CINCMAC talks quality

See page 3

CINCMAC discusses lessons learned

See page 4

AWS OBSERVER:
Telling you about Air Weather Service and the Air Weather Service about you!

AWS OBSERVER

VOL. 38 NO. 2 | HEADQUARTERS AIR WEATHER SERVICE | FEBRUARY 1991

Air Weather Service names the 1990 Wife of the Year

By MSgt. Dave Black
AWS Public Affairs

Melinda M. Knowles has been selected as the Air Weather Service (AWS) Wife of the Year for 1990. She will now represent the command in the competition for the Military Airlift Command Joan Orr Wife of the Year Award.

Presented in honor of the wife of former Secretary of the Air Force, the honorable Mr. Vern Orr, the award recognizes the wives of active duty military members for their significant contributions to the Air Force. *This is the fifth year the award has been presented.*

Selected from competitors Command-wide, Mrs. Knowles is the wife of Capt. John B. Knowles assigned to the 31st Weather Squadron, Sembach AB, Germany. Mrs. Knowles was cited for her contributions to both the Air Force and the local community where her husband is assigned.

A native of Cedar Falls, Iowa, Mrs. Knowles attended Ankeny High School where she graduated as a member of the National Honor Society. She received a bachelor of

Continued on Page 12

Melinda M. Knowles

DATA FILE

NAME: Melinda M. Knowles

DOB: July 10, 1965

Job: Part-time school teacher
Part-time, non-appropriated funds employee

Education: BS, Business
Iowa State University

AWS's Wife of the Year award winners

1986 — Linda C. Odland
1987 — Jane I. Gosdin
1988 — Grace E. Wilhelm
1989 — Deborah L. Allen
1990 — Melinda M. Knowles

When She Says Jump! — They Jump!

By Sgt. Tammy L. Thompson
317th TAW/PA

Doors are opening for women all over the Air Force these days. And when this door opened, one woman was ready to literally jump — OUT.

MSgt. Brenda J. Frazier has become the first woman to fill an airborne position in Military Airlift Command's Air Weather Service. She recently became NCOIC at Det. 3, 5th Weather Squadron — the Cadre weather team for the XVIII Corps at Fort Bragg, N.C. When she says jump, they jump.

The airborne slot previously considered a direct combat position and closed to women, opened in June. Sergeant Frazier began the airborne course

"MSgt. Brenda J. Frazier has become the first woman to fill an airborne position in Military Airlift Command's Air Weather Service."

— commonly called jump school — at Fort Benning, Ga., in September, 1990.

"It was physically challenging," she said. "I thought I was in good shape, but I found out I wasn't." Before school began, MSgt. Frazier prepared by doing 40 push-ups, 50 sit-ups and running two miles a day. It wasn't enough.

"I couldn't move the first weekend after ground training," she said. "Then it got better. But I wasn't used to being yelled at either."

"I was scared too, but you just do it. When I landed, I got lucky four out of five times because I hit the sand in the drop zone. On my last jump, I was the first to jump,

Continued on Page 12

MSgt. Brenda J. Frazier

Command Line

Desert Storm

Brig. Gen. John J. Kelly Jr.
AWS Commander

As I write this column, over 400 AWSers are in Southwest Asia busily engaged in supporting combat operations, and untold hundreds are back at their home bases working to support and sustain those who are on the front lines. Even a cursory glance, at the newspapers or TV, highlights the fact that weather is one of the factors influencing military operations. Through the superb planning, personal sacrifice, and plain hard work of many AWS troops, but most particularly those in the DESERT STORM AOR, our weather force is up to the task and continues to provide quality, timely, and responsive weather support to allied Air Force, Army, Navy, and Marine forces. Additionally, the in-theater weather effort is a joint operation, as our teamwork and cooperation with our comrades-in-arms in the Navy have never been better. I am impressed with the dedication, determination, quiet competence, and the professional way in which all of you have approached this mission and did what was needed. You have and will continue to make a difference.

Till next month.

Chief's corner

Credit Where Credit is Due

Your Air Force training and experience are worth a lot—especially when well documented. A Community College of the Air Force (CCAF) transcript is proof positive of your merit as a trained technician and manager.

Almost all of you are enrolled with CCAF, and three out of every four of you who are forecast-qualified have earned at least 60 to 89 semester hours of college credit. Good show! What is surprising to me though, is that having earned all this credit, fewer than one in three of you have been awarded your associate's degree.

Currently, CCAF requires 64 semester hours credit for award of an associate's degree in weather technology. I've outlined the areas, and most probable sources for this credit, below. Many of you will find that you may need only a single course's credit in one or two nontechnical areas to complete requirements for your CCAF degree.

Area	Hours	Source
Phys Ed	4	BMT
Technical	24	Weather Tech School's
Communication	6	PME
Management	6	PME
Math	3	Test/Off Duty Ed
Natural Science	3	Test/Off Duty Ed
Social Science	6	Test/PME/Off Duty Ed
General Ed	3	Test/Off Duty Ed
Electives	9	Test/Off Duty Ed

Admittedly, finding the time for course work is difficult. Today's duty hours are long and demanding and your priorities must often focus on other more immediate needs. But, learning occurs in many places other than the classroom and earning credit for what you already know, by testing, may be the answer.

There are three credit earning types of examinations available to you without charge: CLEP General and Subject Exams, DANTES Subject Standardized Tests (DSST), and the ACT Proficiency Examination Program (ACT PEP). If you're not sure you're ready to test for credit in the areas you may need, study guides and videotaped subject matter review materials are available through your education office and/or base library. These materials not only help you bone up on subject knowledge but also provide clear pointers on how to take each test.

An acceptable score earns you college credit with CCAF, as well as over 2,000 other colleges and universities nationwide. Up to 15 hours of credit, by testing, may be applied toward your CCAF degree—most of you, I'm sure, need much less than that. Please consider testing as a means of earning that credit where credit is due.

Stay informed and keep in touch: DSN 576-4002

CMSgt. Danny W. Milner
Senior Enlisted Advisor

Brig. Gen. John J. Kelly Jr.
AWS Commander
AWS Editorial Staff
MSgt. David L. Black
Editor

The AWS Observer is published monthly for personnel of the worldwide Air Weather Service of the Military Airlift Command. This funded Air Force newspaper is an authorized publication for members of the U.S. military services, both CONUS and overseas. Contents of the AWS Observer are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of the Air Force. The editorial content is edited, prepared and provided by the Public Affairs Office of Air Weather Service. All photos are U.S. Air Force unless otherwise marked. Editorial phone numbers are: 618-256-2065 or DSN 576-2065. The mailing address: HQ AWS/PA, Scott AFB, IL 62225-5008.

General Johnson shares his thoughts on quality

BY GEN. H.T. JOHNSON
Commander in Chief,
U.S. Transportion Command and
Military Airlift Command

(MNS) — As we begin this new year, I want to share with you my thoughts on quality. Under Secretary of Defense Richard B. Cheney's leadership, the entire Department of Defense is implementing quality management tools to improve the effectiveness of America's armed forces. This is not a reaction to the restructuring of the armed forces — nor an attempt to do more with less. It is a commitment to provide a more effective and more efficient defense force for America.

A similar focus on quality and the quality process has been highly successful in the business community. We must learn from their success. Many of the processes they are using can bring similar improvements to our command. Our first goal was to obtain a firm commitment from the senior leadership of Military Airlift Command to the quality process. Our next goal, and without question the most important goal, is to gain the commitment of every man and woman in this command to quality.

This commitment to quality is much more than just a commitment to the quality process. It is a commitment to America! It is a commitment to something we call the MAC vision — a statement of what we want MAC to be. **Proud MAC: Support America Can Always Count On.**

Consider what the vision means: it says we will be **proud** of our command and its mission, and pride is only won by achievement — by performance of the highest standard possible.

Our vision recognizes that MAC is a **support** organization. We support America's joint defense forces and military units, in combat and in peace time, with airlift, weather, rescue, audiovisual and other vital defense services.

Our vision also establishes the standard — support that can **always** be counted on. This is a far-reaching and uncompromising goal; a goal that cannot be realized by anything short of a full team effort involving each and every member of this command.

Inherent in this vision is our commitment to **service** — service not only to the nation, but also to our fellow command members, and to the military units that rely on us.

Reaching this vision will not happen overnight. Our focus on quality and customer service is not the latest management fad — in fact it is not even a program. What we are looking for is a long-term cultural change — a new way of looking at exactly what it is we do for America.

During the month of January, I will continue this series of articles. I will talk more about quality, customer service, ownership of the quality process, and I will explain why we are transforming IG visits into quality assurance visits.

Military Airlift Command and its predecessor organizations have provided America an incredible array of support during the past fifty years. We all have the right to be proud of these many accomplishments, but we also have the responsibility to improve the quality of support we can and will provide America in the future. I ask you to join me in our commitment to quality.

TQM: What's a critical process?

Process control and improvement are the second cornerstones of Total Quality Management (TQM). Processes are the way materials, information, or decisions flow and are produced inside a system or organization. Here are some guidelines to help you understand processes:

a. Processes should be activities you own. For instance, the acquisition of meteorological equipment is not a process. It's too large an activity; and, more importantly, it's not owned by any single organization—not even AWS. MAJCOMs, AFLC, AFSC, and AFCC all play in acquisition. The requirements definition "process" is still too large. MAJCOM SWOs define TAC and SAC requirements, but STAFFMETs working within AFSC also identify technical requirements. Making a forecast is a process that is not entirely owned by the base weather station. When a forecaster uses AFGWC and NMC charts (they are suppliers) and AFCC-maintained equipment they are part of a larger process.

b. Processes are best identified from the outside in. The weather forecast example illustrates this point. Weather parameters are sensed at a base weather station shipped to AFGWC where forecast guidance is produced. That guidance (maps and other products) is shipped back to the detachment where a forecast is made, a tailored product (175-1 or briefing) is produced, and delivered. In this example the detachment owns two processes: sensing the weather and generating the tailored product. In this context, the weather station is the customer of AFGWC (guidance) and supplier to AFGWC (observation).

c. Critical processes are simply the processes that impact external customers, or those that service the core mission of an organization. By the way, your mission statements as expressed in AWSR 23-1 are a good place to begin your identification processes. Processes are the activities you do to meet the intent of the mission.

d. Each office (level) should have four to eight critical processes. Of course, all critical processes must be associated with a measurement. If you can't measure it (quantitatively) then you can't fix it or mange it.

hot off the wire...

