

Topographic mapping improved

RAMEY AFB, P.R. — a new topographic mapping system which uses side-looking radar imagery to gather aerial mapping data is in use here.

The new system, designated the All-Weather Topographic Mapping System (AWTMS) includes side-looking radar (SLAR) installed in an Air Force RC-130A. Designed and developed by the Arizona Division of Goodyear Aerospace Corporation, the radar is a modified version of operational reconnaissance SLAR used in RF-4s.

The AWTMS is one of five specially configured RC-130As assigned to the 1st Aerial Car-

tographic and Geodetic Squadron (ACGSq.) at Forbes AFB, Kan. One RC-130A, its crew and maintenance men recently arrived here to complete the operational evaluation of the AWTMS. Aerial mapping will initially be concentrated on the Monati, P.R., area with the ultimate goal being to completely map the island using the system.

Aerial data collection using cameras has always been limited by the requirement for virtually cloud-free weather conditions and adequate sun angle. Radar will eliminate these restrictions. The collection of mapping data can proceed independently of most

weather conditions and sunlight.

Because of the unique capability AWTMS provides, accurate aerial mapping now appears feasible in areas where cloud cover has hindered aerial photographic coverage. These areas include 20 degrees north and south of the equator and certain arctic and antarctic regions.

Mapmakers at the U.S. Army's Engineering Topographic Laboratory, Ft. Belvoir, Va., are now engaged in a very detailed analysis of the test data to determine if the AWTMS data is adequate for map production.

"My concern is that you don't believe me"

A Special Article
by

Brig. Gen. William H. Best Jr.

For the past many months I have been spreading the word that in clear, cold, hard facts, the crunch of austerity is on. My concern is that you don't believe me. I think some of you laugh it off as the "old party line." Nothing could be further from the truth.

Look around you. See what's going on. Some examples that hit us in the pocketbook: (1) All promotions suspended, (2) promotion to temporary captain extended from 36 months to 48 months, (3) promotion to temporary 1st Lt. extended from 18 to 24 months. Here are some within Air Weather Service: (1) 4th and 7th Weather Wings eliminated, (2) numerous weather squadrons disestablished, (3) a third of our aircraft withdrawn, (4) a cut of one-third in our total manpower, (5) Representative Observing Sites closing, (6) many base weather stations closing their forecasting/briefing facility nights and weekends. Each of these actions saves manpower and that saves dollars. **Get the picture?**

Let's face it, there will be further belt-tightening. Every time I brief an Air Weather Service program to higher headquarters I'm immediately challenged by these questions: Who placed these requirements on you? Do you have authority in writing? What does it cost to satisfy these requirements? That is, what resources are needed? Is it directly helping the Air Force?

No longer can we take on tasks because we want to or because it's the right thing to do as we see it. Each job we do must be validated by higher headquarters directives. That is, it must be a requirement laid on us by an Air Force or Army customer. You must be able to answer the same questions asked of me. Can you?

Finally, I encourage each of you to get in tune with the times. The crunch will get worse before it gets better. Air Weather Service will likely lose more resources in future drawdowns. So how can we provide necessary meteorological support to the Air Force and Army in more austere times? Put on your thinking cap. Now is the time to try new techniques; be innovative. If you have ideas, pass them to me. I need your help. Together we can meet the challenge and get the job done.

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SSgt. James L. Floyd was recently awarded the Airman's Medal for an act of heroism. The sergeant came to the aid of three children who had fallen into a rain swollen ditch. (U.S. Air Force Photo)

Sergeant James Floyd honored for heroism

OFFUTT AFB, Neb. — SSgt. James L. Floyd, assigned to Air Force Global Weather Central here, was recently awarded the Airman's Medal for an act of heroism. The incident involved three children who fell into a rain swollen drainage ditch.

Sergeant Floyd first noticed a little girl in the water and her two friends on the shore and thought they were playing a game. However, as their antics became more frantic, he became suspicious and moved in for a closer look. By the time he reached the stream, the other two children were also in the water.

Realizing this was no childhood prank but rather a matter of life and death, he disregarded his own safety and leaped into the rushing current. While another passerby standing on the bank pulled the little girl out, he managed to get one boy to the side and out of the water.

He immediately plunged back into the water and reached the second boy who was but a few seconds from being swept through the concrete entrance of a culvert emptying into the Little Papio Creek. Too exhausted to pull either himself or the boy out, he tenaciously held on until they were pulled to dry land.

AWC is now ATFC

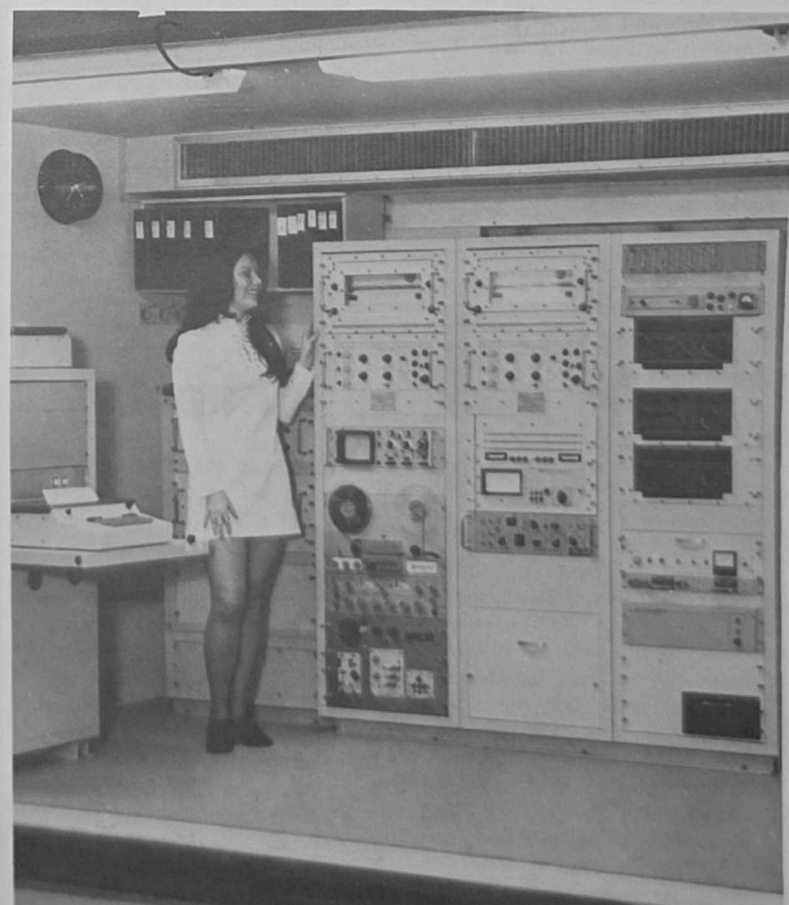
By Maj. James P. Doolittle

FUCHU AS, Japan — The Asian Weather Central (AWC) ceased to exist when the Air Force Global Weather Central (AFGWC) at Offutt AFB, Neb., started producing macro-scale weather analyses and prognoses for the Western Pacific, Far East, and Southeast Asia.

