

First Director of Weather columns. . .

See page 2

Weather flight openings
available for those caught in AF
strength reductions, or just getting out.

See page 3

Weather colonel wins honorable mention in 1991 MAC Flight Safety Writing Contest. Col. Richard F. Picanso, a 1968 ROTC graduate, received his basic meteorology training at New York University. His career as a weather officer took him to Westover, Guam, Miami (as chief, Aerial Reconnaissance Coordination at the National Hurricane Center), Andrews, Los Angeles AFS, and the Pentagon. Colonel Picanso has a safety story to tell. Please see page 4.



OBSERVER

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Headquarters Air Weather Service

DEC. 1991

Weathering Another "Storm": WX unit stands proud

Year in Review, 363FW/DOMS (formerly Det. 1, 3WS)

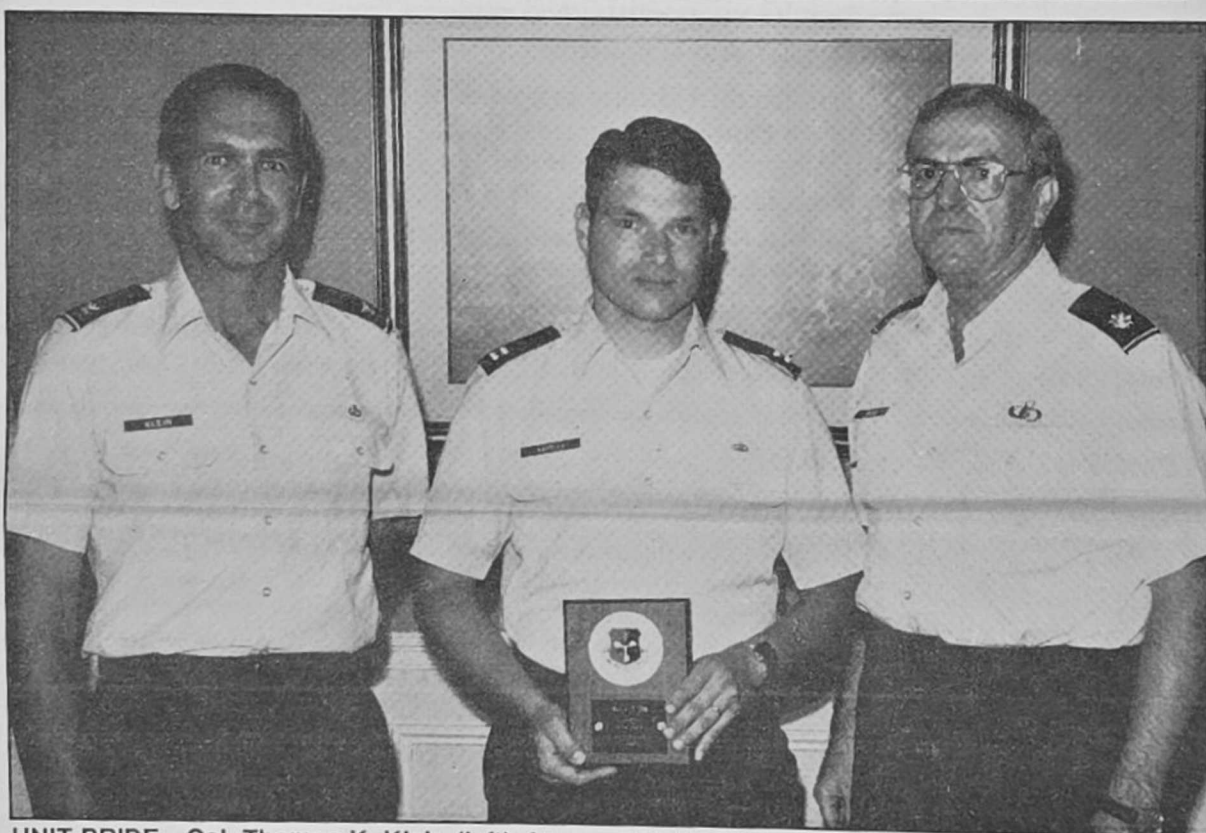
BY 1ST LT. MAC HARRIS
507 ACW/WWO

In 1989, Hurricane Hugo blasted through South Carolina and devastated the Shaw AFB, S.C., area. Det. 1, 3WS, answered the call by keeping the base's leadership apprised of the storm's progress and the impending danger, allowing for timely aircraft evacuation and personnel/property protection.

In 1990, a violent storm of a different kind hit Shaw. Desert Shield/Storm tasked Shaw heavily, and Det. 1 was no exception. All told, fifteen unit members deployed to the Persian Gulf.

Detachment Commander Capt. Gary Grigorian, 363 FW/WWO 1st Lt. Bob Williams, TSgts. Eugene Lofton and Chris Rabali, and SSgt. Nancy Chambers deployed with the 363rd Fighter Wing (363 FW).

They provided the wing



UNIT PRIDE—Col. Thomas K. Klein (left), former 5WW/CC (now TAC/WE) and Lt. Col. Thomas N. Walker (right) 9AF/WE, presented commander, Captain Kapolka of 363FW/DOMS (formerly Det. 1, 3WS) with the 3WS Detachment of the Year Plaque for 1990. (U.S. Air Force photo)

with the detailed support necessary to fly, fight, and win the war with minimal losses. To enhance weather support, the 363TFW (Provisional) Weather Team acquired a WRAASE satellite receiver, which proved invaluable in forecasting target area weather.

Lieutenant Mac Harris, 507th ACW/WWO, TSgt. Bob Dempsey, and SSgt. Colin McCoy deployed to support the 507th Tactical Air Control Center. They met-watched for over 30 airfields and target, refueling, drop-zone, close air support, and other areas for mission-limiting weather support of the planning and execution of the Air Tasking Order (ATO).

SrA. Dale Hill and Wayne Davidson and A1C Debbie Davenport lent their skills to the Desert Storm Forecast Unit; A1C Mike Steele augmented.

Continued on Page 3

Malmstrom WX unit receives state-of-the-art satellite display

The Malmstrom Base Weather Station (301 Operation Support Squadron Weather Branch (formerly, Det. 5, 9WS) was one of the first SAC weather units to obtain the latest in satellite display technology.

This state-of-the-art system will enhance the unit's ability to perform a METWATCH over the 341st Missile Wing's vast complex (the size of the state of West Virginia).

The satellite system consists of the following components: 386/25

MHz Personal Com-

puter, two high-resolution Super-VGA color monitors, a Hewlett-Packard Laser Jet II printer, 16 mega bytes of RAM memory, and an NTSC conversion card to allow imagery to be stored on VHS tape.

The combination of high-resolution monitors and printer allows the forecaster to perform a more detailed analysis of weather systems on both the screen and paper copy (a mouse allows the forecaster to ac-

NCO instrumental in FASCAP initiative!

tually depict fronts and text on the image.)

The looping feature allows the forecaster to loop up to 20 high (or many more lower resolution) photos continuously, monitoring storm developing from initial stages to dissipation. It can also display several smaller loops using different enhancement curves for the same sector.

The display capabilities allow the forecaster

to scroll vertically and horizontally, zoom-in, and change colors to reflect an enhancement curve applicable to the current season or situation.

One can also display and print two images at the same time. The system will also print on ordinary transparency sheets for briefing purposes. A histogram analysis of individual pixel temperatures may also be performed.

