throughout the entire United States.

The 1975 spray season got underway in dramatic fashion as in mid-May they were called on to proceed to the Pacific Island of Guam with all possible speed. The mission was to spray for mosquito control at the huge, Southeast Asia refugee camp. The first spray mission was flown 23 May. A total of four spray applications was made covering more than 160,000 acres. The feared outbreak of dengue fever never materialized. The Governor of Guam gave special recognition to the crews including the presentation of a flag of Guam.

During 1977 and 1978 five missions were conducted for Japanese beetle control at Lajes AB, Azores. These beetles are an international quarantine pest and had become firmly established in the Lajes local area.

In April 1980 a joint test on effective mosquito control was conducted with the United States Department of Agriculture at Avon Park AF Range, FL.

In 1981, missions were flown for Gypsy Moth control at West Point, NY and Ft Dix/McGuire AFB, NJ. Additional missions were flown at various locations for sandfly control and mosquito control.

In 1982 all USAF C-123Ks were scheduled for deactivation, but a decision was made to retain four at Rickenbacker ANGB, Ohio in Aerial Spray. At Parris Island MCRD, SC, in April 1983, we demonstrated the first successful area control of sandflies in the US by getting better than 95% reduction in the natural population. Two very successful noxious vegetation control missions were flown at the Utah Test and Training Range, west of Hill AFB, Utah.

In 1983 in Minnesota, 217 communities and 525,024 acres were sprayed in response to a public health emergency for Western Equine Encephalitis. Other pest control missions were flown at Parris Island MCRD, SC, Ft Ritchie, MD, Langley AFB, VA, Ft Eustis, VA, McGuire AFB, NJ and Dover AFB, DE.

The 1984 calendar year completes the 12th season with the USAF Aerial Spray resources assigned to the AF Reserve. Mosquito missions were flown at Ft Eustis, VA, Langley AFB, VA, Homestead AFB, FL and Avon Park, FL. Gypsy moths were sprayed at Ft Dix, NJ, McGuire AFB, NJ and Ft Ritchie, MD. Other pest control missions were flown at Hill AFB, UT, Parris Island MCRD, SC and Loring AFB, ME. During this year 19 missions were flown and 387,713 acres sprayed. For the past 12 years the totals are 242 operational missions and 4,252,639 acres sprayed.

BUCKEYE FLYER

907TH TACTICAL AIRLIFT GROUP
RICKENBACKER ANGB, OHIO 43217

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VOL. XXIII NO. 10

AN AIR FORCE RESERVE NEWSPAPER

OCTOBER, 1983

Utah spray caps late season rush

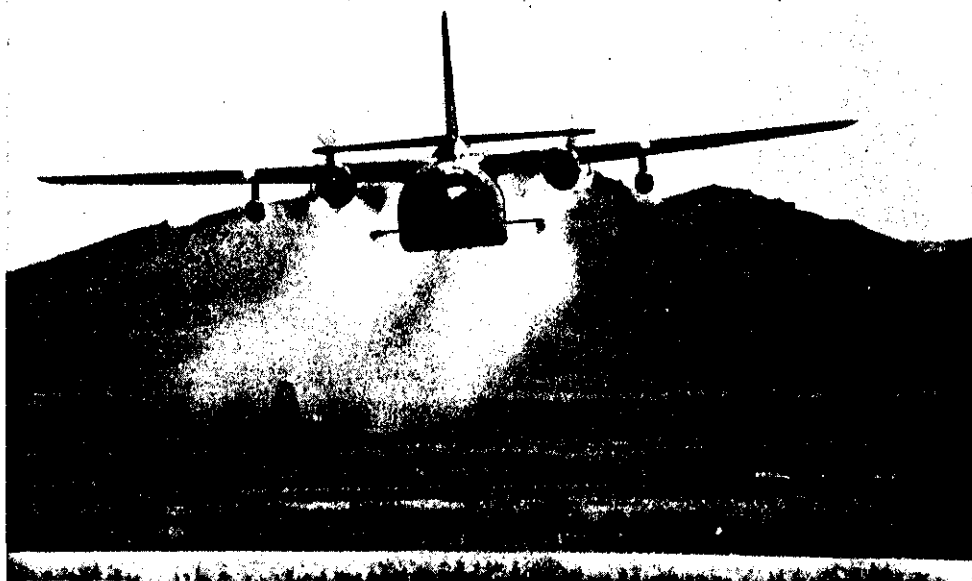
by Jim Mac Master

What had been a somewhat slow season for the 907th aerial spray branch suddenly turned "180 degrees". It got very, very active starting late in August.