Premium Dividend — The Government Employee Insurance Company and GEICO indemnity will give policyholders who've served in Desert Storm in the Mideast a 25 percent premium dividend based on premiums paid while deployed to the Mideast during the five-month period and will be applied to the policyholder's account balance. A check will be mailed to policyholders if they are no longer insured through the company. "While our Desert Storm military policyholders are facing increased risk in the Middle East, the risk factors for their cars back home have gone down," said Edward H. Utley, president of GEICO Corp. Insurance premiums are cost-based, which means charges are based on what it costs to provide the insurance. It costs less to insure the automobiles of policyholders serving in Desert Storm and the company believes those savings should be passed on to its customers. To determine eligibility for the dividend, letters will be mailed in early February to each GEICO military policyholder.

Tax Break — Enlisted people serving in Middle East areas designated as combat zones will not have to pay federal income taxes on military pay while they are assigned to these areas. Commissioned officers in the Gulf region will receive a $500 a month tax exemption from their military pay. The elimination of tax withholding is immediate as of Jan. 17, and people will see this change in federal tax withholding in the following paycheck. The president signed the order designating the Arabian Peninsula, airspace above, and adjacent waters as combat zones. Specific areas include: the total land area of Saudi Arabia, Iraq, Kuwait, Oman, Bahrain, Qatar, and the United Arab Emirates, the Persian Gulf, the Red Sea, the Gulf of Oman, and the Gulf of Aden. In addition, all military people will now have up to 180 days after leaving one region to file their 1990 tax return. The extension also applies to spouses of people varying in the Persian Gulf. Any returns that are due for calendar year 1990 can be postponed if people avail themselves of that opportunity. Although civilians serving in the combat zone are not exempt from paying federal taxes by this order, they will also receive the same extension granted to military people — to file their 1990 tax returns. More information will be available from local finance and legal offices.

Handcarry Chem Gear — Military members deploying to Operation Desert Storm should handcarry a complete chemical warfare ensemble with them aboard the aircraft when they deploy. "Troops are most vulnerable from the time they land until the time they pick up their baggage. If their chem gear is stored with their baggage, it's not going to do them any good if they come under attack," said Lt. Col. Taylor Huddleston, executive officer for the U.S. Transportation Command Crisis Action Team.

War News — Weather has been a major concern to the news media since the beginning of Operation Desert Shield — now Desert Storm. Members of Air Weather Service are reminded that all news media queries should be directed to either their base public affairs office or to AWS/PA, MSgt. Dave Black, 618-256-2065. In addition to questions, some media agencies have been requesting specific forecasts or meteorological products for the Persian Gulf. AWS does not provide this information. Requests for products, or forecasts in the Persian Gulf should be directed to the National Weather Service at 301-427-7665.

CINCMAC discusses the past year

Gen. H.T. Johnson

Editors Note: Gen. H. T. Johnson, commander in chief of U.S. Transportation Command and MAC, recently took time to discuss MAC's mission, where it has taken MAC the past year and a half, and what the command can look forward to in the future. This, the first of a two part series, looks at MAC's accomplishments the past year. The second part will look at MAC's future.

By Sgt. Elton Price
Headquarters Military Airlift Command Public Affairs
Scott AFB, Ill.

When it came time to "draw a line in the sand," Military Airlift Command's ability to quickly deploy troops and supplies to the Persian Gulf with the largest airlift ever has, to date, helped halt Saddam Hussein and Iraq.

And when the United States was forced to intervene in Panama last December to oust Panamanian strongman Manuel Noriega, MAC carried out the biggest airdrop since D-day to help U.S. forces quickly obtain their objectives with minimal damage.

Day-to-day, around the globe, the men and women of MAC perform their wartime mission—whether ferrying troops and supplies to Operation Desert Shield, delivering relief supplies to Hurricane Hugo victims, rescuing a downed aircrew, photographing a historic military event, or any number of other activities that comprise the mission. Once again, MAC's missions have provided for an eventful year.

MAC Has A Busy Year

"In a little over a year, we've been involved in three major undertakings," General Johnson said.

"The first was Proud Eagle. This joint-services' command-post exercise was the first major transportation exercise since Nifty Nugget in 1971. No actual forces were moved, but U.S. Transportation Command and all its parts did very well.

"Then on its heel came Just Cause. MAC moved troops and equipment to Panama very, very quickly. We only had about 50 hours of preparation time and we supported the biggest airdrop since D-Day. We carried a tremendous amount of cargo and people over a 96-hour period.

"Everything went flawlessly except the weather," he said with a smile. "There was an ice storm at Pope AFB, (N.C.), a once-in-a-decade snow storm at Charleston AFB, (S.C.), and fog at Travis AFB, (Calif.). Even with those problems, we were able to deploy the troops on time."

He pointed out that at the time Air Force Special Operations was still part of MAC, and Special Ops flew more than 700 missions without a delay in support of the operation.

"The firepower of choice was the AC-130. And the other SOF forces—helicopters and C-130s played a very large role. We had aircraft under fire, and one even lost an engine but continued the mission. Just Cause was very, very successful."

In early August, MAC was called on again.

Operation Desert Shield

"We moved more tons more miles in the first six weeks of Desert Shield than in 65 weeks of the Berlin Airlift. We overwhelmed the reception capability on the Arabian peninsula for awhile.

"Looking at the transportation operation as a whole, it worked exactly as we'd planned. The airlift built up the early forces and the sealift brought the heavy equipment.

"The first two ships carried more tons than we have carried to date with airlift, but, without the airlift, we wouldn't have been able to draw the line in the sand. Obviously the two work very well together," he said.

To date, General Johnson said, the operation has helped the command learn many things, but he doesn't like to call them lessons learned.

"I call them lessons fixed, lessons being fixed, and lessons to be fixed," he said. "And we've fixed many, many lessons."

One of the early "lessons" was that cargo was arriving in-country before the unit it was intended for could be notified. That lesson was fixed by electronically sending out manifests.

"He cited the people's focus on our mission, their focus on our support to our customers-their focus on providing quality support the first time, everytime. The great pride our command has in doing its wartime mission. In all cases our focus is on our customer and our vision says it all, 'Proud MAC: Support America Can Always Count On."

Stress on the Fleet

Carrying out the largest airlift ever has put a lot of miles on MAC's fleet, but General Johnson explained that those miles haven't been as stressful as some of the miles the fleet puts on in training.

The life of an aircraft is measured in fatigue hours and clock hours. Under high-stress conditions the fatigue hours go up, so the plane "ages" more quickly than the number of clock hours would suggest.

Under normal training conditions, which include high-stress, low-level flying and aerial refueling, the C-141 runs a severity factor of 1.6—that is, the fatigue hours are 60 percent more than the clock hours.

During Desert Shield, the aircraft have been flying at the normal cruising altitude and haven't had to refuel in the air, so the aircraft are aging at about the same rate as the clock hours.

Superb Maintenance

Though MAC's aircraft have been operating at wartime tempo throughout Desert Shield, the maintenance troops have not encountered any problems they couldn't handle.

"At the height of the airlift for Operation Desert Shield, the C-141 in-commission rate was better than its day-to-day peacetime rate, and the C-5 and the C-130 in-commission rates were the same as during normal operations," General Johnson said. "The maintenance troops have been doing an excellent job."

The general's sentiments for the rest of MAC's people also provide a glowing report. When asked what pleases him the most about MAC, he responded immediately, "The people."

"He cited the people's focus on our mission, their focus on our support to our customers—their focus on providing quality support the first time, everytime. The great pride our command has in doing its wartime mission. In all cases our focus is on our customer and our vision says it all, 'Proud MAC: Support America Can Always Count On.' It shows our pride, it shows what we're all about, it shows who our customer is—the American people—and it talks about dependability. It says you can count on us always."

Between Desert Shield, Just Cause, and all of MAC's other missions this past year, MAC has given just that—Support America Can Always Count On. And to hear General Johnson tell it, that's something that makes him and every member of the MAC family very, very proud. (MAC News Service)

Desert forecasting far from routine for WX det

By SSgt. Chuck Starr
35th TFW Deployed Public Affairs

The forecast sounded typical for Operation Desert Shield—hot and muggy with gusting winds and blowing sand. More of the same tomorrow. Sound familiar? That type of forecast may seem routine to some, but it's far from that to the men and women assigned to the 35th Tactical Fighter Wing's forward weather detachment. Led by 1st Lt. Lailla Matthews, six members of Det. 12, 25th Weather Squadron, out of George AFB, Calif., provide the wing's "Wild Weasels" vital weather information.

"Here, just like back in the states, our job is to provide any type of weather support that the wing requires," stated Lieutenant Matthews, a graduate of the Colorado School of Mines.

SSgt. Dave Oetting, (left to right) SSgt. Robert Hirl and 1st Lt. Lailla Matthews prepare for deployment.

Other members of the team include: weather forecaster and observer, SSgt. Dave Oetting and SSgt. Robert Hirl; and weather observers SrA. Marc Allen, A1C Steve Scarbrough and A1C Lori Rainier.

Daily aircrew briefings, deployment briefings, tracking en route weather conditions, and providing chemical agent down-wind information are among the various services the detachment provides.

Sergeant Oetting, a six and one-half year Air Force veteran, also serves as station chief for the weather operations. He doesn't see himself as a military version of a TV weather person. "Television forecasters can get away with saying, "It's partly cloudy here or a chance of rain there," we have to be a lot more accurate. The aircrews need to know what time it's going to start raining and how bad the visibility is going to be. Their mission may depend on it," the forecaster said.

