

'Mr. Photo Mapping' charts a new course



SCANNING PHOTOS — CMSgt. James J. Riordan, photo mapping coordinator with ACGSq., reviews films of a recent project. Sergeant Riordan recently retired with 31 years service, 27 of them in photo mapping. (USAF Photo by Sgt. Greg Sanborn)

SAC weather director talks tailored support

By Col. Eugene C. St. Clair

(Editor's Note — The following article was written by the commander, 3rd Weather Wing, in his role as director of weather for the Strategic Air Command. The item appeared in the October issue of COMBAT CREW, safety magazine of the Strategic Air Command. The words are appropriate here because they re-emphasize the AWS dedication to customer-tailored support).

Your weather support is my business — and that of nearly



Colonel St. Clair

1,000 weathermen from Southeast Asia to Spain and from Greenland to Florida supporting SAC's worldwide operations. Although the 3rd Weather Wing is aligned organizationally under the Military Airlift Command, we proudly identify with SAC, as the 3rd WWg. motto, "We Support the Defender," indicates.

Weather support to SAC encompasses much more than merely providing observations and forecasts. It is more than product accuracy, although this is certainly an important aspect. It is, instead, the sum total of everything that must be done to provide SAC commanders, staff personnel, and crews with optimum weather information to assist in the decision-making process. This service must be reliable, timely, and tailored to operational requirements.

The staff weather officer and wing weather officer are the primary interface between Air Weather Service and the SAC units. Select personnel are assigned as staff weather officers at every echelon of SAC to ensure optimum weather support. The staff weather officer is the

(Continued on Page 8)

FORBES AFB, Kan. — To the men of the 1st Aerospace Cartographic and Geodetic Squadron, CMSgt. James J. Riordan was "Mr. Photo Mapping."

After 31 years active duty, Sergeant Riordan retired from the Air Force Sept. 30 and made his retirement home in Topeka, Kan. Twenty-seven of these years were in the photo mapping business. He was an aerial photographer in World War II.

To Sergeant Riordan the photo mapping job was more than just his military duties. He recalled, "Photo mapping was not just a normal mission like so many other career fields. We didn't just train for the ultimate combat situation."

"My job was just as important in the peaceful years as the war years. The global mission of the photo mappers was extremely vital to backward nations, as well as the prosperous countries of the world."

"We were always producing a product, and I always had the satisfaction that my trips around the world were helping people. We have mapped countries in joint agreements, we have helped countries develop agricultural and geological studies for the betterment of the world."

When asked about the mission of the photo mapper, he explained, "We have both a military and civilian oriented mission. During war time, we are vital to the overall military success."

"In peace time we work with the military as well as the US Department of Agriculture and the US Department of Interior who have support agreements with many foreign countries."

"The Department of Agriculture sets up agreements with other countries, such as Brazil. Our aircraft and crews take pictures of the undeveloped lands in the back country. From these films we can pinpoint areas for farming, grazing or other agricultural uses and show feasible entry ways to these lands by construction of highways and railroads; not just the available water ways. The countries study the areas on our film and begin long range projects to work and develop these lands."

"Our work with the Department of the Interior is similar. We supply the same type of service through photo mapping for geological studies. The films can determine good ore areas, oil deposit possibilities and other mineral deposits that the country can develop and improve economic growth. Through aerial photography and photo mapping a large iron ore deposit was located in Venezuela several years ago."

In reviewing his career, he remembered many highlights, two

AWS excels in RECON

HICKAM AFB, Hawaii — The 1st Weather Wing has been named recipient of the Air Weather Service (AWS) Resources Conservation (RECON) Program Management Award.

The 1st WWg. won the honor with validated Fiscal Year '72

savings of \$424,000. Placing second in the RECON program was the 9th Weather Reconnaissance Wing with \$338,700 validated, followed by Air Force Global Weather Central with \$210,000.

Brig. Gen. William H. Best, commander of AWS, presented the annual trophy to Col. Morris H. Newhouse, 1st WWg. commander, during an official ceremony here. The general also presented Capt. Terrance F. Steyer with the RECON Program Administrator Award.

A creditable program

In making the presentation, General Best cited the creditable and worthwhile program of the wing and praised Captain Steyer for his outstanding individual effort in achieving the best RECON Program in AWS. The \$424,000 validated represented a goal achievement rate of 633 per cent.

Overall, the AWS achieved a RECON Program goal accomplishment rate of more than 227 per cent. The AWS program resulted in savings of \$1,758,600 from 92 individual actions.

Col. Frank Z. Kamer, Jr., AWS RECON Program manager, commended AWS personnel on the support rendered the program and added, "All AWS people, military and civilian, should participate and become actively involved in the development of an even more effective RECON program for the current fiscal year."

Other saving efforts

Other AWS efforts to reduce operating cost have centered around elimination of the Representative Observation Sites (ROS), former keystones of the AWS continuous weather watch.

Starting in September, the ROS was being phased out, with the first to go the ROS at Yokota AB, Japan. Men of Detachment 17, 20th Weather Squadron moved their operation into the base weather station where read-outs for runway wind, visibility and ceiling were relocated. Modern weather measuring and read-out equipment will minimize the impact on timely reporting of critical weather factors.

Thirteen -- a lucky number

Thirteen weather officers were promoted to colonel Oct. 16, it was announced recently.

New Colonels are George S. Akers, Walter R. Brett, Robert M. Chamberlain, Gene R. Durden, Robert M. Gottuso, Robert G. Mathers, Caster Mendezvigo, Jr., Lawrence Pennington, John S. Perry, Franklin A. Ross, Glen B. Rumley, Jr., Leon R. Tucker and Ramon C. Wilkins.

Nine other weather officers are in line for the promotion.



Brig. Gen. William H. Best, AWS commander, presents the RECON Program Administrator Award to Capt. Terrance F. Steyer. (USAF Photo)

The importance of Integrity

(Gen. John D. Ryan, Air Force chief of staff, has issued the following message to all Air Force personnel.)

"Integrity—which includes full and accurate disclosure—is the keystone of military service. Integrity binds us together into an Air Force serving the country.

"Integrity in reporting, for ex-

ample, is the link that connects each flight crew, each specialist and each administrator to the commander-in-chief. In any crisis, decisions and risks taken by the highest national authorities depend, in large part, on reported military capabilities and achievements. In the same way, every commander depends on accurate

reporting from his forces. Unless he is positive of the integrity of his people, a commander cannot have confidence in his forces. Without integrity, the commander-in-chief cannot have confidence in us.

"Therefore, we may not compromise our integrity—our truthfulness. To do so is not only unlawful, but also degrading. False reporting is a clear example of a failure of integrity. Any order to compromise integrity is not a lawful order.

"Integrity is the most important responsibility of command. Commanders are dependent on the integrity of those reporting to them in every decision they make. Integrity can be ordered but it can only be achieved by encouragement and example.

"I expect these points to be disseminated to every individual in the Air Force—every individual. I trust they help to clarify a standard we can continue to expect, and will receive, from one another."

To this, Gen. Paul K. Carlton, MAC commander, added, "I, too, consider integrity the most important responsibility of command and I want every officer, NCO, airman and civilian in MAC to know it."



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

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



Brig. Gen. William H. Best talks with Capt. James W. Goldey and 1st Lt. David Clark, both in AWS and now assigned as students to Squadron Officer School at Maxwell AFB, Ala. Captain

Goldey is assigned to Det. 14, 12th WSq., at Richards-Gebaur AFB, Mo. Lieutenant Clark is assigned to Det. 41, 12th WSq., at Ft. Lee, Va.

