



AIR WEATHER SERVICE

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A WINNER'S SMILE spreads across the face of Lt. Col. Thomas Flattery, left, as he accepts the American Meteorological Society's (AMS) Meisinger Award from David Atlas, AMS president. (See story at right) The award was presented at a special awards gathering in Philadelphia. (Photo by National Center for Atmospheric Research photographer Henry Lansford)

AMS council gains Col. A. J. Kaehn Jr.

BOSTON, MA—The American Meteorological Society (AMS) here recently announced the results of its latest election of president and five councilors. One of the five men who will serve three-year terms as councilor is a member of Air Weather Service. He is Col. Albert J. Kaehn Jr., 3rd Weather Wing commander, Offutt AFB, NE.

Nomination of Colonel Kaehn by his fellow AMS members recognized his professional standing in the Society and, according to one AMS member, "his stature and standing in the meteorological profession is uniquely confirmed."

Colonel Kaehn, who has commanded the 3WW since August 1975, began his military career as a base weather officer in Korea. His other overseas tours include Spangdahlem AB, Germany and Udorn RTAFB, Thailand.

He has held positions as aerial reconnaissance weather officer, assistant professor of air science at New York University, and two assignments at Headquarters, AWS, Scott AFB, IL. He was a weather squadron commander and, prior to his present assignment, was Military Assistant for Environmental Sciences, Office of the Director, Defense Research

and Engineering, Office of the Secretary of Defense.

Colonel Kaehn holds bachelor and master of arts degrees in mathematics from the State University of New York as well as a bachelor of science degree in meteorology from Penn State University. He has done graduate work in meteorology and oceanography at New York University and the U.S. Naval Postgraduate School and has been published in the Defense Management Journal.



Col. A. J. Kaehn Jr.

Meisinger Award

Flattery gets AMS honor

OFFUTT AFB, NE—Lt. Col. Thomas W. Flattery, chief of the Air Force Global Weather Central's studies and analysis branch, production division, recently received the American Meteorological Society's Meisinger Award in Philadelphia.

The Meisinger Award is given in recognition of research achievement that is aerological in character. The award went to Colonel Flattery "for his notable development of an operational objective global analysis method

that uses tidal theory to relate the atmospheric mass and motion fields."

Colonel Flattery entered the Air Force in 1958 and has since served overseas in England. Other assignments include Headquarters, Air Weather Service, Scott AFB, IL; and as liaison officer at the National Weather Service's National Meteorological Center, Suitland, MD.

He received a bachelor of science degree in mathematics from Stanford University and

studied a year at the University of Edinburgh, Scotland. His studies of meteorology began at the University of California—Los Angeles (UCLA), but his masters and doctorate degrees were earned from the University of Chicago.

His new technique was used by the National Weather Service to support the unscheduled Southern Hemisphere splashdown of Apollo 13 mission and for later Apollo spacecraft missions.

1st Lt. R. A. West

Commander selects aide-de-camp

SCOTT AFB, IL—First Lieutenant Rodney A. West, weather officer at Detachment 2, 9th Weather Squadron, Castle AFB, CA, will become aide-de-camp to Brig. Gen. Berry W. Rowe, Air Weather Service commander, on April 1, 1976.

Lieutenant West, a native of Pierre, SD, attended South Dakota State University (SDSU) and majored in Engineering Physics when he first turned to military service. In his words, "It was 1967 and the war in Vietnam was at its peak. I felt a moral obligation to the military." It was then that he enrolled in the Army Reserve Officer Training Corps (ROTC). After two years he completed ROTC in the Air Force program.

In 1968 he met the former Miss Jeani Lucibella, who was a student nurse at SDSU. They were married the following year and both of them continued their education.

On Aug. 10, 1972 a newly commissioned Second Lieutenant West entered active duty and was assigned to Texas A&M University's one-year Weather Officer Course. He graduated with a 3.5

grade point average; an academic achievement which resulted in his acceptance and initiation into the Meteorological Honor Society, Chi Epsilon Pi.

His first assignment to a military installation was to his present unit. At Det. 2 he served as chief forecaster and wing weather officer.

Also at Castle AFB he was the primary representative on the Junior Officer's Council and a member of the Officers' Open Mess Advisory Council.

The Wests are the parents of two children; a son, Matthew, and a daughter, Jill Maree.

He will assume duties from 1st Lt. Stephen W. Carroll, who, since August 1974, served two general officer Air Weather Service commanders. They were General Rowe and Brig. Gen. (major general select) John W. Collens III.

Lieutenant Carroll's next assignment is yet to be announced.



1st Lt. Rodney A. West.

Society headquarters, Boston

Reserve weather course site chosen

SCOTT AFB, IL—The annual Weather Orientation Course for Reserve weather officers will take place at the headquarters of the American Meteorological Society, 45 Beacon Street, Boston, from May 17-28, 1976.

The program will include briefings on the changes in Air Weather Service, implementation of the new single career ladder, and the planned automatic weather display system or AWDS. Lecturers will be leading in-

dustrial, governmental and university scientists. Two major field trips are also planned.

Emphasis in the first week will be on use of satellites, radars, and automatic data systems and some presentations will be at the Air Force Geophysics Laboratory, L.G. Hanscom AFB, west of Boston.

The second week will include lectures by meteorologists working in the private sector and lectures on modeling with em-

phasis on the role of the oceans in atmospheric processes.

A visit to Woods Hole Oceanographic Institution will conclude the course.

Attendance will be in an annual tour status. Reservists wishing to attend should submit AF Form 1289 through their unit of attachment to: ARPC/RTAS, 3800 York Street, Denver 80205. Mobilization Augmentees should submit AF Forms 1289 to arrive at the Air Reserve Personnel Center, Denver, by April 2, 1976.

Command Line



Brig. Gen.
Berry W. Rowe

Conference theme: 'tells it like it is'

In April, the Air Weather Service wing commanders will get together with me for a periodic commanders' conference. The theme of that conference will be "Our People Make It Work," and I believe that is an appropriate theme for AWS for 1976.

TRADEMARK

There are those who would call this a cliché, who would protest that everything one does involves people and, therefore, one should not dwell on the obvious. I submit, however, that our business has a fine line between success and failure which often depends on that extra effort of the individual which has become the trademark of AWS. Such a theme is particularly appropriate as we celebrate 200 years of our people having, in fact, made it work as a nation. Further, it is becoming increasingly apparent that we have a more urgent need in AWS today for our people to make things work than ever before.

IMPRESSIVE

Our Air Force Secretary, the Honorable Thomas C. Reed, recently went on record that our people are the best and are our greatest asset. This is most assuredly true in AWS from my observations during visits to all echelons of the command. It is particularly impressive to see the fine young people joining AWS both as airmen and officers. They are intelligent, well educated, ready to learn and eager

to accept full responsibility for their share of the job to be done. Commanders and supervisors at all levels must help make absolutely certain that we use this resource wisely, for we have many challenging tasks for them to perform.

DOERS

Having observed our units in action, there is overwhelming evidence of many ways our people make AWS work.

I have seen our people, in the Continental United States and overseas, overcome communications and equipment problems that varied from the difficult to the nearly impossible—on a routine basis.

I have seen our people attain forecast performance levels in recent months higher than ever before in AWS history—despite persistent personnel shortages and an abnormally high percentage of people working toward proficiencies in new skills.

I have seen our people turn in professional performances despite the uncertainties and concern for the future that result from career field changes and substantial revisions in the way we do our business, such as are evolving in AWS and the Air Force today.

