

Correction — Last month we told you in our Top AWS people on the move article, page 4, that AWS would inactivate its wings Aug. 1, when actually the correct date was Oct. 1. After Oct. 1, 1991, AWS will include the Air Force Space Forecast Center, Air Force Global Weather Central and U.S. Air Force Environmental Technical Applications Center.

**USAFETAC celebrates
50 years**

See page 4

**Launch weather officer
plays important role** See page 5

Weather Observer



VOL. 38 NO. 10

HEADQUARTERS AIR WEATHER SERVICE

OCTOBER 1991

WX officer leads way for Shuttle ferry flight



Capt. Mike Adams, Det. 11, 4th Weather Wing.

SSgt. Salinda A. Larabee
Det. 11, 4WW/UPAR

"Challenging, exasperating and exhilarating." Those are the sentiments of Capt. Michael Adams, the Kennedy Space Center (KSC) Staff Meteorologist from Detachment 11, 4th Weather Wing. He has the responsibility to provide en route weather support to one of NASA's most sensitive operations—Shuttle ferry flight.

For the uninitiated, ferry flight is the mission of returning the Shuttles from Edwards AFB, Calif., to their launch/processing site at KSC. The Shuttles are "piggybacked" on top a Boeing 747 modified to handle the heavy load.

Captain Adams reports directly to the NASA ferry flight project manager for situational weather updates and available routing options. The ferry flight coordinator makes the final go decision but relies heavily upon Captain Adams' recommendation and expertise.

Sounds easy, doesn't it? Not quite. The weather constraints affecting the ferry flight mission rival the tight launch weather constraints for a Shuttle lift-off.

Try to imagine planning a flight route across the Southern United States when:

- Operations are conducted only during daylight hours.
- Flight operations occur

Continued on Page 8

New van puts detachment at full-speed ahead

Det. 14, 5th Weather Squadron has a new addition to its tactical vehicle fleet. The 6th Cavalry Brigade (Air Combat) cadre weather team at Fort Hood, Texas, has just finished work on their new 5-ton expandable van.

The team uses the van in the field to provide weather support to the 6 CAV BDE (AC) Tactical Operations Center (TOC). In the past, the team provided support out of the back of an old deuce and a half.

Second Lt. Jeffrey Brittig, the team's SWO, obtained the van from the 2nd Armored Division (2AD). The timing was perfect; the team needed a better place to work when deployed, and the 2AD was deactivating. After about three months of paper-

work, the WETM finally took possession of the van.

The 6 CAV WETM then put their heads together and designed an equipment layout for van's interior. After testing the initial design on a one day field exercise, the team finalized construction plans.

After about three months of paperwork, the WETM finally took possession of the van.

struction plans.

The concept was to shock mount the weather and communications equipment so as not to have to pack and unpack every time the team jumped (tactically redeployed).

The final design en-

abled the team to test gear in garrison without having to expand the van. Another feature of the van is that the equipment is mounted in modules that can easily be removed should the team need to deploy without the van.

All of Det. 14 personnel were on hand to watch the 6 CAV BDE WETM christen the 5-ton with a bottle of very expensive champagne.

WETM members include: SWO-2nd Lt. Brittig, NCOIC-TSgt. William Luther, Comm NCO Sgt. Stephen Headly, Senior Observer-SRA George Corona, Comm Team-Spc. James Hart and PFC Douglas Larson.

During the 6 CAV BDE's DESERT ANXIETY field exercise, the van ran like a champion



Members of Det. 14, 5th Weather Squadron, christen their new 5-ton van. From left to right are: 2nd Lt. Jeffrey Brittig, Sgt. Stephen Headly, SrA. Jose Chavarria, Lt. Col. Jerry Johnson and SrA. George Corona. (U.S. Air Force photo)

and weather support was highly effective. As a result of the new 5-ton

van, combat readiness has clearly been enhanced.

Command Line



Col. George L. Frederick Jr.
Commander, Air Weather Service

Weather Family

You will all note that we have a new name on our masthead. No longer are we called the AWS Observer but rather the Weather Observer. This reflects the changing structure of the Air Force and particularly the weather organization.

The significance of the name change is that while AWS will continue to publish the Weather Observer, the paper is intended to be an information organ for the entire Air Force weather family. As brothers and sisters in arms operating the integrated weather support system for the Air Force and Army, we truly are one family with a common purpose and that won't change with restructuring.

So, I invite all of you to share your experiences and achievements with the rest of "the family" through this publication. I've asked MAJCOM staff weather officers to author periodic articles about their activities or whatever is on their minds which they want to share with the community.

We'll continue to tell you about new developments in the AWS Field Operating Agency which will affect all of us in the future. By continuing this crossflow of information, we hope to keep everyone up to speed on the course of the entire weather support system.

So, don't be left out—keep reading the Weather Observer to find out what's happening, and let us know what you're up to so the family knows you're still alive and well.

Chief's corner

Progress invariably means change. In moving forward, things must begin as well as end.

With our restructure, the Air Weather Service Senior Enlisted Advisor position has completed its mission. It served our old organization well since its establishment in November 1968. That is when the then Air Weather Service commander, Maj. Gen. Russell K. Pierce Jr., selected CMSgt. William M. Gardner Jr., to advise him on the morale, welfare, and most effective employment of Air Weather Service's nearly 9,000 enlisted personnel.

Since that date, the size of the Air Weather Service enlisted corps has ranged from that Vietnam-era buildup's high, to today's post restructure force of just over 700 airmen and non-commissioned officers. Like our fly and fight customers, we have changed—grown smaller, but no less capable. And, again like those we support, we've seen

An Era Ends

changes in how we are structured. Most of you are now administratively, as well as operationally, linked with those you support.

The Air Weather Service is now not only smaller but its mission has become more technically oriented. Its enlisted population is now centered within this headquarters, AFGWC, USAFE-TAC, and the new Air Force Space Forecast Center. With its current size and structure, a senior enlisted advisor position is no longer warranted or authorized.

Being your Senior Enlisted Advisor has been a joy. I've had the best of bosses, and more importantly, the opportunity to represent you, the Air Weather Service enlisted force. Clearly, it is your individual and collective talent, energy, and commitment to the mission that have made this my most rewarding job—ever! You should be very proud of what you have and will continue to accomplish—I am!