Unlike most satellite

systems in use within the Air Force, this system allows reception of new images in background operation (reception of a new image does not affect the current loop or analysis procedure).

The satellite system was purchased from C-Scape, a division of Oceanroutes, Inc. This method saved SAC at least \$32,000. SSgt. Gary Bannick was instrumental in obtaining this system using FASCAP funds.

From SAC Director of Weather

3WW inactivation caps 44 years of proud service

The inactivation of the Third Weather Wing recently capped a proud 44-year history of support and cast its resources into an exciting world of change. Change often bumps us out of our old comfort zones and can lead to feelings of insecurity, stress, and problems—pretty natural.

However, I've always liked an old definition of a "problem" as "an opportunity in work clothes." All the new changes gave us lots of new opportunities and work, but they also brought a surge of new energy.

The baseline to all this change, of course, is that our weather mission remains the same and our support is still needed to provide that winning edge in war and peace. Our people have long been a vital part of the SAC team, and that hasn't changed. Only the command lines have changed.

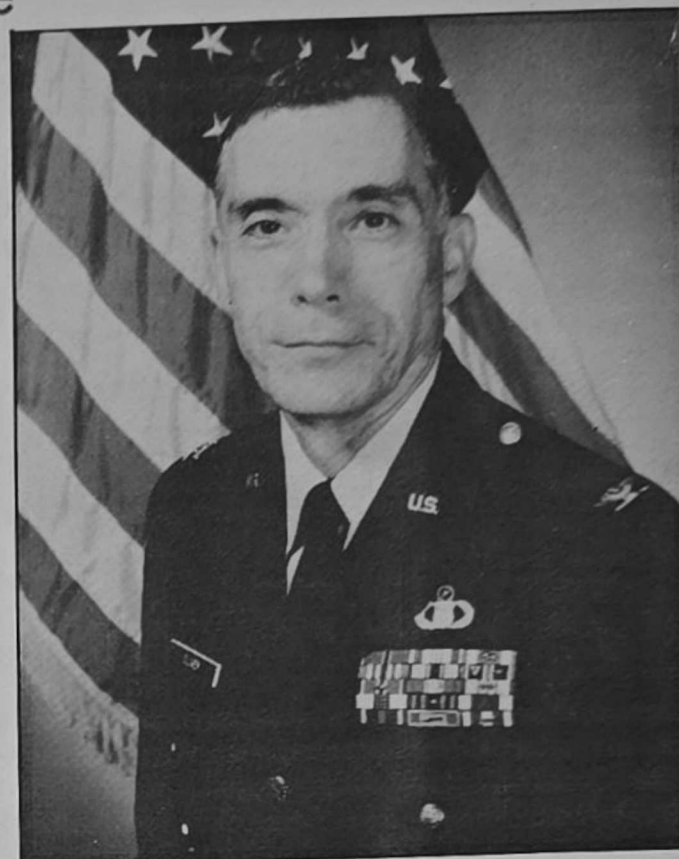
There are no flights or detachments anywhere in SAC after its reorganization on Sept. 1, 1991, to the new AF objective wing structure. All of our folks belong to a weather branch under the Operations Support Squadron under the Operations Support Group (the old wing DO). This is working well, with lots of learning and educating on both sides. I've found in my recent visits that we're

getting good support and our people have found that being "owned" by the host command isn't so bad after all.

The dust has settled on what patches do we wear, office symbols, duty locations, and other fundamental details which contributed to initial uncertainties. The initial euphoria of fewer additional duties in the base weather stations has also worn off a little, as base details and other duties loom on the horizon.

As the functional manager for SAC weather assignments, we've also allayed fears of "once in SAC, always in SAC," since we've smoothly worked a number of assignments. We've also done the first SAC weather IG visits with good reviews from both the IG and the units.

There are still things to be worked out and still more changes to come with the new MAJCOM restructure now on the horizon. However, the SAC weather professionals are well on the road to improving techniques and technology to give our warriors a winning edge in war and peace. The changes have been challenging, but they've also been rewarding. These changes offer lots of opportu-



Col. John W. Oliver
SAC/DOW

nities for the future—we just need to stay patient and productive.

From the ATC Director of Weather



Col. Patrick J. Larkin
ATC/DOW

When Air Training Command (ATC) bases gained their base weather station units on Aug. 1, 1991, it was almost a non-event. The transition was smooth because of solid preparation, quality weather unit leadership and a genuine welcoming attitude by the ATC wings—the weather troops had been wearing their wings' patches since April.

Weather support to ATC is undergoing two big changes. These are the Inspector General (IG) approach to weather support and the switch to enlisted leadership at ATC bases. Both are significant departures from the past.

In ATC, the weather is frequently the most important variable in flying training mission accomplishment. This is because the ATC flying hour program and pilot/navigator production goals are known from day one of any given fiscal year. The only thing that interferes with the weekly/monthly/quarterly/annual flying program is the weather.

In January of this year, 24th Weather Squadron created an ATC Weather Support Standard. The standard measures the responsiveness and accuracy of weather support to the Supervisor of Flying (SOF) by monitoring the first six hours of the Terminal Aerodrome Forecast (TAF). An objective formula measures forecast amendments, weather warning capability and operational verification.

So far, we have documented a significant in-

crease in the quality of weather support over 1990. Beginning in September of this year, the ATC/IG measures weather units under five areas—observing, forecasting, technical performance, readiness and station management. Technical performance is measured by the average monthly score attained under the ATC WX Support Standard computed over the previous twelve months' results. A unit that compiles an unsatisfactory average cannot be rated satisfactory or higher. This technical performance requirement is a major departure from the previous inspection approach.

The second big change is the transition to enlisted leadership at ATC base weather stations. We already have Senior Master Sergeant Nancy Brooks in charge at Vance AFB, and Senior Master Sergeant Dave Nelson at Randolph. Next April, the lead weather position at Reese AFB changes to an enlisted authorization—there's a great, challenging job waiting for a motivated, competent NCO who can take on forecasting the weather in Tornado Alley. All ATC base weather leadership authorizations will be enlisted as of 2FY93.

So, the bottom line is that weather support is alive and well in ATC. AWDS is up and running at Vance; the WSR-88D is installed at Sheppard. These technologies will further revolutionize a class act, as ATC weather people introduce a new generation of USAF flyers to quality weather support.

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

The Observer is published monthly for personnel of the Air Weather Service. This funded Air Force newspaper is an authorized publication for members of the U.S. military services, both CONUS and overseas. Contents of the Observer are not necessarily the official views of, or endorsed by, the U.S. Government, or the Department of the Air Force.

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Guard weather openings available

The following weather flights currently have openings for officer and enlisted weather personnel as noted.

If you are separating from the Air Force in a weather AFSC, this is an excellent opportunity for you to keep your hand in the weather business on a part-time basis and to build upon your military years toward an Air National Guard retirement.

As a Category A reservist, you perform one weekend of training per month and a two week-annual-field-training period.

Average pay for a captain with 4 years of service is \$355.52 per weekend; for a staff sergeant, \$179.92 per weekend.

For further information contact Mr. Ted Houghton at the Air National Guard Readiness Center at Andrews AFB, Md. DSN 858-8285 or commercial 301-981-8285.