From these and many other indicators, I can only conclude that our people have, are, and will continue to make Air Weather Service work.

ENLISTED LINE

by

CMSgt. Howard Bock

Mid-1976 marks the start of the station chief program in Air Weather Service. Soon thereafter our first three station chiefs will fill the milestone positions.

SMSgt. Jack DuBose will have completed the USAF Senior NCO Academy enroute from his previous assignment and reported to Detachment 14, 26th Weather Squadron, Blytheville AFB, AR. He will have time to become familiar with the operation and prepare for the position before the chief observer goes to forecasters school. The chief observer slot will convert to an enlisted forecaster slot and Det. 14 will then be under the station chief concept.

About the same time MSgts. Charles V. Blankenship Jr. and Donald E. Georgie, who are now at Det. 7, 31WS, Aviano AB, Italy,

and Det. 3, 31WS, RAF Lakenheath, UK, respectively, will take up station chief duties.

Sergeants Dubose's, Blankenship's and Georgie's records show careers of involvement and leadership in the technical aspects of their units. They are especially well qualified as technicians, but this was only one consideration for nomination to open the station chief program. Technical expertise was never the full story; it was only a starting point—a major consideration was their status as NCOs.

Noncommissioned officers, in the fullest sense, are required to do the duties of station chief. An NCO's career shows a history of involvement in all functions of the unit and its people, not just the

technical aspects. Experience variety is the key.

Our three station chiefs are complete NCOs. They are not halfway people but are "all the way in." I was impressed by their records and, as I talked with them, by their confident can-do, will-do attitudes. They have taken, and I am sure, will continue to take steps to insure that they and the station chief program will succeed. That is the way a complete NCO operates—with selflessness, discipline and integrity—"all the way in."

A recent article by Air Force Chief of Staff Gen. David C. Jones has special meaning for those AWS NCOs who aspire to be station chiefs and enlisted detachment commanders. In particular his words, "Those who aspire to positions of leadership and responsibility must accept the hard work and self-discipline necessary to provide the direction and set the example for peers and subordinates."

Our first three station chiefs met the challenge and they are only the beginning. By the end of 1976 the program will be working at five locations in Germany, two in Korea, one each in Hawaii, Spain and Alaska, and, wherever possible, in units throughout the United States.

Are you preparing? Are you "all the way in?" Will you have what it takes to properly fill a station chief position?

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.

SPECIAL CLASS

Q. I believe many of our senior NCOs would be more inclined to attend forecasters school if we could set aside a class specifically for them. Would this be possible?

A. Yes. We have tentatively set aside the June 1977 class of 3AAR 25170 for grades E-6 through E-9.

If we don't get enough AWS Form 47s from E-6 through E-9 volunteers to fill the class by November 1976, we will fill it either with non-volunteers going to or from overseas or with volunteers from lower grades.

If we receive a good response we will set aside another class later in 1977.

WHY NOT

Q. I have been trying to get reassigned to AFGWC (Air Force Global Weather Central) for over a year. I am aware they are very short of forecasters and (I) have been advised that I have qualifications and experience that would fit many jobs there. Why haven't I been reassigned to AFGWC?

A. The problem is that you are now stationed in the continental United States (CONUS). Budgetary restrictions have, for all practical purposes, stopped us from making CONUS-to-CONUS assignments except to and from schools.

Unfortunately there is no early solution to this sight. As a result, we have filled the forecaster shortages with a high percentage of overseas returnees and slightly over 50 per cent of our 3AAR 25170 graduates from the January through April 1976 classes for

assignment to AFGWC. Once these people are there, AFGWC will be equitably manned with forecasters compared to the numbered wings. Then we can revert to normal assignment procedures. It is unfortunate that we cannot assign you there now.

Nevertheless, be assured you will be considered for assignment to AFGWC in the future since more than 20 per cent of AWS' forecaster authorizations are in AFGWC.

MOVE OR NOT

Q. Is there any possibility the AWS maintenance personnel will be transferred to AFCS (Air Force Communications Service) if the move of AFCS to MAC does not take place? What is the status of the transfer of AFCS to MAC?

A. At present the transfer of AFCS to MAC is held in abeyance pending settlement of litigation. In the event AFCS does not move to Scott AFB, the feasibility of carrying on with the consolidation of our maintenance people with AFCS will be considered.

Preliminary review shows that such a move will be both cost effective and in the best interests of our maintenance people. They would have greater opportunity for career broadening with AFCS. Such career broadening will also be available to them without a permanent change of station in most cases. This is because they can move into more challenging and rewarding jobs in AFCS on their current base.

If the advantages we foresee don't change, AWS will recommend the transfer of the maintenance function to AFCS.

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.



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



THE PAYOFF for being Vance AFB, OK, NCO of the Quarter is a ride in a T-37 jet trainer. The winner is Detachment 15, 24th Weather Squadron's TSgt. Tadd Kowalzyk. The flying forecaster was met at flight's end by Col. Thomas J. Magner, right, 71st Flying Training Wing deputy commander for operations. Sergeant Kowalzyk received an engraved pen and pencil set along with various gift certificates from city businessmen. (U.S. Air Force photo)

Senior enlisted advisor searches for past E. M. detachment supervisors

by CMSgt. Howard Bock

In late summer, 1975, the Air Weather Service commander appointed the first officially designated enlisted detachment commander (DETCO) in the history of AWS. This and subsequent enlisted DETCO appointments created considerable interest and stirred up interesting controversy.

We have had noncommissioned officers in charge (NCOIC), by that and other titles, in AWS for many years. In many instances these NCOICs had much the same responsibilities and authority of our present official enlisted DETCOs, but lacked the title "DETCO."

AWS wants to provide recognition to these individuals who served as DETCOs without benefit of title. For this reason, persons still on active duty and in AWS, except those who filled positions at operating locations (OL), such as Detachment 19-1, OL-1, etc., and NCOICs of a section of a unit commanded by a commissioned officer, should send the following information to: AWS/CMS, Scott AFB, IL 62225:

1. Current rank
2. Name
3. Rank when you were an unofficial DETCO
4. Unit designation where you were DETCO
5. Inclusive dates you held DETCO position

All input meeting these criteria will be published in the AWS OBSERVER, but not necessarily in the order received.

The input which goes farthest back in AWS history will be designated by an asterisk (*) which will indicate the current titleholder to be challenged. Challenges will be evaluated by a panel of non-commissioned officers at Headquarters AWS.

To begin the recognition program, the first input is *CMSgt. Dan Brantley, who was of the same rank at Det-3, 6th Weather Squadron, McGuire AFB, NJ, from January 1974 until July 1974. Others, and who also held their present rank while filling the positions, were: MSgt. James W. Rawls, Det. 6, 6WS, Ellsworth AFB, SD, from July 1975 until August 1975; and SMSgt. Arthur Ketterling, Det. 6, 6WS, Ellsworth AFB, SD, from September 1975 until December 1975.

Another enlisted DETCO chosen

Graffa to command Colorado detachment

SCOTT AFB, IL—Another enlisted detachment commander was recently selected by the Air Weather Service commander. He is MSgt. Roger E. Graffa, now

assigned to Detachment 12, 7th Weather Squadron, Finthen AAF, Germany.

On his return to the United States in May Sergeant Graffa will command Det. 29, 25WS, Buckley ANGB, CO.