(USAF Photo)

Colonel Steven Puskar retires

SCOTT AFB, Ill.—Col. Steven Puskar, Jr., deputy chief of staff comptroller in Air Weather Service (AWS) until July, was awarded the Legion of Merit as he concluded a 30-year military career Oct. 1. Brig. Gen. William H. Best, Jr., AWS commander, presented the award during a ceremony here Sept. 22. Colonel Puskar also received a personal letter of appreciation signed by Gen. John D. Ryan, Air Force chief of staff.

A 1950 graduate of Washington State College with a masters

degree from the University of Southern California, Colonel Puskar held many assignments in the financial management field and related areas during his career. He became the AWS comptroller in August 1970, a position he held until it was absorbed by Military Airlift Command (MAC) Headquarters this July. He was then appointed special assistant to the AWS commander and served in that advisory capacity until his retirement.

Colonel Puskar and his wife Silvia have established their re-

tirement home in Colorado Springs, Colo.

Expression of thanks

I would like to express my thanks to all who have sent me cards of sympathy and special thanks and appreciation to all my friends around the world who have contributed to the American Cancer Society in memory of my wife Martha.

CMSgt. Frank J. Brzeczek

Command Line

Brig. Gen. William H. Best Jr.



In the austere climate of today's Air Force, any organization whose mission is support, as opposed to strategic or tactical operations, is required to prove its value to the hard-core Air Force mission. In this context a question that has been directed at the Air Weather Service with increasing frequency over the last several years runs like this, "Why do we need a military weather service to support the Air Force and Army? What is meteorological support worth in terms of dollars? Is the AWS contribution to the Air Force mission worth the cost of keeping it?" In short the gut question becomes "Environmental support, what is it worth?"

The name of the game is VALUE ANALYSIS. If we are to maintain sufficient resources for continuing a viable Air Weather Service, we are going to have to show that we are cost effective . . . that is, we are "pulling our weight" on the Air Force and Army teams.

The Hq AWS Operations Analysis shop, DOAA, is conducting a series of studies on the value of AWS support. Together with field units, they are looking at payoff areas to analyze our cost-benefit. Thus far, areas of study include computer flight plans, severe weather warnings, climatic studies provided DOD agencies, over the horizon radar, strategic reconnaissance, and support to various special access projects. This effort is just the beginning. Each of us must get involved and quantify the value of what we do. We have to convert those "atta boys" into dollar signs.

I am encouraged by the cost-effective awareness that is spreading throughout Air Weather Service. First Weather Wing has a good approach in its Most Important Forecast (MIF) Program. This gets our people together with the customer to identify just which products are most important, i.e., have the highest pay-off. We then can evaluate our performance, strive for necessary improvements, and hopefully quantify the value of these improvements. In a slightly different approach, Second Weather Wing is currently testing a weather OPREP verification program. This program will summarize the number of USAF sorties for which we provided correct (or incorrect) forecasts and the number of aborted sorties that could have been reduced had weather support been fully applied by the decisionmaker. Our intention is to convince the operator that we *do* provide reliable decisionmaking advice and to put a dollar value on the cost benefit in terms of flying hours and resources conserved.

But we must search even more widely in our quest for Value Analysis. Each point of interface with the customers—SWOs, WWOs, Staffmets, Detcos—must support this program. Whether it be savings of standby snow removal teams due to timely warnings or savings of tropical storm preparation/evacuation by local interpretation and mission-tailoring of bulletins, we all must think in terms of cost-effectiveness. This will take additional effort on your part. Not only must you know the customer's requirements but also what he does with the weather information you provide. For example, does he actually start backup power for computers when you issue a thunderstorm warning? Does he do something different when you advise him on the environment? Does he take evasive/precautionary action? Does his action, based on your decision-assistance save money? These are the questions we need answers to.

I realize that not all decisions are made on the merits of cost alone; in the extreme some are shown to be dollar-wise only after-the-fact. But, the hand-writing is on the wall in this era of fiscal reduction—if an organization is not cost-beneficial, there's no need for it! Our Value Analysis program can provide answers.

Underground men doing good job on the clouds

"Visibility is deteriorating in fog at Ramstein; recommend zulu base alternates be changed to Hahn, Wiesbaden and Erding."

"At grid points 'x, y' thunderstorms are developing, bases zero-two-zero, tops three-eight-zero; jet stream is producing moderate clear air turbulence in the area from flight level two-eight-zero, to three-three-zero; winds aloft are . . ."

"A five-degree temperature inversion aloft will potentially produce anomalous radar propagation in your area."

These three responses are typical of the "right-now" weather information provided around the clock by Sector III Operations Center (SOC III) Weather, a section of Detachment 21, 2nd Weather Wing, in support of the U.S. 17th Air Force/NATO air defense mission in Germany.

An underground facility

Located in an underground facility at Kindsbach, near Ramstein Air Base, this weather team works in concert with the SOC III controller. It provides routine and emergency weather information tailored for use by aircrews in F-4 Phantom and F-104 Starfighter interceptor squadrons on "Zulu" alert throughout Sector III, an air defense sector covering central and southern Germany.

Key responsibilities are continuing vigilance of weather at bases used for aircraft recovery, and keeping sector controllers posted on weather factors which can hamper aircraft operations.

Of equal importance is responding to controller requests for

weather at specific locations which are, or may be, investigated by alert aircraft.

Specialized support

Normally, the temperature becomes colder with height. Occasionally however, weather systems produce a situation where the temperature increases with height. Such inversions seriously affect radar signals as they pass through the atmosphere. Since SOC III maintains surveillance of the area by use of radar, inversion information is vital to its mission accomplishment. Several times each day the section forecasters give operational weather briefings to SOC III controllers face to face, to alert crews over radio loop, and to radar site operators by telephone.

Operating 24 hours a day, 7 days a week, the weather section has an officer and four enlisted men assigned. As special needs arise, the section obtains further assistance from the U.S. Air Forces in Europe (USAFE) Forecast Center, another section of Det. 21, 2nd WWg. The USAFE Forecast Center has overall responsibility for specialized meteorological support for U.S. Air Force operations in Europe.

60 years of experience

Capt. Graham W. Blomquist, MSgt. William E. Green and Technical Sergeants Dale E. Kipple, Ronald M. Leadbetter, and David A. Fortier currently staff the SOC III Weather Section. Collectively, they bring to SOC III more than 60 years of experience in providing specialized meteorological support to military aviation.



Brig. Gen. William H. Best, Jr., Air Weather Service Commander, welcomes Mr. Charles Woffinden to AWS Headquarters. Mr. Woffinden was

recently appointed by National Weather Service to serve as its AWS liaison official.

(USAF Photo)

AWS welcomes Mr. Woffinden

Hq. AWS, Scott AFB, Ill. — Mr. Charles Woffinden, a veteran meteorologist with the National Weather Service (NWS), has been appointed to serve as the NWS liaison representative at Air Weather Service (AWS) headquarters here. Mr. Woffinden comes to AWS from the NWS Central Region Office in Kansas City, Mo. where he served as chief of the Operations Division.

Mr. Woffinden's new office at AWS headquarters will be a focal point for coordination of cooperative efforts involving such areas as environmental measurements, studies, technique development, and product design. AWS and NWS, the nation's two largest operational weather agencies, work together closely in many areas of environmental support. The cooperative efforts—called a

form of "symbiosis" by the AWS commander—requires coordination at all management echelons.

