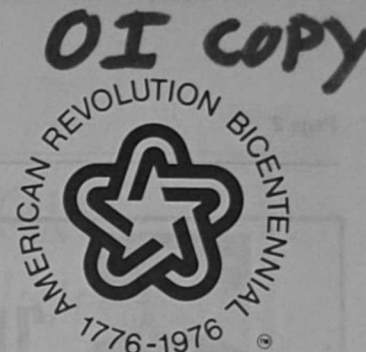


AIR WEATHER SERVICE

OBSERVER



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EXPRESSIONS OF APPRECIATION in the form of Meritorious Achievement Certificates went to Miss Cindy Yurkovich, left, and Mrs. Carol Cheatham for their actions on Guam in behalf of the Indo-China evacuees there. They are dependents of TSgt. (MSgt. Sel.) John W. Cheatham, AWS headquarters, Scott AFB, IL. Col. Berry W. Rowe, AWS commander, presented the certificates on behalf of Maj. Gen. Charles F. Minter Sr., 3rd Air Division (SAC) commander, Andersen AFB, Guam, who said the women's actions were, "the highest standards of human kindness." (U.S. Air Force photo).

Colonel Rowe becomes brigadier general soon

SCOTT AFB, IL—According to Air Force officials the Air Weather Service (AWS) will once more be commanded by a general officer. Col. Berry W. Rowe, AWS commander, was recently nominated for promotion to brigadier general.

Colonel Rowe was one of five Military Airlift Command Colonels nominated by the President for promotion. Others nominated were: Cols. Emil N. Block, Jr., 438th Military Airlift Wing (MAW) commander,

McGuire AFB, NJ; William E. Carson, 63MAW commander, Norton AFB, CA; Paul T. Hartung, MAC deputy chief of staff for Engineering and Services, Scott AFB, IL; and John W. Ord, USAF Medical Center commander, also at Scott AFB.

Colonels Rowe, Block and Ord will be promoted upon Senate confirmation. Colonels Hartung and Carson will receive their first star as vacancies occur.

Colonel Rowe, who became commander of AWS on August 6, 1975, after only 20 days as vice commander, is in his 27th year of

service. He was commissioned in October 1949 and has degrees in Political Science and Meteorology, a field in which he remained.

During his career he has held positions as deputy assistant for weather, Headquarters USAF; 1st Weather Group commander, in Vietnam; and Inspector General at AWS Headquarters. He was 3rd Weather Wing commander, Offutt AFB, NE, before becoming AWS vice commander last July.

Colonel Rowe and his wife, Alta, are the parents of a daughter, Victoria, and two sons, Eric and Mark.

'75 wing historian

Kerlin vies for award

SCOTT AFB, IL—For the second consecutive year Maj. James Kerlin, 1st Weather Wing, Hickam AFB, HI, is the Air Weather Service (AWS) nominee for the USAF Wing Historian of the Year Award.

Highlights of Major Kerlin's history, according to John F. Fuller, AWS historian, is his presentation of weather support during special operations. The

operations included "Eagle Pull," and "Frequent Wind," the evacuations of Phnom Penh, Cambodia, and Saigon; and the recapture of the U.S.S. Mayaguez. Major Kerlin's history included more than 230 supporting documents.

Major Kerlin's 1974 history received honorable mention last year. This year's winner will be announced in February, 1976.

Commander offers season's greetings

With the same enthusiasm I feel for you, our command and the splendid job being done, I want to take time to speak personally to each of you and your families.

Jews just celebrated the eight days of Hanukkah, their Feast of Dedication. To them I extend the season's greetings. Soon

Christians will celebrate the birth of Jesus Christ. Again I offer my warmest greetings.

Hanukkah, the commemoration of victory by the Maccabees over their Syrian captors 20 centuries ago is a celebration of freedom. Christmas celebrates the birth of a man who offers spiritual freedom.

Ft. Leavenworth SWO

Major McDonald gets '74 Zimmerman Award

FT. MONROE, VA—Maj. Dell V. McDonald, staff weather officer to the U.S. Army Combined Arms Combat Development Activity, Ft. Leavenworth, KS, recently received the 1974 Zimmerman Award.

Col. Berry W. Rowe, Air Weather Service commander, made the presentation during a visit to the U.S. Army Training and Documentation Center here.

The award, named after Brig. Gen. Donald Z. Zimmerman, former director of Army Air Force weather (1942), is presented to the person who demonstrates the best application of climatology during the year.

To earn the award Major McDonald pioneered in the introduction of climatological methodologies and techniques to support the Scenario Oriented

Recurring Evaluation System or SCORES.

The SCORES process is used by the Army to evaluate the cost and effectiveness of current and planned force design concepts and systems. Major McDonald's work gives the Army the capability to assess the impact of the natural environment on ground and air combat.



Maj. Dell V. McDonald

Dr. F. Robert Naka

Top scientist visits AWS

SCOTT AFB, IL—The Chief Scientist of the U.S. Air Force, Dr. F. Robert Naka, was a recent visitor here.

Dr. Naka, who advises the Air Force Chief of Staff in matters related to research and development, has filled his present position since June, 1975.

While here he visited Headquarters Military Airlift Command and the Air Weather

Service. In both headquarters he was briefed on various aspects of their missions.

At AWS he was also told of weather support to command and control, technical capabilities and other programs related to weather.

Dr. Naka is a native of San Francisco, CA, but received his higher education at Missouri

(Continued on Page 8)

Det. 2 again Santa's postman

NORTH POLE, AK—Although the time is late, there may still be time to take the necessary steps for youngsters to receive a letter from Santa postmarked "North Pole."

Detachment 2, 11th Weather Squadron, just 10 miles south of North Pole, AK, is once more serving as Santa's postal workers.

In reality, Det. 2's service is a mail service. To take advantage of it, parents are asked to take the following steps:

- * Have the child write a letter to Santa.

- * Parents write a reply to the child's letter, from Santa.

- * Put both letters inside a self addressed, stamped envelope.

- * Put the above envelope inside a second envelope and send it to: Santa's Mailbag; Det. 2, 11th Wea. Squadron; Eielson AFB, AK 99702. Det. 2 people will do the rest.



SEVEN Air Force Global Weather Central members have found a different way to enjoy flight. See the story on page 5.



'BEST IN MAC' is a title held by TSgt. James Gomes, assistant chief of Air Force Global Weather Central's administration. He was chosen as the MAC Outstanding Executive Support Specialist for 1975. Sergeant Gomes assists the AFGWC chief of administration with the management of the 650-man unit's nine subordinate admin sections. The 20 year veteran lives on Offutt AFB, NE, with his wife Patricia and five children. (U.S. Air Force photo).

Command Line



Colonel
Berry W. Rowe
AWS Commander

'Use people, money well'

From my visits with Air Weather Service men and women at more than 50 units, I gained an ever increasing pride in the job they are doing to meet the needs of the Air Force and Army for AWS.

You have shown me repeated examples of the personal dedication and teamwork so essential to the task of making our service the best there is.

