

General Best retires after 31 years



Gen. Best

Fifty-three years ago today a Brooklyn physician and his wife were counting the days in anticipation of a new arrival.

Today the United States Air Force's top ranking meteorologist is retired after 31 years of distinguished service to his country. The story which relates these two events is the story of Brigadier General William H. Best, Jr.

General Best was born Aug. 24, 1920 in Brooklyn, N.Y. He received a bachelor of arts degree in mathematics from Princeton University in 1941 and in 1942 entered the aviation cadet course in meteorology at the Massachusetts Institute of Technology. He

received his master of science degree in meteorology from New York University in 1951 and is a 1961 graduate of the Air War College.

During World War II he served in the Army Air Corps Weather Central, Pentagon. In 1947 he was assigned to USAF Weather Central, Tokyo, Japan. In 1954 he entered the University of Stockholm under the Air Force Institute of Technology doctorate program.

He was assigned to Scott AFB, Illinois, in 1966 as Commander, 7th Weather Wing and in 1967 became Deputy Chief of Staff for Operations at Headquarters Air Weather Service. He assumed command of Air

Weather Service in July 1970.

His military awards and decorations include the Distinguished Service Medal, the Legion of Merit, the Air Force Commendation Medal, the Army Commendation Medal, the American Occupation Medal, the World War II Victory Medal and the National Defense Service Medal. In 1971 he was awarded the Vietnamese Air Force Distinguished Service Order, First Class, for the USAF Air Weather Service's achievement in organizing and training a Vietnamese Air Force meteorological service.

General Best is a member of the honorary scientific fraternity, Sigma

Xi. He is a past councilor and former executive committeeman of the American Meteorological Society. He remains a member of the Society's Planning Commission and is an elected Fellow, the highest level of professional membership.

General Best and his wife the former Evelyn Louise Gonzales of Yonkers, N.Y. have four children: Mrs. Peter A. Tinsley, Mrs. Peter J. Klarfeld, Lt. (USN) William H. Best, III, and Christopher.

The Bests have moved from their quarters at 154-S A Street Scott AFB and now reside at 105 Florence St., Lebanon, Ill.

CMSgt. Parish named senior enlisted advisor

Chief Master Sergeant Sam E. Parish assumed duties as Senior Airman Advisor to the commander of Air Weather Service July 1.

The third man to hold this post, Sergeant Parish is active in all areas of NCO career development and his acquaintance with AWS enlisted people everywhere have made him acutely sensitive to the concerns of these men and women.

His career testifies to the hard work and earned recognition philosophies to which Sergeant Parish ascribes. A native of Marianna, Fla., Sergeant Parish entered the Air Force on Dec. 7, 1954. Upon completion of basic training at Lackland AFB, Tex., he was assigned to Chanute AFB, Ill., for training as a weather observer.

From 1955 until 1959 Sergeant Parish served as the NCOIC, Weather Communications, Hq. 18th Weather Squadron in Wiesbaden, Germany. Following this tour, he was reassigned to Chanute AFB to attend the Weather Observer technical course.

From August 1960 through May



CMsgt. Parish

1966, Sergeant Parish was assigned to Air Force Systems Command as the NCOIC, Operational Procedures Division, 433L System Program Office, Electronic Systems Division.

From June 1966 through June 1969, Sergeant Parish served as the chief observer, 7th Weather Squadron, Heidelberg, Germany. Upon completion of that assignment, he was transferred to Hq. AWS, here, as the AWS chief observer.

Sergeant Parish has attended two technical weather courses and graduated from both as honor graduate. He attended the AGSC NCO Academy in 1964 where he also earned the distinction as the honor graduate. He was selected to attend the first class of the USAF Senior NCO Academy.

Sergeant Parish's military decorations, awards and honors include the Meritorious Service Medal, Air Force Commendation Medal, selection as NCO of the Year for Electronics Systems Division in 1962 and again in 1963; NCO of the Year for the 2nd Weather Wing in 1967 and again 1968; and 7th Weather Squadron NCO of the Year for the years 1966 through 1968.

The sergeant is a member of the Air Force Association, Air Force Sergeants Association, Non-Commissioned Officers Association, and the NCO Academy Graduates Association.



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General Aldrich heads AWS

Twelve officers preceded Brig. Gen. Thomas A. Aldrich as commander of what is now the Air Weather Service, and General Aldrich remembers each one. He started as an aviation meteorology cadet in the Army Air Forces in December 1942 and on Aug. 1, 1973 became commander of the 8,000-man AWS organization. The 30 intervening years saw General Aldrich in a variety of ground and flying assignments, most of them involving the weather business.

Following his cadet training at the University of Chicago, where he was corps commander of his cadet class, he moved to his first assignment as a weather officer at Goodfellow Field, Tex. That was in February 1944. In July of that year, he went to Waco Army Air Field, Tex., as a weather instructor. He was transferred to Keesler Field, Miss., as a weather officer in April 1945, and a year later joined the 71st Army Air Field Base Unit, Robins Field, Ga., as assistant station weather officer.

Overseas service began for General Aldrich in the fall of 1946 where in Japan he held the positions of station weather officer, squadron communications officer, and operations and training officer with the 20th Weather Squadron.

His flying career started in April 1949. Following basic and advanced pilot training, he was assigned as officer in charge of flight operations for the 10th Weather Squadron, and as squadron weather officer and aircraft commander with the 55th Strategic Reconnaissance

Squadron, McClellan AFB, Calif. In November 1952 he was transferred to the 58th Strategic Recon Squadron at Eielson AFB, Alaska.

Two years later it was back to McClellan, this time as an aircraft commander and squadron weather officer with the 55th Weather Recon Squadron.

In March 1955, General Aldrich joined AWS headquarters at Andrews AFB, Md., where he was eventually named deputy director for Air Operations. In August 1960 he entered the Air War College, Maxwell AFB, Ala.

A second overseas tour -- and a rather unique one -- began in September 1962 when General Aldrich became commander of the 57th Weather Recon Squadron at Avalon Airfield, Victoria, Australia. He was the only USAF base commander in Australia and the only base commander in the Air Weather Service.



Gen. Aldrich

He later became vice commander of the 9th Weather Recon Wing at McClellan AFB, Calif., assuming command of that wing in November 1969.

In July 1970 General Aldrich was named vice commander of the Air Weather Service. Upon selection for his first star, he was chosen to become commander, U.S. Forces, Azores; commander, 1605th Air Base Wing; and commander, Lajes Field, Azores, in June 1971, a multi-hat position he held until assuming command of the Air Weather Service this month.

Best's aide recalls job as good one

Capt. Charles H. Tracy, Aide de Camp to Brig. Gen. William H. Best, Jr., until the AWS Commander's retirement June 30, will remember his assignment as a rewarding one.

Capt. Tracy, a weather officer, admits that his aide duties took him somewhat astray of his profession, but he added that being a weatherman is almost essential to functioning effectively as the AWS boss's assistant. "There's much more to it than the protocol," Capt. Tracy asserted. "It takes a good amount of meteorological background to be able to anticipate the commander's needs and desires, especially when it is a dyed-in-the-wool scientist like General Best."

When asked if he would recommend his job to others, Captain Tracy replied: "Absolutely. I would encourage every weather officer with the specified qualifications to apply for the job when a vacancy is announced."

From his desk in the command section, Capt. Tracy has moved to the operations shop where he is now a member of the quality control division. He is also working overtime to complete requirements for a masters' degree in business administration from Southern Illinois University.



Capt. Tracy

Editorials

HOW TO GET RID OF THE IG

By

Brig. Gen. John H. Germeraad
MAC Inspector General

IG!!!! These two letters often invoke an immediate comment from MAC people...the majority of them, however, "ain't fit to print."

