

Last AWS CWO

Hance puts aside blue, silver bars

MATHER AFB, CA—When CWO Billy G. Hance retires from the Air Force on Feb. 28, 1977, a chapter of history closes for the Air Weather Service (AWS).

Mr. Hance is the last warrant officer in the world-wide organization.

His leaving not only ends AWS' warrant officer members, it reduces the number of active duty warrant officers in the entire Air Force to 12.

Mr. Hance, a member of Detachment 7, 24th Weather Squadron here, will be the weather officer for the 320th Bombardment Wing locally until his retirement, although he intends to take a lengthy leave of absence or terminal leave prior to his actual retirement.

A native of Dallas, TX, Mr. Hance enlisted in military service 30 years ago.

He remained in service as an enlisted member until 1956 when the Air Force expanded the opportunity for enlisted advancement through the warrant officer program.

After being awarded a warrant, he later was accepted to attend Texas A & M University under the Air Force Institute of Technology (AFIT) program.

He graduated in 1965 with a



CWO Billy G. Hance

bachelor of science degree in meteorology.

He served overseas in Great Britain, (where he met his wife, Molly), and in Korea. His decorations include the Meritorious Service Medal and three Air Force Commendation Medals. The Hance family, which includes their son, Paul, plans to retire in Wilton, CA, near Sacramento, where they intend to expand their hobby of working with antiques.

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AIR WEATHER SERVICE

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Weather woman among initial six female navigation students

CASTLE AFB, CA—Once more a weather woman is making history; 2nd Lt. Ramona L. Roybal, Detachment 2, 9th Weather Squadron here, is one of the first six women accepted for Air Force Navigator Training.

"It is hard to have a preconception of what things will be like," Lieutenant Roybal said, telling of her acceptance into the navigator program. "It is a whole new field for women and we're all eager about it."

The meteorologist was born in Wiesbaden, West Germany, and, "... had no intentions to join the Air Force," until she received her mathematics degree from the University of California—Davis. At that time she decided to look for a job. "It just seemed that women were offered better opportunities in the military than in the civilian world."

She began her career in service with Officers' Training School then attended a 52-week meteorology course at Texas A&M University. "I had my eyes on some semi-scientific fields—the Air Force decided meteorology would be a good field for me," she said, "and it turned out just fine."

It was at Texas A&M that Lieutenant Roybal and another woman learned the Air Force sought applicants for pilot and navigator training. "It was all really quick," she said. "I retook the Officers' Qualification Test, including the pilot and navigator portion; completed the application and the flying physical."

The other applicant was 2nd Lt. Carol Scherer, also a weather woman. She was accepted for the first class of pilot trainees to have women in its ranks. Lieutenant

Scherer was to have been assigned to Detachment 11, 12th Weather Squadron, Luke AFB, AZ, before her selection. She was one of two weather women entering the first class of women pilots. The other is 1st Lt. Ann O. Smethurst, Det. 21, 7th Weather Wing, Pope AFB, NC.

Lieutenant Roybal was not accepted for pilots' training, but her mathematics and weather background gained her entry into the navigator program.

Although the Air Force's decision to allow women to be pilots and navigators is new, the concept is not. The Army Air

Forces, in 1943, authorized a civilian Women's Air Service Pilots (WASP) organization in order to release male pilots for combat flying.

Between 1943-1944, when the organization ceased to be, approximately 1,000 WASPs flew a variety of missions in 77 types of aircraft and covered some 60-million miles.

The other women in Lieutenant Roybal's class will be Capt. Margaret M. Stanek; 1st Lts. Mary K. Higgins, Elizabeth A. Koch and Bette J. Payne; and 2nd Lt. Florence E. Fowler.



A FUTURE NAVIGATOR, 2nd Lt. Ramona Roybal, takes last looks at the weather maps in the Castle AFB, CA, base weather station. She is assigned to Detachment 2, 9th Weather Squadron, and was accepted as one of the first six women to train as Air Force navigators. (U.S. Air Force photo by SrA Laurie Brammer)

Lt. Col. E. Aitken fills AWS logistics top slot

SCOTT AFB, IL—Air Weather Service's new deputy chief of staff for Logistics is Lt. Col. Edward D. Aitken. He replaced Lt. Col. Paul Pulse II, who retired.

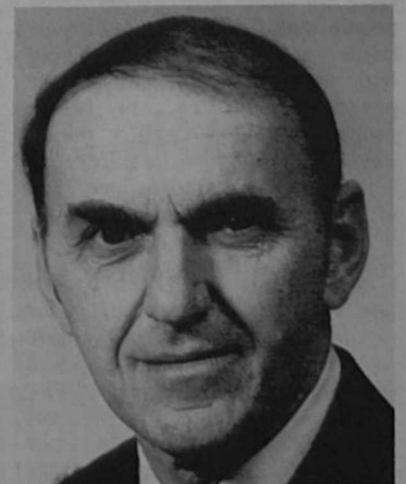
Colonel Aitken, originally from San Rafael, CA, enlisted in the Air Force in 1950. After attending electronics school at Keesler AFB, MS, he remained there to instruct until 1952, when he entered the Aviation Cadet Program.

Until his arrival at Headquarters AWS in 1973, when he became the command's Logistics director of ground systems maintenance and engineering, he served in many locations and in many capacities. He was a pilot, communications

maintenance officer, communications officer, student, advisor and operations officer.

The jobs were in such locations as Iceland, Ecuador, Taiwan and the Azores. Between 1962-1965 Colonel Aitken attended the Armed Forces Institute of Technology at Wright-Patterson AFB, OH, where he received the bachelor and master of science degrees in electrical engineering.

Colonel Aitken and his wife Hilda are the parents of three children and grandparents of two. His military decorations include the Meritorious Service Medal, Air Medal with three oak leaf clusters and the Joint Service Commendation Medal.



Lt. Col. E.D. Aitken

Command line

'... better be ready— better stay ready'

I can never be absolutely certain of the exact circumstances under which each of you will read these words.

I am confident, however, that at least one of you will do so during a late night shift somewhere in WESTPAC, Europe or the Mediterranean, only minutes away from sizeable portions of the military might possessed by potential adversaries of our country.

Because the majority of Air Weather Service people are based in the continental United States (78 per cent) most of you will read these words from the comparative

safety of a stateside base. In general, I feel correct in saying that the majority of readers will put this **OBSERVER** down with a mental "ho hum;" that within a matter of hours most people couldn't tell you whether or not they had seen the latest issue, let alone what had been said in the "Command Line."

NATIONAL DEFENSE

Although it is natural for us not to like, and even avoid—or forget, things which make us uncomfortable, we in the AWS must not get so comfortable that we lose sight of what this uniform we wear stands for or why we wear it.

It is particularly important for everyone to realize that this Air Force of ours is not just another business concern which exists to provide us employment.

If that is what you think, then you are in the wrong business, for you are different from your neighbor who works down the street.

You have sworn to perform duties in defense of your country, which involve serving with combat forces in war. That was the oath you took when you signed up.

As some of our members who served in Korea and the Republic of Vietnam can attest, cir-

cumstances may require you to perform duty under fire from an enemy force. How well you perform at that time will be part of the equation which ultimately determines who wins and who loses. That is why our leaders have been talking about readiness this year.

WE SAW

The members of my headquarters have a general appreciation of why I am using this spot in the **OBSERVER** to say these things. They and their dependents have recently attended the Air Force's Red Eagle Road Show. The inescapable conclusion



Brig. Gen. Berry W. Rowe
AWS commander

to be drawn from that experience is that we and our nation had better get on with the serious business of preparing to defend our country, because we have a strong potential adversary who is rapidly building a military capability to have his own way in about any situation you can imagine.

I strongly recommend that you attend the Red Eagle Road Show when it visits your base. For those who will not have that opportunity, it is my intention to provide you pertinent information on our potential adversaries as **OBSERVER** articles throughout the coming year.

Enlisted line

Forecaster school

'Prepare—and you'll make it'

A few hours of preparation is worth weeks of anxiety. If forecasters school is in your future, read that first sentence as often as it takes to get it firmly in your mind. Read it, heed it, and take appropriate action; it will pay you dividends.

NO SNAP

Forecasters school is not a snap course. Conversely, it does not have to be as difficult as some people make it. In any endeavor, be it a course of study, a fishing trip, or a marriage, the better prepared you are, the fewer problems you will have. Preparation may be the difference between success and failure. Too many of our people in forecasters school learn this the hard way.

Many words have been spoken and written about preparing for forecasters school. In early 1976 most students were first- and second-term people. The elimination rate was four per cent or less. The rate has risen to 11 per cent as more career people enter the course. Some did not get the message. They did not prepare. To keep the elimination rate from

going even higher, our increasing input of career people must prepare.

Some people say the elimination rate increase results from the increase in non-volunteers entering the course. Statistics don't back up the statement. The vast majority of career persons eliminated are equally divided between volunteers and non-volunteers. There is no indication of a major in-school, non-volunteer attitude problem. Isolated attitude problems may exist, but they are just that—isolated.

DORMANT SKILLS

The make-up of the student body is a primary factor in eliminations. Younger students, a few years removed from high school or college, normally with a mathematics and physics background, have few problems with the curriculum.

Many of our career people never had a scientific background or were exposed to it so long ago the skills are dormant due to lack of use. Their study habits are rusty. Had they revived dormant skills or acquired some basic skills prior to school entry they would not have

been eliminated. To arrive at Chanute without a basic foundation on which to build is double jeopardy—you must spend your time acquiring basics while trying to learn more advanced related data. A difficult task!

A hangup of many chief observers is the idea that forecasters school will lead to spending the rest of their careers as shift forecasters. This is wrong.

POSITIONS AWAIT

With 20-25 detachment commander slots, 140 station chief jobs, headquarters positions at squadrons, wings and AWS, etc., we will have a higher percentage of management and supervisory jobs for AWS NCOs than ever before. There will be enough for the E-7s and above and some for E-6s.

Some of the persons eliminated from school saw this light at the end of the transition tunnel just before they entered school. All of them saw the light while at Chanute. They saw that AWS is eager to use the chief observer's skills. Fellow students were being picked for assignments that would let them compete for station chief

jobs—and have them—less than a year after graduation. The persons eliminated deeply regretted they had not prepared.

PREPARE NOW

A degree in physics or skill in advanced calculus is not required to make it through forecasters school. Many eliminated persons could have made it if they had simply brushed up on the basics—adding, subtracting, multiplying and dividing. Nearly all of them could have made it if they had taken a basic algebra or physics course. Courses, formal or correspondence, are available through your education office. The base library has books on basic mathematics, algebra and physics. Complete the 25170 Extension Course Institute (ECI) course—the fronts and pressures block is the number two eliminator, after mathematics, in the forecaster course.

Soon each person selected for forecasters school will receive a form to be used to apply for a Navy mathematics course, especially designed for forecaster preparation. Use it. Officer and



CMSgt. Howard M. Bock
AWS senior enlisted advisor

enlisted forecasters in your station will help you prepare. Manning is such in many units that observers can be freed from normal duties for periods of time to prepare for forecaster school. We should make every effort to use normal duty time to prepare for the future.

MISTAKES TEACH

We have a super bunch of instructors at Chanute. They knock themselves out during and after normal school hours to help students. If a student arrives with the desire and the basic knowledge, they meet them more than halfway, but they cannot perform miracles. With the caliber of people we have in AWS and the caliber of instructors at Chanute, there is no need for a high elimination rate. Learn from the mistakes of those who went before you.

The average person learns from his mistakes; the exceptional one learns from the mistakes of others.

OBSERVATION

Reups get tighter

WASHINGTON (AFNS)—Eligible airmen will be briefed on their reenlistment options within 120 to 150 days of separation. This comes under a new management procedure announced by Air Force Military Personnel Center (AFMPC) officials. Transaction reporting and control (TRAC) is the name of the new program which will set firm suspense dates for reenlistment processing.

First-term airmen will have until 75 days before separation to apply for a career job reservation (CJR) or retraining. Officials pointed out that those on waiting lists for a CJR 60 days prior to separation will automatically be projected for discharge. For more information, contact the local or serving Consolidated Base Personnel Office (CBPO).

Aliens must report

WASHINGTON (AFNS)—Aliens living in the United States and its possessions must report their addresses to the Immigration and Naturalization Service this month. Mail-back cards are available at post offices, but persons desiring the cards after the end of this month must check with the Immigration Service.

Mileage ceiling lifts

WASHINGTON (AFNS)—A 10 cents per mile allowance was approved by the Department of Defense for military people making permanent-change-of-station moves. Although dependent mileage allowance will remain at seven cents per mile for dependents 12 years of age and older and three and one half cents per mile for children between the ages of two and 12, the 31 cent limit for family moves was removed.

UDL 'fades away'

SCOTT AFB, IL—The old unit detail listing or UDL will become obsolete under a new manpower data system implemented by Military Airlift Command (MAC) officials. The UDL will be replaced by a manpower source list. The new system, command manpower data system (CMDS), will be part of an Air Force-wide system. Using the CMDS, manpower changes can be made at MAC in minutes rather than once a month, as before.

R-M club blasted

SCOTT AFB, IL (MNS)—An explosion started a fire which destroyed the Rhein-Main AB, Germany, Officers' Open Mess recently. No serious injuries were reported. A terrorist group called "Revolutionary Cells" claimed credit for the blast, but this was not substantiated. Damage, in dollars, amounted to around \$950,000.

89th trains pilots

ANDREWS AFB, MD (MNS)—The 89th Military Airlift Wing here now trains Air Force pilots in the C-12 aircraft. The C-12 is an eight-passenger plane. It has an operating range of about 1,700 nautical miles, cruises at 258 knots up to 31,000 feet altitude and is particularly suited for short airfields.

LET'S SWAP

Present wing: (Circle) 1 2 3 5 7 AFGWC

Rank/Name: _____

CAFSC: _____ Base: _____

Mail Address: _____

Want to go: _____

The eligibility rules for exchanging assignments are contained in AFR 39-11. If you meet the criteria and want to swap, fill coupon and send to: AWS/CMS, Scott AFB, IL, 62225.

Brig. Gen. Berry W. Rowe
Commander, Air Weather Service
David F. Barr
Editor

The Air Weather Service OBSERVER is an official Class IIC Air Force newspaper published monthly for personnel of the worldwide Air Weather Service of the Military Airlift Command and under the supervision of the Office of Information, Headquarters, Military Airlift Command, Scott AFB, IL, 62225. Opinions expressed herein do not necessarily represent those of the Air Force. Material which appears herein may be reprinted without

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HOST AND HOSTESS at the weather booth during Peterson AFB, CO's Intercultural Festival are 1st Lt. Neil Wheeler, left, and Amn. Cindy Mendonca, right. The unidentified visitor seems to be pleased

with his "trip to Hawaii" as provided by the 12th Weather Squadron and its Detachments one and six. Units from throughout the base took part. (U.S. Air Force photo)

Squadron joins in base intercultural festival

PETERSON AFB, CO—When the civilian community of Colorado Springs recently paid tribute to the cultures of the world during an Intercultural Festival, Col. Gerald D. McCright, 12th Weather Squadron commander, was the event's chairman pro tempore.

The event took place in a hangar here and consisted of costumes,

dances, artifacts and songs of cultures from around the world. As weather's contribution to the day, the 12WS and its Detachments One and Six combined to create "the Hawaiian booth."

The Hawaiian booth was built in native Hawaiian style from which came continuous island music. In

addition to the music, color movies ran throughout the day.

Some of the other cultures represented during the festival were those of the American Indians, Spain, China, Mexico, Micronesia, Germany, Afro-America, Japan and the Republic of the Philippines.

Weather whys???

"Weather Whys" is a regular feature of the Air Weather Service (AWS) OBSERVER. Questions come from readers and answers from the AWS commander and his staff. If you have a question, send it to: Commander, Air Weather Service; Scott AFB, IL 62225. Although all questions will be answered, space limitations preclude printing all of them in the OBSERVER.

Q.—I rotate to the continental United States (CONUS) in late 1977. As a master sergeant what are my chances of getting a station chief job? Is there anything I can do to increase my chances?

A.—AWS and the wings recently completed a station chief conversion schedule of 140 detachments by 1981. Grade authorizations established were: (Conus) E-9: 3, E-8: 28, E-7: 70, E-6: 2, Total: 103. (Overseas) E-9: 2, E-8: 12, E-7: 23, E-6: 0, Total: 37.

Because of variables, it is impossible to provide a firm evaluation of a person's prospects for a station chief job. The person's qualifications are a key factor.

The majority of positions were established as E-7s. In some instances E-7s may fill E-8 authorizations and E-6s may fill E-7 slots. This is due to grade shortages, retirements and permanent change of station constraints. Conversion dates, which are based on estimates of when all factors will be in line for a smooth conversion, in some cases may have to be readjusted.

Each wing senior enlisted advisor (SEA) has a copy of the full conversion schedule. He can provide information on conversion dates and grade authorizations. You, or your wing SEA, may contact AWS/CMS to ascertain if a qualified person in the

authorized grade is on board or scheduled in at specific detachments approaching the conversion date. If you complete your AF Form 392 based on this information, you may significantly increase your chance to be competitive.

Once you are at a detachment which is converting, you must insure you are competitive because your wing commander will select the station chief.

Q.—I heard Wurtsmith AFB, MI, and some other bases were added to the list of bases where airmen can get guaranteed 5-year tours of duty. I tried to apply but my personnel office doesn't know anything about it. What is the story?

A.—It appears someone has two programs mixed and the result is a new rumor. The Voluntary Stabilized Base of Assignment Program (VSBAP—the 5-year guaranteed stabilized tour for Minot AFB and Grand Forks AFB, ND as well as Laughlin AFB, TX) did not expand to include other bases. At one point Air Force officials considered expanding the program but there are no plans to add bases at present. In fact, it appears Laughlin will be removed from the program. Approved 5-year tours will be honored but no further applications will be accepted for Laughlin. The rumor developed with the expansion of the list of guaranteed INITIAL base of assignments offered to new Air Force enlistees.

Under that program an enlistee can be guaranteed an initial assignment to Minot AFB or Grand Forks AFB, ND; Ellsworth AFB, SD; Malmstrom AFB, MT; Warren AFB, WY; K.I. Sawyer AFB or Wurtsmith AFB, MI, upon completion of basic training and technical school.

AWS salutes...

MEDALS

Meritorious Service Medal: Oak Leaf Cluster (OLC) Col. Joseph J. Hope and Lt. Col. John F. Ryan, 2nd Weather Squadron, Andrews AFB, MD; Maj. Larry R. Heaton and Lt. Col. Paul F. Pulse, Headquarters Air Weather Service (AWS), Scott AFB, IL; Lt. Col. John F. Morrisette, Environmental Technical Applications Center (ETAC), Scott AFB, IL; and Col. Lawrence French, Air Force Global Weather Central (AFGWC), Offutt AFB, NE. The basic medal went to Lt. Col. Donald L. Brooks and Capt. Kenneth Y. Nozaki, AWS, Scott AFB, IL; and CMSgt. W.W. Armitage, 2nd Weather Wing, Kapaun Barracks (Bks), Germany.

Joint Services Commendation Medal: (OLC) TSgt. Milton M. Jones, 2WS, Andrews AFB, MD.

Air Force Commendation Medal: (four OLC) MSgt. Teddy M. Bowling, 2WS, Andrews AFB, MD. (Three OLC) SSgt. Michael Schmitz, AFGWC, Offutt AFB, NE. (Two OLC) SSgt. Bernard Johnson, ETAC, Scott AFB, IL; Capt. J. William Johnson and TSgt. Donald B. Hines, AFGWC, Offutt AFB, NE; and SMSgt. Charles W. Bailey, Detachment 18, 26WS, Rickenbacker AFB, OH. (One OLC) Maj. George E. Wadagnolo and Edward L. Wees, and Capt. Bernard C. Diesen, 2WS, Andrews AFB, MD; SMSgt. Sam R. Griffith, Det. 20, 2WW, RAF Mildenhall, UK; TSgt. Michael Silverman, Det. 2, 7WW, Travis AFB, CA; TSgt. Roy M. Johnston, Det. 18, 26WS, Rickenbacker AFB, OH; and MSgt. William E. Flowers, Operating Location B, AFGWC, Boulder, CO. (Basic medal) Sgt. Norman L. Swinney, Det. 20, 24WS, Laughlin AFB, TX; MSgt. Edward

J. Clark Jr., Det. 6, 26WS, Pease AFB, NH; Capt. James W. Creech, 2WW, Kapaun Bks, Germany; MSgt. Ronald M. Leadbetter, Det. 5, 7WW, Dover AFB, DE; MSgt. Larry L. Steele, AWS, Scott AFB, IL; Capt. Robert K. Lyle Jr., Det. 20, 2WW, RAF Mildenhall, UK; SSgt. Glenn T. Poteet Jr., Maj. Francis X. Neumann Jr. and SMSgt. William R. Hukka Jr., AFGWC, Offutt AFB, NE; SSgt. James Troutt, Det. 21, 5WS, Hunter AAF, GA; and SSgt. Robert L. Picconni, Det. 12, 7WS, Finthen, Germany.

Air Force Good Conduct Medal: Sr.A Ricky Freeman, Det. 29, 25WS, Buckley ANGB, CO; and Sgt. Theresa McIntosh, Det. 2, 7WS, Hanau, Germany.

SPECIAL HONORS

SSgt. Alan J. Dostal, Det. 20, 2WW, RAF Mildenhall, UK, won two first places and two seconds in a local photo contest.

MSgt. Tom Christopher, Det. 21, 24WS, Craig AFB, AL, received the Professional Performance award for outstanding weather support. The award is based on the Air Training Command's Inspector General findings during a recent inspection.

A1C Robert M. Forgacs, Det. 18, 26WS, Rickenbacker AFB, OH, was chosen his base's PRIDE Airman of the Quarter.

Terry Bush, daughter of Lt. Col. and Mrs. David A. Bush, Det. 11, 12WS, Luke AFB, AZ, is listed in the latest "Who's Who in American High Schools."

MSgt. Philip A. Charron, Sr.A Craig A. Anderson and Capt. Charles P. Guard, Det. 1, 1WW, Nimitz Hill CST, Guam, received special recognition from Admiral Maurice F. Weisner, commander, U.S. Naval Forces Marianas, for their duty performance during and

after Super Typhoon Pamela. Sergeant Charron and Airman Anderson received letters of commendation and Captain Guard a certificate of merit. The trio serves at the Fleet Weather Central and Joint Typhoon Warning Center.

RECON

Det. 5, 7WW, Dover AFB, DE, received a Resources Conservation (RECON) award for validating three suggestions worth \$2,900 in savings.

RECON certificates at AFGWC, Offutt AFB, NE, went to Lt. Col. Don R. Baker and John R. Sweeney, Capt. David A. Kolarik, 2nd Lt. James G. Badour and SSgt. Billy D. Bunting.

EDUCATION

TSgt. Garry L. Allison, Det. 18, 26WS, Rickenbacker AFB, OH, was accepted to attend Ohio State University to major in electrical engineering under the Airman Education and Commissioning Program.

SERVICE SCHOOLS

Sgt. Duane A. Wolfe and SSgts. Ralph B. Hillman and Michael A. Chabala, AFGWC, completed NCO Leadership School (NCOLS).

SSgt. John I. Janes, Det. 20, 2WW, RAF Mildenhall, UK, was an honor graduate (HG) of his NCOLS class.

SSgt. David N. Runyan, Det. 20, 24WS, Laughlin AFB, TX, was an HG of his NCOLS class.

TSgt. Robert T. Hall, Det. 1, 7WS, Feucht, Germany, graduated from Kapaun Bks, Germany's first MAC NCO Academy (NCOA) class.

Sgt. Terrill W. Hughes, Det. 75, 3WS, Hurlburt Fld, FL, was an HG of his NCOLS class.

Maj. Larry Gilchrist, Det. 6, 2WW, Vaihingen, Germany, (Continued on Page 6)

From within



ON THE RISE means more than a ride aboard one of Vance AFB, OK's supersonic T-38 Talons to Sr.A Bill Miller, a Detachment 15, 24th Weather Squadron observer. Airman Miller, like Sr.A Jeff Woods of his unit the quarter before, was promoted "below the zone." Airman Miller next became the base's Support Airman of the Month (which earned the flight) and later had breakfast with Lt. Gen. John Roberts, Air Training Command commander. (U.S. Air Force photo)

Late AFOUA given 1WW unit

SCOTT AFB, IL (MNS)—Some Air Weather Service people may have earned a decoration they are not aware of. Special Order GB-711, dated Sept. 2, 1976, authorized the wearing of the Air Force Outstanding Unit Award decoration, with combat V device, by persons who were assigned to Detachment 5, 1st Weather Wing, Clark AB, RP, between Feb. 12-May 17, 1975. The award was given to the 374th Tactical Airlift Wing and Det. 5 shared the honor.

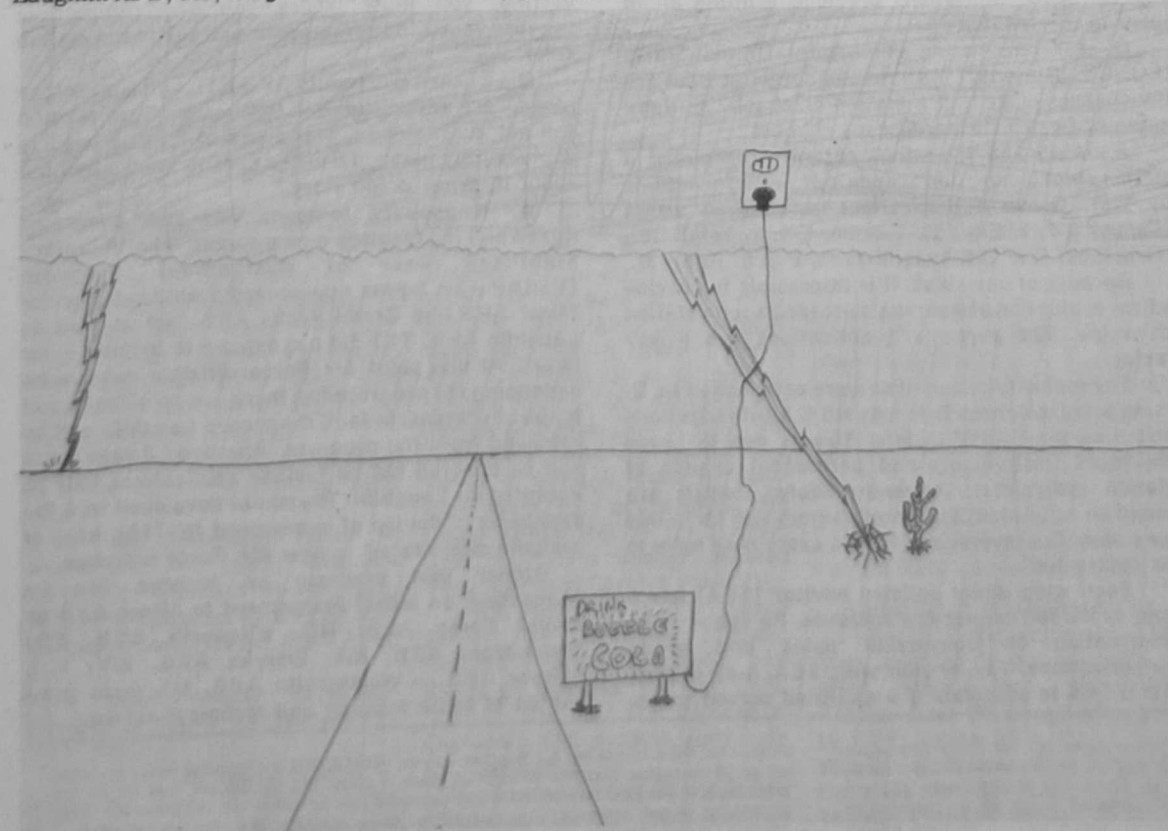
Small unit gives in big way

MCCLELLAN AFB, CA—When the 45 members of Detachment 2, 6th Weather Squadron here, ended the Combined Federal Campaign drive by given 181 per cent of their goal, they received gold for gold. The detachment was presented the base's CFC Gold Award for meeting and exceeding its goal.

Global's Christmas is early

OFFUTT AFB, NE—Christmas started in September at Air Force Global Weather Central here. That is when the almost 800 men and women of the unit began gathering the 996 pounds of toys and clothing they sent to a Korean Orphanage as Christmas gifts.

MSgt. Don Sowalkie and Capt. John Sachsteder led the collection project. The recipients were 100 boys and girls of the Yong Saeng Orphanage near Seoul, Korea. (ED. Note: Detachment 18, 30th Weather Squadron advised it will provide more information on this project, including photos.)



(Cartoon by Sr.A Dennis D. Umland, Detachment 28, 26th Weather Squadron, Wurtsmith AFB, MI)

AWSer, Naval officer join to accept honor

NIMITZ HILL, GUAM—An Air Weather Service officer here recently shared an unusual honor with a Naval officer. Lt. Col. Serhij Pilipowskyj, director of the Joint Typhoon Weather Center (JTWC),

and Navy Capt. Dean R. Morford, commander of the Fleet Weather Central (FWC) and JTWC, together accepted the Top Newsmaker 1976 award.

The award was presented during a ceremony hosted by the Guam Press Club. It was accepted "... on behalf of all hands of FWC and JTWC."

According to Colonel Pilipowskyj the award was a demonstration of the gratitude and respect held by the Guam Press Club members for the efforts of the FWC and JTWC people before, during and after Typhoon Pamela.

Personnel shorts

Did you know that:

- * Enlisted persons with degrees may compete for Airman Education and Commission Program slots by going for lateral degrees in authorized scientific-technical areas such as meteorology?

- * Efforts are being made to expand travel benefits to lower ranking enlisted people?

- * Effective Sept. 30, 1979, many retired persons (military, federal and civilian) will not be eligible for state unemployment compensation?

- * CMSgt. Raymond H. Schulte, Headquarters 2nd Weather Squadron, Andrews AFB, MD, currently the ranking chief master sergeant in Air Weather Service, will retire May 1, 1977. Upon his retirement the title passes to CMSgt. Robert E. Miller, 3rd Weather Wing/CMS, Offutt AFB, NE.

- * Enlisted 251XO volunteers in grades E-7 through E-9 are needed for instructor duty in course 3AAR 25170 at Chanute AFB, IL?

- * Air Force strength in grades E-4 through E-9 is limited to no more than 66.03 per cent of the total enlisted force?

- * January 1977 is the final semiannual promotion cycle to E-6 and E-7? Henceforth promotion for all grades, E-6 through E-9, will have annual cycles beginning in August of each year.

- * Promotions to E-4 sergeant will begin again in June 1977? In addition to having 12 months in grade and your unit commander's recommendation, you must have completed Phase I Professional Military Education (PME). No, Phase I PME—no promotion.

The puzzle on page eight of the December issue of the AWS OBSERVER contained five words not listed in the columns of words noted as in the puzzle. The missing words are: Air Weather Service, Mercurial Barometer, Pilot To Metro Service, Stratocumulus and Transmissometer.—Editor.

Smells smoke, sounds signal

HOLLOMAN AFB, NM—Night shift can be a time when people get sluggish and drowsy. Because one weather man was alert at that time he was cited by his base commander for having "... possibly prevented a boiler explosion and fire" in the operations building.

SrA Walter D. Wilkerson, Detachment 14, 25th Weather Squadron, was working the night shift on Nov. 29 when he smelled smoke. He used his nose to track the odor to the weather station's heating ducts.

Although not the senior man in the building, Airman Wilkerson alerted the occupants then called the Base Civil Engineers.

The engineers found the building's boiler to be faulty and a threat to the building.

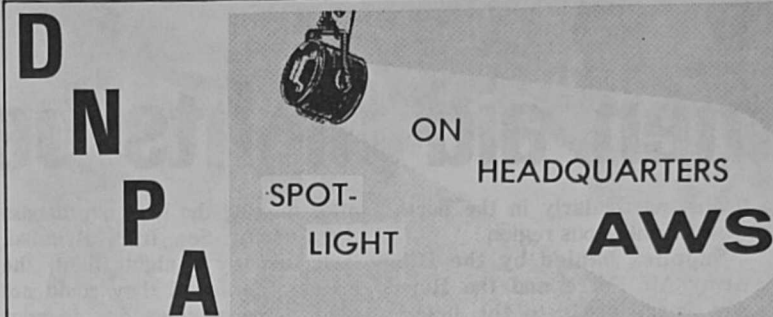
The next morning weather and operations men on the day shift had to endure a discomfort of no heat when the local temperature reached a record November low of three degrees Fahrenheit.

Sergeant, sons serve at Dover

DOVER AFB, DE—When Airmen Steve and Alan Simon reported for duty at Detachment 5, 7th Weather Wing, here, the assignment quickly turned into a family reunion.

Airmen Simon, identical twins, found their father, SMSgt. Thomas Simon, assigned to the local Consolidated Base Personnel Office's outbound assignments section.

The twins entered the Air Force under a program called the "buddy system" and Dover AFB is their first line assignment. They were previously stationed together for basic training at Lackland AFB, TX, then at Chanute AFB, IL, where they were trained to be weather observers.



by
Lt. Col.
R. F.
Wachtmann

Thunderstorms, clear air turbulence and aircraft icing are well known aviation hazards. An essential part of the Air Weather Service (AWS) mission is to provide forecasts of these phenomena to aircrews and to aircraft control agencies to insure that their occurrence has minimal impact on mission accomplishment. However, AWS understanding of these weather events is incomplete and our ability to forecast them is limited.

The Atmospheric Processes Division (DNPA) is continually looking for ways to improve understanding of in-flight hazards. Improved understanding, in turn, enhances our ability to forecast these events and our contribution to flight safety. DNPA's Maj. Allen E. Barr and Robert Curry employ several approaches to do this job.

RESEARCH NEED

They first encourage research in forecasting methods. The division recently submitted an AWS Technical Need to the Air Force Geophysics Laboratory (AFGL) at Hanscom AFB, MA, for new research on methods to forecast icing for rotary wing aircraft. AFGL turned to the U.S. Army Atmospheric Sciences Laboratory to assist in the research. The results of this research will then be incorporated in our updated AWSM 105-39, Forecasters' Guide to Aircraft Icing.

HAZARD DETECTION

DNPA also looks for innovative ways to detect elements of hazardous weather to improve AWS' ability to forecast them or aircrews to avoid them. A plan was developed to use a lightning warning set (LWS) at RAF Upper Heyford, UK, during the spring of 1977. It was to measure electric field changes and relate the measurements to lightning strikes or discharges on airborne aircraft.

The test was to see if measurements from a LWS can assist in determining conditions favorable for lightning strike or discharge. Further, if we can forecast such conditions, aircrews can modify flight patterns to decrease the likelihood of being struck by lightning.

DNPA people are working closely with Headquarters Military Airlift Command to evaluate an airborne clear air turbulence or CAT detector being developed by the National Oceanic and Atmospheric Administration Environmental Research Laboratories in Boulder, CO. If our evaluation is favorable, more tests of the instrument will be pursued.

TECHNIQUES

Majors Barr and Curry also constantly watch for methods and techniques developed by universities and private and governmental agencies which AWS can use. Recently, a forecasting technique was obtained from the meteorology department of Northwest Orient Airlines. It describes the effects of low level wind shear on landings and takeoffs. The circular further describes atmospheric conditions favorable for low level wind shear and ways to forecast them. The technique was furnished to AWS field units.

Major Barr developed a slide briefing which describes the latest understanding of flight hazards associated with thunderstorms. The briefing was presented to members of the recent MAC Commanders' Conference and has since been recorded on video tape by the Aerospace Audio Visual Service. The tape will be made available to AWS and MAC flying units.

COLD, WARM FOG

Weather modification offers another method to deal with weather and minimize its effect on military operations. The atmospheric processes division provides technical advice to our units operating cold fog dispersal systems (Fairchild AFB, WA, and Elmendorf AFB, AK). A logical follow on to a fixed and controlled airborne capability to disperse fog is to clear supercooled low-level stratus clouds where and when it is needed. Such a need was recently forwarded to AFGL.

This division is actively involved in warm fog dispersal system development at Otis AFB, MA. After tests of the engineering model at Otis AFB a prototype is planned for Ramstein AB, Germany in the summer of 1979.

POLLUTION

In addition to its work to solve operational weather problems, DNPA is the AWS focal point for air pollution problems. Technical advice on methods to forecast diffusion of toxic substances is provided to many customers. Procedures to support aerial pesticide spraying have been developed. Technical guidance and policy was provided to AWS units for use in base level programs for monitoring air pollution levels.

In summary, DNPA actively assists field units to effectively support their customers.

VISITING HIS SONS
in the base weather station, where they work, is SMSgt. Thomas Simon. The sons, Ann Steven and Alan Simon, are weather observers and identical twins assigned to Detachment 5, 7th Weather Wing, Dover AFB, DE. (U.S. Air Force photo)



Lesson from history

Weathermen aid flights behind Nazi lines

By
John Fuller
AWS Historian

In 1944 Germans in Yugoslavia were bearing down on the par-

tisans, particularly in the north-west mountainous region.

Supplies hauled by the U.S. Army Air Force and the Royal Air Force C-47s to the people assumed an urgent nature. Often,

after making the long trip across the Adriatic Sea from Brindisi, Italy, usually a night flight, the crews often found they could not deliver the supplies due to poor weather. They frequently met dense clouds with rain and low ceilings and extremely limited visibilities.

In February and March, 1944, for instance, of 186 planned missions, 62 could not drop or land the supplies due to the weather and another 97 were scrubbed before they began.

It was finally decided to parachute an Air Weather Service team behind enemy lines in Yugoslavia. Allied planners felt the weather observers the team could provide would not only help the C-47 supply flights, but would aid Allied bombing missions flying from North African bases against targets in the Balkans and elsewhere.

On March 14 two enlisted weather observers and a radio operator from the 19th Weather Squadron parachuted at night into the mountains of Slovenia. Dropped with them were C and K rations, sub-machine guns and side arms, a radio and weather equipment.

The equipment included mercurial and aneroid barometers, rain gauges, hand-held anemometer, sling psychrometer, barograph, theodolite, plotting board and various conversion tables, a hydrogen generator and pibal balloons. Their personal equipment, theodolite, plotting board and the rain gauge were never recovered.

On May 14 1st Lt. Robert J. Schraeder, a 19WS forecaster, also parachuted in to join the team. The equipment dropped with him arrived but was smashed beyond repair.

The three enlisted men soon linked with Tito's partisans and went to a base camp aboard oxdrawn carts and sleds—the region's only transportation. By March 24 they were transmitting coded weather observations four times each day.

Conditions were far from ideal. Security, rather than geography or meteorology considerations, determined when and where observations would be taken. Observations could be taken only when the team was accompanied by an armed patrol. Even their quarters were always guarded. Weather was not the only job for

the team, they also pulled guard duty and patrols, day and night.

The men set up one of the first observation sites near the village of Draja. A few days later the village was leveled by 12 German Stukas flying out of an airfield just 10 air minutes away, but no weathermen were injured.

When Lieutenant Schraeder arrived, in just days the Germans struck at Tito's headquarters at Dvar as well as other spots in Slovenia. At one point, with the Germans just two miles away, the team had to cache the weather equipment and flee.

Besides being behind enemy lines, other problems hindered the team's effectiveness. Much of the weather gear was too heavy and bulky. The radio worked well, but its large batteries were hard to move and keep charged. When forced off the air by enemy activity, it took too long to re-establish contact. Also, about one in each 10 pibal balloons had holes in it or broke while inflating.

On August 6, 1944, the team was ordered from Yugoslavia and told to bring their weather equipment with them. German activity delayed their departure until September 13.



HISTORY ON ICE was this find on Ellesmere Island. Here, on May 3, 1952, (left to right) Lt. Cols. William P. Benedict, Joseph O. Fletcher and Dr. Albert P. Cray leave a message on a ski at the site of Admiral Peary's 1909 cache. The men spotted the signpost (background) which marked the camp's location as they flew along Canada's barren Cape Columbia coast. (U.S. Air Force photo)

AWS salutes (Continued from Page 4)

completed Air War College by correspondence.

UNIT HONORS

SMSgt. Gerald Sutts, Det. 3, 7WS, Heidelberg, Germany, is the 7WS' Top Three NCO of the Quarter (NCOQ). He later won 2WW honors.

A1C Michael Heathfield, Det. 3, 7WS, Heidelberg, Germany is the 7WS' Airman of the Quarter (AOQ). He later won 2WW honors.

TSgt. Philip D. Henderson, Det. 1, 7WS, Feucht, Germany, a forecaster, is his squadron's NCOQ. He later won 2WW honors.

Sgt. Donald M. Roth was chosen NCOQ of Det. 11, 2WW, Torrejon AB, Spain.

PROMOTIONS

To colonel: **George W. King**, 2WS, Andrews AFB, MD.

To lieutenant colonel: **Robert E. Dettling**, ETAC, Scott AFB, IL.

To major: **James P. Reilly**, 2WS, Andrews AFB, MD; and **Lawrence E. Little**, DET. 17, 24WS, Williams AFB, AZ.

To captain: **Gene A. Ballantyne Jr.**, Det. 12, 7 WS, Finthen, Germany.

To first lieutenant: **John F. Riess**, Det. 17, 24WS, Williams AFB, AZ; **Merrilee Powell**, Det. 20, 24WS, Laughlin AFB, TX; and **Horace A. Moss**, ETAC, Scott AFB, IL.

To chief master sergeant: **Edward D. Beard**, AFGWC, Offutt AFB, NE.

To master sergeant: **Jerry L. Alexander**, Det. 19, 7WW, Lajes Fld, Azores; **Daniel E. Giller** and **Gordon F. Weir**, AFGWC, Offutt

AFB, NE; and **Johannes Fischer**, Det. 25, 31WS, Rhein-Main AB, Germany.

To technical sergeant: **Gerald L. Wheeler**, Det. 19, 7WW, Lajes Fld, Azores; **Harry J. Podhora**, Det. 21, 7WW, Pope AFB, NC; and **Manfred K. Hellwagner**, Det. 12, 7WS, Finthen, Germany.

To staff sergeant: **John P. Gallagher**, Det. 19, 7WW, Lajes Fld, Azores; and **Larry E. Peterson** and **Robert E. Minkus**, AFGWC, Offutt AFB, NE.

To senior airman: **Philip J. Travis** and **Denson Boddie**, 2WS, Andrews AFB, MD; **Craig L. Brown**, **Donald N. Maker**, **Wayne T. Nicholson**, **Daniel R. Nicoski**, **Sandra D. Rutledge**, **Steven R. Baker**, **Allen R. Brassfield**, **Roberto B. Burgueta**, **Phillip B. Eddy** and **Richard E. Robinson**, AFGWC, Offutt AFB, NE; **Paul R. Ackerley**, Det. 2, 7WW, Travis AFB, CA; **John M. Fritz**, **John C. Spaller**, **James W. Menard** and **James A. Meyer**, Det. 8, 5WS, Ft. Riley, KS; **Phil R. Carter** and **David J. Zachow**, Det. 10, 2WS, Eglin AFB, FL; **Bruce Hegel** and **Daniel Kelley**, Det. 21, 24WS, Craig AFB, AL; **Dave Reeder**, **Stanton Yarbrough** and **Carolyn Pflieg**, Det. 6, 24WS, Pease AFB, NH; **Laura Serva**, Det. 12, 7WS, Finthen, Germany; **Alan W. Robb** and **Shane D. DeLoria**, Det. 75, 3WS, Hurlburt Fld, FL; and **Richard J. Chalupnik**, Det. 2, 2WW, Ramstein AB, Germany.

To airman first class: **Kenneth A. Binnie**, Det. 12, 25WS, George AFB, CA; **David A. Hendricks**,

Amelia L. Lee, **Robyn A. Myers**, **Gertrude M. Mankin**, **Mariano Rivera**, **Darrell L. Steckler**, **Grant B. Adler**, **Walter J. Bird**, **Anthony M. Castaldo**, **Reynolds P. Cushing**, **Joseph W. Ducharme**, **Calvin W. Kline II**, **Jack L. Marriott II**, **Richard A. Purdy**, **Christopher Tiehen**, **Karl K. Vossler**, **Kenneth A. Weiner** and **Frank C.D. Young**, AFGWC, Offutt AFB, NE; **Vincent Adams** and **Daniel R. Kurek**, Det. 75, 3WS, Hurlburt Fld, FL; and **Roger A. Riggs**, Det. 18, 26WS, Rickenbacker AFB, OH.

CIVILIAN HONORS

Leslie Gates, Det. 7, 15WS, Kelly AFB, TX, retired after 21 years of forecasting.

Hilda Snelling, an environmental analyst, ETAC, Scott AFB, IL, and a Civil Air Patrol (CAP) lieutenant colonel acting as the Air Force Reserve advisor officer for the Clinton-Scott Squadron, received the CAP Grover Loening Aerospace award. Her 27 years of CAP service earned the award.

Frank R. Jackson and **Betty C. Shockley**, Det. 4, 3WS, Davis-Monthan AFB, AZ, received outstanding performance ratings for the third consecutive year.

COMMAND ASSIGNMENTS

Five more enlisted men recently were selected to become detachment commanders. They are **CMSgt. Earl W. Langhorne**, Det. 14, 7WS, Norton AFB, CA; **SMSgt. William E. Nelson**, Det. 6, 12WS, Peterson AFB, CO; **SMSgt. Thomas E. White**, Det. 13, 5WS, Ft. Eustis, VA; **MSgt. Arthur O.**

Johnson, Det. 31, 3WS, Dobbins AFB, GA; and **MSgt. William I. Willis**, Det. 5, 5WS, Ft. Knox, KY.

BIRTHS

Maj. and Mrs. James M. Plummer, daughter, **Susan Trace**, Nov. 14. Father with AWS, Scott AFB, IL.

Sgt. and Mrs. Michael J. Lees, daughter, **Jennifer Diane**, Sept. 10. Father with Det. 3, 7WS, Heidelberg, Germany.

Sgt. and Mrs. Rick Guenther, daughter, **Bethany Ruth**, date not provided. Father with AFGWC, Offutt AFB, NE.

1st Lt. and Mrs. Richard A. Wohlman, son, name not provided, Nov. 13. Father with Det. 4, 3WS, Davis-Monthan AFB, AZ.

Capt. and Mrs. Warren A. Von Werne, daughter, **Mary Elizabeth**, Nov. 1. Father with Det. 25, 31WS, Rhein-Main AB, Germany.

1st Lt. and Mrs. Michael D. Abel, son, **David Michael**, Nov. 21. Father with Det. 21, 2WS, Edwards AFB, CA.

SSgt. and Mrs. Kenneth R. Bashford, son, **David Kelly**, Nov. 2. Father a forecaster with Det. 3, 3WS, Hurlburt Fld, FL.

1st Lt. and Mrs. Richard St. Pierre, son, **Robert Michael**, Nov. 30. Father with Det. 75, 3WS, Hurlburt Fld, FL.

TSgt. and Mrs. Garry L. Allison, daughter, **Susan Joan**, Nov. 10. Father with Det. 18, 26WS, Rickenbacker AFB, OH.

Capt. and Mrs. Paul H. Anderson, son, **Joseph Paul**, Nov. 15. Father an airways weather

forecaster with OL-A, Det. 12, 7WW, Olathe, KS.

A1C Patricia L. Davis, and husband, are the parents of a daughter, name not provided, born Dec. 5. Patricia an observer with Det. 6, 15WS, Hill AFB, UT. A1C Rick Davis, the father, with the base supply function.

SSgt. and Mrs. Robert M. Winslow, daughter, **Maire Danielle**, date not provided. Father with Det. 16, 31WS, Zaragoza AB, Spain.

REENLISTMENTS

Sgt. Jerry A. Strickland, Det. 12, 25WS, George AFB, CA.

CMSgt. Robert E. Miller, 3WW senior enlisted advisor, Offutt AFB, NE.

TSgt. Omer W. Terrill, Det. 8, 5WS, Ft. Riley, KS.

SSgt. Richard C. Childree, Det. 12, 7WW, Richards-Gebaur AFB, MO.

RETIRED

MSgt. Ronald M. Leadbetter, Det. 5, 7WW forecaster, Dover AFB, DE. Plans to make Dover his home.

Lt. Cols. Donald L. Brooks and **Paul F. Pulse**, AWS, Scott AFB, IL.

SMSgt. Charles W. Bailey, Det. 18, 26WS, Rickenbacker AFB, OH, after 20 years.

Col. Joseph J. Hope and **MSgt. Teddy M. Bowling**, 2WS, Andrews AFB, MD.

MSgt. Edward J. Clark Jr., Det. 6, 26WS, Pease AFB, NH.

TSgt. Bobby L. Jones, Det. 1, 15WS, Tinker AFB, OK, after 20 years service.



HIGH FREQUENCY radio teletype vans and generators (above) become part of the landscape when camouflaged. During slack minutes the weather men supporting the Army during Reforger 76 maneuvers try to relax.



REFORGER WEATHER MEN quickly go into action. This was a lesson learned by TSgt. Joseph Dehler (at left) when, after but two days in Germany, was working to analyze surface maps with Capt. Howard Balentine inside a U.S. Army Europe weather support unit.

LIKE IN A SCENE from a World War II movie (bottom left), the men of Detachment 12, 7th Weather Squadron (Sgt. Peter Delork, right) keep the area under close combat watch. At left Capt. Gene Ballantyne receives orders for the combat weather team to "move out."

THE GORDIAN Shield phase of Reforger 76 (bottom right) had the weather support unit operating under combat conditions. The unit is the work area for people of Detachment 12, 7th Weather Squadron.

(U.S. Air Force photos)

Reforger 76

Army, AWSers flex war muscles

HEIDELBERG, GERMANY—Several firsts were reported to have taken place during Exercise Reforger 76.

According to Capt. James C. Waymen, 7th Weather Squadron information officer, "During the two phases of Reforger 76, Lares Team and Gordian Shield, 7WS had 95 people spend a total of 1,161 mandays in the field supporting the Army commander as he made operational decisions."

This year the 101 Airborne Division made its debut in Europe and brought the equipment it used. On its arrival in Germany, the 101st took part in more exercises and against a wider variety of North Atlantic Treaty Organization (NATO) units than any U.S. unit before.

The 7WS' work began with the arrival of 350 attack helicopters at a Belgian port. Weather actions related to the 101st caused Brig. Gen. Charles W. Bagnal, assistant division commander, to say, "The Air Force's support during the operation has been outstanding."

Other 7WS people, those who work with Ft. Riley's 1st Infantry Division Forward Element, were this year's aggressors since the unit they normally serve did not come to Europe for Reforger 76.

Another group, the combat weather team (CWT) of the 1st Armored Division, was kept busy. It worked from an expandable five-ton van which moved six times during the exercise. Three of the moves were during nighttime blackout conditions. With each move the team had to erect tents, camouflage nets, set up equipment and communications then start generators—all within 20 minutes.

The CWT people attached to the 8th Infantry Division had their own problems. They established operations in the dark and after going to sleep awoke with rain falling in their faces.

The CWT assigned to support aviation into and out of the V Corps headquarters area cleared 311 aircraft of the Air Force, Army and other NATO countries. Briefings were made by means of the U.S. Army in Europe weather teletype network, which maintained a reception rate of 93 per cent.





THE BICENTENNIAL activities at Detachment 2, 12th Weather Squadron, Hanscom AFB, MA, were special because the base is near where America's independence movement began. As part of the observances the raising of the first flag to fly from the unit's solar observatory's new flag pole was a special event. Raising the flag, left to right, are TSgt. Francis A. Fernands, a maintenance technician; Sgt. Ronald P. Rains Sr., an administrator; TSgt. Armando Oakes, a solar observer; and Capt Kenneth E. Eis, unit commander. (U.S. Air Force photo)

Detachment 11 hosts meteorological group

PATRICK AFB, FL—Detachment 11, 2nd Weather Squadron, here, and its commander, Col. Leon R. Tucker, performed as hosts during the recent Meteorological Group of the Range Commanders Council.

The agency is made up of officers and civilians of the various military services and government agencies.

Co-hosting the 30-member gathering was O.H. Daniel, who

heads the meteorological services of a world wide airline.

Maj. Jerry Ashman, also of Det. 11, spoke on the operational use of meteorological satellites.

Major Ashman has much experience in the field of weather support to missile launches and recently received the Kennedy Space Center's Certificate of Commendation for his outstanding support of the Center's mission.

MAC adds to weather's RECON wins

In December, the *Observer* told of Air Weather Service (AWS) having the best resources conservation (RECON) program of all Military Airlift Command (MAC) technical services. Additionally, the 1st Weather Wing, Hickam AFB, HI, has the best program in competition with other weather wings and the MAC medical centers.

Gen. Paul K. Carlton, MAC commander, has announced more RECON award winners in AWS for fiscal year 1976 and 7-T.

In direct competition with all MAC people, AWS members led the field. MAC selected the 10 best management actions from more than 3,000 submitted and three were submitted by AWS people.

Cpts. Robert L. Scheibel and John A. Sarachene, Air Force Global Weather Central, Offutt AFB, NE, submitted a joint action on Maximum inter system Communications. Their suggestion reduced the computer time required to transfer information among five computer systems.

A RECON action by 1WW's John D. Newhouse identified the reorganization of his unit's headquarters. The action saved 16 manpower spaces.

Capt. Robert N. Trapnell Jr., Detachment 1, 1st Weather Wing, Nimitz Hill CST, Guam, devised a way to use the Defense Meteorological Satellite Program for tropical cyclone metwatch.

The 5WW's (Langley AFB, VA) 1st Lt. Larry L. Fisackerly earned a certificate and the 6WS was also selected to receive a special award.

Of MAC's five nominees for Air Force recognition, two were from AWS. The 1WW was nominated for the Outstanding RECON Program Award for an organization. Capt. Robert N. Trapnell Jr. was submitted for the Outstanding RECON Program Award for an individual.

Sports shorts

Determined duo dings duffers

LAJES FLD, AZORES—Weather forecasters Chuck Spears and Ron Shaw, Detachment 19, 7th Weather Wing here, combined with members of the local transportation unit to take Lajes' intramural golf tourney. Ron Shaw then went on to take second slot in both the Terceira Island Stroke Play and Match Play championships.

Soccer wins, a family affair

SCOTT AFB, IL—Winning the Pee Wee (seven year olds) soccer championship of the Belle-Clair Soccer League here was a family affair for the Headquarters Air Weather Service Chesley family. The Scott AFB-sponsored Pee Wee Soccer Stars was coached to its first place finish by Carl and Lois Chesley. Their son, Daryl, was the high scorer and allowed only one goal to be surrendered during the three games he was goalie.

Wins hard ball cup, hard way

LAJES FLD, AZORES—By slamming away at the hard ball, John Heidendahl downed 14 straight wins against seven opponents to claim the Lajes Field Racquetball Tournament. One of the men he felled was his own commander, Eugene T. Gray.

Golfer gathers turkey trophy

FT. RILEY, KS—David S. Ladwig, Detachment 8, 5th Weather Squadron's links lion ate local golfers alive again. This time, for his efforts, he got the bird in a big way—a turkey.

Ladwig did it by winning Ft. Riley's Annual Turkey Day Backwards Tournament.

Using the Calloway system of scoring, which handicaps each player in such a way that all have an equal chance to win, the golfers did just what the tourney's name says, they played the course in reverse. They teed off near the 18th hole toward the 17th. From there they continued in reverse to the 16th, etc.

The system made the course more difficult, which created higher scores. Dave ended up with an 89. For his efforts against the 32 challengers, Ladwig walked off with a 20-pound turkey and his longest drive of the day gathered him a half dozen golf balls.

Welch wins tennis tournament

RAF LAKENHEATH, UK—Gary Welch, Detachment 3, 31st Weather Squadron here, volleyed his way to the crown in the annual Thetford Tennis Club Tournament recently. Gary not only took first place honors in the singles competition, but placed second in the men's doubles.

Troutt takes racquetball crown

HUNTER AAF, GA—James Troutt, Detachment 21, 5th Weather Squadron here, won the base racquetball championship. The games were close with two of the three-game, single-elimination tourney ending 21-20 in favor of the weather man.

University presents detachment '76 Higher Education Award

VANCE AFB, OK—Enrollment in education courses, normally considered beneficial to individuals, earned an award for a weather unit here recently.

Detachment 15, 24th Weather Squadron, received the Phillips University (Enid, OK) Outstanding Higher Education Award for Fall 1976.

Phillips University President Dr. Samuel E. Curl presented the award to the Vance AFB unit

having "the highest percentage of its personnel enrolled in college programs." Currently 40 per cent of Det. 15's people are enrolled in various courses which can lead to bachelor or master degrees.

Det. 15 people presently enrolled as off-duty students are MSgts. Tom Cantwell and Gary Price, 1st Lt. Lloyd Anderson, A1Cs Bill Miller and Roger Woolman, SSgt. George Rasa and Amn. Greg Myles.

"THERE'S A HOOK echo 25 miles southwest of us moving this way." This is one of many statements used by SSgt. Robert Albert, Detachment 1, 3rd Weather Squadron, Shaw AFB, SC, to train local weather people using a mock-up training aid he invented. Sergeant Albert, this way, teaches about the various types of severe storm conditions many weathermen rarely encounter. (U.S. Air Force photo)