Sergeant Graffa entered the Air Force in 1959 and on completion of the basic weather observer course was assigned to Davison AAF, Ft. Belvoir, VA. He next went to Fulda AAF, Germany, home of his wife Edith. From Fulda he went to Selfridge AFB, MI, as chief observer.

After attending forecasters school he was assigned to K.I. Sawyer AFB, MI. There he was chief observer and chief forecaster. A tour of duty at Hue and Pha Bai, Vietnam, was followed by his present assignment.

He is a MAC NCO Academy graduate and is studying toward a bachelors degree. According to senior AWS officials, Sergeant Graffa's career is one of involvement in most unit activities, as reflected by the many additional duties he had during his 17 years of military service.

Previously Sergeant Graffa was the 3rd Weather Wing and 1st Weather Group nominee for the AWS Forecaster of the Year Award and in 1973 was chosen as the 2WW Outstanding Senior NCO.

His decorations include the Bronze Star Medal and the Air Force Commendation Medal with one oak leaf cluster.

Sergeant Graffa has been selected for promotion to senior master sergeant.

He and his wife have one daughter, Christine Renee.



MSgt. R. E. Graffa

OBSERVATION

Assistance Fund Campaign begins

The Air Force Assistance Fund Campaign will be conducted throughout Air Weather Service and the Air Force this month. Funds derived from the campaign will benefit military people through the Air Force Aid Society, Air Force Village and the Air Force Enlisted Widows Home.

Air Force Aid Society services range from monetary aid for military members to scholarships for unmarried dependents of active duty, retired or deceased airmen.

Air Force Village and the Air Force Enlisted Widows Home provide housing and services to widows, dependents and retired people and their spouses, Air Force Village for officers and the Air Force Enlisted Widows Home for enlisted people.

Donations to the Air Force Assistance Fund are tax exempt and enable the Air Force to take care of its own.

Bolling AFB enters MAC

SCOTT AFB, IL (MNS) — The closure of Headquarters Command this summer will make the Military Airlift Command host for Bolling AFB, DC, and Andrews AFB, MD. When this happens MAC plans to establish the 76th Airlift Division, under the 21st Air Force, to supervise activities at the two bases. The 89th Military Airlift Wing, now at Andrews AFB, will also become part of the new air division. Headquarters Command missions and functions which are outside the Washington area will move to other organizations.

Early outs for some officers

RANDOLPH AFB, TX (MNS) — Air Force announced recently that some Reserve nonrated line officers and permanently suspended rated officers will be separated early. Those persons with established dates of separation between July 1, 1976, and June 30, 1977, with less than five years total active federal military service by June 30, 1976, are being considered for separation June 30, 1976. In addition to the involuntary date of separation rollback, career Reserve officers with 20 years service for retirement on June 30, 1976, and a later separation date due to promotion will be retired June 30, 1976, regardless of the promotion commitment.

Alabama gives military tax break

WASHINGTON (AFNS) — The State of Alabama now exempts the first \$4,750 of military retired pay from its state income tax. Additionally, survival benefits for widows of military retirees get the same exemption. The bill enacting the exemption is expected to save about 24,000 military retired families residing in Alabama several hundred dollars in taxes.

Academy jump team wins title

BOISE, ID (AFNS) — The U.S. Air Force Academy parachute team recently jumped to a victory in the Bicentennial Intercollegiate Parachute Championships here. Its 224 points led the U.S. Military Academy (West Point) by more than 100 points. The USAFA score was more than any other school has ever obtained in collegiate parachute competition.

MAC center ramrods Europe airlift

SCOTT AFB, IL (MNS) — The MAC Military Airlift Center, Europe, at Ramstein AB, Germany, now manages all airlift for U.S. forces in Europe. This month Col. Robert T. Hillerud becomes chief of the center. The center's mission includes direction of airlift aircraft there, strategic and tactical airlift planning and tracking of all airlift aircraft in Europe. Existing airlift management functions will not move immediately but are planned to be consolidated into a single center sometime this year.

Recruiting to use new slogan

RANDOLPH AFB, TX — A new slogan will lead the way for Air Force recruiting during the bicentennial year, according to the Air Force Recruiting Service here. It is "Air Force — A Great Way of Life." According to Maj. Gen. Andrew P. Iosue, Recruiting Service commander, "The slogan will be on billboards, folders, brochures, films and in advertisements."



AWARD ON AWARD recently recognized TSgt. Jerril L. Jones, Detachment 2, 6th Weather Wing, McClellan AFB, CA, as the most outstanding NCO of his base and most outstanding military person in the local territory. Sergeant Jones won McClellan NCO of the Quarter followed by the Sacramento award is given by the city's Metropolitan Chamber of Commerce. [U.S. Air Force photo.]

Unit action saves fuel, money, plans

FAIRCHILD AFB, WA—When aircraft of the Tactical and Strategic Air Commands (TAC and SAC) as well as the Air National Guard (ANG) planned their part in Exercise Jack Frost 76, they didn't know a weather detachment would help make their plans work. Such was the case here.

On Jan. 13 the SAC tanker aircraft here were to leave to refuel TAC and ANG fighter aircraft on their way to the exercise in Alaska. Instead of just taking off as is usually done, fog set in and endangered the take off as well as the airborne aircraft so badly in need of fuel.

Detachment 3, 9th Weather Squadron here, led by Maj. Charles E. Schulze Jr., took care of the fog problem. TSgt. John J. Hirning, Cold Fog Dispersal System (CFDS) supervisor, aided by Sgt. Thomas Haydon, Det. 3, and A1C Richard Harrington, on temporary loan from Det. 13, 9WS, F.E. Warren AFB, WY, along with Amn. Joyce Behrendt, put the CFDS into operation.

Visibility went from less than 1,000 feet to more than a mile in just over one hour. According to one witness, "ice crystals were

falling like snow" on parts of Fairchild AFB. Minutes later two tanker aircraft were in the air.

According to 1st Lt. James K. Woessner, Det. 3's weather officer, Jack Frost 76 deployment might have been delayed at least a full day without the CFDS.

Jack Frost 76, a joint operation, called for TAC and ANG fighter aircraft in Alaska. The day before the CFDS was used here, F-100s from Westfield, MA; RF-4s from Lincoln, NE; and F-111s from Mountain Home AFB, ID, were to fly to Elmendorf and Eielson AFBs, AK. However, weather in Alaska required a 24-hour delay. The planes left the next day and were to be refueled enroute by SAC KC-135 jet tankers flying out of Plattsburgh AFB, NY; Grand Forks AFB, ND; and Fairchild.

During the next two days the CFDS aided in seven recoveries and 19 launches. According to Major Schulze, this equates to an estimated savings of more than 54,000 gallons of fuel and \$21,000.

Sergeant Haydon and Airman Behrendt, who assisted the primary operators with the continuous 24-hour standby related to the CFDS, are both administrative specialists.

Conference set for April

SCOTT AFB, IL—The Air Weather Service Spring Commanders' Conference is planned for early April here, just prior to the Military Airlift Command Commanders' Conference.

The theme chosen for this year's conference is "People Make It Work," and will consist of basic people-oriented topics. Among these are force structure, airmen and officers in the Automated Weather Distribution System era, personnel reductions, career progression and promotion potential. Open discussion of topics is expected from wing commanders by conference planners.

Selected weathermen gather 76 new stripes

SCOTT AFB, IL—Seventy-six weathermen were recently selected for promotion to technical and master sergeant grades. They are:

MASTER SERGEANT

Forecasters: Donald R. Hagen, Larry J. Oliver, Eugene L. Snyder, David T. Powell Jr., Victor L. Smith, Derrell W. Martin, Michael H. Quinn, Sergio J. Rodriguez, Milton G. Sisk, Charles E. Talclet and Robbie Vallianatos.

Observers: Dino F. Frattaroli, William J. Hause, Ronald L. Osborne, Billy J. Jarrett, John W. Kosick, Herbert W. Lovell, Patrick N. Parker and Daniel J. Scarry.

Maintenance: Phillip Brumbaugh, Joseph L. Goldblatt, Garay D. Holland, Donald L. Wilson, James P. Lee, Earl W. Raymond, Clarence Wilchenski and Elbert Vandembrock.

TECHNICAL SERGEANT

Forecasters: Thomas G. Bassler, Lawrence E. Cain, Antonio Delosreyes, Dennis L. Detak, Allen S. Edwards, Michael A. S. Evans, Howard E. Haroldson, Gerhard Krausser, Bruce N. Larabee, William C. Leach, John T. McLaughlin, Thomas G. Plemmons, Richard H. Prewitt and Gorman B. Pedersen.

Observers: Garry L. Allison, Frank L. Fox, Larry W. Franklin, Elton Stilwell, Richard W. Hafely,

Thomas F. Hayes, Bruce W. Johnson, John F. Justice, Ronald A. Koplitz, Marvin and Melvin Mulvihill, Tommy M. Pelley, William D. Phillips, Robert B. Purdie, Bruce D. Silliman and Vern E. Vanevery.

Maintenance: Frank P. Albano, Fred H. Cummings, Raymond L. Eckert, Jessie E. Evans, Frank J. Genovese, Rodney J. Hall, Roy M. Johnston, Ronald R. Mong, Willard A. McLellan, Alan C. Smedley and Charles H. Tilley.

Administration: Tranquili Martinez, Daniel J. Somers and Ronald S. Takeuchi.

Supply: Charles H. Pryar and Williams G. Fugate.

Personnel: Phillip L. Herndon.

Heroic Sergeant Saves Man

INDIAN MOUNTAIN AFS, AK—Heroism comes in many forms, just as a troubled mind can come to a person in the most peaceful locations.

Both of these things happened here recently when a troubled Air Force staff sergeant tried to stop the mental agony he felt by wandering into the Alaskan Arctic wilderness dressed only in light civilian clothes.

The heroics came when Sgt.

Charles S. Kelley, a weather observer at Operating Location C, 11th Weather Squadron, voluntarily cared for the afflicted man under nightmarish conditions.

For 12 hours after the search party found the victim, Sergeant Kelley devoted his entire attention to protecting him.

The man was later evacuated by an HC-130 Hercules of the 71st Aerospace Rescue and Recovery Squadron.

The conscientious weather sergeant not only protected the troubled man from himself amid violent oral abuse, but constantly talked with him and waited on his personal needs.

According to Capt. Robert L. Coman, spokesman for the 11WS, the site commander said he was, "immensely proud of Sergeant Kelley's efforts that, no doubt, resulted in saving the staff sergeant's life."

Det. 2's Fox, Allen, Sears

Trio gains degrees, commissions

EIELSON AFB, AK—Three men at Detachment 2, 11th Weather Squadron here are living proof that with enough determination and tenacity a person can take giant strides upward in the Air Force. They are Maj. Mike Fox and 1st Lts. William Allen and Robert Sears.

Major Fox, through the Airman's Education and Commissioning Program (AECIP),

completed his education through Pennsylvania State University and exchanged his enlisted weather maintenance specialty for a commission as a second lieutenant.

Lieutenant Allen was a weather observer at Hill AFB, UT. From there he also took advantage of AECIP to attend, then graduate cum laude from the University of Utah.

Lieutenant Sears was an enlisted Air Force member 10 years, working as a weather observer then forecaster, before he entered the Bootstrap Program. He later graduated from Nebraska University with a degree in geography.

The three men agreed the upward routes they took in the Air Force were hard but "well worth the effort."



A TEACHER TALK was given by Col. Lynn L. LeBlanc, center, and Capt. Jesse E. Neyman, not shown, of Headquarters Air Weather Service, Scott AFB, IL, recently. Colonel LeBlanc told the junior high and high school teachers about meteorology today and Captain Neyman explained AWS' mission. Both men encouraged the teachers to make students more aware of meteorology as a profession. (U.S. Air Force photo)

FLIGHTLINE PEDDLERS of Detachment 29, 25th Weather Squadron, Buckley AFB, CO, TSgt. Jimmy K. Wilmot rides past a Navy YF-14 as part of his weather observing process. The bicycle answers visibility restrictions caused by relocation of the Representative Observation Site (ROS). (U.S. Air Force photo)



Detachment 16's self-help project

Unit builds observing location

BARDENAS REALES GUNNERY RANGE, SPAIN—After several months of hard work, the impossible dream recently became a reality here. It happened when Detachment 16, 31st Weather Squadron people at Zaragoza AB began operating from the new Gunnery Range Observing Location (GROL) they built.

The GROL was an idea of TSgt. Clarence R. Wilchenski, Det. 16's maintenance NCOIC. It was constructed on a self-help basis

using an old tower cab from the range control tower, which had gotten a new cab.

With additional materials provided by Zaragoza AB and some able assistance from local Spaniards, the Det. 16 people built a functional, attractive structure for \$3,400.

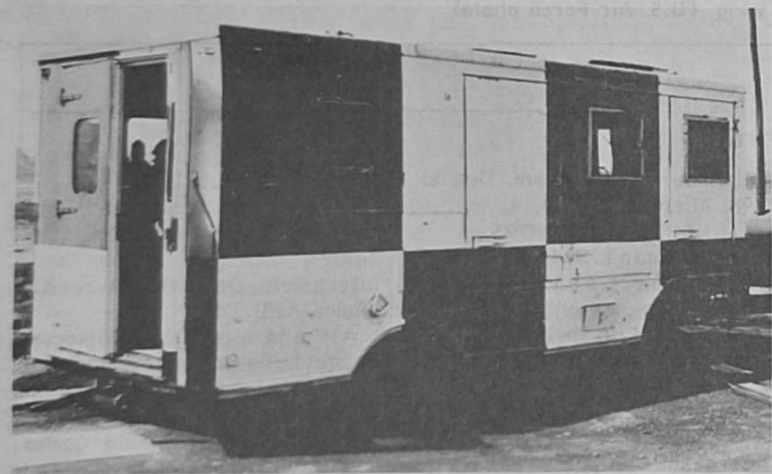
The new GROL provides observers an unobstructed view of the entire range as well as a pleasant place to work. The ground floor of the GROL even serves as an inflation shelter for

inflating pilot balloons.

Weather observers at the Bardenas Reales range had previously worked in a cramped, former liquid oxygen trailer which gave them a limited view of the range.

The growth of Bardenas and mission requirements forced the need for a new GROL, which would have cost almost \$20,000. The people at Det. 16, encouraged by Sergeant Wilchenski, decided to reduce construction costs by doing the work themselves. Their action resulted in a resources conservation (RECON) savings of \$16,000.

Capt. John L. White, detachment commander, said, "I am proud of the way the guys worked at the range and still maintained the same high standards in their normal jobs. This required a team effort all the way. People in the station carried more than their fair share of the workload so others could work at Bardenas."



NOT SATISFIED with working in a former liquid oxygen trailer (above), the people of Detachment 16, 31st Weather Squadron Zaragoza AB, Spain, decided to build their own Gunnery Range Observing Location (below) at the Bardenas Reales Gunnery Range. Their efforts saved money and paid off in better working conditions. This Range Observing Location cost \$3,400 instead of the usual \$20,000. (U.S. Air Force photos)



Mobility weather team accompanies infantry in jungle warfare exercise

THE JUNGLES, PANAMA—The mobility team of Detachment 25, 5th Weather Wing, Howard AFB, CZ, recently demonstrated its ability to provide weather support at a forward location.

It happened when the team of one forecaster and three observers went to a remote jungle outpost northwest of Howard with the 193rd Infantry Brigade.

For three days the team provided observations and forecasts to various commanders during a warfare exercise. Additionally, the observations and forecasts were relayed to the Howard AFB weather contingency support staff. There the weather data was used by the command post to control flying activities related to the Army exercise.

Although the Det. 25 team practices regularly, the jungle exercise was the first time it had deployed to the field. According to

Test unit serves Kansas City area

by 1st Lt. Richard E. Watts
OLATHE, KS—Six Air Weather Service forecasters and a National Weather Service (NWS) forecaster are taking part in a one-year operational test and evaluation at the Kansas City Air Route Traffic Control Center (ARTCC) here.

The mission of the ARTCC weather unit is to issue accurate advisories about hazardous weather to local controllers for relay to enroute aircrews.

ARTCC forecasters also evaluate pilot reports (PIREPS). These are crossed to military base weather stations, Federal Aviation Administration flight service stations (FSS), National Weather Service forecast offices (WSFO) and, through the controllers, to enroute aircrews.

THE JOB

Manning for the ARTCC unit was provided by reducing the hours of forecast service at air bases within the Kansas City ARTCC area. The ARTCC weather unit functions as a regional briefing station for these bases and any flying units which they support during the hours when no base forecaster is on duty. The unit also provides a severe weather alerting service for the bases during this time.

The ARTCC weather unit answers questions on flight or weather conditions in a specific area or along a particular route. By asking controllers and aircrews in the area for weather input, highly accurate information can be passed to the FSS, WSFO or military unit desiring it.

VOICE LINK

ARTCC forecasters have access to all ARTCC controllers, control

towers and FSSs in the Kansas City area by means of an interphone system. Additionally, forecasters can contact Ft. Riley and McConnell AFB, KS, Richards-Gebaur and Whiteman AFBs, MO, and Scott AFB, IL, by means of a direct Automatic Voice Network line, two Federal Telephone System lines and direct lines. A common frequency of 369.9 Megahertz is used for pilot to weather facility or PMSV, contact. Repeater sites are at Hutchinson and Topeka, KS, and Joplin, Kirksville and St. Louis, MO, to allow PMSV coverage of the entire Kansas City ARTCC area.

RADAR

Radar information is available in raw (non-digitized) form from Air Route Traffic Control (ARTC) radars at Garden City, Hutchinson and Olathe, KS, and St. Louis. These data, plus digitized data from ARTC radars Oklahoma City, OK; Kirksville, MO; and Hanna City, IL, are available on a 21-inch radar scope.

Although echo tops are not available, echo intensity can be estimated by correlation with weather radar information from nearby stations. The digitized radar presentation and its associated computer circuitry allows ARTCC forecasters to determine the call sign, flight level, route, flight plan, and exact location, with respect to either a fixed point or any convective activity, for any aircraft controlled by the Kansas City ARTCC. The digitized radar is an outstanding tool for use in route or flight meteorological watch and adds greatly to the availability of PIREPS in the area.

Capt. Marvin G. Coleman, team chief, "It was a valuable experience for all of us. By actually

deploying we can better understand the weather mobility support concept."



WEATHER SAFARI was the case for the Detachment 25, 5th Weather Wing, Howard AFB, CZ, mobility team. The men made their homes and work areas in the Panamanian jungles for three days. Left to right are SSgt. Joseph E. Brewer III, Capt. Marvin G. Coleman, SSgt. Elvin A. Diaz Jr., and Sgt. David D. Park. (U.S. Air Force photo)

Detachment 4, 2nd Weather Wing; Athens, Greece

Student studies weather through special program

by Capt. Robert A. Wachtman
ATHENS, GREECE—For Peter Krohn, an American high school senior living in Athens, the echos of Ancient Greeks worshipping their weather god, Zeus, are faint. But despite his three years in one

of the world's most historically exciting countries, Peter's interests are in modern times; more specifically, in meteorology.

For this reason it was not surprising that on his arrival in Greece, Peter became acquainted

with the weather people at Athenai Airport; members of 2nd Weather Wing's Detachment 4. And it didn't take very long for the blue-suiters to realize the lad took his hobby seriously. He once identified 17 distinct cloud layers during a single surface observation.

On weekend visits to the weather station, Peter learned local analysis and forecasting. He would sometimes bring old weather charts, those he borrowed the week before, to get a professional opinion of his analyses from the weather men.

Last year, in Peter's senior year at Halandri High School, he arranged to spend each afternoon at the weather station under the school's Work-Study Program. Maj. Dave Douglas, Det. 4's commander, assured school officials that Peter would be busy, both as a student and a "weather assistant."

Under the guidance of Det. 4 observers and forecasters, Peter became proficient at surface observing, data posting, chart plotting, analysis and forecasting. He also did statistical work in conjunction with a number of forecast studies in progress at the unit.

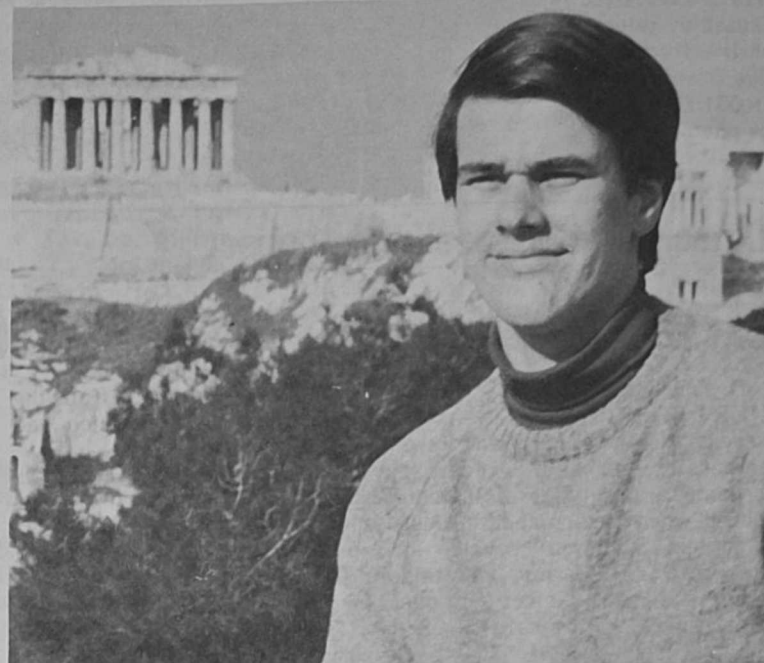
Frequently Peter ventured into the theoretical volumes on hand in the detachment library. This produced surprising, if not embarrassing, results at times. Frequently the answers to many of Peter's questions demanded some

diligent homework on the part of the weather men.

Peter completed his work-study program in January, but he still keeps in close touch with global weather conditions through frequent visits to "his unit."



A WORK-STUDY PROGRAM at his high school allows Peter Krohn, center, to spend afternoons at the weather station of Detachment 4, 2nd Weather Wing, Athenai Airport, Athens, Greece. Sgt. Marty Kelley, left, an observer, explains a teletype bulletin to Peter while TSgt. Ron Groom, a forecaster, checks and analyzes a surface chart the young student plotted. (U.S. Air Force photo)



GREEK GODS were once thought to control the weather but Peter Krohn, son of a State Department employee in Athens, Greece, knows differently. Under a study-work program at his high school he has studied various aspects of meteorology at Detachment 4, 2nd Weather Wing. (U.S. Air Force photo)

AWS Salutes...

MEDALS

Col. Frank D. Reeder, 2nd Weather Wing, Ramstein AB, Germany; second oak leaf cluster (OLC) to the Meritorious Service Medal (MSM).

Lt. Col. Margaret J. Perry, Hq. Air Weather Service (AWS), Scott AFB, IL; first OLC to the MSM.

MSgt. Norris Smalls, Detachment 3, 1WW, Yokota AB, Japan; MSM.

CMsGt. Kenneth R. Walters, AWS, Scott AFB, IL; MSM.

Maj. Raymond T. Yeatman, 7WW, Scott AFB, IL; MSM.

MSgt. William L. Carmack, Det. 17, 31st Weather Squadron, RAF Upper Heyford, UK; second OLC to the Air Force Commendation Medal (AFCM).

SSgt. Daniel J. Somers, Det. 30, 1WW, U-Tapao RTNAF, Thailand; second OLC to the AFCM.

TSgt. Robert J. Goedel, Det. 5, 6WS, Wright-Patterson AFB, OH; first OLC to the AFCM.

MSgt. Johnny L. Baxter, Det. 11, 25WS, Cannon AFB, NM; first OLC to the AFCM.

MSMgt. Billy M. Stanfield, AWS, Scott AFB, IL; first OLC to the AFCM.

TSgt. Jurgen Verhunc, Det. 4, 5WS, Ft. Meade, MD; first OLC to the AFCM.

TSgt. John D. O'Connell, Det. 8, 26WS, Griffiss AFB, NY; first OLC to the AFCM.

MSgt. James E. Robinson, Det.

8, 26WS, Griffiss AFB, NY; AFCM.

EDUCATION

Second Lieutenant Mary R. (Becky) Webb, Det. 11, 25WS, Cannon AFB, NM; completed the basic meteorology course at Texas A&M University.

TSgt. Joseph L. Goldblatt, Det. 22, 26WS, Carswell AFB, TX; bachelor degree in business administration from Texas Christian University.

MSgts. John E. Brady and Bobby G. Rogers, Det. 17, 20WS, Yokota AB, Japan; University of Maryland's Far East Division Dean's List.

SERVICE SCHOOLS

MSgt. George N. Coleman III, Det. 17, 20WS, Yokota AB, Japan; MAC NCO Academy graduate.

SSgt. James W. Grobe, Det. 11, 2WS, Patrick AFB, FL; MAC NCO Leadership School (NCOLS).

SSgt. Francisco Ballesta-Baeza, Det. 11, 2WS, Patrick AFB, FL; distinguished graduate and commandant's award from the MAC NCOLS.

UNIT HONORS

CMsGt. Kenneth R. Walters, AWS, Scott AFB, IL, was chosen 5WW Outstanding Senior Airman of the Year for 1975. It stemmed from duty with Det. 7, 15WS, Kelly AFB, TX.

SSgt. Edward T. Kurdy, Det. 18, 20WS, Seoul, Korea, is 20WS' NCO of the Quarter.

A1C Ronald E. Jenkins, OL-D, Det. 18, 20WS, Stanton AAF, Korea, is 20WS' Airman of the Quarter.

MSgt. Wallace J. Swenson, Det. 7, AFGWC, Carswell AFB, TX, now holds the title Wing Specialized Observer of the Year 1975.

MSgt. Wendell E. Hughes, Det. 7, AFGWC, Carswell AFB, TX, won Wing Observer Supervisor of the Year 1975.

SSgt. John E. Justice, Det. 40, 2WW, RAF Croughton, UK, is his unit's Editor of the Quarter.

PROMOTION

To master sergeant: Eugene W. Thompson, Det. 22, 26WS, Carswell AFB, TX; and Derrell W. Martin, Det. 21, 9WS, Minot AFB, ND.

To technical sergeant: Dennis L. Defar and John E. Justice, Det. 40, 2WW, RAF Croughton, UK.

To staff sergeant: Emmitt Grant Jr., Det. 17, 20WS, Yokota AB, Japan.

To sergeant: Timothy M. Rutkowski, Det. 4, 5WS, Ft. Meade, MD; Cecile V. Rech, Det. 12, 25WS, George AFB, CA; and Jon H. Fueston, Det. 40, 2WW, RAF Croughton, UK.

To airman first class: Tyrone Davis and Douglas R. Baugh, Det. 11, 25WS, Cannon AFB, NM; Mel K. Nordquist, Det. 11, 12WS, Luke AFB, AZ; David R. Caldwell, Det. 12, 25WS, George AFB, CA;

and Robert Cunningham, Det. 21, 9WS, Minot AFB, ND.

SPECIAL HONORS

Sgt. Norman L. Swinney, SMSgt. Billy G. Knippers and TSgt. Gary R. Peterson not only took "top NCO" honors in their unit; they swept their base competition as well. Sergeant Swinney, Det. 20, 24WS, is Laughlin AFB, TX, NCO of the Quarter.

Sergeant Knippers, 1WW, is Hickam AFB, HI Outstanding Senior NCO for 1975. Sergeant Peterson, Det. 12, 7WW, is Richards-Gebaur AFB, MO, NCO of the Year for 1975.

Capt. James W. Goldey, Det. 12, 7WW, Richards-Gebaur AFB, MO, received the 3WW Staff Service Award.

The 12WS recently received a 1976 United Way Campaign Award for its part in the recent drive. The award was accepted by 1st Lt. Neil Wheeler.

For the second consecutive year MSgt. John E. Steffen, Det. 7, 31WS, Aviano AB, Italy, is the 2WW's Observer Supervisor of the Year. He won this award for three years running from the 31WS.

BIRTHS

Capt. and Mrs. Francis R. Boman, son, Robert Francis, Dec. 28; Det. 17, 20WS, Yokota AB, Japan.

SSgt. and Mrs. Miguel Gines, son, Benjamin Michael, Dec. 26. Father is a maintainer at Det. 8,

26WS, Griffiss AFB, NY.

Second Lieutenant and Mrs. Gregory J. Donovan, son, Rhett James, Jan. 15. Father is a forecaster, Det. 30, 26WS, Kincheloe AFB, MI.

A1C and Mrs. Doug Wilkerson, daughter, name not provided, Dec. 24. Father is an observer, Det. 14, 25WS, Holloman AFB, NM.

SSgt. and Mrs. Efrain Cortes; son, David Jose, Jan. 14. Father is a maintainer, Det. 8, 5WS, Ft. Riley, KS.

MSgt. and Mrs. Woodrow W. Watkins, son, Mark Phillip, Jan. 12. Father is an administrator, 3WW, Offutt AFB, NE.

Capt. and Mrs. Edwin W. Marston, son, Sean, Jan. 13; Det. 7, AFGWC, Carswell AFB, TX.

TSgt. and Mrs. Jerry Bates, son, Morgan Alexander, Jan. 14; Det. 40, 2WW, RAF Croughton, UK.

MARRIAGES

A1C Patricia N. McDonald, Det. 20, 24WS, Laughlin AFB, TX, was married to James Licursi, Dec. 12, 1975, in the base chapel.

REENLISTMENTS

Sgt. William Simons, Det. 20, 24WS, Laughlin AFB, TX.

RETIREMENTS

TSgt. John D. O'Connell, Det. 8, 26WS, Griffiss AFB, NY.

Lt. Col. Margaret J. Perry, AWS, Scott AFB, IL.

MSgt. Joseph R. Steward Jr., Det. 7, AFGWC, Carswell AFB, TX.

A lesson from history

During the round-the-clock Berlin Airlift, which was nicknamed "Operation Vittles," weather became the greatest single threat.

Compounding the problem, particularly for Air Weather Service, was that the operation was done in weather well below

standard Air Force minimums.

CHALLENGE

Throughout the 1948-1949 winter operational minimums at airlift bases were 200-foot ceilings and one-half-mile visibility—except for Berlin's Tempelhof, which was 400 and one. Observing and

By John F. Fuller (AWS Historian)

forecasting such criteria was then beyond aviation meteorology.

Before the airlift, ceilings and visibilities of 200 feet and one-half mile were sufficient to close a field and no one pressed to see if the ceiling was actually 250 feet or visibility three-quarters of a mile. With Operation Vittles, airlifters

demanded to know ceilings within 50 feet and visibilities within one-quarter of a mile because such differences could open or close any of Berlin's three airfields. Further, they demanded such forecasts at least three hours in advance. In the days before transmissometers and ceilometers were routinely available, the challenge was formidable.

EXTRA DEMANDS

In addition, the Berlin Airlift planners began calling on AWS for 30-day forecasts every four days—a requirement later reduced to a 10-day forecast each four days and finally to a four-day forecast.

Because many Berlin-bound supplies were perishable and could not be held without affecting surface transportation facilities, climatological studies became particularly important. They, and extended-period forecasts, enabled ground traffic agencies to plan supply flow to airlift terminals.

From the airlift's beginning AWS' most pressing need was people. The 18th Weather Squadron, then Europe's only AWS unit, was well below authorized strength. Its 60 officers and 248 airmen were not enough to meet skyrocketing requirements. Weather stations not supporting Operation Vittles directly had their most experienced people sent to airlift bases. Additional but temporary people, mostly inexperienced technical school graduates, came from stateside bases. Yet the strength of the permanent people grew to 155 officers and 415 airmen. Soon an air weather group and two squadrons were established in addition to the 18th.

EVERYTHING USED

To report surface and upper-air weather, every possible observing technique was used. Considerable differences between ceilings reported by pilots and those estimated or measured by weathermen caused pilots to mistrust weather reports when ceilings were near minimums. Part of the problem was solved by arrival of the ceilometer and part by stationing weather observers at the approach end of runways when visibility was less than a mile, who counted runway lights they could see. Knowing the distance between the lights, the observers then reported centerline visibility in feet. Also aiding forecasters were reconnaissance flights and radio operators placed on every seventh aircraft to report weather conditions in code at four prearranged points along each corridor.

SUCCESS COMES

Two big problems in forecasting were inexperience and conflicting forecasts. Both problems were solved by experienced forecasters at each Operation Vittles air terminal using telephone conferences to arrive at a single, agreed upon forecast. It was used by airlift control in Frankfurt to regulate air transport flow through the air corridors.

The outstanding success of the 17-month Berlin Airlift, to the greatest degree, was determined by weather which, in turn, determined the daily tonnage delivered to Berlin's 2.5-million people.

For their roles in the Berlin Airlift, people of the 2105th Air Weather Group and its three squadrons received the Berlin Airlift Device and the Medal for Humane Action.

A BERLIN AIRLIFT CREWMEMBER enters the weather briefing van, right, for his enroute and terminal weather forecasts. Planeside briefings cut turn-around time to re briefings cut turn-around time to reduce interference with the airlift's tight schedule. At Tempelhof Airport the van met each plane or brief its crew then moved on to the next aircraft. Before January 1949 the 18th Weather Squadron used a jeep for this purpose. [U.S. Air Force photo]



★ Personnel Shorts ★

Did you know that:

* If you want assignment stability you should see your Consolidated Base Personnel Office about a test program which started on Feb. 1, 1976? Volunteers

for Minot AFB, ND; Grand Forks AFB, ND; and Laughlin AFB, TX, are guaranteed five years on-base.

* Retirees granted terminal leave are no longer required to return to their duty station?

* By the end of June, 1976 the Air Force will be down to the smallest force structure since 1950?

* Authority was granted to select non-volunteer 252X1s in grades E-5 through E-7 to attend 3AAR 25170?

* Volunteers are needed for MAC technical advisor duty at Memphis, TN (August) and Milwaukee, WI (August)? Apply in accordance with AWSR 39-1. People with AFSCs 251XO and 252X1 may apply.

Nanook Fall

Det. has special season

EIELSON AFB, AK — Many weather detachments have an Indian Summer, but few have a Nanook Fall. Nanook Fall is a local name for weather which must meet specific criteria to gain the name.

Your unit has had a Nanook Fall if, between September and January, it:

- * recorded at least 15 days of record low temperatures; or
- * established at least one all-

time monthly low temperature by 15 degrees.

As far as is known, Detachment 2, 11th Weather Squadron here is the only detachment in Air Weather Service which had a Nanook Fall in 1975.

It happened when, in October, lows averaged -31 degrees and dropped to a -51 in December. The all-time October low temperature of -36 degrees was 15 degrees lower than the previous record.

Duo inducted into 15th Air Force Order of Moles

MARCH AFB, CA — At a recent unit social gathering in downtown Riverside, CA, two members of the 9th Weather Squadron were inducted into the Order of the Moles. They were Capt. Dennis Newsom and 1st Lt. Paul Bartlett.

The Order of the Moles is an informal title given people who work in the 15th Air Force (SAC) command post, which is underground.

The scrolls, hand-colored by the daughter of Lt. Col. Kenneth Van Hulla, chief of the 15AF weather support unit, were given because the two men, "were most inventive and lucid in fashioning plausible rebuttals to innumerable queries with irrefutable logic and crafty manipulation of questionable data."

Initiation nets club full weather lesson

FT. LEE AFS, VA—Initiation into the Colonial Heights, VA, Optimists Club became a chance for Lt. Col. William A. Kalberer to give some grass roots weather lessons.

Colonel Kalberer, Detachment 41, 12th Weather Squadron commander, was given an initiation project to speak before the club's 40 members. When the time came, he gave a briefing, complete with slides, about weather of all kinds.

Not wanting to overlook a chance to put in a word for Air Weather Service and the Air Force, Colonel Kalberer then described the operation of an Air Force weather station.

Top-Stripe

CMSGT BUDDY L. WILSON

SENIOR AIRMAN ADVISOR
3RD WEATHER WING
OFFUTT AFB, NE

IN AIR WEATHER SERVICE 27 YEARS.

OVERSEAS SERVICE AT
KWAJALEIN, ENIWETOK,
JOHNSTON ISLAND,
HAWAII, JAPAN, FRANCE
AND VIETNAM.

COMPLETED MAC AND SENIOR NCO ACADEMIES AND OKLAHOMA A&M UNIVERSITY.

HE, WIFE DOLORES AND CHILDREN CHERYL AND STEVEN ARE ALL "OKIES" AND ARE AVID OKLAHOMA UNIVERSITY FOOTBALL FANS -- WHICH THEY CALL "THE REAL 'BIG RED'."



Third AWSer Fletcher rolls 300

YOKOTA AB, JAPAN — For the third time in six months, a weatherman has tallied the most pin points possible in the sport of bowling. This time it was Larry Fletcher, chief of observing services, Detachment 17, 20th Weather Squadron here.

Fletcher rolled the 300 game in the 475th Air Base Wing Intramural Bowling League. The ace came as a surprise to Fletcher since it followed two lines of 216 and 190. The ball wielding observer's feat topped his previous high of 266.

The other two weathermen to pick up 300 games during official competition were Archie Keiper, Det. 3, 11WS, Shemya AFB, AK, and James Raudy, Det. 10, 15WS, McGuire AFB, NJ.

Fletcher's perfect score was the second known 300 game rolled on the Yokota AB bowling lanes.

Former unit gets award

A recent message advised that the former 10th Weather Squadron was awarded the Air Force Outstanding Unit Award (AFOUA). It was given for the period July 1, 1974, through June 30, 1975, according to Special Order GB-034 dated Jan. 14, 1976.

Former members of the 10WS during the cited period may now wear the AFOUA ribbon or add a cluster to the ribbon they now have.

Helps airliners Fog system opens skys

Lt. Col. John G. Joern
and Maj. Gordon Spillinger

ANCHORAGE, AK—In January 1976 Anchorage International Airport was the scene of a tragic aircraft accident. At that time fog blanketed the airport as a Learjet began its fatal descent. Moments later the sleek aircraft was flaming wreckage spread along the airport's active runway.

The accident closed the runway, stranding several civilian airliners still circling in the fog-shrouded skies.

Nearby Elmendorf AFB was equipped with an operational cold fog modification system, one of only three such systems located at U.S. Air Force installations around the world. The weathermen of Detachment 1, 11th Weather Squadron immediately activated the system and within an hour it had modified the fog enough to enable three airliners to land.

The quick reaction by Air Force weathermen averted a costly diversion and possibly saved the lives of the aircraft's passengers or people in the civilian community.

The cold fog modification system at Elmendorf AFB consists of 24 propane dispensers situated around the air base's runway. The system operates by releasing propane gas into the fog through tiny nozzles mounted on

tall pipes. This causes intense and sudden cooling around the nozzles which, in turn, creates ice crystals in the fog. As the crystals grow, a chain reaction begins. This, along with wind drift, improves visibility since the fog's moisture simply "snows out" in a relatively short time.

The system is called a "cold-fog" modification system because the process works only when surrounding air temperatures are below freezing.

When air temperature is above freezing, ice crystals created by propane dispensers melt rather than grow. For this reason, places where cold-fog modification is possible are limited.

The locations other than Elmendorf AFB where Air Force fog modification systems are installed are at Fairchild AFB, near Spokane, WA, and Hahn AB, Germany.

In the years these systems have operated, hundreds of thousands of dollars in aircraft operating costs have been saved by removing the blinding moisture which would have forced aircraft to fly on to airfields not cloaked in fog. Airfield use has also increased because of the simple and inexpensive cold fog modification system—a system declared ecologically safe by the Environmental Health Laboratory at McClellan AFB, CA.



CELEBRATING THE BEGINNING AND END of the bicentennial year will find the people at Detachment 3, 11th Weather Squadron, Shemya AFB, AK, among the last. This is due to the unit's geographical location. Despite their extreme western location they are still celebrating the event. They erected a red, white and

blue sign which reflects their claim to uniqueness. Det. 3 claims to be the only station in the Air Force Environmental Rocket Sounding System manned by Air Force people. Beside the sign are Capt. Leopold J. Andreoli, left, and Arthur C. Kyle, detachment commander. (U.S. Air Force photo)

Interviewing AFGWC

Four people: 'action,' 'involved,' 'I like it'

Ed. note: This month's Air Force Global Weather Central (AFGWC) column is really an interview with four young people who enlisted in the Air Force last June. They are Ann Deborah (Debbie) L. Trammell, Timothy (Tim) G. O'Connor, Ronald (Ron) D. Donnell and Jody A. Ferris.

They have each made the transition from technical training school to AFGWC with minimum difficulty. Airman Ferris works in the center's Data Acquisition and Processing Branch (WPP) while Airmen Trammell, O'Connor and Donnell all work in the Global Environmental Applications Branch (WPF).

Q: How do you like your job here?

Debbie: I like my job. I like the weather career field. When I enlisted I asked for the weather career field and got it.

Tim: At first it was just terrible. I just didn't like it at all. I was a little bit disillusioned. It was different from what I had expected from the training I had been given.

But, right now, I really like it. I'm really deeply involved in the job because I'm understanding more what the forecasters need. I am learning bit by bit things that are not just part of the SOP (Standing Operating Procedures), things that make me feel I can do my job well.

Ron: I work in North American severe weather where I plot radar reports and severe weather reports. I feel that my job is in the middle of this action.

Jody: I like my job because it's interesting. I feel really lucky to be working with satellite data. My job is one of the best; of course, everybody is prejudiced about their job. It's all new. The kids in WPF use the things they learn in tech school. Here (WPP) you start from scratch and learn all over again.

Q: Did you hear any rumors about AFGWC before you came here?

Debbie: I heard everything. A lot of things about how bad it

would be. You know, the "map factory."

Tim: Yeah. Of course. All about the famous map factory, but it's not what I had envisioned. You know, row upon row of tables with people sitting there plotting, plotting, plotting. It's not like that at all. There is some tearing and filing but here you see all the data and it forms a picture so you see where it comes from and where it is going. I definitely like to see what I do put to use, to get an idea what the end product will be.

Ron: The rumor is that GWC is a map factory and all you do is tear and file and plot maps. While it is true that most of my work is tearing, filing and plotting, I am, through talking with forecasters, gaining experience with weather. I want to learn more.

Jody: You hear so many rumors. The first thing you hear is that it's a hole. A terrible place. You know, "Map Factory, U.S.A." For me the map factory rumor has been untrue because my job is in satellite data processing.

Q: Is there anything you par-

ticularly like or dislike about your assignment to AFGWC?

Debbie: I don't really care for this area. I prefer being near the ocean and mountains.

Tim: I like the area. I'm not too impressed with the base here, but the outlying area is fantastic. Omaha is only 10 minutes away and, of course, Bellevue is right outside the gates so there are plenty of restaurants, clubs and things.

Ron: When I moved here just before Christmas it took all my savings to move my mobile home here. I had a very hard time getting by financially. GWC participates in a base program called "Sub for Santa." The money I received at Christmas (from the Sub for Santa program) was greatly appreciated. GWC made me feel at home.

Jody: My job really excites me because it's something new and most people, even weather people, aren't familiar with what I do.

Ed. note: Next month's interview will be with MSgt. Charles (Tony) A. Spicer.

Detachment challenges other dets.

FT. BELVOIR, VA—Detachment 2, 16th Weather Squadron here challenges other detachments with this question, "Can any other like-sized detachment in Air Weather Service match our educational record?"

During 1975 Det. 2's 16 people completed 68 credit hours of college, 12 Extension Course Institute (ECI) courses and eight in-service schools.

So far in 1976 Det. 2 people are enrolled in six college courses, 11 ECI courses, have two observers scheduled to attend forecaster's school at Chanute AFB, IL, and one man completing college requirements through the Bootstrap Program.

According to Capt. Brian W. Galusha, detachment commander, "Every member of the detachment has contributed to these impressive statistics for a 100 per cent participation rate."