A1C Marc Allen, (left to right) A1C Lori Rainier and A1C Steve Scarbrough, members of Det. 12, 25WS, do their final out processing.

Trying to get communications equipment working in the first few days was the biggest challenge, according to Sergeant Oetting. "We issued forecasts based on the previous day's data, but it was harder to make an accurate forecast. Once we got the communications going, we were able to put out a lot better product."

As a trained weather observer, Airman Rainier keeps the wing updated on current climate conditions. The 20-year-old from Virginia found that her greatest challenge was adjusting to a new environment. "The toughest part was getting accustomed to everything here," she said.

Like many others, she misses friends and numerous things back in the states.

She also had a word for her co-workers back in Georgia. "Don't complain about your work schedule, enjoy what you have."

Why did Iraq invade Kuwait

Why did Iraq invade Kuwait? The question lingers in the minds of many people, especially military people and their families.

Looking at preinvasion problems identifies some possible causes: Iraq's war with Iran and subsequent financial difficulties, Iraq's access to shipping lanes, Kuwaiti overproduction of oil, even an Iraqi territorial claim to Kuwait that dates back to the 1600s.

Negotiations to settle the differences failed, and in early August, Iraq invaded Kuwait. Understanding the history of the region helps clarify today's situation.

Until the Iraqi invasion, Kuwait was an independent Arab state lying at the upper corner of the Persian Gulf. It borders Iraq on the North and West, and Saudi Arabia on the South and West. It was founded in the early 1700s by a nomadic tribe that migrated to the Persian Gulf.

Kuwait first came to the attention of Europeans when Germany sought to extend the Berlin-Baghdad railway to the port of Kuwait. Britian eager to frustrate German plans, and Kuwait's ruling sheik wanting to protect himself against nominal Ottoman control, agreed in 1899 that Britain would control Kuwait's foreign affairs. When World War I broke out, Britain established a protectorate over Kuwait. Relations with Saudi Arabia were settled by treaty in 1922 and those with Iraq in 1923.

Kuwait remained under British protection until June 26, 1961, when Britian announced its recognition of Kuwait's independence. Six days later, Iraq claimed Kuwait was an integral part of that country. Iraq said Kuwait had been a part of the Ottoman empire and that ethnically, geographically, and socially, Kuwait and Iraq were one country that had been arbitrarily divided by Britain. Threatened with invasion, the ruler of Kuwait appealed to Britain for military aid.

In early July 1961, British troops landed in Kuwait. On July 20, the Arab League admitted Kuwait to its membership, recognizing its claim to independence and denying Iraq's claim.

In May 1963, Kuwait was admitted to the United Nations. In October 1963, Iraq recognized Kuwait's independence. Ignoring the latter declaration, Iraq threatened to reclaim Kuwait by force again in 1973 and 1976.

Still, why invade Kuwait, a territory of 6,000 square miles of desert? Three percent of the land is marginally arable, but less than 1 percent is under cultivation. Fishing, especially shrimp for export to the United States and Europe, has been of increasing importance.

Kuwait's riches lie underground. The country exports over 1 billion barrels of oil a year. The nation's wealth from oil is staggering. This wealth, coupled with a small armed force, made the nation a tempting target.

Iraq had other reasons to seize the tiny state as well. Kuwait was also overproducing oil in violation of Organization of Petroleum Exporting Countries quotas. Combined with overproduction elsewhere, excess pumping depressed the average price of Opec barrels almost $7. Iraqi leaders figured they were losing billions of dollars annually because of the lower price.

The overproduction problem was supposedly settled at an OPEC meeting last July, especially after an Iraqi show of force on Kuwait's border. However, Iraq later demanded $2.4 billion in compensation for oil pumped from the disputed Rumaila Fields.

Iraq also insisted Kuwait forgive $10 billion to $20 billion in loans that helped fund the war against Iran. Iraq insisted they defended the Arab world from Iranian fundamentalists on behalf of all Arabs.

Finally, Iraq saw in Kuwait a way to compensate for the disadvantages (huge for an oil exporter) of being virtually landlocked.

With only 18 miles of coastline and with most of it blocked by Kuwait's Bubiyan Island, Iraq kept trying to either annex or lease the island. But Kuwait refused, figuring they'd never get it back. Finally, Iraq raised the old claim that Kuwait rightfully belongs to it since it was part of the province of Basra under the Ottoman Empire. During negotiations just before the invasion, Kuwait made it clear it would pay Iraq a sizable sum for peace. The Iraqi, however, demanded Kuwait's total capitulation on all counts.

Negotiations broke down, and Iraq invaded Kuwait with 100,000 troops on Aug. 2. Despite a promise to establish a free provisional government and withdraw by Aug. 5, Saddam Hussein reneged and annexed the tiny nation. *(Courtesy Army News Service)*

WINGS TAKE A BOW

A Salute To 7th Weather Wing

Col. Melvin L. Turner, 7WW Commander

Lt. Col. Bill Meyer and Maj. Steve Taylor toss around a few millibars while providing staff weather support to HQ AFCC and US TRANSCOM - two of three major commands supported by HQ 7WW. USTRANSCOM is a joint-service command.

There hasn't been a dull moment during my first six months in 7th Weather Wing (7WW). Just three days after assuming command, Iraq invaded Kuwait and Desert Shield began. Rapidly, we deployed many forecasters and observers to the Persian Gulf in what is one of the most massive airlift efforts ever.

In just four months, MAC transported over 220,000 personnel, 240,000 tons of cargo — well trained AWS people helping at every stop. Our deployed forces performed superbly despite difficult living conditions, family separations, and long hours. Those remaining at home surged to meet the expanded workload with a smaller force.

Desert Shield increased the tempo of readiness training. Units, already straining to meet operational airlift demands, increased mobility training. Our 6th Weather Squadron completely rewrote the Volant Lightning training scenario to focus on the Persian Gulf—then conducted seven exercises when only two were scheduled.

While this was going on, the rest of the world refused to stop. Intense preparations for the first Automated Weather Distribution System (AWDS) in AWS continued at McGuire AFB, N.J. Installation began on June 11, 1990, and after six months of testing, training, and dual operations, was declared operational on Dec. 14, 1990. Enthusiasm abounds at McGuire over this exciting new capability. We will also be the first DOD unit to receive the WSR-88D (NEXRAD). We await delivery of the first workstation (PUP) at Tinker later this year, and are preparing Altus for the first full-up DOD operated antenna site.

Last summer, 7WW moved into newly renovated facilities, designed specifically for command, current operations, and aerospace sciences divisions. The other half of our headquarters personnel are elsewhere on Scott AFB, serving Headquarters United States Transportation Command (USTRANSCOM), Headquarters Military Airlift Command (MAC), and Headquarters Air Force Communications Command (AFCC).

There is a tremendous variety of exciting opportunities throughout 7WW. While we are most closely associated with the worldwide airlift mission, we also perform some very unique missions: Presidential airlift weather support, mobile rawinsonde support, special operations, and weather reconnaissance. No doubt about it, these are exciting times for 7th Weather Wing. I'm very proud of each of the 586 people in the wing who serve their nation so well. Col. Melvin L. Turner

7WW AND DESERT SHIELD

"Roger, Charlie Copy . . . " John Pavone (above) and TSgt. Detlef Martinez (not shown) put in many long hours at the National Hurricane Center during the last year of operation for OL-G, 7 WW. They tasked and collected data from 97 missions flown by USAF and NOAA aircraft into tropical storms last season. The Hurricane Hunters and OL-G will be transferred to the Air Force Reserve next spring.

1st Lt. T.C. Moore, prepares electronic slides on the Kavouras system for a weather briefing for the Commander-in-Chief, Military Airlift Command.

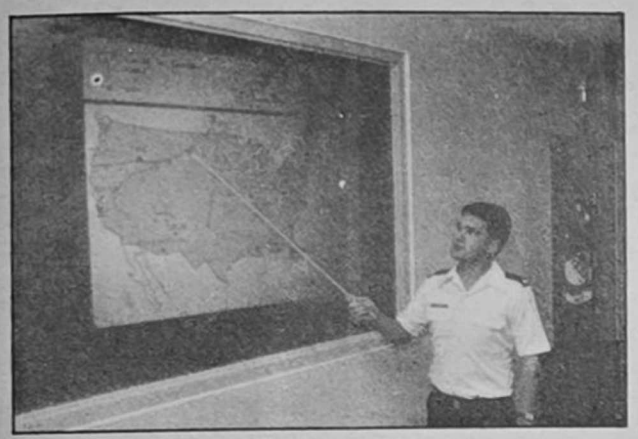
The 7WW current operations staff enjoy their new office: (left side) Maj. Tom Whitehair, Ms. Ann Morris, Lt. Col. Meryln Forsyth, (right side) TSgt. Rick Tanner, Capt. Tom Cadenhead, and MSgt. Melody Higdon. Information managers such as Sgt. T.C. Carson (inset) provide valuable support to 7WW.

The Next Best Thing To Being There. Planners learn more about the tactical communications equipment with which they send 7WW people out into the field. Above, MSgt. Steve Rowling of the 100th Weather Flight, Missouri ANG, explains how to rig the antenna for the Quick Reaction Communications Terminal (QRCT) to Lt. Col. Terry Safford, Maj. Eleanor Doyle, Maj. Betty Gracin and 1st Lt. Moore.