If these two letters can upset so many people, why not do away with them, do away with the inspector general function??? It can be done, you know. And it's really quite simple.

First, everyone in MAC has to stop having accidents...aircraft accidents, car accidents, on-the-job accidents, sports accidents...all of them will have to stop. That's not asking too much of MAC people since no one wants to have an accident. With no one killing or injuring themselves or others, about one-third of the IG people can be eliminated. These are the folks who find out who or what caused an accident; who keep the facts and figures on accidents to spot trends and possible trouble areas; and those who try to educate us to keep from having accidents. These people won't be needed now that safety is everyone's job. Say, that's not a bad slogan.

Next, everyone in MAC has to read all the DOD, Air Force and MAC manuals, regulations, directives, etc., that pertain to every aspect of their job. After everyone reads and understands what they're supposed to do, they do it. If there are any problems or ideas on how to improve a working situation, all the person has to do is "follow the regs." With the nearly 79,000 people in MAC doing the right thing, in the right place, at the right time, another third of the IG people can be returned to the units from which they were selected.

Doing away with the last part of the IG function may be the hardest. These people handle what "GI's" are supposed to enjoy doing most -- complaints. However, with everyone following and understanding the regulations as I mentioned, most of the complaints should be eliminated. The rest of the complaints...well, they can be eliminated, too. But, it will take interest and concern by supervisors and commanders in the problems of all of their people. Total dedication and leadership, twenty-four hours a day, will do the job. That should take care of all the complaints, except for those who will complain because everything is going too well and there is nothing to complain about.

will complain because everything is going too well and there is nothing to complain about.

And, there you have it, the IG function gone, finished, kaput. No one in MAC is having an accident, everyone is doing his job and everyone is concerned about the people around him. What started out as a staff of 200 IG people is down to just my secretary and me. And it looks like she is getting ready to leave.

P.S. Just got a phone call that a "blue-suiter" had an automobile accident while on the way to the base IG to file a complaint about someone not following the regs. Since everyone is now back in the IG office, during the next few weeks I will explain in more detail what they do.

GASOLINE IS SHORT - PLAN AHEAD

Gasoline shortage! Who's having a gasoline shortage? I still get my full tank of gas at the local station or on base so I don't really know what everybody is talking about.

Some of us -- depending on geographic location -- have or soon will become very much aware of what is becoming the newest national crisis, a shortage of gasoline.

The usual rush for summer leaves, rides across the country and weekend trips to nearest national parks have begun. Publicity, safety and travel organizations have begun their heightened campaigns to encourage "seeking the good ole USA" while keeping the highways clean and safe. But there's another planning factor to be dealt with this year and that's getting to your destination at all.

One nationally known travel club indicates that it has been deluged with questions from would-be vacationers wanting to know just how safe it is to load up the car and head out. Their official answer is "Go".

There are some very good suggestions however, that may keep your summer and the vacation from becoming a complete loss. Topping the list is the idea of staying in the home state.

Many locations of Air Force installations offer some of the finest touring and vacationing attractions in the country. Colorado's Rocky Mountains. South Dakota's Black Hills, Wyoming's Grand Tetons, California's Redwood Forest and New York's Saratoga Historical Park. Or, you may be close enough to visit one of the national monuments, historic sites or memorials in a neighboring state. The one point to remember though is "watch that fuel gauge."

Here are five suggestions to keep in mind:

When your gas tank gets down to half full, stop and refill. Some stations will limit sales to 10 gallons so you may have to stop twice for a fill.

Many stations are going to shorter hours... fewer stations to be open in the evening and many closed on Sundays. Plan accordingly.

Most service stations are on a gasoline allotment plan and receive their monthly supplies the first few days of the month. This means shortages most likely occur the last week of the month.

When you get gasoline, ask the station attendant what he knows about gasoline supplies along your route.

Carrying a spare can of gasoline in the car is NOT recommended. If you do, get one of the heaviest possible and leave an inch or two unfilled for expansion during the heat of the day.



15th AF's best weather detachment

WHITEMAN AFB, Mo. -- With the unit's "Best Fifteenth Air Force Weather Detachment for 1972" plaque displayed for all to see, 2nd Lt. Stephen W. Carroll, left, a forecaster at Detachment 19, Third Weather Wing, briefs 1st Lt. Ernest H. Sorola, a helicopter pilot, on the area's weather conditions. The plaque was presented to the unit recently by Col.

Glenn B. Rumley Jr., 15th AF Director of Weather. Selection for the award was based on forecaster, observer and maintenance performance in the 20-man detachment, command by Capt. Frederick D. Bruner. The plaque is on display at the weather information counter in Base Operations. (U.S. Air Force Photo by Sgt. Roy Partrich)

Black veterans get King Fellowships

Princeton N.J. -- An Air Force Captain and three women veterans were named recently to receive Martin Luther King Jr. Fellowships.

The King Fellowships are awarded each year to students for graduate and professional study in preparation for careers of service to the nation and the black community.

This year 53 black veterans received the fellowships awarded by the Fellowship Foundation. Twelve of them are Air Force members. The awards provide support at a graduate or professional school of the student's choice.

Among the recipients this year, was Air Force Capt. Albert M. Williams who during his nine years of service was stationed in Vietnam, Taiwan and France. He is also a recipient of the Distinguished

Flying cross and is service as an ROTC instructor at Howard University. He plans to enter law school at Georgetown University.

Because King Fellowships are awarded to college graduates who are veterans of military service, most of the applicants are men and only two women have been elected previously. This year, however, a number of women veterans applied and three were selected.

They are:

Henrietta M. Dendy of Asheville, N.C., who served three years in the Women's Army Corps as a clinical psychology technician plans to seek a Ph.D. in psychology.

Madaline Sanders, Chicago, who served three years as a Navy yeoman, plans to enter law school this fall but had not decided on the school at press time.

The Martin Luther King Jr.,

Fellowships have been supported by contributions to the Woodrow Wilson National Fellowship Foundation from 20 corporations and foundations and a number of individuals.

Persons interested in obtaining details concerning application for a King Fellowship should write to Director, Martin Luther King Jr. Fellowships, Woodrow Wilson National Fellowship Foundation, 32 Nassau Street, Princeton, N.J. 08540.

Chalk up one to seat belts

An Air Weather Service lieutenant colonel was driving his Oldsmobile eastbound on Interstate 70 in Missouri. Another motorist driving westbound in a Pontiac, applied his brakes to avoid hitting vehicles slowing in front of him. The Pontiac skidded, crossed the median, and spun into the eastbound lane. The colonel applied his brakes and skidded 128 feet before colliding with the other vehicle. His Oldsmobile was totalled, however, the colonel was wearing a seatbelt and shoulder harness which prevented serious injury. Chalk up one more save to safety belts.

DON'T KEEP YOUR MONEY
IN YOUR SOCK...



SOCK IT AWAY
IN U.S. SAVINGS BONDS!
(THE PAINLESS WAY TO SAVE!)

AIR WEATHER SERVICE

OBSERVER

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

Albert H. Swihart—Editor

WOULD YOU BELIEVE . . .

by Albert H. Swihart

Capt. James R. Smith of the Det. 17, 20th WSq. at Yokota, Japan was awarded the Army Commendation Medal and **Capt. Norman C. Hoffmann** of the same unit was awarded the Air Force Commendation Medal.

SSgt. Louis M. Drury, a maintenance technician also with Det. 17 received a suggestion award for his ideas on a new corrosion control procedure for the T-42 0 wind transmitter. Another maintenance technician with Det. 17 was named NCO of the Quarter for the 20th WSq.

