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New stars in AWS

Hq AWS—Two Air Weather Service colonels were recently nominated by President Nixon for promotion to the temporary grade of brigadier general.

Col. Thomas A. Aldrich, vice commander of AWS, and Col. Ralph S. Saunders, commander of the 9th Weather Reconnaissance Wing, McClellan AFB, Calif., will assume general rank upon Senate confirmation and as vacancies occur throughout the balance of the year.

Colonel Aldrich, whose home is San Angelo, Tex., enlisted in the Army Air Forces in December 1942. He was commissioned in February 1944 after completing an aviation cadet meteorology course at the University of Chicago.

Colonel Aldrich holds a bachelor of science degree in mathematics and a master's degree in business administration from George Washington University, Wash., D.C.

He has been associated with AWS since the mid-1940s and was first assigned to Hq. AWS in 1955 when it was located at Andrews AFB, Md. After assignments in Australia and at the Air Command and Staff College at Maxwell AFB, Ala., Colonel Aldrich moved to Hq. Military Airlift Command in July 1968 as director of war plans.

A professional member of the



Aldrich



Saunders

American Meteorological Society, Colonel Aldrich commanded the 9th WRWg. before assuming duties as vice commander of AWS last July.

Born in Roanoke, Va., June 24, 1922, Colonel Saunders received his high school education in that city and continued his education with the University of Maryland. After enlisting in the Virginia National Guard in 1939, he was called to active duty in 1940 with continuous service since that date.

During World War II, Colonel Saunders flew 35 combat missions in B-24 Liberators with the Eighth Air Force.

Colonel Saunders was assigned to military airlift operations duties when the Korean conflict broke out. He flew 70 combat missions there in transport aircraft and then was assigned to Air Training Command as an instructor pilot.

After flying 278 combat support missions in Vietnam in C-123 and C-130 aircraft, he attended the Air War College at Maxwell AFB, Ala. He then assumed duties as deputy commander of operations, 436th Military Airlift Wing, Dover AFB, Del. A year later, he became assistant deputy chief of staff for operations at Hq. MAC.

Colonel Saunders has commanded the 9th WRWg. since July 1, 1970.

EWC makes move, misses no forecasts

CROUGHTON, England — The European Weather Central (EWC), operated by Detachment 40, 28th Weather Squadron, moved 50 miles from High Wycombe AS to Croughton RAF Station Nov. 15. Throughout the long-planned move, EWC continued surveillance of climatic conditions over one-third of the globe without missing a forecast.

Delicate timing was important in transporting the two 418 computer complexes of EWC's Automated Weather Network (AWN) terminal. To make the move smooth and, at the same time, provide continuous services, an additional 418 computer was leased. A leap-frog system was employed during the move with an on-line and a back-up computer always operational while the third computer was dismantled, moved and reassembled.

During the last critical stages of the move, personnel from the British Meteorological Office at Bracknell provided EWC with satellite pictures by facsimile circuit.

EWC's new home is in the large Communications Relay Center Building of the 2130th Communications Squadron, Air Force Communications Service (AFCS). Functions which were

dispersed throughout five buildings at High Wycombe have been consolidated under one roof at Croughton.

The new facility was constructed with weather central operations in mind and was designed by Col. Newton R. Galligar, 28th WSq. commander, when he was EWC commander. The facility took seven months to complete.

EWC routinely receives daily weather data from more than 2,000 reporting stations. After processing and editing, much of this information is routed through the AWN to the Air Force Global Weather Central (AFGWC), Offutt AFB, Nebr., where upper air forecasts are completed and rerouted back to Croughton. EWC then compiles surface maps from the upper air forecasts. These maps are prepared for 12-, 24- and 36-hour forecasts.

EWC is also responsible for point weather warnings in the United Kingdom and area weather warnings over all of Europe.

Joint efforts by AWS, AFCS, Third Air Force, the British Air Ministry and contract personnel made the second move of EWC in two decades a success. EWC last moved in 1952 when it left South Ruislip, England, for High Wycombe.

Academy honors student

Hq AWS—TSgt. Jack E. Rickman, a jet engineer technician with the 53rd Weather Reconnaissance Squadron, Ramey AFB, P. R., was named Honor Graduate in the 135-member class 71-5 at the Military Airlift Command NCO Academy, Norton AFB, Calif.

Other Air Weather Service personnel graduating in Class 71-5 were: MSgt. Gerald E. Poppe, Det. 26, 26th WSq; TSgt. Johnny L. Baxter, Det. 1, 4th WWg; TSgt. James A. Denton, 20th WSq; TSgt. Lawrence H. Fletcher, Det. 12, 24th WSq; TSgt.

Lewis M. Gainey, Hq. AWS; TSgt. William C. Luce, 25th WSq; TSgt. Charles T. Melson, Det. 14, 31st WSq; TSgt. Ollie A. Stevenson Jr., 55th WRSq; TSgt. Joseph W. Traylor, Det. 9, 15th WSq; SSgt. Joel W. McCullough Sr., Hq. AWS; and SSgt. Thomas G. Pelham III, TUSLOG Det. 2.

Brig. Gen. Frank K. Everest Jr., commander, Aerospace Rescue and Recovery Service, was guest speaker at commencement exercises. NCO Academy graduates in this class bring the alumni count to 14,140.

