

Weather officer honored as outstanding MAC reservist

Paul W. Kadlec is a veteran civilian meteorologist. As Manager of Meteorology for Continental Airlines, he is the "it" man for the many weather related problems faced by a large commercial air carrier. Twenty-two years in the airline business are among the credentials which qualify him for his job.

Lt. Col. Paul W. Kadlec is an Air Force Reservist and an AWS weatherman. He spends two days each month, plus a two week period annually, tending to blue suit environmental matters. He has been doing this since 1950.

When he donned his Air Force hat last month and headed for

AWS headquarters, Lt. Col. Kadlec's schedule was slightly different from the usual routine. On his agenda this time was a meeting with Brig. Gen. William H. Best Jr., AWS Commander, to be honored as the Military Airlift Command's outstanding reservist of 1971. The award, recognizing the most distinguished of some 5,600 dual role citizens attached to MAC, was established last year, and Lt. Col. Kadlec is its first recipient.

In accepting the attractive plaque from General Best, Lt. Col. Kadlec commented on the importance of teamwork to the achievement of individual goals,

stating that his selection as the outstanding reservist for 1971 resulted from the joint efforts of many coworkers during his 22 years of service.

MAC's top reservist, who is among the pioneers of turbulence detection and forecasting, is presently assigned to the Directorate of Aerospace Sciences, Hq AWS. When questioned about the difficulty of accomplishing tasks with just two days working time each month, Lt. Col. Kadlec replied, "Yes, that's a problem all right. You've just got to jump in with both feet and stick with it."

Sticking with it is precisely what Lt. Col. Kadlec has been doing — certainly a major factor in his selection as the MAC Outstanding Reservist for 1971.



Brig. Gen. William H. Best presents an award to Lt. Col. Paul Kadlec which recognizes him as the MAC outstanding reservist of 1971. (USAF Photo)

Pennington to head Hurricane Hunters

RAMEY AFB, P. R. — The Air Force's famed Hurricane Hunters whirled their way into the 1972 hurricane season under the command of Lt. Col. Lawrence E. Pennington. Replacing Col. Keith D. Ricks, Colonel Pennington represents a new breed of commanders for the weather reconnaissance squadron, by being an experienced navigator, and a distinguished Command Pilot.

Colonel Pennington entered the Air Force in 1950 and received his commission through the aviation cadet program. A native of Georgia, he has been stationed in Texas, Wyoming, Alabama, Utah, Nebraska, Germany and Southeast Asia.

In Southeast Asia, Lt. Col. Pennington performed as a tactical airlift pilot in the Republic of Vietnam providing support for the Army's Special Forces.

Prior to assuming command of the renown "Hurricane Hunters," Lt. Col. Pennington was Chief, Current Operations, 3rd Weather Wing, at Offutt AFB, Neb.

Colonel Pennington received his education at Texas A & M University, College Station, Tex. He holds a Bachelor's Degree in meteorology and a Master's Degree in computer science.

Having been decorated with the Distinguished Flying Cross and the Air Medal with four oak leaf clusters, Colonel Pennington adds a sense of depth and unity to the 53rd Weather Reconnaissance Squadron at Ramey AFB, P. R.

Gen. Carlton new MAC commander

HQ MAC, SCOTT AFB, Ill. — Lt. Gen. Paul K. Carlton has been named commander of the Military Airlift Command. He also has been nominated by President Richard Nixon for promotion to four star rank.

General Carlton succeeds Lt. Gen. Jay T. Robbins who had been serving as interim commander since September 12 when Gen. Jack J. Catton, former MAC commander, assumed new duties as commander of the Air Force Logistics Command at Wright-Patterson AFB, Ohio. General Robbins is vice commander of MAC.

The late Gen. George B. Simler, commander of the Air Training Command at Randolph AFB, Tex., originally had been selected to succeed General Catton. He was killed three days before the change of command ceremony when his T-38 jet trainer crashed on takeoff at Randolph AFB. General Simler's aide, Maj. Gil L. Gillespie, also died in the mishap. The two were en route to Scott.

General Carlton presently is serving as the commander of the Strategic Air Command's 15th Air Force, March AFB, Calif. He also succeeded General Catton in that assignment in August 1969.

General Carlton has been in

the military service since September 1941 when he entered the Aviation Cadet Program. His World War II service included 350 combat flying hours. In 1944 he flew B-29 aircraft with the first group operating against the Japanese mainland from India and China.

Most of his service since then has been in the Strategic Air Command in command and staff positions. A command pilot, General Carlton has more than 12,000 flying hours and has flown the B-47, B-52, supersonic B-58, KC-135 aircraft and the Mach 3 plus SR-71 strategic reconnaissance aircraft. He is a graduate of the National War College at Washington, D. C.

His decorations include the Silver Star, Legion of Merit with one oak leaf cluster, Distinguished Flying Cross, Air Medal with five oak leaf clusters, Army Commendation Medal, and the Purple Heart plus service medals and ribbons.

A native of Manchester, N. H., General Carlton considers Erie, Pa., as his hometown. He is married to the former Helen Sweet of Albany Ga., and the couple has two children, Capt. Paul K. Carlton Jr., a distinguished graduate of the Air Force Academy who attends the University of Colorado Medical School in Denver, and Mrs. Peter (Dorothy) Sievert of Chicago.

AWS aids in stratosphere study

By Maj. Elichi Shibata

AWS Hq — The crews of the 58th Weather Reconnaissance Squadron have been tasked with performing a key role in an important scientific mission — increasing man's understanding of the stratosphere and its contribution to the climate of the earth.

For several years, scientists have warned that engine emissions from supersonic transports (SSTs) may pollute the stratosphere. This is the portion of the earth's atmosphere in which SSTs are being designed to fly. The stratosphere extends from 7 to 30 miles above the surface of the earth.

Because the stratosphere is more resistant to vertical mixing than is the troposphere below, substances deposited in the stratosphere may remain for long periods of time — from a few months

to several years, depending on the location and season of deposition. This long residence time could lead to a gradual accumulation of emission products which would conceivably reach concentrations similar to those remaining in the stratosphere after large volcanic eruptions. Scattering of sunlight from these particles may, over a prolonged period, produce a noticeable change in the average temperature at the earth's surface. Although these effects will no doubt occur to some extent, no one knows if they will reach harmful magnitude.

The Climatic Impact Assessment Program (CIAP) was formed in 1971 when the Congress determined that the US must assess, by mid-1974, the effects upon climate of high altitude aircraft programmed for the 1980's. The necessity of gathering high atmosphere data was

prompted by progress in aviation (including the development of the French Concorde SST) and by scientific uncertainty regarding the composition and behavior of the stratosphere.

Air Weather Service WB-57F reconnaissance aircraft assigned to the 58th WRSq. have been tasked with support of CIAP because they have the capability of flying into the stratosphere. The operation, assigned the AWS project name of COLD CLIMATIC, will use sensors installed on the aircraft to measure water vapor, electric field strength, radiation intensity, amounts of ozone and nitrous oxide, and other variables important to the balance of the stratosphere. Other instruments yet to be developed are also being considered for use aboard the AWS aircraft.

The proposed plan for the WB-57F requires extensive flying time due to the need for global coverage. After completing flights over the central US, the aircraft will sample the northern hemisphere from Alaska to the intertropical convergence zone. This zone, an air mass boundary between the northern and southern hemispheres, is the area in which the largest natural source of stratospheric water vapor is found. The stratosphere south of the equator will also be investigated to complete the global study.