FLIGHT	LOCATION	OFFICER /ENLISTED
104	Ft. Meade, MD	2/5
105	Nashville, TN	0/1
107	Selfridge ANGB, MI	1/5
110	St. Louis, MO	0/5
111	Houston, TX	2/0

116	Tacoma, WA	0/1
121	Washington, DC	0/1
122	New Orleans, LA	1/1
126	Milwaukee, WI	0/2
127	Topeka, KS	1/4
130	Charleston, WV	2/3
131	Westfield, MA	0/6
140	Willow Grove, PA	0/3
146	Pittsburgh, PA	2/3
154	Little Rock, AR	1/3
156	Charlotte, NC	0/9
164	Columbus, OH	0/2
165	Louisville, KY	1/5
181	Dallas, TX	1/2
195	Fort Hueneme, CA	3/0
199	Wheeler AFB, HI	0/2
200	Richmond, VA	0/4
203	Ft. Indiantown Gap, PA	0/7
207	Shelbyville, IN	1/3
209	Austin, TX	0/3
210	Ontario, CA	0/2

Support Your Observer!

Since the restructure of Air Weather Service, there has been a dramatic decrease in the amount of submissions being made for the Observer. Designed to keep members of the weather career field informed on the latest weather-related events across the Air Force and DOD, the newspaper tells the weather career field about you and you about the weather career field. To keep it going, the Observer needs your support.

The Observer focuses on the broad scope of meteorology, people, units and how we support the mission. We are interested in the articles that will stimulate thought on how the job is done or how it might be done better. This includes not only the operational level, but also the impact of leadership, training, support functions and operations.

Submissions to the Observer should be made in double-spaced draft. We also encourage you to supply graphics and photos to support your article, but don't let the lack of those keep you from writing. Articles are normally four pages or less.

In this newspaper, we strive to expand the horizons and professional knowledge of our members. To do this, we seek and encourage challenging articles. We look forward to your submissions. Send them to: Observer Editor, AWS/RMA, Scott AFB, IL 62225-5008.

Storm

Continued from Page 1

mented observing support for the 1st Tactical Fighter Wing (Provisional) Weather Team.

Finally, in June, SSgt. Jeff Marshall deployed for a 90-day TDY to support remaining operations in Shaw's area of responsibility (AOR), followed by SSgt. George Catron, who headed for the "Sand Box" in September.

Back at Shaw, while Desert Shield/Storm cranked up, Chief of Weather Station Operations SMSgt. Earl Schneider kept Det. 1 operating at peak efficiency as four interim commanders rotated through.

Under his leadership, the detachment—Assistant Chief MSgt. Charles Morrison, forecasters: 1st Lt. Brent Shaw, TSgt. Don Fink, SSgts. Darin Robinson, Jeff Marshall, Barry Gastrock, and George Catron; and observers: SrA. Mike Steele, A1Cs Debbie Davenport, Stacy Watson, Jeff Ball, and Amn. Ben Wretlind; and admin specialist Robert Yonlisky—received 5WW's

1990 "Technical Excellence" award for forecasting and observing services, and was named "3WS Det. of the Year" for 1990, the second straight year Det. 1 won the award as the best in 9th Air Force.

Now that Desert Storm has ended, everyone has gotten back into the peacetime routine left behind when Desert Shield kicked off. The forecasters stay busy briefing crews of three squadrons of F-16s of the 363 FW and two squadrons of OV-10s of the 507th here at Shaw; two squadrons of F-16s, a battalion of AH-64s/OH-58s/UH-60s, and a battalion of UH-1s at nearby McEntire ANG base; and a battalion of MEDIVAC UH-60s at Columbia Metropolitan Airport. Currently unit members are working with the Automated Weather Distribution System Mobile Training Team to get up to speed in AWDS operation. The unit should be ready to go operational in November.

Recently, Capt. Grigorian was reassigned to Scott AFB, Ill. He was the last "DetCo" at Shaw. Since the reorganization in October, the det moved under the 363rd Fighter Wing Director of Operations as the 363 FW/DOMS (Meteorological Services). The new "Branch Chief" is Capt. Jeff Kapolka, who's taken over where "Capt. G" left off. Captain Kapolka's looking forward to the challenge of change in his first year at Shaw:

"By the end of this year, the flying community at Shaw will have changed quite a bit. The 507th ACW transitions to the OA-10 and A-10 aircraft replaces the OV-10, and the 363 FW continues its changeover to the newest of the F-16s, the block 42 jets. With our mobility commitments, the advent of AWDS, a new Local Weather Dissemination System, and reorganization, the rest of 1991 and '92 will really test us."

With any luck, we won't get any intense "Storms."

hot off the wire...

Postal Alert! — Air Force Postal Officials

in Europe are expressing concern over a number of incidents in which dangerous items, including land mines and live hand grenades, have been found in the mail. Packages have been found containing automatic rifles, live hand grenades, loaded and cocked weapons, and, most recently, a Claymore mine. The items were found in the mail at several aerial mail terminals in Europe. "We want the public to understand the serious nature of this offense and the unwarranted danger these prohibited mailings put our personnel through," said Maj. Bruce Minser, 7025th Air Postal Squadron Commander. People mailing such items put others in danger, but also face criminal prosecution as well.

Disaster Relief? — Air Force mem-

bers and employees ordered to evacuate Clark AB, Philippines, when Mount Pinatubo erupted in June may be reimbursed for lost security deposits and rent and utility payments. People who had to terminate a lease to comply with an order to evacuate and who couldn't avoid losing a security deposit or advance payment for rent or utilities will be reimbursed from Air Force operations and maintenance funds. Reimbursement is authorized when the commander directed that payment of overseas housing allowance to a member or a comparable allowance to an employee be stopped. Members and employees may be reimbursed from operations and maintenance funds if they had to pay rent before evacuating to stop a landlord from seizing their personal property, even if the evacuation was to another overseas location prior to OHA termination. Those making claims must submit a copy of the lease agreement or other documents establishing payment of a security deposit, advance rent and/or advance utilities. Also needed will be a canceled check, receipt for wire transfer or some similar documentation for any rent paid following evacuation to prevent landlord seizure. Claims will be processed through base legal offices and accounting and finance offices for approval.

VA Test Program — More than

10,000 students will get their benefits quicker when a new system to verify student enrollment under the Montgomery G.I. Bill is tested in California, starting in January. Through the student automated verification of enrollment program, students will be able to provide school enrollment information each month by calling a toll-free number. The information will be electronically recorded, eliminating the need for students to mail in confirmation forms while expediting the processing benefits. It will also reduce administrative costs. Following the one-year test, the program may be expanded nationwide to include other VA benefit programs.