New policies implemented

WASHINGTON (AFNS) — Air Force Chief of Staff Gen. John D. Ryan has implemented seven new policies designed to improve everyday life of Air Force people.

The changes were announced by Lt. Gen. Robert J. Dixon, Air Force's deputy chief of staff for personnel, in outlining steps Air Force is taking in preparation for a zero military draft.

Major commands were directed to reduce inspections of people and facilities and, where necessary, conduct them during normal duty hours.

Similar reductions were called for in details and meetings. Compensatory time was encouraged for personnel who have been called to work beyond scheduled hours of operation.

The "Class A pass," long required by junior airmen as authority to leave the base, was eliminated. Commanders were advised that use of the military identification card would be sufficient for all Air Force members. Individuals making permanent-

change-of-station moves will be given sufficient time to complete processing and have their families settled. At bases where local laws require periodic automobile inspection, an additional check by Air Force will be eliminated.

The popular sponsorship program is to be extended to include newcomers finishing basic training, a commissioning program or other initial service school.

General Dixon said the changes are the first to be implemented from many under consideration by Air Force.

Among other projects in advanced planning stages are an expansion of contract custodial services to reduce menial tasks being performed by enlisted people.

"Next year," General Dixon said, "the Air Force will act as a clearing house for airmen coming back from overseas who don't like the stateside assignment they're getting . . . and who want to trade with somebody. Our computer will then try to find

two people with the same grade and specialty who would be happier if they swapped assignments. We aren't making any guarantees . . . just seeking a closer match between what an airman wants and what is available."

Weather team assisting FAA

Hq AWS—A four-man team from the 6th Weather Squadron (Mobile), Tinker AFB, Okla., is participating in a fog-dispersal study at Salt Lake City Airport.

The team, comprising three weather observers and a weather equipment technician, are taking observations for the Federal Aviation Administration while it examines various methods of fog dispersal.

The weather team, equipped with an MMQ-2 mobile weather van, left its home base Dec. 29 and is scheduled to continue supporting the study through this month.



HONORED FOR EXCELLENCE is TSgt. Jack E. Rickman, Honor Graduate in Class 71-5 of the Military Airlift Command NCO Academy. Presenting the award is Brig. Gen. Frank H. Everest Jr., commander of the Aerospace Rescue and Recovery Service. Sergeant Rickman was top man in class of 135. (U.S. Air Force Photo)



DISPLAYING THE EMBLEM of the 55th Weather Reconnaissance Squadron at McClellan AFB, Calif., is Maj. Henry Brauner, a member of the 55th since 1965. Major Brauner believes that he has flown near, around or over the North Pole

more times than any other active duty Air Force officer. He is believed to be the first airman to be awarded three Air Medals for this by the Military Airlift Command.

(U.S. Air Force Photo)

Vaulting over north pole nothing new to navigator

MCCLELLAN AFB, Calif.—Maj. Henry P. Brauner, 55th Weather Reconnaissance Squadron, here, believes he has flown near, around or over the North Pole more than any other active duty Air Force officer.

Major Brauner has flown more than 175 polar missions (north of

70 degrees North latitude) and has looked down at the top of the world from either a 55th WC-135B or a WC-130B more than 150 times. He has logged 215 flights above the Arctic Circle.

He is believed to be the first airman to be awarded three Air

Medals by the Military Airlift Command for polar flights. Fifty such sorties are required to earn the medal.

Major Brauner is currently 55th standardization navigator, a position he has held since September 1969. Part of his job on polar weather missions is to navigate the aircraft precisely to preselected weather observation points above the arctic ice mass. These points are 150 to 200 miles apart and each mission requires 20 or more observations.

"Polar navigation is somewhat more difficult and is more involved than navigation across the ocean," says Major Brauner. "You can't rely on the aircraft compass system because when you're that far north every direction is south. This means you disregard the magnetic compass and you set your gyro compass on an artificial reference point and work from there."

Of the 7,600 flying hours he has accumulated while serving in 11 foreign countries, 4,500 have been in Air Weather Service aircraft.

CMSgt. of 7th Wing



AWS E-9s named

Hq AWS—Sixteen senior master sergeants within Air Weather Service have been selected for promotion to chief master sergeant:

Wesley Armitage, Frederick J. Aulete, Robert F. Bickford, Dan Brantley, Horace Brent, Wayne A. Carlson, Stanley A. Coffman Jr., Alice L. Hill, George M. Horn, Robert W. Manning, Charles D. McCarthy, Henry G. McLendon, Eugene A. Murdock, Donald J. Robarge, Albert J. Schneider, Isiah Woods.

Command Line



Brig. Gen. William H. Best Jr.

What lies ahead for Air Weather Service in the challenging decade of the 1970s?

Perhaps the key to the future of AWS, indeed the Air Force, in the Seventies is contained in a comment by Dr. Curtis W. Tarr, then assistant secretary of the Air Force, in the May 1970 "Air University Review." He said, "... we have reached the day when some of our military hardware, systems and installations have become so costly that we must employ them whenever their use will be of significant assistance to society."

We may look forward, then, to greater use of our talents for other than strictly military purposes. Increasingly, we will be called upon to develop new programs to help improve the quality of life for the national and international community.

Some of these programs are already in being. Environmental pollution research, hurricane and typhoon reconnaissance, space environmental support and weather modification—all aided by our aerial weather reconnaissance capability—are present AWS tasks in support of the military which are valuable to American society.