The entire data collection effort will be followed by detailed quantitative analysis leading to a better understanding of the high atmosphere. From the results of the CIAP study, scientists hope to

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The Observer regretfully announces the following deaths:

August 11	CMSgt. (Ret.) Olive M. Folze, New Baden, Ill.
August 12	Alice B. Woods, a former AWS observer and wife of CMSgt. (Ret.) Earl A. Woods Jr., Shawnee Mission, Kan.
August 25	SSgt. Earl E. Huffsmith and his wife, Kathleen, Shaw AFB, S. C.; motorcycle accident near Sumter, S. C.
September 5	SMSgt. (Ret.) Billy S. Mills, Layton, Utah.
September 5	Martha A. B. Brzezczek, wife of CMSgt. Frank J. Brzezczek, Hq AWS, Scott AFB, Ill.
September 7	Norma M. Woelk, Belleville, Ill., a member of the Hq AWS secretarial staff since 1958.

Motorcycles are 'Murdercycles'

The following article is reprinted, with permission, from the October 24, 1971 issue of the National ENQUIRER. Copyright National ENQUIRER, Lantana, Fla.

Motorcycles should be called "murdercycles," says a medical authority who has seen more than 200 cases of seriously injured motorcyclists.

Dr. Ernest W. Johnson, chairman of the Dept. of Physical

Medicine and Rehabilitation at Ohio State University, explained to The ENQUIRER that the motorcycle is obsolete as a form of transportation.

"There is no place for it on roads or in cities today. It is a vehicle whose time has passed," he declared. "The density of automobiles is so high now that motorcycles have to get off the highway or car drivers will simply wipe them out."

Dr. Johnson stressed that he has nothing against motorcyclists, but is in fact concerned for their safety.

"The usual accident is that of a car pulling out in front of a motorcyclist who has the right of way," he said.

"The car will have a dent that costs \$100 to fix but the motorcyclist has a permanent head injury."

"All you hear about is how we're making the automobile safer — better bumpers, seat belts, air bags — and then we turn the car loose going 75 miles an hour on the same road with unprotected motorcyclists."

"It's unbelievable. It's like putting little league football kids without protective equipment into the field against heavy, padded pros."

Dr. Johnson said he feels so keenly about motorcycle accidents because in 15 years of practice he has seen more than 200 cases of serious injury.

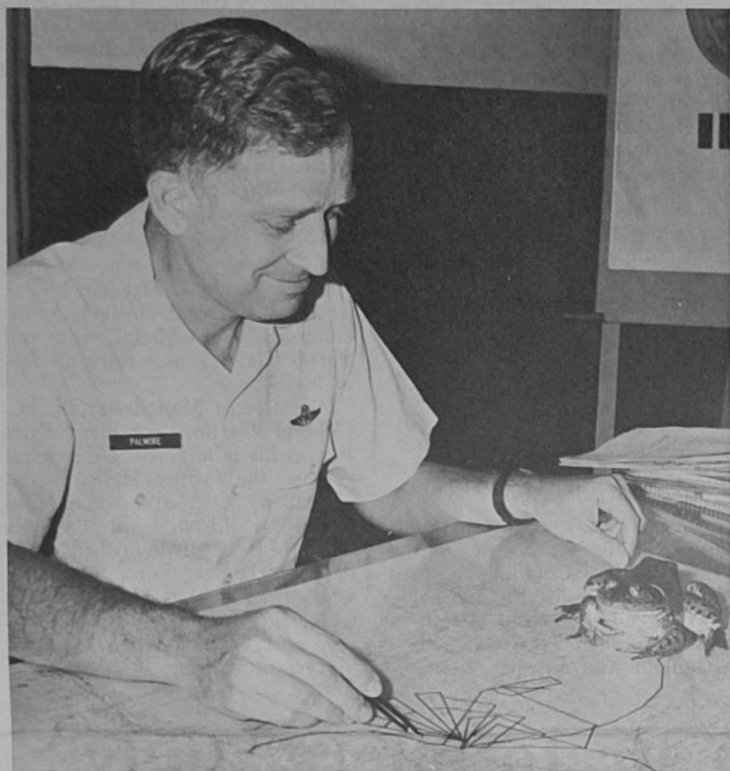
"We see people, for example, whose necks are broken, paralyzed for the rest of their lives," Dr. Johnson explained.

"The most typical case is a stretch injury of the nerves that go down the arm, which results in paralysis of the victim's arm. Head injuries are very common in spite of the helmet worn."

"Nerve, spinal cord and head injuries are frequently permanent," he said.

"One of my resident physicians had a motorcycle accident just two weeks ago. He was not seriously injured, but now his motorcycle is up for sale."

"He said he just couldn't deal with it any more," said Dr. Johnson.



GLOBETROTTER—Ever wonder what a jumping frog does in the off season? Globetrotter, official jumping frog of the 55th Weather Reconnaissance Squadron, McClellan AFB, Calif., has just received a special assignment from Col. Wilson V. Palmore, 55th commander. The high priority mission is for Globetrotter to spread the word to all the troops to get hopping on their requests for absentee ballots. (USAF Photo)

Two aircraft trade roles in search for sinking ship

By Lt. Fred Ganske

Two Air Force aircraft briefly traded roles while coming to the aid of a sinking three-masted sailing ship with 56 persons aboard.

A WC-135 from the 55th WRS was on a routine hurricane reconnaissance mission Thursday, August 10, when a distress call was received from the 117-foot bark, Regina Maris.

The aircraft, a military version of the Boeing 707, diverted to search for the craft. The ship reported that it was taking water, listing and in danger of sinking.

After flying a one-hour search pattern, the crew of the WC-135 spotted the vessel 1,400 miles south of San Francisco, very near the eye of hurricane "Celeste." The ship requested pumps to stay ahead of the rising water.

An HC-130 rescue aircraft from the 76th Aerospace Rescue Squadron, Hickam AFB, Hawaii, was dispatched to the scene with the necessary pumps.

Enroute, the HC-130, commanded by Capt. Richard L. Cecil, penetrated the eye of hurricane "Celeste" and fixed the storm's exact position.

The rescue aircraft was thus able to carry out the mission of the weather aircraft while the weather plane performed the search function of the rescue aircraft.

The WC-135 remained on station over the stricken ship until the HC-130 arrived over the scene. The rescue aircraft dropped five pumps to the vessel, which enabled the crew to drain the craft.

The Regina Maris was last reported to be out of danger and would be taken under tow by a Coast Guard vessel.

McClellan's Weather-bird was commanded by Capt. Ed Bartlett of the 55th's parent 9th Weather Reconnaissance Wing. Other crewmembers included Lt. Col. Richard Chapple, Maj. Robert Bissett, Capt. Barney Cheatwood, SMSgt. Glenn Wood, SSgt. Franco Ventura, SSgt. Pat Parker and Sgt. Glenn Tyler.

Command Line

Brig. Gen. William H. Best Jr.



THE STAND AGAINST MOTORCYCLES: REAFFIRMED!

All 8500 of us in the Air Weather Service are responsible, to a greater or lesser degree, for and to one another. As co-workers in providing meteorological and environmental support to the Air Force and Army, we have an interest in each other's well-being, happiness, productivity and job enrichment. Consequently I have a moral responsibility to reassert, in the strongest terms possible, my opposition to two-wheel motor vehicles.

I am aware of the arguments that two-wheelers are less expensive and more fun than cars. I have heard the statements that motorcycles can outmaneuver any automobile and that cycle operators are usually more safety-minded than other drivers.

Even if these allegations are correct—and I suspect they may be misleading generalizations—they will be a small consolation to the thousands (yes, THOUSANDS) of cyclists who will find themselves on an unavoidable collision course during the year ahead.

When you get to the nub of the thing, the two-wheel motor vehicle is inherently dangerous and vulnerable:

—It cannot be seen as well as a car because it has only a one-dimensional silhouette compared to the two-dimensional outline of a larger vehicle.

—It is unstable and subject to slips and skids.

—Protection for the operator is simply not there.

To put it bluntly, motorcycles are about as safe as Russian roulette.

If you think I'm overstating things, please read the article herein which we reprint with permission.

Is the enjoyment, the thrill, the economy—whatever—worth the lives of Air Weather Service people and the pain to their loved ones?

