



AIR WEATHER SERVICE

OBSERVER



Vol. 22, No. 10

Headquarters, Air Weather Service, Scott AFB, IL.

October, 1975



WEATHER CHIEFS tour the Air Force Global Weather Central, Offutt AFB, NE, as part of their periodic meetings to exchange information on recent developments within their organizations. Left to right are: Col. Berry W. Rowe, Air Weather Service commander; Dr. George P. Cressman, National Weather Service

director; Captain W.S. Houston, Jr., Naval Weather Service commander and Col. Herbert A. Million, AFGWC commander and host for the tour. They are examining a satellite photograph of Omaha's first cold snap of 1975. (U.S. Air Force photo)

1WW, 5WW, 9WRW, 54WRS, 55WRS

Safety awards go to AWS units

SCOTT AFB, IL—The Military Airlift Command's awards and decorations division recently announced that two Air Weather Service units and three of its former units were among the nine total winners of the National Safety Council's (NSC) 1974 MAC winners.

The NSC's Award of Honor, which is given to units of 1,000 or more people for having a five per cent reduction of ground accidents, bettering last year's Air Force accident rate and beating the average accident average of competing units, went to the 5th Weather Wing, Langley AFB, VA, and the 60th Military Airlift Wing, Travis AFB, CA.

The 9th Weather Reconnaissance Wing, McClellan AFB, CA (now the 41st Rescue and Weather Reconnaissance Wing); 22nd Air Force and David Grant USAF Medical Center, Travis AFB, CA; and the 63rd Military Airlift Wing, Norton AFB, CA, received the Award of Merit.

The Award of Merit is given for reducing ground accidents five per cent or more and bettering last year's accident rate.

The 1st Weather Wing, Hickam

AFB, HI, receives the NSC's Certificate of Commendation and the 54th and 55th Weather Reconnaissance Squadrons, located at Andersen AFB, Guam and McClellan AFB, CA, respectively, received Perfect Record Certificates.

These awards go to units made up of fewer than 1,000 people with outstanding safety records.

According to MAC, awards will be sent to "the appropriate Air Force and service commanders" at a later date.

MAC seeks volunteers for reconnaissance duty

SCOTT AFB, IL — Enlisted volunteers are needed for duty as aerial weather reconnaissance observers.

Persons in grades E-4 through E-6, with Air Force Specialty Codes 25150 or 252X1 (observer) and on a second or subsequent enlistment, are eligible to apply.

Interested persons are asked to submit an AF Form 109, Uniform Military Personnel Record their last three Airman Proficiency Reports, a current Class-III physical, AF Form 422 and a recommendation by their unit commander, through military channels to the Military Airlift Command deputy chief of staff for personnel, director of assignments, airman assignments division, command un-

ique section; office symbol: DPRAT9.

OBSERVER mailing list to be revamped

With the mailing of the November issue of the OBSERVER, all non-active duty people will be removed from the distribution list. For them to continue to receive the OBSERVER they must write a letter requesting reentry on the mailing list. The letter must be sent to: MAC/OH Stop 100-D, Scott AFB, IL 62225. On receipt of the letter the submitter's mailing address will be reinstated on the mailing list for one year. This is as required by AFR 190-7.

Unit now serves 'flying telescope'

by

Maj. James Kerlin

HICKAM AFB, HI—Detachment 4, 1st Weather Wing here, recently began its meteorological support of the National Aeronautics and Space Administration's (NASA) Gerard P. Kuiper Airborne Observatory.

The observatory is a modified C-141 equipped with a 91.5cm (36-inch) infrared telescope and other sophisticated electronic and optical equipment. During flight it is expected to provide astronomers previously unobtainable data from the region of the galactic center. The data may provide information about the evolution of stellar systems within our galaxy and of the galaxy phenomena.

The aircraft will make 16 research flights and its telescope will be trained on the galactic center, an intense source of infrared emissions.

Infrared is virtually the only radiation of the electromagnetic spectrum that penetrates the 30,000 light years of stars, dust and gas in the disc of the galaxy enough to be seen from earth. A thorough understanding of the nature and extent of these radiation sources is basic to studies to the evolution of stellar systems and other galaxies.

Since water vapor in the earth's atmosphere masks infrared from earth-based telescopes, the Kuiper Observatory, which can carry its telescope above most of the moisture, is ideal for the mission.

Hickam AFB was chosen for the mission since weather here is drier during July and August than Puerto Rico or Panama, the other two choices. Flights from here permit all potential flight paths, including those in the Equatorial Calm, necessary to either avoid the Intertropical Convergence Zone or to observe the more southerly sources. Also, Hickam AFB offers the excellent logistics support and advanced weather reporting facilities essential to the selection of cloud-free observing tracks.

Det. 4 provided NASA people Defense Meteorological Satellite Program data that covered the areas of intended flight paths. Since the presence of water vapor or cirrus clouds at the flight level would seriously deter the scientific studies of the observatory, the timely data provided valuable inputs to the flight and research planning. The data includes visual, infrared and thresholded satellite pictures and were furnished on a daily basis.

Enlisted DETCO slot goes to maintainer

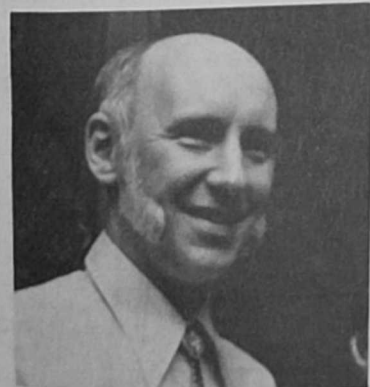
YOKOTA AB, JAPAN—Maintenance Superintendent SMSgt. Norris Smalls, recently became Air Weather Service's second enlisted detachment commander. On Oct. 1 he took command of Detachment 2, 1st Weather Wing here.

During the 40-year-old sergeant's 22-year military career he attended a technical school every third assignment. To date Sergeant Smalls has completed the Ground Radio Maintenance, Radio Relay Equipment Maintenance, Weather Equipment Technician and Defense Meteorological Satellite Program Maintenance Courses. His overseas assignments include: Trier, Germany; Kunsan AB, Korea; Moron AB, Spain; Tan Son Nhut AB, Vietnam; and his present assignment.

Sergeant Smalls and his wife, Charlean, are the parents of three daughters.



SMSgt. Norris Smalls



AWS CHIEF SCIENTIST, Dr. Paul Smith, on his recent departure from the command, received the Air Force Meritorious Civilian Service Award for his work in the AWS radar program during fiscal year 1975. (U.S. Air Force photo)



Colonel
Berry W. Rowe

Command Line

Asks: 'Your paint peeling?'

There are a growing number of indicators which point to a need for concern about the way we are doing our job.

FIRST INDICATOR

Much of our detachment service workload is still directed towards satisfying the needs of people who come to or communicate with our stations for information.

The size of this workload is described in the **Management Information Summary**. It includes some 184,600 flight clearance briefings, 20,500 pilot-to-meteorological service (PMSV) contacts and 17,520 closed circuit television and pilot-to-meteorological television briefings throughout Air Weather Service on a monthly basis.

In my two months as commander I have seen evidence that on any given day the reception we give people who come to us for service varies across a spectrum from the totally professional to the nearly lackadaisical.

SECOND INDICATOR

The persistent manpower shortages we have faced appears to be beginning to affect some of our people in the way they do their jobs.

The indicator is that we are cutting important corners in the professional approach to our tasks. A prime concern is for the subtle impact this has on our new people who are being trained under the pressures of wanting to make them fully productive as soon as possible.

THIRD INDICATOR

Another indicator is prominent in our maintenance operations. The major concern is that our supervisors are unable to pass tests which deal not only with the supervisory aspects of their duties, but also with the technical aspects. As of June 30, 1975, the pass rate was 45 per cent AWS-wide. This is not an examination prepared in an academic environment; it is a hard-core review of basic essentials prepared by people with exactly the same experience and qualifications as the people being tested.