This new support is now supplied to weather detachments through scheduled facsimile and teletype transmissions originating at AFGWC.

The mission of the new Asian Tactical Forecast Center (ATFC) is to serve as a theater forecast center. The unit's functions are to provide weather support to the Fifth Air Force commander, support weather detachments in the Far East through centralized terminal area forecasts and severe weather forecast point warnings, serve as alternate Joint Typhoon Warning Center, and provide theater contingency support.

Since 1965, AWC had been a detachment of the 20th Weather Squadron. For its efforts during 1971, AWC received the Air Weather Service Moorman Award. This award, named for retired Lt. Gen. Thomas S. Moorman (AWS commander, 1954-1958), is presented annually to the unit that provides outstanding centralized analysis and forecasts to other Air Weather Service units. The AWC was selected for the award because of services provided throughout the Pacific and Southeast Asia during 1971.



Pointing out the virtues of the "C" module of the new Tactical Weather Analysis Center is Miss Susan Callahan. The new Tactical Weather System provides improved equipment and working conditions for deployed weatherman. See story on page 3. (U.S. Air Force Photo)

ARE YOU A HYPOCRITE

by
Lt. Col. David M. Hall
MAC Social Actions Officer

Can a hypocrite be defined as one who pretends? The word we use today comes from the Greek word "hypokrite." Greek actors moods of the same character. To change characters and moods, the actors would leave the stage and re-enter holding a different mask before their face. Hypokrites then really meant acting a part. With this background we can understand why hypocrisy means to pretend, or to act one way and believe another.

All of us do some acting or pretending in order to convey an image. Basically, there are four such images which we act out at different times in our daily lives:

1. True image — what we really are.
2. Self image — what we consider ourselves to be.
3. Projected image — the way we want others to see us.
4. Reputed image — the way others see us to be.

When we pretend, we admit that we do not like ourselves as we really are.

There have been no unique approaches in role playing in our interpersonal relations in this century. Alvin Toffler in his book, *FUTURE SHOCK*, says our youth today are far more astute than we were at their age. It is reasonable to assume that today's youth are seeing through the mask and directly at the person. Role playing then becomes less significant today than it was a decade ago.

The ageless philosopher who decreed "to thine own self be true" was admonishing us to be honest with ourselves and this honesty would show through like a glowing light to our fellow man. Another philosopher said, "Let he who is without guilt cast the first stone." Wouldn't it be amazing if we, who often subject our fellowman to criticism, were without fault?

We must learn to treat every man the same. This treatment should reflect the way we would like to be treated under like circumstances. Only in this way will we cease to act or role play. When we can honestly say that we are qualified to "cast the first stone" then we have dealt honestly and fairly with our fellowman and our true image is reflected in all that we do.

Births in AWS

BOLES, Capt. and Mrs. James D., a daughter, Susan Alane, 21 Dec. Father assigned to Det. 22, 3rd WWG., Carswell AFB, Tex.

PARKER, A1C and Mrs. Larry J., a daughter, Nicole Renee, 29 Nov. Father assigned to Det. 28, 15th WSq., Ellington AFB, Tex.

WADE, SSgt. and Mrs. Michael E., a son Seth Edward, 21 Dec. Father assigned to Det. 28, 15th WSq., Ellington AFB, Tex.

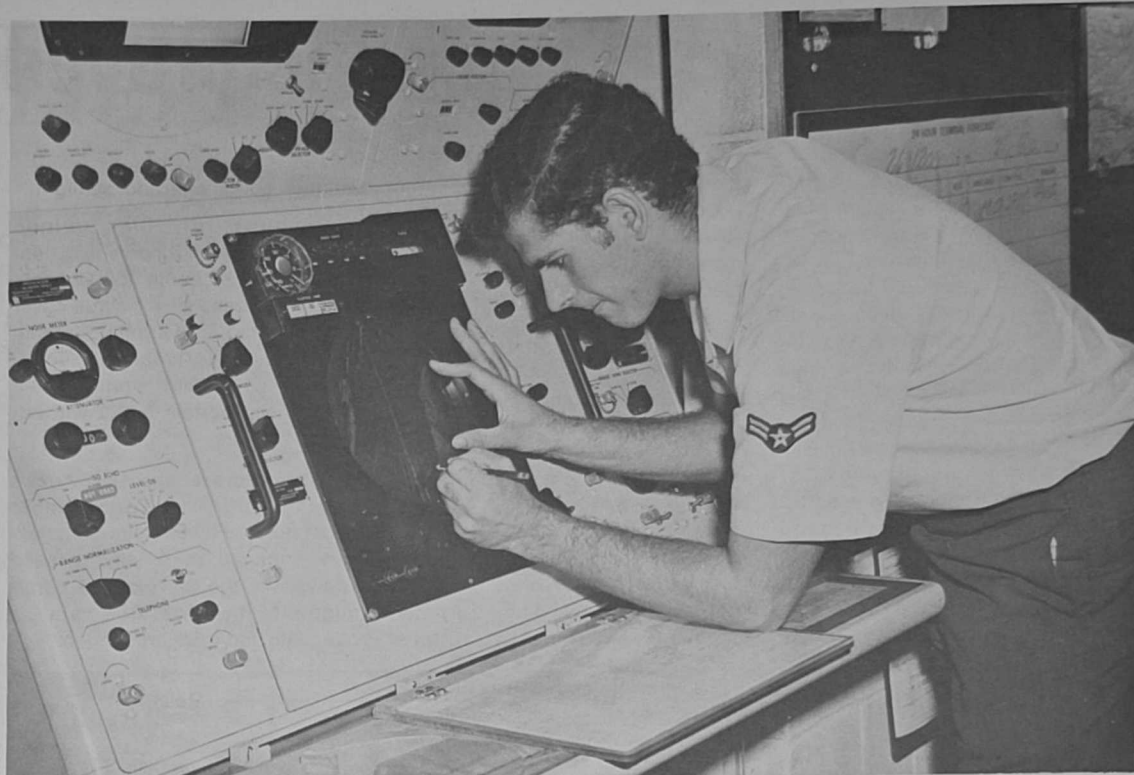
MEIER, Capt. and Mrs. David M., a son, Thomas William, Dec. 27, Father assigned to OL-K, 11th

WSq., Shemya AFB, Alaska.