The uniform excellence of the young men and women joining our service is particularly impressive. They are accepting the challenge of the jobs given them; in turn, they challenge us to give them the leadership and management that will make everyone fully productive.

MOVING AHEAD

I am convinced that a satisfactory spectrum of actions is underway to improve the productivity of our people. We are seeking new equipment to ensure that technological advancements are exploited to make our individual jobs more efficient.

Our procedures are under review to ensure that our system meets the tests of currency and relevance (those that do not will be eliminated).

Every task we perform is being examined to ensure that the AWS gives maximum return for every dollar the Air Force spends for our service. This is one of the primary objectives of our single weather airman career ladder and our NCO Detachment Commander and Station Chief program.

USE OUR TALENTS

The other objective is to more fully use the leadership and management talents of our NCOs. We must not only ask our Senior NCOs to accept responsibilities as commanders or station chiefs, we must also ask that every NCO from E-4 on up accept proportionate responsibility for helping run Air Weather Service.

From my discussions with many of you, I found that most of our people share my opinion that AWS is heading in the right direction with our actions and programs.

Your interest and thirst for knowledge of what is happening in AWS also tells me we need to strengthen the flow of information in every way possible; we shall seize every opportunity to do so.

Smith spreads weather story

RAPID CITY, SD—Detachment 6, 6th Weather Squadron, Ellsworth AFB, SD, recently reported that Dr. Paul Smith, former chief scientist for the Air Weather Service, continues to further understanding of the services of AWS. He was recently the speaker at a meeting of the Wednesday Optimists of Rapid City and talked about Air Weather Service support to the U.S. Air Force and Army.

Dr. Smith was AWS chief scientist while on a year's leave of absence from the South Dakota School of Mines and Technology where he is a professor in the Institute of Atmospheric Sciences.

Quote of note:

"Accurate weather information is of critical importance to the operations of an Airmobile Division."—Maj. Gen. E.B. Roberts, commander, 1st Cavalry Division (Airmobile), April 17, 1970.

Swap List

The following AWS people have a desire to swap assignments with another person with the same AFSC:

25150—A1C Brent L. Cunningham, PO Box 224, Ft. Lee, VA 23801, wants to go to any Air Force station or base in the Rocky Mountains.

25150—A1C Richard A. Goodman, PSC Box 8655, Reese AFB, TX 79489, wants to go to Colorado, Kansas, Missouri, South Dakota or Nebraska. 25150—A1C James M. White, PO Box 501, Duluth IAP, MN 55814, wants to go to Dover AFB, DE, or Langley AFB, VA.

30250—A1C Charles M. Kopacz, PCS Box 7279, Patrick AFB, FL 32925, wants to go to Colorado or Idaho.

ENLISTED LINE

By
CMSgt. Howard Bock

This time last month I was chief forecaster at Detachment 28, 25th Weather Squadron, Ellington AFB, TX. Colonel Rowe, Air Weather Service commander, called me to say I was selected as the fourth AWS senior airman advisor and everything changed.

He offered me the greatest challenge of my career. The job also enables me to achieve a goal established at the inception of the old "Chief Master Sergeant of —" program — to represent all AWS enlisted people.

The duties of the AWS senior airman advisor are defined in MAC Regulation 20-2; it would take reams of paper to interpret that in detail. My short interpretation is, if YOU have a problem, or even think you have one, WE have a problem—and it is my job to help you solve it.

We are going through a period of very significant change, and each change fosters the growth of problems. I intend to find these problems and with your help solve them. Problems are neither solved by creating other problems nor are they solved by helping one

person or group at the expense of another.

In the months ahead I intend to:

- * Travel extensively to units, large and small, stateside and overseas.

- * Meet, listen and talk with as many AWS people as possible.

- * Seek not only your problems but also your recommendations.

- * Provide honest answers to all questions, either on the spot or by return contact.

- * Work closely with all wing senior airman advisors.

Help and guidance from others were significant factors in my achievements. Now the shoe is on the other foot—I have the opportunity and obligation to do the same for others. Be assured that the information, guidance or assistance I give will be the best within my power.

Additionally, I will bring all problems, especially unresolved problems, to the attention of the AWS commander.

If you need help or advice from me, don't wait for my visit. Call AUTOVON 638-4002 or write to me. The mailing address is: AWS/CMS, Scott AFB, IL 62225.

★ Personnel Shorts ★

Did you know:

- * A pantsuit is approved as an optional duty uniform for Air Force women? The criteria for its wear is the same as uniform combinations A and B.

- * A normal leave authorization form is not acceptable for approval and travel of military members to overseas locations on emergency leave? Appropriate travel orders must be in accordance with para 2-35, AFR 10-7.

- * Effective immediately appropriate headgear will be worn by all MAC people outdoors when wearing the utility uniform,

functional, organizational or special purpose clothing? Exceptions are maintenance people who will not wear hats or caps while working in front of an aircraft (AFR 127-101) and military women who are not required to wear headgear with flight, field or exercise uniforms.

- * On Sept. 1, 1974, a new vehicle insurance law, known as the "Hawaii No-Fault Law," took effect there? Every owner of a car, bus, truck or motorcycle must have insurance.

- * MAC/IG teams will make dress and appearance a special interest item on future visits?

Swap List

Present Wing: (Circle One)

1 WW 2 WW 3 WW 5 WW 7 WW AFGWC

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.



TWO BROTHERS, above, were recently awarded Scouting's highest distinction, Eagle Scout. They are Robert, 17, left, and Alan Starling, 14, sons of MSGT. and Mrs. Robert Starling, Detachment 10, 2nd Weather Squadron, Eglin AFB, FL. The boys accepted the award from Maj. Gen. Howard M. Line, Armament Development and Test Center commander at a Court of Honor. The boy's father recently completed requirements to gain Scouting's Wood Badge Beads. (U.S. Air Force photos)

Its a fact:

Western Union was recently awarded a contract to install a new 19-area circuit Continental United States Meteorological Data System (COMEDS) to replace the COMET networks. COMEDS will have new terminal equipment to include a video display. Paper tapes could become a thing of the past. (AWS/CSB)



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

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: Com-

mander, 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—Why can't a courtesy statement be given as to why a change was made when a person's assignment is switched after he or she has received notice of a permanent change of station assignment?

A—Headquarters Military Airlift Command has acknowledged the concern of people in such cases and recently began including the reason for changing end assignments.

Q—A weather service Air Force woman was recently selected for training instructor duty at Lackland AFB as a non volunteer. Will she come back to the weather career field after she finishes that duty? How does that affect her chances for advancement in the weather career field? Also, after

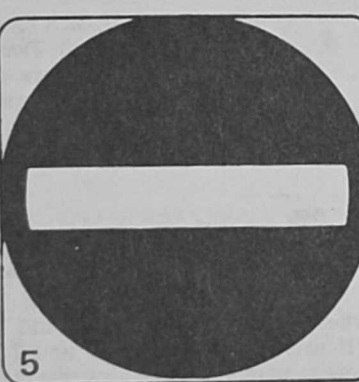
two assignments she has never taken an observation. Can't we control this?