The unplanned factor was the emergency spraying done in Minnesota as three C-123Ks dashed to the northland August 23rd to combat mosquitos that threatened an epidemic of western equine encephalitis. Their spraying of more than a half million acres in Minnesota very probably saved some lives. Reports now indicate no human deaths and Minnesota seems happy that the three million dollars they spent was worth while.

The next spray saved something else—dollars. This was at the Utah Test and Training Range near Hill AFB. The spray guys went directly to Utah after the Minnesota spray was terminated September 3rd. At the end of that spray and a one-plane appearance at an Open House at Hill, some of the people and airplanes had been gone for nearly a month.

The mission in Utah was "vegetation control" and it was the second time the sprayers have worked on that job. The vast ranges that are used for various weapons tests have vegetation that has to be cleared out. Being able to knock out



ROARING OVER UTAH's Test and training range is one of the 907th aerial spray 6-123Ks as they did a "vegetable control" mission. A mission that the Air Force feels will save millions of dollars on keeping the range clear. (Photo by TSgt. Doug Moore)

the vegetation by aerial spray versus sending in ground crews, makes for a saving estimated in the millions of dollars for the Department of Defense.

Our spray guys have been versatile and figures to give an idea of what they are accomplishing are, to say the least, varied. Spraying against mosquitos in Minnesota, they flew 71.7 hours spraying and covered 524,444 acres. In Utah, they flew nearly the same time and there covered just 4,350 acres.

Why the great difference? A different requirement on what they deliver in chemicals to the acre. Gallons sprayed at Utah were well over three times what they put out in Minnesota.

When the month-long "big" effort is evaluated, the performance of the sprayers and their "ancient" C-123Ks is impressive. The maintenance people kept them flying. Lt. Col. George Rowcliffe, spray branch chief, couldn't say enough about the work done to keep the 123s in commission.

"In the spray business, things have to be done when conditions are right or effectiveness is nill. You can't push it," Colonel Rowcliffe commented. "If you don't get the mission off right on time, the whole thing can be cancelled out."

There were 31 907th people involved in the month-long spray operation. Some of them went the

continued page four

356th was bomber outfit

All you members of the 356th Tactical Airlift Squadron probably feel that your outfit has always been in the tactical airlift business. Not so.

The 356th Squadron had its origin almost 42 years ago as the—356th Bombardment Squadron (Heavy) on January 28, 1942. It was changed to a (Very Heavy) designation in June 1944 and remained so until April 1946.

Along the way it flew B-24s, B-17s and B-29s. It engaged in World War II combat in July and August 1945 flying B-29s out of Northwest Field, Guam. It was inactivated as a bombardment squadron April 1946.

907th TAG Historian, TSgt. Larry Mertens, traced the history of the 356th through World War II. While its combat period was only about six weeks, thanks to the end of the war in the Pacific, the unit did receive a Distinguished Unit Citation. It also had one of the more imaginative unit emblems pictured here.



Emblem description: On a light blue green disc, edged black, a caricatured "stripped down" duck yellow orange in flight toward dexter, with red feet, black wing tips, and light magenta eyelids, wearing a brown aviator's helmet, and having a knot tied in the neck, while holding a large aerial bomb in the feet, and having a small, black cannon lighted at the fuse, proper, tied on back with brown string, beside six, small, black cannon balls resting on duck's back, all between a white cloud formation in chief and a like cloud formation in base.

Becomes troop carrier

First reactivation after WWII was in the Air Force Reserve as the 356th Troop Carrier Squadron (Medium) in June 1949 at McChord AFB, Wash. Then in June 1952 it was moved to Clinton County AFB, Ohio as part of the 302nd Troop Carrier Wing. From that point the unit has operated as a Troop Carrier, Special Operations and Tactical Airlift Squadron from Clinton County AFB and Lockbourne (now Rickenbacker ANGB) with the move made July 26, 1971. Aircraft flown as a reserve unit have included: C-46, C-119, C-123K and now the C-130A.