OUT WITH A ROAR. A historic 45 years of active-duty hurricane reconnaissance ended with the busiest season in over two decades. The Hurricane Hunters will close on June 30, 1991, when the mission will be transferred to the Air

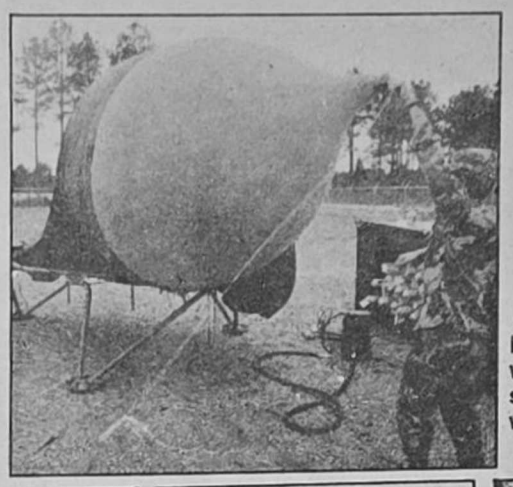
Dave Hall, "Freedom's Frontier," (inset) was the center of the action when Desert Shield, kicked off, orchestrating the rapid deployment of personnel and equipment. The result —only seven hours later, the first 7WW people were packed and on their way to the theater, such as this intrepid group from Pope AFB, N.C.,: A1C Joann Coleman, TSgt. Ron Goode, Sgt. Gary Land, Capt. Linda Carroll, MSgt. Jimmy Long, and TSgt. Larry Pitsenbarger.

6th Weather Squadron
WILLING AND ABLE



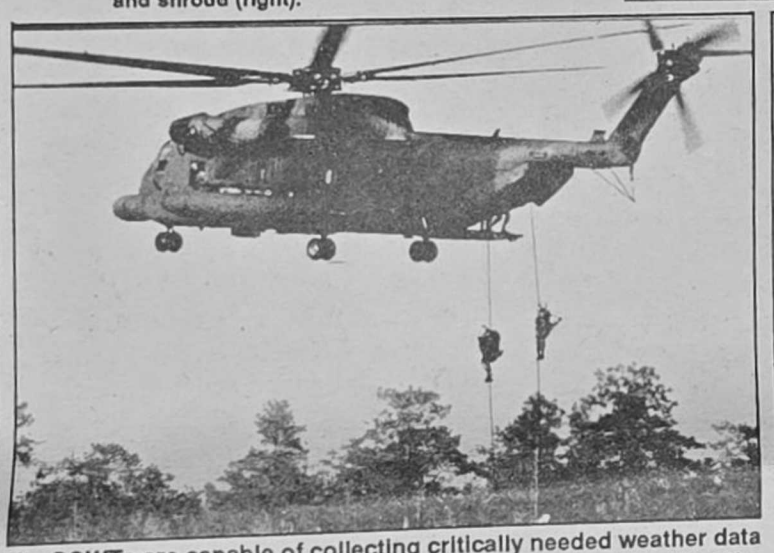
In 1985, 6WS moved to Hurlburt Field, Fla., and now supports the Air Force Special Operations Command (AFSOC). 1st Lt. Kris McKinney from the Weather Support Unit briefs the AFSOC commander.

The six three-man rawinsonde teams demonstrate just what "mobile" really means. In 1990, they logged over 2000 man-days on the road in support of space shuttle operations in Spain, an air quality study in California, and numerous other projects. Sgt. Bob Clarke operates the GMD-5 rawinsonde tracker (above). A1C David Romero unloads a 600-gram balloon from its launch cart and shroud (right).



6WS was designated "mobile" in 1952—very relevant today with their unique mobile rawinsonde and special operations weather teams.

Green light . . . Go! The two Special Operations Weather Teams (SOWTs) can be inserted by air, land, and sea. From Airborne, to SCUBA, to survival schools, these are among the most highly trained individuals in AWS.

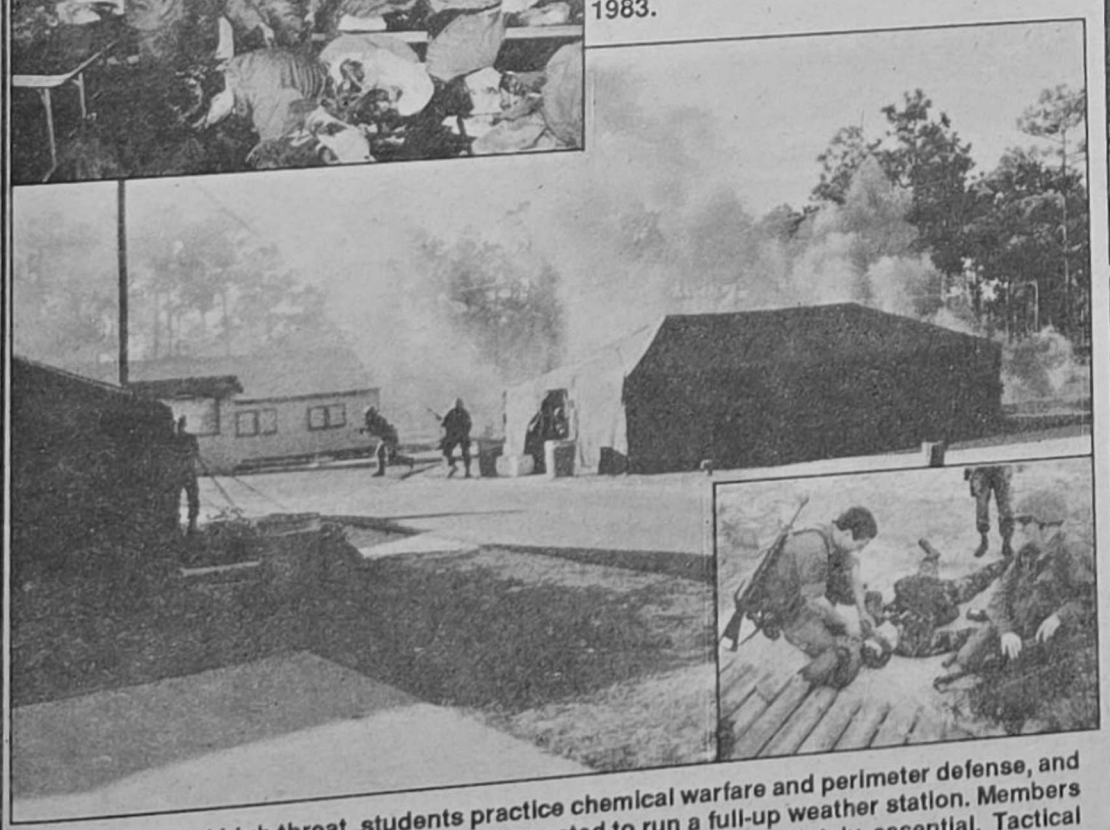


The SOWTs are capable of collecting critically needed weather data both overtly and covertly from data-denied or hostile areas. Here the team "fast ropes" from an MH-53 helicopter.

So, you think its a long hike from your car to the office? This is the SOWT on their way to work. SOWT member TSgt. Hine (left) paused to admire the view before beginning the rappel down the sheer rock wall.

Volant Lighting: Honing Skills

This is the first time in the field for many AWS personnel, but after completing the 5-day VOLANT LIGHTNING course conducted by 6WS, AWS personnel are better able to operate in a hostile environment. Under AWS sponsorship, over 600 people have graduated from VL since 1983.

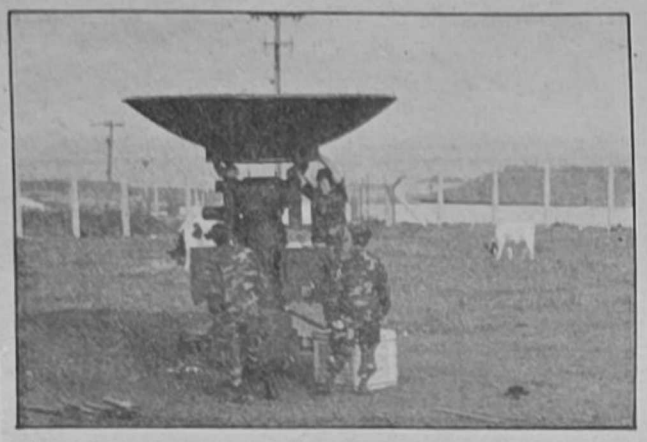


Under simulated high threat, students practice chemical warfare and perimeter defense, and self-aid/buddy care, while they are also expected to run a full-up weather station. Members of 6WS are the formidable foe. Communications (right) is absolutely essential. Tactical communications expert, TSgt. Cory Knowes (in beret), wraps up an intense 12 hours of training with the Quick Reaction Communication Terminal (QRCT).

In the last quarter of 1990, over 180 students ran weather stations under a realistic Persian Gulf scenario written by Maj. Hugil (retired). Above, a student gives a weather briefing to "pilot" MSgt. Rarrick, of the 6WS staff. Lt. Stevenson (left) deployed to Desert Shield only a week after completing VL.

15WS — Behind the "8" ball of severe weather forecasting

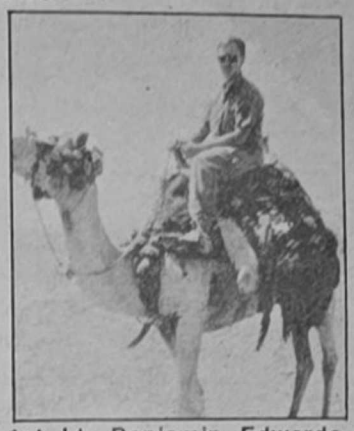
Almost 50 years old, 15WS has one of the longest histories in AWS. It supports MAC's 21st Air Force, which stretches from the Mississippi eastwards to India. Many of the world's most significant events have occurred and occurring in this region.



The 15WS has nine detachments across the eastern U.S., from Michigan to Georgia to Massachusetts. It also boasts the only overseas det. in 7WW, at Lajes Field, Azores. Members of the 6WS Rawinsonde Team assist with the installation of a GMD-5 atop Santa Rita Hill (Azores).

15WS DEPLOYED
From the polar ice cap... to the desert

SSgt. Ron Kommer, (Dover AFB, Del.) arrives at a Distant Early Warning (DEW) site on the Greenland ice pack (elevation: 7700 feet).



1st Lt. Benjamin Edwards, (Charleston AFB, S.C.) got a taste of desert living in the Sahara during exercises IRON COBRA'90.

Alan Zahnle breaks in the new forecast counter at Andrews AFB, Md., which was renovated to prepare for the second AWDS in 7WW slated for early spring. The unit gives over 10,000 briefings each year, including detailed support for nearly 500 presidential airlift and congressional missions.