Primarily, though, we remain a military-oriented service, and we will maintain our readiness and ability to support the nations defense forces.

Development of the Bare Base concept of tactical mobility for example, will require increased mobility by Air Force weathermen. One system being developed in this regard is the modular Tactical Weather System. A combination of selected modules configured to satisfy a variety of Bare Base weather support requirements, this system can be airlifted anywhere and set up and ready to operate within hours.

We still have responsibilities in Southeast Asia. Our support of the President's Vietnamization program is progressing well. Vietnamese Air Force weathermen are assuming increased responsibility for weather support to Vietnamese Air Force bases. Many of them are trained in Vietnam by men of our 30th Weather Squadron.

Without a doubt, 1971 and the years to follow will be full of challenge, frustration, progress and most certainly an increasing commitment to America's defense and America's people.

We are—all of us and always—in the nation's service.

AWN gets upgrading

Hq AWS—A significant improvement in the Automated Weather Network (AWN) at Carswell AFB, Tex., was recently achieved through installation of improved modems (modulator/demodulator) on the links between Carswell and Offutt AFB, Nebr.

The new modems, which transposed weather information into electronic signals, increased the movement of data through the AWN to the Air Force Global Weather Central (AFGWC) at

Offutt by approximately 1,500 words per minute (wpm), according to Maj. Joseph K. Slater, commander of Detachment 7, Hq. AWS, at Carswell.

Before installation, AWN centers at Croughton, England; Clark AB, the Philippines; and Fuchu AS, Japan, fed data to the Automated Digital Weather Switch at Carswell at the rate of 3,000 wpm. Backlogs sometimes occurred during peak periods when the 4,500 wpm-capacity of the Carswell center was exceeded.



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BRIG. GEN. WILLIAM H. BEST Jr.
Commander, Air Weather Service

CAPT. TERRENCE MAYER, Director of Information

LT. RAY A. CROCKETT, Managing Editor

A1C DENNIS KEANE

FULL PRESSURE SUIT CHECKOUT

Feature by

Maj. Frederick C. Westergaard

Flights above Flight Level 600 (altitude 60,000 feet) are routine for Air Weather Service's RB-57F crews. That a full pressure suit is an absolute necessity for such flights goes without saying. But the painstaking procedures given to a full pressure suit check-out are not at all well-known.

The check-out involves several phases of rigorous training, the first of which includes several days of ground school and low altitude, non-pressure suit flight training conducted by the 58th Weather Reconnaissance Squadron, Kirtland AFB, N.M.

After completion of the first phase, AWS crewmembers are sent to the 4756th Physiological Training Unit at Tyndall AFB, Fla. There they receive a refresher course on the physiological aspects of high altitude flight, are fitted with their A/P 22 S-6 pressure suit, and take an altitude chamber flight to 75,000 feet.

The chamber flight begins in a small parasite chamber with the normal 30 minutes of pre-breathing 100 per cent oxygen to purge nitrogen from the blood.

After the suit is checked for possible leaks by safety observers, the chamber is sealed and depressurized to 75,000 feet. The suit will maintain a "cabin" altitude of 35,000 feet inside it all the way up to 75,000 feet. The limit altitude of 35,000 was chosen to eliminate the need for pressure breathing.

At 75,000 feet, the crewmember is asked to perform small tasks to familiarize himself with the difficulty of moving around with the suit fully inflated. It is awkward, but most crews report that breathing oxygen, without a

mask pressed to their face, is very convenient.

The final part of the chamber ride is a rapid decompression from 25,000 to 75,000 feet. This simulates the loss of a canopy or other serious malfunction in the RB-57F.

While the chamber altitude jumps to 50,000 feet, the altitude change in the suit is only 10,000 feet. Without the full pressure suit, survival would be impossible.

Pressure Suit Make-Up

This \$12,000 suit is, in essence, a personal, portable, pressurized cabin. It is capable of keeping a crewmember alive on the moon. However, in the RB-57F, it is primarily an emergency life support system designed to keep a crewmember alive and alert in the event of sudden cabin depressurization, or explosive decompression.

The suit is constructed in layers, composed primarily of rubber and dacron mesh. The rubber layer has airtight connections at the wrists and neck for gloves and helmet, while the dacron keeps the suit from ballooning too much when it is pressurized.

A final layer is made of flame-proof Nomex. It protects the vulnerable inner layers and serves the function of a normal flying suit.

Gloves for the suit are also in layers and a small vacuum chamber is used to suck them open and shape the inner layer for easier fitting.

The helmet is a full hard hat. On the front is a clear plastic face plate which can be raised or lowered and locked in place. When the face plate is down and locked, 100 per cent oxygen is metered into the helmet. With



LIFE SUPPORT TECHNICIANS help RB-57F crewmembers suit up. Air-conditioning hoses connected to the suits help maintain a comfortable temperature.

The \$12,000 full pressurized suits are life-savers to crewmembers while flying the high-altitude aircraft. (U.S. Air Force Photo)

the face plate up, oxygen is automatically shut off.

Since many RB-57F flights can last up to seven hours a feeding port in the face plate is necessary. It's a small hole into which a tube connected to either food or water can be inserted. All food and water consumed while wearing the suit must be squeezed through the long tube.