Smoke fumes deadly danger in airplanes

by TSgt. John Meekins

Smoke as well as fire can be deadly in an airplane, so there are measures everyone who flies should know, according to Maj. William E. Miller, 907th TAG chief of safety.

The smoke danger was especially brought home recently by the Air Canada jet that made an emergency landing in Cincinnati.

Many passengers died from inhaling deadly fumes. Experts say the survivors lived because they filtered the fumes by breathing through a napkin or other cloth.

With the smoke danger in mind, Major Miller passed along these tips that could save your life if an airplane on which you are riding—civilian or military—fills with smoke:

□ Identify exits when you get on, and count how many seats you might have to feel your way past to reach one. Dense smoke not only robs you of clean air, it can also blind you.

□ In case of smoke, grab a wet towel, napkin or other cloth and breathe through it. It will help filter toxic fumes. The cloth should cover nose and mouth. Breathing should be slow and shallow.

Finally, to emphasize how important all this is, Major Miller noted that oxygen systems on civilian and military aircraft will not help below 10,000 feet. Those systems are really for depressurization problems, he explained. Thus below 10,000 feet where pressurization is not a problem, the air inside the airplane cabin, which in a fire could be deadly, is what comes through the oxygen masks.



4 more specialties can get bonus

by Maj. Wayne Van Houten

Four new Air Force specialty codes have been added to the eligibility list for re-enlistment bonuses during the 1984 fiscal year. The new list becomes effective Oct. 1, 1983.

The new AFSCs include 321X2P, 391X0, 622X1, and 902X2. These and 20 other AFSCs will be eligible for bonuses of \$900 for a three-year re-enlistment and \$1,800 for a six-year re-enlistment.

The other AFSCs on the bonus eligibility list for the coming year are K,M,A113X0C; K,M,A114X0; 209X0; 322X2B, 392X0; 423X2; 423X3; 426X2; 427X1; 427X5; 431X1;

431X2; 461X0; 462X0; 545X1; 551X0; 552X1; 555X0; 902X0 (except C); and, A902X0.

Two of the AFSCs on the list will be converting to new numbers as of Nov. 1, 1983. The conversions are 431X2 to 431X3 and 622X1 to 926X0. The two new AFSCs will still be on the bonus eligibility list after the conversion takes place.

Ten AFSCs that previously were on the re-enlistment bonus list will no longer be on it as of this UTA. Those numbers are 271X2, 306X2, 328X3, 423X1, 423X5, 472X4, 545X2, 551X1, 566X1, and 811X0.

whole route, including the Open House while some only did the Minnesota or Utah missions. Along with Colonel Rowcliffe here is the list of people who did what 907th commander, Col. David Webber called a "great" job: Lt. Colonels Ernest Conant, Paul Dabrowski, Paul Grubbs, David Skillings, Thomas Tatum; Majors David Deckman, David Spindle, Van Jones; Captains Terry Biery, Robert McKenna, James Smith, Kenneth Snyder, Robert Malyuk; CMSgt. Robert Schutte; MSgts. Clarence George, Marvin Lawrence, John Philson, Jack Romero, Donald Seitzinger; TSgts. Larry Bender, Robert Bien, George Burgess, Jr., Gary Carter, Charles Evey, Donald Jackson, John Mielke, Jeffrey Price, Ronald Seymour, Owen Talley Jr., Ralph Connor, Doug Moore; and Mr. Harry Jones.

Arkansas fly-a-way for 40th this month

by SSgt. John Meekins

Forty members of the 40th Mobile Aerial Port Squadron "fly-a-way" to Arkansas the middle of this month.

Capt. John Foreman, terminal services officer for the 40th, said purpose of the "fly-a-way" is one: training.

"There is a lot of material handling equipment we need to know that we don't have here at Rickenbacker," he said. At Little Rock AFB, there will be almost everything a good aerial port professional could want. There will be all sorts of loading equipment, including the 40K (K for kilogram) aircraft loader.

Besides the equipment, 40th members who "fly-a-way" also will have classroom instruction in a wide variety of aerial port subjects. The trip to Little Rock is the first of three "fly-a-way" members of the unit will go on during the next six months or so. They'll get a chance to go to Dover AFB in Delaware in January and back to Little Rock again in March, Captain Foreman said.