Retired Colonel Daniel H. Lufkin received the Legion of Merit for his service as single manager of the Space Environmental Support System of the 12th WSq., at Ent AFB, Colo. He received the award May 21 for service prior to his retirement Jan. 21, 1973. CWO Chancellor S. Kibler received the Air Force Commendation medal during a retirement ceremony in his honor May 31. Mr. Chancellor served more than 30 years.

Sgt. George A. Hobson, a Det. 5, 9th WRWg. air frame repair specialist was named Outstanding Man of the Quarter at Eielson AFB, Alaska for the 1st quarter 1973. The award is presented quarterly to the outstanding "First Termer."

TSgt. James R. McLaury, also of Det. 5, 9th WRWg. was selected Safety Man of the Quarter for 1973. The award was based on Sergeant McLaury's safety efforts which helped his unit have an accident-free period since July 1970. The sergeant says his motto is "Safety is a State of Mind."

Lt. Col. John J. Elliff, Det. 14, 16th WSq., Ft. Monroe, Va., received the Meritorious Service Medal January 18. Army **Col. John T. Price** presented the award to **Colonel Elliff** for outstanding meritorious achievement while serving as commander of TUSLOG Det. 84, Incirlik CID, Turkey from June 1970 to June 1972.

Six members of the 10th WSq., Udorn RTAFB, Thailand have received awards recently. They are and their awards were: **Col. Patrick J. Breitling**, Meritorious Service Medal; **Capt. Jimmy N. Fulford**, Joint Service Commendation Medal; **1st Lt. Gary B. Williams**, Air Force Commendation Medal; **MSgt. Ronald W. Bray**, Bronze Star Medal; and **TSgt. Raymond D. Glass**, the second Oak Leaf Cluster to the Air Force Commendation Medal.

Three officers of the 20th WSq., Fuchu as Japan as recently completed the classroom requirements for Course 1A, Military Environment. The course was offered by the Air Command and Staff College Seminar Program. The officers are **Majors Austin G. Cotton**, **Edwin C. Dobkowski** and **James P. Doolittle**. They have enrolled in a second course entitled Command Management.

SMSgt. Albert W. Edwards, weather forecaster superintendent of Det. 20, 3d WWg., Barksdale AFB, La., retired June 30 after serving 31 years. He was awarded the Oak Leaf Cluster to the Air Force Commendation Medal during a retirement ceremony.

Maj. John M. Kubiak, Hq. AWS and **1st Lt. Dennis W. Adams**, 55th WSq., received the MAC Outstanding Safety Award in June for their contributions to the AWS Safety Program.

SSgt. Charles T. George Jr., Det. 28, 15th WSq. received a bachelor of arts degree in psychology from Culver-Stockton college through the Bootstrap program.

Three AWS NCOs were graduated from class 73-9 of the MAC NCO Academy as distinguished graduates June 15. In the top 10 per cent of the class were **TSgt. Robert H. Cook**, Det. 17, WSq., Upper Heyford, RAF, England; **MSgt. Alan C. Snider**, AFGWC, Offutt AFB, Neb.; and **MSgt. Carl Wilson**, Det. 22, 3d 3d WWg., McCoy AFB, Fla.

SSgt earns three awards, Bootstrap TDY

MINOT AFB, N.D. -- A staff sergeant who may have been the lowest ranking person to ever be assigned as a wing weather officer received three awards and is now on TDY participating in Operation Bootstrap.

SSgt. Dennis A. Pukall, assigned to Detachment 21, 3rd Weather Wing, received the Air Force Commendation Medal for outstanding service as a weather forecaster. He also was presented with a certificate of appreciation and appointed honorary membership in the 5th Bomb Wing by **Col. William G. MacLaren Jr.**, commander of the bomb wing.

Sergeant Pukall served as the wing's weather officer for about a year. **Maj. Don R. Van Leuven**, commander of the Det. 21 at the time, said the sergeant was appointed to the job because of his experience, in-depth knowledge of and interest in weather observing and forecasting.



MCCLELLAN AFB, Calif. -- Mr. Rudy Puckett, an aircraft painter with the 55th WRSq., prepares an operation decal for mounting in one of the squadron's WC-135Bs. Mr. Puckett recently received a plaque and letter of recognition from the 55th noting his six years of service with the squadron. The 23-year civil servant was responsible for replacing the "Weather" banner on all the McClellan-based 55th aircraft to read "MAC." (U.S. Air Force Photo)



WILLOW GROVE NAS, Pa. -- A visitor (right) watches intently as members of the 140th Weather Flight employ some of the scientific tools and methods used to accurately forecast weather trends. The Franklin Institute's weather facility in Philadelphia is always a

popular exhibit during open houses such as Armed Forces Day. 140th WFlt., members working the facility are (left to right) **Sgt. Joseph Wagner**, **Maj. Douglas Fenn** and **1st Lt. John Pinkerton**. (U.S. Air Force Photo)

140th Wea. Flight operates Franklin weather station

WILLOW GROVE, NAS, Pa. -- A four-man crew from the 140th Wea. Flt. based here, recently took charge of operations at the Franklin Institute Weather Station in Philadelphia in commemoration of Armed Forces Day.

The Institute's weather station is a fully-equipped facility and is one of the most popular exhibits with visitors to the Institute.

Under the direction of **Maj. Douglas Fenn**, chief forecaster for the 140th, the contingent went through all procedures used in weather forecasting. **Major Fenn** is a full-time meteorologist with the Air Force Environmental Technical Applications Center in Washington.

It was hoped that visitors could gain an insight into the scientific approach behind the reports they see and hear on the 6-o'clock news each evening.

The other forecaster from the 140th Wea. Flt. is **Lt. John Pinkerton** who is completing his Ph.D. in meteorology at Drexel University.

The 140th's Weather Observers on hand at the Institute were: **Sgt. Joseph Wagner**, a member of the accounting department of the Philadelphia Inquirer who has for several years been affiliated with the meteorological section at the Franklin Institute; and **A1C Dennis Kelly** who is also a full-time accountant.

Major Johnson named CO

YOKOTA AB, Japan -- **Maj. Richard G. Johnson** was named commander of Detachment 17, 20th Weather Squadron, 1st Weather Wing recently. He succeeded **Lt. Col. Joseph C. Lach, Jr.** who assumed command of Detachment 6, 6th Weather Wing, L.G. Hanscom Field, Mass.

Detachment 17, located at Yokota AB, Japan with an Operating Location at Camp Zama provides climatological and staff weather support to the 475th ABWg at Yokota and the Headquarters, U.S. Army at Camp Zama. The detachment also provides support to all 1st Weather Wing units in the Western Pacific and U.S. Army and foreign government agencies in the area.

The detachment maintenance section was selected as the 1972 MAC Specialized Maintenance (Meteorological) Unit of the Year.

Major Johnson obtained his bachelor of industrial engineering degree with honors from the University of Florida in 1958 and master of science degree in

meteorology under the AFIT program from Florida State University in 1966.

The major has served as advanced weather officer at Det. 18, 20th WSq., Yong San Compound, Korea from June 1966 to July 1967 and at Air Force Global Weather Central, Offutt AFB, Neb., from August 1967 to November 1972.

Captain wins AMA award

Captain Leon Francis Albrecht, Jr., a former team chief in the USAF European Forecast Center, has recently been nominated by American Meteorological Society AMA for the AMA Award for Outstanding Service by a Weather Forecaster.

Captain Albrecht's work has resulted already in his receiving the Air Weather Service Forecaster of the Year Award (Centralized Facility) for 1972.

General Best Assesses AWS in

Brig. Gen. William H. Best, Jr., commanded the U.S. Air Force Weather Service during a period of extensive drawdown and change within the Nation's defense structure. In a recent interview with Mr. John F. Fuller, MAC's Air Weather Service Historian, General Best provided a candid recollection and assessment of the changes which have involved or affected environmental support to the Air Force and Army during his tenure. Excerpts from this interview follow, together with photographic glimpses of General Best during his years as AWS Commander.