A—AFM 35-1 directs that people assigned to recruiting, training, instructor duty, etc., be returned to their previously held AFSC upon completion of the special duty assignment. The person's chances for advancement, once back in weather, are contingent upon performance. All assignments are made according to each AWS unit's requirements and for this reason, some weather observers work in two consecutive assignments without the opportunity to take a weather observation. Our increasing familiarity with special duty requirements, such as at the North American Defense and Aerospace Defense Command

detachments as well as at weather centrals will help to avoid situations like this in the future and insure full use of the weather observer resource.

Q—Do we or can we control assignments of married weather people so that one unit will not get more than one couple? There could be a horrendous shift problem with this if it isn't controlled.

A—We do not now and do not intend to try to control or limit the number of couples assigned to a weather unit. Couples as well as supervisors seem split on the desirability of having husband and wife on the same shift anyhow so schedule according to need, but with the individual's desires as a consideration.



HIGHWAY SAFETY will depend on driver knowledge as international road signs are fully implemented nationwide. Here are six of the new signs. How does your knowledge stack up?

1. No right turn.

2. No U turn.

3. No trucks allowed.

4. Keep right.

5. No entry.

6. No left turn.

ANG units need weathermen

LANGLEY AFB, VA—Weather flights of the Air National Guard (ANG) need former active duty weathermen to fill their vacancies.

According to Lt. Col. Arden C. Llewellyn Jr., MAC advisor, Detachment 6, Air Weather Service, ANG members normally train one weekend a month, for which they receive four days base pay. They attend one 15-day summer field training period for which they receive normal active duty pay according to their grade.

He added that ANG duty is

creditable toward National Guard retirement benefits. Retirees are not eligible for this service.

Vacancies, as of Sept. 30, 1975, are: Major, AFSC 2524: McGuire AFB, NJ; Jacksonville, AR; Corapolis, PA, and Terre Haute, IN. Captain, AFSC 2524: St. Louis, MO; Aurora, CO; Portland, OR; Tulsa, OK; Milwaukee, WI; Corapolis, PA; Jacksonville, AR; Ft. Wayne, IN; Mansfield, OH, and Austin, TX.

Senior master sergeant, AFSC 25190: Atlantic City, NJ; Tulsa, OK; Willow Grove, PA; Corapolis,

PA; Jacksonville, AR; Kelly AFB, TX, and Hickam AFB, HI. Technical sergeant, AFSC 25271: Jacksonville, AR, and Austin, TX.

Staff sergeant, AFSC 25150: Ronkonkoma, NY; Otis AFB, MA; Annville, PA, and Austin, TX. Sergeant, AFSC 25150: Ronkonkoma, NY; Otis AFB, MA; Annville, PA; McGuire AFB, NJ; St. Paul, MN, and Austin, TX. Sergeant, AFSC 70250: Ronkonkoma, NY.

For additional or more current information, call Det. 6, AWS, Langley AFB, VA, AUTOVON 432-5029.

OBSERVATION

Volunteers may extend

WASHINGTON (AFNS)—Officers, lieutenant colonels and below, and airmen now stationed overseas may volunteer to extend their tours if they have a date of return from Jan. 1 to Sept. 30, 1976. Officials say even if the individual has a stateside assignment, due to a severe shortage of PCS funds, requested extensions will be approved when possible. AWS is looking into this matter further.

Weather gets 'new bird'

WRIGHT-PATTERSON AFB, OH (MNS)—Weather aircraft used by the 41st Rescue and Weather Reconnaissance Wing are now "improved weather birds" according to the Air Force Logistics Command.

Weather equipment formerly used in the earlier "B" model WC-130 is being moved into more powerful and longer ranged "H" model C-130.

Enlisted grade changes

WASHINGTON (AFNS)—Personnel officials announced that beginning in January 1976, a two-level E-4 grade will exist. There will be an "E-4 apprentice" and "E-4 noncommissioned officer" (NCO).

Officials say upon selection to E-4 an airman would become an E-4 apprentice until he met the criteria for "E-4 NCO. Requirements for E-4 NCO include: 12 months in grade; 36 months in service; completion of a two-phase supervisory training program and recommendation by the unit commander.

E-4 apprentice stripes will be the same as those now worn, but without the star.

Collar stripes coming

WASHINGTON (AFNS)—Metal collar chevrons for enlisted people on the raincoat, men's optional topcoat, lightweight blue jacket, medical or dental whites, and food handler's coat was approved by Air Force. Traditional sleeve chevrons on other garments will continue. The new metal chevrons should be in clothing sales stores around Oct. 1, 1976.



Exercise proves Mobile Test Set's effectiveness

EGLIN AFB, FL—When weather people took to the field as part of Exercise Brave Shield XIII, they took with them a piece of equipment they then proved to be all that the experts hoped it would be. They field tested the



SSGT. RON SIMMEN takes and records an observation at Eglin AFB's Field Two using the new AN/TMQ-22 Tactical Observing Set. Sergeant Simmen is from Detachment 6, 3rd Weather Squadron, Homestead AFB, FL. (U.S. Air Force photo).

tactical suitability of the Defense Meteorological Satellite Program (DMSP) Mobile Test Set (MTS).

At the onset of Brave Shield XIII the MTS, which provides a field image of what is seen by the DMSP, was used by the weather support force commander, Col. Robert S. Wood, at Eglin AFB's Field Three.

Extending the test, photoquality copies of the DMSP imagery were then relayed from Field Three to Field Two where they served the Air Force Forward Forces Weather Team. The relay was done over communications lines

using a Laserfax system. Later, by means of the Deployed Forecast Unit at Field Six, copies of the imagery were also provided to the Joint Task Force Headquarters there.

According to Maj. Ernie Dash, Air Weather Service Headquarters, the DMSP imagery was used effectively during the employment phase of the exercise, especially in support of two paradrops; one at night and the other a daytime drop of people and heavy equipment.

More than 16,000 Air Force and Army members took part in the exercise.



CAPT. TOM UTLEY, staff weather officer attached to Army Forward Forces, right, and SSgt. Daniel Brees, both of Detachment 3, 5th Weather Squadron, brief Capt. Donald Wooley, Headquarters Air Weather Service, on tactical weather communications. (U.S. Air Force photo)



DISCUSSING the Defense Meteorological Satellite Program (DMSP) Mobile Test Set, which was tested during Brave Shield XIII at Eglin AFB, FL, are: Col. Robert S. Wood, 1st Weather Squadron commander, left, and Maj. Ernie Dash of Air Weather Service Headquarters. Behind them, the DMSP antenna keeps its electronic ear cocked toward the sky. (U.S. Air Force photo).



PHOTO IMAGERY, coming over laserfax at Eglin AFB's Field Two during Exercise Brave Shield XIII, is closely examined by Maj. Glenn McBride, right, and Capt. Frank Luna. (U.S. Air Force photo)

Detachment 2, 1st Weather Wing's Sgt. Barry Mick

Seaman sergeant battles Typhoon Betty; returns safely

ANDERSEN AFB, GUAM—"The sea passed, the ship (SIC) came back upright, and I thanked God."