THE TOP PICTURE SHOWS THE RANGE area in Utah where the C-123s sprayed late last year and took out much of the foliage. The bottom photo shows crew chief MSgt. Don Seitzinger next to his airplane marked with a "bug" which is the main spray branch target, a mosquito. (Photos by TSgt. Doug Moore)



Fun run set November 6

by Maj. Wayne Van Houten

Grab your running shoes and head out for another fun run during the November UTA at Rickenbacker.

The next run will be held Nov. 6 at 2:30 p.m. starting near the base gym. The distances planned will be either three or six miles.

Leaflets with the rules, route, and registration information are in the unit orderly rooms this weekend. The leaflets can also be found at the dining hall, credit union, consolidated club, and the base exchange.

Awards and T-shirts will be distributed on Nov. 6. Anyone who did not receive a T-shirt from the fun run last spring should contact John Stempien at the base gym.



MUCH MEDIA INTEREST was shown during the aerial spray by the 907th in Minnesota late in August and early September. Top photo shows Capt. Terry Biery and Lt. Col. George Rowcliffe displaying a map of the area to be sprayed to media people from Fargo-Moorhead and the bottom picture shows Harry Jones telling how the first spray flight went. (Air Force Reserve photo)

Drivers have English tours

"We had to get the hang of driving on the left side of the road but it was smooth sailing after that."

This was the comment of TSgt. Thomaslee Brady, one of six vehicle operators from the 907th Combat Support Squadron who had active duty tours in England at RAF Mildenhall this summer.

The Buckeye drivers went overseas to help the active duty 513th Tactical Airlift Wing pulling tours from one to three weeks between July 24th and September 24th.

"Our main duty was to assist in the pickup of the air crews at the base," Sergeant Brady said. "Everyone did extremely well and we were happy to get this rare shot at an overseas tour."

Others taking tours were: MSgt. William Walker, SSgts. Richard Gray, Dwight Jack, Edward Loraditch and Amn. Adrienne Rieder.

WELCOME to the United States Air Force Health Study
Third-Year Followup -- La Jolla, California, 1985-86

The Air Force Health Study is a matched cohort epidemiological investigation of the possible long-term health consequences of military service in Southeast Asia. The success of the study depends on the voluntary cooperation of approximately 2,400 Air Force personnel. Personnel were first recruited to the study in 1982-83 (the Baseline Study) and will be followed for 20 years, with extensive physical, psychological, and laboratory testing occurring in years 3, 5, 10, 15, and 20.

The 1985-86 phase of the Air Force Health Study is the third-year followup effort. You will be given a detailed examination at the Scripps Clinic and Research Foundation, Anderson Outpatient Pavilion, during the next 3 days. The data from these tests will be assembled and analyzed and a report will be issued by the Air Force in early 1987.

It is essential for the validity of the study data that the examiners and staff at Scripps remain "blinded" to your specific activities while in Southeast Asia. You may be asked general questions about your experience, but none about your duties. We ask your cooperation in not commenting on your specific assignments in Southeast Asia.

Your voluntary participation in the Air Force Health Study is deeply appreciated by the Air Force and by the contractor team: Science Applications International Corporation (SAIC), the Scripps Clinic and Research Foundation (SCRF), and the National Opinion Research Center (NORC).

If you should have any questions, please feel free to address them to the Air Force Study Monitor who will be with you during your stay, or to either the SAIC Logistics Coordinators, Jean Perkins and Jaqui Kirk, or the Scripps Nurse Coordinator, Betty Greene.

INSTRUCTIONS FOR FILLING OUT THE FOLLOWING FORMS:

- (GREEN) AFHS-8 VIETNAM COMBAT INDEX
- (ORANGE) AFHS-1 HISTORY
- (BLUE-GREY) AFHS-2A REVIEW OF SYSTEMS

DO NOT ATTEMPT TO FILL OUT THESE FORMS UNTIL YOU HAVE READ THESE INSTRUCTIONS -- Thanks.