CMSgt. Danny W. Milner
Senior Enlisted Advisor

Col. George L. Frederick Jr.
AWS Commander
AWS Editorial Staff
MSgt. David L. Black
Editor

The Weather Observer is published monthly for personnel of the worldwide weather career field. This funded Air Force newspaper is an authorized publication for members of the U.S. military services, both CONUS and overseas. Contents of the Weather Observer are not necessarily the official views of, or endorsed by, the U.S. Government, or 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 is HQ AWS/RMA, Scott AFB, IL 62225-5008.

General Powell Visits Honduras

SSgt. Salinda Larabee
Det. 11, 4WW

"It was one of the greatest moments of my life," exclaimed Sgt. Anthony Correa of Det. 11, 4th Weather Wing. Sergeant Correa was photographed with General Colin Powell during the General's quick visit to Soto Cano AB, Honduras.

Sergeant Correa deployed to Honduras in support of Task Force Bravo as a weather observer for four months and only recently returned to his home at Patrick AFB, Fla. Living conditions were primitive in Honduras with few conveniences available. The general's visit was the highlight of Sergeant Correa's stay in Soto Cano.

During the general's



Gen. Colin Powell, Chairman of the Joint Chiefs of Staff, greets Sgt. Anthony Correa at Soto Cano Air Base, Honduras.

visit, he praised the American Forces and their willingness to leave the comforts of home by deploying to austere locations around the world at very short notice. The general praised not only the men

and women of Operation Desert Storm, but also the troops deployed in support of American policy in Honduras.

Welcome home, Sergeant Correa, and congratulations on a job well done.

Canadians Visit Weather School

Five members of the Canadian Forces School of Meteorology visited Chanute AFB, Ill., recently to see the Weather Training Division and look at the way

the United States conducts training of military weather personnel.

"We were impressed with your training program and we obtained a lot of information," said

Mr. William H. Hartman, Commandant of the Canadian Forces School of Meteorology. "This was my first visit to another country's military installation and I found the visit worthwhile. The Canadian forces should look at your supplemental courses, especially the satellite course."

The Canadian military meteorological technicians take the observations and brief the pilots. The actual forecasts are made by civilian meteorologists of the Atmospheric Environmental Service (AES), their National Weather Service. The Canadian Forces School of Meteorology, located near Winnipeg, Manitoba, is embarking on a program of on-site forecaster training using their meteorological technicians the same as the United States forces.



Canadians visiting the Weather Training Division from left to right: Mr. Spencer T. Silver, Staff Officer Meteorology Training; Master Warrant Officer, Bernard N. Roy, Standards of Training Office; Mr. William H. Hartman, Commandant School of Meteorology; Mr. Ronald V. Colpitts, National Defense Meteorology Training in Ottawa; and Mr. Emile L. Richard, Meteorology Instructor.

hot off the wire...

I'll be doggoned—If you're assigned to the United Kingdom and own a pit bull terrier, a Japanese Tosa, a Fila Braziliera or a Dogo Argentino, find a place to leave your dog while you're gone. The UK no longer allows them to be brought to the country. People in the UK who now own fighting dogs have until Nov. 30 to destroy them or have them neutered. Those who choose neutering also must register their animal and buy liability insurance. Beginning in December, it will be illegal to own such an animal without having a certificate of examination. Animals without the certificate will be humanely destroyed and their owners fined or imprisoned. The UK's new Dangerous Dog Act allows for large fines and long sentences when other breeds of dogs are improperly attended or injure someone.



Anzac Day—In honor of our comrades in arms, members of OL-B and Det. 9, 4th Weather Wing, participated in the Australian and New Zealand Army Corps (ANZAC) parade recently. The ANZAC Day Parade is held to honor and remember the sacrifices and contribution of Australian war veterans from World War I to present. It's equivalent to America's Veteran's Day Parade. Formation alignment and drill movement were under the directions of standards. Marching in service dress are (left to right) front row: MSgt. Mannum, TSgt. Fyffe, MSgt. McNaughton, and MSgt. Dyer. Middle row: SSgt. Powel, SSgt. Watkins, and SSgt. Linde. Back row: SSgt. Blount, SSgt. Stapchuk and Sgt. Brooks.

Going Fast!—We told you last month the AWS History Office will have a new booklet, The Air Weather Service: A Brief History, 1937-1991, available for free. Written by Dr. William Nawyn, the Air Weather Service historian, the 55-page booklet includes approximately 50 photographs and briefly documents the AWS history from the time it was born to the point at which it became a Field Operating Agency in 1991. If you're remotely interested in one of these books, get your order in now. About 500 have already been requested and only 2,000 copies were printed. Once they're gone—they're gone. Contact the HQ AWS/RMH, Attn: Rita Markus, Scott AFB, Ill. 62225-5008, or call DSN 576-3644.

USAFETAC Celebrates Anniversary—50 Years Of Military Climatology

USAFETAC

1941-1991



50 YEARS OF MILITARY CLIMATOLOGY

10 September 1941 The Army Air Forces Weather Research Center's Climatological Section is formed at Bolling Field, D.C. Nearly all the nation's climatological assets are turned over to the military--specifically, to the AAF.

- Climatology was as important then as now--perhaps more important.
- WWII "weather blackout"--no data from unfriendlys, no weather for civilians at home.
- Climatology usually the *only* weather input for planning.
- AAF weather people played "catch-up" throughout war years, preparing:
 - Weather studies for theaters
 - Climatology for building runways & installations
 - Flying weather summaries
 - Planning data for operations/invasions
- Climatology proved itself in WWII and all subsequent actions.

--CLIMATOLOGY IS NEVER OBSOLETE--

Last month, the U.S. Air Force Environmental Technical Applications Center (USAFETAC) celebrated 50 years of climatological support to the U.S. military.

USAFETAC, which maintains and applies the Department of Defense's climatological database, was created on Sept. 10, 1941. The United States, still neutral, prepared for war in Europe. The week before, on Sept. 4, the U.S. Destroyer Greer was attacked by a German submarine off the coast of Iceland. The attack provoked President Franklin Roosevelt to announce that "From now on, if German or Italian vessels of war enter these waters, they do so at their own risk." An unofficial state of war with Germany and Italy existed from that day forward.