55th WRS officers honored

McClellan AFB, Calif.—Capt. Charles G. Robinson, a recent arrival at the 55th WRS, received the Distinguished Flying Cross and First Oak Leaf Cluster, plus the First through Tenth Oak Leaf Clusters to the Air Medal at the Squadron's August Commander's Call.

A native of Midland, Tex., Captain Robinson is a WC-135 pilot. He was assigned to the 1st Aerospace Cartographic and Geodetic Squadron, Forbes AFB, Kans., prior to coming to the 55th. Captain Robinson received his awards for outstanding airmanship for serving in Vietnam as a Forward Air Controller.

Maj. Charles F. Wooke and Lt. Brian D. Anderson, both WC-135 navigators, received Distinguished Flying Crosses on the same occasion.

Major Wooke received his medal for extraordinary achievement while serving with the 360th Tactical Electronic Warfare Squadron in Vietnam. Lieutenant Anderson received his award for extraordinary achievement while serving in Southeast Asia as a C-130E navigator. Major Wooke also received the First and Second Oak Leaf Clusters to the Air Medal for his Southeast Asia tour.

Other awards included the First Oak Leaf to the Air Force Commendation Medal to Maj. Roland J. Jelaric and the Air Force Commendation Medal to Sgt. Marshall B. Wright.

The awards were presented by Col. Wilson V. Palmore, Commander, 55th WRS.

Recognition for Sergeant Jones

During Commander's Call for August, MSgt. Lorraine D. Jones was presented the first oak leaf cluster for the Air Force Commendation Medal.

The medal was awarded to MSgt. Jones for the outstanding service she performed as Assistant Wing Chief Observer for Headquarters 4th Weather Wing, Ent AFB, Colo.

AIR WEATHER SERVICE



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BRIG. GEN. WILLIAM H. BEST Jr.
Commander, Air Weather Service

Mr. John C. Morse—Editor / Chief Tech Services—MAC/OII

A message from Chief Dwyer

In his Regulation on Air Force Standards, August 1, 1971, General Ryan, our Air Force Chief of Staff, told commanders and supervisors that "We have many inexperienced people who do not know our rules and some who do not come to us prepared to accept them without question, explanation, or education and need a simple guide to the standards we live by." We have this guide in Air Force Regulation 30-1.

You will recall that in the past, Air Force has been tolerant in agreeing to consider proposed changes to uniforms and appearance standards. The present standards were developed in part from such proposals. Though many proposals are still unresolved, we can expect no further liberalization of the present uniform and appearance standards in the near future. In fact, in the present and foreseeable future, emphasis will be on enforcement and compliance of the present standards as stipulated by AFR 30-1 and AFM 35-10.

I have noted, during my travel to various Air Force bases, instances of flagrant disregard for rules with regard to wearing the Air Force uniform and personal appearance of personnel. Your commander has been charged with the responsibility of strict enforcement and compliance with existing standards. He cannot do it alone. If the NCOs in his unit do their job, his will be achievable.

We noncommissioned officers are tasked with the ever-demanding responsibility of our position on the basis of not only our loyalty and dedication to the company we serve but to those responsibilities described in AFR 39-6. It is self-evident that authority must accompany responsibility, and the objective must be good leadership.

Those who cannot lead, and those individuals who will not accept the set requirements and standards, must be identified and appropriate action administered.

I recognize the problem that some commanders and supervisors might have in explaining to airmen reasons why one unit on an air base has liberalized policies on dress and appearance while others in the Air Force community strive to maintain the highest standards. We in AWS cannot tolerate lowering of our standards because of inattention to directives by others.

AFR 30-1, Air Force Standards, and AFM 35-10, Dress and Personal Appearance of Air Force Personnel, are perceptive and straightforward. The guidance on subjects contained therein is clear-cut and directed at every individual serving in the United States Air Force.

Disregard for Air Force rules of grooming and wearing of the uniform cannot be condoned. Ignorance of the rules is completely unacceptable. Thus you must be both an enforcer and instructor. Do so with discretion; today's airman responds more quickly to leadership through communication than to the classical old "first shirt" threat.

Martin W. Dwyer, CMSgt., USAF, CMSgt. of Air Weather Service

Col. Douglas Purdy retires

The Hq Air Weather Service staff meeting on August 25 began without one of its most colorful and respected participants. Moments before, amid the well wishes of nearly every member of the headquarters staff, Col. Douglas C. Purdy, his wife Evelyn at his side, excused himself to begin a journey to his retirement home in Orlando, Fla. As they left, the Purdys took with them many mementos from AWS friends worldwide, including the caricature shown here, a gift from Col. Morris H. Newhouse and his people at 1st Wing headquarters.

Colonel Purdy's was a varied and brilliant career which included staff weather assignments in the areas of operations, inspection, and plans; a tour as Deputy Assistant for Weather, Hq USAF; command of the 31st Weather Squadron and 7th Weather Wing; and AWS headquarters staff positions as DCS for Operations and Chief of

Staff. Colonel Purdy also served on the faculty of the Air Command and Staff College, Air University.

As he enters retirement, his memories of 28 years of weather service will be shared by his many AWS associates who were privileged to witness his extraordinarily combined mastery of management and wit. His conference table manner became almost legendary as he punctuated his conversation with apropos

metaphor ("Let's not get between a dog and a lamp post"), simile ("They're fat as a ten pound robin"), and aphorism ("Nobody's perfect"), all of which have become known as "Purdyisms".

During the retirement ceremony, at which he was awarded the Legion of Merit, Colonel Purdy also received a large collection of greetings from former colleagues assembled by his staff in an attractive binder, and was made an honorary aerial weather reconnaissance officer by the 9th Wing. Earlier in his retirement week, Colonel Purdy was guest of honor at gatherings of Hq AWS civilians and NCOs. At the latter, he was proclaimed an honorary chief master sergeant in the AWS NCO corps in recognition of his efforts to enhance the role of the NCO in the Air Weather Service and the Air Force.

The OBSERVER staff joins the AWS family in wishing the Purdys a most enjoyable retirement.

AWS studies stratosphere

(Continued from Page 1)

obtain answers to many questions. Could a fleet of several hundred supersonic aircraft destroy the stratosphere's ozone shield and upset the water vapor balance in the lower portion of this layer? Will a concentration of pollutants change the atmospheric energy balance and thus alter the earth's climate? What will be the environmental effects of our forthcoming B-1 bomber fleet? The answers to these and related questions, provided through the efforts of CIAP and AWS weathermen, may well establish cornerstones for future technological development.



Col. and Mrs. Purdy display the retirement house and his staff at 1st Wing headquarters. greeting they received from Col. Morris H. Newhouse. (USAF Photo)

Pole Vaulters on the watch for hurricanes

By Lt. Fred Ganske
McClellan AFB, Calif. — The Pacific hurricane season is nearing its peak with the 55th Weather Reconnaissance in the midst of the action.

Little is known about these hurricanes which form in the Pacific in an area a few hundred miles off the coast of southern Mexico. Few even know of their existence.

The storms only rarely affect the United States. Most move from their spawning grounds along a northeasterly course and lose themselves in the vast Pacific. A few each year travel as far as the Hawaiian Islands; but usually they reach the area only in a weakened state.

Nevertheless, hurricanes are extremely dangerous. During the 1971 season, two of the unpredictable cyclones suddenly turned and lashed the Mexican coast with hurricane force winds, surging tides and torrential rain.

Without the data collected by hurricane hunter aircraft, the Mexican population would have little warning of approaching storms. This is true because very few ships ply the spawning

grounds of the massive storms.

The 55th's WC-130 and WC-135 aircraft "fix" a storm by flying into or over it and plotting its exact position. By fixing the storm at intervals, weathermen plot its track and are better able to predict its future course.