GENERAL INSTRUCTIONS

1. Do not fill out the forms the night of your inbriefing. You'll have plenty of time the next morning in your waiting room at the Scripps Clinic.
2. Correctly filled out forms are posted by the two doors of your waiting room. Please refer to them before you fill out your forms.
3. Do not fold, crumple, paper clip, or spill coffee on the form.
4. Do not enter your date of birth on the top of the form.
5. Do not use the La Jolla Village Inn pencil on these forms. Use only a #2 pencil that will be provided.
6. Do not use a magazine as a writing surface. Use the hard tables in your waiting room.
7. Do not fill out one form with another form right underneath it. The back of the top form can act like carbon paper and transfer deadly smudges to the form beneath it.
8. Do not write notes, comments, or responses anywhere on the forms except in the designated rectangular or square boxes.
9. Each of your responses that will be read by an optical scanner will be in a "bubble." Be certain that your "bubbles" are blackened at least as neatly as the samples posted on the waiting room walls.

GENERAL INSTRUCTIONS (Continued)

10. Every response that has a "YES" or "NO" choice must have a bubble filled for either "YES" or "NO" (but never both). The optical scanner has been programmed to reject any form that has any response with neither the "YES" or "NO" bubble blackened.
11. If you change your mind on a response, completely erase the incorrect response.
12. Before you turn in your forms at 1700 hours on your first day of examination, check them carefully and completely erase any smudges or stray marks.
13. When you turn your forms in, they should be in the following sequence: orange, blue-grey, black and white, green.
14. If you happen to ruin a form, you may get a replacement from the nurse.

VIETNAM COMBAT INDEX (GREEN)

1. Blacken the bubble for either "YES" or "NO" for each and every item on the form.
2. Don't write anywhere on the form except in the box to specify "Other Aircraft."

HISTORY (ORANGE)