Upper echelon coordination had been temporarily discontinued with the recent closing of the AWS Washington office. Cooperative efforts were enhanced when Dr. George Cressman, NWS director, announced the appointment of Mr. Woffinden to the new position.

Eielson visited by strange creatures

EIELSON AFB, Alaska—Weird looking creatures in red-orange suits, strange looking aircraft with extra-length wings streaking down the runway . . .

If you were in the Brichwood Hangar here recently, these are some of the sights you might have seen.

Detachment 5, 9th Weather Reconnaissance Wing, provided

support to a unit from the 58th Weather Reconnaissance Squadron at Kirtland AFB, N. M., which arrived Oct. 20 with a specially modified WB-57F Canberra aircraft.

Accompanying the aircraft were crews and special support personnel taking part in a high-altitude research project. The operation, "Project Airstream," is

an Atomic Energy Commission sponsored survey for the Health and Safety Laboratories. The purpose of the research is to check residual background radiation levels in the upper atmosphere, at altitudes in excess of 60,000 feet.

Also included in the operation was the taking of air samples for the Los Alamos Scientific Laboratory and the National Center for

Atmospheric Research.

While one crew was working here, other crews were taking samples above the Southern Polar Regions, South America, and the United States to give a total hemispheric reading.

On Oct. 21, a special treat was provided for some of the children here. Sergeants Bill McGuirk, Al List, and Gary Scott, all members of Det. 5, played host to the children for a close-up look at the unusual reconnaissance operation.

For the children, a highlight of the visit was a first-hand view of the "suing-up" procedures of the two-man crew of the WB-57F. During high altitude flights, Canberra crews wear a special "astronaut" suit, similar to the suits worn by Apollo teams. The suing-up process takes about 30 minutes, and is only part of the two and a half-hour pre-flight procedure.

The primary crew of the WB-57F begins their pre-flight activity with a specially prepared high-protein meal, followed by a medical check up. While this is taking place, an alternate crew pre-flights the aircraft and makes it ready for take-off. The duration of missions of this type varies from four hours to six and one-half hours.

After the reconnaissance operation was completed, the weird looking creatures in their strange looking aircraft departed Oct. 23 for their home base.

Dr. Jensen honored

Dr. Clayton E. Jensen, who leads the National Oceanic and Atmospheric Administration's environmental monitoring activities, recently received the Department of Commerce Gold Medal for his leadership in formulating plans for global environmental monitoring and for protection from natural disasters.

Secretary of Commerce Peter G. Peterson presented the award—the highest honor conferred by the department—to Dr. Jensen in a ceremony at Washington, D.C.

Dr. Jensen was cited for the extraordinary organizational ability and technical competence demonstrated "in leading the national efforts, on behalf of NOAA, in preparing for the United Nations Conference on the Human Environment" held at Stockholm in June. Also during the past year, he led the preparation of a report for the Executive Office of the President on new technological opportunities for protecting life and property from natural disasters.

A veteran of 21 years in the Army and Air Force, Dr. Jensen retired from the Air Weather Service in 1963 and is now with NOAA's Office of Environmental Monitoring and Prediction.



James Lloyd and Terry Lee Wheaton watch closely as SSgt. Kenneth L. Rutland, a life support technician, runs a pressure check on Capt. Michael

B. Lemmons, pilot, to insure that his "space" suit fits properly and that there are no air leaks.

(USAF Photo)

ACGS job in Alaska

FORBES AFB, Kan. — Members of the 1st Aerial Cartographic and Geodetic Squadron ended their second year of mapping Alaska recently.

Operating from Elmendorf AFB, Alaska, Aerial Survey Team 8 accomplished approximately 26,000 square miles of black and white and false-color infrared photography this summer.

The entire project encompasses more than 143,000 square miles of widely scattered areas throughout Alaska. The team completed 31,000 square miles of photography the year before, making the project 40 per cent completed.

The work is being done for four agencies: the Defense Mapping Agency Topographic Center, the U.S. Geological Survey, the U.S. Department of Agriculture Forestry Service and the U.S. Army Coastal Engineering Research Center. The photography will be used for topographic mapping of the area and earth resources studies in the fields of geology, hydrology, environmental investigations and conservation.

Weather and solar angle considerations are such that the photo season is limited to May through September.



Jennifer Smith, daughter of SSgt. and Mrs. Edward P. Smith, wants to tell everyone about her father's recent reenlistment in the Air Force. Sergeant Smith, an airborne weather observer with the 55th Weather Reconnaissance Squadron, was sworn in at Cal Expo during this year's California State Fair by Maj. Dennis M. Werking, chief of the squadron's weather section. Jennifer is listening to her dad's voice on a recorded narrative accompanying a display he built and exhibited at the fair for both the 55th WRS and its parent organization, the 9th Weather Reconnaissance Wing, also located at McClellan. (USAF Photo)

WOULD YOU BELIEVE . . .

By SSgt. Allan W. Ackerson

Capt. John E. Lansberry, Operating Location F, 12th Weather Squadron, recently received the Meritorious Service Medal, while Air Force Commendation Medals were presented to Maj. Patricia A. Hayes, 12th WSq. and SMSgt. Walter J. Urban, Detachment 11, 6th Weather Wing. Keep up the good work, folks!

Meanwhile, at the Patrick AFB chapel, Sgt. Paul Werth and Victoria Holloway, daughter of SMSgt. and Mrs. Robert Holloway, were hitched. Sergeants Holloway and Werth are both members of Detachment 11, 6th Weather Wing.

In another ceremony at the Whatcoat United Methodist Church in Camden, Del., Amn. Thomas E. Basiago, Detachment 13, 16th Weather Squadron, married Miss Karen M. Bowden. After a short honeymoon at Virginia Beach, Va., Airman Basiago reported for duty as a weather observer with the detachment. Weathermen at McClellan AFB,

Calif., carried off Airman and NCO of the Second Quarter honors. A1C James P. Skiman and TSgt. Paul H. Hay, both assigned to the 9th Weather Reconnaissance Squadron, beat out the competition from other units on base to snare those honors. Good luck in the year's selection, men!

At Barksdale AFB, La., Sgt. Henry S. Herbst, Detachment 20, 3rd Weather Wing, nabbed the base Airman of the Month honors, and it may be his last chance to win that award—he has applied for entrance into Officer's School at Lackland AFB, Tex.

Captains Frank Masciasci, Jr., and Robert Trapnell, Jr., classmates at the Naval Postgraduate School in Monterey, Calif., were administered the oath of office for the regular Air Force there recently, while another scholar, SSgt. Armado Oakes, Detachment 9, 16th Weather Squadron, Ft. Rucker, Ala., has entered the "Bootstrap" program and is pursuing a bachelor of science degree at Troy State University, Ala.

Engaged in another form of schooling was SSgt. Walter W. Gulley, NCOIC of Detachment 9, 16th Weather Squadron. He was second honor graduate of Class 73-3 of the MAC NCO Leadership School held Sept. 1-22 at Dover AFB, Del.

From Aviano AB, Italy, we learn that SSgt. Eutimio L. Sena, Detachment 7, 31st Weather Squadron, has been awarded a scholarship by the Aviano Officers Wives Club in recognition of his academic achievement. Sergeant Sena is attending off-duty classes through the University of Maryland European Division.

Capt. Samuel S. Long, Detachment 11, 6th Weather Wing, has contributed the final "piece de resistance" for this month's

column. This little verse is the so-called "double-dactyl," a humorous form that becomes popular every 10 years or so:

Higgledy-piggledy,
Adiabatically,
Rises the parcel of air.
Watch it cool.

Losing its moisture,
Anisotropically,
Causing the rain to wet,
Wise man and fool.