Besides locating the storms, weathermen aboard the aircraft collect data on the hurricane's maximum winds, pressure and moisture content. All data is transmitted by radio to ground stations where it is immediately utilized in updating hurricane warnings and forecasts. Part of the data is retained for later use in long-range scientific studies.

During the 1971 season, 55th weather reconnaissance aircraft made 72 fixes on 16 Pacific hurricanes and tropical storms. Already this year 38 fixes have been made on seven full-blown hurricanes.

One particularly tenacious storm, Gwen, traveled north until she threatened southern California with torrential rains. 55th aircraft flew around the clock in order to provide ground weathermen with up-to-the-minute data on the storm's progress.



SSgt. Antonio Correa Rodriguez, a maintenance technician with the 6th Weather Squadron, began his third tour several miles from the official atmosphere of a commander's office. In charge of maintaining observing equipment used in the METROMEX program, SSgt. Correa was hard at work when re-up time came. For a change of pace as reenlistments go, AWS Chief Master Sergeant Martin Dwyer invited several of AWS' top maintenance authorities, here for a policy making session, to gather on Scott AFB's back forty where Correa was working. Looking on as Lt. (now Capt.) Tom Utley of Hq AWS administers the oath are, left to right: CMSgt. Martin W. Dwyer, Hq AWS, MSgt. Louis B. Atkins, 6th WSq., Tinker AFB, SMSgt. Harry J. Kohler, Hq AWS, CMSgt. Robert Rowe, 6th WSq., Tinker AFB, Capt. Hugh G. McKay, Hq AWS, SMSgt. John Kap-pert, Jr., Hq AWS, and Capt. David K. Douglas, Hq AWS.

"Operation Handshake" at Det. 14

RICHARDS-GEBAUR AFB, Mo. — Richards-Gebaur's "Operation Handshake" commemorating the Air Force's 25th Anniversary proved to be exciting as well as educational for the estimated 70,000 persons who attended. Contributing to the occasion was Det. 14, 12th Weather Squadron. The detachment not only provided beautiful weather for the affair, but also a booth that explained the unit's function as a component of the Global Weather Network. Through the efforts of Base Weather, up-to-date forecasts and observations were supplied to the people in the booth, which enabled them to provide weather information for many parts of the world, much to the delight of the interested public. Also on display were examples of rawinsonde equipment with balloon and transmitter.

The display was constructed by weather maintenance personnel, A1C Gary Langreck and A1C Louis Dearth, under the supervision of MSgt. Kevin "Mac" McCarthy and project officer, Capt. William E. Finley. Manning the booth were forecasters Captain Finley, 1st Lt. Charles A. Perry, SSgt. Frederick Watterson, SSgt. Billy Brown and observers TSgt. Kenneth Butts, SSgt. Robert E. Alford, A1C David Debrosky, and Amn. Robert Turnbull. Backup support to the booth was the remainder of the Det. 14 personnel in the weather station.



Interested visitors receive weather information from 1st Lt. Charles A. Perry (left) and SSgt. Robert E. Alford (right). Det. 14, 12th Weather Squadron participated in an open house on August 12 and 13 at Richards-Gebaur AFB, Mo. (USAF Photo)

53rd WRS supports launch of Copernicus

CAPE KENNEDY, Fla. — A crew of the 53rd Weather Reconnaissance Squadron spent the early hours of August 21 patrolling the skies high above launch pad 36 prior to the launch of the Atlas/Centaur missile. The crew, commanded by the Squadron Commander, Lt. Col. Lawrence E. Pennington, had been asked to provide specialized weather reconnaissance for the launch of the very sensitive Orbiting Astronomical Observatory called Copernicus.

All types of weather phenomena

were kept under close surveillance until five minutes prior to lift-off when the Hurricane Hunters and their WC-130 aircraft moved from the immediate vicinity of the launch pad and witnessed another history making event.

Other members of Colonel Pennington's crew included: Lt. Terry Self, copilot; Maj. Lee Warren, navigator; Capt. Herb Ward, flight meteorologist; TSgt. Ronald Potts, engineer; and Sgt. John Rynearson, dropsonde operator.

General Best visits Weather Service personnel in Europe

WIESBADEN AB, Germany — Brigadier General William H. Best Jr., Air Weather Service commander, and key members of his staff recently visited operational commanders and weather support personnel in Europe. While meeting with USAFE and

USAREUR officials, General Best discussed the impact of recent manpower reductions on weather support to the tactical forces.

General Best's itinerary included Hq 2nd Weather Wing at Wiesbaden, the 7th Weather

Squadron at Heidelberg, the 31st Weather Squadron at Ramstein, and several Wing detachments in England and Germany. His trip included the large weather central at Croughton.

During his AFTV interview at Ramstein, General Best answered questions ranging from the use of weather satellites for observing the weather to the meteorological aspects of "rain-making" in the Azores. On the subject of weather modification, the general pointed out that rain enhancement is a better term because only a limited class of convective clouds will be affected by seeding activities.

At each of his stops the general rapped with his people on topics of current interest including career progression, WAPS testing, Operation Better Living and Pro Pay.

While in Europe, General Best, accompanied by 2nd Weather Wing commander, Col. James M. Burkhardt, visited with Swedish Weather Service officials in Stockholm and discussed weather support concepts in a period of decreased manning and increased centralization of meteorological services.



Capt. Melvin L. Turner, chief forecaster at the USAREUR Forecast Center, is discussing a display of current weather data with Brigadier General William H. Best Jr., Commanding General of Air Weather Service. Captain Tracy, General Best's aide, and members of the USAREUR Forecast Center, 7th Weather Squadron, are looking on. (US Army Photo by Sp. 5 Reilly)

ON THE skew-T AWS Global Report

Highlights of Air Weather Service people at work and play

Award of Honor

HQ MAC, Scott AFB, Ill. (MNS) — Three Military Airlift Command units have won the National Safety Council's highest award — the Award of Honor.

For outstanding ground accident reduction performance in 1971 compared to average rates of 1969 and 1970, the Aerospace Audio-Visual Service, Norton AFB, Calif.; 1640th Air Base Wing, Ramey AFB, P. R., and the 375th Aeromedical Airlift Wing here are the recipients.

The 53rd Weather Reconnaissance Squadron, Ramey, was selected to receive the Certificate of Commendation which is given to small organizations for outstanding ground accident reduction performance.

The Certificate of Perfect Record, given to small organizations for having achieved a perfect ground accident record during the year, was won by the 1st Aerospace Cartographic and Geodetic Service, Forbes AFB, Kan. (now inactivated); 3rd Weather Wing, Offutt AFB, Neb., and the 9th Weather Reconnaissance Wing, McClellan AFB, Calif.

Outstanding Airmen

VANCE AFB, Okla. — Two Det. 15, 24th WSq. airmen were named the NCO and Airman of the Quarter by Col. John P. Rollston at Commander's Dialogue on July 18th.

Sgt. Donald L. Reinke was named the NCO of the Quarter and A1C Michael Tsuji was named the Airman of the Quarter for April through June.

Capt. Floyd Hauth, commander of Det. 15, said of Sergeant Reinke, "His performance as a fully qualified weather observer and forecaster was outstanding. He completed all training requirements and was accredited in minimum time."

Captain Hauth described Airman Tsuji saying, "His performance as weather equipment repairman was outstanding. He rapidly completed the units upgrading training program and was upgraded in minimum time. He maintained the highest possible job standards in all assigned and additional duties. . ."

Sergeant Reinke and Airman Tsuji were given pen desk sets during the presentation.

Wedding bells

Sgt. Lucy M. Togger, 3rd WWg/AC, and A1C Michael A. Ray, Hq SAC, joined hands in matrimony July 29, 1972 at Offutt AFB, Neb. Sgt. Togger is an administrative specialist at 3rd WWg. and hopes to be a happy housewife. Her husband, A1C Ray, plans to complete college and venture into drafting or architectural engineering.