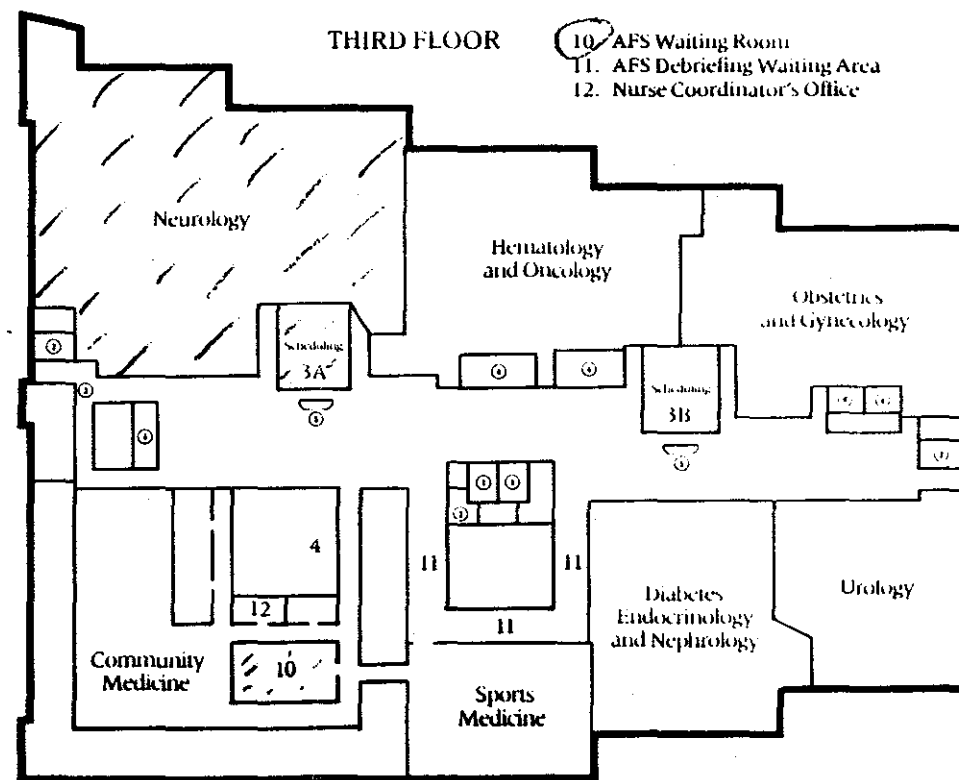
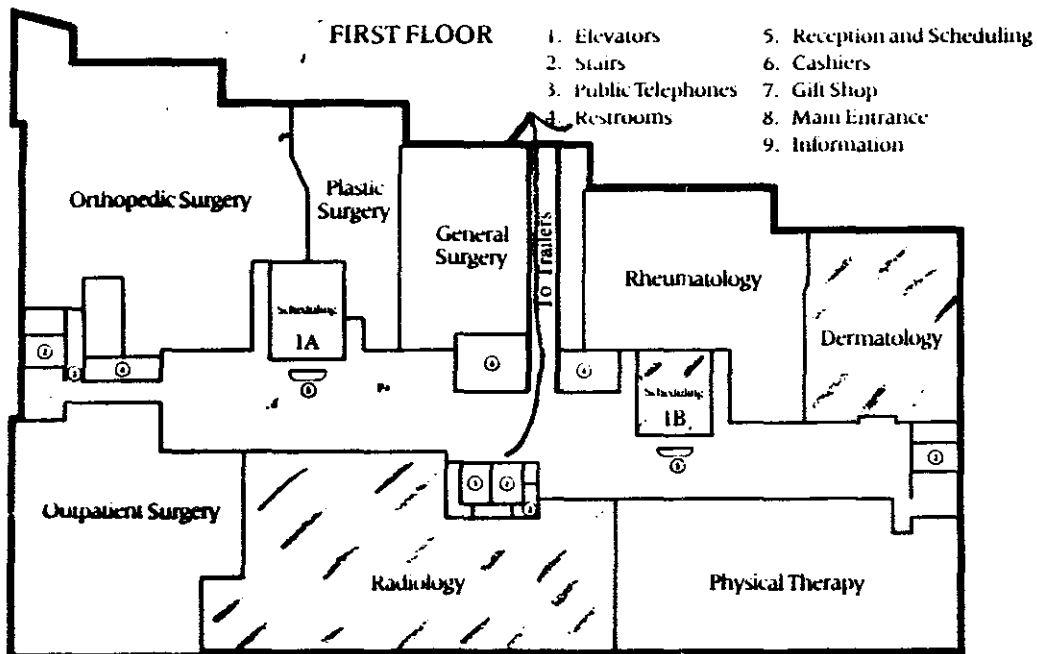
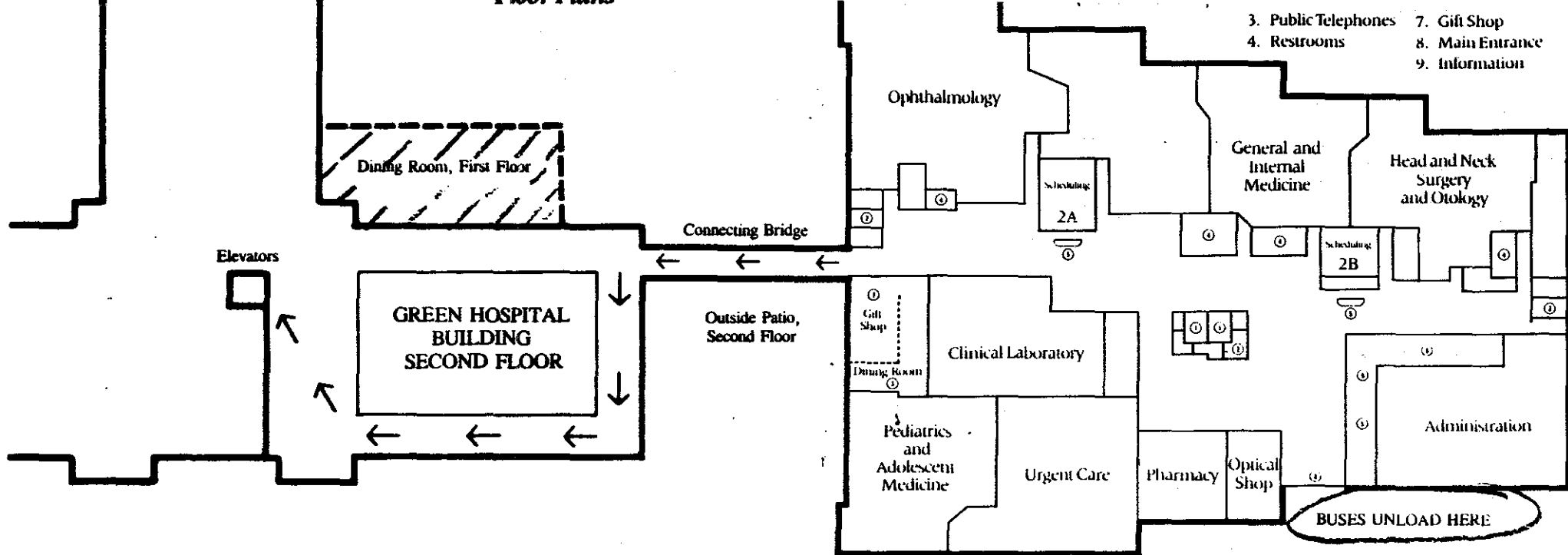
1. Family History - Fill the bubbles for any blood relatives whom you recall to have had any of the "familial" diseases. For each disease, fill the "none" bubble if appropriate. The "none" bubble also applies if you are adopted and have no children. you may write in the "Reviewer's Comments" block if you need to.
2. Current Family Status - If you don't know some of the requested information, just leave it blank. if you're not sure of the requested ages of your family members, do the best you can--it's tough to remember everyone's age and when to send a birthday card. Fill out the "condition of health" bubble for your parents only if you know them to be living and are aware of their health. Don't forget to fill in all the blocks for your children.
3. Personal History -- A lot of bubbles!
4. Past History -- Don't forget to fill out all the "Y" "N" bubble choices on the bottom.