When the Army Air Forces Weather Research Center established a Climatological Section (now USAFETAC) at Bolling Field a week later, there were already strong efforts underway to meet the increasing need for military weather and climatological services.

Although there was strong pressure for neutrality, military visionaries, had seen the need for preparation as early as 1937, when the Air Weather Service itself was founded.

By 1941, the U.S. Weather Bureau had already turned over most of its climatological records and facilities to the military. Thanks to depression-spurred "make-work" projects begun in 1934, millions of weather observations had either been summarized manually or punched onto cards for machine sorting.

Even so, military climatology had a long way to go, especially since the meteorological offices of every major country in Europe had been analyzing the world's weather on punched cards since World War II began in 1939.

The Dec. 7, 1941 attack on Pearl Harbor moved the collection and application of weather statistics to a top-drawer priority overnight. With current weather and forecasts blacked-out for the most part, in hostile areas, planners turned to the climatologists with their questions. Where should air bases be located? How should the runways be oriented? What areas should heavy armor avoid? What should specifications for fuels and lubricants be? How about specifications for landing lights, wires, buildings? What times, dates, and locations are best for amphibious landings? How about bombing weather? Prevailing winds aloft?

With the limited information at their disposal, military weather people worked around the clock to produce climatological summaries that helped provide the answers to planners' questions. There was probably no World War II operation, major or minor, that did not include a climatological input.

The planning for every landing, mission, and offensive, including the D-Day invasion in 1944 and the atomic bombing of Japan, required extensive climatological preparation.

But as any planner will tell you, the need for climatology and climatologists, did not end with the successful conclusion of World War II.

Today's climatologists and analysts continue to fulfill the same kinds of requirements that their predecessors handled 50 years ago, but with much-improved techniques and equipment.

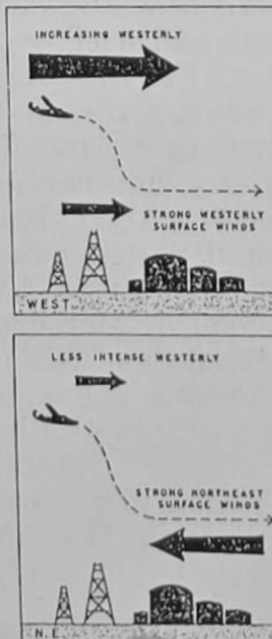
State-of-the-art main-frame computers (currently an IBM 3090 with 200 gigabytes of storage at Scott and a UNISYS 2200 with 23.3 gigabytes at Asheville) have replaced punched cards and calculating machines. USAFETAC's last punched card operation, however, was not phased out until 1985.

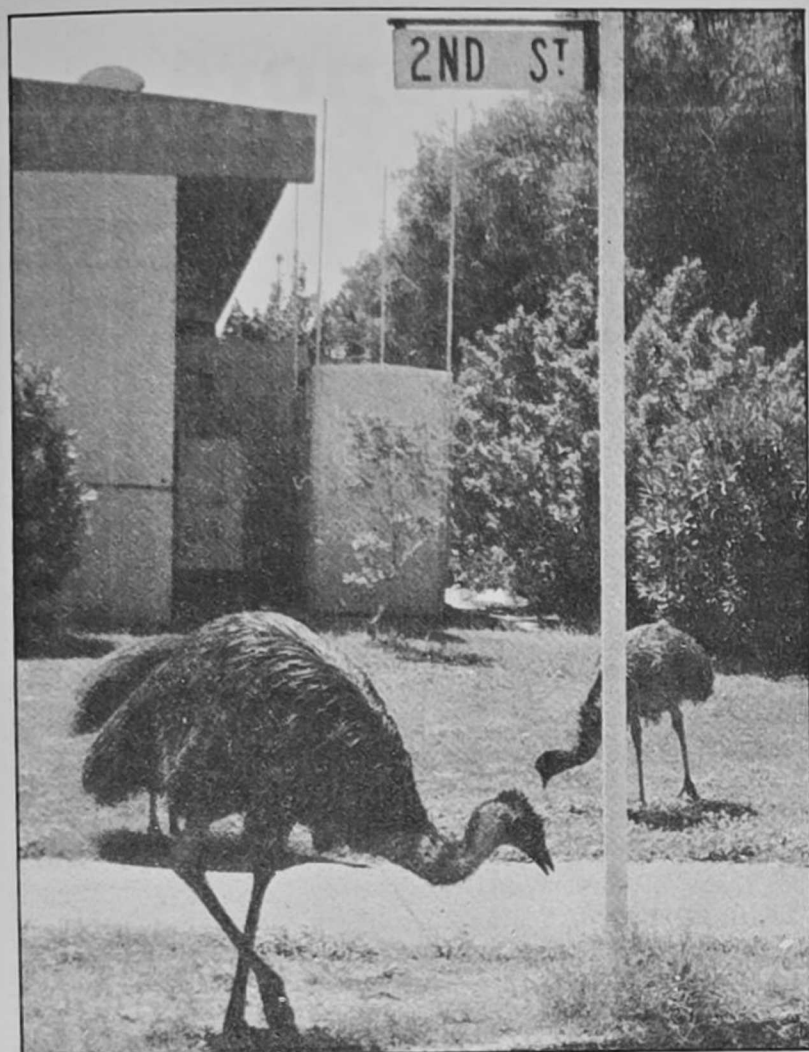
AN EXAMPLE USE OF CLIMATOLOGY IN WWII--

One of the most important targets for USAAF bombers was the oil field complex at Ploesti, Rumania, one of Germany's largest sources of oil. Ploesti was hit repeatedly and often; it was so heavily defended that there were extraordinary aircrew casualties. Planners, recognizing the importance of the target, relied heavily on climatology. For maximum destructive efficiency, Ploesti raiders needed the following weather conditions:

- A light wind at flight level to maximize range and bomb load
- A strong wind at the surface to spread the fires set at the combustible primary targets to the less inflammable secondary objectives

The first illustration shows unfavorable winds for bombing Ploesti, with strong westerly winds aloft and at the surface. The second shows conditions planners and aircrews were looking for: light westerly winds aloft, and strong northeast winds at the surface.





A primary traffic hazard—the intrepid emu. CAUTION: Small brain capacity.