HEIN, Sgt. and Mrs., a son, David Daniel, 11 Jan. Father assigned to Det. 18, 5th WWG., Mountain Home AFB, Idaho.

DELLINGER, A1C and Mrs. Claude D., a daughter, Melinda Elizabeth, Jan. 1. Father assigned to Det. 3, 16th WSq., Ft. Bragg, N.C.

BROCK, Sgt. and Mrs. Robert B., a son, Jason Allen, 24 Nov. Father assigned to OL-A, Det. 18, 20th WSq., Camp Page, Chunchon, Korea.



A1C Carey L. Kinsey, an observer with Detachment 20, 15th Weather Squadron, has pursued his interest in weather from a hobby to a profession. (U.S. Air Force Photo)

Observer makes hobby a profession

RAMEY AFB, P.R.—A1C Carey L. Kinsey, a weather observer with Detachment 20, 15th Weather Squadron, has pursued an interest from hobby to profession.

His interest, as a boy growing up in South Carolina, was weather, and hurricanes in particular. As a high school freshman, he lectured juniors and seniors about meteorology. Still in high school, he constructed his own weather

stations and made local observations and forecasts. For a year, he made daily weather broadcasts on an Orangeburg, S.C., radio station and for six months wrote a weather column for a local newspaper.

When the Air Force offered guaranteed training in the weather field in 1971, he enlisted and finished fourth in his technical school training three weeks ahead

of his class.

Because of his interest in hurricanes, he applied for Ramey as his first assignment. Since then, he has flown with the Hurricane Hunters of the 53rd Weather Reconnaissance Squadron, but hasn't yet achieved his life-long dream—flying once into a storm of 100 knots or more.

"That," he says, "would be a real hurricane!"

Pizzini, Boehme selected

HEIDELBERG AB, Germany — Col. Boyce M. Smith, commander, 7th Weather Squadron, has announced his selection of the Senior NCO and NCO of the Quarter.

The Senior NCO of the Quarter is TSgt. Joe A. Pizzini, chief observer for Det. 12, 7th WSq. at Finthen AAF, Germany. In addition to garrison duties, Sergeant Pizzini

takes part in field training exercises with the 8th Infantry Division.

Taking NCO of the Quarter honors was SSgt. Brent R. Boehme, weather equipment repairman with Det. 7, 7th WSq. at Grafenwoehr AAF, Germany. Sergeant Boehme is responsible for equipment maintenance at both Grafenwoehr AAF and Hohenfels AAF.

The following letter was received by the commander of Air Force Global Weather Central as an end-of-tour critique. It is a representative example of such critiques received by the commander:

Dear Sir:

I've spent four and a half years at AFGWC and the first thing that comes to mind is: everything that other people told me about AFGWC prior to my arrival was untrue. By that I mean that people gave me a very gloomy and ugly picture of life at AFGWC. I found, once I arrived for duty, that what they said was just the opposite. It wasn't a Fantasyland, but it was far from what others told me.

During my tour of duty here I received my 7-level in forecasting, a promotion to technical sergeant, and I was fortunate to attend college and receive my degree in business while TDY under the Bootstrap program.

AFGWC, like any "newborn," has its growing pains, and I feel in time they will be over and people will not be tempted to use these situations to take out their frustrations.

I can say I enjoyed my tour at AFGWC and I don't recall ever working with any better educated, personable or likable people.

A satisfied customer

NCOs chalking up honors

WIESBADEN AB, Germany—NCOs of the 2nd Weather Wing here have been busy chalking up honors from various sources.

Two men received awards during graduation ceremonies of the 21st Air Force NCO Leadership School. SSgt. Jerry A. Stirewalt, Det. 21, was the Honor Graduate of Class 73-6, while Sgt. Richard V. Greene, Det. 20, 31st Weather Squadron, Sembach AB, Germany, won the Commandant Award for the same class. The two competed against 20 other classmates for the honors.

SSgt. Jeffrey W. Russell, Hq. 7th WSq., Heidelberg, Germany, was selected as the Outstanding Observer Supervisor for 1972. TSgt. Wallace J. Swenson, Det. 40, 2nd

WWG., Croughton RAF, England, was selected as Outstanding Observer for a Specialized Observing Function, while SMSgt. Kenneth F. Pineau, Det. 11, 2nd WWG., Torrejon AB, Spain, was nominated for the AWS Staff Service Award. SMSgt. George A. McNeill, Det. 8, 31st WSq., Zweibruecken AB, Germany, was selected the Outstanding Detachment Forecaster. Selected as Outstanding Observer in an Observing Function was SSgt. Kenneth G. Bennekamper, Det. 17, 31st WSq., Upper Heyford RAF, England.

TSgt. Marvin L. Cross, Jr., Hq. 2nd WWG., was presented the wing's Certificate and Letter of Appreciation for his performance as dormitory chief at Wiesbaden.