'Flying Santas' ready

ANDERSEN AFB, Guam — The "flying Santa's" of the 54th Weather Reconnaissance Squadron (WRS) here are readying their Christmas bags in preparation for the annual drop of presents to 42 Pacific islands.

The islands, members of the Mariana and Marshall chains, are annual recipients of such presents as fishing hooks and lines, small

hand tools, flashlights and batteries, and crayons, coloring books and small toys for the island children. The gifts are air-dropped by squadron WC-130s.

Started by the 54th WRS 20 years ago, the program is supported by donations from Andersen personnel. Previously, the drop was a joint effort by the 54th WRS and the 79th Aerospace Rescue and Recovery Squadron (ARRS), but the 79th ARRS was deactivated July 1 of this year, leaving the weather squadron to go it alone.

The Christmas drop began in 1952 when a 54th WRS WB-50 aircraft dropped a single canister to the natives of Kapingamarangi. Last year more than 32,000 pounds of food, clothing and other items were air dropped.

More than their share

AVIANO AB, Italy—Although weathermen of Detachment 7, 31st Weather Squadron, form only a small minority of the personnel here, they account for more than their share of sportsmen.

Numbering only 25 members, the detachment has produced championship teams in softball, bowling and chess, while competing strongly in other sports.

Maj. Tom Howshar, commander, is an avid sports promoter and a versatile athlete himself. He pitched the softball team to victory, coached a basketball team, is the bowling team's high roller, and is president of the Aviano Youth Football League.

Staff Sergeants L. T. Drum, Grady Wright and Elmo Reddick, and Sgt. Rick Sickmiller of the detachment are all engaged in coaching youth football teams in various age groups while Major Howshar, Technical Sergeants Frank Legg and Bob Zacharias, Staff Sergeants Drumm, Al Mayo, John Contarino and Ed Krautsdorfer, and Sgt. Bob Baker hope to finish the season as base bowling champions.

Ski Club members, Staff Sergeants Bill Stewart and Lou Sena anxiously await the first snowfall with waxed skis and perfect step-over Christies. Detachment NCO-IC TSgt. John Steffen and Aviano chess champion Sergeant Zacharias also relax at fishing.

Eight win medallion

PATRICK AFB, Fla. — Eight proud people walked out the door after Commander's Call at Det. 11, 6th Weather Wing here on Aug. 29. NASA had awarded them the APOLLO 11 Medallion for their part in making the first manned moon landing a success. They were Lt. Col. Robert Dowd, detachment commander, Lt. Col. Albert Devitt, Capt. Robert Introne, TSgt. Jorge Fernandez, TSgt. Donald Simond, TSgt. Donald Cable, Mr. Irving Kuehnast, and Mrs. "Chic" Terry.

The APOLLO 11 Medallion has on the front an astronaut facing the U.S. flag, surrounded by the words, "The Eagle has landed, July 20, 1969." The reverse side of the medallion bears the words, "This Medallion contains metal from the spacecrafts, Columbia and Eagle, that took Astronauts Armstrong, Aldrin and Collins on their historic APOLLO 11 mission that resulted in the first landing of man on the Moon."



The members of Det. 11, 6th Weather Wing, were awarded the NASA APOLLO 11 Medallion by the National Aeronautics and Space Administration for their part in helping make APOLLO 11 a success. From left to right; Capt. Robert Introne,

Mr. Irving Kuehnast, Lt. Col. Albert Devitt, Lt. Col. Robert Dowd, detachment commander, TSgt. Jorge Fernandez, Mrs. "Chic" Terry, TSgt. Donald Cable, TSgt. Donald Simond.

(USAF Photo)

Traveny joins elite group

ANDERSEN AFB, Guam — TSgt. Lynn A. Traveny, a WC-130 flight engineer for the 54th Weather Reconnaissance Squadron here, recently became a member of the Lockheed C-130 5,000-hour Club. Memberships are awarded to individuals who have accumulated the required number of hours in versatile C-130 Hercules aircraft. Brig. Gen. William H. Best, Air Weather Service commander, presented Sergeant Traveny with the membership.



Col. Keith D. Ricks, former 53rd commander, presents a gift to Linda Soto at the annual PAL Christmas party. (USAF Photo)

Some fliers wear no wings

By Capt. Albert T. Oldham

"How can he tell me what to expect during my flight when he's never had to go through six hours of rotten enroute weather? I've been over this route a dozen times and know what to expect, and he's been sitting behind that counter looking at figures."

This quotation has been repeated, with slight variations, in briefing rooms, club bars, lounges and wherever pilots gather to hash over past missions or anticipate future ones. The object of all the good-natured vilification is the weather officer. While generally regarded as an expert in interpreting meteorological data, popular belief has placed him in an ivory tower. He can see the weather from that tower, but he's never had to fly an approach in it or worry about running out of gas from bucking headwinds.

That's not entirely true. While most weather officers wear no wings, the few that do find that crews they brief listen with a more attentive ear. The fallacy behind this "credibility gap" is that the weather officer, wings or no wings, may have as much flying time as the pilots he briefs. If he has a tour as an aerial reconnaissance weather officer (ARWO) he has been in some of the worst weather nature can create and has taken complete responsibility to guide a multimillion dollar aircraft into some of the most dangerous environments any aircrew can face.

ARWO's are the heart of aerial weather reconnaissance. They compile and transmit vital data

from the air to provide up-to-date forecasts which can't be duplicated by satellites or ground-based equipment. Their knowledge of weather patterns and tropical storm characteristics enables them to search out the eye of a typhoon or hurricane and determine its intensity, direction of movement, stage of development and the safest method of penetrating the awesome winds and turbulence of the wall cloud surrounding the eye.

Only a small percentage of weather officers are selected as ARWOs. They receive a thorough training course when they report to their squadrons that augments the extensive education in meteorology required of any weather officer. If assigned to WC-135 aircraft, they must become familiar with aerial refueling techniques as well, since the WC-135s are the only operational air-to-air refueled jet aircraft

in the Military Airlift Command. When an ARWO completes his tour of duty, he will have 1,000 hours of flying time, most of it in bad weather.

There are more than 50 ARWOs on duty at the present time. Their average flying time is 1,427 hours. Forty per cent of them have logged combat time; 60 per cent have been awarded decorations ranging from air medals to the distinguished flying cross for their flying duties. Many are on their third tour as ARWOs, but unless they served prior to 1959 they aren't authorized any type of wings, due to a change in Air Force Regulation 35-80 at that time.

So, next time you get a weather briefing, don't let a lack of wings on the briefer's chest fool you into believing he hasn't been there. He might have a few war stories of his own.

Births in AWS

ARMSTRONG, A1C and Mrs. Steven E., a daughter, Michelle Marie. Father assigned to Det. 12, 12th WSq., Otis AFB, Mass.

FREW, SSgt. and Mrs. George, a son, Adam George, Sept. 29. Father assigned to Det. 1, 31st WSq., Bitburg AB, Germany

GRAVELL, SSgt. and Mrs. William L., a daughter, Shannon Michelle, Sept. 12. Father assigned to Det. 5, 5th WWg., England AFB, La.

EVANS, SSgt. and Mrs. Fredrick R., a son, Jeffery Scott, Sept. 14. Father assigned to Det. 5, 5th WWg., England AFB, La.

TISHER, MSgt. and Mrs. Lloyd W., two sons, Erik Anthony and Brent Andrew, Sept. 15. Father assigned to Det. 5, 5th WWg., England AFB, La.