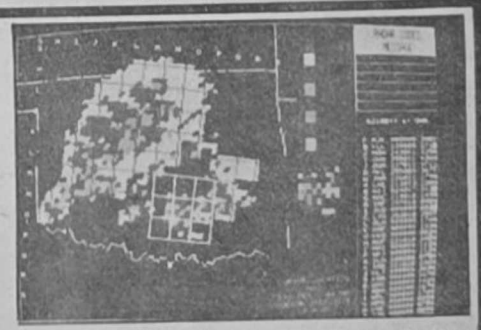
The "Paper Nomads" of Det. 9 at Scott AFB, Ill., have the unique history of belonging to all three 7WW squadrons and the headquarters. During the past four years, they "moved" from 7WW to 15WS to 6WS and are currently the only 17WS unit east of the Mississippi. Forecaster SSgt. Mark Anderson works with the satellite looper.

7WW is more than just MAC-At Robins AFB, Ga., we support Headquarters Air Force Reserves and a Strategic Air Command refueling wing. TSgt. Thomas Herb and MSgt. Paul Holcombe proudly display their "Best In SAC" weather support award for 1989.

Dwight Tribble ensures Selfridge ANGB, Mich., receives another accurate observation. One of the two all-civilian units in 15WS, Det. 12 supports F-16s, C-130s, Navy, and Coast Guard aircraft.

7WS actively supports MAC's 22nd Air Force, which stretches from the Mississippi River westward across the Pacific. Based at Travis AFB, Calif., it includes 12 detachments.

Welcome to Tornado Alley! A1C Jimmy Ozuna is dedicated to observing the weather at busy Kelly AFB, in San Antonio, Tex., which supports many transient aeromedical evacuation missions, as well as home-based aircraft.



Tinker AFB, Okla., conducted the test and evaluation of the WSR-88D (NEXRAD) in 1989. They are also slated to receive the first WSR-88D workstation in AWS later on this year.

HOME ON THE RANGE. Amn. Patrick Cannon takes a pilot balloon observation at the Utah Test and Training Range. A1C Richard Gerth (inset) operates the FPQ-21 at Hill AFB—the only weather radar in all of Utah!

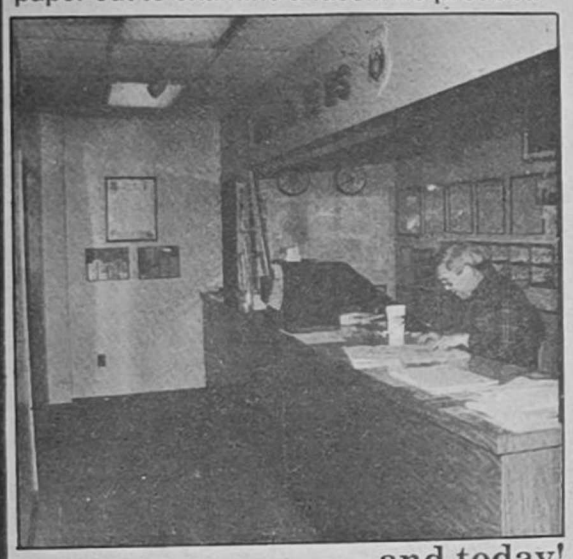
MSgt. Bill White, SSgt. Rich Nieman, and SSgt. Steve Barlow erect a QRCT antenna at McChord AFB, Wash. (left), while A1C Raul Mananquil takes an observation with the TMQ-34 at Norton AFB, Calif. (right).

7WW HERALDS AWDS

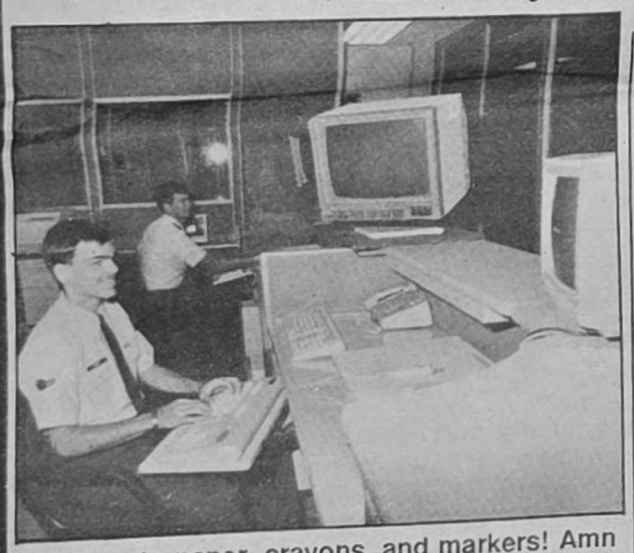
Folks from McGuire made key contributions to the AWDS Operational Readiness Verification, which helped select the winning contractor, and the Follow-On-Test and Evaluation, which determined the system's suitability for use in an operational environment. Additionally, through their experience, they have shaped AWDS operating policies, procedures, techniques, and products that will greatly ease the work of implementing AWDS at other locations.

MCGUIRE AFB
before AWDS

Paper, paper everywhere! Mr. George risks a paper cut to examine a facsimile product.



. . .and today!

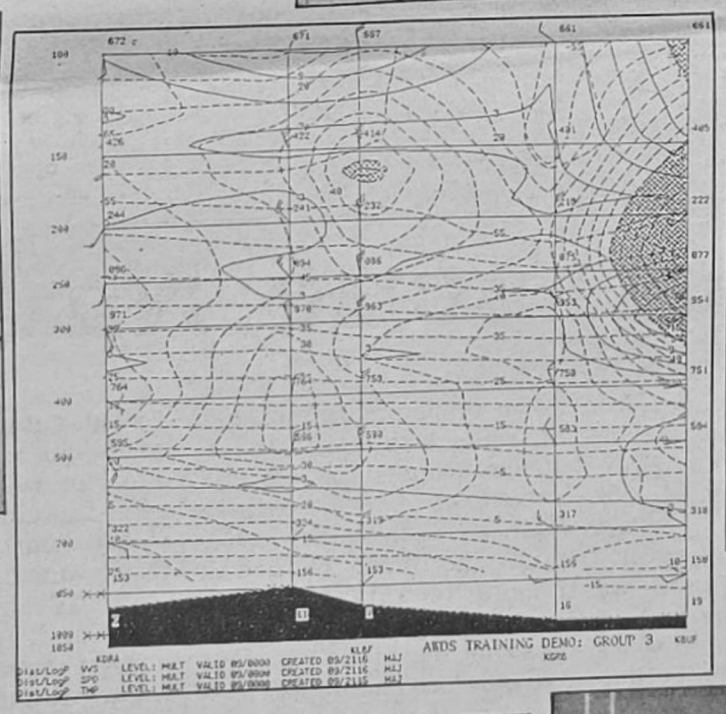


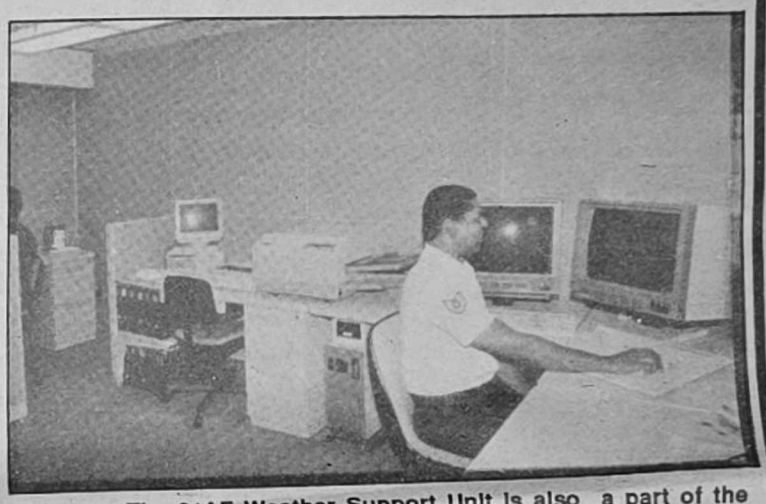
Goodbye to paper, crayons, and markers! Amn Rusty Shore and 1st Lt. Todd Fasking delve into the wonders of AWDS.

Years of planning for AWDS

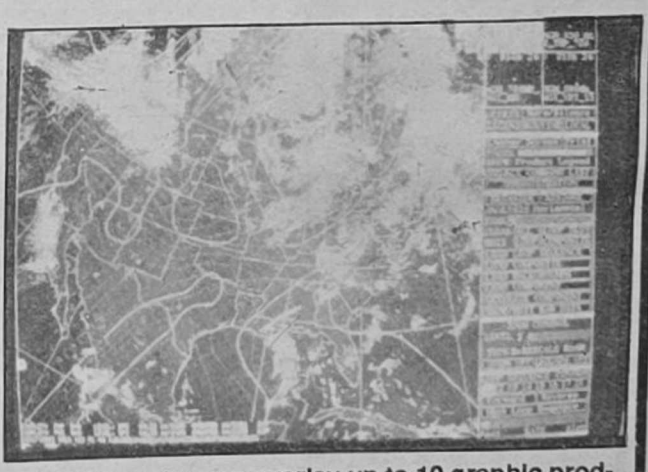
MSgt. Melody Higdon and Maj. Tom Whitehair (7WW) review the AWDS and NEXRAD installation schedule for 7WW units. (right)

On the leading edge of AWDs, members of 15WS and Det. 10, 15WS, McGuire AFB, have put in long hours over the past year preparing for the first AWDS. Lt. Col. John Oleyar, Maj. Gary Bard, and MSgt. Don Roth, (above) 15WS, discuss the latest plans. On the opposite coast, (right) CMSgt. Marlin Mason is also busy making preparations for the first AWDS in 17WS, at Altus AFB in March.





The 21AF Weather Support Unit is also a part of the McGuire AWDS complex. TSgt. Helmut Young (above) plots some of the products seen below.