With these simple, honest words Sgt. Barry Mick, Detachment 2, 1st Weather Wing here, described the terror and torment he lived through when he and four other crewmen survived a typhoon in a 35-foot ketch. It happened as the men brought the small boat from Taiwan to Guam.

START

Sergeant Mick's adventure began when he learned that the boat's owner was looking for an experienced crew. The anxious airman knew that any knowledge gained from the voyage would be of use to him in the future when he launched the ketch he had been building for many months.

Taking a month's leave to make sure he had plenty of time for the trip to Taiwan, Sergeant Mick's memory of his commander's last words haunted him later. Maj. Donald P. Bahr had said, "Good

luck and I wish you no typhoons."

"We decided to make the trip from Taiwan to Guam by way of Okinawa and the Northern Marianas," the sergeant said. "We left Keelung Harbor, Taiwan, and four days of pleasant sailing later slipped into the Okinawa Yacht Club."

"I often envied the pilots and crew of the 54th Weather Recon Squadron based here for their first hand encounters with these violent storms."

"After taking on more provisions, I got a weather briefing from the Kadena Air Base weather people. They said no typhoons appeared to be in the area but there were two suspicious looking formations east and west of Guam. The forecaster said if those formations developed, they should move west-northwest and would probably be no threat."

"Four days out of Okinawa, having sailed about 400 nautical

miles and being brushed by Typhoon Alice, we decided to turn back. The encounter with Alice left us unable to set the main sails, our engine was dead and we had a broken manual bilge pump. We did the best we could after that. We used buckets to bail with and the small mizzen sail for power. It

looked like a slow trip back to Okinawa."

The small boat with its tired crew had only tasted what was to come when they brought their vessel about. The sky told them they were in for even worse weather. Within hours the high winds forced them to furl their only power source, the small sail, and soon thereafter they met Typhoon Betty.

"All we could do was to lash the

wheel over," Sergeant Mick said. "It was Friday afternoon and I kept remembering the air crew of the 9th Weather Reconnaissance Wing that went down last year while flying through a typhoon. I also kept asking myself, 'Why-oh-why did I ever sign up for this cruise.'"

"Friday night and Saturday morning were bad, but Saturday night and early Sunday were the worst. The aneroid barometer reached its lowest point at 4 a.m. Sunday."

Dawn brought new terror. "The sea had 35 to 40-foot waves breaking and the wind seemed to never let up."

WIND, RAIN, SEA

"I knew freak waves were not uncommon and during my watch on deck we caught one. I was tied down with a safety line and sitting on the windward side, only occasionally glancing into the wind and rain. Once I turned to see a breaking wave come up, then top. When it roared over I looked down into the face of a tremend-

ous sea. the 60-foot mast was parallel to the water and not reaching the trough. The sea passed, the ship came back upright, and I thanked God. Down below, where the other crewmembers were, things were a total mess."

"By midday Sunday the skipper decided that instead of continuing to lie ahull (remain in one place) we should try to run downwind. We did this safely until early Monday morning when we saw the lights of a ship. It was around 5 a.m. and one of our crew, using a flashlight, contacted the ship, the S.S. *President Monroe*. The *Monroe* stood by us until we could be reached by an Okinawan maritime safety vessel, which towed us to Okinawa the next day."

"When I got back to Det. 2 I looked up Typhoon Betty's track only to see that even in all that violence, we were from 30 to 50 miles away from her center. Seeing that, I gained a new respect for weather, its fury and the people who watch it so closely."

Conference delves into detection methods

NORMAN, OK—Identifying a tornado even before it becomes one was discussed during the Ninth American Meteorological Society (AMS) Conference on Severe Local Storms held here recently.

Attending the conference from Air Weather Service were: Capt. Ray Bonesteele, Gordon Hammond, Larry Best, John McGinley, Mr. Bob Miller, and CMSgt. Ken Walters.

According to Captain Bonesteele, a special session was held for members of the U.S. House of Representatives Subcommittee on the Atmosphere and Environment. Attending were Congressmen George E. Brown Jr., chairman of the subcommittee, and Larry Winn Jr.

AMS meteorologists summarized the methods used to detect severe thunderstorms and how to forecast and understand them. The Doppler radar's use for identifying the storms containing potential for wind damage was also explained.

The Doppler radar technique was described as the most likely breakthrough to significantly improve severe storm detection.

Coupled with satellite observations, Doppler radar detection could improve warnings and forecasts by resolving and identifying the intrastorm circulation. The circulation is sometimes indicated by the hook, indented or weak echo features.

Captain Bonesteele said research shows a high correlation between the thunderstorm scale circulation and the smaller vortex which extends downward, evolving into a tornado.

Photographs displayed at the

conference showed even smaller suction vortices within some tornadoes. These, said Captain Bonesteele, could account for the apparently erratic damage patterns of large tornadoes.

The photographs also revealed

that tornadoes usually begin as condensation funnels under low hanging, rotating cloud masses below a parent thunderstorm. They also showed that the tornadoes dissipate as thin rope-like funnels trailing behind the

parent thunderstorm.

Questions pertaining to the conference and its findings should be directed to: Captain Bonesteele or Sergeant Walters, AWS Directorate of Aerospace Services.



THIS ENEMY of man and his property was detected by Doppler radar in middle levels of the storm 23 minutes before it touched down. The tornado devastated Union City, OK, on May 24, 1973.

Such tornadoes were the topic of discussion at the Ninth American Meteorological Society Conference on Severe Local Storms which was recently held at Norman, OK. (U.S. Air Force photo)

Balloonists must follow flight rules too

Hot air hobby carries weathermen up, up and away

OFFUTT AFB, NE—When seven of the members of the Air Force Global Weather Central's Computer Flight Plan Programming Section get up in the air over their hobby, they do it gently and as free as the wind. They are balloonists.

The hot air balloon they use is the property of Charles W. Cook, a civilian meteorologist and retired Air Force lieutenant colonel with 18 years in Air Weather Service. It is named the Good Life.

Mr. Cook's crew members are: 1st Lt. Dave McCoy, Capt. Frank Schneider, Sgt. Larry McClelland, Capt. Terry Tarbell, CMSgt. Dennis Van Houdt and A1C Tom Edwards. The group recently took part in an informal Hare and Hound race at Dana College in Blair, NE. One balloon was chosen as the hare. Five minutes after its lift off, the other balloons or hounds followed, guided only by wind current.

According to Captain Tarbell, the hare frequently changed altitudes, which can vary direction, trying to confuse the hounds. After about 45 minutes it landed. The race winner is the hound balloon which lands closest to the

hare—the AFGWC team came in second. Captain Tarbell added, "The only control of flight direction is seeking levels of different wind direction. With a pilot and crew of meteorologists, the Good Life has a definite advantage over other balloons."