WX det wins MAC Safety award

Det. 9, 4th Weather Wing is the recipient of the 1990 MAC Ground Safety Achievement Award.

During the period from October 1989 to September 1990, Det. 9 attained an exemplary ground safety record. There were no operational injuries/fatalities and no days lost due to accidental injuries either on or off duty.

This achievement is noteworthy because unit personnel have driven over 36,000 miles (50 per cent of this travel was in total darkness or dangerous twilight conditions) in official duty travel over roads in the bush country of Western Australia.

Traveling over rough and narrow roads, our personnel avoided many

opportunities for injury, vehicle damage, and possibly death. This is a tribute to caution and safe driving practices learned in the United States but on the right side of the road. Everyday obstacles appear in the road such as sheep, big lizards, snakes, emus, and "kamikaze" kangaroos. A kangaroo's movement is so unpredictable and different that it is common to see one hop into the side of a vehicle with no hesitation.

A deep sense of safety awareness is evident on the job. The operation of equipment utilizing two different power sources resulted in no injuries or damage to equipment.

Also lurking in the work areas are poisonous

snakes, spiders, and scorpions. Additionally, unit personnel have not sustained any sports-related injuries despite active participation in rugby, Australian rules football, soccer, cricket, basketball and softball. With more than half of unit members active in diving and other water-related sports, there have been no related accidents or drownings.

The most important element of the Det. 9, safety program are the people assigned. Analyst meetings, specific safety guidance, safety grams, along with a common sense approach to safety in our on- and off-duty hours, makes Det. 9 a very safe and healthy environment in which to work.

New launch pad weather officer plays important role

SSgt. Salinda Larabee
Det. 11, 4WW (UPAR)

A new and exciting position has been added to the Launch Weather Team (LWT) at Detachment 11, 4th Weather Wing, Patrick AFB, Fla. The new position speaks for itself—Launch Pad Weather Observer.

There's no substitute for

the human eye no matter how sophisticated and advanced the equipment. That's the conclusion the LWT reached during the thunderstorm-plagued Delta launch in January.

The LWT sent 1st Lt. Marv Treu to near Complex 17, the Delta Pad, to visually report on potential highly charged thunder-

storm debris clouds remaining in the area containing a "triggered" lightning threat. The lieutenant was only a mile away from the pad where he made critical nighttime observations on the type and thickness of the clouds along the vehicle flight path. His observations were relayed to the Cape Canaveral Forecast Facility (CCFF) where the final weather decisions were made.

All ended well with a breath-taking launch in the last minutes of the window. His observations saved a costly scrub.

Because of the importance and criticality of Lieutenant Treu's actions for the Delta launch, the new position of the Launch Pad Weather Observer will be added for most launches from Cape Canaveral Air Force Station.

The Pad Observer will report to the launch pad area equipped with a cellular telephone or handheld radio to relay cloud observations to the CCFF.

Capt. Mark Secrist, a



1st Lt. Marv Treu and Capt. Mark Secrist of Det. 11, 4th Weather Wing, discuss the launch weather for a recent Delta launch at the Cape Canaveral Forecast Facility.

CCFF Launch Weather Officer, coordinated the new position with agencies such as Range Safety. He sees great future benefits "If the observer prevents even one scrub due to weather, the effort will be more than worth it. I was the Launch Weather Officer during the Delta. Lieutenant Treu's experienced

eye and observations were essential to our conclusion there was clear and convincing evidence to go green for weather."

Safety is indeed a con-

cern for the observer. The positioning of the observer is as close to the pad as possible—but not so close an accident would endanger his or her life. Lieutenant Treu wasn't worried, however. He said, "I'd be more likely to be run over crossing a street or in an accident driving to work."

Lieutenant Treu summed up the new job, "I never knew observing could be so important. I felt the pressure, but I had to be absolutely certain conditions were totally safe for launch."



Members of Det. 11, 4th Weather Wing, who work at the Cape Canaveral Forecast Facility (CCFF), have a new home. The CCFF moved into the new Range Operations Control Center—a 6.1 million dollar launch facility. The proud crew from left to right: 1st Lt. Marv Treu, Maj. Neil Wyse (OIC), Mr. Joel Tumblolo, SSgt. Salinda Larabee, TSgt. Wayne Klein, 1st Lt. Patrick Barrett, Amn. Robert Pearce III, TSgt. Dave Rose, SrA. Donna Hepworth, A1C Jon Smalley, Sgt. Robin Seegars, Capt. Mark Secrist, SrA. Michele Lassister, and Mr. Edward Priselac.

Weather Instructors Win Wing Honors



Elizabeth Mulvihill Page

tently turned in superior performances and truly deserve this recognition," said Major William Tallman, Chief of the Weather Training Division.

Elizabeth Mulvihill Page won the Wing Civilian of the Quarter award. Mrs. Page, a Los Angeles, California native, has earned two degrees in Atmospheric Science. She received a bachelors degree from the University of California-Davis and a masters degree from Colorado State University. She has been teaching in the Weather Training Division since August 1987 and is teaching the supplemental weather courses. Mrs. Page will be leaving Chanute this Fall for San Diego, California, with her husband, Marine Sergeant Daniel Page. She will be working for the National Weather Service at San Diego.

Three Weather Training Division instructors won 3350th Technical Training Wing Chanute AFB, Ill., quarterly awards for April through June 1991. "I'm very proud of these three individuals. They have consis-

MSgt. Fabrice Clark won Wing Instructor of the Quarter honors. Sergeant Clark,



MSgt. Fabrice Clark

was born in France and calls Kansas City, Missouri home. He has been in the Air Force for 15 years. He has been

stationed at Gila Bend, Arizona; Seymour-Johnson AFB, North Carolina; Nimitz Hill, Guam; and Chanute AFB since June, 1987. He is working on his associate degree from the Community College of the Air Force. Sergeant Clark said, "I enjoy working with students and helping them understand how to forecast the weather."

MSgt. (select) Paul Schirle was the Wing Noncommissioned Officer of the Quarter. Sergeant Schirle came to Chanute last year from Hickam AFB, Hawaii. He has been teaching atmospheric dynamics in the Weather Technician Course and will be taking over as NCOIC of the Weather Training Support Section (the Division's full-time weather station). He has been in the Air Force since 1979 and his duty stations include: Fort Campbell,



MSgt. Paul Schirle

Kentucky: Camp Humphreys, Korea; Peterson AFB, Colorado; Andersen AFB and Nimitz Hill, Guam; and Schofield Barracks, Hawaii. The Clarkston, Michigan native is working on his CCAF degree.