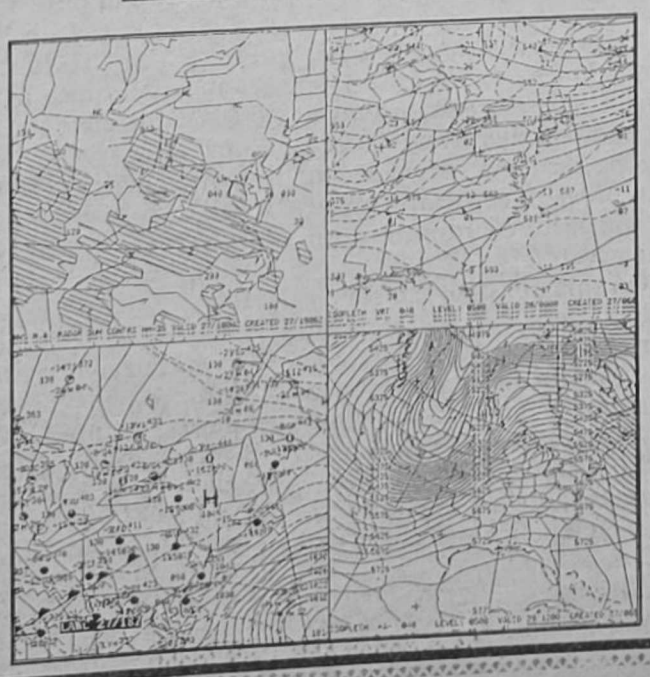
The forecaster can overlay up to 10 graphic products, such as streamlines over a satellite picture.

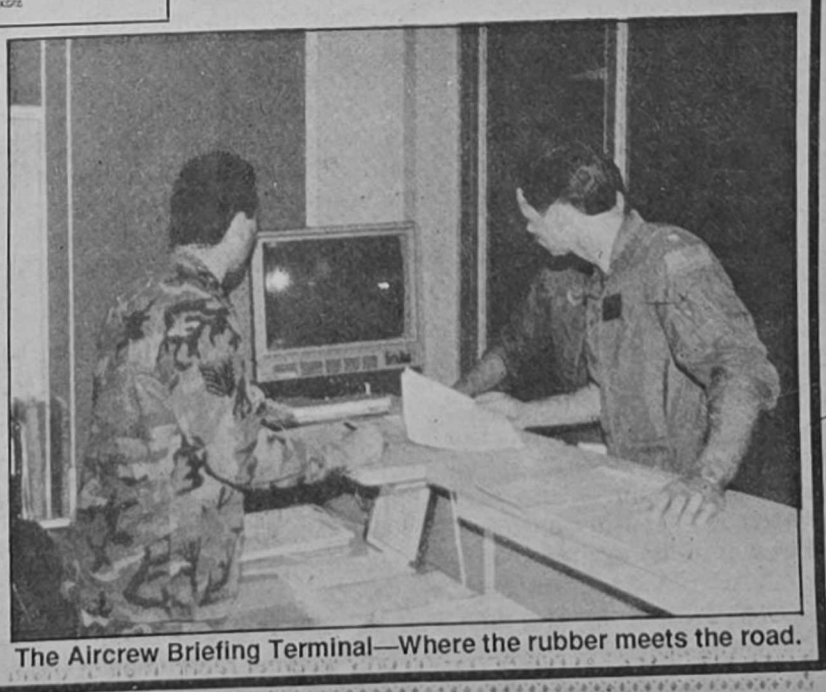
REVOLUTIONARY!

With AWDS, a forecaster can plot and analyze a vertical cross-section of the atmosphere, (above, center) from coast-to-coast, using five to six upper air stations. This takes less than two minutes for a product that was previously impractical, and can graphically show zones of wind shear, turbulence and icing along a route of flight. The black area at the bottom was highlighted to show terrain.

The AWDS screen can be split to display a "map wall" of four separate charts at one time.

The ribbon cutting ceremony was held at McGuire AFB on Jan. 29, 1991.





The Aircrew Briefing Terminal—Where the rubber meets the road.

AWS SALUTES

Medals .

Meritorious Service Medal:

FIX, Maj. Randolph A., Det. 2, 4WW (1OLC)
PATTERSON, MSgt. Frederick, Det. 18, 30WS

Air Force Commendation Medal:

BLOCKER, TSgt. Marvin L., Det. 12, 25WS
FASKING, 1st. Lt. Todd M., Det. 10, 15WS
FERGUSON, Sgt. Eugene P., AFGWC
GONZALEZ-MOLINA, SSgt. Ramon, Det. 18, 30WS
HIATT, TSgt. David D., Det. 6, 5WS
JETER, SSgt. Donald L., Det. 19, 30WS
JONES, Sgt. Larry T., Det. 18, 25WS
LEDDON, Sgt. Cindy L., HQ AFGWC
LINDSAY, 1st Lt. Graig T., AFGWC
LINDSAY, 1st Lt. Gretchen M., AFGWC
LOMBARDI, 1st Lt. Douglas P., Det. 10, 5WS
NEWMAN, SSgt. Ronald W., Det. 18, 30WS
ROWLAND, TSgt. Phyllis M., Det. 13, 25WS
THOMAS, 1st Lt. Bruce H., AFGWC

Army Commendation Medal:

BILLINGSLEY, SSgt. Christopher, Det. 15, 25WS

Air Force Achievement Medal:

JACKSON, TSgt. Linda M., Det. 1, 15WS
LEE, A1C Traci J., Det. 12, 25WS
LUCAS, Capt. Kathryn O., AFGWC
MELTON, Sgt. Mary P., AFGWC
RITZER, SrA. Kevin A., Det. 19, 30WS

Army Achievement Medal:

HOPWOOD, SSgt. Andrew J., Det. 6, 5WS
RABBENECK, SSgt. Rodney S., Det. 19, 30WS

Air Force Good Conduct Medal:

AUCK, SrA. Jonathen G., Det. 19, 30WS
BALLUCANAG, Sgt. Richard C., Det. 14, 5WS
ENGEN, SrA. Tina M., Det. 25, 5WW
FINK, SrA. Tina M., Det. 25, 5WW
ROBERTS, Sgt. Michaela F., Det. 3, 7WS
FRITZ, SSgt. Jack, Det. 4, 20WS
GASKINS, SrA. William, S., Det. 10, 30WS
HIATT, SrA. Douglas D., Det. 25, 5WW
HOBAN, SSgt. Brian, Det. 4, 20WS
JENKINS, SrA. David B., Det. 19, 20WS
LANTON, SSgt. Alvis D., Det. 58, 5WS
NATALLE, SrA. Jon S., Det. 3, 7WS
PIETRZAK, Sgt. Michael J., Det. 58, 5WS
SOLLENBURGER, SrA. Paul N., Det. 11, AFGWC
SPALLER, TSgt. John C., Det. 11, AFGWC (4OLC)
TALLON, SrA. Julie C., Det. 25, 5WW
TRUITT, SrA. Kevin J., Det. 8, 5WS
VERDUZCO, SrA. Devon W., Det. 25, 5WW
WELLS-BROADY, SSgt. Aquanetta N., Det. 13, 5WS

Promotions:

To Major:

BIDDULPH, Catherine M., AFGWC

To Captain:

MILLER, David A., AFGWC

To Master Sergeant:

LONG, Jimmy W., Det. 21, 15WS
POST, Robin,
ROWLAND, Phyllis M., Det. 13, 25WS

To Technical Sergeant:

KIRKEGARD, Leroy G., Det. 4, 4WW
MCPHERSON, Walter N., Det. 4, 4WW

To Staff Sergeant:

YEH, Albert M., Det. 30, 2WS

Appointed to Sergeant:

PETERSON, Jaffrey J., Det. 6, 5WS
TRAWICK, Samuel J., USAFETAC
WOLLSCHLEAGER, Michael B., AFGWC

To Senior Airman:

CARNEY, Carl G., Det. 12, 25WS (BTZ)
CLINTON, Gary A., Det. 9, 5WS
HANCOCK, Curtis L., Det. 13, 25WS (BTZ)
WATSON, Michelle M., USAFETAC

To Airman First Class:

BILLHEIMER, Michael L., USAFETAC
GARDNER, Elizabeth M., Det. 11, AFGWC
HORNING, Kenneth L., Det. 3, 5WS
ROSENBERGER, Eric, Det. 15, 25WS

To Airman:

MCCORMACK, Curtis I., Det. 6, 5WS

Unit honors:

Company Grade Officer of the Year:

25WS-MATTHEWS, 1st Lt. Lailla, Det. 12
USAFETAC-ZEHR, Capt. David F.