Give me some credit! — If you

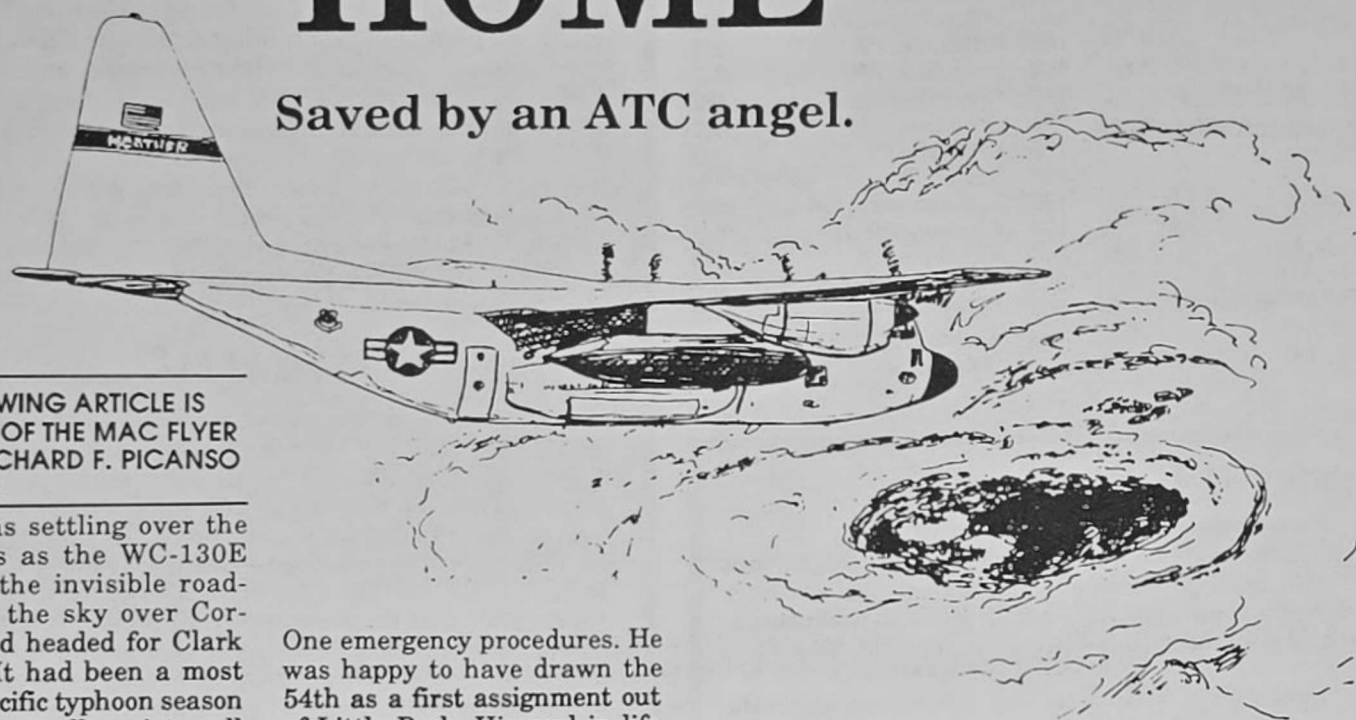
graduated from the new Weather Technician Course (C3AAR25170-005) between July 12 and Oct. 15, 1991, you will need to check your graduation certificate for the correct PDS code, it should be MTG. If yours is incorrect, notify your CBPO to make the correction on your records. Otherwise, you will have problems in obtaining CCAF credits for this course. The Weather Technician Course is worth 40 semester hours. To request a transcript, send a copy of your corrected graduation certificate along with a completed AF Form 2099 (Request for Community College of the Air Force Transcript) to: CCAF/RRR, Maxwell AFB, AL 36112.

**HAS SUCCESSFULLY
COMPLETED THE
Course C3AAR25170 005,
Weather Technician, PDS
Code MTG, 1,064 Hours
Conducted by 3330 Technical
Training Wing, Chanute Air
Force Base, Illinois AND IS
HEREWITH AWARDED
THIS**

Certificate of Training

WHICH WAY HOME

Saved by an ATC angel.



THE FOLLOWING ARTICLE IS COURTESY OF THE MAC FLYER BY COL. RICHARD F. PICANSO HQ ESD/XR

Dusk was settling over the Philippines as the WC-130E turned at the invisible road-marker in the sky over Corregidor, and headed for Clark Air Base. It had been a most unusual Pacific typhoon season thus far; unusually quiet, well into the summer. In fact, at the squadron picnic on the 4th of July, the principal topic of discussion among crews was: would there be a typhoon season this year? Several days later, however, the question was answered. Four, full strength typhoons, strung out across the vast Pacific; most of the squadron was deployed TDY, and there would be little rest for anyone until what turned out to be one of the busiest seasons on record was over in November.

There was an air of tired satisfaction on the flight deck, as the SWAN 41 crew wrapped up the 13-hour typhoon penetration mission over the South China Sea.

The copilot acknowledged initial radio contact with Clark as he and the pilot reviewed Dash

One emergency procedures. He was happy to have drawn the 54th as a first assignment out of Little Rock. His goal in life was to reach the 1,000-hour mark that would let him begin AC upgrade. The way he was maxing out flying hours each month, he knew he'd be there by Christmas. He was particularly happy to be flying with the squadron safety officer this trip, an experienced major whose nickname was "Black Snake." The joke indicated he was the most safety conscious pilot in the squadron because he was the most snake-bitten and had the worst luck. After losing an engine, he always reviewed the two-engine out procedures—and was often glad he did.

Behind them, the flight engineer alternately monitored instruments and dozed. It had been a long day since their alert at 0500 for their third mission in three days, with minimum

12-hour crew rest between missions. Each mission had required three typhoon penetrations, three hours apart, as well as a standard alpha reconnaissance pattern around the storm and the long flight out and back.

The navigator was exhausted. With a position fix and weather observation required approximately every 40 minutes out to the storm and back, and every 15 minutes for the 7-plus hours in the storm, neither he nor the Aerial Reconnaissance Weather Officer (ARWO) were feeling very energetic. They often joked that they were masters of the 20-minute nap between fixes, either at their positions or on the flight deck floor. They could only dream about the longer naps in the bunk the pilots enjoyed.

"You got it," the navigator sang out shortly after the WC-130 took up the initial course heading from Clark approach. He immediately put his head down on his table for a few Zs before landing.

The ARWO was just as tired, but continued to wrap up his paperwork prior to the start of the pressure altimeter calibration on descent. He just wanted to be done with it. He had already closed out with Anderson Airways after passing the last weather observation to the SWAN weather monitor. At the rear of the cargo compartment, the dropsonde operator secured equipment and began his pre-landing inspection.

The last penetration into Typhoon Rita had been particularly spectacular. It had been like flying into a giant cathedral, with a standard penetration at 700 millibars. Although the moon and stars glowed over the

60-nautical-mile-wide eye of the supertyphoon, the crew was surrounded by a circular wall cloud rising to 45,000 feet... a classic stadium effect. The sea below was calm, while 200-knot winds whipped up green sea spray under the wall cloud, continuously illuminated by lightning.

Heading for Clark, it was a typically beautiful tropical night. The moonlight shone down on a low undercast, obscuring any landmarks. The voice from RAPCON was young. It had that nervous tenor of youth under the stress of an important new responsibility. The pilots cleared away the books and settled down into the prelanding checklist. Both pilots and the ARWO, who was also monitoring Clark, became gradually aware of an increasing number of minor course changes, accompanied by an increasing nervousness in the voice of the young controller.

"Looks like we drew the student section tonight," remarked the aircraft commander on interphone. The copilot nodded in agreement. There was, however, the beginning of a nagging concern in the back of the aircraft commander's mind. For, as the big Hercules entered the valley surrounding Clark, the frequency of course changes continued well above normal.

Suddenly, the Typhoon Chaser crew heard in a clear, firm, assured voice, "SWAN 42, EMERGENCY COMPASS OUT PROCEDURES, IMMEDIATE RIGHT TURN, START TURN NOW!"

The navigator shot up straight in his seat as if stabbed in the back with a giant icicle.

As the pilot followed instructions into the turn, the navigator began an immediate compass crosscheck.

"SWAN 41, STOP TURN," came the command from the ground. The young controller sounded every bit in control of the situation, with a voice ringing out clear and confident.