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

Mr. John C. Morse—Editor

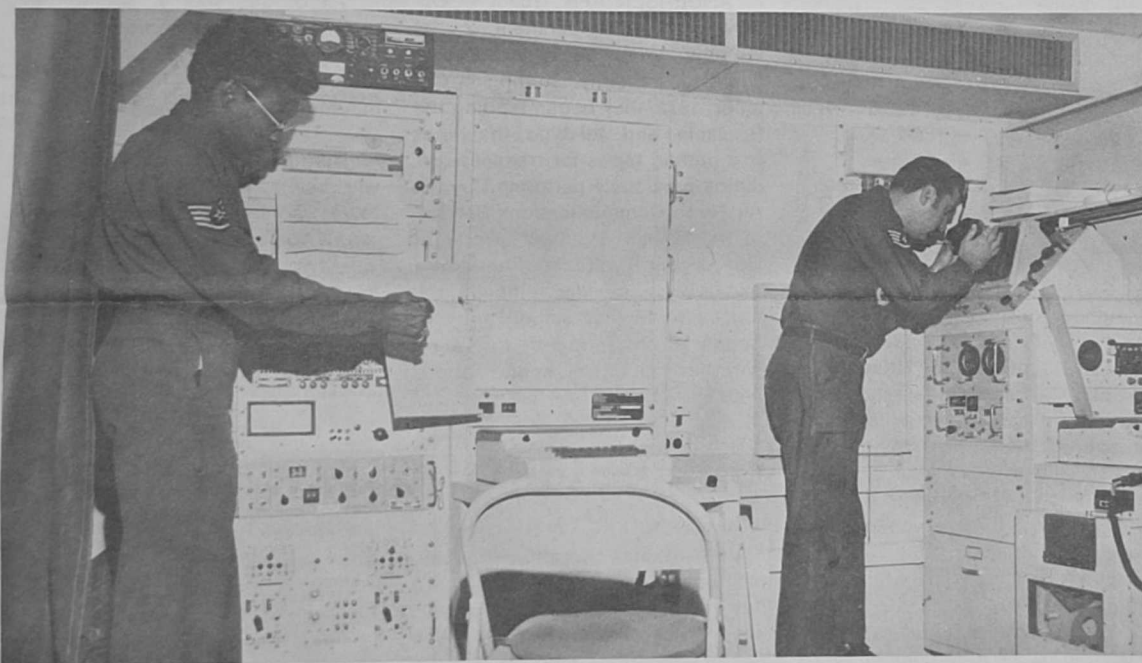


Working in the new "A" module of the Tactical Weather Analysis center are, left to right, 1st Lt. Richard A. Freet and Staff Sergeants John Newpeck and Harold Robinson. The "A" portion of the system makes up the forecasting and briefing area. (U.S. Air Force Photo)



Maintenance is performed in comfortable surroundings in the "D" module. This portion of the system provides a working area for AWS and AFCS maintenance personnel. (U.S. Air Force Photo)

AWS has a new Tactical Weather System



The "B" module is the observer's working area. Busy with the equipment are Staff Sergeants John Newpeck and Harold Robinson. (U.S. Air Force Photo)



TACTICAL WEATHER ANALYSIS CENTER — This system represents a new generation of equipment for support of deployed tactical forces. (U.S. Air Force Photo)

LANGLEY AFB, Va. — In the future, forecasters, observers, and maintenance men deployed to the field will have working conditions second to none. They will perform their missions in comfort, whether in the Arctic or the Sahara, thanks to a new development called the Tactical Weather System (TWS).

The TWS is a modern, transportable, modularized weather station. Each system is composed of 10 shelters, or modules, that form a Tactical Weather Analysis Center (TWAC) and a Tactical Air Base Weather Station (TABWS). The system combines the latest lightweight sensors, communications, and electronic reproduction equipment in a package capable of receiving weather data from local and worldwide sources, including orbiting satellites. This data can then be processed and disseminated to command and control agencies, pilots, and ground forces within a given area of operations.

When deployed, the TWAC is the nucleus for weather service in the deployment area. The center will support the command and control elements of a tactical air force headquarters and act as a communications interface, receiving facsimile and other forecast products produced by Air Force Global Weather Central, Offutt AFB, Neb., and teletype data from Carswell Automated Weather Network. These products will be provided to tactical air base weather stations supporting flying units on tactical bases. The center can also tailor forecast products for use throughout the deployed zone.

USAF Col. (Ret.) Harold Banks of the 5th Weather Wing's Systems and Programs Office, was primarily responsible for the TWS becoming a reality. Since the system was formulated in 1967, he insured that actions required to develop, test and produce new Air Force equipment were accomplished. "Bank's Boxes," as the modules are called

at Headquarters, 5th WWG., are four specially designed shelter modules, each weighing less than 5,000 pounds. The modules can be airlifted, trucked or delivered by helicopter and assembled by a crew of six within a few hours. When two modules are joined together, removable panels become the roof and floor of the mid-section and extra end panels complete the enclosure. The shelter measures about 13 feet by 21 feet by 7 feet when expanded.

The TWAC has two forecasting, one observing, one communications and two maintenance modules. A TABWS consists of one forecasting, one observing and two maintenance modules.

The forecasting module contains the forecaster's analysis and briefing area, displays for facsimile products, telephones, intercom, copying machine and space for a radar display console.

The observer's module can receive and transmit weather information and data within the tactical area via two teletypes and ground-to-air radio. The new teletypes were so quiet observers complained about not knowing when teletype data had been received. Two facsimile recorders and the temperature, dewpoint, cloud height, barometric pressure and wind speed/direction readouts are in this module.

The communications central module provides radio, teletype, and facsimile equipment. Its primary function is to receive and transmit weather data from areas outside the tactical area, including data from weather satellites and foreign national weather agencies. This module will be manned by Air Force Communications Service people trained to operate and maintain the equipment.

The maintenance modules will be used by both AWS and AFCS to keep the various modules on the air and in proper operating condition.

Col. Bishop named for promotion

MCCLELLAN AFB, Calif. — Col. Tedd L. Bishop has been nominated by President Richard M. Nixon for promotion to brigadier general. Colonel Bishop, a 24-year Air Force veteran, has commanded the 9th Weather Reconnaissance Wing here since May, 1971.

Born in 1926 in Asheville, N.C., Colonel Bishop first entered the service in 1944. He later attended Ohio University and worked as a commercial pilot. In 1947, he entered the Aviation Cadet Program and was graduated as an outstanding cadet.

Prior to commanding the 9th WRWg., Colonel Bishop served as AWS deputy chief of staff for air operations at Scott AFB, Ill. He has more than 15,000 total flying hours and holds numerous decorations including the Distinguished Flying Cross.

When asked how he felt about the promotion, the 46-year-old general-selectee stated, "No one attains any position of consequence without having good people behind him. I have my family at home and my associates at work. How could I lose?"



Col. Tedd L. Bishop

5th. WWg. supports Brave Shield III

LANGLEY AFB, Va. — Forty-four members of the 5th Weather Wing deployed recently to the Ft. Stewart/Hunter Army Airfield, Ga., reservation in support of Brave Shield III. Highlights of the Readiness Command exercise included two paradrops, one by the 82nd Airborne Division and one by the 101st Airborne Division.

The nucleus of the Brave Shield weather support force came from the 1st Weather Squadron, MacDill AFB, Fla. Lt. Col. William R. Healey headed this task force which had the job of providing meteorological support for interdiction, air defense, tactical reconnaissance, airlift, close air support and paradrop operations. Specially trained per-

sonnel from detachments at Shaw, Seymour-Johnson, and Pope Air Force Bases and Hunter Army Air Facility augmented the task force.

Detachment 1, 5th WWg. at Shaw AFB deployed a group of weathermen to support the Air Force forces, with help from Seymour-Johnson, Myrtle Beach, and England AFB detachments. In place and deployed support to Air Force elements was provided by forecasters and observers from Shaw, Myrtle Beach, Homestead, and MacDill Air Force Bases.