To rectify this situation, we asked our supervisory people to undertake a self-study effort to ensure that their know-how is current and complete. Despite the obvious need for such action, my staff and I find the effort requested is being done by some, being considered by others and disregarded by many.

CHALLENGE

Other indicators such as persistent personal appearance violations, offenses in the drug abuse area and the continued occurrence of preventable accidents point toward a need for concern. This concern must be about the health and well being of our professional pride.

Do these indicators show in daily efforts in your unit? I challenge you to take a good, hard look. You may be surprised to find it is time to touch up the paint on our professionalism.

Weather Whys??

Weather Whys? is a regular feature of the Air Weather Service Observer. The questions come from you and the answers come from the Air Weather Service commander and his staff. If you have a question, send it to: Commander, Air Weather Service, Scott AFB, IL, 62225. Each question will be answered, however all of the questions and answers may not be published in the Observer due to space limitations.

Q. Who determines which airman proficiency reports are indorsed by the Air Weather Service command section?

A. Quite a few people determine at which level indorsement will be. First, you play the largest role; i.e., how you do your job, your attitude, your involvement in unit activities, your professional military education record, your acceptance of personal and unit responsibilities—just to name a few. Second, your reporting official; third, the indorsing official; fourth, each additional indorsing official; and finally, the AWS command section. At any point a basic recommendation for command section indorsement may be "turned off." The reason for most turn downs is the lack of strong, solid justification; facts and specific achievements shown just do not warrant command section indorsement.

Q. A few months back I filled out an AWS Form 66 and thought I had applied for the forecasters' course. My desired class date has

passed and I have yet to receive word on why I wasn't selected. Can you help?

A. The AWS Form 66 was a survey of your intentions, not a school application. To attend Course 3AAR 25170, you must complete AWS Form 47 in accordance with AWSR 52-6. Submit the Form 47 because there are still openings in the Jan-Jun 76 classes. While on the subject of the single career ladder, the AWS **Operations Digest**, No. 8, August 1975, has the latest information and is "must reading" for AWS people.

Q. Why can't we have a correspondence course for the USAF Senior NCO Academy similar to Squadron Officer School and Industrial College of the Armed Forces for officers?

A. We do. ECI Course Eight, which has been in print since 1974. If taken, a person is exempt from the in-residence requirement. It may be taken by E-7 through E-9; in-residence attendance is limited to E-8s and E-9s.

ENLISTED LINE

by

CMSgt. Sam Parish

One of the proudest moments of my life came in April 1973 when I was told I was selected as the Air Weather Service Senior Airman Advisor. The job had been an objective of mine from the day the program was announced.

I have been the Senior Airman Advisor for a little more than two years, and like all good things, the end had to come sooner or later—its time for me to move on. During my tour things were a little hectic at times and the water was not always the best for smooth sailing. However, with your help I was able to persevere.

I've traveled extensively and saw some of the finest units in the world—run by some of the most professional people anywhere.

I saw many changes take place, organizationally and operationally. Some of these changes may not have made sense to you, but each one was designed to streamline Air Weather Service and make it more functional.

I saw morale decline in the face of drawdowns, and rebound with faith in future programs.

I have sometimes disagreed with staff as well as field personnel, but I always tried to provide honest answers to questions and maintain a "tell-it-like-it-is" approach.

I have tried to further personal goals that had stayed with me for years. These goals, simply stated, were: To raise the professional standards of NCOs; develop a cohesive corps; provide NCOs with more responsible jobs; and insure that the dignity of the entire AWS enlisted force is maintained.

While I look forward to the new and different challenges in MAC Personnel Assignments, I'm going to miss the past daily contact and involvement I have had with you. However, I still expect to share

with you and be a part of the bright AWS future because my service will still be devoted almost exclusively to AWS and its enlisted people.

During my career I've had many jobs, served with many people, and felt the sunshine of victory and the storms of defeat. My tour as the Senior Airman Advisor is one of the bright spots in my career and I thank each of you for making it that way. Now I ask that you support my successor as you supported me.

Swap List

Present Wing: (Circle One)

1 WW 2 WW 3 WW 5 WW 6 WW 9 WW

Name: _____ Rank: _____
(Last, First, MI)

CAFSC: _____

Present Base: _____

Mail Address: _____

Want to go: _____
(Base)

The Observer Airman Assignment Exchange list is designed to serve Air Weather Service personnel. The eligibility rules for exchanging assignments are contained in AFR 39-11. If you meet the criteria and would like to swap, fill in the coupon and send it to: AWS/CMS, Scott AFB, IL, 62225.



WEATHERMAN GUNNER was the title of TSgt. Carle Clarke, Detachment 5, 16th Weather Squadron, Ft. Knox, KY, recently. It happened during holiday festivities here when Sergeant Clarke, his unit's chief weather observer, became an Army World War II private first class and 105mm howitzer gunner for a day as part of the program. (U.S. Army photo)

AIR WEATHER SERVICE

OBSERVER

The Air Weather Service **OBSERVER** is an official Class IIA Air Force newspaper published monthly for personnel of the world-wide Air Weather Service of the Military Airlift Command and under the supervision of the Office of Information, Headquarters, Military Airlift Command, Scott AFB, IL, 62225. Opinions expressed herein do not necessarily represent those of the Air Force.

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COLONEL BERRY W. ROWE
Commander, Air Weather Service
DAVID F. BARR
Editor



LOOKING AT his prize winning 35mm color transparency is SSgt. John R. Sturgeon, a forecaster at Detachment 2, 24th Weather Squadron, Columbus AFB, MS. His work, titled "Break of Dawn," was judged best of all entries in the base's Arts and Crafts Contest recently. The "slide" will now compete in the Air Training Command meet at Williams AFB, AZ. It was Sergeant Sturgeon's first entry in a photographic contest. (U.S. Air Force photo)

★ Personnel Shorts ★

Did you know that:

- * Air Force has changed the name of the Race Relations Program to the Human Relations Program?
- * The House of Representatives voted to restore funds for our commissary program?
- * The Department of Defense is again asking for funds to extend full travel benefits to enlisted personnel in grades E-

- 1 through E-3 and E-4's with less than two years of service?
- * Second Weather Wing (Rear) and the 31st Weather Squadron will be relocated to the Kaiserslautern and Rhein-Main areas in the near future?
- * Dependent travel to Turkey was suspended indefinitely?
- * AWS Forms 47 have not been received yet on many of our newly promoted staff sergeant observers?

Its a fact:

Military experience and training pays off in dollars. A weather equipment technician TSgt. Leslie L. Shreve, recently completed a Bootstrap bachelor degree with college credit hours from service events.

The events and semester hours were:

- *College Level Equivalency Program Examinations — 30 hours
- *Three-level course — 33 hours
- *Seven-level course — 29 hours
- *Defense Meteorological Satellite Program Course — eight hours
- *From instructor duty — 11 hours
- *NCO Academy — Nine hours

- *General military experience — Eight hours
- *Physical education in service — Eight hours.

Although not all of the above fully apply today, other ways to gain credit exist. In 16 years of service the above man gained 136 college credit hours. All that remained for him was a 24-hour residence requirement and some colleges will recognize even fewer hours.

Military experience and training, in relation to educational cost, can be counted as "money in the bank." How close are you to a degree?

D
N
P
S



ON
SPOT-
LIGHT

HEADQUARTERS

AWS

by

Capt.

Bruce

Altenhof

The Space Sciences Division of the Atmospheric and Space Sciences Directorate (DNPS) provides guidance and expertise in the field of science environmental effects.

Maj. Charles McDonald and Capt. Bruce Altenhof manage the technical aspects of monitoring and predicting the effects of solar corpuscular and electromagnetic radiation on military systems operating in or through near-earth space (the atmosphere above 50 kilometers).

The systems supported include communications and surveillance satellites, ground-based communications, over-the-horizon radars and other ground-based surveillance systems.

Determining the environmental effects on new space systems is one of DNPS' main jobs and is done through the AWS Systems Work Group (SWG); Major McDonald chairs the Space Transportation System (SWG and Captain Altenhof is a member of

the Satellite Communications SWG and the Over-The-Horizon Backscatter Radar SWG.