FULLER: During your keynote address to the Air Weather Service Commanders' Conference of 27 July 1970, you recalled that Churchill, upon becoming Prime Minister vowed not to have become the Queen's first minister to rule over the British Empire's dissolution. You too pledged not to rule over the dissolution of AWS, despite the fact that the British Empire eroded considerably under Churchill. AWS has approximately 10,800 authorizations and 60 aircraft that day. Today it has about 8,250 authorizations and 48 aircraft. What happened?

GENERAL BEST: Well, I suppose the easiest way to answer the question, John, would be to say that we got eroded. But that doesn't tell the full story.

The Air Force, as part of the Department of Defense, has been undergoing tremendous cutbacks—manpower-wise, resource-wise—and we have taken our share of those cuts. Secretary Richardson, in his recent presentation to Congress, included figures on the decreasing number of aircraft in the active Air Force inventory and number for number, the decrease in aircraft has paralleled the decrease in the number of manpower spaces in the Air Weather Service. As you know in 1968 and 1969 we numbered almost 12,000 people.



General Best was one of few Air Force general officers without an aeronautical rating. But flights with AWS crews on operational missions gave him firsthand familiarization with aerial reconnaissance procedures and capabilities. Here he steps from a WC-130 after flying "Typhoon Bess" (U.S. Air Force Photo)

Now I wouldn't want to leave this question without pointing out that although Air Weather Service has been eroded, to use your word, over the last four or five years, it has clearly not dissolved. And that was the word that was used in connection with Churchill's remarks about the dissolution of the British Empire. In fact our briefing to headquarters USAF last week in the Pentagon had as one of its outgrowths the conclusion that Air Weather Service would remain as a technical service with its own command structure—wings, squadrons and detachments. Of course, austerity and the budget crunch will keep us all under the gun. But I think the concept of an Air Weather Service Command is sound and will continue.

FULLER: During the drawdown you consistently advocated the disbandment of weather squadron headquarters, why?

BEST: I'm glad you brought this up because I think this is something that has to be clarified for history. It was my position that we should give up squadrons rather than wings. I felt, and I still feel strongly, that the wing concept is absolutely vital to the functional structure organization of Air Weather Service. You should know that in one of the earlier iterations, back in the 1971 time frame, higher headquarters proposed to eliminate weather wings and keep squadrons. My position was that if we had to cut back on headquarters overhead, it was better to give up the squadron echelon and retain the wing, than vice versa. So it was not a matter of arguing for the dismemberment of squadrons. It was an "either or" proposition. Which would you rather give up, wings or squadrons?

FULLER: Should military weather or climate modification attempts be outlawed as Senator Pell and other Congressmen believe?

BEST: No. I put this in the same category as technological advances in missiles and aircraft. I think that the capability for weather modification should be a weapon in the Air Force and Department of Defense inventory to be used in the interests of national security and national defense. And I must say, John, that this has been one of the most dismaying developments of my last three years—that we have not been able to get this idea across with the Air Weather Service being the lead agency in the Air Force for operational weather modification.

FULLER: What are the motives behind your interest in the local BAMA (Brotherhood Association of Military Airmen) chapter?

BEST: Well, you know I admired

General Catton for having come to grips with the race problem in the Air Force and in MAC right after that Travis thing broke. I think the Air Force record in race relations is improving. I think although we were all caught behind the curve, we're moving out smartly. I'm proud of the Air Force for what it's doing, and I support it fully. To some extent, we in Air Weather Service were ahead of the rest of the people in setting up equal opportunity and treatment programs, partially as an outgrowth of the family concept.

FULLER: I think the record should reflect that you are now an officer in the local BAMA chapter.

BEST: Yes, I was elected first vice president last fall. It's been a tremendous experience for me. I've learned a lot of things. You know I was born and raised in Brooklyn, and we had a large black population. Back in the 1960s I thought I was pretty savvy in these matters. I've learned otherwise. I've learned that I was pretty damned ignorant. I had a lot to learn. And I still have.

FULLER: What is the most important decision you've had to make while commander of Air Weather Service?

BEST: I think probably, and this might surprise you, they were decisions having to do with concepts of management and principles of operation, more than decisions like: "Yeah! We should put ten weathermen at 'Oshkosh' AFB." The latter type of decisions are usually made by staff officers who work the problem thoroughly and come up with a package, and I'm not going to go against a bunch of experts.

But it's in the management concepts that I think I've made the decisions, or the proposals, or the suggestions. I think some of them are very important. They cover an entire spectrum. I'm talking about things, perhaps small things, like the IG feed-back system, the self-inspection, putting down the long-handled screwdriver, the insistence that commanders and supervisors rap with their subordinates, that we lay things out on the table, that we do not continue in a purely military mold of the captain talking to the first lieutenant and the first lieutenant talking to the sergeant and the sergeant talking to the private. We're the AWS family—all of us together.

FULLER: In its first two seasons, the Selective Reconnaissance Program has been something less than a smashing success. Why?

BEST: Well, I disagree with the statement implied in your question, that selective reconnaissance has not been successful. I think it has been tremendously successful. It has saved reconnaissance sorties. I'm real proud of the guys at the Joint Typhoon Warning Center and the recon guys supporting them. I feel that they are in the forefront pushing state-of-the-art applications of satellite meteorology. They are doing a tremendous job.

One of the items in the wall-to-

wall study briefing to the (Air Force) Chief of Staff last week was that, with continued progress, aircraft reconnaissance data in the western Pacific would be replaced by meteorological satellite data in the surveillance of typhoons by the summer of 1975. That is my commitment to the COMAC. And I think we are going to do it.

FULLER: An issue that's caused considerable internal division within Air Weather Service is centralization. You're quite obviously for it. Why?

BEST: Well, historically, there have been many reasons advanced for centralization, and many counter arguments thereto. Meteorological support to a military organization has become so complicated that you want to pool your skilled resources together in one place, insofar as possible, so as to be sure that you always have a critical mass to make the thing work. And of course the advent of the computers, say in the weather central operation, has suggested that you've got to get men to work the computers and you can't have a UNIVAC 1108 at every base weather station. The evolution of the command and control concept in the military organization has called for centralization to insure that every level of command and control is getting the same environmental support—the same observations, the same data base, the same forecasts, the same advice.

However, I'd like to emphasize, John, that as of right now, the official reason for the program of centralization in the Air Weather Service is austerity. When we are criticized by outsiders for centralizing, of taking away the personal weatherman from the military decision-maker, our response must be that we are pushing in the direction of centralization because of austerity. That's the only thing that will wash now. If we don't do that we'll have to argue on other merits, which are more difficult to argue on, namely—increases in service, and enhancement of technical capability, and so on. And in my judgement, these arguments are not worthwhile. The only one that counts now is austerity. We are centralizing because we are in an austere period.

FULLER: The critics would argue that it puts all of the Air Weather Service eggs in one vulnerable basket, so to speak; it decreases forecast accuracy because the product isn't hand massaged; it destroys individual identity and initiative and is therefore a deterrent to career motivation; it perpetuates the "NIH" (Not Invented Here) factor—itsself a detriment to AWS' image and credibility with the customer; and at the expense of the man, it emphasizes the machine in the so-called "man-machine mix."