Balloons are restricted to daylight visual flight rules (VFR) conditions with surface winds of less than eight miles an hour. Additionally, in flight communications between balloons is by citizen band radios and by portable transceiver with Federal Aviation Agency aircraft control facilities.

The Good Life, like other balloons of its type, takes at least four people to inflate it. A gasoline powered fan is used to fill the huge bag, called "the envelope," with cold air. A burner then fills the envelope with hot air until lift is achieved.

Mr. Cook's Good Life is 50 feet in diameter, 60 feet high and holds 57,000 cubic feet of air. The gondola, which holds the crew, has an altimeter, a pyrometer to measure the envelope's inside temperature, and a variometer to measure the rate of climb and descent.



LAST CENTURY "air craft" is a hobby for seven Air Force Global Weather Central men. Four of the balloonists, left to right, are: 1st Lt. Dave McCoy, Capt. Frank Schnieder,

balloon owner Charles Cook and Capt. Terry Tarbell. The gondola, like the rest of the balloon, can be disassembled. (U.S. Air Force photo by Ron Schwerer)



WEATHERMEN MINUTEMEN of the Second Maryland Regiment and Air Force Global Weather Central pose after exhibiting their skills with 18th Century weapons. Five of the volunteers are: kneeling, left to right, SSgt.

George K. Strunk and A1C James Curtis Standing, left to right, are A1C Craig Altenburg. TSgt. Dennis R. Marsh and SSgt. Robert Vanveghel. Not shown is 2nd Lt. Craig Myers. (U.S. Air Force photo)

Bicentennial unit Six join 'old' volunteer unit

The Second Maryland Regiment had volunteers doing their part to gain American Independence 200 years ago. Today that same unit is still made up of volunteers, but their weapons are now fired only to recognize the original men of the Second Maryland.

Oddly, the unit has in its ranks six Air Force weathermen and is not in Maryland, but Nebraska—and is officially recognized by both states.

Among its members are 2nd Lt. Craig Myers, TSgt. Dennis Marsh, SSgts. George Strunk and Robert Vanveghel, and A1Cs Craig Altenburg and James Curtis. The men are members of the Air Force Global Weather Central, Offutt AFB, NE.

The unit was formed as part of the bicentennial celebration and has performed at more than 42 functions. These functions took place in shopping centers, county fairs, parades, dinings-in, rodeos and at schools. Its activities, so far, have extended to Iowa and Missouri as well as throughout Nebraska.

Two outstanding unit un-

dertakings were as honor guards for the visit of President Gerald R. Ford to Omaha and the public opening of the American Freedom Train in the city.

According to Airman Curtis the uniforms are authentic in design and its members use Brown Bess muskets, which are replicas or original weapons except they no longer fire lead balls. This is done as a safety factor. Instead, they use only enough black powder and waxed paper to produce an authentic amount of noise, smoke and flame to show viewers how it was two centuries ago.

Why would a weatherman of today join a military unit of 200 years ago? Sergeant Marsh said it is because, "I feel that anyone who believes in America, in the hopes and dreams of the founding fathers, and the ideals of the Constitution, should be proud to be involved in the bicentennial celebration." Sergeant Strunk said, "By meeting the local citizenry and enjoying the appreciation communities show us, we get a better understanding of what America stands for and is striving towards."

AWS Salutes...

MEDALS

Two former members of Air Weather Service received the Legion of Merit. They were Brig. Gen. John W. Collens III and Col. Castor Mendez-Virgo Jr. Both are now at Military Airlift Command Headquarters, Scott AFB, IL.

Lt. Col. David E. Smart, AWS, Scott AFB, IL; Meritorious Service Medal (MSM).

Col. Loren L. Lorenzen, 24th Weather Squadron (WS), Randolph AFB, TX; first oak leaf cluster (OLC) to the MSM.

Col. George S. Akers, 3rd Weather Wing, Offutt AFB, NE; first OLC to the MSM.

Lt. Col. Eral E. Sands, Detachment 30, 1WW, Hickam AFB, HI; MSM.

Capt. Kenneth N. Kullberg, AWS, Scott AFB, IL; MSM.

Maj. Henry G. Martin, 3WW Offutt AFB, NE; MSM.

Maj. Juan Rivera, 3WW, Offutt AFB, NE; first OLC to the Air Force Commendation Medal (AFCM).

TSgt. Donald K. Kugler, Det. 30, 1WW, Hickam AFB, HI; first OLC to the AFCM.

Maj. Robert R. Vocelka, Det. 1, 3WW, Offutt AFB, NE; first OLC to the AFCM.

Sgt. John R. Seybolt, Det. 9, 9WS, Davis-Monthan AFB, AZ; AFCM.

Capt. James R. Little, 3WW, Offutt AFB, NE; AFCM.

Capt. Saba A. Lucas, Det. 15,

20WS, Osan AB, Korea; AFCM.

TSgt. Wilber C. Carey, 3WW, Offutt AFB, NE; first OLC to the AFCM.

SSgt. Willie M. Barnes, 3WW, Offutt AFB, NE; AFCM.

Maj. Roland E. Barth, Air Force Global Weather Central, Offutt AFB, NE; first OLC to the AFCM.

SSgt. Jon E. Salak, Det. 1, 3WW, Offutt AFB, NE; AFCM.

SSgt. Gary D. Bradford, 3WW, Offutt AFB, NE; AFCM.

At Det. 14, 12WS, Richards-Gebaur AFB, MO, MSgt. William E. Jennings, TSgt. David E. Eyman, SSgt. John J. Walsh and Sgt. Saul W. Leyva were awarded Air Force Good Conduct Medals.

SERVICE SCHOOLS

MSgt. Frederick Rasgado, Det. 15, 20WS, Osan AB, Korea; Pacific Air Force Senior NCO Course graduate.

Amn. J. L. Craig, Environmental Tactical Applications Center (ETAC), Scott AFB, IL; Marine Corps Development and Education Command Honor List from the Quantico, VA, Programming Course.

Honor Graduates of the MAC NCO Academy (NCOA), Class 76-3, included three weathermen, MSgt. Warren M. Jones, AFGWC, Offutt AFB, NE; SSgt. Constance L. Kipcu, Det. 2, 2WW, Ramstein AB, Germany; and TSgt. Phillip B. Shuttleworth, Det. 10, 16WS, Ft. Benning, GA. Others in the class were: SSgt. Dan R. Angel, Det. 23,

6WS, McConnell AFB, KS; MSgt. Albert Chavez, Det. 7, 31WS, Aviano, Italy; SSgt. Donald G. Farrington, Det. 5, 16WS, Ft. Knox, KY; SSgt. Garland R. Hardamon, 12WS, Peterson ANGB, CO; SSgt. Charles C. Johnson, Det. 7, 5WS, Ft. Ord, CA; and MSgt. Peter Morris, Det. 10, 16WS, Ft. Benning, GA.

Also: TSgt. William E. Niemann, Det. 3, 12WS, Malmstrom AFB, MT; SSgt. Julius G. Wetzel, Det. 3, 1WW, Yokota AB, Japan; and MSgt. John L. Williams, Det. 2, 2WS, Andrews AFB, MD.