Summa Cum Laude

DET. 14, 12th WSq., Richards-Gebaur AFB, Mo. — MSgt. John Metcalfe, a Forecaster here, was graduated Summa Cum Laude on July 31 from Park College in Parkville, Mo. He received a Bachelor of Arts degree in Business Administration. MSgt. Metcalfe entered the Air Force in July 1952.

Vietnamese medals

Colonel Berry W. Rowe, former Commander of the 1st Weather Group, Tan Son Nhut AB, RVN, and presently Commander of the 10th Weather Squadron, Udorn RTAFB, was presented two Vietnamese Medals on July 3. Lt. General Tran Van Minh, Commander of the Vietnamese Air Force, presented the Republic of Vietnam first Class Armed Forces Honor Medal and the Air Service Medal, Honor Class, to Colonel Rowe at the Vietnamese Air Force Headquarters, Tan Son Nhut AB, RVN. The citation read in part, for "sincerely and devotedly cooperating in the support of the Republic of Vietnam Armed Forces."

2nd out of 60

HICKAM AFB, Hawaii — Sgt. Daniel Fineran of the Aerospace Sciences Division of 1st Weather Wing has graduated second in a class of 60 at the 73-1 MAC NCO Leadership School held at Norton AFB, Calif. In addition to graduating second in the July 7 through July 28, 1972 class, Sgt. Fineran was awarded the "Drill Award Trophy" for placing first in the drill competition.

Flight safety award

Captain Brian E. Morrill, 55th Weather Reconnaissance Squadron, McClellan AFB, Calif., has been named winner of the Military Airlift Command Individual Flying Safety Award.

Captain Morrill was presented the award for his efforts in saving his aircraft and crew during an extremely serious in-flight emergency.

The young aircraft commander, then stationed with the 54th Weather Reconnaissance Squadron, Andersen AFB, Guam, was flying a routine mission in Alaska. As the aircraft entered a shallow, low altitude turn, Captain Morrill felt a sudden jerk in the controls and the aircraft began to roll. Aileron control had been almost completely disabled.

Through skillful use of the remaining flight controls he was able to regain control of the aircraft. Captain Morrill then flew the stricken craft through more than 250 miles of bad weather and made a perfect landing despite strong cross-winds and without benefit of wing flaps.

Births in AWS

WACHTMAN, Capt. and Mrs. Robert A., a daughter, Leigh Andrea, September 15, father assigned to Hq AWS, Scott AFB, Ill.

WEGLEY, 2nd Lt. and Mrs. Harry L., a son, Mark, September 12, father assigned to Det. 15, 3rd WWg., Grand Forks AFB, N. D.

ENCINAS, SSgt. and Mrs. Ruben L., a son, Lorenzo Francisco, August 30, father assigned to Det. 2, 16th WSq., Ft. Belvoir, Va.

RIGGS, SSgt. and Mrs. Tom L. Jr., a daughter, Dawn Michelle, August 29, father assigned to Det. 21, 16th WSq., Hunter AAF, Ga.

WHITE, MSgt. and Mrs. Thomas E., a daughter, Kathleen Leigh, father assigned to Det. 9, 16th Weather Squadron, Fort Rucker, Ala.

GALBRAITH, Sgt. and Mrs. Andrew S., a son, Andrew Scott Jr., September 11, father assigned to Det. 5, 5th WWg., England AFB, La.

STOLL, Sgt. and Mrs. Michael D., a daughter, Kristen Marie, July 27, father assigned to Alas-

kan Command Forecast Center, 11th Weather Squadron, Elmendorf AFB, Alaska.

GEERTZ, Capt. and Mrs. Stephen J., a son, Benjamin Woodrow, August 1, father assigned to 11th Weather Squadron, Elmendorf AFB, Alaska.

NELSON, A1C and Mrs. David E., twin sons, Jason Daniel and Jeremy Donald, February 24, father is assigned to Det. 6, 6th Weather Squadron, Ellsworth AFB, S. D.

RIPPERE, 2nd Lt. and Mrs. Richard B., a daughter, Nanette Fay, July 26, father assigned to Det. 6, 6th Weather Squadron, Ellsworth AFB, S. D.

BLAMBLE, Capt. and Mrs. Eugene E., a daughter, Michelle Leigh, father assigned to Det. 11, 2nd Weather Wing, Torrejon AB, Spain.

YORK, SSgt. and Mrs. Albert B., an adopted son, Albert Bond III, father assigned to Det. 18, 5th Weather Wing, Mt. Home AFB, Idaho.

MIYAJI, SSgt. and Mrs. Ben Y., a daughter, Molli Michael, September 6, father assigned to Det. 21, 6th WWg., Edwards AFB, Calif.

Nelsons put on a Texas Spread for guests from around the world

Second Lieutenant Carl Nelson, weather officer at Detachment 9, 16th Weather Squadron, Fort Rucker, Alabama, plays host to student aviators from around the world. The students are receiving advanced flight training at the Army Aviation Center as

part of the Army's Allied Student Program.

During the past year, Lt. Nelson and his wife, Dianne, have hosted twenty-nine foreign students from such countries as Paraguay, Vietnam, and Germany. The students are stationed

at Fort Rucker for one to eight months, and welcome the opportunity to spend their off-duty time becoming "Americanized".

Besides being an enjoyable and memorable experience for the students, the Allied Student Sponsorship Program has provided the Nelsons with a personal window to the world. Most of the students speak very good English, and are extremely interested in learning more about our way of life and in teaching us about their way of life. Lt. Nelson, an avid outdoor cook, enjoys learning new recipes from the students and especially enjoys putting on a "Texas Spread" for them. Bowling, tennis, and swimming round out the activities the students enjoy during their off-duty time.

Upon graduation, the students once again spread to the far corners of the Earth, but they carry with them memories of the goodwill and hospitality they enjoyed at Fort Rucker, and a friendship they will never forget.

Lt. Gen. Tran Van-Minh, commander of the Republic of Vietnam Air Force, sent a letter to Lieutenant Nelson thanking him for kindness shown to the students. A translation of part of the letter follows:

"In my capacity as Commander of the Republic of Vietnam Air Force, I would like to thank you for your valuable assistance in support of the training of the helicopter pilots.

Our Vietnamese cadets really needed moral support during their stay away from home, and you voluntarily gave us that wonderful help. Your support gave them much enjoyment and it helped them to march so quickly to their success. We do not know how to adequately thank you and we can only express our deep appreciation by asking you to accept our warmest thanks . . ."



Lt. and Mrs. Nelson with 2nd Lt. Thuy Von Con, VNAF.

July—a month they will never forget

ANDERSEN AFB, Guam — The month of July 1972 will long be remembered by the forecasters of Det. 2, 1st Weather Wing at Andersen AFB, Guam. The magnitude of weather problems and operational events which occurred during the month borders on the incredible.

July began quietly, but by the 4th, ominous signs had appeared. The intertropical convergence zone had crept northward and the entire area was potentially fertile for tropical cyclone development.

On the 6th day of the month, Phyllis began forming to the southeast of Guam. Then on the 7th, Rita formed to the south of the island producing an abundance of adverse weather at Andersen. On the same day, Susan formed just west of Luzon and her cloud mass completely blanketed all ARC LIGHT AR's and routes into Southeast Asia.

On the next day, July 8th, a B-52 went down about 300 miles southwest of Guam, directly in the path of Rita. Also on the 8th, Tess formed on the Andersen side of the date line.

The next week was a meteorological nightmare. The entire Western Pacific seethed with typhoons while the air remained full of B-52s as ARC LIGHT continued. With two typhoons on the routes and one threatening from the east, the guidance from the SAC Commander, General Johnson, was business as usual, and keep a close watch on the storms.