HOWELL, SSgt. and Mrs. Michael B., a son, Michael Donald, Sept. 2. Father assigned to OL D, 6th WSq., Ft. Ritchie, Md.

ROSELAND, MSgt. and Mrs. Nels R., a daughter, Simone Irene. Father assigned to Det. 9, 16th WSq., Ft. Rucker, Ala.

RANDALL, Sgt. and Mrs. Leroy A., a daughter, Trina Dionne. Father assigned to 16th WSq., Ft. Monroe, Va.

SESSOUS, A1C and Mrs. Clifford L., a daughter, Denise Marie, Sept. 11. Father assigned to Det. 8, 15th WSq., McClellan AFB, Calif.

TUTTLE, TSgt. and Mrs. Robert B., a daughter, Shannon Dawn, Sept. 17. Father assigned to Det. 8, 15th WSq., McClellan AFB, Calif.

TISTADT, A1C and Mrs. Hugh D., a son, Coben Van, Oct. 2. Father assigned to Det. 6, 16th Weather Squadron, Ft. Lewis, Wash.

BUSH, Capt. and Mrs. William L., a daughter, Gillian Nichole, Oct. 11. Father is commander of Det. 22, 24th WSq., Keesler AFB, Miss.

MUSIL, Sgt. and Mrs. Gregory J., a daughter, Stephanie Suzanne, Sept. 30. Father is an observer assigned to Det. 22, 24th WSq., Keesler AFB, Miss.

OWEN, Capt. and Mrs. Cary F., a son, Christopher Joseph, Sept. 28. Father assigned to Hq. 9th WRWg., McClellan AFB, Calif.

ROBINSON, TSgt. and Mrs. James E., a daughter, Melanie Ann, Oct. 1. Father assigned to the Systems Branch, 11th Weather Squadron, Elmendorf AFB, Alaska.

WASSON, SSgt. and Mrs. Jerome P., a son, Jeffrey Preston, Oct. 19. Father assigned to the Systems Branch, 11th Weather Squadron, Elmendorf AFB, Alaska.

What it means to be a PAL

by 1st Lt. Don S. Bowers

RAMEY AFB, P. R. — Air Force units always like to lend a helping hand when possible to the residents of their areas, but few units have made as much of the opportunity to aid in a worthwhile cause as has the 53rd Weather Reconnaissance Squadron here.

The officers and airmen of the Hurricane Hunters have for the past year been the sole sponsors of the Aguadilla chapter of the Puerto Rican Police Athletic League (PAL). They have thus helped provide the chief and sometimes the only source of recreation and rehabilitation for almost 150 youths who might otherwise have turned away from a productive life.

Founded in San Juan in 1942 by Puerto Rico Police Col. Luis Ramirez Brau as a result of his association with the New York Police Department, the Puerto Rican PAL has become an important force in youth work on the island. A direct service of the island police force, the PAL provides counseling, training, recreation, and guidance of all types to thousands of youngsters under age 18 who might run afoul of the law. Summer encampments, year-round sports activities, numerous outings and parties are provided by the PAL in an effort to redirect youthful energies into useful channels.

However, all these activities need considerable money and out-

side help to fulfill their intended function, and the PAL is on a shoestring budget. As a result, the 53rd has joined Puerto Rican civil organizations and firms throughout the island in providing badly-needed funds and volunteer assistance. Under the guidance of the Squadron Commander, Lt. Col. Lawrence E. Pennington, and with the expert assistance of Capt. John E. Thordsen, 53rd PAL coordinator and a native Puerto Rican, the Hurricane Hunters have undertaken the total sponsorship of the large Aguadilla district.

Funds raised by the 53rd with

the aid of the Ramey Officers' Wives Club, provide sports equipment, arts and crafts supplies, and many other items without which the local PAL would be severely handicapped. In addition, the 53rd holds an annual Thanksgiving picnic for the local youths, and a Christmas party at which individual gifts from members of the 53rd are given to each youngster.

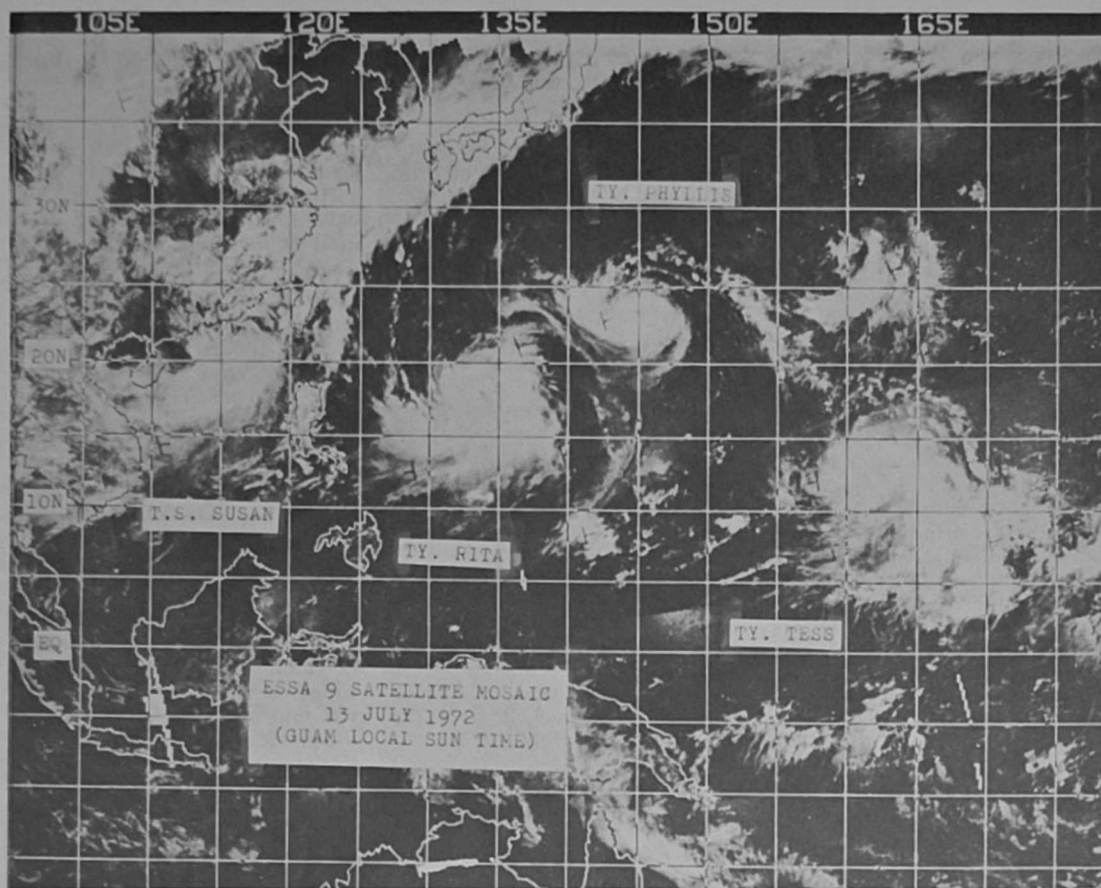
Highlights of the year are the four-day summer "Campamentos" on the Ramey AFB reservation, at which a total of more than 500 youngsters from PAL districts throughout western Puerto Rico

receive an extensive introduction to the Air Force and to Ramey. With the aid of the 1640th Air Base Wing, 53rd volunteers conduct tours of numerous base facilities and aircraft and organize almost endless recreational diversions, for which there is no compensation except the smiles of 500 happy children.