58th WRSq. Check-Out

Once the AWS crewmember gains familiarity and confidence with this suit and completes training, he returns to the 58th WRSq for his first high altitude flight in the RB-57F.

Preparations for every high altitude flight begin long before takeoff, when the crew reports to the squadron. First, the crewmembers peel down, put on the thin cotton "long handles," a robe and a pair of slippers. Next, they report to the Flight Surgeon's office and receive a preflight physical examination. This includes a careful check of pulse, blood pressure, sinus and ears. After eating a high protein meal they weigh in. Then, it's time to suit up.

Life support technicians assist the crewmembers into their suits. Extra care is taken with such things as fitting the helmet to insure it's on correctly. The suit is connected to a cool air-venting hose to prevent overheating.

The crew proceeds to an air-conditioned van, which has cooling connections for the suits, for the ride to the aircraft. A "Buddy Preflight" system is used in the RB-57Fs. Technicians help

the crewmembers strap in and check the connection to the aircraft's life support system. After the pins to arm the ejection seats are pulled, full check-out is complete.

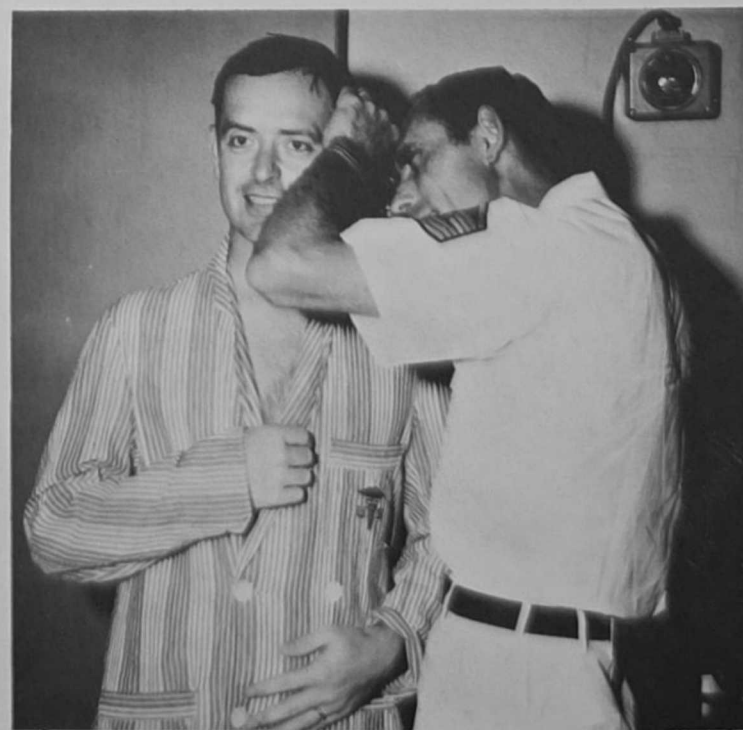
Gathering weather data at the very edge of space would be an impossible job without a full pressure suit, and dangerous

without the elaborate and diligent check-out procedures.

The demands placed on AWS crewmembers and their life support equipment by the RB-57F aircraft are many. But they are demands which are being met by careful planning, preparation and complete understanding of the problems involved.



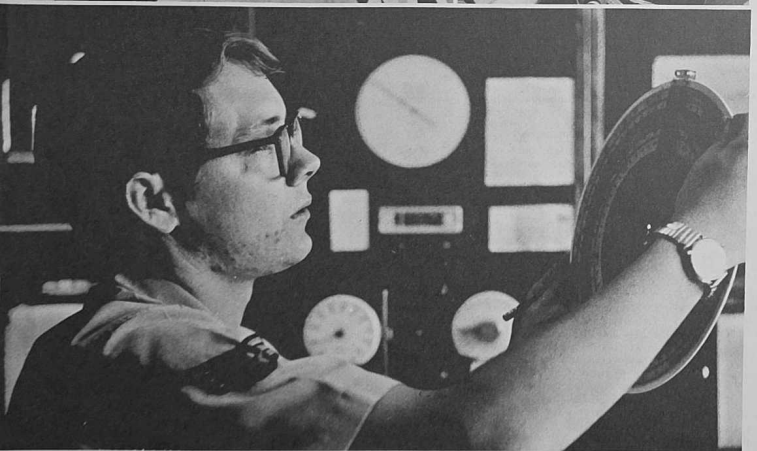
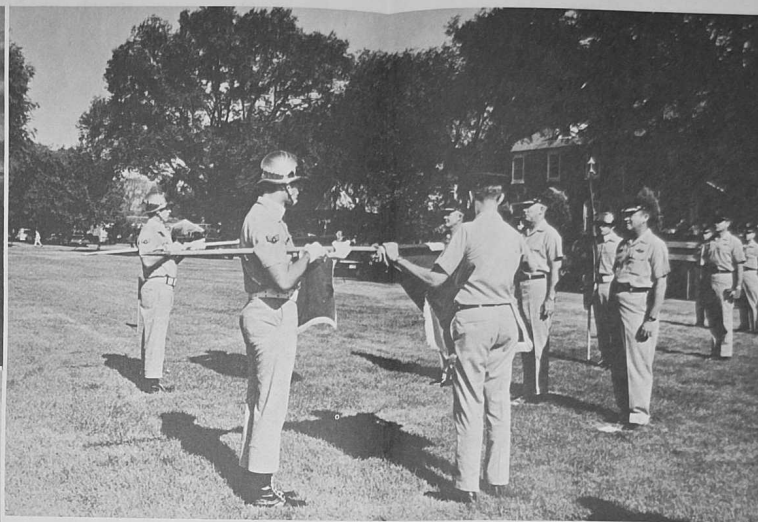
CREWMEMBERS GET HELP from technicians as they strap in for a high altitude flight in the RB-57F. RB-57F crews often fly at altitudes above 60,000 feet, where the full pressure suit can mean the difference between life and death. (U.S. Air Force Photo)