By the 17th, Tess became academic. But Rita continued her erratic wanderings south of Okinawa with daily feints at Kadena. Rita culminated her record setting existence by swooping gracefully around Okinawa, causing an evacuation, then dashing northward into the anonymity of the

record books. The next few days were quiet, but at month's end Winnie formed just south of Kadena, producing foul weather and many anxious hours. During the month of July, Andersen had 21 consecutive days of SW flow (a probable record) and Clark AB slowly submerged under 90 inches of rain (a definite record).

In spite of all the adverse weather, the Andersen ARC LIGHT operation accounted for 26 percent of the total SAC July flying time. Det. 2 did their part in keeping the air offensive moving. The forecasters have earned any accolade that may come their way, if only for surviving July 1972 — truly a month to remember.



MODIFICATION OR ENHANCEMENT? An age-old method of rain-making is being practiced by TSgt. James A. McCoy of Kirtland AFB's Weather Reconnaissance Squadron. Since obtaining the 1928 Model A in 1971, he has restored it inside and out. From the looks of the machine, he's done a fine job. But everyone knows what happens to the weather when a man (especially a weather man) washes his car. (USAF Photo)

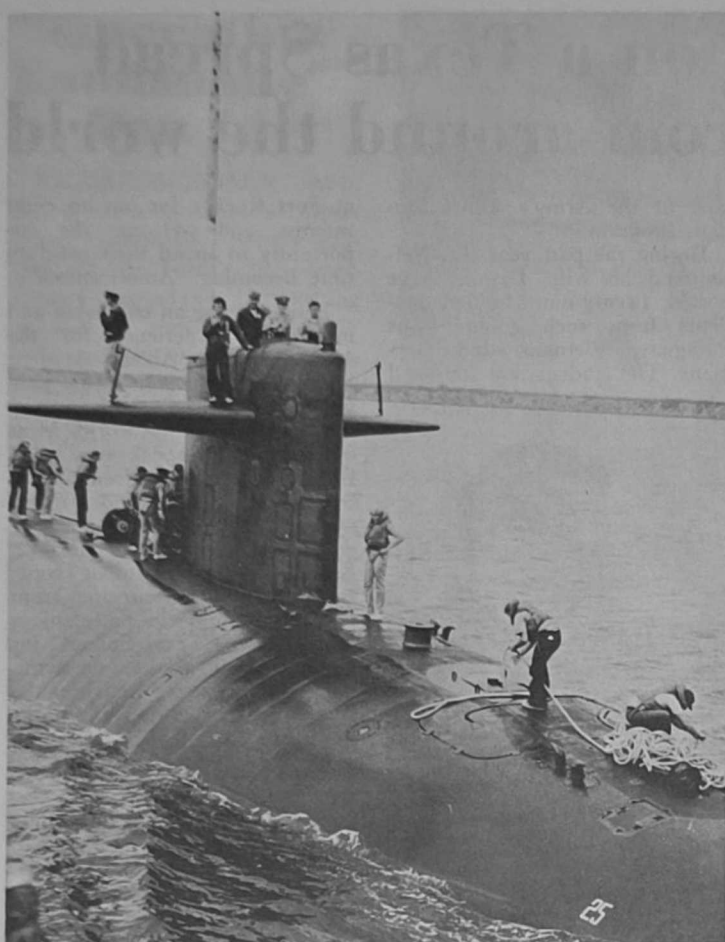
An answer to the question—What will the weather be?

HEIDELBERG, Germany — Army Field Commanders may now have an answer to the question that has long been the nemesis of even the greatest military strategist: What will the weather be? The USAREUR Forecast Center tries to answer this question. It is the only "Mobile Weather Center" conceived and designed with the Army commander (specifically the ground commander) in mind.

With the advance of technical science, the USAREUR Forecast Center has been able to assemble a weather support package that can be readily deployed with field units. This package consists of two M292 vans, one M109 van, and an automatic picture tracking (satellite) van. The USAF support units bring with them a MSQ-10 and other commo vans. The Army support units provide an AN/GRC-26 or AN/GRC 122 radio transmitter/receiver plus the power units.

On July 24th, a static display of the mobile configuration of the USAREUR Forecast Center was set up on the parade field of Campbell Barracks in Heidelberg, Germany. The purpose of the display was to conduct orientation briefings and to acquaint the USAREUR staff with meteorological services that are available to them in the field. Over 60 USAREUR Staff Officers and their families visited the Forecast Center during the display.

Brig. Gen. William H. Best Jr., commander of the Air Weather Service, and members of his staff visited the display on July 27. Capt. Melvin L. Turner, chief foremaster UFC, briefed the general on services provided by the USAREUR Forecast Center. He also briefed the AWS commander on the general exercise arrangement of the numerous tactical vehicles and field equipment assigned to the Forecast Center.



ANDERSEN AFB, GUAM — CONNINGTOWER — 1st Lt. William Neely III rides in the conning tower of the nuclear submarine USS Barb as the ship is guided to a pier by a Navy tug. Lieutenant Neely was the co-pilot of a B-52G which crashed into the Pacific recently. (USAF Photo)

Two firsts for the observer course

The Weather Observer Course at Chanute AFB has received its first WAF instructor. Sgt. Susan Anderson was nominated for instructor duty by 6th Weather Wing and she gladly accepted the assignment. She came to Chanute from ETAC, Washington, D. C.

A native of Tacoma Washington, Sgt. Anderson has three years time in service and reenlisted to come to Chanute. She arrived on July 10 and should finish the Instructor Training Course and begin instructing the first week of September.

Another first was recently recorded in the annals of the Weather Observer Course. Airman Janice and Joe Watson were

graduated from the Weather Observer Course on July 5. Though they were not the first married couple to graduate from the Course; the Watsons were the first married couple to enlist under the Air Force's guaranteed AFSC program as Weather Observers.

Both of the Watsons finished the 16 week Course one week early. Amn. Joe Watson did quite well, finishing with an overall average of 93%. However, his wife did even better! She was an honor graduate with an overall average of 96%.

Upon graduation, the couple from Lubbock Texas was assigned to the Air Force Global Weather Central at Offutt AFB, Neb.

Weathermen play rescue role

By SSgt. Dennis Camire

ANDERSEN AFB, Guam — Three hundred miles west of Guam during the pre-dawn hours of July 8, a B-52 bomber from the island's Andersen AFB developed problems which eventually forced the crew to bail out.

Their landing in a typhoon-tossed Pacific set off two days of rescue efforts that finally culminated in the pick up of the survivors. Two aircraft crews from Andersen flying a C-97 of the 43rd Strategic Wing and a WC-130 from the 54th Weather Reconnaissance Squadron played immediate roles in the rescue.

"We were leaving at 6 a.m. that morning to track down the location of a typhoon," said Maj. Frank J. Renaldi, pilot of the WC-130, "but base operations told us that we were to search the scene of a B-52 crash and attempt to locate the crew that had bailed out.

"In an hour we had put spotters on board along with two paramedics and managed to get some smoke flares, sea dye and five 20-man life rafts."

The B-52 crew had abandoned their plane around 5 a.m. and the WC-130 was over their area a little less than three hours later.

"When we were within thirty miles of the search scene," continued Major Renaldi, "we picked up emergency radio signals from the survivors and visually spotted the first of the crewmembers by the flares he was shooting off.

"The guys really did an awful lot for their rescue by using their radios and flares.

"As we were flying around we spotted four of the men in one-man life rafts and marked them with sea dye and smoke flares. We also spotted the one man in the crew who had died in the accident.

"We tried to drop rafts to the crewmembers but didn't get them close enough. The aircraft just wasn't set up to make effective drops."

Shortly after the WC-130 dropped their rafts, the C-97 and a Navy P-3 aircraft arrived in the area. All three were looking for the last survivor who was finally

spotted by an HC-130 rescue aircraft from Clark AFB, Philippines.

Once all the men had been located, the weather reconnaissance plane was released to check out Typhoon Rita whose center was only 80 miles from the survivors' area.