Perseverance pays off big for NCO

After reading the an article, "Hot Potatoes-Resolve or Elevate the Problem," in the Nov.-Dec. 90 issue of the TIG Brief, Maj. Tschan, commander of Det. 21, 15th Weather Squadron, at Pope AFB, N.C., recalled a story one of his weather forecasters told him about a problem he'd been unable to resolve since he came in the Air Force.

Prior to entering the Air Force, SSgt. Doug Ehle, a Pope weather forecaster, had been on active duty with the Coast Guard as a gunner's mate from April 1979 through October 1980.

Sergeant Ehle entered the Air Force in 1981, but was unable to get his records to show that he served in 1979 and 1980 despite numerous attempts at previous bases. Major Tschan decided to help Sergeant Ehle and wrote a letter to Capt. Lane, chief of the CBPO. Captain Lane knew that the only way to resolve this problem was to get

AFMPC in touch with the Coast Guard and have the Coast Guard forward records on Sergeant Ehle. "It took a few months for the system to work, but we kept checking with them," said Captain Lane.

Finally, Sergeant Ehle got his years of service updated, but what surprised him the most was a check for \$2,600. Sergeant Ehle was amazed that the system finally worked. "All these years I wasn't getting paid at a rate equal to my number of years served. Its almost like I had a savings account and didn't know it. I can definitely use the money." Upon further reflection Major Tschan added, "The lesson we learned here was to be persistent. If you know you're right, keep trying. I feel good knowing I did what I could to help Doug. He's one of our best tactical weather forecasters, he excels when we deploy and good people deserve to be treated right." Just remember, this happy ending started simply by reading TIG Brief.

Friendly Identification Still Unsolved

By F. Peter Wigginton
American Forces Information Service

Identifying friendly Desert Storm forces, especially ground-to-ground, posed a serious and difficult problem that was not satisfactorily solved, said Defense Secretary Dick Cheney.

Simply put, he said in his recent interim gulf war report to Congress, the speed of the coalition's advance and the fact U.S. forces can shoot farther than they can positively identify targets accounted for numerous so-called friendly fire casualties. The risks were magnified by continuous night operations and other reduced-visibility conditions, longer-range engagements, the mixture of forces and equipment, and desert terrain, he added.

He said there were no reports of air-to-air, ship-to-ship or ground-to-air mishaps. At the time of his report, five air-to-ground incidents were confirmed and several ground-to-ground episodes were still under investigation.

As soon as the first friendly fire loss was reported, a quick fix was sought, Cheney said. More than 60 proposals were reviewed. They represented 41 different approaches across five categories, including thermal, infrared, laser, radio-frequency and visual.

On Feb. 6, the Defense Advanced Research Projects Agency began work on a solution for Army and Marine Corps ground-combat vehicles. As a result, said Cheney, an "extraordinary government-industry effort" produced the Anti-Fratricide Identification Device, or "DARPA light." Approximately 190 of the devices reached Saudi Arabia by Feb. 26, just 20 days after receipt of the request.

Cheney described the instrument as an infrared beacon powered by seven C-size alkaline flashlight batteries. The skyward-directed signal can be seen from about five miles away at night through current aviators' night-vision goggles. The device can be

attached to vehicle surfaces with Velcro fasteners.

Because the coalition enjoyed air supremacy, the secretary said, allied leaders were unconcerned about Iraqi pilots using the emitters to detect targets. The device had a protective collar that prevented the infrared beam from being seen by ground forces.

Another 15,000 similar but simpler beacons, nicknamed "bud lights," were used to mark tanks and tank fire zones.

Nevertheless, ground-to-ground identification efforts were only marginally effective, Cheney reported. They worked well at close range but not at longer range. Many quick-fix solutions were impaired by dust, low clouds, haze, smoke, rain, darkness and other problems that reduced visibility for both ground and air personnel. The increased tempo of combat operations caused dust and mud to coat vehicles, further reducing visibility.

Among solutions tried was to mark the top of ground vehicles with the symbol "VS-17" and the sides with an inverted "V". Materials used included fluorescent orange cloth panels or placards, white luminous paint, black paint and thermal tape. In some instances for long-range identification, Cheney said, infrared strobe lights and special paint were used.

The Army, through its Advanced Systems Concept Office, now owns 10,000 "DARPA lights," which will be incorporated in training exercises. This is a short-term fix, said the secretary. Longer-term solutions will require a capability other than a device that continuously illuminates a friendly vehicle.

The urgency applied to the program during the war is one signal of how aggressively DoD will pursue more long-term solutions to the friendly fire problem now that hostilities are over, emphasized Cheney. He said a task force with representatives from all services has been formed to work toward solution of the problem.

AWS Salutes

Medals

Bronze Star

WALKER, Capt. James E., Det. 10, 5WS

Meritorious Service Medal:

BARTON, SMSgt. Marsha B., Det. 11, 4WW (2OLC)
DICKER, 2nd Lt. Steven P., Det. 30, 4WW
FRAZIER, MSgt. Brenda J., Det. 3, 5WS
MCGLOSSON, Lt. Col. Alan J., Det. 11, 4WW (3OLC)
MORSE, Maj. Peter A., 4WW (2OLC)
PROCHASKA, Lt. Col. Robert, 2WS
PROCHINSKY, Lt. Col. Ihor M., 121WF
ROBERSON, Maj. Charles A., AFGWC

Joint Service Commendation Medal:

CUMMINGS, TSgt. Kevin C., Det. 3, 5WS

Air Force Commendation Medal:

BARTON, Sgt. Marty W., Det. 1, 4WW
BLAY, TSgt. James E., AFGWC
BLOODWORTH, Sgt. Charles R., Det. 9, 5WS
CRIPPS, SSgt. Paul W., 202WF
ELLISON, MSgt. Richard L., Det. 2, 5WW
GALLAGHER, TSgt. James H., Det. 11, 4WW
HALL, Capt. Robert G., Det. 2, 2WS (1OLC)
HUDSON, Capt. Robert G., Det. 1, 1WW
HUGGINS, SSgt. Cynthia L., Det. 2, 5WW
JUNGE, SSgt. Theodore K., AFGWC
KLOS, TSgt. Michael B., AFGWC
LOMBARD, 2nd Lt. Loreta J., 202WF
MCGILL, Capt. David W., Det. 5, 4WW (1OLC)
MUSTO, Capt. Steven E., Det. 2, 5WW
NEWSOME, MSgt. Jimmy L., Det. 11, 4WW (2OLC)
NORTHINGTON, TSgt. Anthony P., Det. 11, 4WW
O'CONNELL, Sgt. Bryan D., 202WF
PERKINS, SSgt. Thomas B., 202WF
RANO, TSgt. Paul, Chanute
REESE, Capt. Kenneth R., Det. 2, 5WW
RODGERS, Sgt. Larry D., Det. 11, 4WW
ROPER, SSgt. Adrian, Det. 25, 5WW
SCHOLL, SSgt. Jerry L., Det. 20, 25WS
TAYLOR, TSgt. Colleen M., 202WF
THOMAS, Capt. Dennis R., Det. 2, 5WS
WOJTA, Capt. Joseph P., Det. 2, 2WS
YOUNGREN, MSgt. Gary, Det. 11, 4WW

Army Commendation Medal:

ARMITAGE, SSgt. Paul A., Det. 2, 5WW
FELVUS, Sgt. Jamie A., Det. 4, 5WS
HUEBNER, SSgt. Vincent S., Det. 9, 5WS
LAMMERS, SSgt. Klaus, Det. 13, 5WS
REID, Sgt. John H. II, Det. 2, 5WS
ROZICH, TSgt. Douglas M., AFGWC
SIMON, A1C William K., Det. 9, 5WS
SUNDRICK, Capt. Mark I., 11WS
SUMRALL, A1C Michael S., Det. 9, 5WS
WORSHAM, SSgt. Willie T., Det. 9, 5WS

WILLIAMS, SMSgt. Larry K., 110WF

Air Force Achievement Medal:

ADAMS, Capt. Michael E., Det. 11, 4WW
ARNOTT, SrA Joseph P., OL-A, Det. 6, 2WS
ARMITAGE, SSgt. Paul A., Det. 2, 5WW
BERTHA, 1st Lt. John C., AFGWC
BRYNTESON, Sgt. Charles D., Det. 9, 3WS
CAREY, 1st Lt. Lawrence D., 4WW
DENNIS, 1st Lt. Michael D., Det. 10, 5WS
GOMEZ, A1C Enrique Jr., AFGWC
HANAVAN, 1st Lt. John F. II, 202WF
KOHN, 2nd Lt. David J., Det. 14, 5WS
MINYON, TSgt. James, Chanute
PAGILLO, SSgt. David Jr., Det. 11, 4WW
RIVERS, SSgt. David Jr., Det. 11, 4WW
ROSENBOHM, SrA Thomas W., Det. 2, 5WS
SECHREST, SSgt. Craig L., Det. 8, 4WW
SETCOSKI, SSgt. Peter J., Det. 25, 5WW
SLOMINSKY, Sgt. Richard D., Det. 25, 5WW
STEVENS, MSgt. Michael A., Det. 8, 4WW
TWAROG, TSgt. Chester, Det. 2, 5WW
WYSE, Maj. Neil R., Det. 11, 4WW (1OLC)

Joint Service Achievement Medal:

MCGREGOR, MSgt. David A., Det. 30, 4WW

Army Achievement Medal:

MORSE, MSgt. David A., Det. 10, 5WS
PRINCE, A1C Clint C., Det. 14, 5WS

Air Force Good Conduct Medal:

ARNOULD, A1C Stephanie, AFGWC
CLARKE, TSgt. Kerryshane, AFGWC
COLLINS, SSgt. Charles O., AFGWC
GATTON, SSgt. Michele A., AFGWC
GREBEL, Sgt. Todd A., 416 BMW/DOW
HALL, TSgt. Frank J. III, Det. 3, 5WS
JONES, SrA Benjamin W., AFGWC
KUTBACH, SrA Janet L., AFGWC
LACELLE, SSgt. Roy, Det. 1, 11WS
LALONDE, MSgt. Ronald S., AFGWC
LAMB, SSgt. Thomas, Det. 1, 11WS
LAW, SSgt. David W., Det. 30, 4WW
MCNAMERA, SSgt. Todd M., AFGWC
MEDEIROS, A1C Louis J., AFGWC
MEIGHAN, SrA Allan, Det. 1, 11WS
OLSEN, SSgt. Thomas E., Det. 6, 5WS
ROBBINS, Sgt. David L., AFGWC
ROSENBOHM, SrA Thomas W., Det. 2, 5WS
TORRES, SrA Kenneth L., 416 BMW/DOW
SEALE, TSgt. Clarence R., AFGWC
STANDIFER, TSgt. Keith A., AFGWC
STEVENSON, Sgt. Gary, Det. 1, 11WS
WATSON, MSgt. Michael T., AFGWC
WILKERSON, MSgt. Walter O., AFGWC

Southeast Asia Campaign Medal:

ROZICH, TSgt. Douglas M., AFGWC

Promotions

To Colonel:

HORN, Stephen M., AFGWC

To Captain:

HOSSLEY, James G., 116WF
LAMBERT, Bruce A., 55 OSS/DOWS

To First Lieutenant:

HANAVAN, John F. II, 202WF

To Second Lieutenant:

FUJI, Bradley K., 181WF
SCHULTZ, 2nd Lt. Robert, 113WF
KOZURA, Linda A., Det. 10, 25WS
MYERS, Michelle M., 1st Lt. 55 OSS/DOWS

To Master Sergeant:

GREENWELL, MSgt. Douglas, 113WF

To Technical Sergeant:

SEALE, Clarence R., AFGWC
SHAY, Michael F., 416 BMW/DOW

To Staff Sergeant:

DANIELSON, Coleen M., 120WF
FITZPATRICK, Shawn A., 202WF
GARDNER, Daniel K., 208WF
GUINN, Michael W., 130WF
HAWKINS, Steven W., 163WF
SCHWARTZ, Tiffany, 113WF
STEVENS, Sgt. John H., AU