BEFORE SUITING UP crewmembers must report to the Flight Surgeon's office and receive a preflight physical examination. Besides checking ears, the technician examines pulse, blood pressure and sinuses. (U.S. Air Force Photo)



AWS in 1970 -- a running start in the new decade



JANUARY
A 19-year era in military weather history ends with inactivation of the Air Weather Service Military Weather Warning Center (MWWC), Kansas City, Mo. Its functions are assumed by the Air Force Global Weather Central (AFGWC), Offutt AFB, Nebr.

FEBRUARY
The Air Weather Service joins in marking the centennial of United States weather services, and the long-term program to expand the AWS fleet of WC-130 storm and reconnaissance aircraft begins with the assignment of the first of 11 additional WC-130s to AWS.

APRIL
An AWS WC-135 plays a role in the successful recovery of the crippled Apollo XIII by reconnoitering Tropical Storm Helen, churning up the Pacific some 300 miles west-northwest of the predicted splashdown point.

MAY
An AWS WC-130 flies over Iceland's erupting Hekla Volcano to collect atmospheric samples for study by the National Center for Atmospheric Research.

JUNE
A milestone in the evolution of the Air Weather Service Space Environmental Support System (SESS) is reached as AFGWC achieves the capability to provide automated data processing support to the system.

Four newly-modified WC-130 aircraft are delivered to the 53rd Weather Reconnaissance Squadron, Ramey AFB, P. R.
AWS assists the 1970 U.S. census by flying RB-57F high altitude photographic missions over 26 cities.

JULY
AWS marks the 33rd anniversary of the transfer of weather responsibility from the Signal Corps to the Air Corps July 1, 1937.

The Automated Weather Network (AWN) is extended to Clark AB, Republic of the Philippines. A new AWS staff agency, Deputy Chief of Staff for Systems, is organized to manage and direct AWS computer systems.

At a Pentagon ceremony, Maj. Henry M. Dyches Jr., a WC-135 aircraft commander, receives the 1969 Kolligian Trophy for outstanding performance during an in-flight emergency.

AUGUST
Brig. Gen. William H. Best Jr., succeeds Maj. Gen. Russell K. Pierce Jr., as AWS commander. The National Safety Council presents its highest award, the Award of Honor, to AWS Detachment 44, 7th Weather Wing which, for more than 10 years, provided weather data support for production of computer flight plans, is inactivated. Responsibility is transferred to AFGWC.

SEPTEMBER
Weather teletype capability in Southeast Asia is upgraded from 60 to 100 words per minute. AWS aerial reconnaissance support for Strategic Air Command Arc Light missions is terminated.

OCTOBER
A Communications Equipment Installation Plan for installation of Category II Runway Visual Range equipment is approved. The system is designed to aid C-5 landings in poor weather.

NOVEMBER
AWS begins its fourth season of fog-clearing at selected bases in Europe and the United States. AWS marks the centennial of America's earliest government weather network, established under the Army Signal Service.

A number of AWS stations gain improved access to world-wide weather data with the activation of a new Automatic Response to Query (ARQ) system at the Automatic Digital Weather Switch (ADWS), Carswell AFB, Tex.
An RB-57F flies the first Cold Bounce mission in support of the Air Force Avionics Laboratory (AFAL).

The European Weather Central transfers its operations from High Wycombe AS to Croughton, England.

For the first time anywhere, AWS fog-clearing operations assist the safe landing of a Military Airlift Command C-5 at Eielson AFB, Alaska.

DECEMBER
Air Force announces the award of Air Force Outstanding Unit Awards to 2nd Weather Wing Detachments 1 and 7, Hq. AWS; and AFGWC.

Air Force validates and approves additional computer equipment for AFGWC. The equipment is used to enable AFGWC to balance input/output of its UNIVAC 1108 computers to attain maximum utilization.



Detachment officers former enlisted men

EIELSON AFB, Alaska—Anyone who wants to know how to get ahead in the military should talk to the officers of Detachment 2, 11th Weather Squadron. All five officers presently assigned to the detachment are ex-enlisted men.

The detachment commander, Maj. James F. Brown, served as an enlisted man in the Army National Guard for two and one-half years before he began his Air Force career. He held the rank of private first class and served as a heavy tank driver and demolition expert in a tank company.

Major Brown received a commission in the Air Force through the Reserve Officer Training Corps program after he graduated from the University of Superior in Superior, Wis., in 1953. During his 17 years in the Air Force, he has earned a master's degree in physical science to add to the bachelor's degree in mathematics he held when he was commissioned.