All in all, the 53rd is more than satisfied with its unique role. The unit's association with the PAL and with the island police has been a very close and rewarding one. Everyone involved hopes only that it will remain so for many years to come.



PAL youngsters with WC-130B Hercules at Ramey AFB. (USAF Photo)



The greatest outbreak of tropical activity in this part of the Pacific for more than a decade occurred when Typhoon Rita kept company with three other storms. (USAF Photo)

Rita sets records

Capt. Charles Holliday

Typhoon Rita was tracked for a total of 22 days by the Joint Typhoon Warning Center (JTWC), Guam. The JTWC is manned by Navy and Air Force personnel. The USAF manning is provided by Detachment 1 of 1st Weather Wing. A total of 79 warnings were issued and 65 penetrations were made into the eye of Typhoon Rita by the 54th Weather Reconnaissance Squadron based at Andersen AFB, Guam to pinpoint her location. Rita surpassed her nearest rival, Typhoon Opal (1967), with the 70th warning on July 24, setting a new longevity record for tropical cyclones in the Western North Pacific.

Early in her life (July 8), Rita made news as a B-52 ditched in an area southwest of Guam where she was rapidly developing into a typhoon. The fate of the crew in Rita's storm-tossed waters was not known for some 24 hours until rescue was provided by the U.S. Navy nuclear submarine Barb in rough weather and high seas.

Rita later received much publicity as she described a loop through the Ryukyu Islands lasting four days and passing just west of Okinawa creating considerable havoc in the island chain. Before paying her visit to the Ryukyus, Rita meandered in the central Philippine Sea for over a week intensifying the southwest monsoon across Luzon Island of the Republic of the Philippines causing additional rainfall in an area which was experiencing its worst floods since World War II. The typhoon's long life ended as she moved inland over China from the north-

ern Yellow Sea on the 26th; but not before she had run up a record of 18½ days during which she generated typhoon force winds (64 knots or greater).

Rita was not alone during her lifetime but was in the company of three other tropical storms (Phyllis, Susan, and Tess) for eight straight days. JTWC issued a record 212 warnings for July on these storm systems marking the event as the greatest simultaneous outbreak of tropical activity in the Western North Pacific in over a decade.

Check your records lately?

Do you ever check your records at promotion time? Maybe you should.

MSgt. Allen C. Thibedeau, a 55th Weather Reconnaissance Squadron, dropsonde operator at McClellan AFB, Calif., recently did and now sports new stripes on his sleeves and has shelved his retirement plans.

Sergeant Thibedeau had fallen two points short of making the cut-off for master sergeant when he decided to check his records at the last minute. He found that two of his air medals were not recorded in his records, and took steps to have them listed. The points awarded for the medals were enough to put him over the top for promotion.

So, next time promotions roll around, check your records at the personnel office. The promotion you save may be your own.

750 miles--they'd do it again

WIESBADEN AB, Germany — "A lot of people didn't think we would make it," said Maureen C. Eckert, wife of SSgt. Brian Eckert, a weather equipment repairman assigned to Detachment 12, 7th Weather Squadron, Finthen Army Air Field, Germany.

Sergeant Eckert and his wife had just completed a 750-mile round trip on bicycles from Mainz, Germany, to Paris, a journey which consumed 15 days, including a four day stay in Paris.

Sergeant Eckert and his wife started their trip July 22, a cloudy, cool day, and reached the German border by the next afternoon. Pedalling into France, they were at first disappointed.

"The aged towns were right together, back to back," Mrs. Eckert related, "But once we got away from the border area we found France to be a beautiful country and learned to enjoy and appreciate our ringside seat to a lovely panorama."

Early bird gets more than worms

CASTLE AFB, Calif. — SSgt. Frank E. Guy, a weather observer with Det. 2, 3rd Weather Wing, certainly adheres to the old saying, "The early bird gets the worm."

Sergeant Guy, who cross-trained into the weather observer field in October, 1971, just before the field was closed to cross-trainees, recently reenlisted for another four years in the Air Force. What made his reenlistment unusual was that he reenlisted on a Monday, and received \$8,600 as a bonus. If he had waited another day his bonus would have been \$1,700 less.

Their first night in France they slept outdoors—but it was the only time they could, because the weather remained damp with occasional rain during the rest of their journey. By July 24 they reached Verdun, where they were caught in a cloudburst and soaked. After checking into a hotel they had their first French meal, sitting in bermuda shorts and sweatshirts and "being served with elegance, as if we were in formals." It was a full-course meal and that night they sat in the hotel cafe with a bottle of wine, savoring their experiences and looking forward to the rest of the trip.

Two nights later they reached the outskirts of Paris.

"We were pretty stunned to see the respect bicyclists have in France," Mrs. Eckert commented. "All the way to Paris we had been cheered on by people in the small towns and inside Paris we were on a bicycle path running parallel to the road. Several times, as we came to crossroads, the cars waiting to get out into the main street would back up and give us the right-of-way."

It was another story when they reached Paris proper. There, during the rush hour, it was "every man for himself." At a train station they got a map showing the location of the Paris USO and arrived there 10 minutes before it closed. The USO people arranged hotel reservations for them and asked them to return the following day if they needed further help.

The next four days were spent in sight-seeing. The Eckerts visited the Arc d'Triomphe, the Eiffel tower, and the Louvre, but found their greatest enjoyment in the more ordinary things of Paris—the people and the shops.

July 29 they bicycled to Versailles and spent the day visiting the palace and its gardens, and

after resting on the 30th, began their trek back to Mainz the 31st.

"It's funny," Mrs. Eckert said, "but everything looked different coming from the other direction and we enjoyed the sights all over again from a new perspective." Aug. 5, they limped into Mainz, walking the last few miles because the spokes on Sergeant Eckert's bicycle wheels had started breaking and there had been no way to fix the damage.

Exhilarated, they were home again, a little tired, sore and very happy, content at what they had done, and ready to resettle into the roles of mother and father of their two children.

Would they do it again? "Next summer," Mrs. Eckert said, "We're bicycling to England—this time with the kids."



Larry Stell, 13-year-old son of SMSgt. and Mrs. Willard Stell, receives a letter of course completion from Col. James E. Hoskins, chief, Department of Weather Training, USAF School of Applied Aerospace Sciences, Chanute Technical Training Center, after completing a nine-week electronics principles course. (USAF Photo)

'We're proud of Larry'

CHANUTE AFB, Ill. — Larry Stell, 13-year-old son of CMSgt. and Mrs. Willard Stell, has shown prodigious interest and ability in the area of electronics. His latest encounter with electrical gadgetry occurred when he completed the Standardized Elec-

tronics Principles course at the USAF School of Applied Aerospace Sciences here.

Larry is still talking about the seven-week course he took last summer. "I enjoyed it. It was a challenge because it was way ahead of my school math course . . ." Larry's interest in electronics began during kindergarten when he enjoyed talking about the "in and out whys" of antennas. The fever had taken hold by the fourth grade when he read every electronics book he could find; and began collecting parts in order to build and rebuild his collection of gadgetry.

According to his parents, "Larry has his own junk yard . . . computer parts, old radios, transistors and resistors, and old TV tubes. He just has to know the whys and wherefores of each electrical part . . . inside and out."

As part of the Summer Youth Training Program, Chanute offered 15 courses to military dependents, ages 14-16. Five courses, including automotive engines, power trains, body and fender, arc welding and electronic principles, drew 25 registrants.

Col. James E. Hoskins, chief, Department of Weather Training, stated that Larry was to be commended for his studious attitude, conscientious effort and perfect attendance while in the course.