Airlift forces in the operation received tailored support from 5th WWg. base weather at Langley, Det. 4, 5th WWg. at Pope, and Detachments 3 (Charleston) and 10

(McGuire) of the 15th WSq. Ft. Campbell, Ky. Weathermen supported the TAC ALCE (Airlift Control Element). Army and Unconventional Warfare Units received specialized support from deployed personnel from Ft. Bragg and Hurlburt Field weather units.

One of the elements of the weather support force was the drop zone weather team. SSgt. Charles H. Butler of the 1st WSq. and Sgt. Paul D. Ferris of Det. 3, 16th WSq., Ft. Bragg, provided accurate data essential to the safe completion of the exercise. TSgt. Charles Nabors and Sgt. James Hoy, jump-qualified weathermen from the special operations weather team at Hurlburt Field, Fla., also participated in the exercise.

Gen. Ireland visits ACGSq.

FORBES AFB, Kan.—Maj. Gen. Clare T. Ireland, deputy chief of staff for plans at Hq. MAC, Scott AFB, Ill., visited the 1st Aerial Cartographic and Geodetic Squadron (ACGSq.) here Jan. 10.

General Ireland was briefed about 1st ACGSq. capabilities and future operations and toured squadron facilities with Lt. Col. Jack W. Gentry, squadron commander.

Part of General Ireland's tour included inspecting the WS-430C, a portable trailer complex used to process and evaluate aerial mapping photography. It is composed of units which allow continuous processing and printing of black and white film, and includes units for editing and inspection of the photography, film storage and maintenance.

Freedoms Foundation Awards

HQ. AIR WEATHER SERVICE, Scott AFB, Ill.—Four Air Weather Service people won awards in the recently concluded Freedoms Foundation Letters Competition.

A1C Randy Steadham, Det. 25, 10th Weather Squadron (WSq.) won the George Washington Honor Medal for his entry. He is stationed

at Nakhon Phanom RTAFB, Thailand.

Honor Certificates went to Capt. Robert W. Lambert, Det. 3, 9th Weather Reconnaissance Wing, Yokota AB, Japan; Capt. David J. Mueller, Det. 21, 2nd WWg., Kindsbach AB, Germany; and Sgt. Laurence A. Partan, Jr., Det. 11, 7th WSq., Coleman Barracks, Germany.

Observers accept a challenge

ANDERSEN AFB, Guam — Observers from Detachment 2, 1st Weather Wing here accepted a challenge recently. Starting in October, 1972, they began tending the facsimile and teletype machines and cutting tapes for transmission, duties previously performed by the Air Force Communications Service.

In November, their workload was further increased when the monitor function was relocated into the base weather station and they began cutting tapes for aerial weather reconnaissance observations.

All of this was in addition to their routine job, supporting the armada of SAC B-52 aircraft flying in the biggest air offensive ever mounted from one base.

During 1973, the observing site will be moved from the control tower into the base weather station; and at the same time the number of observers will be reduced because of the AWS drawdown. This should be a pretty busy time, but the observers at Det. 2 have shown that they can handle a tough job.

Competence is rewarded

VANDENBERG AFB, Calif. — Four National Weather Service members of the Upper-Air Unit here have received cash awards of \$125 each. Accepting the awards given by the Western Regional Headquarters of the NWS were Charles R. Fischer, William D. Grafton, Wilbur J. Lewis and Richard C. Theis.

The awards were given for a string of 183 error free observations and a very high termination

average during 1972. The same unit was awarded the Air Force Blue PRIDE Achievement Award for 1971.

The complete Upper-Air Unit here is made up of four Air Force and five civilian observers. The awards were presented jointly by Col. Malcolm E. Gosdin, commander of Det. 30, WWg., Vandenberg AFB and Paul S. Moore, National Weather Service Official-in-Charge.



GOING DOWN - Paradrops by the 82nd and 101st Airborne Divisions were supported by 5th Weather Wing personnel during BRAVE SHIELD III, a recent Readiness Command exercise. (U.S. Air Force Photo)



TAKING A PIBAL - SSgt. Charles H. Butler of the 1st WSq., left and Sgt. Paul D. Ferris of Det. 3, 16th WSq. work to provide data essential to the completion of BRAVE SHIELD III. (U.S. Air Force Photo)

AWS MAINTENANCE EFFORTS RECOGNIZED



LOCATING THE PROBLEM - At work in his natural habit is Sgt. Michael D. Riley, MAC Maintenance Airman of the Year. Sergeant Riley is assigned to the base weather station, Andrews AFB, Md. (U.S. Air Force Photo)



MR. FIXIT — Sgt. Donald E. Fix, 58th WRSq., installs a safety lock in the canopy of a WB-57F. Sergeant Fix is the Category 2 winner, MAC Aviation Maintenance Airman of the Year. (U.S. Air Force Photo)



A TEAM EFFORT — A 58th Weather Reconnaissance Squadron maintenance crew prepares a WB-57F for flight. The squadron was selected as the Category 6 (Aircraft) winner, MAC Maintenance Organization of the Year. (U.S. Air Force Photo)



ANOTHER HARD WORKER — MSgt. Robert D. Nichols, formerly of the 53rd WRSq., is the Category 2 winner, MAC Maintenance NCO of the Year. (U.S. Air Force Photo)



MANAGEMENT TACKLES A PROBLEM — Capt. Alfred R. Garcia OIC of Det. 17, (formerly Det. 52) 20th WSq., works on maintenance matters. Captain Garcia is the MAC nominee to Hq. USAF for the Communication-Electronics Professionalism Achievement Award. (U.S. Air Force Photo)



TOP SHOP — Members of Det. 17, 20th WSq. work in the Intermediate Maintenance Branch, Yokota AB, Japan. The unit stands out as the Category 7 (ground) MAC Maintenance Organization of the Year. (U.S. Air Force Photo)

Both short and tall found at Det. 10, 6th WWg.

ELGIN AFB, Fla. — Both the "short and the tall of it" can be found at Detachment 10, 6th Weather Wing. While Det. 10 is one of the smallest units here, it is one of the largest detachments in Air Weather Service.

Eglin AFB, home of the Armanent Development and Test Center (ADTC), hosts five different commands and has a diversified mission. To support the many aircraft, munition and missile tests, Det. 10 has become a highly specialized task force. With 70 people, the unit provides weather forecasts and observations for an area nearly two-thirds the size of Rhode Island, and a 44,000 square mile water test range over the Gulf of Mexico.