REVIEW OF SYSTEMS (BLUE-GRY)

1. The first five questions, if "YES," require more information. This information goes in the boxes on the right side of the page.
2. If you want to clarify any of your responses, feel free to use the "Reviewer's Comments" block. Number your comment with the number of the question to which it refers.
3. To the right of the "get up nights to urinate" you will see "Y N COMMENT." Blacken the "Y" if you have entered comments in the "Reviewer's Comments" block, otherwise blacken "N."
4. There's more on the back of the form. Do not write in the big white box on the very top of the back of the form.
5. Exposure History -- Fill in "YES" or "NO" for each exposure. For each "YES," fill out one of the four blocks on the black and white form AFHS-2B EXPOSURE HISTORY DETAILS. If you have more than four exposures, do the following:
 - Get an additional AFHS-2B form from a nurse.
 - Print your name and case number on the top of the form.
 - Fill in the "Page X of X" boxes under the case number to indicate the total number of form AFHS-2B used.

If you have no exposures, trash the AFHS-2B.

jrw 5-29-85



GUIDELINES FOR REIMBURSEMENT

Dear Health Study Participant:

To ensure prompt processing and payment, please DELIVER the COMPLETED VOUCHER to the Logistics Coordinator at the Scripps Clinic Waiting Room on the second morning of your three-day examination schedule.

- . Voucher DUE TUESDAY morning for Wednesday departure
- . Voucher DUE THURSDAY morning for Friday departure

GUIDELINES

- . Complete ALL ITEMS on the voucher in BLACK INK.
- . Taxi or airport limousine fare from home to resident airport and return are reimbursable at actual cost. Receipts are required for all ground transportation expenses, regardless of cost.
- . Long-Term Parking at Resident Airport: attach the Daily Rate Schedule to voucher for payment of this expense.
- . Private auto transport from home to airport and return will be reimbursed at the rate of 20.5¢ per mile.
- . Private auto transport from home to San Diego will be reimbursed at the rate of 20.5¢ per mile plus tolls, with mileage based on The Official Table of Distances, but not to exceed the equivalent special reduced group air fare negotiated by Ask Mr. Foster.

Private auto mileage costs while in the San Diego area, as well as rental cars, are NOT REIMBURSABLE items. Bus transportation will be provided from the hotel to the clinic and return each day.

- . The meal allowance, incidental expenses allowance, and stipend are payable during official travel period only. Receipts are not required for these items.
- . When you check out of the La Jolla Village Inn, the Hotel will give you a receipt for payment of any Incidental Expenses (such as local and long-distance telephone charges; and bar, restaurant, or room service) that may have been charged to your room, if any.

Bring the Incidental Expenses Receipt with you to Scripps on the third day -- it must be attached to your voucher even if amount is \$0.00.

A REMINDER . . . While spouses and family members may accompany you to La Jolla with no additional lodging fee during the official travel period, transportation and meal costs for spouses are not reimbursable.