To Senior Airman:

BARRINGTON, David C., AFGWC
BETTS, Guy, Det. 3, 5WS (BTZ)
DOQUETTE, Dodd R., Det. 30, 4WW
BARZAALANA, Manuel, AFGWC
JOHNSON, David J., AFGWC
JOHNSON, Kenneth D., Det. 30, 4WW
MORRIS, Sean C., Det. 14, 5WS
RICHARDSON, Kenneth M., 55 OSS/DOWB
SCHWARZ, Joseph P., Det. 14, 5WS
SCHULZ, Troy D., AFGWC

To Airman First Class:

CULEN, John F., 202WF
KING, Lori A., Det. 30, 4WW
HAINSTON, Leslie N., 416 BMW/DOW
HUTSON, Kelly L., 122WF
THOMPSON, Mark V., Det. 8, 5WS
WAACK, Laura K., Det. 30, 4WW

To Airman:

ELLINGSON, Gary, Det. 16, 25WS
LEONARD, Melsha, Det. 32, 3WS
ROEN, Nathan J., Det. 8, 5WS
SCHOGGER, Janet L., Det. 11, 4WW

Unit Honors

(Apr.-Jun. 91)

Company Grade Officer of the Quarter:

4WW-CHRISTY, Capt. Steven R., Det. 1, 2WS
3WS-KIRK, 2nd Lt. William E., Det. 32

Senior NCO of the Quarter:

4WW-KINNEY, MSgt. Thoas O., Det. 4
3WS-Whisnant, SMSgt. Richard J.,

NCO of the Quarter:

4WW-STECHER, TSgt. Carl W., 4WW
3WS-MINARD, TSgt. Mark E., Det. 9

Airman of the Quarter:

4WW-HENRY, SrA Michele L., Det. 11
3WS-LATHAM, A1C Joseph E., Det. 9

Education

Squadron Officer's School:

NICKERSON, Capt. Daniel M., AFGWC

SNCO Academy:

CARRICK, MSgt. Gail D., AFGWC

NCO Academy:

ALI, SSgt. Jeffrey S., AFGWC
CLARKE, TSgt. James Jr., AFGWC
CONNER, Sgt. Sheri L., AFGWC

JACOBBS, TSgt. Michael L., Det. 14, 5WS
LOYORODRIGUEZ, SSgt. Raul, AFGWC Levitow
MIKISKA, SSgt. Stephen J., Det. 13, 5WS Corr

NCO Leadership School:

LEURCK, SSgt. John A., TAC WSU
MORAN, Sgt. Bryan, Det. 10, 2WS
STRAW, SSgt. Louise G., Det. 10, 5WS
WHITEHEAD, SSgt. Steven P., Det. 5, 3WS (AAA)

Bachelor's Degree to:

CARPENTER, SSgt. Kethessa L., Det. 32, 3WS
TRIPLETT, MSgt. Neal L., Det. 9, 5WS

Reenlistments:

ANDERSON, SMSgt. William, AFU, 11WS
CARPENTER, SSgt. Kethessa L., Det. 32, 3WS
DOWNING, TSgt. Richard, Chanute
KIELNECKER, TSgt. Frank, AFU, 11WS
KING, SSgt. Eugene J. Jr., Det. 3, 5WS
LONGMIRE, SrA Travis L., Det. 1, 1WW
MONTILLANO, TSgt. Danilo O., Det. 1, 1WW
RAHE, TSgt. Peter R., Det. 9, 3WS
ROBERTS, SrA Kenneth A., Det. 21, 5WS
PURVIS, MSgt. David E., AFGWC
SHELDON, SMSgt. Daniel J., Det. 9, 3WS
STROHM, MSgt. G. Daniel, Chanute
WORSHAM, SSgt. Willie T., Det. 9, 5WS

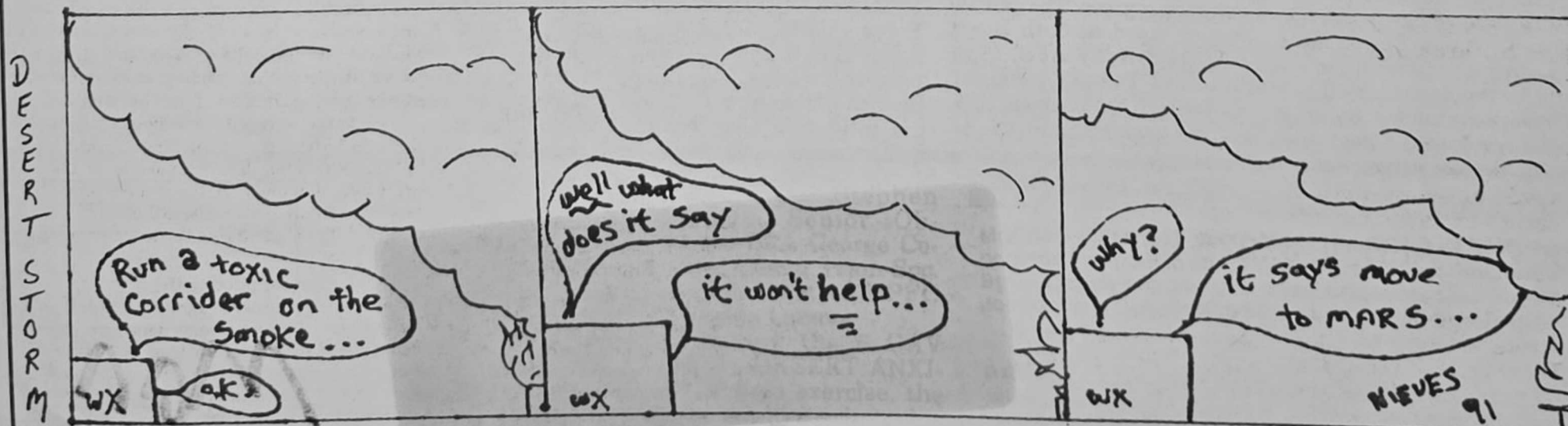
Retirements:

BARTON, SMSgt. Marsha B., Det. 11, 4WW
HOOD, Lt. Col. Don R., 5WW
JIMENEZ, SMSgt. Mike, 7WW
JOHNSON, TSgt. John J., Det. 78, 3WS
KOENEMANN, Col. William B., 5WW/CC
KUCHMA, TSgt. Richard J., AFGWC
LUCAS, MSgt. Martin V. III, 25WS
MCBRIDE, Col. Glenn W., 5WS
NETT, Lt. Col. John O., OL-I, AWS
SMITH, TSgt. Floyd T., AFGWC
WELLS, SMSgt. Hugh R., 25WS
WHISNANT, SMSGT. RICHARD J., 3WS

Submissions to Salutes

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

SUPER CAST / Adventures of a WWNCO



Chief Milner serves as AWS' last senior enlisted advisor

By MSgt. Dave Black
and Rita Markus

When CMSgt. Danny W. Milner took Air Weather Service's (AWS) top enlisted spot June 29, 1990, little did he know that his name would become a significant part of command history.