The unit also has a special breed of forecasters — range forecasters and staff meteorologists. The range forecasters provide advance range and test site information to various test agencies for requirements ranging from rocket launches to parachute drops. The "staffmets", while a small group, cover a wide

area also, from blast focus forecasts (pre-determining the affect of the atmosphere on loud explosions, and how far the sound will travel) to forecasting the average amount of moonlight over a specific area at a certain time.

The observing section, in addition to support for airfield traffic, provides observations at eight test sites over a 720 square mile land area. The section also provides rawinsonde observations for post-test analysis by engineers of the ADTC.

The detachment logistics section provides maintenance and supply support, dealing with 27 pieces of major equipment, including two weather radars, lightning detection equipment, and upper-air sounding systems.

With all the demands made upon it, the unit has managed to amass two Outstanding Unit Awards and many safety awards. Det. 10, "short" in size when compared to other units at Eglin AFB, stands "tall" with a sense of accomplishment while performing a big job.



Two members of Det. 10, 6th WWg., TSgt. Irv Skov and TSgt. Bob Booth, are "standing tall" while dwarfed by an antenna used for tracking upper-air weather balloons. (U.S. Air Force Photo).

New system delivered to AFGWC

HANSCOM FIELD, Mass.—Air Weather Service (AWS) has bolstered its efforts to more accurately pinpoint and predict space phenomena.

Recently delivered to the Air Force Global Weather Central (AFGWC) at Offutt AFB, Neb., is a new automated astrophysical data processing system capable of swiftly digesting and displaying space environmental data inputs from around the world.

Developed by Air Force Cambridge Research Laboratories (AF-CRL) scientists and AWS, this new system is an aid to the space forecaster. It allows large volumes of data, fed via ground-based sensors and near-earth satellites into the forecast network, to be sorted, decoded, analyzed and displayed automatically.

Robert A. Skrivaneck of AF-CRL's space forecasting workshop, which helped prepare the package, says, "Although taking several years to write, this program should be operating routinely within the near future. By eliminating many of the manual plotting and updating chores, the forecaster will be free to more accurately analyze incoming data and to react faster to any critical conditions that may develop."

Forecasting of space events by the Air Force really took hold some 10 years ago and has assumed an added importance in our everyday living. Events triggered on the sun, 93 million miles away, sometimes impact on our atmosphere in minutes. Depending on the size, strength and type of phenomenon, after-effects could range from high frequency communications interference and impaired radar and satellite performance, to jumbled TV signals or telephone and power service disruptions on earth.

So powerful are these sun explosions that vast amounts of radiation are often spewed great distances into space. Many times, huge magnetic and ionospheric storms are spawned. Apart from the communications and surveillance gaps created, scientists are also concerned with radiation threats which could be posed for astronauts and supersonic space aircraft.

AWS teams maintain a constant sun vigil using many space forecast techniques pioneered at AF-CRL. Magnetic disturbances curtailed the earth's atmosphere last August after the occurrence of several solar flares; communications across the polar regions were blacked out. The onset of this polar cap blackout was interpreted and predicted by AWS forecasters to within 15 minutes of its actual occurrence.

Although not gathered primarily for this purpose, data was also given to civilian government agencies such as the National Aeronautics and Space Administration and the Federal Aviation Agency.

New muffler reduces noise

McClellan AFB, Calif. — Residents in the McClellan AFB area who were blasted out of a sound sleep by the roar of jet engines being tested during the wee hours of the morning now have relief.

The necessary midnight engine runs will continue, but will be much less bothersome to area residents since positive results of a test conducted recently.

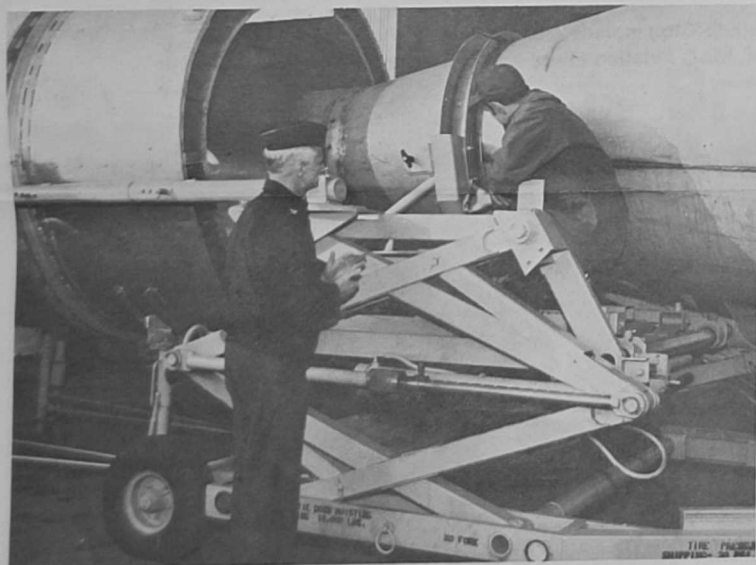
Mechanics of the 55th Weather Reconnaissance Squadron (WRSq.) here conducted tests of noise suppression equipment designed to muffle the roar of jet engines during ground engine runs.

The giant muffler is made up of a number of huge cones and screens. Constructed by a New

York firm, it is the only one of its kind.

Use of the muffler reduces noise levels in another way. Previously, in order to test one engine on a multi-engine aircraft, one opposite engine had to be started to prevent movement of the aircraft. With use of the muffler, only the engine being tested will need to be started, cutting noise levels by more than 50 per cent.

55th WRSq. mechanics are working with company representatives to adapt the muffler for use on the squadron's WC-130B aircraft. The assistance of the 55th mechanics cut the normal two day assembly time to a single afternoon. The equipment had previously been used for tests of F-101, F-105 and C-141 engines.



Col. Tedd Bishop, commander of the 9th Weather Reconnaissance Wing, watches as Sgt. Robert D. Duncan tightens down one of the last bolts holding a jet engine muffler in place. (U.S. Air Force Photo)

53rd WRSq. supports Cold Coast

RAMEY AFB, P.R. — The "Hurricane Hunters" of the 53rd Weather Reconnaissance Squadron (WRS) are providing aerial reconnaissance for a joint effort during Project COLD COAST. The unit is helping in the program by deploying three crews and two WC-130B aircraft to East Coast bases from which winter storm reconnaissance can be performed. This year, the project is being operated from Robins AFB, Ga.