The ARWO stepped up behind the pilots to add his eyes to theirs and the flight engineer's as they all saw the danger at the same time. Off to the left of the aircraft, on the course they had been following, the low cloudiness broke, in the early evening moonlit sky to reveal one of the saddleback mountains surrounding Clark. The WC-130E had been on a collision course, well outside the boundaries of a standard Clark approach.

As every crewmember struggled to get their pounding hearts under control and the blood recirculating in their knuckles, the navigator explained the problem. The N-1 compass had apparently failed after passing Corregidor. With the navigator asleep, the pilots had been too busy or too tired to remember to do a compass crosscheck. The compass had appeared to be operating normally.

"It's not hard to see why we got all those course changes," said the pilot. "We must have been wandering all over creation."

Without further problems, the crew got into the pattern and landed safely. After the usual base ops stop, the crew bus made an additional stop. About 20 minutes later, the aircraft commander emerged from RAPCON and the bus headed off to billeting and the trailers.

"Well, I told that young controller she saved six lives tonight as well as an expensive airplane, the loss of which would have probably been attributed to pilot error. I also talked to the shift supervisor. While she didn't have a lot of experience she spotted the problem herself, called him over, and handled it herself."

"Somehow, just saying thanks to those folks isn't enough, is it?" asked the copilot rhetorically.

"Certainly not," replied the pilot. "Oh, sure, we'll have the old man write a nice letter to the Clark base commander. You know, great APR stuff and all that, but you are right, it's still not enough."

As the bus drove across the base to the crew trailers, each crewmember reflected on what had almost happened. The navigator was very quiet, as were they all. The aircraft commander was thinking about his call to the squadron commander and the necessary tightening up of crew procedures. Save for a sharp young professional who did her job, they'd never have gotten the chance to do better.



SSgt. Lee A. Snyder, weather observer on the WC-130, monitors the readings going into the computer that are received from the dropsonde. A dropsonde is a weather-sensing canister that is dropped by parachute. As it falls, it radios data on temperature, pressure, and humidity back to the aircraft. The slanted tube on the right of the photo is the dropsonde ejection chute. (U.S. Air Force historical photo)

New secretary takes charge of AWS command section

She's Number One!

By MSgt. Dave Black
AWS Public Affairs

Rose Stoeckel has stepped up as top secretary for the Air Weather Service. Ms. Stoeckel, who has worked at headquarters Air Weather Service, Scott AFB, Ill., for more than 10 years, succeeded Sharon Demick when she transferred to Air Force Communications Command. Ms. Stoeckel previously served as the secretary for Air Weather Service's Directorate of Technology.

Although she had a break in service, Ms. Stoeckel initially began her civil service career as a clerk stenographer in 1958. During her 27-year career, Ms. Stoeckel has provided faithful civil service either as a clerk stenographer or secretary for a number of commands located at Scott.

When Ms. Stoeckel isn't doing a superior job for AWS, she's an avid golfer. She sews her own clothes and has quite a green thumb raising roses.

Rose has two daughters, Cindy and Sarah, and three grandchildren.



Rose Stoeckel

Enlisted Assignments: New System Smooths Moves

by 1st Lt. Robyn A. Chumley
Courtesy of Airman Magazine

How can I get the assignment I want?

Air Force Military Personnel Center officials at Randolph AFB, Texas, recently initiated an enlisted assignment program they think will answer that question.

The Quarterly Assignment Cycle System, which switches from six two-month cycles to four three-month ones, should cut costs and help AFMPC transition to a smaller work force.

It also takes the "guesswork" out of the assignment process, said Capt. Randy Kling, chief of AFMPC's Enlisted Assignments Systems and Procedures Section.

"The quarterly system is a better method of matching desires to Air Force need," he said.

Matching assignments under the old system took eight weeks. The quarterly system allows an extra month for reviewers to take a closer look.

Eventually people will be able to visit local consolidated base personnel offices and see what's open when and where in their grade and career field.

What has been available only to overseas returnees in the top three enlisted grades — direct participation in the assignment process — will now be a reality for technical sergeants and below, the captain said.

Just how does this assignment process work?

Enlisted assignments hinge on overseas requirements. With a shrinking budget and force, CONUS-to-CONUS assignments will continue to be less available than overseas assignments.

Enlisted assignment representatives will consider the destination desires detailed on an Air Force Form 392, the Airman Assignment Preference Statement, but — surprise! Air Force needs continue to come first.

So assignments continue to go to the major command with the most need for one's grade and AFSC.

Seven steps determine that move.

It begins with worldwide manning averages. If the worldwide average is 92 percent, then assignment efforts will be made to keep each overseas major command's manning level at the average.

For example, if Command A sits at 85 percent, Command B at 88 percent and Command C at 92 percent — assignments to the undermanned command are a priority.

Overseas requirements will define the number of people needed.

Major commands review and approve the locations, and return the list to AFMPC. At this point, the extra month enters the quarterly system: AFMPC will advertise the requirements, allowing people to update their preferences.

This is where your AF Form 392 comes in the picture. Officials will select overseas volunteers first to fill those slots. (About 80 percent of selected people volunteered.)

Grade and AFSC, along with other details (special requirements, security clearances, and special experience identifiers), are matched to names, then sent to the field for commanders to certify and notify people of their assignments.

For people returning to the States, the same basic concept applies, without a continental United States manning-level target. The number of assignment requirements is driven by how many people are scheduled to rotate to the States during the three-month cycle.

Getting people more involved with the assignment process is an AFMPC

creed, and the new process meets that goal, Kling said.

It also increases the value of the AF Form 392. Assignment representatives emphasized keeping the form updated because they try to assign people based on the most recent form.

If preference or eligibility for a base changes, a member should immediately update the form — particularly if the person is no longer a volunteer for an overseas assignment.

More Form 392 information:

◆ Make sure there's an authorization for your AFSC at the bases you select

◆ People assigned overseas who volunteer for another overseas tour have higher precedence over people currently assigned to CONUS bases

◆ Long tour assignments are filled with volunteers for extended long tours first, then volunteers for standard long tours

◆ Volunteers from the CONUS with equal eligibility are prioritized according to who has the most time at a current location

Contact the customer service representative at your local CBPO with questions about the Form 392.

AFMPC has an Assignment Inquiry Line for technical sergeants and below: call DSN 487-2111/2112 from 7:30

a.m. to 4:30 p.m. (CST) Monday

through Friday. Master sergeants

and above should call their functional managers if they have

assignment questions.

AIRMAN ASSIGNMENT PREFERENCE STATEMENT

AUTHORITY: 10 USC 8012; 44 USC 3101; and EO 9397.
PRINCIPAL PURPOSES: Allows airman to indicate geographic preferences for CONUS assignment, volunteer status for overseas duty, home basing/follow-on volunteer status for special duty, volunteer status for extended long tours first, then volunteers for standard long tours.
ROUTINE USES: Used as a source document for data entered into the Advanced Personnel Data System. Data used in assignment selection at MAJCOMs and AFMPC. The SSAN is used for identification.
DISCLOSURE IS VOLUNTARY: If the information is not provided, assignment selections are made without regard to member's preferences.

NAME (Last, First, Middle Initial) _____ GRADE _____ SSAN _____ ORGANIZATION _____ DUTY TELEPHONE _____

I. Enter up to eight country, or "worldwide" preferences in any combination. Enter separate status code from the list at right for each preference. If you do not wish to be an overseas volunteer, enter "none" in 1st preference block. See Note 1 on reverse.