AWS HQ. — 1st Lt. John R. Ernst, Jr., his wife Barbara and their sons John and David are shown with Brig. Gen. William H. Best, Jr., after regular commissioning exercises here recently. Lieutenant Ernst is an AFIT student in meteorology at St. Louis University.

(USAF Photo)

ON THE

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Highlights of Air Weather Service people at work and play

AWS Global Report

Top shop

HICKAM AFB, Hawaii — The Det. 17, 20th Weather Squadron intermediate maintenance shop, Yokota AB, Japan has won the Military Airlift Command (MAC) "Maintenance Organization of the Year Award" for Fiscal Year '72.

The detachment competed with other MAC maintenance organizations in the specialized maintenance, meteorological equipment category. It provides weather equipment maintenance support for Air Force, Army and foreign government agencies throughout the Pacific-Asian region. The organization's area of support includes Guam, Japan, Korea, Republic of China, Philippines, Vietnam and Thailand.

The detachment's equipment in-commission rate sustained over the past two years contributed immensely to flight safety and the Pacific Air Forces and Military Airlift Command mission accomplishments. The intermediate maintenance shop is under the direction of 1st Weather Wing, Hickam AFB, and the 20th Weather Squadron, Fuchu AS, Japan.

Off to school

FT. LEWIS GRAY AAF, Wash. — A1C Hugh D. Tistadt, a weather observer here, has been selected to attend the School of Military Science at Lackland AFB, Tex.

Airman Tistadt, who holds a degree in business from Oregon State University, will be commissioned a second lieutenant upon successful completion of the school and will be entered into pilot training.

The airman, who entered the Air Force in March 1971, received technical training at Chanute AFB, Ill., and was graduated with honors two weeks ahead of his class. His initial duty station was Det. 6, 16th Weather Squadron at Ft. Lewis, where he applied for commissioning through the Air Force Flight Training program.

Honors to AWS

NORTON AFB, Calif. — Air Weather Service airmen swept six of 13 distinguished graduate places and one of two honor team graduate slots at the recent graduation of Class 73-3 at the Military Airlift Command NCO Academy here.

The Distinguished Graduate Award, accorded to the top 10 per cent of the students, is given to graduates displaying overall outstanding performance while attending the five-week course. The award is based on personal conduct, appearance, bearing, dependability, initiative and scholastic ability.

Winning this award were Technical Sergeants David R. Anderson, Headquarters, AWS; Clyde G. Waldrop, 1st Weather Wing; Duane E. Chilton, 1st Weather Wing; Patrick G. Lee, 3rd Weather Wing; and SSgt. Richard D. Moser, 20th Weather Squadron.

MSgt. Thomas E. White, 2nd Weather Wing, also a distinguished graduate, was selected one of two honor team graduates. The Honor Team Award is given to the men in the class who excel in appearance, personal conduct and performance of duties.

Undefeated golf team aspires to base trophy

McCLELLAN AFB, Calif. — The 55th Weather Reconnaissance Squadron (WRS) golf team has won the McClellan AFB, Calif. championship by remaining undefeated for the season.

Team members included; Capt. Al Gideons, Capt. Larry Berdell, Capt. Gary Heise, CMSgt. John McCullough, SSgt. Jim Valigura and Sgt. Joe Currin.

Sergeant Currin has coached the team through two winning seasons. During that period, the 55th has won 38 matches while losing only three. The championship gives the team an additional

'Typhoon Chasers' keep on Truk'in

ANDERSEN AFB, Guam — A WC-130 from the 54th Weather Reconnaissance Squadron (WRS) flew an emergency mercy mission on the evening of Sept. 24, to the island of Truk, 600 miles southeast of Guam, resulting in the successful rescue of two scuba divers.

At last report, the two divers were improving from their critical condition at the U.S. Naval Hospital, Guam. Both men had

suffered rapid decompression and one had aspirated pneumonia caused by inhaling sea water.

Officials at Guam stated that the men were diving at a depth of approximately 90 feet when one diver lost his air supply. The two men then surfaced rapidly and a call was made for emergency air evacuation to medical facilities at Guam.

The 54th WRS responded to the request by dispatching a WC-

130 with a Navy medical team on board. The aircraft was commanded by Lt. Col. Norman W. Parish.

Colonel Parish was forced to hold over the landing strip because of bad weather. When the weather reached the landing minimums, a short-field landing was made on the 5,000-foot rain-slick coral strip. The landing was further complicated by darkness, and the only available lighting consisted of smudgepots and automobile headlights.

During the return flight to Guam, the aircraft experienced pressurization difficulties which could have been fatal to the divers. Flight Engineer SSgt. Gerald R. Paulsen took manual control of the pressurization system and maintained the cabin pressure at sea level.

In addition to Colonel Parish and Sergeant Paulsen, other crew members were Capt. William C. Schillinger, co-pilot; Maj. John C. Apelt, navigator; 1st Lt. Robert D. Varitz, weather officer; and Sgt. Joseph Tabaco, dropsonde operator.

Young pilot proves able

McCLELLAN AFB, Calif. — 1st Lt. Danny M. Peterson has become the first instructor pilot of his grade in the recent history of the 55th Weather Reconnaissance Squadron (WRS).

The 25-year-old pilot recently qualified as an instructor pilot in the squadron's WC-130 weather reconnaissance aircraft.

Although Lieutenant Peterson was graduated from pilot training less than two years ago, he has logged more than 1,600 hours of flying time. Much of this time was accumulated on missions against Pacific typhoons.

Prior to coming to the 55th WRS, he was assigned to the 54th WRS, Andersen AFB, Guam. There he was upgraded to aircraft commander less than one year after his arrival.

Lieutenant Peterson is a veteran weather reconnaissance pilot with more than 50 typhoon and hurricane penetrations and numerous flights into tropical storms.

Honesty--the best policy

FUCHU AS, Japan — "We didn't know what to do at first since no one in the store seemed to want to accept the money we had just found," said David Cyr and Gina Smurro.

Gina, daughter of Col. and Mrs. William Smurro, 20th Weather Squadron commander, and David, son of Col. and Mrs. Louis P. Cyr, former commander of the 1956th Communications Group, described what happened when they discovered 344,452 yen (\$1,148.17) in the dressing room of a Fuchu City department store.

David and Gina had gone to the Midoriya Department Store to look at clothes and David found an envelope containing the yen in a dressing room. They then contacted the store manager, Mitsura Furukawa, and attempted to turn the money over to him. Because neither teenager spoke Japanese, however, they were unable to explain how they discovered the money and finally obtained a map showing the loca-

tion of the nearest police station. After leaving the store the two teenagers found a park bench where they sat and counted their find.

"After realizing how much money we had found, thoughts of wanting to keep it naturally raced through our minds," said Gina, "but we knew we couldn't. There was only one decision left to make and that was to return it to the rightful owner."

Realizing that going directly to the Japanese police they would run into the same language barrier, they went to Kanto Mura and turned the money over to the security police. Later, the security police and the two teenagers took the money to the Fuchu City police and gave them an account of the find.

Osamu Wakasugi, manager of a local taxi company which had lost the money, expressed his gratitude and presented the two teenagers and the store manager with rewards totaling 30,000 yen.

Agency seeking former observers

A spokesman for the Southern Region, National Weather Service, has announced that many employment opportunities are available with that agency through the Veterans Readjustment Program.

The agency, he said, is interested in veterans who have completed no more than two years of education beyond graduation from high school and who are willing to take an approved program of education and training while working. The agency is primarily concerned with candidates who have been weather observers or weather equipment technicians while on active duty.