Project COLD COAST is part of a program to more accurately forecast intense winter storms. The National Oceanic and Atmospheric Administration, in cooperation with the Air Force, Navy, and Department of Transportation, has developed a National East Coast

Winter Storms Operations Plan. The plan includes all elements necessary to predict and track winter storms — satellites, ships, shore stations, and aircraft reconnaissance.

From Nov. 1, 1972, through March 31, 1973, 53rd WRS crews based at Robins are flying missions as requested by the chief of Aerial Reconnaissance for Atlantic Hurricanes (CARCAH), who is charged with coordinating winter storm reconnaissance. CARCAH works in close cooperation with the National Weather Service, requesting flights from reconnaissance agencies.

Winter storm reconnaissance missions flown by the 53rd fall into two classes — synoptic tracks and

storm reconnaissance missions. Synoptic tracks are common and are flown along predetermined routes. Most are flown along the East Coast, ranging from Nova Scotia to the Gulf of Mexico.

Most East Coast winter storms form in the Gulf of Mexico and move northeastward. The routes in the Gulf are designed to provide early warning of severe storms. Flights along the East Coast are designed to keep close watch on conditions in areas where winter storms attain their greatest intensity, and to provide data on conditions ahead of and around the storms.

Once a winter storm has developed and moves up the East Coast, CARCAH may request a

storm reconnaissance mission. The flights consist of a "box" pattern around the storm. They provide information on weather conditions near the edge of the storm, which most influence its movement and intensity. Occasionally, a request may be made to find the center of a storm; but this is usually not as important as determining the characteristics of surrounding air masses.

On all flights, data is passed via shortwave radio to shore stations, who relay it to various agencies which issue warnings.

Cold Coast missions present some of the more difficult flying conditions for 53rd crews. But the benefit gained from the project through forecasting winter storms justifies any difficulties involved.

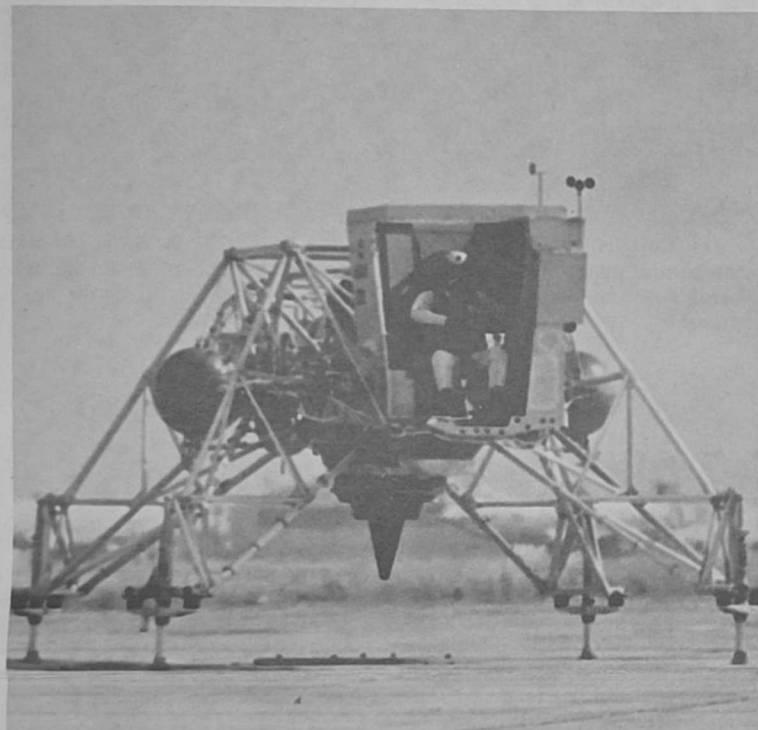
Unit completes unusual mission

ELLINGTON AFB, Tex. — Detachment 28 here of the 15th Weather Squadron has completed an unusual mission. The unit supported NASA's Lunar Landing Training Vehicle (LLTV) test program by providing accurate weather data.

The flight of the LLTV was extremely critical with a maximum altitude of 1000 feet and a maximum flight time of 12 minutes.

The LLTV, used to train astronauts to land the Lunar Module on the moon, has 18 rockets burning hydrogen peroxide and a jet engine mounted vertically to simulate the gravity pull of the moon.

The detachment's LLTV support program is now completed and the training vehicle, the only of its kind, is being shipped to the Smithsonian Institute.



THE LAST RIDE - Det. 28, 15th Weather Squadron, has completed its last mission in support of the Lunar Landing Training Vehicle. The LLTV program required critical weather support which was provided by the unit. (U.S. Air Force Photo)

Best seats in the house for crew from 55th WRSq.

McClellan AFB, Calif. — A 10-man crew from the 55th Weather Reconnaissance Squadron returned here recently from Cape Kennedy, Fla., claiming they had the best seats on earth for the Apollo 17 launch.

The crew was collecting weather data in a WC-135 at 22,000 feet directly over Pad 39-A. At the time of launch, they were just a few miles off Cape Kennedy.

Maj. Robert Bissett, navigator, said, "It looked like a sunrise followed by a couple of minutes of daylight...it was beautiful."

An airplane pilot on the Gulf side of Florida, who was on the same radio frequency as the McClellan crew, reported at the peak of the Saturn V's burn, "I could read a newspaper by this light."

According to Airborne Weather Officer Capt. Darryl Dargitz, the McClellan crew was paying special attention to a thunderstorm 35 miles northeast of Cape Kennedy and a squall line about 50 miles north of the launching area.

The weather, according to Captain Dargitz, was holding and "would probably have not been a factor" if the two-hour and 39-

minute launch delay had continued.

The 55th aircraft was working in conjunction with weather reconnaissance aircraft from sister squadrons in Puerto Rico and New Mexico.

The 55th and another of its sister squadrons at Guam also monitored the Pacific recovery zone splashdown.

Two past Apollo missions made last minute adjustments of their recovery areas based on air weather reconnaissance data.

Lt. Col. Hayden J. Shaw of the 9th Weather Reconnaissance Wing was the aircraft commander. Other crewmen on the mission were Capt. Mike Murrell, 1st Lt. John Ball, 1st Lt. Carroll Huneycutt, TSgt. Harry Graham, TSgt. Richard Wolf and SSgt. Richard Maszak.



ELLINGTON AFB, Tex. — Astronaut Gene Cernan poses with the Weather Observer Team here at the Lunar Landing Training Vehicle Site. Shown with the astronaut are, left to right, A1C Jay Ogden, Sgt. Larry Nelson, A1C Miles Muzio and A1C Gary Ashby. Kneeling are Sgt. Steve Maxwell and Capt. Richard Tosti. (U.S. Air Force Photo)

Astronauts briefed with satellite photos

PATRICK AFB, Fla.—The forecasters of Detachment 11, 6th Weather Wing, here, provide meteorological support to the Air Force Eastern Test Range and its users.