Senior NCO of the Year:

4WW-ANDREJCIK, MSgt. Christopher, Det. 10, 2WS
5WW-STRUNK, MSgt. George K., Det. 2, 3WS
AFGWC-CARRICK, MSgt. Gail D., AFGWC
USAFETAC-TRIPE, MSgt. Jeffrey D.
3WS-STRUNK, MSgt. George K., Det. 2
25WS-FLEMING, MSgt. Dwight W., Det. 18

NCO of the Year:

4WW-BOGART, SSgt. Linda M., Det. 7, 4WW
AFGWC-TRYON, TSgt. Heidi C., USAFETAC
USAFETAC-Tryon, TSgt. Heidi C.
3WS-LOFTIN, TSgt. Eugene, Det. 1
25WS-LYNCH, TSgt. James R., Det. 13

Airman of the Year:

4WW-HONADLE, SrA. Robert L., Det. 30, 2WS
AFGWC-PEGUES, A1C Robert J., AFGWC
USAFETAC-SANDLIN, SrA Leslie P.
3WS-FROST, A1C Susan L., Det. 2, 3WS
25WS-ALLEN, SrA. Marc, Det. 12

Company Grade Officer of the Quarter:

5WW-WILDEROTTER, Capt. Steven, Det. 14, 5WS
AFGWC-BJORNSON, Capt. Brian M., USAFETAC
HQAFGWC-NICKERSON, Capt. Daniel M., AFGWC
25WS-MATTHEWS, 1st Lt. Lailla, Det. 12, 25WS

Senior NCO of the Quarter:

AFGWC-BOYER, Richard A., USAFETAC
3WS-STRUNK, MSgt. George K., Det. 2, 3WS
25WS-FLEMING, MSgt. Dwight W., Det. 18, 25WS

NCO of the Quarter:

5WW-HARRIS, SSgt. Glenn M., Det. 16, 25WS
AFGWC-BIRD, SSgt. Catherine L., USAFETAC
3WS-FLEIG, SSgt. Patrick J., Det. 9, 3WS
5WS-REID, SSgt. John H. III., Det. 3, 5WS

Airman of the Quarter:

5WW-GARCIA, SrA. Galo Jr., Det. 14, 5WS
AFGWC-WATSON, A1C Michelle M., USAFETAC
3WS-FROST, A1C Susan L., Det. 2, 3WS
25WS-GARCIA, SrA. Galo Jr., Det. 14, 5WS

Civilian of the Quarter:

5WW-MADISON, Robert A., Det. 3, 5WS
AFGWC-GILFORD, Michael T., USAFETAC

Education:

NCO Academy:

LEBBY, TSgt. Vernon Jr., Det. 7, 3WS
KING, MSgt. Stanley E. King
MARKS, TSgt. Dale R., Det. 1, 5WW (DG)

NCO Leadership School:

OGINSKI, SSgt. David J.
RZEPECKI, SSgt. Arlyne M., Det. 3, 7WS
SPRAGUE, Sgt. Raymond H. III., USAFETAC Levitow

NCO Preparatory Course:

ENGEN, SrA Michael D., Det. 25, 5WW (DG)
HORGAN, SrA Michael A., Det. 1, 15WS
MURPHY, SrA Daniel W., Det. 15, 30WS
RIVERA, SrA Joseph D., Det. 11, AFGWC
STEVENSON, SrA John C., Det. 11, AFGWC
VERDUZO, SrA Devon W., Det. 25, 5WW

Unisys Computer School:

BERTONE, Capt. Steve E., AFGWC
BLACKWELL, Capt. Keith G., AFGWC
CARLSON, Capt. Meade W., AFGWC
EMERSON, TSgt. Garry R., AFGWC
KLOS, TSgt. Michael B., AFGWC
MERCER, TSgt. Ronald D., AFGWC
PETERSON, 2nd Lt. Kenny J., AFGWC

Military Free-fall Parachute Course:

LENZ, SrA. John F., 6WS/SOWT

Bachelor's Degree to:

GRELL, TSgt. Stanley G., AFGWC
KORICH, SSgt. Richard, WX TRNG DIV
POFF, SSgt. Karl, WX TRNG DIV

Associate Degree from CCAF to:

HUEBNER, SSgt. Brenda S., Det. 9, 5WS
MAYA, SSgt. Ruben M., Det. 9, 5WS
TWAROG, TSgt. Chester, Det. 2, 5WW
WATSON, SSgt. Milinka B., Det. 25, 5WW
WALTBILLIG, SSgt. John H., AFGWC

Reenlistments:

BILLINGSLEY, SSgt. Christopher, Det. 15, 25WS
DEAL, SrA. Chad S., Det. 15, 30WS
JENKINS, SrA. David B., Det. 19, 30WS
MACMAHON, SrA. Peter M., Det. 20, 30WS
RITZER, SrA. Kevin A., Det. 20, 30WS
PETERSON, SrA. Jeffrey J., Det. 6, 5WS
PICKARD, SSgt. Steven M., 6WS
SCHMIDT, Sgt. Charles E., 6WS
SLAYTON, SrA. Timothy C., Det. 18, 30WS
SOUTHERLAND, SSgt. Tony B., Det. 1, 15WS
TRUAX, SrA. Brendan, Det. 19, 30WS

Retirements:

FEARNSIDE, Maj. Stafford J., HQAWS, OL-L

Submissions to Salutes

OLs, detachments and squadrons submitting inputs to this Salutes column do so through their chain of command for information and consolidation purposes. Wing public affairs representatives will consolidate these inputs by alphabet and in the format presented in this column. Wing/PA's then forward their consolidated Salute submissions by the 10th of each month to HQ AWS/PA. For more information, contact MSgt. Dave Black at HQ AWS/PA, DSN 576-2065

Pilots help rescue Navy flyer

By Capt. Becky Colaw
Saudi Arabia (AFNEWS)

In the early morning hours on Jan. 21, Captains Paul Johnson and Randy Goff began their shift on search and rescue, or "Sandy," alert, looking forward to catching a few hours of needed sleep.

That never happened.

At approximately 7:30 a.m., a call came in and the alarm sounded. A Navy F-14 fighter was down in Iraq. Somewhere behind enemy lines the pilot needed their help.

"We took off before 8 a.m. en route to the area," said Captain Johnson, a pilot with the 353rd Tactical Fighter Squadron, 354th Tactical Fighter Wing provisional, and the flight lead for the mission. "We had to air refuel a couple of times and deal with some weather en route, but we finally located the individual we were looking for."

On the way to the rescue area the pilots began coordinating pickup assets, including helicopters, tankers and other fighters for top cover.

"While we're en route we build our rescue plan so that when we get to the area we can concentrate on finding the downed crew member, isolating him and insuring it is safe for us to go in and pick him up," Captain Johnson said. "Once all these decisions are made and all key players are in place, we'll go in, pick up the survivor, and bring him back to friendly lines.

Flying sandy missions is a secondary mission for the A-10 Thunderbolt II, designed primarily to fly close air support for ground troops. The sandy call sign originated in Southeast Asia when search and rescue missions were flown predominately by A-1 Skyraiders. Over time, the A-10 has assumed the role and, according to Captain Johnson, each squadron has pilots specifically trained in rescue techniques, since sandy missions involve tactics not normally used in typical close air support missions.

"It's a team concept obviously," he said. "Sandy pilots are usually more experienced and are always ready to take on the challenge the mission can present, especially when it comes to coordinating all the assets."

On this mission, the sandy pilots were successful. And for the first time in history, A-10 pilots got to experience the joy of helping a fellow airman reach safety.

"It was rather an indescribable feeling knowing he was on a helicopter being escorted out of enemy territory—I just can't explain how I feel knowing we pulled this off," Captain Johnson said.

"My heart was pumping pretty quickly," said Captain Goff. "It's kind of exciting knowing the downed pilot is going to get rescued—knowing a guy can punch out, we can go in and grab him and bring him back to safe ground. It's quite a mission to go in and save a life."

Just as everything was falling into place and the pickup was about to take place, an Iraqi truck suddenly began heading toward the downed pilot.

"We couldn't risk the fact that the survivor's life or the pickup assets could be in jeopardy," Captain Goff said.

Both A-10s rolled in on the truck and took it out with 30MM cannon fire.

"My main concern was the pilot's safety and the safety of everybody else who was there at the time. You can't really say who's the enemy and you have to be concerned with the lives involved at the time. Unfortunately for the truck, it was at the wrong place at the wrong time."

The pilots spent nine hours coordinating the rescue and refueled in flight four times. But both say they didn't feel the fatigue until they were an hour from landing.

"I'll probably never forget the feeling," Captain Johnson said. "It really helps you understand why the sandy pilots in Southeast Asia truly enjoyed and took so much pride in what they did considering the reward they were getting out of it." (Courtesy CENTAF News Service. Captain Colaw is chief of 354/23 TFW Provisional Public Affairs)

AWS taps AFGWC NCO for Pitsenbarger Award

TSgt. James A. Randolph

By MSgt. Dave Black
AWS Public Affairs

Air Weather Service has nominated TSgt. James A. Randolph Jr., of the Air Force Global Weather Central (AFGWC), Offutt AFB, Neb., for the Air Force Sergeants Association Pitsenbarger Award.

The award recognizes an Air Force enlisted member who has performed a heroic act, on or off duty, that resulted in the saving of life or the prevention of serious injury. Sergeant Randolph's name has been forwarded to the Military Airlift Command for command-wide competition. The winner there will move up to the Air Force competition, results of which will be announced this spring.

According to his nomination package, Sergeant Randolph, NCOIC of AFGWC's Training and Consulting Section, displayed tremendous courage and heroism at Haworth Park, Bellevue, Neb., on the July Fourth holiday last year.

While the Randolphs were enjoying an outing at the lake, they happened to be in the area where another family's 24-foot fiberglass boat exploded, throwing out its three occupants.

According to an eyewitness at the scene, boat owner John Lukassen was thrown about 30 feet into the air from the explosion at Haworth Park's public boat ramp. Mrs. Lukassen and a 15-year-old were also thrown from the burning wreckage.

After hearing the explosion, Sergeant Randolph immediately ran to Mr. Lukassen's aid and directed other shocked bystanders to aid Mr. Lukassen's wife and the injured teenager. As a direct result of Sergeant Randolph's actions, Mr. Lukassen was loaded on to the Life Flight medical helicopter with a pulse and a chance to live.

The Bellevue Volunteer Fire Department Fire Chief, John Stacy, in a letter to the AFGWC Commander, Col. Adrian A. Ritchie Jr., expressed his appreciation for the outstanding efforts of Sergeant Randolph. "Amid a tragic and volatile situation, with a large amount of fire still present, Sergeant Randolph assumed a critical leadership role and performed basic life saving steps."

Both Mr. Lukassen and his wife later died from the massive injuries they received during the explosion and subsequent fire.

Black History Month

Slaves not allowed to patent inventions

BY RUDI WILLIAMS
American Forces Information Service

African-American slaves produced many inventions and innovations, but it was against the law for them to patent them. All evidence of their creations were erased, except for the slave owners who applied for patents, some in their own names, according to a Smithsonian Institution researcher.

"We traced three important slave inventions," said Portia P. James of the Smithsonian's Anacostia Museum in Washington, D.C. James curated an exhibit and authored a book, both entitled The Real McCoy: African-American Invention and Innovation, 1619-1930. "The invention of a cotton harvester by a slave named Ned led to the decision by the U.S. attorney general to prohibit inventions from being patented by slaves or the slave owners," she said.