The detachment's chief forecaster, Capt. Fred R. Sanders Jr., served as an enlisted man in the weather career field for almost five and one-half years. He enlisted in November 1959, rose to the rank of staff sergeant as a weather observer, and earned a college degree from the University of Oklahoma through the Airman Education and Commissioning Program (AECP) in 1965. He was commissioned through Officer's Training School (OTS) that same year.

Capt. Jerry R. Doss, presently wing weather officer for the 6th Strategic Wing, wore stripes on his sleeve for 11½ years. He en-

listed in 1954 and was trained as a radio relay equipment maintenance technician following basic training.

From 1955 to 1959, he served in England and rose to the rank of staff sergeant. After a tour in Morocco, he served as an instructor at Keesler AFB, Miss., until 1964.

Captain Doss next attended the University of Southern Mississippi under the Operation Bootstrap terminal TDY program, where he earned a bachelor of science degree in mathematics. Following his commissioning through OTS, he spent a year at Pennsylvania State University to earn a degree in meteorology.

The 16-year veteran has been at Eielson since January 1969.

First Lieutenant Wilbur G. Hugli enlisted in the Air Force in 1961, and served seven and one-half years as a weather observer. He entered the University of Oklahoma with the rank of staff sergeant under AECP, and emerged two years later with a bachelor of science degree in meteorology.

Lieutenant Hugli pinned on his gold bars when he graduated from OTS in 1968.

First Lieutenant Charles S. Von Flotow has six years of enlisted time to his credit. He enlisted in 1962 and served as a bomb and navigation computer system mechanic on B-52s.

In 1966, he was promoted to staff sergeant and sent to the University of Utah by the AECP. Two years later he received a degree in meteorology and was commissioned upon graduation from OTS in 1968.

Every officer in Det. 2 has "come up the hard way."



DRAWING ATTENTION to a weather chart is 1st Lt. Charles S. Von Flotow, weather forecaster for Det. 2, 11th Weather Squadron, Elmendorf AFB, Alaska. Lieutenant Von Flotow and the of-

ficers surrounding him were all at one time enlisted men. They are from left to right: Capt. Jerry R. Doss, Maj. James F. Brown, Capt. Fred R. Sanders and 1st Lt. Wilbur G. Hugli.

(U.S. Air Force Photo)

Author seeks missing link

SCOTT AFB, Ill.—The search for clues to the circumstances surrounding an aircraft crash nearly three decades ago recently brought a professional writer to the Air Weather Service historian's office, here.

Mrs. Maxine L. Montgomery, a teacher and writer from Greentop, Mo., sought information concerning the crash of a weather reconnaissance aircraft in Labrador Dec. 13, 1943. Believed to be a B-26, the airplane was piloted by a young airman who is a principal character in one chapter of a forthcoming novel by Mrs. Montgomery.

The novel, based on fact, is the chronicle of one Antonina Ganzoneri, a close friend of the ill-fated pilot, with whom Mrs. Montgomery became acquainted in Fort Worth, Tex. The woman related to her an account of the crash and its aftermath.

According to that account, the B-26 crew was on a weather reconnaissance mission on a freezing December day when the air-

craft apparently encountered heavy icing and went down. The pilot, known only as G. Hodges, and several crewmembers survived the crash but succumbed to the elements before search parties found them the following spring.

Before his death, the pilot reportedly kept a meticulous log which included weather observations. It was found alongside his frozen body. The log later disappeared and was allegedly rediscovered being used as a training text in Arctic survival.

After beginning her novel, Mrs. Montgomery wrote to AWS Historian John F. Fuller to verify details of the incident. Mr. Fuller invited her to Scott to personally review records here.

When news of the author's quest reached MSgt. Willard E. Spain of the Scott AFB safety office, he produced a copy of a log—a detailed account of the crash of a B-26 in Labrador Dec. 10, 1942.

The log, which Sergeant Spain

obtained while stationed at Saglek AS, Labrador, referred to a crew which had crash-landed in bitter weather not far from the base. Although the crash site was only a few miles from an Eskimo village, none of the crewmembers ever made contact with the villagers.

According to the log, three crewmembers started south with an inflatable liferaft from the airplane. The rest stayed with the aircraft, hoping for the rescue which never came. Their frozen bodies were found the following March. Those with the boat were never seen or heard of again.

Today a memorial and cross stand at the crash site near Saglek AS. Although no names appear on the marker, the evidence uncovered by Mrs. Montgomery's research indicates strongly that that crash and the one in her book are one and the same. "The similarities between what Mrs. Montgomery was told and the log are overwhelming," commented Mr. Fuller.



DISCUSSING HISTORICAL DOCUMENTS with Mrs. Maxine L. Montgomery, a teacher and professional writer from Greentop, Mo., is AWS Historian John F. Fuller. Mrs. Montgomery visited Hq. AWS to seek information concerning the crash of a weather reconnaissance aircraft. (U.S. Air Force Photo)

Fifty-five get oversea nod

Hq AWS—Air Weather Service personnel officials have selected 55 enlisted men for March 1971 overseas assignments. Those identified are listed below.