Before the launch of Apollo 17 Dec. 6, 1972, Det. 11 satellite meteorologists received and inter-

preted weather satellite pictures which were used by NASA to brief the astronauts on weather in the launch and abort regions.

The task was simplified by using a modified Muirhead 115B/1 photorecorder, installed last November at Det. 11's Cape Kennedy Forecast Facility. The

machine receives and processes visible-light and infrared data from the scanning radiometer of weather satellites. An infrared radiometer "sees" infrared radiation emitted by clouds according to their temperatures, thus permitting night usage. The highest, coldest clouds appear whitest on infrared pictures.



OUTSTRETCHED WING of an Air Weather Service WB-57F is checked by a pilot prior to flight. Each wing is doubled in length to permit flying at high altitudes. (U.S. Air Force Photo)

WOULD YOU BELIEVE . . .

By SSgt. Allan W. Ackerson

SSgt. Eutimio L. Sena, Det. 7, 31st Weather Squadron (WSq.), Aviano AB, Italy, has been selected by the staff of the "Observer" as the Outstanding Italian Correspondent of the Year for 1972. Keep up the good work, Lou!

Meanwhile, back at Grissom Air Force Patch, A1C Charles E. Frohnapfel was selected as 305th Air Refueling Wing's PRIDE Airman of the Quarter. Airman Frohnapfel is assigned to Det. 26, 3rd WWg.

TSgt. Harry T. Coffin, presently serving in Thailand, was recently

selected 10th WSq. NCO of the Quarter. Sergeant Coffin is NCOIC of the rawinsonde section at Udorn.

MSgt. Glen K. Jackson was selected as 31st WSq. and 2nd WWg. Top Three NCO of the Quarter at Bitburg AB, Germany. Currently serving with Det. 1 of the 31st, Sergeant Jackson won the honor over top three NCOs from 36 other units of the 2nd WWg.

Another 31st WSq. man, SSgt. Allen S. McCarter, was selected as NCO of the Quarter. Sergeant McCarter, an administrative

specialist, was cited for his outstanding duty performance.

Mrs. Juanita Martin, wife of Capt. Robert C. Martin, Det. 4, 31st WSq., was selected by the Officer's Wives Club at Bentwaters RAF, United Kingdom, to compete in this year's Military Wife of the Year competition.

Lt. Col. Loranzo D. Smith, staff weather officer to V Corps, U.S. Army in Europe, was presented the Meritorious Service Medal at Frankfurt, Germany, by U.S. Army Brig. Gen. Richard J. Eaton, V Corps chief of staff.



VIVA LA DIFFERENCE - A1C Ellen Wildenberg poses here with some of the equipment she uses as an active sportswoman at Tyndall AFB. Ellen is an observer assigned to Det. 9, 12th WSq. (U.S. Air Force Photo)

A1C Ellen Wildenberg a girl for all seasons

TYNDALL AFB, Fla. - A1C Ellen Wildenberg, a 20-year-old WAF assigned to Det. 9, 12th WSq. here, has proven herself as a girl for all seasons. An active sportswoman, she is involved in every sport available.

The blonde observer is the Tyndall WAF squadron's most active sportswoman. She competes for the WAF intramural softball and volleyball teams and has made solo ventures into another part of intramural sports. Ellen was the only distaff golfer in the winter season and continues as the only woman in the intramural bowling league.

"I guess I'm a tom-boy at heart," she says. But golf is really her favorite sport. "It's such a challenge," she says. "Once you get one part of the game down, something else goes wrong."

Ellen's chance to compete in golf came when her weather detachment decided to field its own team. The golfers couldn't locate a fourth man, but it found a "first woman." Ellen helped the team finish second in the intramural league.

The adventurous WAF also competes for the liberated weathermen in the intramural bowling league.

Ellen reportedly adds welcome color to Thursday nights at the bowling lanes and is said to be the one person who can look good while rolling a 105.

Ellen entered the Air Force in July, 1971 after graduation from high school in Combined Locks, Wisc. She attended technical school at Chanute AFB, Ill., before arriving here. She is undecided about her future at this time. She may make the Air Force a career of seek a people-oriented career as a civilian. Weatherwomen make firm predictions only after long deliberation.



Lt. Col. John C. Morrison, commander, Det. 15, 15th WSq., explains the control panel of the T-37 to his son, 2nd Lt. Roger A. Morrison, who began pilot training Jan. 16 at Columbus AFB, Miss. (U.S. Air Force Photo)

New officer follows in his father's footsteps

WRIGHT-PATTERSON AFB, Ohio - 2nd Lt. Roger A. Morrison, son of Lt. Col. and Mrs. John C. Morrison, is a new member of the Air Force officer corps. Lieutenant Morrison, a 1972 graduate of Wright State University in Dayton, Ohio, earned his gold bars as a distinguished graduate of the School of Military Sciences, Officers, (formerly Officer Training School) Dec.

21, 1972.

The new officer follows in the footsteps of his father, a command pilot and presently commander of Det. 15, 15th WSq. at Wright-Patterson AFB. Lieutenant Morrison began his career by entering Undergraduate Pilot Training at Columbus AFB, Miss., Jan 16. Upon graduation, he hopes to begin training to qualify as an F-4 pilot.



YOKOTA AB, Japan - Jerry Moody, a forecaster with Det. 17, 20th Weather Squadron here, rallied during the final two rounds of the 72-hole Philippine-American Golf Tournament to place second in the Class B division.

Moody was given a trophy for making the most pars during the tournament. He registered 43 pars while shooting rounds of 74, 73, 69, and 71. Charles Neumann, assigned to 20th WSq. Fuchu AS, Japan, a 9-handicapper, finished in 12th place with a 311.

Busy at Bentwaters

BENTWATERS RAF, England - Detachment 4, 31st Weather Squadron here supports varied missions. During 1972, the unit was chosen to support three major operations which required TDY for the forecasters and observers.

MSgt. McCutcheon, a forecaster, travelled to Greece to support operation Deep Furrow. SSgt. Tracy provided observer support during an operation called Flint

Lock at Sculthorpe, England. Det. 4 forecasters also supported operation Strong Express off the coast of Spain extending to parts of Norway. Weather support during these three operations proved successful.

The detachment's normal job is weather support for two bases, RAF Bentwaters and Woodbridge. Capt. Robert C. Martin is the detachment commander.