MSgt. James R. Dyal, Det. 1, 11WS, Elmendorf AFB, AK; USAF Senior NCOA graduate.

SSgt. Paul L. Kelly Sr., Det. 10, 2WS, Eglin AFB, FL; honor graduate from the Legal Services School, Keesler AFB, MS. He will now be assigned to Travis AFB, CA.

SSgt. Eugene W. Dobry Jr., Det. 10, 2WS, Eglin AFB, FL; honor graduate of 21st Air Force NCO Leadership School, Dover AFB, DE.

Capt. Bruce M. Nagle, Det. 12, 25WS, George AFB, CA; TAC Academics Award from the TAC Education Services Program.

SAFETY

Sgt. David M. Raric, 3WW, Offutt AFB, NE; Special 3WW Safety Award for his efforts in motorcycle safety.

UNIT HONORS

MSgt. Harold D. Ashcraft, 3WW, Offutt AFB, NE; Wing Outstanding Airman of the Year-1974.

CIVILIAN HONORS

Herr Willi Laun, 2WW, Ramstein AB, Germany; retired after 28 years service to the Air Force.

Frank R. Jackson, Det. 9, 9WS, Davis-Monthan AFB, AZ; Outstanding Performance Award (OPA).

Betty C. Shockley, Det. 9, 9WS, Davis-Monthan AFB, AZ; OPA.

Allen R. Davis, ETAC, Scott AFB, IL; Certificate of Appreciation for a suggestion.

PROMOTIONS

Thomas G. Dopplick, Det. 15, 20WS, Osan AB, Korea; to major.

Gerald D. Rugg, Det. 12, 25WS, George AFB, CA; to airman first class.

SPECIAL HONORS

TSgt. William R. Newberry, Det. 8, 26WS, Griffiss AFB, NY; NCO of the Quarter for his base.

Capt. William R. Hill, OL-F, 12WS, Lowry AFB, CO; Regular Air Force commission.

Sgt. Richard L. Carne, Det. 14, 12WS, Richards-Gebaur AFB, MO; Combined Federal Campaign Award Certificate for efforts in 1975 drive.

A1C Dino I. Beaver, Det. 20, 24WS, Laughlin AFB, TX; Airman of the Month for his base.

BIRTHS

TOLIVER, Sgt. and Mrs. James C., son, Jeffrey, Oct. 12. Father is

assigned to Det. 11, 25WS, Cannon AFB, NM.

GRAY, Lt. Col. and Mrs. Eugene T., twins, daughter Diane Margaret and son David Edward, Oct. 16. Father is detachment commander, Det. 19, 15WS, Lajes Fld. Azores.

HOUSE, SSgt. and Mrs. Michael O., daughter, Marissa Rose, Aug. 13. Father is an observer technician, AFGWC, Offutt AFB, NE.

BAINTER, Capt. and Mrs. Billy D., daughter, Stacy Ann, Aug. 28. Headquarters 3WW, Offutt AFB, NE.

BETANCOURT, Sgt. Jose M. and SSgt. Linda A., daughter, Yolanda Nikia, Oct. 25. Headquarters 3WW, Offutt AFB, NE.

BRADFORD, SSgt. and Mrs. Gary D., son, Jason Michael, Oct. 26. Headquarters 3WW, Offutt AFB, NE.

RETIREMENTS

SSgt. Willie M. Barnes, 3WW, Offutt AFB, NE.

TSgt. Grady S. Wright, Det. 14, 12WS, Richards-Gebaur AFB, MO. He plans to enter the National Weather Service at Midland, TX.

TSgt. Jerry Moore, Det. 12, 25WS, George AFB, CA.

CMSgt. John F. Dee, 1WW, Hickam AFB, HI; 28 years and ranking chief master sergeant in AWS. Just 19 days later his daughter joined the Air Force.

A lesson from history

In planning the Allied combined bomber offensive of World War II, the Ploesti oil refineries in Rumania were high in target priority. Sixty per cent of Germany's crude oil came from the Ploesti fields.

Within a month of Pearl Harbor the United States studied the feasibility of bombing Ploesti, but only after the impending defeat of the Axis forces in Tunisia in 1943 could serious planning for a mass attack against Ploesti from North Africa bases begin. Responsibility for the raid went to the Army Air Force's (AAF) Ninth Air Force.

The Ninth decided to use B-24s in what was the first large scale (117 B-24s), low-altitude (500 feet at the

target) attack by AAF heavy bombers against a heavily defended target. It was the longest raid, in distance, up to that point in the war.

Weather planning played a critical role because the ranges involved meant there could be no strong headwinds, coming or going, or the bombers would not make it back.

Since fighters did not have the range to escort the bombers, protective cloud cover was needed enroute. At Ploesti the B-24s needed nothing less than clear skies and southerly winds. These two factors would allow the planes to drop incendiary bombs on approach and let the wind spread the resulting fires, rather than

By John F. Fuller (AWS Historian)

having to make repeated passes through the defenses.

By studying daily weather maps of the previous 40 years, AAF weathermen felt the needed conditions were most likely to be in March or August. March was too soon so August was selected. Weather conditions were forecast to be best on Aug. 1, 1943, and the raid was launched.

Enroute to Ploesti weather was generally clear, as had been forecast. However, enough towering cumulus clouds were encountered to destroy the formation's discipline by scattering its four bomber groups. As a consequence, the two lead groups reached Ploesti shortly before the others, alerting the defenders.

At Ploesti the weather was clear, again, as forecast, but the results of the raid were disastrous. While 42 per cent of Ploesti's refining capacity was knocked out, 54 B-24s and their 532 airmen were lost.

Leading one of the four bomb groups over Ploesti was a colonel who had been one of the 22 founders of AWS in 1937. Eleven B-24s of his group were destroyed and he was one of five men to receive the Medal of Honor from the Ploesti raid.

Next month's Lesson From History column will relate how this colonel went on to become the only ex-AWS officer to win four stars. Can you name him?

AWS'
Yesteryear'
was. . .



A MILITARY WEATHERMAN of the era between World War I and World War II uses a Theodolite and pilot balloon. The launch probed the atmosphere above the surface. Tracking was done using the three-legged Theodolite. (U.S. National Archives photo).

Swap program feels pinch

ENT AFB, CO—The U.S. Air Force and Canadian Forces meteorological exchange program recently felt the effect of another financial crunch.

With the return of Capt. Frank B. Holt to the Air Force Institute of Technology, only one space will remain in the North American Defense (NORAD) Command's North Bay Regional Weather

Office for Air Force weather officers.

Similarly, with the return of Canadian Maj. Donald J. Bently to Edmonton, Canada, only one space for Canadians will remain in the Colorado NORAD complex.

The remaining two exchange spaces are currently occupied by Maj. Reinhold Winterer, of the Canadian Forces, and Capt. Fred Lesser of Air Weather Service.