BEST: There's a measure of truth in each of your comments. It behooves us now to minimize the risks in some of the things that you've mentioned. The very first one you mentioned, "all your eggs in one basket," leads into the question of survivability. So we have to recognize the disadvantage of centralization, such as that par-



PROUD that his was a command in which minority members were represented in all weather related specialties, General Best nevertheless remained concerned that too few minority officers, particularly blacks, were being attracted to careers in the Air Weather Service. He discussed his concern with the Commandant of AFOTC and began a career motivation campaign designed to interest minority as well as majority students. In the above paragraph, General Best listens as MSgt Freddie Baker explains scope interpretation technique on the AN/FPS-77 storm detection radar. (U.S. Air Force Photo)

interview

ticular one that you've mentioned, "eggs in one basket," and take action to overcome the risks. We are doing that by working this "continuity-of-operations" problem as far as the Global Weather Central is concerned. As you heard from the briefing the other day, the Air Weather Service thrust now is to have a back-up facility to AFGWC. That back-up would be an expanded ETAC—Environmental Technical Application Center—hopefully moved out of the Washington area and beefed up with computer-wise, manpower-wise, capabilities-wise, so it can be a back-up to GWC.

But I don't minimize for a minute the threats to Air Weather Service capabilities that you have mentioned—NIH, and making a guy in the field feel that he's no longer a professional meteorologist. We've got to take concerted action to overcome these vulnerabilities to make sure that they don't hurt us. **FULLER:** So as I understand you, you concede that each one of these arguments is valid, but each has to be considered secondary to the cardinal point today: austerity. **BEST:** Yes. Now, I don't agree that every point that you raised is completely valid. I could argue against each one of them separately. But the last phrase of your comment really sums it up. Some of the things that we've been mentioning are really beside the fact. It all boils down to austerity.

FULLER: Air Weather Service is a national resource. Is that still a valid concept?

BEST: It sure is. I'm going to make a prediction that, with the changes coming in the foreseeable future in the Air Force leadership structure, you will see perhaps almost a quantum jump in the emphasis being given to the Air Force as a national resource. I think it's an idea whose time has come. Read M. Schlesinger's testimony before Congress when he appeared for confirmation as the new Secretary of Defense. It has been resisted by people who have been in the Air Force for a long time whose thrust

is shooting, bombing, and burning.

Let me tell you I hit this theme last fall in my address to the Squadron Officers School. And as recently as a month ago on a trip, I had a guy come up to me, a company grade officer, not in the Air Weather Service, and say: "I remember when you were down at SOS talking to us last October and that was the best presentation in that whole course we had from a General Officer." This is something that is going to turn on young people. The Air Weather Service is a national resource. The Air Force is a national resource doing good things for people. I am convinced that that idea is really going to take hold.

And of course, John, you have to understand that through-out Air Force this is already being done. We have domestic action programs. We have social action programs. We've got engineers who are building orphanages, dams and wells, and things like that. It's just that in the present ethos of the Air Force, people have not seen fit to make coordinated program out of it. They have not seen fit to advertise it to the outside world. That's important.

These are the kinds of things that I think have been important, as opposed to a decision that "Charlie Smith" will be assigned to a particular place.

FULLER: Will you bequeath to General Aldrich an Air Weather Service in better over-all shape than you inherited?

BEST: I don't know. I think it's a different Air Weather Service, structurally, philosophically, perhaps credibility-wise.

And I think there's real evidence now that we're turning a corner, that we're turning a very significant corner and we may be coming out of the darkness into light. I hope so. I have a historical sense in that I've been in Air Weather Service for thirty-one years. I'll tell you this, Air

enlisted force, the Senior Airman Advisor is often in the best position to do something about it. I can certainly say it's been a full-time job and a rewarding experience."

Sergeant Dwyer is now assigned to Det. 16, 10WSq., at Korat.



CMSgt. Dwyer

Best's secretary writes poem



Miss Leonard

Why Blame the Weatherman?

By
Dorothy E. Leonard

Why Does The Weatherman Always Get Blamed
When You pick the wrong picnic day?

Why Does the Weatherman Always Get Blamed
If there are days golf you can't play?

Why Does the Weatherman Always Get Blamed
If pilots encounter a storm?

Why Does the Weatherman Always Get Blamed
If heavy fog rolls in some morn?

Why Does the Weatherman Always Get Blamed
If there's not enough snow to ski?

Why Does the Weatherman Always Get Blamed
If it's too hot or cold for me?

Why Does the Weatherman Always Get Blamed
When the skies are cloudy and gray?

Why Does the Weatherman Never Hear Praise
For a beautiful sunny day?

WHY is it always we want what we want
At the moment we want it, too?
I've got a hunch, if we gave weathermen
All the credit that is their due,
We'd surely APPLAUD THEM up to the skies
For the job they always do.
We'd quickly find out throughout every day
They are quietly serving you.

IT'S A FACT, he observes and reports what occurs.
He doesn't MAKE WEATHER, YOU KNOW.

IT'S A FACT, he researches the records for trends
And reports what occurred long ago.

IT'S A FACT, he forecasts there's a chance of hail
Or if there will be a squall.

IT'S A FACT, he helps to warn everyone
Should a tornado pay a call.

IT'S A FACT, he detects showers on the radarscope
Sometimes tornadoes and storms are the case.

IT'S A FACT, he can spot a hurricane
On a photo from outer space.

IT'S A FACT, he keeps track of the satellite view
Of storms beginning to spawn.

IT'S A FACT, he looks out for each one of us
Serving us all from dawn to dawn.

So, if you have any real complaints
Ask God for a helping hand.

But Please Don't Blame the Weatherman
For weather you can't stand.

"She certainly qualifies as a 'weather guy,'" observed Brig. Gen. William H. Best, Jr., following a recent ceremony honoring his secretary, Miss Dorothy Leonard. General Best was referring to the fact that Miss Leonard has been the Air Weather Service commander's secretary since 1958.

The ceremony, at which Miss Leonard received an Outstanding Performance Rating Certificate, came as General Best neared the end of his three-year tenure as commander. "He's my 5th boss here at AWS," recalled Miss Leonard, "and I've enjoyed working with every one of them."

While Miss Leonard has enjoyed her work and she is no stranger to the rigors of the commander's office. She has been about as close to the AWS "kitchen" as one can get, and she remembers some of the hotter moments in there. In fact, when Dorothy took time out recently to reflect on her many years at AWS, she was particularly mindful of what every grizzled weatherman has long endured. With remarkable thoroughness and a good deal of empathy, she penned the adjoining poem.

Weather Service is doing a heck of a lot better job today for its military customers than it was being thirty-one years ago. That I'll bet my bottom dollar on because I've seen the full sweep. But I don't know that I can say that in calendar 1964, or in calendar 1972, we really broke through and did a quantum jump. I think judgements like that must be made by others more objective than I. Air Weather Service has been my bread and wine for so long that I'm emotionally involved.

FULLER: Sir, that concludes the questions. I would like here to express my appreciation of your time, and I would like to take this opportunity to give you a final chance to enter anything you would like to in the record, so to speak.

BEST: I hope that the record will include some of the speeches that I've made, some of the Command Lines in the AWS Observer that I've put together. They describe philosophy, doctrine, concepts. We've discussed some of the more gutsy items today. Many of the items are not specifically covered in my previous writings. I think I've been a fairly prolific writer and talker, to the discomfiture of many. And in that sense, of course, this interview has been very useful because it's brought up some items that I don't think are down in black and white anywhere else. But I think we've come to the realization that, man, you can have one hell of a lot of "black boxes," but you've got to have the people too, or you've got nothing. People are what it's all about. And each of us, as individuals, must do the very best we can so that things are a little better for what we were. That's life.

FULLER: Thank you, sir.

6th WSq. celebrates 25th anniversary

by Sgt. Tyler
Welshimer

The ringing of that morning alarm means one specific thing — time to get up for a normal day's work, for most people. But for 6th Weather Squadron Mobile, which celebrated its 25th anniversary in June, that ring signifies a day's activities that are limited by this earth's sphere of gravity.