COUNTRY	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH

OVERSEA VOLUNTEER STATUS CODES:
A - COT to Long (standard tour)
B - COT to Long (extended tour)
C - COT to Short (standard tour)
N - Non-CONUS Resident to Home Area

II. Enter up to eight bases, locales, states, or areas in any combination. If you have no preference, enter "None" in 1st preference block. See Note 2.

CONUS PREFERENCE	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH

III. If you wish to volunteer for an AFMPC-Controlled Special Duty Assignment, indicate the specific type of duty and up to three geographical preferences (Overseas country, CONUS state, or "Worldwide"). Otherwise enter "None" in Type Duty block. See Note 3.

AFMPC-CONTROLLED SPECIAL DUTY ASSIGNMENT VOLUNTEER STATUS	1ST	2ND	3RD

IV. I have read and understand the applicable items on the front and back of this form. I am a volunteer for any overseas location listed in Section I and/or duty listed in Section III.

DATE _____ SIGNATURE OF AIRMAN _____

DATE _____ SIGNATURE OF COMMANDER _____

V. I have personally interviewed the applicant for the type of assignment for which he or she has applied, considering his or her judgement, emotional stability, moral character, financial encumbrances, and other pertinent information.

RECOMMENDED ☐ NOT RECOMMENDED ☐ (Justify and return to individual)

PREVIOUS EDITION WILL BE USED.

AF FORM 392
OCT 82

Guam, Turkey, Azores and Australia are short tours

Common errors: putting short tour in Germany or long tour in Korea; inserting COT (A, B or C) codes for CONUS-to-overseas moves

If you don't want to volunteer for overseas, put "none" here

Be as specific as you want — but if you put a state or region in a block, all bases in that area will be considered

German meteorologist takes refresher course in American weather



German meteorologist, Fred Hufnagel, who is an instructor at the German Military Geophysical School, Southern Bavaria, discusses an upper air chart with SSgt. Kenneth Campbell. (U.S. Air Force photo)

Imagine going through weather training at Chanute AFB and you have to brief your SNAL (Synoptic Analysis Lab) and FLE (Forecasting Lab Evaluation) charts in another language like Russian or German? Well, that's what German military weather personnel have to do. They have to brief pilots and issue forecasts, advisories, and warnings in English. However, they learn meteorology in their native tongue at the German Military Geophysical School located in Fuerstenfeldbruck in southern Bavaria.

Fred Hufnagel's job is to teach English to the German students at the

school. They will use it while on duty at the German weather station. Hufnagel is a member of the German Federal Office of Languages. He visited the Weather Training Division at Chanute AFB, Ill., recently, to study American weather station operations in order to learn the English contractions and terminology used in discussion bulletins. "I find that there are not so many significant differences between United Kingdom and American teletype bulletins," said Mr. Hufnagel. "I can ask questions here whereas back home there is no one to help me with the typical bits and pieces of weather.

Everyone has been very cooperative and I have no complaints. The American weather students are always busy, and it is obviously a very demanding job to do."

The German weather instructors are all civilians who work for the military. They teach meteorology while Fred Hufnagel teaches English. He has been teaching at the school since 1973 and has been trained in meteorology as well.

Talking about East Central Illinois, he said, "It is so flat that on Thursday afternoon you can see who is going to visit you on Saturday afternoon."

Association membership gets free lapel/tie pin among other benefits

Those who are members of the Air Weather Association will receive a handsome, 5-color reproduction of the Air Weather Service emblem in the form of a 3/4 inch lapel/tie tack pin.

There will be no charge, but the Association must have your current mailing address together with \$1 to cover packaging and 1st class mailing.

Here's what you do to receive your pin that looks great on a jacket or as a tie tack:

(1) Current members of the Association must send \$1 and their mailing address to A.W.A., 5301 Reservation Rd., Placerville,

CA 95667-9745. Many of you moved on PCS—without sending a change of address, and if sent the valuable pin would be lost in the mails.

(2) All future members will receive their pin along with the initial membership packet of newsletter and roster. This will be sent via 3rd class mail (cannot be forwarded and is "junked" by the Postal Service if undeliverable as addressed). Send an extra \$1 (\$9 total) if you wish to receive the pin by 1st class (forwarding assured) mail.

REMINDER: The Association offers LIFETIME membership for just \$8 (no

annual dues) and its newsletter and separate roster are mailed via 3rd class bulk to the last address you provided. If you didn't get the Association's June 1991 Special Alert Bulletin, then you are "lost" and your Association mail is being "junked" because you didn't send the Association a change of address.

The Association must use 3rd class mail to avoid imposing annual dues to cover costs. Keep a good thing going by sending an address change when you move. Membership applications are available at every weather unit.

Shining star from down under

During the recent unit effectiveness inspection (UEI) conducted by the AWS/IG at the Learmonth Solar Observatory, Mrs. Leonie A. Nash was identified as a "Professional Performer."

Mrs. Nash, a Direct Hire Australian civilian, is the unit's administrative specialist. She was cited for "performing an outstanding job and making significant contributions toward the success of her unit."

Additionally, she was presented with a well-earned "incentive bonus" for her superb administrative support over the last two years. She has been employed at the observatory for nine years and has faithfully served six detachment commanders during that span.



Mrs. Leonie A. Nash

AWS Salutes

Editor's note: Some of the following Salute submissions still have old unit names. We are working to have future submissions identified by base of location.

Medals

Meritorious Service Medal:

D'ALESSANDRO, MSgt. Leo P., AFGWC
GLASS, CMSgt. Alfred M., Scott AFB
HINE, TSgt. Gilbert C. Jr., Hurlburt Fld.
JIMENEZ, SMgt. Mike, Scott AFB
LADUCCI, MSgt. John, AFGWC
PRINGLE, SMSgt. Edward L., Scott AFB

Air Force Commendation Medal:

BLUME, TSgt. Richard A., Det. 7, AFGWC
BOERLAGE, Capt. Andrew P., AFGWC
BOULTON, SSgt. Max, Det. 18, 30WS
CARSON, Sgt. Terrence C., Scott AFB
FERRARO, TSgt. Dale, Det. 18, 30WS
GIBBONS, TSgt. John F., AFGWC
HARAKAL, TSgt. Joseph L., Det. 7, AFGWC
LEE, Sgt. Jonathan K., 30WS
LOMAX, 1st Lt. William E., 30WS
LOCKLEY, SSgt. Lacey H. Jr., Det. 8, 25WS
MICCHETTI, Capt. Vicki D., Travis AFB
MILLER, Capt. David A., Det. 2, 30 WS
NORTH, TSgt. Leslie J., AFGWC
OWEN, Capt. Douglas D., Det. 18, 30WS
PATTERSON, Capt. Thomas W., 30WS
RAY, 1st Lt. Charles A., 30WS
ROSEBACH, SSgt. Jeff, Det. 15, 30WS
SANDERS, MSgt. William J., Det. 7, AFGWC
SFORZA, Sgt. Paul F., Scott AFB
WITTE, Capt. Kevin, OL-A, 30WS

Army Commendation Medal:

HINES, Sgt. Allen S., Det. 8, 25WS

Air Force Achievement Medal:

BRADLEY, SrA. Scott J., Det. 2, 30WS
CAREY, 1st Lt. Lawrence D., Det. 2, 30WS
FERRO, TSgt. Francis J., AFGWC
LOMACK, A1C Ann M., Scott AFB
NELSON, SSgt. Lanc M., Det. 2, 30WS
SHERLEY, 1st Lt. John M., Scott AFB
THOMPSON, A1C Brian, Det. 18, 30WS
WALLETIN, A1C Loretta L., AFGWC
WRIGHT, A1C Bryan J., Det. 7, AFGWC

Joint Service Achievement Medal:

HART, TSgt. Joel D., AFGWC

Army Achievement Medal:

BENEFIELD, SSgt. Norman L., Det. 19, 30WS
CHRISMAN, SSgt. Michael L., Kirtland AFB
FERRO, TSgt. Francis J., AFGWC
WALLETIN, A1C Loretta L., AFGWC
WRIGHT, A1C Bryan J., Det. 8, AFGWC

Air Force Good Conduct Medal:

ARD, TSgt. Robert A.S., AFGWC
BARNEY, SSgt. Darryl K., AFGWC
BEERMAN, A1C Daniel L., AFGWC
CAMPBELL, TSgt. James C., (10LC)
CZOPKIEWICZ, SSgt. Edward C., Det. 8 AFSFC (30LC)
FLEMING, TSgt. David W., AFGWC
GARSKE, TSgt. Donald J., AFGWC
GLENN, A1C Jeffrey S., AFGWC
HART, TSgt. Joel D., AFGWC
KING, SrA. Matthew A., AFGWC
LADUCCI, MSgt. John R., AFGWC
MARTIN, SSgt. Charlie R., Det. 7, AFGWC
MCDONALD, A1C Noel A., AFGWC
ROACH, SrA. Troy, A., AFGWC
ROBERTS, SrA. Kerry R., AFGWC
STREBE, A1C Chet A., AFGWC

Southwest Asia Campaign Medal:

MODLIN, Capt. Norman R., Det. 8, 25WS
ZIMMER, MSgt. Michael A., Det. 8, 25WS
O'CONNELL, MSgt. Nancy J., Det. 8, 25WS
BABCOCK, TSgt. Bruce J., Det. 8, 25WS
COOK, SSgt. Ronald L., Det. 8, 25WS
SAND, SrA. Howard L., Det. 8, 25WS
LAWSON, A1C Babe A., Det. 8, 25WS

Promotions

To Captain:

CHAI, Walter S., Det. 2, 30WS

To First Lieutenant:

ECKEL, Frederick A., Det. 11, 17WS

To Chief Master Sergeant:

KICKLIGHTER, Johnny W., HQ AWS

To Technical Sergeant:

BRESSIE, Steven, Chanute AFB
HEADLAND, Courtenay, Chanute AFB
RUSSETT, Dale, Chanute AFB

To Staff Sergeant:

CARSON, Terrence C., Scott AFB
FARSON, Matthew S., 203WF
FRITZ, William F., 203WF
MARTIN, Anthony J., Det. 20, 30WS
TOLKKINEN, Warren R., Travis AFB

To Senior Airman:

BAXTER, Barry E., McCord AFB
BOS, Paul P., McCord AFB
BWERCKLIN, Mike, Det. 15, 30WS
CASSEL, Michael D., Det. 20, 30WS
CORDLE, Chris, Det. 18, 30WS
VASQUEZ, A1C Timothy A., Det. 8, 25WS
WIRTZ, Carter F., Det. 20, 30WS
WRIGHT, A1C Bryan J., AFGWC

To Airman First Class:

BERTRAM, Richard L. II, Scott AFB

To Airman:

BEDSON, Dawn C., Offutt AFB
DONAHUE, David M., Scott AFB

Unit Honors

(Jul-Sep)

Company Grade Officer of the Quarter:

AFGWC - RUSSELL, Capt. Robert L.

Senior NCO of the Quarter:

AFSFC- RICHEY, MSgt. Chester

NCO of the Quarter:

AFSFC-BLACKBURN, TSgt. James R.
AFGWC-ROUILLER, TSgt. James J.

Airman of the Quarter:

AFGWC-ARNOULD, SrA. Stephens M.
25WS-VASQUEZ, A1C Timothy A., Det. 8

Senior Parachutist Badge:

CUMBO, A1C Richard A., Hurlburt Fld.

Education

SNCO Academy:

HRUZ, SMSgt. James E., AFSFC

NCO Academy:

DOWNING, TSgt. Richard, Chanute AFB
LEBOUFF, TSgt. Joe, AFGWC, DG

Tropical Weather Analysis Course:

RARICK, MSgt. Bradley A., Hurlburt Fld.

AWDS Manager Course:

HINE, TSgt. Gilbert C. Jr., Hurlburt Fld.
KINGSLEY, TSgt. Scott R., Hurlburt Fld.
KNOWLES, TSgt. Cory W., Hurlburt Fld.

Electro-Optics Course:

LONG, SSgt. Terry L., Hurlburt Fld.

Reenlistments:

BOULTON, SSgt. Max, Det. 18, 30WS
CARTY, MSgt. John T. Jr., AFGWC
EMERSON, SrA. Raymond R., Altus AFB
JESSUP, TSgt. Donald W., AFGWC
LANGLEY, MSgt. Terry W., Hurlburt Fld.
MARTIN, SSgt. Anthony J., Det. 20, 30WS
MUSTAIKES, SSgt. Theodore V., Kirtland AFB
NORTH, TSgt. Leslie J., AFGWC
ROBERTS, SrA. Steve, Det. 15, 30WS
SCHULZ, SrA. Troy D., Det. 19, 30WS

Retirements:

ASHTON, Maj. Caleb B., AFSFC
GIBBONS, TSgt. John F., AFGWC
HARAKAL, Joseph L., AFGWC

Submissions to Salutes

Request OLs, flights, detachments and squadrons consolidate their inputs by alphabet and in the format presented in this column. MAJCOM/DOW public affairs representatives or MAJCOM Public Affairs offices may assist by further consolidating subordinate unit submissions and forwarding by the first week of each month to HQ AWS/RMA, Attn: MSgt. Dave Black, Scott AFB, IL 62225-5008. For more information contact Sergeant Black at DSN 576-2065.

Happy Holidays

Editor's note: The following message is from Air Force Secretary Donald B. Rice and Chief of Staff Gen. Merrill A. McPeak.

"As we celebrate the goodwill of this holiday season, we close out a year of victory, inspiration and renewed hope for peace on earth. Across the Air Force and around the world, our members displayed uncommon courage throughout the Gulfwar, and shared the triumph of freedom with

our heroic coalition partners."

"Because peace remains an elusive blessing in some parts of the world, Air Force men and women continue to press on with what President Bush calls 'the hard work of Freedom.' They are always in our hearts and thoughts, especially those apart from their families for the holidays. May the New Year bring loved ones together and fortify the pride and teamwork that bond us all."



Kadena Team Completes 24-Hour Marathon

"Members of Det. 8, 20 WS, logged a total of 181.5 miles (18 miles per person) in this year's Kadena 24-hour 'Panther Run.' Pictured with the team here and looking fresh before running in the local high school fund-raising event are weather team members (back row): Andy Anderson, Ted Melton, Russ Granger, Roger Finley, and Clarence Seale.

SGLI proposals expand coverage

By SrA. John C. Davis
Air Force Radio News

WASHINGTON—Two separate plans are in the works that, if adopted, would allow dependents and retirees to sign up for Servicemen's Group Life Insurance, an Air Force compensation expert said.