To meet demands for environmental support to space-oriented systems, AWS operates the Space Environmental Support System or SESS, which DNPS monitors. Monitoring is done through Technical Consultant Visits (TCV). We manage the TCVs to all SESS units by working with parent organizations. During FY75, TCVs were to Sagamore Hill, MA; Ramey, PR; LaPosta, CA; and Athens, Greece.

Another important aspect of our job is to keep abreast of advances in the state of the science. This is done by reviewing technical publications, attending scientific meetings and through groups and panels.

Among the more important groups with which we work are the Space Forecasting Coordination Group, which is composed of AWS and the Air Force Cambridge Research Laboratory members,

and the Joint Committee for Space Environment Forecasting (JC/SEF), a sub-panel of the Interdepartmental Committee for Atmospheric Sciences (ICAS). DNPS is Secretary to the JC/SEF.

The AWS SESS tries to improve products and services. Toward this end two procurement programs are underway to get new solar observing instruments. Major McDonald serves as the AWS technical advisor to the Radio Solar Telescope Network (RSTN) Program. We also assist the Solar Observing Optical Network (SOON) Program.

We hope these two programs will furnish new capabilities to meet increased demands by high-priority customers.

The background required for a job in DNPS covers a broad spectrum within the space sciences. The work is varied, challenging, and above all, relevant to some of the most important systems in the Department of Defense.

AWS boys get Scout's highest award; Eagle

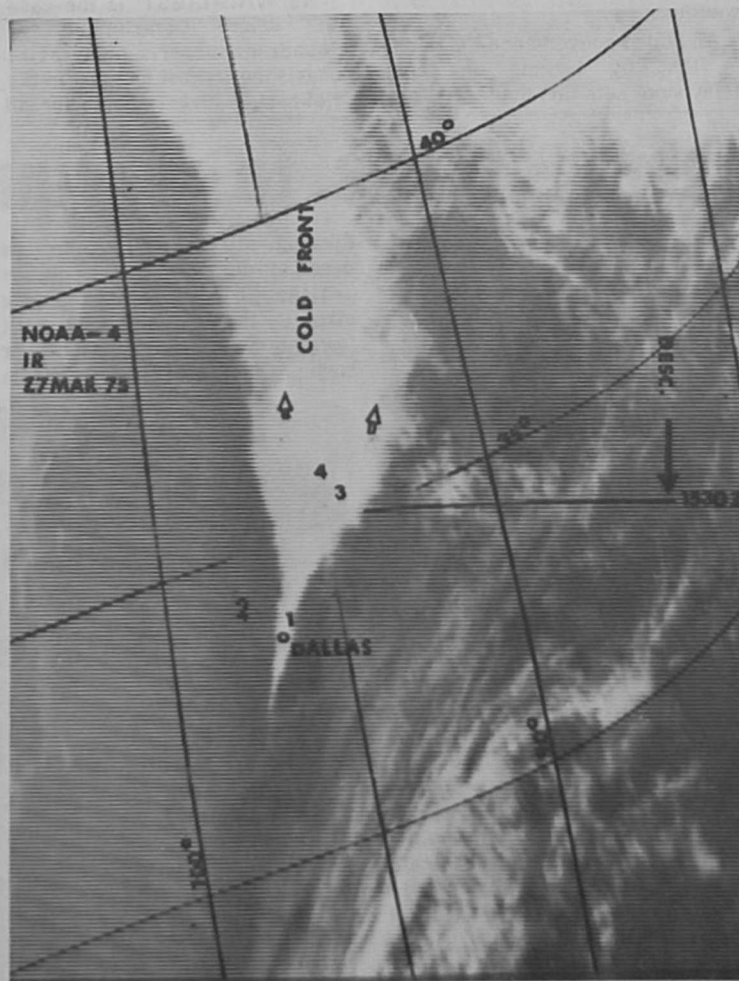
SCOTT AFB, IL—Three younger members of the Air Weather Service family recently earned the highest honor which may be awarded members of the Boy Scouts of America; Eagle Scout.

Earning the award were Kenneth Hall, son of Lt. Col. and Mrs. James W. Hall; Paul F. Pulse III, son of Lt. Col. and Mrs. Paul F. Pulse, II; and David Russell, son of Lt. Col. and Mrs. James L. Russell. The three boys are all members of O'Fallon, IL's Troop 35. Their fathers are all in Headquarters Air Weather Service.

The awards were presented during a fireside ceremony conducted at Camp Vandeventer, near Waterloo, IL, as the boys attended summer camp. Kenneth is a patrol leader, Paul an assistant senior patrol leader, and David the troop scribe. David has another distinction; he received the Eagle Award before his 13th birthday.

Quote of note:

"Weather is the essence of successful air operations."
—Henry H. Arnold, from *Global Mission* (Harper and Brothers, 1949)



THE WHITE TORNADO of television fame? No. It is the southern area of an active cold front as seen via satellite over the south central United States and from 800 miles up. Verification of severe weather, indicated by numbers, were: (1) Tornado 14 miles north northeast of Dallas, TX. (2) Funnel cloud at Alvord, TX. (3) One and three-quarters inch hail 12 miles southwest of Fort Smith, AR. (4) One inch hail 23 miles west northwest of Fort Smith. (DMSP photo provided by Detachment 11, 2nd Weather Squadron, Patrick AFB, FL)

Detachment 9, 16th Weather Squadron

Small organization performs gigantic mission

FT. RUCKER, AL—To provide weather support for the "Home of Army Aviation" would be a task in itself, but Detachment 9, 16th Weather Squadron here goes much further. It also provides "buddy assistance" support to Maxwell AFB, AL and Ft. Benning, GA, as well as briefing support to Redstone Arsenal, AL, Hunter AAF, GA, and Ft. Stewart, GA.

When told of these awesome responsibilities, visitors are even more impressed when they learn that at Ft. Rucker, Det. 9 supports initial rotary wing training for Army, Air Force, and allied students from 30 countries.

On Ft. Rucker, responsibilities extend to "The Silver Eagles," the Army's precision flying team, the Army Aviation Test Board, Army Aviation Research Laboratory and Army Agency for Aviation Safety. Flying time for these organizations amounts to almost 25,000 hours each month. Here, there are more than 500 fixed and rotary-wing aircraft of 17 different types. These span years and range from the "senior citizen," C-47, to the more modern AH-1G Cobra gunships.

Its responsibilities demands that Det. 9 operate 365 days a year as the only around-the-clock Army support weather station in the United States.

As a management step to lighten some of the workload, Det. 9 uses

an elaborate closed circuit television network. The system is part of Ft. Rucker's educational TV system. Within the system, weather was given two channels with more than 2,000 outlets throughout the post. These include family quarters, classrooms, operational areas, offices, auxiliary airfields and bachelor officer quarters.

One channel carries the current official observation from the Representative Observation Site (ROS) and the other passes scheduled and impromptu weather briefings. Each channel backs up the other with the touch of a button.

The TV system, which is linked to the Post Emergency Operations Center (EOC), proves its worth when severe weather approaches. During these times, weather warnings are instantly issued to the EOC and all auxiliary airfields.

When the EOC is alerted, the weather station presents a live briefing which includes a real-time picture of the FPS-77 weather radar scope. In a tornado situation the EOC can preempt all TV channels, government and commercial cablevision, to alert people to the expected severe weather.

An added convenience for pilots is that by turning on their television sets at home, before

flights, they have an idea of what weather to expect even before they finish eating breakfast.

Det. 9 gives approximately 6,000 TV briefings annually and almost 11,000 briefings over the counter.