A unique, multifaceted unit, the 6th WSq., at Tinker AFB, Okla., blends together many diverse ingredients.

The need for a mobile weather squadron was first realized during World War II. So in May 1, 1943, Maj. Richard J. Kent assumed command of the newly-formed 21st Mobile WSq. at Bradley Field, Conn. Upon completion of training, the 21st deployed to aid in the European invasion.

Several times in the next few years, the 21st was activated for emergencies but it wasn't until June 1948 that the 6th WSq., began an unbroken service record and that was when it moved to Tinker, AFB.



LANGLEY AFB, Va. -- Mr. Ger-son J. Harris, chief forecaster at Detachment 14, 16th WSq., Ft. Hood, Texas recently received a certificate of service for 40 years of federal service. Col. Bernard Wichlep, G-2 III Corps, Ft. Hood, presented the award to Mr. Harris (U.S. Air Force Photo)

As the free world's only mobile meteorological force, the 6th WSq., supports a myriad of scientific activities under trying geographical circumstances at times. Noteworthy too, is that all projects are manned completely by enlisted personnel.

In capsuled form, 6th Weather's task is to organize, supervise, direct and provide weather service not within the capabilities of fixed weather stations.

Over the years such a requirement has meant providing up to 100 men in necessary situations, supporting the Berlin Airlift, worldwide photomapping, AEC tests and studies of Tornado Alley.

One of the most notable accomplishments came in the mid-50s as Lt. Col. Ernest J. Fawbush and Lt. Col. Robert Miller formulated the guidelines for forecasting severe weather that has since been adopted and refined across the continent.

Displaying remarkable organizational leadership, the 6th lives up to its motto — "Willing and Able."

On one occasion, request for deployment was received at mid-day on a Thursday. By Saturday

morning a dozen trucks, ranging from pickups to 10-ton tractors and vans were on the road with a crew of 36 men.

In the past 12 months alone, over 40 separate projects have been supported, ranging geographically from Iran, Germany, Argentina and Africa in the overseas sector to crisscrossing stateside from New York to Alaska and Illinois to Texas.

While the projects have varied in their locations, the type of assignments have also varied immensely.

For two successive summers, 25 6th WSq. personnel have helped cope with the industrial society's most pressing problem — pollution — in a study of the St. Louis, Mo., area.

In conjunction with the Argonne National Laboratory, a study was conducted on the effects of pollution on a metropolitan area.

Likewise, last fall 27 men were deployed to Lake Ontario to help a joint U.S. - Canadian study of the effects of a large body of water on weather and pollution. During the summer 37 men worked in Nebraska and Colorado studying the habits of hail.

As with any successful operation, there are numerous contributors to the finished product.

In the 6th WSq. Field Maintenance Shop 45 maintain 276 pieces of major meteorological equipment — challenged task under idea let alone mobile conditions.

Despite the fact the equipment, when on assignment, is subjected to extreme changes in climate, environment and is transported on land, sea and in air, the maintenance personnel have made it possible not to have a single mobile mission failure due to equipment outage.

When men are deployed on land, a heavy burden falls on the unit's motor pool. Despite the fact that an average of 75 per cent of the 53 vehicles were deployed on TDY projects year-round, the motor vehicle maintenance shop maintained a 98.5 per cent in-commission rate.

The motor pool displayed its versatility as it performed maintenance on everything from a pickup truck to a 10-ton tractor.

Under the guidance of the Logistics Section, six intermediate detachments (IMD's) support 178 meteorological sites in the 48 CONUS states and Hawaii, Canton Island, Puerto Rico, Bermuda, Panama, Azores and Thule AB, Greenland.

These six IMD's are collectively responsible for maintaining 1,266 pieces of major meteorological equipment. As a group, the IMDs log more than 30,000 miles per month.

The logistics section monitors meteorological equipment and part's requisitions for all 178 sites supported by the IMDs. This section processes an average of 75 requests per month and has filled every request without a single failure.

Lt. Col. Flattery nominated for AWS Meisinger award

Lt. Col. Thomas W. Flattery, now serving as Air Weather Service representative to the National Weather Service, National Meteorological Center, recently was nominated to receive the American Meteorological Society's (AMS) Meisinger Award.

The citation includes praise for his contribution to the science of meteorology through development for the first operational global analysis model which portrayed accurately the world's atmosphere in three dimensions.

The Prediction of the atmosphere's future state through the use of governing equations is exacting work. The expertise which

Colonel Flattery displayed in these predictions has yielded new limits in the science of meteorology.

The first global analysis and prediction to be made under operational conditions employed Colonel Flattery's analysis.

Colonel Flattery was born in Wooster, Ohio, January 26, 1934. He earned his bachelor of science degree in mathematics at Stanford in 1958, having also studied for a year at the University of Edinburgh, Scotland. He began his education in meteorology at UCLA. He earned his master of science and Ph.D. degrees in meteorology at the University of Chicago in 1965 and 1967 respectively.

SSgt. gets lifesaving award; first at accident scene

Spangdahlem AB, Germany — A member of Det. 11, 31st WSq. here was awarded a certificate of achievement by 32d Army Air Defense Command recently for saving the life of a soldier involved in an automobile-truck accident near Hereford, Germany.

SSgt. Michael H. Handgraf, who received the award, was the first American to arrive at the scene of the accident in which one soldier was killed and one was seriously injured.

Sergeant Handgraf first evaluated the extent of injuries the soldier suffered and then carefully removed him from the wreckage.

He then administered first aid to the soldier for shock, multiple lacerations and internal injuries.

The certificate of achievement said that Sergeant Handgraf's, "outstanding knowledge and practical application of first aid were instrumental in saving the life of the soldier."

The award was presented to Sergeant Handgraf by Army Lt. Col. Ronald A. Pestone.

Births in AWS

PROCTOR, Capt. and Mrs. Richard P., a daughter, Alycen Michelle, May 11. Father assigned to Det. 10, 5th WWg, Bergstrom AFB, Tex.

BRENNEKE, SSgt. and Mrs. Charles H., a son, Aaron Peter, June 20. Father assigned to Det. 6, 16th WSq., Ft. Lewis, Wash.

PAINE, 1st Lt. and Mrs. Richard H., a son Ryan Eugene, June 11. Father assigned to Det. 4, 12 WSq., McChord AFB, Wash.

SANDERS, Capt. and Mrs. Sylvia J., a girl, Colleen Marie, May 3. Father assigned to Det. 36, 31st WSq., RAF Alconbury, England.

HAWK, Capt. and Mrs. John D., a son, John D. Hawk Jr., May 14. Father is commander of Det. 28, 15th WSq., Elinaton, AFB, Tex.

TRACY, Capt. and Mrs. Charles H., a son, Charles Russell, May 24. Father assigned as Aide de Camp to the commander, AWS.

HASCHALK, A1C and Mrs. Robert W., a daughter, Kimberly Ann, May 20. Father assigned to Det. 41, 12 WSq., Ft. Lee, Va.

WARGO, Capt. and Mrs. Joseph P., a son, Steven Michael, May 26. Father assigned to OL-A, 6th WWg., Wright-Patterson AFB, Ohio.

BERGUM, Sgt. and Mrs. Lee E., a son, Shawn Jason, June 25. Father is assigned to the 6th WWg., Ft. Ritchie, Md.

DEGROFF, Sgt. and Mrs. David L. a son, Daniel Damon, May 7. Father assigned to State University Station, Fargo, N.D.

GEORGE, 1st Lt. and Mrs. John E., a son Sean Emerson, May 10. Father assigned to Det. 20, 3d WWg. Barksdale AFB, La.