D

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Q



ON
SPOT-
LIGHT

HEADQUARTERS

AWS

By

Capt.

Bob

Lapinski

The driving force for Air Weather Service (AWS) is the requirement. The deputy chief of staff operations, requirements directorate of DOQ collects and responds to command-wide requirements.

DOQ coordinates and validates current and future requirements, places them in priority order, integrates them into a cohesive program and recommends concepts and policies to support Air Force and Army operations. To do this, DOQ works closely with weather wings and the headquarters staff.

DOQ consists of three divisions: Development and Validation (DOQV), Current Requirements (DOQP) and Technical Plans and Programs (DOQX).

DOQV

DOQV is responsible for organization and manpower. It insures that AWS is aligned to meet Air Force and Army needs. Organizational actions, such as the 6th Weather Wing (WW) and Air Force Global Weather Central reorganization and the 7WW activation are planned by DOQV. The related changes in mission statements, internal unit organization and manpower are

prepared before an organizational proposal goes to headquarters Military Airlift Command (MAC).

Manpower actions vary from gaining a single base weather station slot to implementing the February 1975 DoD directed grade reduction that affected 800 AWS jobs. The MAC mission directives that apply to AWS wings, squadrons, and detachments are created and coordinated by DOQV.

Also it is the focal point, working with wings and staff, to develop mobility and tactical concepts for use of AWS resources. This division works with MAC and Air Force on programming documents, and from it comes the USAF representative to meteorological planning groups of NATO and other international organizations.

Other major tasks are preparing the annual AWS input to the Federal Plan for Meteorological Services and Supporting Research and writing the Capabilities Master Plan.

DOQP

DOQP reviews Air Force and Army requests for weather support. Each request is evaluated and fitted into other requirements. The request is then coordinated

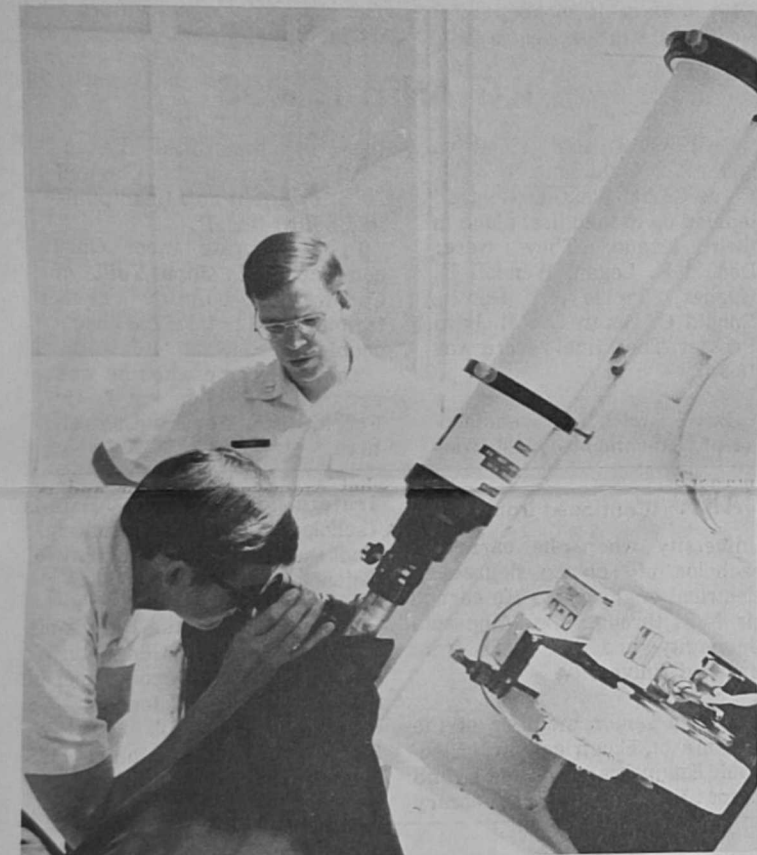
with other AWS staff agencies to find the most efficient way to satisfy it.

The Management Information System is also maintained by this division. It is the office that coordinates and directs the weather support program for Air Force and Army Reserve flying units. The system, now being studied by an AWS working group of this division, should provide a time-phased plan which will describe the evolution of AWS support into the 1980s.

DOQX

The Technical Plans and Program Division (DOQX) is expected to be operational in early 1976. It will look ahead to see that concepts and long-range technical programs are developed to meet future needs of the Air Force and Army. The first order of business will be to dovetail all planning documents into a set which will identify AWS manpower, materials and methods needs of the future.

In summary, DOQ is the focal point for requirements. DOQV addresses the internal AWS requirements. DOQP examines the customer needs. DOQX will look at both aspects to determine future needs.



SOLAR SIGHTING is done by Col. Robert W. Fanning, 2nd Weather Wing vice commander, during a recent visit to Operating Location C, 2WW, Athens, Greece. Hosting Colonel Fanning is Capt. William J. Bihner Jr. (U.S. Air Force photo)

Himebrook talks to Omaha civic group

OMAHA, NE—Capt. Richard F. Himebrook, 3rd Weather Wing scientific services officer, was the guest speaker at a breakfast luncheon recently. The organization he addressed was the Greater Southwest Omaha Service to Mankind or SERTOMA; an organization which assists the poor.

Captain Himebrook explained weather observation instruments and how various federal and state weather agencies work together.

As he spoke Captain Himebrook showed 35mm slides and concluded with a two-minute film of the "Scottsbluff Tornado." After

his talk he answered questions posed by the 30 members who attended.

Wayrynen dies

Robert F. Wayrynen (USAF MSgt. Ret.) drowned near his home in Massachusetts Sept. 28. Sergeant Wayrynen, known to friends as "Robby," retired in mid-1975 from Operating Location B, 12th Weather Squadron, Sagamore Hill Radio Observatory, Hamilton, MA. He is survived by his widow, Leena, and three children.

Weather all the way

General Spengler ends USAF Reserve career

SCOTT AFB, IL—Brig. Gen. Kenneth C. Spengler, mobilization augmentee to the Air Weather Service commander, retired Nov. 15 after 30 years with the Air Force Reserves.

General Spengler, a resident of Arlington, MA, in civilian life is the executive director of the American Meteorological Society (AMS), a position he has held since 1946.

He began his military career as a second lieutenant in the Reserves in 1939, following graduation from college. At the onset of World War II he entered active duty to serve as chief of climatology, Weather Central, Headquarters Army Air Forces and deputy chief of research and development, Headquarters Air Weather Service.

At war's end, General Spengler left active duty to become

executive secretary of the AMS. Additionally he served on the U.S. Commerce Department's Advisory Committee for Weather Services as well as the National Advisory Committee on Weather Control. In 1972 he received the coveted Air Weather Service Award for Distinguished Service to the Meteorological Community.

During his retirement ceremony here, General Spengler received the Air Force's second highest award for achievement, the Legion of Merit, from Lt. Gen. John F. Gonge, Military Airlift Command vice commander. The medal was awarded based on General Spengler's, "superior and dynamic leadership, initiative and technical knowledge which resulted in the resolution of complex problems in support of a mission of national and international significance."