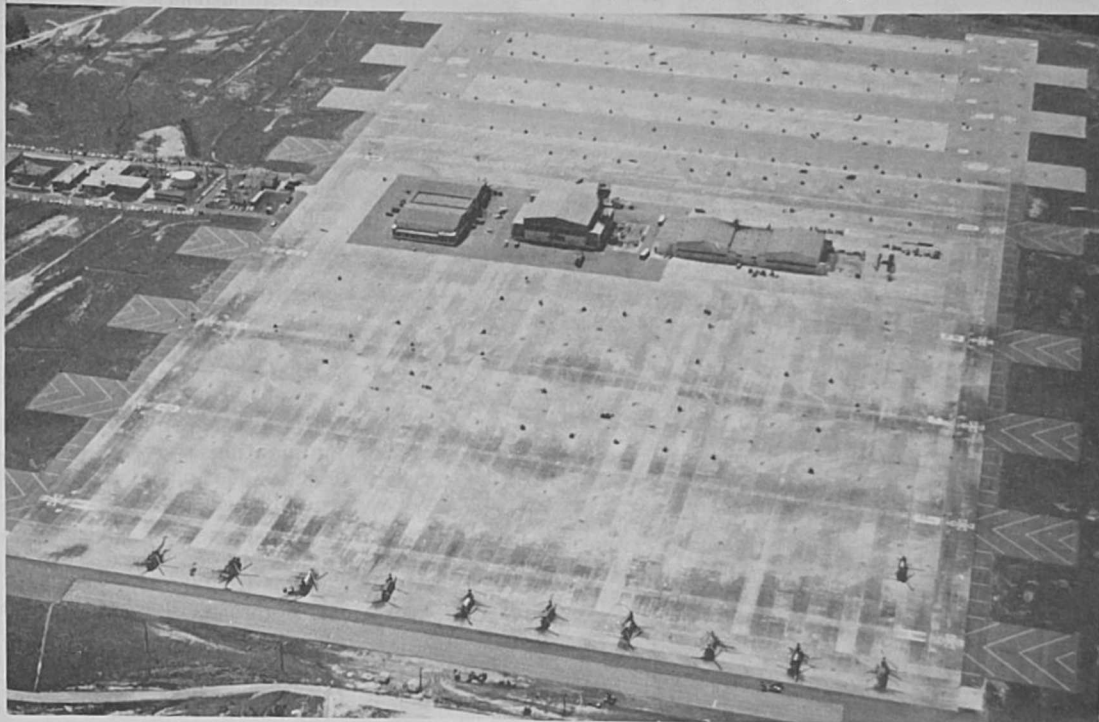
The base weather station is

located five miles south of the main post at Cairns Army Airfield, one of three main basefields at Ft. Rucker.

It serves student pilots flying regularly to eight local area destinations in Alabama and

Georgia from 16 stagefields and 161 training sites.

It might be said that Detachment 9, 16th Weather Squadron, U.S. Air Force, is one of the busiest weather organizations in the Army.



'THE WHIRLIEST' is the case at Ft. Rucker, AL, where Detachment 9, 16th Weather Squadron, supports Army aviation. Ft. Rucker boasts the largest heliport in the U.S.—Hanchey Heliport—which is home for all initial student

flying. At the bottom of the picture, just above the perimeter road, are a few of the CH-47 Chinooks and CH-54 Flying Cranes used by the post. (U.S. Air Force photo)

Pollution concern leads to air quality study by units

WILLIAMS AFB, AZ—Air Weather Service recently took part in a two-week air quality monitoring study here. The study, conducted by Air Force Civil Engineering Center OL-AA, was the first phase of a long term monitoring program.

Capt. John Shipe, Detachment 23, 2nd Weather Squadron, Kirtland AFB, NM, and chief of the staff meteorology section at the Air Force Weapons Laboratory, led the program.

People from Det. 17, 24WS here, and 6WS, Tinker AFB, OK, did the job.

The program is designed to determine the accuracy limits of the air base Air Quality Assessment Model.

The model is used to predict the impact of air base operations on air quality. Its findings may be used to determine the necessity and effectiveness of proposed emission controls on USAF aircraft.

Williams AFB, one of the Air Force's largest and busiest pilot training base, was chosen for the study due to high pollution potential, relatively low background pollution levels and its variability in the atmosphere's

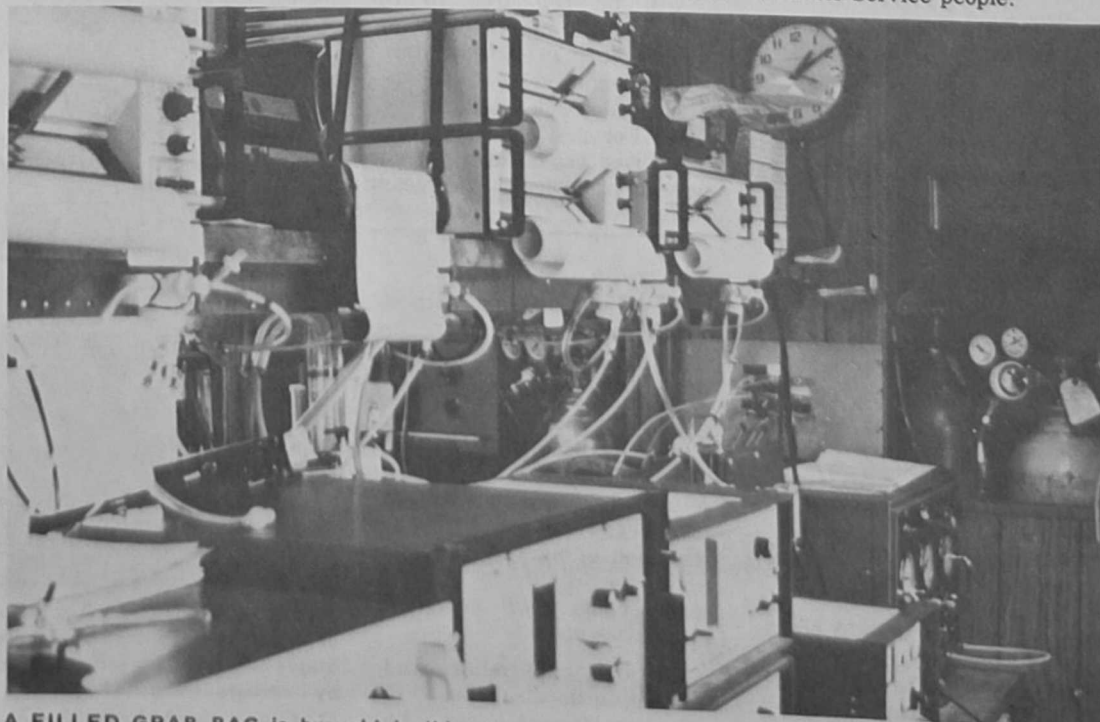
diluting capabilities due to the desert climate.

Although Williams' prime aircraft, the T-37 and T-38, emit low amounts of pollution per sortie, the large number of its

flights makes the base a large pollution source.

In any air pollution model evaluation program pollution sources must be located and their strengths measured or estimated.

Pollution measuring devices must be set out and the atmosphere's transport and diluting capability defined during the sampling period. This was the job of the Air Weather Service people.



A FILLED GRAB BAG is brought to this air quality van as part of the air quality monitoring study done at Williams AFB, AZ. The bag's contents are fed into each of the above in-

struments and hourly average estimates are made. The instruments measure carbon monoxide, nitrogen oxides, ozone and non-methane hydrocarbons. (U.S. Air Force photo)



AMN. MIKE HANCOCK, under the watchful eyes of MSgt. Robert McDaniel, plots a local area surface chart at Williams AFB, AZ. Many such actions were taken as part of the air quality monitoring study done here. The men are members of Detachment 17, 24th Weather Squadron. (U.S. Air Force photo)



ONE OF THE MANY limestone caves northwest of Randolph AFB, TX, houses the bats watched by Detachment 1, 24th Weather Squadron. The largest of the caves is estimated by local officials to contain more than 20-million bats.



SUNSET brings forth millions of small, furry bats which live in caves not far from Randolph AFB, TX. The insect-hunting creatures are a

hazard to certain types of local aircraft and are watched on radar by Detachment 1, 24th Weather Squadron.

In Randolph AFB skys

(U.S. Air Force Photos)

Weather radar 'goes bats'

RANDOLPH AFB, TX—The weathermen of Detachment 1, 24th Weather Squadron here occasionally watch a small "cloud" which is unlike any other in the world. It appears on their radar scope practically every quiet, warm evening and always from the same place, 15 miles northwest of the base.