RANKNAME	COUNTRY
SM Sgt. Robert M. Senecal	Alaska
MSgt. Don G. Mirick	Ryuky Islands
MSgt. Norris Smalls	Vietnam
TSgt. Russell A. Allen	Alaska
TSgt. William O. Brooks	Greenland
TSgt. Donald Cable	Alaska
TSgt. Robert L. Dyer	United Kingdom
TSgt. Franklin D. Legg	Italy
TSgt. Marvin O. Shavers	Germany
TSgt. Vincente F. Trejo	United Kingdom
TSgt. E. J. Vandembroek	Thailand

SSgt. Chris J. Balm	Vietnam
SSgt. K. Bennekamp	United Kingdom
SSgt. Richard L. Comp	United Kingdom
SSgt. William C. Casteel	Germany
SSgt. Billie G. Dumas	South Korea
SSgt. James P. Elliott	Alaska
SSgt. John L. Faber	South Korea
SSgt. James W. Holland Jr.	Japan
SSgt. Lynn E. Kirkland	Vietnam
SSgt. Lawrence Leonard	Thailand
SSgt. James P. McEwen	Vietnam
SSgt. Irwin H. Patience Jr.	South Korea
SSgt. Joseph C. Schnatz Jr.	Japan
SSgt. Eugene F. Wenzel	United Kingdom
Sgt. Ted J. Akins	Thailand
Sgt. Brent R. Boehme	United Kingdom
Sgt. David A. Calvin	Vietnam
Sgt. Manuel Castaneda	Vietnam
Sgt. Steven R. Decker	Alaska
Sgt. William H. Egge III	Thailand
Sgt. Edward R. Ewing	Okinawa
Sgt. Donald Farrington	Japan

Sgt. David B. Gemmill	Alaska
Sgt. David B. Gemmill	Alaska
Sgt. Thomas J. Gunther	Alaska
Sgt. Paul G. Heinrich	Vietnam
Sgt. James K. Horton	Okinawa
Sgt. James R. Lohman	Vietnam
Sgt. William C. Manning	Greenland
Sgt. Frank R. Mazurik	Thailand
Sgt. Martin A. McLoughlin	Philippines
Sgt. Charles A. Patteson	Alaska
Sgt. Guy N. Pound	Thailand
Sgt. Robert A. Rodenfels	Alaska
Sgt. Victor I. Rodriguez	Thailand
Sgt. W. R. Spencer III	Germany
Sgt. Roger A. Stevens	South Korea
A1C Marvin Bugenhagen	Vietnam
A1C Gerald N. Chambers	Alaska
A1C Daniel E. Pandrea	Puerto Rico
A1C Charles G. Platt	Puerto Rico
A1C Robert Rudalits	Greenland
A1C James M. Skinner	Vietnam
A1C Donald R. Webb	South Korea

Awards and decorations

Legion of Merit

Col. Paul E. McNally, 4th WWg.

Bronze Star

Capt. Thomas Daisey, 5th WSq.
 Capt. David M. Goddard, 1st WGP.
 TSgt. Alfred C. Gordon, Det. 15, 10th WSq.
 TSgt. Maurice Kunkel, 10th WSq.
 TSgt. Orland H. Taylor, 1st WGP.
 Sgt. Clark D. Pulliam, 1st WGP.

Air Medal

Lt. Cmdr. Jesus B. Tupaz, OL-A, 1st WGP.

Air Force Commendation Medal

Lt. Col. Harold B. Hart, (First Oak Leaf Cluster), 20th WSq.
 Lt. Col. Richard W. Oestrike, 2nd WWg.
 Lt. Col. Robert J. Powers, AFGWC.
 Maj. James T. Bailey, 5th WWg.
 Capt. Gary L. Carlin, Det. 37, 7th WWg.
 Capt. George A. Carlsgaard, Det. 40, 28th WSq.
 Capt. Kenneth W. Craw, Jr., 7th WWg.
 Capt. Dennis L. Friedrich, 5th WSq.
 Capt. George L. Frederick, Jr., Det. 21, 6th WWg.
 Capt. Jere R. Gallup, Det. 30, 10th WSq.
 Capt. Lawrence E. Gatewood, Det. 36, 30th WSq.
 Capt. Francis L. Guiberson, Det. 4, 1st WWg.
 Capt. Floyd F. Hauth, Det. 3, 15th WSq.
 Capt. Richard W. Kahler, Det. 2, 30th WSq.
 Capt. Larry A. Kumata, OL-D, 5th WSq.
 Capt. John E. Lansberry, 6th WWg.
 Capt. Arthur E. Moore, Det. 15, 10th WSq.
 Capt. David T. Newell, OL-C, 2nd WWg.
 Capt. Joseph A. Zak, (First Oak Leaf Cluster), Det. 44, 7th WWg.
 1st Lt. Bruce C. MacDonald, Det. 1, 4th WWg.
 CWO Billy M. Greer, Det. 20, 3rd WSq.
 CWO Thad F. Jennings, (Third Oak Leaf Cluster), Det. 3, 15th WSq.
 CMSgt. John L. Dalton, (Third Oak Leaf Cluster), 9th WRWg.