"In a series of letters on file in the U.S. Patent Office, the slave owner goes into this long, intellectual argument about slavery and what slavery means," said James. "He said, 'Slavery means that if my slave invents something, because I own him, I own his physical labor and also his mind. Therefore, I have the right to patent his invention.' But the attorney general disagreed, saying no slave owner can patent an invention of a slave, nor is the slave allowed to patent it."

Ned was a slave mechanic in Pike County, Miss., on a plantation owned by Oscar J.E. Stuart, who wrote his first letter to Secretary of the Interior Jacob Thompson on Aug. 25, 1857. Ned had constructed a new and innovative cotton scraper that local planters heralded as "a great labor-saving machine." With the assistance of one man and two horses it could, Stuart asserted, do the work of four men, four horses, two single scrapers and two ploughs, James wrote in her book.

"The epilogue to this is that Stuart and his family became wealthy from manufacturing and marketing Ned's Double Cotton Scraper," said James. Their advertising broadside included the enthusiastic testimony: "I am glad to know that your implement is the invention of a Negro slave—thus giving the lie to the abolition cry that slavery dwarfs the mind of the Negro. When did a free Negro ever invent anything?

"The Stuarts became wealthy and Ned disappeared from history. We don't even know what his last name was, if he had one," said James.

Portia P. James

Elijah McCoy invented a hydrostatic oil lubricator for locomotives that became an industry standard — the "Real McCoy." His lubricator was patented March 28, 1882.

IRS Provides Tax Help Overseas Too

The Internal Revenue Service provides free tax help to Americans living overseas through its overseas tax assistance programs. IRS employees or IRS-trained volunteers can be found throughout the year at 13 U.S. embassies and consulates, while other IRS employees travel to about 80 foreign countries during the tax-filing season to help with tax forms.

Individuals living overseas who have specific tax questions should call 202-287-4301 or write:

Internal Revenue Service
Assistant Commissioner
(International)
ATTN: IN:C:TPS
950 L'Enfant Plaza
South,SW
Washington, D.C. 20024
USA

Many tax forms and publications, including the Overseas Tax Package of forms and instructions, are available at U.S. embassies or consulates or by writing:

Internal Revenue Service
Forms Distribution
Center
PO Box 25866
Richmond, VA 23289
USA

Embassies and consulates providing IRS assistance throughout the year are:

American Embassy—IRS
PO Box 9041
Riyadh, Saudi Arabia
Tel. 00966-1-488-3800,
ext. 206

U.S. Embassy
Deichmanns Aue 29
5300 Bonn 2, Germany
Tel. 49-228-339-2119

U.S. Embassy
Avenida Principal La
Floresta
Caracas, Venezuela
Tel. 58-2-285-3111, ext. 333

U.S. Embassy
24/31 Grosvenor Square
London, England
Tel. 44-1-408-8076/8077

U.S. Embassy-IRS
Avenida Reforma 305

Col. Cuauhtemoc
Mexico, DF, 06000 Mexico
Tel. 52-5-211-0042, ext. 3559

U.S. Embassy
Queen Street
Nassau, Bahamas
Tel. 809-322-1181

U.S. Embassy
60 Queen St.
Suite 201
Ottawa, Ontario, Canada
KIP5Y7
Tel. 613-238-5335

U.S. Embassy
2 Avenue Gabriel
F 75382 Paris Cedex 08
France
Tel. 33-1-4296-1202

U.S. Embassy Annex
Via Sardegna 49
Rome, Italy
Tel. 39-6-4674-2560

Wife of the Year...

Continued from Page 1

science degree at Bellevue College near Offutt AFB, Neb.

While her husband was stationed at Offutt, she was active with several on-base groups including serving as the base Red Cross publicity chairwoman, Weather Officers Wives Club secretary and vice-chairwoman, and Offutt Officers Wives Club publicity chairwoman. She worked part-time as a bank teller and real estate sales person. In May 1988, she received the Offutt Angel Award for an act of heroism.

Mrs. Knowles continued to lead a active role at Sembach AB when her husband was reassigned. In the Sembach community, she is a part-time school teacher, treasurer of the local sports officials association and chairwoman on several Officers Wives Club committees.

In addition, she works part time as an assistant to the base commander and as a non-appropriated funds employee. She officiates intramural volleyball as a registered U.S. Volleyball Association official.

Mrs. Knowles is also involved in other activities such as:

- Serving as a finance chairman for the 1990 Sembach Christmas Bazaar. The event generated $300,000 in sales, $30,000 which went to the Sembach welfare fund.
- She helped the 1990 Continental Sports Conference Women's Softball Tournament.
- She serves as a substitute teacher at the local elementary and junior high school.

Other weather wives nominated for the 1990 Wife of the Year were: Dawn-Marie Hayes, wife of Capt. Patrick M. Hayes, assigned to Det. 9, HQ AWS, Las Vegas, Nev.; and Daphne J. Key, wife of Maj. Lawrence E. Key, commander of Det. 7, 20th Weather Squadron, Schofield Barracks, Hawaii. Congratulations to all from HQ AWS.

They Jump!

Continued from Page 1

which was nice," she added. "Being the first to go brings a great feeling of freedom."

She made it through, earning her jump wings, but others wondered about her next challenge. "I kept hearing 'Oh, the guys will never accept you,' "she said. "But the guys have been great. they gave me hints before jump school and have been super supportive ever since. There is amazing esprit de corps in the detachment. They're proud of their job and I admire that. That's why I wanted to be in it."

Det. 3, 5WS, provided weather support to the XVIII Airborne Corps and 82nd Airborne Division. In the special operations arena, the detachment supports the U.S. Army Special Operations Command, John F. Kennedy Warfare Center and School, Special Forces Command, and the 3rd and 7th Special Forces Groups.

Sergeant Frazier moved to Fayetteville, N.C., from Offutt AFB, N.C., and is glad to be there. "I like operations and being close to the mission," she said, adding, "I like to be where it's happening."

Since her arrival "Everyone has cooperated well," said Sergeant Frazier. "I've felt no hostility at all. I just feel welcome," she explained. " I don't feel like I'm a 'first-woman.' I feel like one of the guys — equal. I'm here, I'm a person, I have a job to do, and they're training me."

There is one difference however, she admits. "I get my own bathroom..."

Interested in Jump School?

If you think this exciting and rewarding duty is for you, there are a few preliminary steps you must complete. First, pass a Class III flight physical by the MAC Surgeon General's Office, Scott AFB, Ill. You must also pass the physical conditioning requirements for the Airborne (Parachutist) Course at Fort Benning, Ga. Requirements are: 8 pull-ups in 2 minutes, followed by 1 minute rest; 50 pushups in 2 minutes followed by a 1 minute rest; 60 sit-ups in 2 minutes, followed by 5 minutes of stretching; run 4 miles in 32 minutes or less. For more information contact CMSgt. Teddy L. Ford, AWS/DOTS, DSN 576-3800. He will obtain a class date in the Fort Benning course which you will attend in TDY status. When you complete the course, you will receive the coveted "wings" and the "P" prefix to your AFSC. MPC will then work an assignment for the next available "P" position. Additional info is in the May 31, 1990, handout, "Can you "Weather" the Challenge?", mailed to units last summer. Further reference is in AFR 50-5, Formal Schools Catalog, page 3-180.

First Next Generation Weather Radar instructors graduate

The first Next Generation Weather Radar (NEXRAD) class of Weather Training Division instructors graduated from the National Weather Service Operations Training Facility at Norman, Okla., recently.

The 16 graduates included both National Weather Service and Air Force personnel. Instructors from the Weather Training Division completing the course were: Capt. Steve Brueske, Capt. Glenn Frisco, MSgt. Michael Kennedy, MSgt. Robin Post, TSgt. Marty Kaczmarek, TSgt. Derek Frank, TSgt. Ron Hoover, TSgt. Rodger Campbell, SSgt. Robin Gardner, SSgt. Dale Russett, and SSgt. Brian Woodard.

The graduates will now train others to use the $400 million system.

Pictured from left to right: (Front row) Liz Quoetone (NWS) Capt. Glenn Frisco, MSgt. Robin Post, Robin Radlein (NWS), Ed Jessup (NWS) MSgt. Mike Kennedy, Capt. Stephen Brueske (ATC), TSgt. Roger Campbell (ATC), Second row: Dr. Ron Alberty (NWS), SSgt. Brian Woodard, Lesley Lemon (UNISYS Corp.), Doug Green (NWS), Lee Anderson (NWS), SSgt. Dale Russet, TSgt. Ron Hoover, SSgt. Robin Gardner, Dave Imy (NWS), Third row: Steven Rolnick (Unisys), Brian Klein (Unisys), Joe Kendall (NWS), TSgt. Derek Frank, Fred Toepfer (NEXRAD JSPO), Ed Mahoney (NWS) TSgt. Marty Kaczmarek. (U.S. Air Force photo)

NEXRAD was purchased jointly by the Departments of Defense, Commerce, and Transportation and will be used by the Air Force, Navy, National Weather Service, and the Federal Aviation Administration.

"You are the folks who'll be carrying the banner for this new program," said Ron Alberty, director of the NEXRAD Operational Support Facility. "The NEXRAD program has three elements: acquisition and installation, support, and training," Mr. Alberty told the graduating operators. "Do your job right and one-third of this equation will be fulfilled."

The NEXRAD system can probe mesocyclones, areas of high rotating velocity that can produce tornadoes. The computer model is a guidance tool to help forecasters more quickly and accurately predict when and where tornadoes will touch down.

NEXRAD is a system, with a maximum range of 250 nautical miles and an effective range of half that.

HQ AWS/PA
SCOTT AFB, IL 62225-5008

BULK RATE
POSTAGE & FEES PAID
USAF
PERMIT No. G-1

U.S. Government Printing Office: 1991-554-050-40002