Under one proposal, all dependents of active-duty service members would qualify for the low-cost insurance coverage, regardless of current health conditions. Spouses would be covered for 25 percent or 50 percent of the member's actual SGLI coverage. For example, if the sponsor had \$100,000 of SGLI coverage, the spouse would qualify for \$25,000 or \$50,000 of insurance.

Other family members could receive either \$5,000 or \$10,000 of coverage, depending on the sponsor's coverage.

"In the case of dependents, in the era of working spouses with the rising cost of child-care, I think people tend to understate how much insurance they might need should a spouse die," said Col. Steve Strobbridge, chief of the Air Force's Entitlements Division. The same applies to children, where substantial costs most people wouldn't think of, accompany a child's death.

That's where the importance of an insurance plan such as the dependent SGLI proposal would help, making an affordable alternative so the member can get insurance if desired, Strobbridge said. Premiums would be paid through payroll deductions, much like the current SGLI policy.

For retirees, the plan tries to even out the way the service treats active-duty and reservist retirees, the colonel said. Currently, regular retirees stay on SGLI for 120 days after leaving the service and can convert to Veterans Group Life Insurance for five years. After that, they may buy insurance from one of the government underwriters, but at a much higher premium.

Reservist retirees with 20 "good" years of service stay on SGLI until age 61, or until they start receiving retirement pay. Under the new plan, Strobbridge said, both groups would be covered under the new retired SGLI for life.

One of the biggest problems facing reservist retirees now is that it takes them longer to get the 20 "good" years of service than their active-duty counterparts, thus putting them in a higher age bracket when they try to get insurance through civilian plans.

The proposal would allow regular retirees to continue coverage under the more affordable SGLI plan. Like the dependent's plan, the retired SGLI proposal would be a guaranteed approval for the participating member.

Strobbridge said all the bugs haven't been worked out of the proposals yet, and they may go through many changes before getting final approval. However, because the proposals will cost almost nothing for the services to implement, Strobbridge thinks they stand a good chance of becoming law.

If approved, the new SGLI plans could take effect in Fiscal Year 1993.



REMEMBERING PEARL HARBOR ON THAT DAY OF INFAMY

The surprise air attack on Pearl Harbor, Hawaii, by the Japanese on Dec. 7, 1941—described by President Franklin D. Roosevelt as "a date that will live in infamy"—officially put the United States into a war that was

already raging in Europe.

Japanese fighters and torpedo bombers from six carriers more than 2,000 miles away in the Pacific hit the island of Oahu at 8 o'clock on a sleepy Sunday morning in a devastating two-hour as-

sault that killed 2,400 men and wounded nearly half as many more.

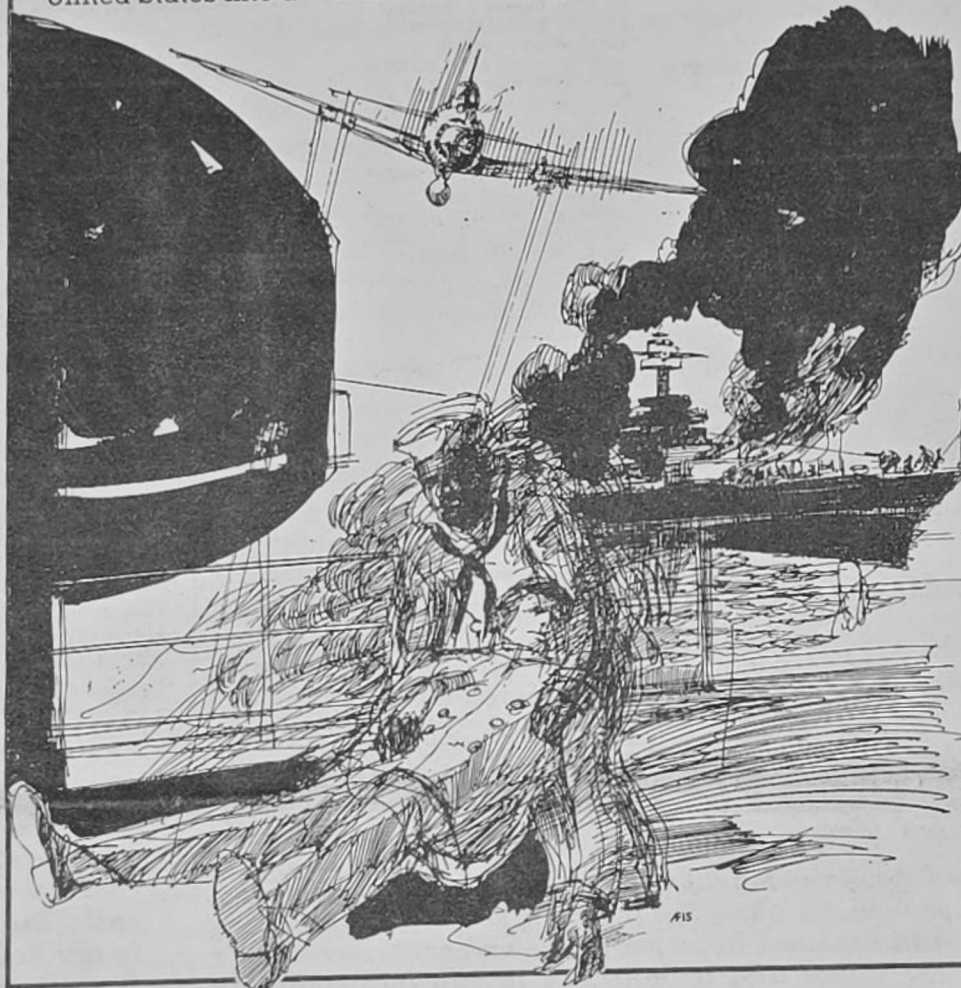
In the wake of the attack, six of the eight U.S. battleships were sunk or badly damaged, and a like number of destroyers and cruisers were also torn by bombs. Half the island's aircraft were wrecked.

Despite the chaos that day, a spirited defense was mounted, and some Americans were able to cripple, if not stop, a few of the enemy. Among the valiant was Navy Messman First Class Doris "Dorie" Miller aboard the USS Arizona, the first ship on Battleship Row. Alongside in flames was the USS Tennessee, and the USS West Virginia behind it.

Through the billowing smoke, Miller saw his skipper fall after strafing fighters raked the deck. Rushing to his aid on the bridge, Miller managed to drag the officer down the ladder to safety and then returned to man the machine gun until he was forced to leave the sinking ship. The act eventually earned him the Navy Cross. In 1943, Miller was officially listed as missing in action.

The USS Arizona was never raised from Pearl Harbor and a permanent memorial was built over the site of its resting place.

American Forces Information Service



Uniform allowance rates increase

WASHINGTON (AFNS) — Basic and standard clothing replacement allowance rates increased by more than \$20 Oct. 1, Air Force officials said.

The new basic rates are \$165.60 for men and \$190.80 women, a \$21.60 increase. New standard rates are \$234 for men and \$270 for women, a \$28.80 increase.

Basic rates represent the first three years of active duty while standard repre-

sents active duty after the third year. The clothing allowance is normally paid at the end of the member's anniversary month of active duty. However, after completing the initial 12 months of active duty, one-half the annual rate is paid. The full annual rate will be paid thereafter.

For more information, call the military pay section at the Consolidated Base Personnel Office.

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HICKAM AFB HI 96853

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