MIELK E, 1st Lt. and Mrs. Kenneth B., a daughter Alison L. Father assigned to Det. 5, 3d WWg. Malmstrom AFB, Mont.



RIGHT ON THE MARK is the only way for SSgt. Joe Arnold of the 55th Weather Reconnaissance Squadron MET/ARE shop as he adjusts a piece of airborne weather equipment. SSgt. Arnold's superior performance of duty and outstanding military character recently won him recognition as the McClellan AFB MAC NCO of the Quarter. (U.S. Air Force Photo.)



GOOD SHOW - Captain Ernest W. Elston, left, the Captain Walter H. Stevenson stand in front of the WB-57F weather aircraft which they recently saved on a training mission. They both were recommended for the "Good Show" and "Well Done" safety awards. (U.S. Air Force Photo)

Two fliers credited with saving WB-57F on training mission

McCLELLAN AFB, Calif. -- Due to a joint effort between the pilot and navigator of a 9th Wea. Rec. Wg. WB-57F, a recently airborne situation described as dangerous was successfully solved.

Capt. Ernest W. Elston, pilot, and Capt. Walter H. Stevenson, navigator, had just departed from Yokota AB, Japan, on a navigation training flight in their long winged high altitude WB-57F.

After approximately two hours into the mission, Captain Elston attempted a turn utilizing the aircraft autopilot. Getting no response he attempted to manually turn the aircraft. Once again, the aircraft con-

tinued on its established course without the slightest indication of the intended turn. An examination of the situation determined that both ailerons were locked in a near neutral position.

All corrective actions proved unsuccessful and an emergency was declared with a careful descent initiated. During the ensuing descent into increased atmospheric density, extreme difficulty in maintaining a wings level attitude was encountered. As the descent continued, this problem amplified to the extent that at 300,000 feet the aircraft was in a 45-degree bank.

While exerting 200 to 400 pounds of force on the controls and utilizing all his skill, Captain Elston was able to keep the bank from increasing.

Preparing for an ejection if the aircraft became uncontrollable, the pilot once again exerted all his strength on the control column and finally broke the ailerons free while passing 20,000 feet. With restricted aileron response, a minimum maneuvering approach was initiated into Kadena AB, Okinawa,

resulting in a successful recovery.

Post flight inspection revealed a plugged drain hole in the bottom of the engine cowlings. This allowed over three gallons of water to accumulate around the aileron control cables and pulleys in that area. This, coupled with the extreme low temperatures at flight altitude, resulted in freezing the trapped water and locking the ailerons.

According to Col. John W. Collens, 9th Wea. Rec. Wg. commander, "It was through the professional efforts of Captain Elston and Captain Stevenson that this aircraft was saved. They have been recommended for the "Good Show" and "Well Done" safety awards.



U-Tapao, Thailand - Maj. Galy S. Zeigler, commander of Det. 30, 10th WSq., was receiver with the 1st WWg., plaque for forecast excellence in January 1973 from Brig. Gen. Billy J. Ellis, commander, 17th Air Division. The forecasting award is the result of winning the forecast competition among all 1st WWg. detachments. Each terminal forecast issued by each station was verified, and a possible improvement over persistence score was calculated for each particular station. (U.S. Air Force Photo)

Two receive MA degrees

HEIDELBERG, Germany -- Two members of the USAREUR Forecast Center (UFC), 7th Weather Squadron, Heidelberg, Germany received master of science degrees during a graduation ceremony at the Mannheim campus of Boston University in May.

SSgt. Douglas C. Kinzie and Sgt. Robert S. Wisenbaker was graduated with honors.

Robert Dean named Outstanding Civilian for AWS in 1973

Wright-Patterson AFB, Ohio—How does it feel to be the Outstanding Civilian of the Year in Air Weather Service? Well, Mr. Robert E. Dean of OL-A, 6th Weather Wing at Wright-Patterson AFB, Ohio is quite aware of the feelings. This year, Mr. Dean was winner of this AWS title and became the nominee from AWS for the same Military Airlift Command Award.

This is the tenth time in his seven years of civil service duty that Mr. Dean has been recognized for his outstanding efforts. His latest award was the result of longstanding superior performance as a Staff Meteorologist to the Aeronautical Systems Division.

Dean began his Air Force career in 1942. In 1944, he received his pilot's wings and in 1945 as a B-29 pilot he flew 30 combat missions in the Pacific Theater. In 1949, he entered the Air Weather Service and first came to Wright-Patterson in 1964 as chief of a growing ADS Staff Meteorology Office. In his capacity as a staff meteorologist, he has been tasked with analyzing and defining the effects of the natural environment on conceptual and developing aeronautical systems.

Mr. Dean has provided environmental support to the F-111 and the C-5 and numerous smaller system acquisition programs. Lately, he has been involved in studies of the reverse effects, i.e., the effects of the systems upon the environment, and serves on the ASD Environmental Protection Committee. However, the major thrust of Mr. Deans efforts has been for the B-1. In the last nine years, he has provided technical studies, consultation services, and meteorological data to the B-1 and its precursor the Advanced Manned Strategic Aircraft (AMSA). Mr. Dean is a member of AWS's B-1 System Work Group.

Upon his retirement from active commissioned service in 1966, Dean remained at Wright-Patterson

as the first civilian Staff Meteorologist at ASD. He recently completed the Air War College seminar program to extend his Air Force professional career.

Mr. Dean, his wife Betty, and their five children live in Kettering, Ohio. He is active in local youth programs and serves as a trustee



TAKLI RTAFB, Thailand -- The 1st Weather Wing Forecasting Excellence Award was presented here recently to Maj. Donald B. Hodges, commander of Detachment 12, 10th Weather Squadron. (U.S. AIR FORCE PHOTO by Sgt. Richard Flihs)

Col. Tyndall Commands 2d WWg.

LINDSEY AS, Germany -- Col. Joseph M. Tyndall assumed command of the 2nd WWg., here July 2. He succeeds Col. James M. Burkhart who will become director of operations Hq., Air Weather Service. Colonel Tyndall has been vice commander here since July 1971.

A veteran of World War II, the Korean conflict, and South Vietnam, Col. Tyndall entered the service in October 1942. The new commander holds a degree in physics from Boston College and a masters degree in international affairs from George Washington University.

Colonel Robert Wood, the new vice commander here, has commanded the 31st Weather Squadron at Ramstein AB. He will remain at Ramstein serving as the assistant staff weather officer to USAFE.

Det. 15 gets 3d Wg. CO award

VANCE AFB, Okla. - Detachment 15, 24th Weather Squadron was awarded the 3d WWg., Commander's Award signifying the best detachment in the wing for 1972.

Capt. Floyd F. Hauth, commander of Det. 15 accepted the award, a plaque and a letter of recognition, from Col. John P. Rollston, commander 71st Flying Training Wing, on behalf of Col. Eugene St. Clair, commander, 3d WWg.

The unit was in competition with nearly 90 other detachments located in the Alaskan Air Command, Strategic Air Command, Air Defense Command and Air Training Command.

Nine named for schools

A selection list for senior service school prospective attendees recently been released by the Department of the Air Force.

The selections were made by a Senior Service School Selection Board convened on June 4, 1973 at Headquarters United States Air Force, Washington, D.C.. Those selected in the Air Weather Service are:

Henry W. Brandli, 6th Wea. Wg.; George E. Chapman, Hq. AWS; James B. Gebhard, 6th Wea. Wg.; Tommy D. Guest, Hq. AWS; John E. Kutulas, 3rd Wea. Wg.; Joseph W. Martin Jr., 9th Wea. Rec. Wg.; Robert R. McCutchen, 9th Wea. Rec. Wg.; Billy L. Moore, Hq. AWS; Leonard N. Starr, 5th Wea. Wg.