CMSgt. Thomas A. Filler, (First Oak Leaf Cluster), Det. 40, 28th WSq.
 CMSgt. Thomas J. Fischer, (First Oak Leaf Cluster), 28th WSq.
 CMSgt. William A. Fritch, (Second Oak Leaf Cluster), 53rd WRSq.
 CMSgt. John R. McDaniel, (First Oak Leaf Cluster), 53rd WRSq.
 SMSgt. William H. Frazell, Jr., (First Oak Leaf Cluster), 58th WRSq.
 SMSgt. Lee R. Hall, Jr., 1st WGP.
 SMSgt. Harriet Lange, AFGWC.
 SMSgt. Egbert W. Lowe, Jr., AFGWC.
 SMSgt. Louis M. Moppes, Det. 5, 1st WWg.
 SMSgt. William E. Pittman, Det. 12, 3rd WSq.
 SMSgt. Ignacio C. Rodriguez, Det. 2, 5th WWg.
 MSgt. Darrell A. Bales, (First Oak Leaf Cluster), 6th WSq.
 MSgt. Donald C. Curtis, AFGWC.
 MSgt. John H. Fullerton, 53rd WRSq.
 MSgt. George E. Harowitz, Det. 40, 28th WSq.
 MSgt. Allen D. Specht, Det. 1, 4th WWg.
 MSgt. Raymond L. Williams, Det. 15, 15th WSq.
 TSgt. Glen R. Allen, Det. 12, 10th WSq.
 TSgt. Odell Broom, Jr., 55th WRSq.
 TSgt. William E. Donnelly, Det. 15, 10th WSq.
 TSgt. David E. Meredith, Det. 7, 24th WSq.
 TSgt. Hugh P. Miley, Det. 12, 10th WSq.
 TSgt. Fred E. Twitchell, Det. 4, 1st WWg.
 TSgt. Leo C. Wieland, Det. 4, 1st WWg.
 SSgt. Robert C. Adamovich, 55th WRSq.
 SSgt. William H. Bailey, Det. 12, 10th WSq.
 SSgt. Stephen W. Carroll, 1st WWg.
 SSgt. Michael Daugherty, Det. 34, 3rd WSq.
 SSgt. Wiley B. Edington, 9th WRSq.
 SSgt. William M. Fleshood, (First Oak Leaf Cluster), Asian Weather Central.
 SSgt. Dennis R. Frehauf, OL-C, 5th WSq.
 SSgt. Barrett M. Guthrie, Det. 5, 30th WSq.
 SSgt. Thomas E. Hildebrand, OL-A, 1st WGP.

SSgt. Gary F. Humphries, OL-A, 1st WGP.
 SSgt. Eugene G. Iacino, Det. 32, 5th WSq.
 SSgt. Kenneth H. Kuehner, Det. 31, 6th WWg.
 SSgt. John H. Martin, Det. 16, 10th WSq.
 SSgt. Roy G. Morgan, Det. 10, 5th WSq.
 SSgt. Jesse D. Townend, Det. 10, 5th WSq.
 SSgt. Theodore E. Trout, Det. 34, 26th WSq.
 SSgt. Michael J. Walsh, Det. 1, 4th WWg.
 SSgt. Clarence C. Woody, Jr., 1st WGP.
 Sgt. Joseph Cino, 54th WRSq.
 Sgt. Ferrell S. Hall, 1st WGP.
 Sgt. Carl V. B. Haub, OL-A, 5th WSq.
 Sgt. Charles R. Wooden, Det. 25, 10th WSq.

Gold Pride Awards

Capt. Ralph E. Cimonelli.
 Capt. Ralph W. Hansen, Det. 4, 7th WSq.
 SMSgt. Donald K. Fry, 20th WSq.
 SMSgt. J. M. Gonzalez, Hq., 7th WWg.
 SMSgt. Richard A. Kohls, Det. 19, 15th WSq.
 MSgt. Millard L. Spivey, Det. 11, 7th WSq.
 TSgt. Billy J. McClung, 53rd WRSq.
 TSgt. Charles T. Melson, Det. 14, 31st WSq.
 TSgt. Richard C. Rablin, Det. 2, 7th WSq.
 TSgt. Irving A. Tillung, Det. 2, 7th WSq.
 SSgt. Jack L. Abdon, Det. 3, 4th WWg.
 SSgt. Phillip E. Bailey, 55th WRSq.
 SSgt. John J. Bentley, Det. 23, 24th WSq.
 SSgt. William E. Cimonelli, OL-A, 28th WSq.
 SSgt. Norman H. Keene, Det. 11, 4th WWg.
 SSgt. Charles L. Nees, Det. 11, 7th WSq.
 SSgt. Robert G. Reinold, 1st WGP.
 SSgt. Jurgen Verhunc, Det. 4, 7th WSq.
 Sgt. William N. Frazier, Det. 38, 7th WWg.
 Sgt. William J. Lyons, 11th WSq.
 ATC Robert E. Choinoski, 55th WRSq.
 Mrs. Aline G. Green, 4th WWg.
 Mrs. Maxine Jasmund, 4th WWg.
 Mrs. Norma F. Todd, 4th WWg.

ON THE

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AWS Global Report

Highlights of Air Weather Service people at work and play

McClellan AFB, Calif.

Lt. Col. Carlton F. Garlock has assumed command of the 55th Weather Reconnaissance Squadron, here. The former 55th operations officer, who has more than 16,000 hours of flying experience, succeeds Col. Leslie E. Gamble. Colonel Garlock commands a squadron which includes more than 550 men and 10 aircraft: five WC-130s and five WC-135s.

Ft. Leonard Wood, Mo.

Air Force weather operations at Ft. Leonard Wood were recently featured on a monthly television program broadcast from Springfield, Mo. The feature, "Ft. