AWS Observer

Vol. 30, No. 8 | Headquarters Air Weather Service | AUGUST 1983

Forecaster helps crew return safely

by 1st Lt. Karen K. Piotrowski
Det. 10, 15th Weather Squadron
McGuire AFB, N.J.

The navigation and computer position information systems failed on a C-130 returning to McGuire from Lajes AB, Azores, that originally left McGuire on May 13.

Maj. David C. Rauhecker, instructor navigator of the flight, attributed their safe return to the weather briefing received from Det. 10, 15th Weather Squadron forecaster, SSgt. Robert T. Reid.

SSgt. Reid's indepth analysis of a frontal system and his issuing of an Air Force Global Weather Central wind bulletin gave Major Rauhecker the tools needed to direct the aircraft back to the United States.

In a letter of appreciation Major Rauhecker explained how the weather briefing played a key factor. "Without the capability to determine direction, we could not continue on our mission to Lajes, nor were we immediately able to determine an approximate heading to return to the States."

"As predicted by SSgt. Reid, we were receiving 10 degrees left drift during our outbound leg as we flew into the weather system he had forecasted. The only possibility of finding a course back to the States was to turn the aicraft incrementally until we were receiving 10 of opposite or right drift and assume this would be the proper direction for return. We were able to confirm the winds at altitude by cross-referencing the data from the wind forecast bulletin we had been issued," continued Major Rauhecker, "it indeed indicated that our assumption was accurate, it forecasted a wind direction of 220/49. We then knew we were on a westerly heading back to a safe haven.

After 45 minutes of flight, we were able to receive a directional finding steer from a ground based radar and confirm our flight track," added Major Rauhecker.

"Without the help of an in-depth weather forecast and the issue of the wind forecast bulleting, this flight could have had a dramatically different ending," said Major Rauhecker.

SPACECOM takes over weather satellite system

The Space Command has taken over operation of the Defense Department's global weather satellite system.

Responsibility for operating the Defense Meteorological Satellite Program — DMSP — was recently transferred from Strategic Air Command to the Space Command as part of the overall mission given to the new command when it was created Sept. 1.

DMSP provides timely weather information to the Air Force Global Weather Central for both Air Force and Army users, to the Navy's fleet numerical oceanography center, and to worldwide tactical readout sites at Air Force bases and on Navy ships.

The system provides advance warning of hurricanes, tornadoes, snow and fog. The satellites carry sensors that provide images of clouds at night or day, measure temperatures and even detect water vapor. Each satellite views every point on the earth's surface twice a day and can distinguish clouds as small as 2,000 feet in diameter. (AFNS)

SPECIAL OPERATIONS — SrA. Ralph Ley prepares a balloon for a mean effective wind observation in support of a low level special operations air drop mission. SSgt. Robert Currin provides the security. Both are members of Detachment 75, 7th Weather Wing, Hurlburt Field, Fla., a special operations weather team. See story on pages 4-5. (U.S. Air Force photo)

Command line 'Look at it my way!'

Col. George E. Chapman
AWS Commander

I imagine that sounds like a rather narrow perspective for a "Command Line" but follow along with me for a few minutes. The mission of the Air Force has long been defined as — "To fly and to fight and don't you forget it!" Although that phrase remains the essence of the Air Force deterrent role, the Air Force is also expanding into the space frontier and application of new technologies like electro-optics and lasers will change many of the ways in which we carry out our mission, whether in space or in the near atmosphere of Earth. The role of the "support" officer/airman is also taking on increasing importance and that's where we serve — proudly — in a support role — and I want you to "Look at it my way" for a few minutes.

Secretary Orr recently pointed out that "...60 percent of our officers today are nonrated and...comprise a vital part of the Air Force." When I read the article from which that quote was taken, I was reminded of a management technique employed by a famous professional football player, Earl Campbell — management technique? Absolutely. You see, Earl was having some fantastic seasons early in his career running with the football, making lots of touchdowns, gaining lots of yardage, and getting a lot of attention by the media. That's where Earl's management technique helped insure success. Campbell knew that he had a "support force" up front who were blocking for him and insuring that he had the best opportunities to use all of his talents, and Mr. Campbell made sure that they were recognized. He bought each of his offensive linemen (his "support force") an expensive watch and treated them to dinner parties that were truly first class. You can be sure that his "support force" knew they were needed, and that they appreciated the recognition they were receiving from the star of the team (the press gave them some good PR for the proceedings and that made everyone feel good, too!)

I see a direct analogy with those of us who serve in the Air Weather Service. No, not in gold watches and dinners, but things even more important. We have 47 different AFSCs assigned to AWS — all employed in an important support role. But don't interpret the term "support" as a secondary role, it is a primary one. No, you don't "score the touchdown," but our job is to use our people, talents and technology to insure the Air Force can score whenever and wherever they must.

What's the payoff? Equal promotion opportunities? That's factual, but that's not the payoff. Better pay? That's important, too, and pay has definitely improved in recent years, and CINCMAC is committed to fighting for pay and benefits for our people. Those are important "people factors," but the real payoff is knowing that you play a vital role in supporting the Air Force mission to provide for your nation's security.

I see the results of your efforts in my visits to your units, our annual awards programs, and in many other ways, and I'm impressed. The payoff is big. Remember the comments I made last month on "The Price of Freedom"? Believe me, we in the support force are directly involved in that effort. You are doing something important, and doing it well. I'm very proud of all of you. Keep up the good work.

Chief's comments: Joint spouse assignments–be flexible

Almost every trip that I have made while in this position, the subject of joint spouse assignments has come up. Most of the questions pertained to, "Why can't we go to a certain base or area?" Some feel the Air Force is not trying to help in placing them at certain locations. Others think Palace Weather assigns most joint spouses to AFGWC.

After some research, I've got some answers to the above questions and thoughts, and ways you, as joint spouses, may be able to help yourself for that next assignment.

The Air Force has been, and still is, trying to assign joint spouses to their base of choice. In the late 70s, this was possible due to the small number of joint spouses. Today, the joint spouses have increased to a larger percentage of the force and assigning everyone where they want to be is difficult. In the late 70s, it wasn't uncommon to find many duty sections with overages due to joint spouse assignments. Today, the Air Force total population is being restricted which means that overmanning cannot be allowed. For example, we in weather are undermanned in many units.

So the combination of the growth in the joint spouse population and the cap on the total force has caused some restraints in assigning joint spouses.

Somewhere along the line, a rumor got started that 75 percent of the joint spouses in AWS were assigned to AFGWC. As of June 1, there were a total of 53 AWS couples, officers and enlisted. Only six couples were assigned to AFGWC for 11 percent of the total.

For those weather folks married to other military members outside of the weather field, the total is 180. Of the 180, a total of 33 are assigned to AFGWC for 18 percent. Combining the two, we have 17 percent of all joint spouses in AWS assigned to AFGWC.

How can you help yourself for your next joint spouse assignment? The first thing you should do is to locate those bases and areas where you both can be assigned at different units. The regulation doesn't specify a certain mileage that one must live within to commute to and from work. AFMPC uses a rule-of-thumb of 50 miles. This means that the wife and husband could be assigned to two different bases, 100 miles apart. They could split the difference and live at the 50-mile point, each commuting 50 miles one way to work. But there are better ways than driving 50 miles to and from work.

Some of the locations where joint spouses can be worked are: Kelly-Randolph, Peterson-Fort Carson, Langley-Fort Eustis, McChord-Fort Lewis, England-Fort Polk, and Eglin-Hurlburt. For those married to Army personnel, there are a lot of choices as there are 18 weather detachments on Army posts throughout the CONUS. For the Navy, there is Andrews, Langley-Norfolk, Navy Dallas-Fort Worth, Eglin-Hurlburt-Navy Pensacola, Learmonth-H. E. Holt, Guam and Hawaii.

The best game plan is to list all the locations where there are two different units within reasonable distances of each other. Then talk to the Palace Weather folks for the availability of vacancies. At times, there won't be a vacancy at one or the other location. That's why you need to make a list of different units in different parts of the country. Don't limit your choices.

The negative aspects of being assigned to the same unit are many. Taking leave—when a husband and wife of an observer or forecaster section take leave, the available manpower decreases to 60 percent. Shiftwork will prevent attendance to many social functions, as you will be working opposite shifts. And the possibility of one spouse becoming the supervisor raises some internal problems. The potential for these problems are almost non-existent at co-located units.

The bottom line is to plan well in advance, work with Palace Weather and be flexible in choosing your locations.

CMSgt. Charles T. Melson
AWS Senior Enlisted Advisor

Col. George E. Chapman
AWS Commander

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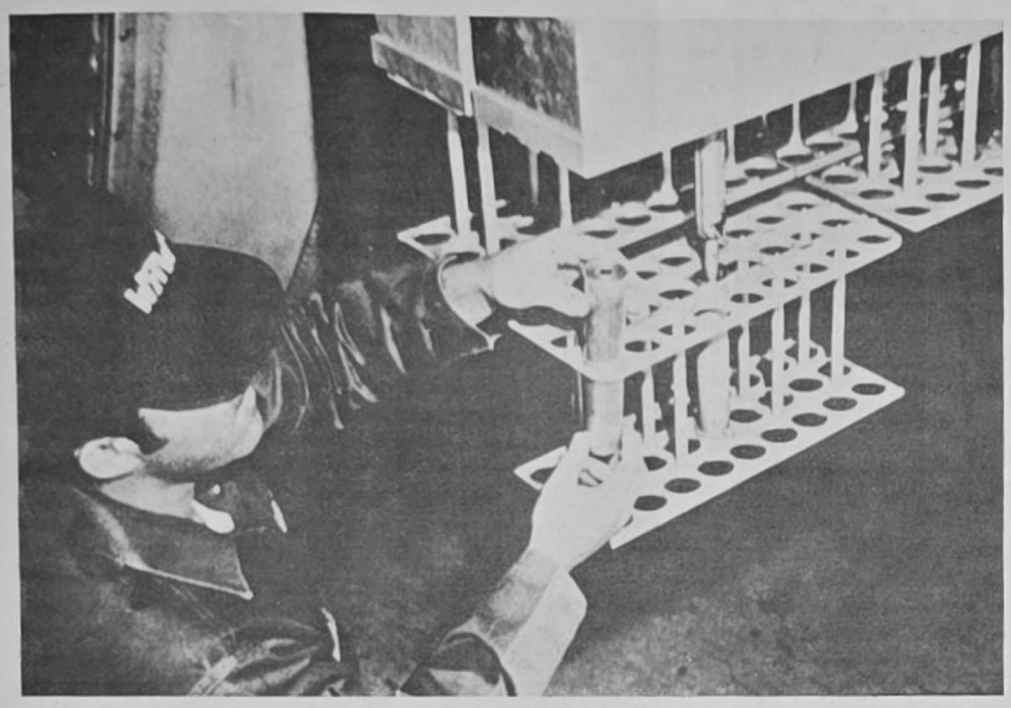
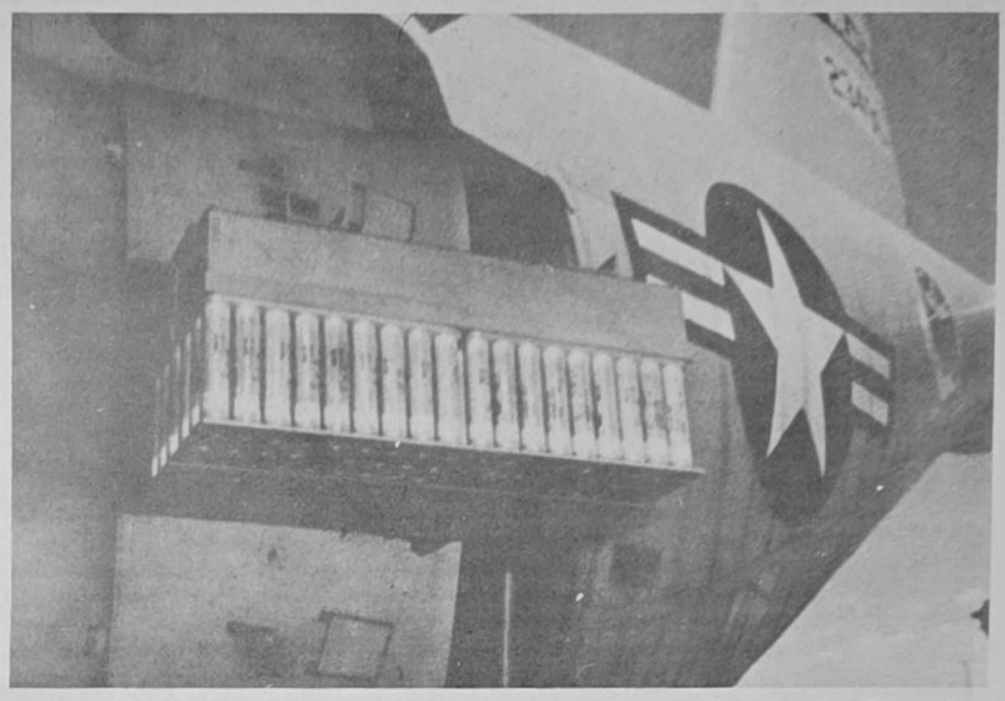
A lesson from history: Rainmaking in Southeast Asia





RAINMAKING — Three C-130s were flown to China Lake to have special flare racks installed. The flare racks were capable of dispensing 104 silver or lead iodide flares (a 40mm aluminum photoflash-type cartridge case with primer and a candle assembly), and the WC-130s were expected to generate at least one sortie per day. More than 500 rainmaking sorties were flown in the initial year, 1967. (U.S. Air Force photos)

In 1966, the Office of the Director of Defense Research and Engineering, under Dr. John S. Foster, proposed using known rainmaking techniques over portions of the Ho Chi Minh Trail, winding from North Vietnam through Laos and Combodia into South Vietnam, in an effort to impede the flow of men and materiel to the enemy.

That October, following approval by Secretary of Defense Robert S. McNamara, a secret test was conducted over southern Laos using aircraft from the theater. The test was under the technical supervision and control of the Naval Ordnance Test Station at China Lake, Calif., where Dr. Pierre St. Amand directed weather modification efforts. Fifty-six seedings were conducted, and over 85 percent of the clouds tested reacted favorably. Intelligence analyses of the area indicated there would be no significant danger to life, health, or sanitation. Therefore, on Nov. 9, 1966, Admiral Ulysses S. G. Sharp, commander in chief, Pacific Commander, concluded that rainmaking over Laos could be a valuable tactical weapon.

Rainmaking test

A memo of Feb. 21, 1967, from Deputy Secretary of Defense Cyrus R. Vance, prepared for President Lyndon B. Johnson's reading at night, presented various courses of action in Southeast Asia suggested by both the Joint Chiefs of Staff and the State Department. One action item was to implement operationally the rainmaking test project in Laos codenamed "Popeye." The president's authorization was needed, and he was advised that there would be only the normal risk to military operations, and that the risk of compromising the highly-secretive project would be minimum.

Following White House approval, the Air Staff, on March 2, 1967, authorized the transfer of three Tactical Air Command C-130As to Air Weather Service expressly for the rainmaking mission. They were ferried later that month to the Warner Robins Air Material Area to undergo modification to a weather (WC-130A) configuration. From there they were flown to China Lake to have special flare racks installed, finally proceeding to Andersen AFB, Guam in late May.

First mission

The WC-130As were assigned at Andersen to AWS' 54th Weather Reconnaissance Squadron, which had been augmented for Popeye with 12 more pilots and 12 more navigators. Popeye's urgency was such that, while the C-130As were being modified, the 54th WRS began a rotation of its WC-130Es and support personnel into Udorn Air Base, Thailand. The first operational rainmaking mission was flown from there on March 17, 1967, under a proect labeled variously through the years as Popeye, Intermediary, Compatriot and, by AWS, Motorpool.

While at Udorn, 54th WRS rainmaking WC-130s and crews were assigned temporarily and administratively to OL-2 of AWS's 1st Weather Group. A special 7th Air Force "weather reconnaissance" operations plan put them under 7th AF's operational control — actually, the 1st WG commander wearing his 7th AF staff weather officer "hat." Because of Udorn's crowded conditions, no more than two WC-130s and 50 men were permitted there simultaneously.

Carrying the China Lake flare racks capable of dispensing 104 silver or lead iodide flares (a 40mm aluminum photoflash-type cartridge case with primer and a candle assembly), the WC-130s were expected to generate at least one sortie per day. Cloud seeding sorties were flown at the freezing level, which was generally about 18,000. Automax 35mm Pulse cameras, and CF-13 Crown graphic cameras were used to photograph seeded clouds.

Two RF-4Cs based at Udorn were also specially configured and used on the rainmaking project. They could carry 104 flares in their photo cartridge compartments, and were also expected to fly a sortie per day.

Some 591 rainmaking sorties were flown with the unarmed and unescorted WC-130s and RF-4Cs the initial year, 1967. By the close of 1970, one of the WC-130As had sustained reportable battle damage, and 20 officers and six enlisted crewmembers of the 54th WRS had logged 100 or more Motorpool missions in the WC-130As, making them eligible for the Distinguished Flying Cross. After the last mission was flown on July 5, 1972, a total of 2,602 rainmaking sorties had been logged.

Gen. William C. Westmoreland, the commander of the U.S. Military Assistance Command, Vietnam, was one of the only four general officers in theater who were privy in 1967-68 to the details of the tightly controlled rainmaking missions. In memoirs he published in 1976 entitled *A Soldier Reports*, Westmoreland asserted that the operation resulted in "no appreciable increase" in rain.

'Make mud, not war'

Indeed, one of the project's most challenging aspects was quantitatively determining how much, if any, additional rain fell, over and above the climatological average to be expected. However, using empirical and theoretical techniques, Defense Intelligence Agency experts estimated that rainfall was increased in limited areas up to 30 percent, and, subjectively, that it contributed to slowing the enemy's flow of supplies into South Vietnam. Not only that, but at a cost of $3.6 million annually, rainmaking was less costly than traditional air interdection methods. More important, it was more humane because it saved lives. Success with the original rainmaking test in Laos led one U.S. ambassador to observe that the U.S. should "make mud, not war!"

The project's very nature led it to be cloaked with an armor of secrecy, and raised interesting possibilities. The few civilian officials in the State and Defense Departments with access considered it extremely sensitive politically. The potential existed for disrupting the area's delicate ecological balance. Moreover, the international legal implications were staggering if Thailand, for example, alleged that its rice paddies were unlawfully denied the water precipitated over Laos. Thus, the governments of Thailand, Laos, and South Vietnam were not informed, nor were the American ambassadors to those countries.

Banning weather modification

But in March 1971, nationally-syndicated columnist Jack Anderson broke a story nationwide about Air Force rainmakers in Southeast Asia. It opened the gates to a spate of such articles. With such publicity, congressional inquiries began, spearheaded by Senator Claiborne Pell. The RI Democrat had a resolution passed expressing the sense of the Senate that the U.S. seek a treaty banning environmental (weather and climate) modification as a weapon of war. Until 1974, when Pell finally consented to listening to a top secret Defense Department briefing on Air Force rainmaking in Southeast Asia (which the solon promptly placed in the public domain), State and Defense Department officials refused to comment on the press' allegations.

In July 1974, over Defense's objections, and in connection with the Strategic Arms Limitation Talks (SALT), the U.S. and Russia issued a joint communique from Moscow announcing their intention to conduct talks on banning environmental warfare. In August 1975, the two countries submitted to the Geneva conference of the United Nations Committee on Disarmament a joint draft treaty to that effect. After U.N. General Assembly approval in December 1976, the U.S., Russia, and 32 other nations signed the treaty in May 1977.

(Continued on page 6)

Commando weathermen—

vital part of special operations

by Capt. Lynn Dakin
Office of Public Affairs
1st Special Operations Wing
Hurlburt Field, Fla.

"If it weren't for me, they wouldn't be flying up there!"

Lt. Col. Ed Town, commander of the Special Operations Weather Team stationed at Hurlburt Field, Fla., let a glimmer of excitement shine in his eyes. He is a man who loves his work.

"The crews know we're in there behind the lines to get them in and out," he continued, "and they know the weather information is accurate and correct. They trust us!"

And well they ought to. Colonel Town leads a group of elite weathermen in support of worldwide special operations tasking. They're a group of people winning to take their profession into some of the most hazardous duty areas of the world. Perhaps the most awe-inspiring example of their work is their going behind enemy lines in order to provide up to the minute weather details that can make or break a flying mission. And they're proud of every step behind enemy lines they take, whether it's exercise or real life.

"My weathermen may be eating C-rations or living in a swamp for a week," described Colonel Town, but "those guys in the field are going to know they're getting the best."

Pride is an attitude almost inherent to the special operations mission and weathermen are not exempt from it. "This is not an eight to five job," added the Colonel. "That's what you get the job satisfaction from. Being treated as an equal; respected for your expertise."

Respect in the weather unit is not limited to rank. Weather officer 1st Lt. Kevin Scasny pointed out that one of the big attractions to the special operations weather team is the sense of responsibility. "You think for yourself," he said, "and you've got to be able to figure things out for yourself."

Colonel Town agreed. "We give an airman two-striper a lot of responsibility." When a guy is out in the field by himself, there is no one else to tell him what to do or how to do it. "There's not a lot of direction," he added.

It takes a special type of person to take on this responsibility, but as Colonel Town claimed, "We are special. Not everyone can do the job."

Besides the technical weather expertise, a member of Colonel Town's weather team might typically be fully jump qualified, scuba and small boat proficient, a cross country skier and trained in all facets of outdoor survival.

"Not everybody makes it," added Colonel Town. "They've got to want to!"

Most of the special operations weathermen go through Basic Army Airborne School at Fort Benning, Ga., for three weeks. According to Colonel Town, being Air Force is a handicap there. "They harrassed me!" he described. "But when I hung in there, they honored me in the end by bringing me up ahead of all the Army guys to take the first jump." Wash out is at a rate of 40 to 50 percent for weather people, but "If you can make it through basic airborne," says Colonel Town, "You can make it through anything!"

So, what's different about the special operations weather job when it comes down to the nuts and bolts of piecing together weather forecasts? For one thing, the special operations weatherman is not working in a typical weather station with all his equipment safe at a base somewhere. He goes where the action is and carries his equipment with him. According to Lieutenant Scasny, that equipment can weigh up to 120 pounds—and it all goes on the back. "You have to be trained for it," warned the Lieutenant. "And a lot of people simply don't have the desire to do it!"

The Lieutenant and Colonel reminisced a moment about a fellow weatherman who spent a week in the swamps getting the weather to aircrew members who were flying special operations. "When he came home, his wife spent a week picking ticks off him!" they described.

The temporary duty is not all swamp water, C-rations and ticks though. According to Lieutenant Scasny, in the two years he's been assigned to the Commando Weather unit, he's been home for six months. Putting their heads together, the Lieutenant and Colonel figured they go on approximately eight TDYs a year lasting between a week to 30 days per TDY. "But it's worldwide and you usually get a couple days now and then to get around," assured Lieutenant Scasny. "We got to see London for a day, Rome, sat drinking cappucino..."

The excitement lies in the pride in their job. The importance. And these weathermen get about as close to real life as anyone. They know they're a vital part of special operations.

They're the elite of the Air Weather Service. The Commando Weathermen.

COMMANDOS — The special operations weather team are (from left to right) front row, Sgt. Paul A. Strickler, SrA. Ralph Ley; back row, SrA. Matt Caldwell, Sgt. Andy Anderson, NCOIC and SSgt. Robert Currin, and 1st Lt. Kevin Scasny, officer in charge. These are members of Det. 75, 7th Weather Wing, Hurlburt Field, Fla. (U.S. Air Force photo)

THE WAIT — 1st Lt. Kevin Scasny, right, and SSgt. Andy Anderson, both members of the special operations weather team, Det. 75, 7th Weather Wing, Hurlburt Field, Fla., await takeoff for another drop on Bonnie DZ. (U.S. Air Force photo)

PREPARATION — SrA. Ralph Ley jumpmasters Lt. Col. Edward Town, commander of the special weather team, before making a jump on Bonnie DZ. (U.S. Air Force photo)

JUMPS — SSgt. Andy Anderson exits a UH-1N helicopter. (U.S. Air Force photo)

BRIEFING — 1st Lt. Kevin Scasny gives pre-mission exercise. (U.S. Air Force photo) briefing before the team departs on a local training

AIRBORNE!

AWS commander

General Zimmerman dies

Brig. Gen. Don Z. Zimmerman, a meteorologist and educator who helped to shape the modern U.S. Air Force, died May 11. He was 79.

General Zimmerman was the first Director of Weather for the Army Air Corps, the first Dean of Faculty at the Air Force Academy, and one of the first members of the high-level Advanced Study Group, a rotating triad of the military's leading theorists who advise the president and joint chiefs of staff on the future of national defense. He was a resident of Mercer Island, Washington (near Seattle) since his retirement from the Air Force in 1958.

Zimmerman saw the Air Force from the days of World War I biplanes through the supersonic age of the X-15. His military career began in 1925, when he left a graduate teaching post in geology at the University of Oregon for West Point. He graduated in 1929, sixth in his class — and one of the few cadets to have been elected class president every year during his tenure at the academy. After a quick trip back to Eugene to complete his masters in geology, Zimmerman joined what was then the Army Air Corps at March Field in Riverside, Calif.

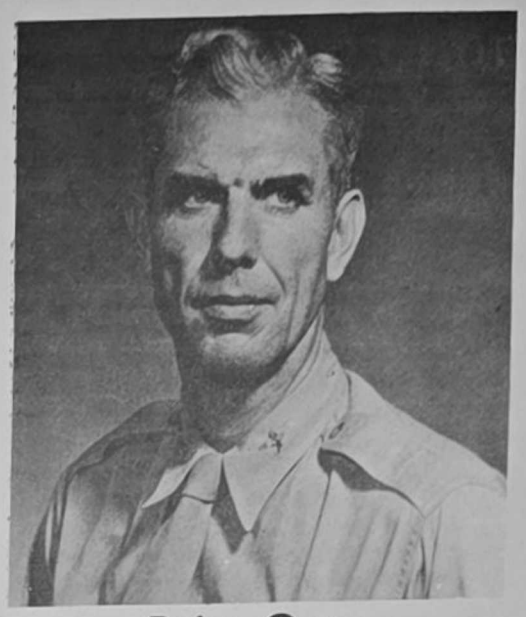
In 1935, while working on a masters in meteorology at Cal Tech, Zimmerman joined a group of meteorologists who were advancing the polar front theory of atmospheric circulation, a theory which now forms the basis for modern weather forecasting — but which was then almost unknown outside of Cal Tech and MIT. When he was assigned as a weather instructor at Randolph Field near San Antonio in 1939, he discarded the standard curriculum and co-authored the book, "Weather Manual for Pilots," based on the new theories and observations from hundreds of flights through thunderstorms and unstable fronts in an open-cockpit biplane. The book was the standard text on weather for many years, and portions of it are still used in pilot training.

In 1942, Zimmerman took command of the Air Weather Service at Army Air Force Headquarters in Washington, D.C. By this time he had gained a reputation as one of the rare "free thinkers" in the military — one of his papers on the geology of atolls proved the accepted theory of Charles Darwin wrong, and the new theory helped the Marines find safe landings on Kwajelein and Eniwetok atolls in that battle of World War II. During the Korean War, he was assigned to the Far Eastern Air Force as director of plans, and later as chief of intelligence. He returned to Washington, D.C. with a promotion to brigadier general.

When the Air Force established its own academy in 1955, Zimmerman's academic background made him an ideal choice to set up the curriculum. He was appointed that year as Dean of Faculty, and set up an unusually liberal program for a service academy — an equal number of hours for English and the humanities as for engineering and science. He retired in 1958 and moved to Seattle to serve as a consultant to the Boeing Co., working on programs such as the TFX — now the F-111 fighter-bomber.

The high point of his career was in 1947, when he was picked by then-Army Chief of Staff Dwight Eisenhower to form the Advanced Study Group, an advisory body of three senior officers who were chosen on the basis of their records as independent thinkers. They were given the task of analyzing the future of warfare — and were allowed total access to everyone from the president to the most secret defense projects — including the jealously-guarded atomic research laboratories at Los Alamos. After Zimmerman left the group, it was continued as the Joint Advanced Study Committee of the Joint Chiefs, and its recommendations then, as now, helped determine the future of the nation's military forces.

General Zimmerman was buried with full military honors on May 17 at the U.S. Air Force Academy in Colorado Springs. He is survived by his wife, Marion; his daughter, Donna Cook of Lakeland, Fla.; and his son, Michael Zimmerman of Bellevue, Washington.



Brig. Gen.
Don Z. Zimmerman

CO-AUTHORS — Capt. Don Z. Zimmerman and 1st Lt. Thomas S. Moorman reviewing weather manual they authored in late 1930s. Both went on to command Air Weather Service. (U.S. Air Force photo)

AWS to establish new weather wing

The Military Airlift Command's Air Weather Service will activate a new wing at Peterson AFB, Colo., Oct. 1.

MAC officials say the 4th Weather Wing is being formed to consolidate management of AWS worldwide space environmental observing sites, enhance AWS internal management of space-related resources, and improve support to U.S. Space Command.

The establishment of the new wing will result in deactivation of the 12th Weather Squadron at Colorado Springs, Colo., and reassignment of one weather squadron and seven detachments to the new wing.

When the 4th WW is activated, AWS will comprise six numbered wings as well as Air Force Global Weather Central, Offutt AFB, Neb.

A lesson from history

(Continued from page 3)

Ratification

President Jimmy Carter submitted it to the Senate for ratification in late September 1978. On Oct. 3, 1978, Senator Pell presided at a day of hearings the Senate Foreign Relations Committee convened. Officials from the State and Defense Departments, and the JCS, all recommended ratification. "We do not believe," testified Defense's witness, an Army brigadier general, "on the basis of demonstrated technology, that environmental modification has utility as an important weapon of war." Pell was [illegible]t altogether satisfied with the treaty because the restrictions it imposed were too vaguely worded. Because of opposition to the vague wording by six powerful environmentalist groups (such as the Sierra Club and the National Resources Council), ratification was delayed until Nov. 28, 1979.

But in one of history's little ironies, the treaty entered into force with the U.N. on Oct. 5, 1978, when communist-controlled Laos, where the U.S. rainmaking effort first began when Laos had a neutralist government, became the twentieth nation to ratify it.

AWS salutes. . .

Medals

Meritorious Service Medal: SSgt. Carl Sharp, Det. 17, 24th WS, Williams AFB, Ariz.

Air Force Commendation Medal: SSgt. Dennis A. Ruckes, Det. 24, 26th WS, K.I. Sawyer AFB, Mich.; SSgt. Alan E. Dunham, OL-B, Det. 6, 26th WS, Westover AFB, Mass.; TSgt. John D. Vetter, Det. 2, 11th WS, Eielson AFB, Alaska; A1C Steven M. Yelenic, OL-D, 11th WS, Galena AFS, Alaska; 1st Lt. Richard W. Kinel, HQ 1st WW, Hickam AFB, Hawaii.

Army Commendation Medal: SrA. Thomas A. Mohler, Det. 5, 3rd WS, England AFB, La.

Air Force Achievement Medal: A1C Miguel D. Garcia, 26th WS, Barksdale AFB, La.; SSgt. Eric J. Kowalski and SrA. Craig L. Sechrest, Det. 6, 7th WS, Fulda AAF, Germany; MSgt. William Buckingham, Det. 32, 3rd WS, MacDill AFB, Fla.; SSgt. William J. Sanders, Det. 6, 5th WS, Fort Lewis AIN, Wash.

Promotions

To lieutenant colonel: George F. Duffield, HQ AWS/DNTS, Scott AFB, Ill.

To major: Frank Kendrik, Det. 17, 24th WS, Williams AFB, Ariz.; and John M. Haas, 24th WS, Randolph AFB, Texas.

To captain: Charles J. Kennedy, Det. 5, 3rd WS, England AFB, La.; Karen L. McClimon and Eleanor L. Smith, Det. 21, 2nd WW, Kindsbach, Germany; Donald L. Wilson, Det. 20, 31st WS, Sembach AB, Germany; Charles T. Doolittle, Det. 8, 26th WS, Griffiss AFB, N.Y.; David W. Anderson, Det. 6, 2nd WW, Stuttgart-Vaihingen City, Germany.

To senior master sergeant: Marlin Mason, Det. 7, 9th WS, March AFB, Calif.

To technical sergeant: Stephen Rosemeier, Det. 8, 26th WS, Griffiss AFB, N.Y.; Gerald D. Rugg, OL-A, Det. 6, 2nd WW, Bad Toelz, Germany.

To staff sergeant: John W. Hampshire, OL-A, Det. 15, 30th WS, Osan AFB, Korea; Melvyn J. Jones, Det. 15, 30th WS, Osan AFB, Korea.

To sergeant: Daniel A. Yentz Jr., Det. 1, 11th WS, Elmendorf AFB, Alaska; Bruce L. Froedge, Det. 32, 3rd WS, MacDill AFB, Fla.

To senior airman: Florence Carmody, Det. 16, 25th WS, Nellis AFB, Nev.; Jennifer L. Fox, Det. 5, 3rd WS, England AFB, La.

To airman first class: Terrence C. Brown, Det. 12, 26th WS, Plattsburgh AFB, N.Y.; Leisa M. Forma, Det. 23, 26th WS, McConnell AFB, Kans.; Thaddeus A. Smith, 26th WS, Barksdale AFB, La. and Alvin Watkins, Det. 11, 24th WS, Reese AFB, Texas; Shari C. Sheppard, Det. 1, 31st WS, Bitburg AB, Germany.

To airman: Gregory L. Pruett, Det. 22, 26th WS, Carswell AFB, Texas.

Unit Honors

Junior Officer of the quarter: 1st Lt. Karen L. McClimon and 1st Lt. Eleanor L. Smith, Det. 21, 2nd WW, Kindsbach, Germany.

Senior NCO of the quarter: MSgt. Rickey M. Reichert and MSgt. Randolph C. Settje, Det. 21, 2nd WW, Kindsbach, Germany.

NCO of the quarter: SSgt. Doyle E. Diener and SSgt. Randy J. Brennan, Det. 21, 2nd WW, Kindsbach, Germany; TSgt. Jerry Heath, Det. 11, 24th WS, Reese AFB, Texas; SSgt. Jerry Smith, Det. 15, 24th WS, Vance AFB, Okla., SSgt. Edward L. Watson, Det. 4, 11th WS, Fort Richardson AIN, Alaska.

Airman of the quarter: SrA. Christopher Daniel, Det. 3, 11th WS, Shemya AFB, Alaska; A1C Lori Fordham, Det. 11, 24th WS, Reese AFB, Texas; SrA. Jennifer L. Fox, Det. 5, 3rd WS, England AFB, La. for 3rd WS; A1C Mark S. Carabetta, Det. 21, 2nd WW, Kindsbach, Germany.

Team of the quarter: 1st Lt. Pamela M. Hougland, 2nd Lt. Mary T. Bigwood, MSgt. Rickey M. Reichert, A1C Rande J. Hulec, and A1C Mark S. Carabetta, Det. 21, 2nd WW, Kindsbach, Germany.

Education

Air War College: Lt. Col. Douglas Abbott, and Maj. James Koermer, HQ AWS, Scott AFB, Ill.

Senior NCO Academy: MSgt. Roger Ashley, MSgt. Walter Thompson, and MSgt. James Harris, Det. 11, 9th WS, Beale AFB, Calif.

NCO Academy: TSgt. Edward Kurdy, Det. 5, 9th WS, Malmstrom AFB, Mont.; TSgt. Martin L. Torres, Det. 16, 9th WS, Dyess AFB, Texas.

NCO Leadership School: SSgt. Elizabeth Davis, Det. 15, 9th WS, Grand Forks AFB, N.D.; SSgt. Michael M. Hernandez, Det. 16, 9th WS, Dyess AFB, Texas; SSgt. David A. Bennett, Det. 15, 15th WS, Wright-Patterson AFB, Ohio; SSgt. Robert F. DuFrane, Det. 15, 25th WS, Luke AFB, Ariz.; SSgt. Harold F. Trull Jr., Det. 28, 26th WS, Wurtsmith AFB, Mich.

PME Phase I: SrA. Timothy J. Morrison, Det. 15, 25th WS, Luke AFB, Ariz.; SrA. Douglas Rozich, Det. 7, 9th WS, March AFB, Calif.

Degree recipients: SSgt. Robert A. Moreland, Det. 8, 26th WS, Griffiss AFB, N.Y., CCAF.

Weather technician course: SSgt. Jacob Lee, Det. 8, 26th WS, Griffiss AFB, N.Y., honor graduate.

Births

Lt. and Mrs. Joseph M. Marcello, Det. 28, 26th WS, Wurtsmith AFB, Mich., a son, Joe Jr.

SrA. and Mrs. Timothy J. Morrison, Det. 15, 25th WS, Luke AFB, Ariz., a son, Shawn Daniel.

A1C Norma T. Sanchez, and A1C Ruben Lopez, a daughter, Dena. Mother is weather observer, Det. 1, 31st WS, Bitburg AFB, Germany and father is with 36th Civil Engineering Squadron.

SSgt. John J. and Donna L. Fedor, Det. 6, 5th WS, Fort Lewis AIN, Wash., a son, William Andrew.

Sgt. Raoul and Sophia Duke, Det. 7, 7th WS, Grafenwoehr, Germany, triplets, Sack, Mack, and Tack.

THE WINNERS — Members of Det. 14, 26th Weather Squadron, Blytheville AFB, Ark., won the base intramural bowling championship. The team qualified for the roll-offs by finishing third during regular season play. Four leagues entered four teams each, for a 16-team double elimination tourney. Five straight victories with series pin totals of 3032, 2923, 3043, 3000 and 3003 clinched their victory. Members are left to right, standing, Sgt. Rick Wagster, TSgt. Charlie Lau, Maj. Ken Beeman, SMSgt. Bruce Fegley; lower front, SSgt. T. J. Lau, and Sgt. Beth Cabaniss. (U.S. Air Force photo)

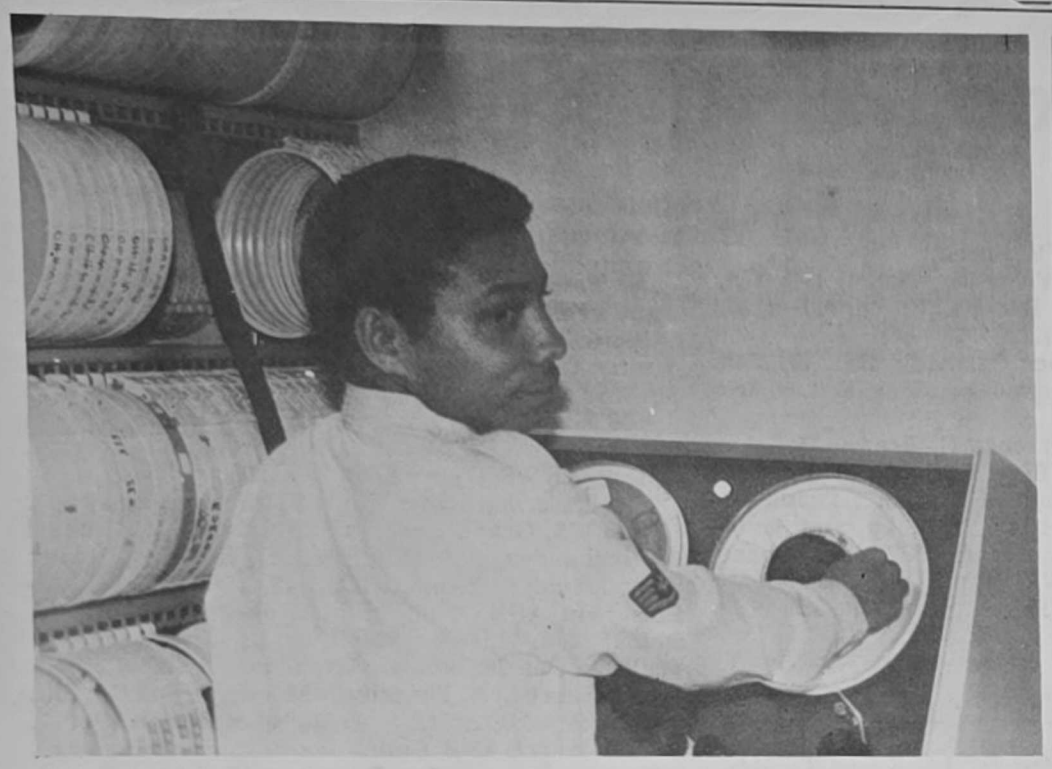
Forecaster wins trip to Paris

TSgt. Roy A. Rintala, Detachment 2, 31st Weather Squadron, 2nd Weather Wing at Ramstein Air Base, Germany, won a three-day trip for two to Paris, France. He won the unit's "Design the Weather Station" contest.

The idea was developed by SMSgt. Richard G. Schultz to provide ideas for the placement of the equipment, map displays, etc. for submission to the base civil engineering. The project was funded by a garage sale with unit members contributing the items for sale.

Maj. Wayne M. Faas, commander, determined the winner. The contest was open to all unit members except the commander and station chief.

"REMEMBER THOSE SEAT BELTS YOU HAD ON SALE? I'LL TAKE SOME!"



SSGT. KEITH WILLIAMS, mounts a tape for cleaning and certification. Approximately 50 tapes are processed in this manner each day at AFGWC. (U.S. Air Force photo)

1ST LT. GARY WHITE installs a high speed disk on System 1. Lieutenant White is a computer operations officer who serves in a dual capacity as Air Force Global Weather Central's systems security officer and a systems duty officer. (U.S. Air Force photo)

Computer people link in Air Weather Service chain

A $19 million computer complex is the heart of the Air Force Global Weather Central at Offutt AFB, Neb. This complex is the largest defense-oriented environmental support system in the free world, and is manned by mostly non-weather personnel. AFGWC has nine 1100 series UNIVAC computers divided into five discrete main frame systems.

System 1 receives over 140,000 conventional weather displays for use within Global and for dissemination of facsimile charts and teletype bulletins worldwide. It also handles solar data, computer flight plans, and special support requirements ranging from trajectory forecasts for volcanic eruptions to support for operational contingencies such as the Falkland Islands crisis.

System 4 is the backup for System 1 and is also used extensively by Global and Sperry programmers for software development and testing. New forecasting models and techniques are designed and tested here before they are implemented on System 1. Over 300 magnetic tapes are mounted and over 24,000 pages of print are produced each day in the System 1/4 complex. System 5 is tasked with satellite data processing. It injects raw satellite data, sorts, decodes and processes the data into a variety of products.

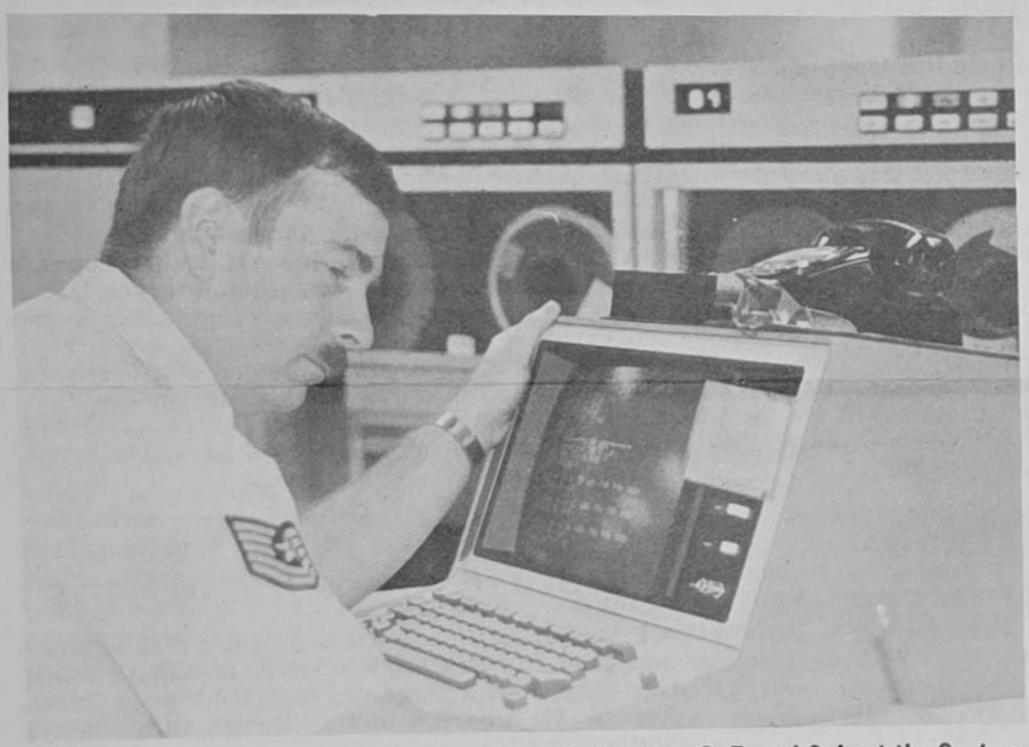
System 6 is the backup for System 5 and for System 3 and performs a development and testing role similar to that of System 4.

System 3 is dedicated to classified support.

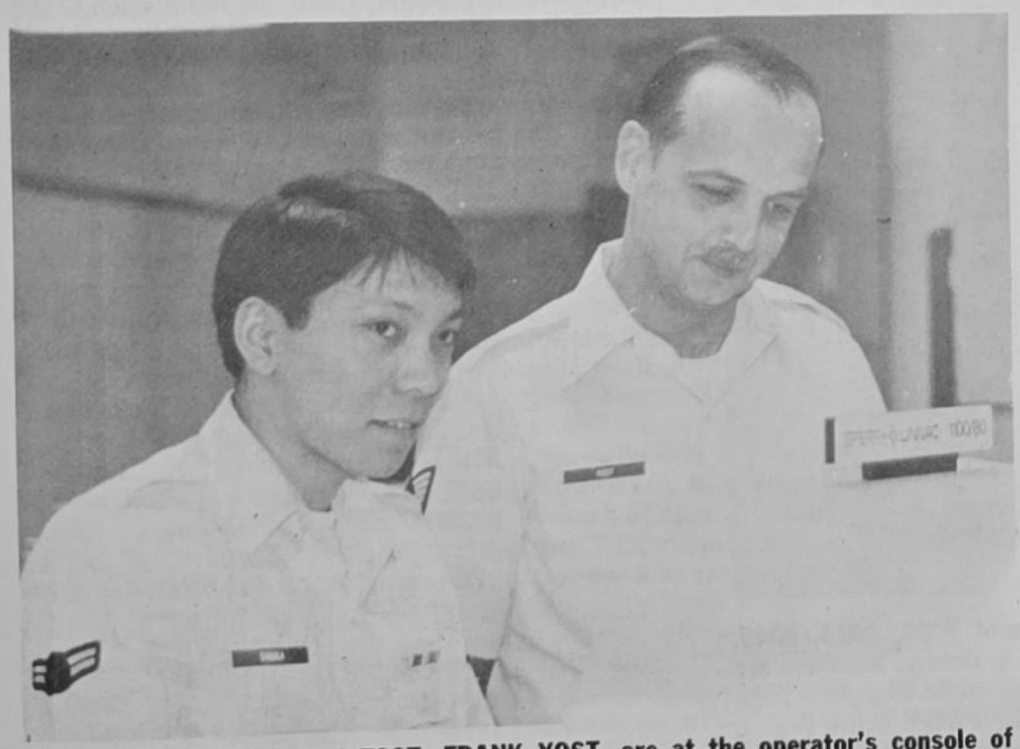
These 5 systems are operated 24 hours per day, seven days per week.

Holding the reins of this impressive array of data processing equipment are the men and women of AFGWC/ADO—the Computer Operations Branch. Of the 90 authorizations in this branch only seven are weather AFSCs; therefore, the lion's share of the operational burden rests squarely on the shoulders of AFGWC's computer operations personnel. The variety and complexity of support requirements creates a challenging environment in which the dedicated men and women excel.

The next time you receive a product of any kind from AFGWC, remember that we in Air Weather Service owe a debt of gratitude to the computer operations folks at AFGWC.



TSGT. TOM MILLER, an operations team chief in Systems 3, 5, and 6, is at the System 5 console. System 5 is tasked with satellite data processing. (U.S. Air Force photo)



A1C MASON TANAKA and TSGT. FRANK YOST, are at the operator's console of System 4, putting the final touches on a system switch. (U.S. Air Force photo)

SSGT. JOSEPH LUTERAN receives his Meritorious Service Medal from Col. Dale Barnum, commander of AFGWC, for his contributions over the past seven years at AFGWC. Sergeant Luteran was the 1981 Air Force Computer Operator of the Year. (U.S. Air Force photo)

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