The "blip" is unlike a normal cloud, which is made up of moisture laden dust particles and is usually harmless to air

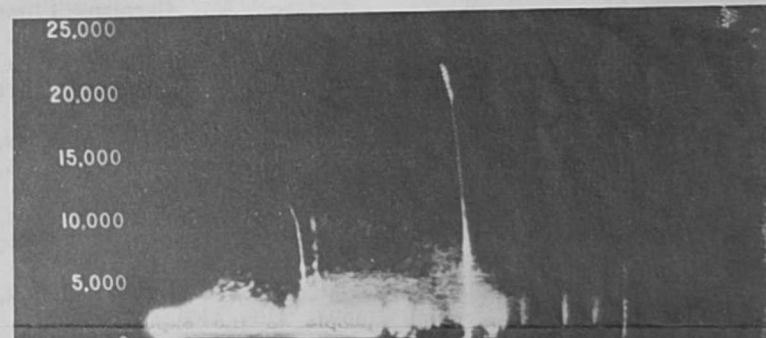
navigation, but it does look like a cloud on radar. This cloud is made up of *Tadarida Brasiliensis Mexicana*—millions of Mexican Freetailed bats, which can be a threat to airborne aircraft.

The bats live in the many caves northwest of the base and each evening, just at sunset, rise in dense columns and slowly ascend as they seek insects to eat.

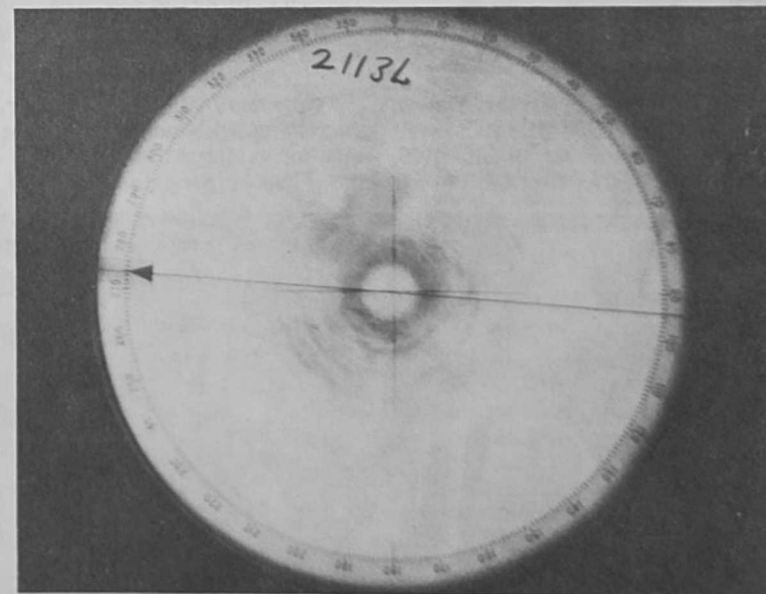
According to Maj. James T. Holland, Det. 1, most aircraft suffer little if any damage when they encounter the columns,

but the bats do pose a threat to the T-38 Talon, used by a local flying training squadron. For this reason, the training unit schedules night flying according to word given by Det. 1's "bat watch," a special watch conducted on an FPS-77 radar unit an hour before sunset.

Det. 1's radar bat watch has increased flying safety of night flight at Randolph AFB by allowing man to more effectively share evening air space with one of nature's best radar "experts."

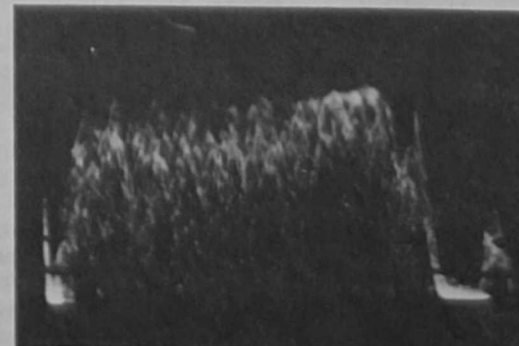


CLOSE INSPECTION of Detachment 1, 24th Weather Squadron's range height indicator shows three stages of bat flight; low altitude (less than 400 feet,) gradual ascent, and level flight from 3,000 to 4,000 feet.



THE PLAN position indicator shows the bats move southeastward toward the base after leaving their caves. They range over 200 square miles around Randolph AFB, TX, seeking insects to eat.

THEY LOOK LIKE rain on Detachment 1, 24th Weather Squadron's amplitude-range indicator—but they are bats. The Randolph AFB, TX, unit registers the winged rodents at peak intensities of 30-35db.



SUSCEPTIBLE to damage by the bats coming from caves northwest of Randolph AFB, TX, is the T-38 Talon, used by the 560th Flying Training

Squadron to teach instructor pilots. To help protect these planes Detachment 1, 24th Weather Squadron set up a special radar "bat watch."

AWS Salutes...

MEDALS

Col. Eugene C. St. Clair, 24th Weather Squadron, Randolph AFB, TX; Legion of Merit.

MSgt. Lawrence M. Thrower, 9WS, March AFB, CA; Meritorious Service Medal (MSM).

Capt. Leopold J. Andreoli, Detachment 3, 11WS, Shemya AFB, AK; MSM.

Col. Glenn B. Rumley Jr., 31WS, Lindsey AS, Germany; first Oak Leaf Cluster (OLC) to MSM.

MSMgt. Joe R. Foster, Det. 4, 2nd Weather Wing, Athenai Airport, Greece; MSM.

Col. Leon R. Tucker, Det. 11, 2WS, Patrick AFB, FL; MSM.

Maj. James D. Cook, Det. 11, 2WS, Patrick AFB, FL; first OLC to MSM.

MSMgt. Marvin O. Shavers, Det. 8, 26WS, Griffiss AFB, NY; MSM.

Lt. Col. Jerome O. Siebers, Headquarters Air Weather Service, Scott AFB, IL; MSM.

CMSgt. John Kappert Jr., Hq. AWS, Scott AFB, IL; MSM.

Maj. Albert Sullivan, Hq. AWS, Scott AFB, IL; MSM.

Lt. Col. Eugene O. Godman, Hq. AWS, Scott AFB, IL; first OLC to MSM.

Col. James S. Kennedy, Hq. AWS, Scott AFB, IL; first OLC to MSM.

Lt. Col. David F. Torchia, Det. 21, 2WW, Kindsbach, Germany; MSM.

MSMgt. Carl B. Wilkins, 11WS, Elmendorf AFB, AK; Joint Service Commendation Medal (JSCM).

Maj. John W. Orndorff, Det. 11, 2WS, Patrick AFB, FL; Army Commendation Medal (ACM).

Capt. John E. Fletcher, Det. 4, 15WS, Altus AFB, OK; ACM.

SSgt. Lonnie A. Dixon, 9WS, March AFB, CA; first OLC to Air

Force Commendation Medal (AFCM).

TSgt. Richard J. David, Det. 6, 2WW, Stuttgart-Vaihingen, Germany; AFCM.

TSgt. Richard J. Davis, Det. 6, 2WW, Stuttgart-Vaihingen, Germany; first OLC to AFCM.

Capt. Gary E. O'Connor, 10WS, Nakhon Phanom RTAFB, Thailand; AFCM.

First Lieutenant Stephen A. Lawson, 10WS, Nakhon Phanom RTAFB, Thailand; AFCM.

MSgt. Clyde L. Lawrance, 10WS, Nakhon Phanom RTAFB, Thailand; JSCM.

First Lieutenant Herbert K. Holsambeck, Det. 31, 3WS, Dobbins AFB, GA; AFCM.

Lieutenant Holsambeck is now a student at the Air Force Institute of Technology, WPAFB, OH.

Sgt. Timothy A. Sheldon, Det. 8, 26WS, Griffiss AFB, NY; AFCM.

Maj. Terrell D. McCorry, 2WW, Ramstein AB, Germany; first OLC to AFCM.

SSgt. Arthur R. Elkins, Det. 1, 2WW, Lindsey AS, Germany; first OLC to AFCM.

First Lieutenant John M. Haas, Det. 2, 2WW, Ramstein AB, Germany; AFCM.

SSgt. Michael J. Buxchur, Det. 1, 11WS, Elmendorf AFB, AK; first OLC to AFCM.

MSgt. Robert F. Walker, Det. 4, 15WS, Altus AFB, OK; AFCM.

MSgt. Charles H. Texter, Det. 9, 9WS, Davis-Monthan AFB, AZ; first OLC to AFCM.

TSgt. Charles E. Taiclet, Det. 9, 9WS, Davis-Monthan AFB, AZ; first OLC to AFCM.

Capt. Robert L. Coman, 11WS, Elmendorf AFB, AK; AFCM.

RECON AWARDS

TSgt. Jerry Moore, forecaster, Det. 12, 25WS, George AFB, CA; \$100 for saving \$80,600.

Sgt. Jerry Strickland, Det. 12,

25WS, George AFB, CA; \$100 for suggesting a less expensive lighting unit.

EDUCATION

Sgt. Mark T. Bishop, 9WS, March AFB, CA; awarded a bachelor of arts degree in economics by Chapman College.

SERVICE SCHOOLS

TSgt. Tommie E. McRae, Det. 1, 11WS, Elmendorf AFB, AK, and SSgt. Richard H. Prewitt, Air Force Global Weather Central, Offutt AFB, NE, were distinguished graduates of their class at the MAC NCO Academy (NCOA), Norton AFB, CA. They were among 14 students so honored in a class of 136.

Capt. Richard Durham, Operating Location-E, 2WS, Hanscom AFB, MA, was distinguished graduate in his recent Squadron Officer School Class.

Capt. William B. Freeman Jr. and Richard Durham, OL-E, 2WS, Hanscom AFB, MA, recently completed the Air Command and Staff College correspondence course.

Recently graduated from the MAC NCOA were: TSgt. Francis J. Adamczyk, OL-D, 2WW, Palehua, HI; TSgt. William J. Hause and John J. Hewitt, AFGWC, Offutt AFB, NE; TSgt. Andrew B. Hays, Det. 2, 6WS, McClellan AFB, CA; SSgt. Kenneth D. Hill, Det. 3, 7WS, Heidelberg, Germany; SSgt. Kenneth D. Hill, Det. 3, 7WS, Heidelberg, Germany; SSgt. James A. Hoy, Det. 3, 5WS, Ft. Bragg, NC; MSgt. Paul A. Murphy, Det. 30, 26WS, Kincheloe AFB, MI; TSgt. Donald O. Novak, Det. 41, 12WS, Ft. Lee, VA; TSgt. Boyd C. Owens, Det. 21, 24WS, Craig AFB, AL; and TSgt. John M. Stefancik, Det. 8, 5WS, Ft. Riley, KS.

MSgt. Julian O. Sandoval, Det. 1, 24WS, Randolph AFB, TX, completed the Senior NCOA Nonresident Course.

Sgt. Calude D. Dellinger, Det. 3, 5WS, Ft. Bragg, NC, received the Commandant's Award on graduation from the 22nd Air Force Leadership School, Little Rock AFB, AR.

UNIT HONORS

SSgt. John Chidester, chief observer, 164th Weather Flight, Mansfield Lahm Airport, OH, was selected as the 179th Tactical Fighter Group Airman of the first half of 1975.

TSgt. William R. Newberry, wing weather officer, Det. 8, 26WS, Griffiss AFB, NY; NCO of the Month.

CIVILIAN HONORS

Jarrod D. Lilliedoll, 9WS, March AFB, CA, received the Strategic Air Command Outstanding Performance Award.

Austin E. Pritchard, chief forecaster, base weather station, 1WS, MacDill AFB, FL; 30 years Federal Service.

PROMOTIONS

Barbara J. Perry, 9WS, March AFB, CA, to airman first class.

Jerry L. Cox, Det. 7, 9WS, March AFB, CA, to airman first class.

Michael J. Brown, Det. 7, 9WS, March AFB, CA, to airman first class.

Eric M. Nudell, Det. 9, 9WS, Davis-Monthan AFB, AZ, to airman first class.

Javier Barajas, Det. 9, 9WS, Davis-Monthan AFB, AZ, to airman first class.

Walter B. Richardson, 24WS, Randolph AFB, TX, to first lieutenant.

Thomas R. Grass, Det. 28, 25WS, Ellington AFB, TX, to first lieutenant.

SPECIAL HONORS

SSgt. Stephen I. Rowe, weather observer, Det. 19, 26WS, Whiteman AFB, MO; triple honors at the 21AF NCO Leadership School; Commandant's Award, Military Achievement Award and distinguished graduate.

TSgt. George M. Slater, Det. 2, 1WW, Andersen AFB, Guam; took second spot in the MAC, Pacific Area NCO of the Quarter competition after winning his unit's title.

Torejon AB, Spain's top NCO of the Quarter is a weatherman; SSgt. Adolfo G. Castillo, Det. 11, 2WW.

Tinker AFB, OK's top NCO of the quarter is TSgt. Hollis G. Lloyd, 6WS.

Det. 11, 15WS, McChord AFB, WA, was awarded the Air Force Outstanding Unit Award for the period of July 1, 1973 through June 30, 1974.

SSgt. Larry E. Combs, Det. 31, 3WS, Dobbins AFB, GA, was recently named as Cobb County (GA) Chamber of Commerce Man of the Month. He was congratulated in person by U.S. Sen. Herman E. Talmadge.

Capt. Charles R. Holliday, Det. 1, 1WW, Guam, recently received the Outstanding Forecaster

Award (centralized facility) from Col. Alphonse Garguilo Jr., 1WW commander.

BIRTHS

BEDNER, Sgt. and Mrs. Leslie J., twin daughters, Angela and Wendy, Aug. 13. Father is an observer, Det. 2, 15WS, Travis AFB, CA.

GENTLE, SSgt. and Mrs. Jackie L., son, George Wesley, Aug. 23. Father is a data monitor, Det. 7, AFGWC, Carswell AFB, TX.

LOBAUGH, SSgt. and Mrs. Thomas M., daughter, Tammy Michelle, Aug. 15. Det. 10, 25WS, Bergstrom AFB, TX.

YOUNG, A1C and Mrs. Jerry M., son, Jason Matthew, Aug. 12. Det. 17, 31WS, RAF Upper Heyford, UK.

OTTING, Sgt. and Mrs. William F., daughter, Debra Michelle, June 3. Father is a weather specialist, Det. 10, 25WS, Bergstrom AFB, TX.

MAVIS, SSgt. and Mrs. Terry W., daughter, Shelby Nicole, Aug. 15. Father assigned to the U.S. Army Europe Tactical Forecast Unit, 7WS, Heidelberg, Germany.

MADER, 1st Lt. and Mrs. Michael W., son, David Michael, July 26. Father is a duty forecaster, Det. 1, 11WS, Elmendorf AFB, AK.

DITTBERNER, Capt. and Mrs. Gerald J., daughter, Brigitte Cara, Aug. 28. Father is AFIT student, University of Wisconsin.

CLEARY, A1C and Mrs. Timothy J., son, Timothy Aaron, Sept. 12. Det. 8, 5WS, Ft. Riley, KS.

PUCCI, Capt. and Mrs. Ralph A.T., son, Christopher Michael, Aug. 27. Det. 8, 5WS, Ft. Riley, KS.

WELLMAN, SSgt. and Mrs. Michael, son, Scott Michael, Aug. 15. Father is a forecaster, OL-F, 1WW, Wheeler AFB, HI.

VAN VEGHEL, SSgt. and Mrs. Robert A., daughter, Tanja Maria, Aug. 27. Father is an analyst at AFGWC, Offutt AFB, NE.

MARRIED

A1C Scott D. Douglas recently married Amn. Sharon L. Sgnelli, Det. 9, 9WS, Davis-Monthan AFB, AZ.

REENLISTMENTS

SSgt. Michael J. Grimes, administrative specialist, Det. 6, 2WW, Stuttgart-Vaihingen, Germany.

Sgt. John R. Schendel, Det. 8, 5WS, Ft. Riley, KS.

COMMAND ASSIGNMENTS

Lt. Col. Philip E. Shindeler (AFRes), attached to Det. 8, 5WS, Ft. Riley, KS, appointed as Meteorologist in Charge, Kansas State Forecast Office, National Weather Service, Topeka, KS.

First Lieutenant Thomas R. Grass to commander, Det. 28, 25WS, Ellington AFB, TX.

Capt. Edward A. Town to commander, Det. 7, 5WS, Ft. Ord, CA.

RETIREMENTS

Lt. Col. William T. French Jr., Det. 14, 15WS, Norton AFB, CA.

MSgt. Henry J. Kelly, Det. 14, 15WS, Norton AFB, CA.

Col. Eugene C. St. Clair, 24WS, Randolph AFB, TX.



OPEN HOUSE OPENS YOUNG MINDS is the case at Scott AFB, IL, as more than 25,000 people visited the base. Among the many displays, the one sponsored by Air Weather Service drew hundreds of visitors, such as these young people

whose study of weather begins in elementary school. Capt. Bruce D. Altenhof, left, answered weather questions throughout the day. (U.S. Air Force photo)

A lesson from history

By John F. Fuller
(AWS Historian)

Thirty-two years ago weather knowledge was very effectively used against the Allies during World War II.

In June 1943 the British Royal Air Force was bombing Germany by night while America's Eighth Air Force struck by day. It was the 8th AF's goal to knock out factories and installations which supported the Luftwaffe, Germany's Air Force. The 8th AF was particularly interested in Schweinfurt's ball bearing plants.

These factories manufactured the bearings which gave Nazi mechanization its muscle.

From experience Maj. Gens. Ira C. Eaker and Carl Spaatz knew that weather was the worst enemy of daylight precision bombing. Bombers, at that time, did not

strike at what bombardiers could not see. They needed cloud-free targets and the Americans knew it—but the Germans knew it too.

On the fourth major October strike in Europe, Schweinfurt, due to clear weather there, was the target for the first time since the preceding August. More than 290 Flying Fortresses left England escorted by P-47 fighters. However, the fighters had a limited flying range and were forced to turn back. Minutes later the bombers met wave after wave of German fighter aircraft.

Because the German weathermen had accurately forecast Schweinfurt as the only location ideal for daylight bombing by their enemy, the Luftwaffe concentrated on protecting it.

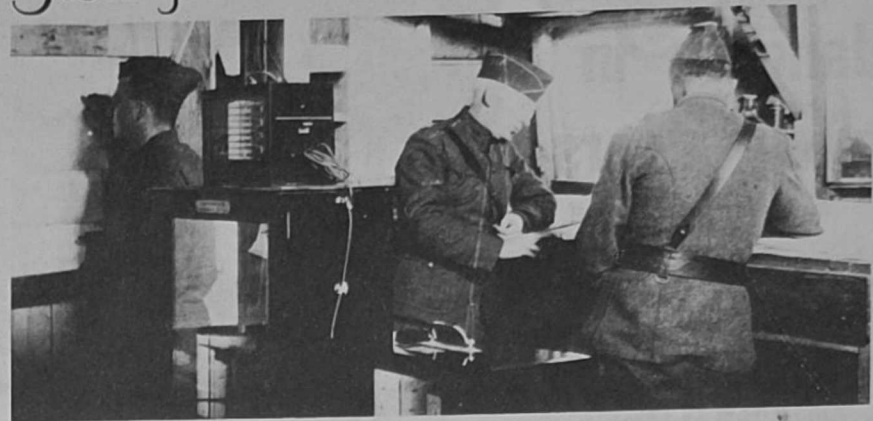
The 8th AF had its highest

percentage of losses that day; 60 B-17s destroyed and 17 others had major damage.

The raid, one of the most important of the 16 made on Schweinfurt, was not a failure despite the cost. Damage to the plants was so extensive Germany had to reorganize its ball bearing industry.

AWS' 'Yesteryear' was...

ALMOST A 'DO-IT-YOURSELF' station during World War I. In the days of the "Sam Brown" belt (worn by the officers at right) you built most of what you needed. Men and equipment were tough and men worked in a tough situation—but then, as now, the job got done. (U.S. National Archives photo)



The Oct. 14th mission climaxed a week of costly air battles and because of aircraft losses during the raid, the 8th AF temporarily lost air superiority over Germany. The loss of air dominance lasted until sufficient long-range fighter escort was available.

Because losses were so heavy

and strategic gain so limited, 8th AF withheld daylight bombing the rest of 1943.

The decision to temporarily halt daylight bombing was a good one; good daylight bombing weather did not occur again until late in February, 1944.

Involuntary RIF possible

Reserve board convenes Nov. 10

WASHINGTON (AFNS)—The Air Force announced that a reserve officer board will convene on Nov. 10, 1975, at the Air Force Military Personnel Center to review the records of active duty reserve officers for possible involuntary separation. Officers will be identified from fiscal year groups 1959-1972. Approximately 1,000 officers may be affected by this reduction-in-force (RIF) board.

Officials said the three basic ways to reduce strengths are by lowering procurement, voluntary

loss actions and involuntary loss actions. RIF is an action of last resort. The Air Force attempts to reach directed strengths through a loss management approach that is least disruptive to the individual. Procurement is reduced to an absolute minimum followed by voluntary actions whenever possible.

During fiscal year 1975, officers programmed to be brought on board were reduced by 1,932 and this fiscal year by 3,180.

The commissioning programs are also being affected by the reductions. The officers training

school, for instance, is projected to commission only 766 this fiscal year. In FY74 it brought over 2,200 to active duty. The reserve officer training corps program produced 3,615 new lieutenants in FY75. The majority of these officers, however, are waiting for active duty slots to become available.

Officials said that officer strength levels beyond FY76 are projected to stabilize. However, as it has in the past, the RIF outlook in the out years will depend very appreciably upon the size of future congressional cuts of the authorized officer force.



'IN THE WATER TIME' is gained by TSgt. Chuck Spears, Detachment 19, 15th Weather Squadron, Lajes Field, Azores, during the base's recent Youth Carnival. Sergeant Spears was the "victim" when a dead-eyed ball thrower hit the target which released the seat on which the much-dunked sergeant sat. The carnival gained \$1,200 for the Lajes Field Youth Center. (U.S. Air Force photo by Sgt. Virgil Laning.)

Weatherman aids with coming metric switch

ANDREWS AFB, MD—A weather man, Capt. Peter J. Havanac, 2nd Weather Squadron here, is taking part in a study which, when completed, could give America possibly its most unusual "birthday gift"—the metric system.

Slightly more than 200 years ago, in France, a system of weights and measures was devised which used grams rather than ounces and meters rather than yards. The system was eventually adopted throughout all of Europe and most of the rest of the world; except in America, which kept the English system of units.

For this reason, economic and military business between nations has frequently been slowed greatly by the time consuming need to convert from one measurement to the other.

To gain more in-depth understanding, the DoD set up a Metrication Working Group for meteorology. It is a tri-service group (Army, Navy and Air Force) formed to study the special needs of each service. The findings of this group will permit

origination of a single DoD policy on metrication to be coordinated with a civilian meteorological study group doing similar planning.

The DoD began studying the conversion to the metric system in 1969, one year after the President signed Public Law 90-472, which authorized the Commerce Department to begin the initial study. The Commerce Department later recommended to Congress that the metric system be adopted and used in America within one decade (10 years).

Presently, a memorandum from the Office of the Secretary of Defense is urging its people to "think metric." It went on to require that procurement of non-metric items after Dec. 31, 1975, would have to be justified on economic, technical, safety or practical grounds.

The biggest problem is expected to come during the transition period—knowing which system is being used for reference.

Captain Havanac said, "The metric system is coming so now is the time to seriously begin 'thinking metric.'"



BACKWARD BEST was what earned Roger W. Mead, right, and Teddy E. Mullican, left, motorcycling trophies recently. The pair, members of the 3rd Weather Wing Support Unit, Offutt AFB, NE, got the trophies by pushing their "bikes"

backward over a specified course. The pair agreed, "It may sound easy, but balancing 600 pounds of cycle backward is tricky." (U.S. Air Force photo)

Same safety dangers in guns, doors

by TSgt. James E. Jost
(AWS Safety Office)

Would you try to take a loaded gun apart? How about changing a car's fan belt with the engine running? Self preservation tells you to use your head and not do these things because you recognize them as hazardous but what about a jammed garage door?

Would you see a jammed garage door as a hazard? Apparently not everyone does, even though the door spring, under tension, has almost the same explosive potential as a loaded gun.

Recently an AWS man was seriously injured dismantling a jammed garage door. He learned the hard way that the only way to safely remove the tension from any door spring is to know the principle of the door. In short, become familiar with a potential hazard and it may not be one.



'GROUPE' was more than the name of the 25 pounder held high by the man who caught it, Lloyd R. Worster, Detachment 11, 2nd Weather Squadron, Parick AFB, FL, recently. Of the many weather husbands and wives who went on an all day unit fishing trip, 90 per cent suffered from "mal de mer" (seasickness) before the trip was over. The 65-foot boat's captain said, "I wouldn't have gone out in that weather but they were all weather people and they must know what was going on." (U.S. Air Force photo)

SPORTS FRONT

Softball

OFFUTT AFB, NE—The Air Force Global Weather Central slow and fast pitch teams placed second and fourth respectively in the recent base championship softball playoffs.

The slowpitch team, coached by Jim Martens, had earlier won the American League championship. The team is made up of B. Frantz, G. Hinds, R. Prewitt, B. McPeck, R. Townsend, J. White, A. Ramsay, J. Liberda, H. Alston, N. Cohen, A. Coburn, R. Roulic, D. Diebolt, E.J. Leche, H. Wojdylak and G. Aufderhaar.

Duane Chilton coached the fastpitch team to a 12-9 record. The team also includes B. Blomquist, P. Clark, R. Crabtree, R. Peck, C. Crawford, S. Green, B. Hooker, L. Hyter, J. Obrien, B. Onate, M. Sweeney, J. Welk and G. Worley.

Golf

MCCONNELL AFB, KS—Detachment 23, 26th Weather Squadron's Intramural Golf Team spent the summer successfully defending its base championship. Although the weather team trailed most of the season, it never lost a team match during the

season and finished one and one half points ahead of the nearest of the other teams.

Team members were: Gary L. Sickler, Gary E. Taylor, John B. Blythe, Charles F. Brodt, Lee R. Clausen, Harvey R. Hurtt, Charles T. Melson and Michael Schroeder.

Bowling

CRAIG AFB, AL—Nathan M. Butler recently added 13 bowling trophies to his collection—which now numbers more than 400. He took the high average trophy in three of the four summer leagues in which he bowled. His averages were 196, 189 and 188.

He also took trophies for three high scratch series (676, 658 and 651,) two high scratch games (265 and 259,) and a high handicap series (702.)

His summer season high scratch game and series were 276 and 679 respectively.

During the summer bowling he also won the Selma (AL) Open Sweeper Handicap series with a 715.

Woodnal offers aid to overseas bound

McGUIRE AFB, NJ — Weather people going overseas through McGuire AFB, NJ, now have a personal contact there. It is Lt. Col. Robert F. Woodnal, Detachment 10, 15th Weather Squadron commander.

Colonel Woodnal volunteered to be the "point of contact" at

the McGuire port for AWS people desiring to use the base's temporary lodging quarters.

He will also provide advice or assistance with auto delivery to the port of embarkation (POE) and will make travel arrangements from nearby air or bus terminals as well as

answer questions about POE policies and procedures.

AWS people may take advantage of this offer by telephoning AUTOVON 440-3537 during normal duty hours or 609-893-6096 at other times. He asks that requests arrive "as far in advance as possible."

Interviewing AFGWC

M. L. Raadgep says, 'they made me feel right at home'

Ed. Note: These interviews are printed in the exact language of the person interviewed. Questions are prepared at Air Force Global Weather Central (AFGWC) to allow the person being interviewed to "tell it like it is" to the question, "What is AFGWC really like?"

Amn. Michael L. Raadgep, a Data Processing Section programmer (AFGWC/PDDS), is serving his first tour after the Weather Observer Course at Chanute AFB, IL. PDDS maintains most of the basic computer programs that control the AFGWC computer complex. The PDDS Database Management Unit, where Airman Raadgep works, maintains the largest collection of current meteorological data in the world.

Q: Why did you join the Air Force?

A: I had just gotten my Associate of Arts degree from Pasadena City College, GA. I was looking into the military, and it seemed the Air Force offered the best educational program. It offered tuition assistance for college

you can attend after work. I liked that, and none of the other services had it, so I joined the Air Force.

Q: Why in the weather field?

A: I was looking for a guaranteed job, you know, a guaranteed tech school. They didn't have programming. I didn't know it was available. I then asked for avionics, but it turned out I was colorblind, so my second choice was weather observer. I've always been interested in weather.

Q: So after basic, you went to Chanute AFB for weather training?

A: That's right. I think I had a better time there than most people. I liked the school, and I was active in a church group.

Q: When did you find out you were coming to AFGWC?

A: About three weeks before graduation. One of the ropes (student leaders) told me, "No way you want to go there. You'll be plotting maps all day long." At Chanute I didn't like plotting too much. But I thought I'd go anywhere they sent me, even if it meant plotting maps. I really

wanted to go to California, but I wasn't going to complain about Offutt.

Q: What happened when you arrived at Offutt?

A: During my inprocessing I had an interview with CMSgt. McCarthy (AFGWC Senior Airman Advisor.) We were just talking and he asked me about my educational background. I told him my math background went through calculus, then right there he asked me about programming. So I told him I was interested. A couple of days later I met Captain Terrell (officer in charge of PDDS-Database Management Unit) and I ended up in the Database shop.

Q: Doing what?

A: That was late March. Basically, my first month I was learning the FORTRAN (Formula Translation) programming language and working with the computer. Then, in May, I went to the UNIVAC school for formal training in EXEC (computer control language for the UNIVAC computer) language and FORTRAN.

Q: How long was the school?

A: Four weeks.

Q: What about after the school?

A: Then I worked learning the ropes with BLDCUR (a system for mass storage of data information.) I was the backup programmer on BLDCUR, but I'll be taking it over soon. I've already taken over FLASH (printout telling how to use utility programs.) One week I took complete responsibility for BLDCUR while the main programmer was on leave. It was one of the quietest weeks we'd had with BLDCUR. I didn't get called in once.

Q: You mean to fix BLDCUR if it crashed (failed to accept a computer program) (sometimes called "bombed out"). Have you been called in after hours yet to fix a program crash?

A: I haven't been called in yet to fix any problems, but that'll change pretty soon—in fact, I hope so.

Q: So, how do you like it at AFGWC?

A: Well, I really don't have any complaints as such. This

(programming) is what I wanted to get into anyway. It wasn't available as a guaranteed job (at enlistment time). I didn't realize I could get into it. I enjoy it. I also enjoy the people I work with. We work together very well in the Database shop. They make it very easy to fit in. When I got here I was an outsider about five minutes, then they made me feel right at home.

Q: How about Nebraska and the Omaha area?

A: Well, I got here the first day of spring. I'm not looking forward to the winters. I was at UNIVAC school (in west central Omaha) the day of the big tornado (May 6, 1975). We got out of school 45 minutes before the tornado struck. I've never seen a storm like that, or hail like that. It was baseball size. I live in the dormitory, but I only use my room for sleeping and writing letters. I get together with my church group a lot, and that makes my stay here a lot nicer.

Next month's interview will be with Capt. Charles von Flotow, a space environmental support branch programmer.