Inquiries from minority group members and women meeting the established criteria would be

welcomed, he added.

The Southern Region is composed of Arkansas, Louisiana, New Mexico, Oklahoma, Georgia, Florida, Alabama, Tennessee, Mississippi, Texas and Puerto Rico. Individuals scheduled for release and who are interested in such employment were encouraged by the spokesman to write to: Personnel Officer, National Weather Service, Southern Region, 819 Taylor St., Ft. Worth, Tex. 76102. Necessary forms will be furnished and an interview by a representative of the Weather Service will be arranged.



Lt. Col. Glenn E. Miller, center, chief of Special Services at Ft. Rucker, presents the first place intramural golf trophy to Maj. Johnny L. McCullough, right, captain of the team from the Tactics Training Division. Runner-up in that competition and winner of the open division was the team from Det. 9, 16th WSq. Holding that trophy is SSgt. Arnie Oaks.

(USAF Photo)

SEA forecasting method proves successful in test

HICKAM AFB, Hawaii—A recently completed test has proven that weather forecasting for Southeast Asia (SEA) can be successfully accomplished from halfway around the world. The Vietnamization Program necessitated development of a method for providing weather support to the free world forces in SEA with less manpower.

A vital interest

The 1st Weather Wing (WWg.), in conjunction with the 3rd

WWg., implemented this vastly new concept for weather support after many of the weather analysis and forecasting tasks performed by the Southeast Asia Weather Central (SEAWECEN) at Tan Son Nhut AB, Vietnam, were transferred to the Strategic Air Command (SAC) Weather Support Unit (WSU) at Offutt AFB, Neb. SAC, which 3rd WWg. supports, has a vital interest in the SEA weather and how it may affect the B-52 missions flown by SAC's 8th Air Force.

Latest methods

The SACWSU, using a vast data base and the latest computer capabilities, prepares scheduling and outlook forecasts for all areas of SEA for a time period of 6 to 48 hours into the future. The 7th Air Force WSU at Tan Son Nhut issues operational forecasts and go—no go weather forecasts based on the latest information avail-

able from the present to six hours into the future.

Spirit of cooperation

Significant factors in the success of this new system are the improved communications whereby facsimile charts, forecast bulletins, and other forms of weather data can be rapidly relayed between Offutt and SEA, and the broad technical expertise of the personnel assigned to the SACWSU. Most of the weather forecasters have had previous experience and training in tropical meteorology, including a tour of duty in SEA. Much of the credit for the success of this new interface of weather support belongs to the personnel of the 3rd WWg. SACWSU. The spirit of cooperation between 1st WWg. and 3rd WWg. insured the success of another first in centralized forecasting support in Air Weather Service.

Communications works two ways

Lt. Col. David M. Hall
MAC EOT Officer

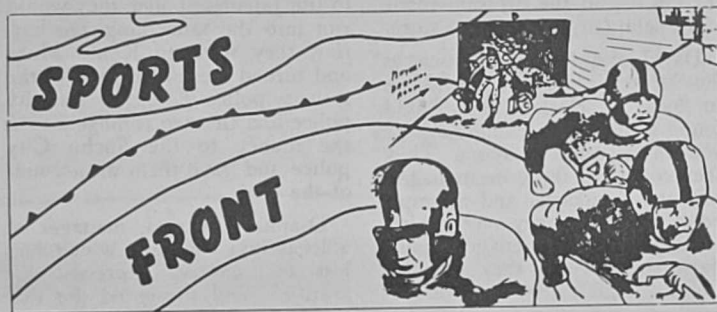
Listening is communication. Through listening, we communicate our interest in others—their concerns and their problems.

When we study the parts of the communications process, we discover that to communicate we must concern ourselves with the person listening to us. If the listener does not receive our message with the same meaning that we transmit, we will not communicate. If the listener is not concerned with hearing what we say, then we cannot communicate. Communications require the ACTIVE participation of the transmitter and the receiver.

There are two ways to listen. We can listen to other people talk, in which case we are the receivers, and we can listen for feedback when we are communicating. Too often, we are so busy getting our message across that we never watch for or listen to feedback. Without the feedback, we don't know if the guy understood what we said. If he didn't understand, the whole message was wasted.

When we've delivered our message, we should let our receiver have his turn to communicate. Only by listening to him can we find out if he understood. And we also show our concern for him as a person.

Communicating is a two-way process—sending AND receiving. The most important of which is receiving. Because only when listening is achieved is the communications process complete.



Hole-in-one

OFFUTT AFB, Neb.—TSgt. Dale Campbell had a hole-in-one Sept. 22 on the nine-hole golf course here while playing in the Air Force Global Weather Central/3rd Weather Wing Golf Tourney.

Sergeant Campbell's first "ace" was played over the fifth hole, a 164-yard par-3 water hole, using a 3-iron.

Tennis champ

ENGLAND AFB, La.—1st Lt. Jerry K. Edwards, a forecaster with Det. 5, 5th WWg., recently won the England AFB 1972 singles tennis championship. Lieutenant Edwards defeated the 1971 defending champion in a best two out of three match final.

Golfers are undefeated

McCLELLAN AFB, Calif.—The 55th Weather Reconnaissance Squadron's golf team leads McClellan's American Golf League with an undefeated record after 12 matches. Team members include; Capt. Al Gideons, Capt. Larry Berdoll, Capt. Gary Heise, CMSgt. John McCullough, SSgt. Jim Valigura and Sgt. Joe Currin. With six matches remaining, the 55th team is favored to win the American League title. The number two ranked team holds a 10-2 record for the season. Sergeant Currin has coached the team for the past two years. During that period, his teams have won 30 matches while losing only three.



HANUA ARMY INSTALLATION, Germany—Capt. Jerry L. Wright, chief forecaster (background), and Sgt. David J. Erickson, observer (right, foreground) assist an Army pilot at their newly renovated briefing counter. Members of Detachment 2, 7th Weather Wing, recently remodeled the weather facility here through a self-help project. (USAF Photo)

SAC's weather director talks tailored support

(Continued from Page 1)

SAC commander's weather expert on how weather factors impact on the full spectrum of unit activity—from EWO considerations to squadron picnics. Most eyeball-to-eyeball support is given by unit wing weather officers. These are hand picked, highly qualified, experienced officer or NCO forecasters dedicated specifically to interface with the supported SAC unit. Like their SAC brothers, the wing weather officers react to the needs of the Air Force and frequently deploy with their supported SAC units. Currently, eleven wing weather officers are deployed to Guam, Okinawa, Thailand and the Philippines in direct support of the increased SAC activity in Southeast Asia.

All of our personnel, staff weather officers, wing weather officers, behind-the-counter forecasters, and observers, must know your significant weather support criteria and be able to translate them into operationally meaningful terms. They are required to have in-depth knowledge of each SAC mission supported, the weather factors influencing these

missions, and an understanding of how each mission would be affected should the weather support fail. Their expertise, and the use you make of it, determine to a great extent the overall effectiveness of your weather support.

We can't do our job properly without your help. To a large extent weather service is what you make of it and how you use it! "Wait a minute," you say, "how do I fit in?" Weather service is much like a dictionary: those who don't use it, don't appreciate it. Those who do use it, understand and appreciate it very much; these are the professionals.

In this era of austerity in the military, we are all challenged to optimize our operational and support efforts. With a decreasing aircrew experience level, we realize the need to be even more exacting in providing weather support. At the same time, with weather service manning authorizations being reduced at many bases, we are faced with doing more with less. We accept this challenge and will continue to provide SAC with the best weather support possible.