General Spengler

Weather wives visit detachment

PATRICK AFB, FL—Ladies' Day at Detachment 11, 2nd Weather Squadron here recently

resulted in a new title for one of the visiting weather wives.

After a briefing by Col. Leon R.

Tucker, commander, and Lt. Col. Jerome Wacker, chief of staff meteorologist office, the women went to Cape Canaveral AFS.

The new title came when a group of five wives went to Launch Complex 43. There Mrs. Patti L. Orndorff flipped a switch which launched a meteorological sounding rocket. By doing this, she joined television's Barbara Eden and Brig. Gen. John W. Collens III, former Air Weather Service commander, as a "met-rocket launcher."

Reforger weather team back

FT. RILEY, KS—Five men, members of Detachment 8, 5th Weather Squadron's Organic Weather Team, recently returned from Germany and Exercise Reforger 75. There they augmented the Organic Weather Team of Operating Location E, 7th Weather Squadron, Geopingen AI, Germany.

During the exercise the team gave weather support to the 1st Infantry Division, the Division Tactical Operations Center and the Division Air Field. Taking part in the exercise, in addition to 2nd Lt. Davis S. Ladwig, were MSgt. Thomas M. Case, Sgt. Leo Sampson, and A1Cs Billy J. Gafford and Sam Libert III.

Interviewing AFGWC

Klein: 'It's easier to become known here'

This is the fifth in a series of interviews with people of the Air Force Global Weather Central (AFGWC). Capt. Bill Klein is the chief of the Data Processing and Analysis Section, Studies and Analysis Branch. The primary mission of his section is to plan and develop scientific techniques for use by AFGWC, including the design, coding, testing and evaluation of meteorological and astro-geophysical models. In particular, the section is developing computer programs to process remote sounding data from instruments aboard future Defense Meteorological Satellite Program spacecrafts.

Q: In relation to other bases, do you feel there is more opportunity for job satisfaction at GWC?

A: My only Air Weather Service (AWS) experience besides my assignment here was at a base

weather station. I find my job here much more satisfying than base weather station duty, although I was satisfied with that job too. I think the opportunities for job satisfaction are in general greater here at GWC than at other AWS units. Because GWC is so big, there is a large variety of job opportunities and its facilities are outstanding.

Q: Do you feel your current projects will have a substantial impact on the Air Force and in particular on the units of AWS?

A: In our section, the work we do in providing satellite remote sounding represents an important new source of meteorological data. In addition, these new data routinely provide information over ocean areas where conventional sounding data is not available. In that light, I feel that our impact is substantial. These data are nor-

mally transparent to the average duty forecaster at a typical weather station. Our only impact on his operation comes with improvements to the GWC analysis and forecast cycle which might result from this additional data. The operational use of satellite sounding data is relatively new and I believe the impact of the data will grow as the instruments improve and we continue to improve the way we handle this new data.

Q: Career wise, do you feel you are visible at GWC or lost in the masses?

A: I think someone interested in becoming "lost in the masses" could be successful at GWC. There are a lot of people here and it seems as though most of them are captains. Personally, I don't feel lost in the masses. I have more contact with the layers of command through and up to the wing

commander than I ever did at a base weather station. In addition, I have the opportunity to meet a large number of senior officers assigned to AWS headquarters and other AWS units. Although it's probably not hard to get forgotten at GWC, I think it's easier to become known here than at most other AWS units.

Q: What impact on yourself do you see by the move of 6th Weather Wing functions to GWC?

A: I was pleased to have the 6WW headquarters move from Andrews; it helped with communications problems that sometimes existed before the move. In terms of my work, the move hasn't affected me much.

Q: How would you rate the esprit de corps of GWC?

A: Since GWC is so large, I think the morale varies somewhat from branch to branch. I think it is high in the Studies and Analysis

Branch, probably higher than most. In terms of GWC as a whole, I don't think it is much different than in any other unit to which I have been assigned.

Q: Would you recommend other company grade officers to seek assignment to AFGWC?

A: That's a hard question. I requested GWC and have been very happy to date. I have met several AWS officers who wanted to avoid assignment here and I'm sure most of them are happier being assigned to a field unit. Career wise I think an assignment here is valuable. Centralized support from GWC is an important part of the AWS operation and I don't think anyone can really appreciate the complexity of the centralized support concept without actually working here. For that reason, I would advise a company grade officer to vie for an assignment here.



Captain Klein

SPORTS FRONT

SOFTBALL

OFFUTT AFB, NE—The 37th Annual Air Force Global Weather Central Softball Contest ended when the Special Projects "Swingees" served refreshments to the victors, the Studies and Analysis "Swingers."

As reported by Thomas C. Wann, the Swingers forged into the lead in the second inning and steadily pulled ahead to a 21-10 win.

Although throttled in the first inning by a variety of pitches by Don "Blue Moon" Hansen, the hitting of Ed "Pee Wee" Yeomans, Al "Babe" Hassebrook, Dave "Iron Man" Rusher and Bill "Bull" Smith, the Swingers forged ahead.

Undaunted, and under the calling of Al "Bat Eyes" Ramsey, the game came to life and Keith Ross charged around the plates.

Against the pitching of Tom "Cat Fish" Flattery and Jim "Dizzy" Martens, the Swingers kept pushing.

Sparkling defensive play by Bill "Mad Dog" Klein and Walt "Say Hey" Slade, together with the slugging of Bill Friesema and Lee "Crazy Legs" Snyder kept the Swingers at bay.

The bats of Nick Zimmerman and Jerry "Ball Four" Picantine could not keep scoring in check so the Swingers will try a come back in next year's 38th AFGWC Softball Contest.

GOLF AND TENNIS

CARSWELL AFB, TX—Five golfers of Detachment 7, Air Force Global Weather Central, teamed up to take first place in their league. They were: Donald E. Logan, Wendell E. Hughes, Jackie L. Gentle, Donald C. Doran and Richard Prosser. Their final record was 18-3-1.

Gary G. Welch, now commander of Detachment 3, 31st Wea-

ther Squadron, RAF Lakenheath, UK, won the Carswell AFB Singles Tennis Championship before he left.

In a separate meet Gary combined with John Yuill, of Carswell's combat crew training unit, to take the base's doubles title.

The wins came when he was assigned to Detachment 7, Air Force Global Weather Central, here.

NAKA (Continued from Page 1)

University where he earned a bachelor of science degree in electrical engineering. He earned his M.S. through the Minnesota University and his PhD from Harvard University.

He is a senior member of the Institute of Electrical and Electronic Engineers; Tau Beta Pi and Sigma Xi professional honorary

fraternities; the Druids (scholastic leadership honorary); and the New York Academy of Sciences.

Escorting Dr. Naka during his visit here was Brig. Gen. John W. Collens III, MAC Deputy Chief of Staff for Plans and former AWS commander, and Cols. Berry W. Rowe and Alfred Molla, AWS commander and vice commander respectively.