The C-97's role in the rescue efforts started after the Clark aircraft arrived on the scene. "Lady Luck was flying with us that day," said Lt. Col. Lionel W. Roberts, pilot of the C-97. "No one on the crew had ever been involved in a rescue operation before but we were the ones who dropped the survival gear to the guys in the water."

The luck began back at Andersen when the memory of the navigator, Maj. Franklin D. Waddell, started things happening. "I remembered that there were some survival kits and seven-man life rafts stored in a warehouse on the base," said Major Waddell, "and told the crew about it. We decided to load them up on the plane just as a backup measure even though we knew that a rescue aircraft was on the way from Clark."

The Clark HC-130 arrived shortly after the C-97 over the search area and established voice contact with the copilot. The HC-130 pilot attempted to make a drop to the copilot but the plane developed a malfunction. The pilot couldn't get any of the survival gear and rafts out of the plane.

"It was then that I told the HC-130 pilot that we had some equipment on board," continued Colonel Roberts, "but we had never made a drop like this before.

"He explained to us what we needed to do. We finally decided that the best way to make the drops would be to fly with the

HC-130 through the pattern needed and he would tell us when to release the bundles.

"We slipped in abreast and slightly behind the rescue aircraft. He lead us through the pattern and told us when to drop. On the first attempt, our rear clamshell doors wouldn't open. We had to work out a system for dropping the items by hand through one of the plane's back hatches.

"On our second attempt, the rafts landed about 25 yards away. But the third was right on target.

"The next drop was to another man in a one-man raft. On the first pass, we flew into the rain and wind and decided that our abreast formation was too dangerous. We dropped back about a quarter of a mile to follow the HC-130 through the pattern and the drop was successful."

By using this method, the C-97 teamed with the HC-130 eventually dropped six of the eight sets of rafts and survival kits they had on board.

After seven hours over the search area, the C-97 was relieved and sent back to Andersen. Other planes kept up the constant, reassuring circling until the next day when the crew was finally rescued.

The 54th WRSq. takes pride in its humanitarian missions, and this search and rescue mission, while not a normal function of the squadron, turned out to be one of the most rewarding special missions the crew had performed. Congratulations for Major Renaldi's crew and for all the other Air Force and Navy personnel who participated in the rescue have come down from the Chairman of the Joint Chiefs of Staff, Admiral Thomas H. Moorer, and from all levels of command.



ANDERSEN AFB, GUAM — TERRA FIRMA — 1st Lt. William Neely III (in flight suit) talks with Col. K. M. Holloway following the lieutenant's arrival on Guam July 10. Lieutenant Neely and three other members of a B-52 which crashed into the Pacific were rescued and brought to Guam by the US Navy's nuclear submarine, the USS Barb. (USAF Photo)

Awards and decorations

Legion of Merit

Col. Boyce M. Smith

Distinguished Flying Cross

Maj. James D. Johnson
Maj. Charles F. Wooke
Capt. Charles G. Robinson
Lt. Brian D. Anderson

Air Medal

Capt. Charles G. Robinson
(1 OLC)

Bronze Star Medal

Maj. Allen R. Coburn
Maj. Dennis L. Quick

Capt. Kenneth D. Davidson

Capt. John W. Oliver

Capt. Jon J. Robinson

Capt. Gary G. Welch

Capt. Allan R. Worcester

CMSgt. Everett L. Masterman Jr.

MSgt. Kenneth R. Rainey

MSgt. Albert S. Peterson

TSgt. Bobby G. Brown

Meritorious Service Medal

SMSgt. William Van Wyk

Air Force

Commendation Medal

Maj. Roland J. Jelarcic
Maj. John C. Thomas

Capt. Steven J. Blattau

Capt. Bruce C. Derenthal

Capt. Richard C. Herfurth

Capt. Edward L. Leonard

Capt. Allen M. Tremoulet

MSgt. John T. Lahey

MSgt. Earnest Robertson

MSgt. Eugene M. Weber

TSgt. Maxie A. Cox

SSgt. David L. Householter

SSgt. Burnie R. Jenkins

SSgt. Richard D. Kolyer

SSgt. Johnnie L. Motley

Sgt. Rito R. Castillo

Sgt. Jeffrey W. Pierson

Sgt. Laurence S. Sherman

Cold Draft begins in October



Mrs. Constance L. Hardcastle, secretary, Det. 20, 3rd Weather Wing, Barksdale AFB, La., receives an Outstanding Performance Rating for the period July 20, 1971 thru May 15, 1972. This is Mrs. Hardcastle's third straight year to receive the Outstanding Performance Rating. Mrs. Hardcastle has been employed by Det 20 since October 1968. She completed 20 years Federal service in December 1971. Presenting the certificate is Lt. Col. Lawrence R. French, Chief, 2nd AF Weather Support Unit. (USAF Photo)

MARCH AFB, Calif. — Both military and civilian flight safety will be improved if forthcoming tests at March AFB are successful. Beginning October 2, 1972 and continuing for 25 days, helicopters, aircraft, and men of the Aerospace Rescue and Recovery Service, Air Weather Service, and US Marine Corps will join ground personnel of the 22nd Bomb Wing in operation Cold Draft. The object will be to test the usefulness of the strong downdraft of an airborne helicopter in making small clearings in the frequent shallow fog occurring at March AFB. To test the possibility of increasing the size of these clearings and of making them last longer for landing large aircraft, helicopters will occasionally dispense urea particles into the fog. Urea assists in condensing water out of fog.

Sometimes fogs are accompanied by light winds. When this happens, the helicopters will have to carry out their operations at the southeast end of the base, upwind of the runway. This area is set aside as particularly suited for Cold Draft operations. Under these conditions, the fog-free air space created upwind drifts over the runway. Fog clearing directly over the runway under high wind conditions would be impractical because the fog-free space would then drift away before the aircraft could land. If winds are strong enough, opera-

tions may have to take place over areas adjoining the base.

The operation has been thoroughly explored with Riverside County representatives, Mr. George Epperson of the Air Pollution Control District and Mr. Robert Howie, Agricultural Commissioner. After learning about the history of similar operations and technical details of the one planned for March, the officials felt the operation could proceed without harm to county interests.

These talks brought out several important facts concerning the use of urea as a seeding agent. Urea has been used in seven similar operations at other airports in the US. These involved more than forty individual seedings and were accomplished without ecological harm.

Urea is a garden fertilizer composed of carbon, nitrogen, and hydrogen; and like many other substances helpful to mankind, it can be harmful only in great excess. Planned seeding rates will not reach these critical concentrations. Upon reaching the ground, urea biodegrades to carbon dioxide and ammonia, and ultimately enriches the soil with its nitrogen.

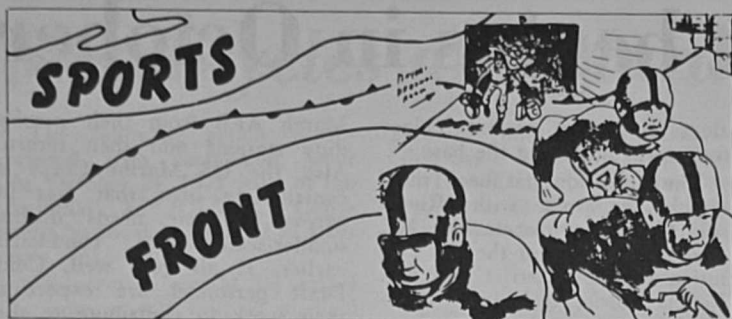
Full advantage is being taken of existing Department of Defense resources to keep operational expenses to a minimum. The helicopters, for example, are Air Rescue craft that will fly to

March AFB from their nearby duty stations and then return. Also, the US Marine Corps is contributing urea that was in excess to their needs during smaller-scale tests conducted earlier. If all goes well, Cold Draft personnel are expecting their work to contribute to the successful rescue of a disabled aircraft that otherwise might be lost on a fog shrouded runway.