The chief holds the distinction of serving as the last senior enlisted advisor after

AWS became a Field Operating Agency and finally divested most of its units as part of one of the largest reorganizations in Air Force history.

Although he served in the position for just over a year, Chief Milner burned the airways traveling TDYs with General Kelly and Colonel Frederick visiting enlisted members at units through-

out the command. He was with the troops amidst the blowing sand during Desert Shield and Provide Comfort. He championed such issues as increased enlisted detachment chiefs, continued SRB, and the formation of the single school house. He was a chief who took pride in speaking up for enlisted issues.

This position was established in December 1968 as the Special Assistant for Airmen Affairs. Its mission, to keep the AWS commander informed on major concerns of the enlisted force. The name was changed in September of 1969 to Chief Master Sergeant of AWS, and ultimately to the Senior Enlisted Advisor, but the mission did not change.

Throughout the history of the command, AWS has employed eight senior enlisted advisors: CMSgt. William M. Gardner, CMSgt. Martin W. Dwyer, CMSgt. Howard M. Bock, CMSgt.

George M. Horn, CMSgt. Charles T. Melson, CMSgt. John L. Williams, and CMSgt. Danny W. Milner. One former AWS enlisted advisor, CMSgt. Sam E. Parish, distinguished himself in 1983 by being selected to serve as the CMSgt. of the Air Force.

Over the years, the AWS Senior Enlisted Advisors have been instrumental in numerous high visibility issues such as the reinstatement of the selective reenlistment bonus, lobbying for the approval of the meteorologists badge, and the inception and ultimate completion of the MIA/KIA plaque which hangs in the entry of the Air Weather Service building.

Another major contribution of the advisors was the formation of the mini-museum located in the entrance of the Air Weather Service building. Their insight in this project has and will continue to enrich the young force of



CMSgt. William M. Gardner
AWS's First Senior
Enlisted Advisor

Air Weather Service while teaching them the heritage of the command.

Although the advisor position terminated on Oct. 1 1991, the contributions made by this elite group will live on. And as Chief Milner noted, "Nothing is lost, an 'advisor' has always been as close as your closest Chief. A Chief has only two standing orders: To see the mission done and to represent the enlisted corps—some things need no change.



CMSgt. Danny W. Milner, AWS's last Senior Enlisted Advisor, takes time out for a photo with the SEA historical gallery.

Wx officer

Continued from Page 1
at or below 15,000 feet.

- No flight allowed through clouds.
- No flight allowed within 25 miles of thunderstorms.
- No landing crosswinds greater than 24 mph
- No precipitation or hail
- No stop-over refueling point.

Those are but a few items Captain Adams must contend with. He said, "Some ferry flights are easier than others but the challenge is always there. During the spring and summer months the mission can be especially nerve-racking working to avoid thunderstorms the entire route. Time to sleep is rare. Typically I'm up at 1 a.m. to prepare weather inputs for pre-dawn ferry flight route decisions. The day doesn't end until a post-din-

ner brief to discuss next day activities. By the time we return to KSC I'm exhausted.

The recent ferry flight of NASA's newest Space Shuttle, the Endeavor, is a perfect example of the extensive planning and hours of effort involved. A single error in judgement might severely damage NASA's newest space plane. A planned two-day mission turned into a five day trip for Captain Adams and the ferry flight support team.

The Endeavor was flown to Biggs AAF, (El Paso) Texas. Widespread thunderstorms saturated the entire Gulf Coast and operations were slow to progress. The shuttle ferry stayed at both Biggs AAF and Kelly AFB, (San Antonio) Texas, overnight waiting out the poor weather further east. From there the

flight slowly made its way into Johnson Space Center in Houston, then to Columbus AFB, Miss., again spending the night, and finally home. Despite the threatening weather conditions, close coordination resulted in the safe arrival of NASA's newest orbiter.

Fortunately, Captain Adams has a number of resources available to him on these perilous missions. The Cape Canaveral Forecast Facility (CCFF) provides a dedicated individual to monitor and update en route conditions during the mission. All stopping points for the ferry flight take active roles in mission success and Air Force weather forecasters make this flight their top priority. National Weather Service people from California to Florida also chip in

with their resources. Weather support is a team effort to ensure the safe arrival of the orbiters at KSC.

The point of contact at the CCFF is normally Mr. Ed Prisela, the Shuttle Weather Officer. Mr. Prisela has coordinated or worked every ferry mission but one since STS-26, post-Challenger. He considers the ferry mission more difficult than launch forecasts, "... because you have to travel 2,000 miles of bad road" to bring the orbiters home. He stated, "Unquestionably, the most difficult ferry mission was the return of STS-30, Atlantis, in May of 1989.

"The mission stayed grounded in El Paso, Texas, from Saturday, 13 May, to Monday, 15 May, caught between two weather systems. We found a brief safe

harbor at Dallas-Fort Worth International Airport. We were able to sneak it in and out of Dallas-Fort Worth before the next bout (of weather). Weather moved in but we made it safely eastward from there."

It's a team effort and an extremely challenging one. It's also an effort many hope will not be as frequent in the future. In an attempt to reduce costs and improve shuttle operations, NASA has begun routine landings at KSC instead of Edwards AFB. As always, weather permitting.

What's new? The successful shuttle mission—from launch to recovery—has always depended upon the weather, the most uncontrollable and uncooperative phenomenon known to man.

HQ AWS/PA

SCOTT AFB, IL 62225-5008

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