Weather team wins volleyball title

Robins AFB, Ga. - Det. 4, 6th Wg. and Det. 13, 15th WSq. combined to win the intramural volleyball title for the second straight year by posting a 17-0 record. Team members were William J. Burt, Christian R. Roux, John D. Ellwood, Bert W. Flinchum Jr., Raymond K. Jones, Robert A. Loder, John R. Medenwald, Wesley I. Rahn and Lawrence R. Anderson Jr.

Chanute to host chess tourney

RANDOLPH AFB, Tex. (AFNS) - Chanute AFB, Ill., will host the 1973 Air Force Chess Tournament Oct. 20-23.

The tournament will be conducted using the Swiss system of play and laws of chess (official handbook by Harkness), according to Air Force Military Personnel Center officials here. "It will be a rated tournament, sanctioned by the United States Chess Federation (USCF)", they explained.

Contestants in the Air Force play must be current USCF members; however, this requirement at lower levels is optional. Each major command and separate operating agency may enter three contestants in the Air Force event.

The six highest scoring players in the Air Force tournament will be entered in the 14th Annual Armed Forces Chess Tournament in Washington, D.C., Oct. 26 through Nov. 2.

AWS keglers do well at Patrick

PATRICK AFB, Fla.--AWS keglers rolled away with almost all the honors in the Winter MAC Mixed Bowling League here. The first place team was composed of SMgt. and Mrs. Ed Havrila and SSgt. (Ret.) and Mrs. Clarence Partridge. Capt. and Mrs. "Irv" Irvin and SMSgt. and Mrs. Bob Holloway were a close second. Coming in third--tied for second in wins but trailing in total pins--were Capt. and Mrs. Mickey Olivier, A1C Ray Federico and Mrs. Mary Dehler. (wife of SSgt. Joe Dhlr, Det. 23, 1st Weather Wing.) Bowlers were members of Det. 11, 1st WWg. Sergeant Havrila carried the high average in men's individual competition, while Airman Federico had the high scratch game (235 pins) and Captain Irvin won the high handicap game with 269 pins.

Weather wing lauds Boucher

VANCE AFB, Okla.--A Detachment 15 lieutenant was named 3d Weather Wing's Outstanding Junior Officer of the Year here recently.

1st Lt. Donald L. Boucher received the award which is presented annually to recognize individual achievements of junior officers.

Capt. Floyd F. Hauth, commander Det. 15, said the lieutenant improved weather forecasting proficiency in the detachment by thorough study of past weather pat-

terns and application of meteorological theory.

In addition to his normal duties, Lieutenant Boucher was the unit military training officer, vehicle control officer, information officer, Junior Officer Council representatives and radar coordinator.

Col. John P. Rollston, commander, 71st Flying Training Wing, presented the lieutenant with a pen set on the behalf of the 3d Weather Wing.

Col. Gilliard commands 3d WWg.

OFFUTT AFB, Neb. -- An officer with 16 years of experience with the Air Weather Service assumed command of the 3d WWg. and the duties of the Strategic Air Command director of weather here recently.

The new commander, Col. James H. Gilliard, who was vice commander of the wing, succeeds Col. Eugene C. St. Clair who was reassigned to Randolph AFB, Texas as commander of the 24th Weather Squadron there.

Colonel Gilliard received his commission through the Aviation Cadet program in June 1948. A command pilot, Colonel Gilliard has flown F-51s, F-84s, F-86s, C-9s, and C-141s throughout his career in the Air Force.

In 1957 Colonel Gilliard began his career in Air Weather Service with a tour at Shaw AFB, South Carolina, as a detachment forecaster. From October 1958 through September 1960, Colonel Gilliard was the chief forecaster, Base Weather Detachment, Chateauroux, France. Following a tour at the Environmental Technical Application Center, Colonel Gilliard served from June 1963 to January 1966 as the chief of Environmental Engineering Branch, 6th Weather Wing, Andrews AFB, Maryland.



LANGLEY AFB, Va. - Sgt. Wilma M. Hunt, an administrative specialist in the logistic division of Headquarters, 5th WWg., smiles as she holds the winner's bouquet of roses. Sgt. Hung, a native of Savannah, Ga., and a graduate of high school at Seat Pleasant, Md., won the first annual Sickle Cell Anemia contest here. She entered the Air Force in May 1971 and was assigned to the 5th WWg., after completing technical training at Keesler AFB, Miss. Sgt. Hunt's special interests are sewing and arts and crafts. Proceeds from the planned annual beauty pageant will go the Sickle Cell Research Center. (U.S. Air Force Photo)

Tyndall weather station moves

TYNDALL AFB, Fla. - Because of a desired cutback in manpower and operating costs, personnel from Detachment 9, of the 12th Weather Squadron here have moved a weather observation site and equipment from the control tower building to the base operations weather station.

The hook-up and transferring of

Danes put bird on Det. 15 pair

VANCE, AFB Okla.--Donald L. Reinke and Edward A. Smith, Det. 15, 24th Wea. Sq., Vance AFB, Okla., teamed up here recently to win the base doubles badminton championship. As a team, they defeated two student pilots from Denmark, Peter Greve and Arnie Joergensen. The winning of the base championship entitled them to represent Vance at the ATC tournament at Sheppard AFB, Tex.

In the command competition, Smith competed in both the singles and double matches while Reinke competed only in the doubles.

Smith lost his first match, came back to win the next three matches, only to lose his fifth match which eliminated him from competition.

In doubles, Smith and Reinke repeated the performance. They lost their first match, won the next three matches and lost the fifth match which eliminated them from the tournament. Final results of the tournament listed Vance as finishing fifth in overall competition.

the Representative Observation Site (ROS) was done by a special group from Keesler AFB, Miss., and the maintenance section personnel from the base weather station. The job should be completed soon, according to TSgt. Russell Lehr, NCOIC of the weather maintenance shop there.

The re-located equipment included a cloud height measuring indicator; a visibility measuring indicator; a temperature-humidity instrument; a wind direction and speed indicator; and related teletype and communication equipment.

A basic weather watch will replace the continuous weather watch that was used when the equipment was located in the tower. The continuous watch system required an observer in the ROS whose only duty was to ob-

serve the weather and report and significant changes.

The basic weather watch observer will make visual observations of all weather elements, and disseminate his observations if a change warranting it has occurred since the last disseminated observation.

Capt. Von S. Woods, detachment weather officer, said his personnel will continue to provide the best possible product to the local using agencies, despite the recent changes in the system.

Under the BWW, the observers cannot maintain a continuous watch for all changing weather conditions and therefore cannot be expected to detect all changes as they occur. To help alleviate this situation we have solicited the help of the control tower personnel. When the following conditions or changes occur, and are not reflected in our current observation, the tower personnel will call the BWW observer and advise him in general terms of the change.

1. Increasing/decreasing visibility.
2. Formation--raising--lowering or absence of ceiling layer.
3. Thunderstorm, tornado, funnel cloud or lightning is observed or heard.
4. Precipitation begins or ends.
5. Obstruction to vision is present (not previously reported.)
6. Any meteorological condition that the control tower operator determines may effect the safety of aircraft.

6th WSq. gets special award

TINKER AFB, Okla.--The 6th WSq. here has been selected to receive a special AWS Ground Safety Award.

The AWS Accident Prevention Council selected the 6th WSq. for the award in recognition of the unit's motor vehicle safety record. During 1972 6th WSq. men in Air Force vehicles accumulated more than 800,000 miles without an accident.



1st Lt. Donald Boucher, 3d WWg. accepts a pen set as the token of the Outstanding Junior Officer award from Col. John P. Rollston, 71st Flying Training Wing. (U.S. Air Force Photo)