Our thanks to Zack and Smilin' Jack

Zack Mosley of "Smilin' Jack" fame called a while back to tell us that he had not drawn a hurricane story since 1949 and was planning to bring Smilin' Jack readers up to date on reconnaissance and warning operations as they are handled today. We provided some background information, and Mr. Mosley came through like a champ, creating the Smilin' Jack episode appearing in this issue and another which will be published in the October OBSERVER. Our thanks to Zack for spotlighting AWS, and our congratulations to him as Smilin' Jack's 40th anniversary approaches.





High game

Two men from Det. 11, 3rd Weather Wing, Beale AFB, Calif., are the base champions in scratch doubles bowling competition, fourteen two man teams were represented in Beale's version of the Olympic Games. Sgt. Dave Watanabe led the pair with a 195 average for the competition. SSgt. Steve Meyer followed closely with a 186 average. Meyer's opening game of 255 was the high game rolled.

Winning golf team

Golfers from Det. 11 of the 6th Weather Wing were members of the winning MAC golf team at Patrick AFB, Fla. The team won the intramural golf league championship by coming from last place in the final weeks of play. The players closed out the season by winning their last six consecutive matches. Members of the team from Det. 11 were SSgt. Dick Valente, TSgt. Bod Mautino, Lt. Rob Mills, TSgt. Jorge Fernandez, Capt. Ron Bound and Capt. Art Kyle. Captain Kyle proved to be anything but a duffer as he accumulated the best average of the league and also had the best single score (74) of the season.

First again

Detachment 4, 3rd Weather Wing, won the 1972 Loring AFB Slow-pitch Softball Championship for the second consecutive season, defeating Headquarters Wing 7-2 in the Championship game. Trophies were presented to:

Capt. Ronald R. Tomaschko, Coach	A1C Thomas J. Dolaskie
A1C Thomas J. Addario	TSgt. Michael J. Ford
A1C William A. Cox, Jr.	SSgt. Raymond E. Chambers
A1C James L. Kloppe	SSgt. Bradford T. Wills
Sgt. Thomas J. Kilinski	Sgt. Thomas E. Kimbrough
Amn. Glenn R. Dotter	Sgt. Peter D. Riordan
SSgt. Robert D. Ferraro	A1C James Shue
Amn. Michael E. Crappio	

Aviano softball

The Detachment 7, 31st Weather Squadron Softball Team (Aviano, Italy), received first place championship trophies in the Aviano Recreational League. The Weather Team also received a plaque for second place in the tournament playoffs. Team members include: Maj. Tom Howshar, Capt. Joe Silva, SSgt. L. T. Drumm, SSgt. Lou Sena, SSgt. Al Mayo, Sgt. Bob Baker, and player/coach Sgt. Rick Sickmiller.

Chess champion

Capt. Bernard H. Friedman, chief forecaster of Det. 6, 5th Weather Wing, won the Homestead AFB chess championship in a two-day tournament held August 19-20. Capt. Friedman, who was the base champion at Patrick AFB in 1969, will compete in the TAC tournament, to be held at Homestead AFB September 9-12.



Air Weather reigns as fast pitch champ—The AWS Hq fast pitch softball team won the Intramural crown at Scott AFB, Ill. Appearing in the front row are: Col. Charles E. Shannon, base commander, SSgt. Conyers, TSgt. Coakley, A1C Wright, Sgt. Weickman, SSgt. Boze, CMSgt. Parish, SSgt. Wilson, and Brig. Gen. William H. Best Jr.,

AWS commander. Shown in the back row are: Capt. JoJoly, SMSgt. Daugherty, Sgt. Cavitt, TSgt. Breitbach, Sgt. Campeggio, and SSgt. Howard. Other members of the team (not shown) were Capt. Peterson, Capt. Douglas, and Capt. Turk.

(USAF Photo)

A meeting with the "Big O"



Air Force Academy Cadet Oderia "Big O" Mitchell, co-captain of the Falcon football team. (USAF Photo)

By Capt. Mike Murrell

McClellan AFB, Calif.—The "Big O" was recently a passenger aboard a WC-135 of the 55th Weather Reconnaissance Squadron as he was returning to McClellan AFB from England. In keeping with the season, the squadron is modestly branching out from its duties of forecasting the weather to forecasting the upcoming football season.

Oderia Mitchell, or the "Big O," as he's known around the Air Force Academy, is a co-captain of this year's Falcon gridiron gang. And the 6' 3", 230-pound senior center predicts great things for the Air Force this season.

Even noting a tough schedule that includes Notre Dame, Arizona State and Colorado, the "Big O" forecasts a very possible 9-1 season with an outside shot for a perfect 10-0 tally.

"We were a young team in '71," says the two-year All-American, "but we're quite a bit stronger this year with more experience."

Playboy magazine, as good a source as there seems to be in the sports forecasting business, picked Colorado as No. 3 in the nation this year. This, admits the 20-year-old cadet, could be the flaw in the Academy's hoped-for perfect season. Playboy has also noted that Air Force is a team to be watched this season.

According to the "Big O," a center "just snaps the ball and makes sure the quarterback gets it with no fumbles." Rich Haynie, Falcon quarterback, probably thinks the center has a much tougher job than that. It's an example, however, of the modesty of Oderia Mitchell.

It took some prying to find out that the Elkhart, Ind., native was on the Superintendent's List, the highest roster maintained at the academy for both military and academic excellence.

Furthermore, the pre-medical cadet really isn't a football player. He was recruited to play basketball and is a guard with the Academy varsity on the hardwood.

The "Big O" also mentioned that he is the only son of Mr. and Mrs. Robert Mitchell of Elkhart—he has eight sisters. "No problems," commented the cadet who weighed in at 260 pounds his sophomore year, "I just have to stay out of their way when I'm home."

McClellan's 55th WRS and parent 9th Weather Reconnaissance Wing have a special interest in this year's Falcon football season. The organizations have been selected by the Academy and Military Airlift Command to sponsor Cadet Squadron 37. The forecast from these McClellan weather folks is for a good season; perhaps a great season.

As for the "Big O," he's forecasting a 60 percent chance of medical school for himself. The remaining 40 percent is the probability that he will go to Pilot Training. While Cadet Oderia Mitchell would like to fly, he admits, "I really like medicine."

AFGWC wins base fast-pitch title

Air Force Global Weather Central won the Offutt base Fast-Pitch Championship recently as well as the fast-pitch league title.

The weathermen finished the season with a record of 30 and 6, including tournament play. AFGWC obtained its fine record by virtue of strong pitching, timely hitting, and tough defensive play.

Pitching aces for Global were player-coach Bob Onate and Jess Gunter. Onate finished at 15 and 2, while Gunter closed out at 15 and 3. Mack Taylor took credit for the only other loss.

Although the team had no big power hitters, nine of the 15 members batted over the .300 mark, with five of those also topping the .400 mark. Leading the way at .490 was third baseman Mack "Old Man" Taylor. He was followed closely by shortstop John Frazier at .472.

Global was able to maintain its same infield alignment for nearly every game, which held the defense together, especially in the tough games.

In addition to winning the base and league titles, Global also topped the pre-season tourney in four straight games. However, they had to beat 55th Headquarters Squadron in a playoff for the league crown, as both teams ended the regular campaign with 21-5 records in the 14 team league.

Members of the AFGWC team included: Bob Onate, Jess Gunter, Willie McClean, Ron Lalonde, Coy Crawford, Marv Olson, Tom Compo, John Frazier, Mack Taylor, Ted Wilz, Fred Cantu, Roger Bowman, Warren VonWerne, Warren George, and Lee Pfeiffer.

George goes to bootstrap

ELLINGTON AFB, Texas—SSgt. Charles T. George, assigned to Det. 28 of the 15th Weather Squadron, was reenlisted on August 16. Sergeant George has also been selected for the bootstrap education program and will be attending Culver-Stockton College in Canton, Missouri in the fall to complete his bachelor's degree.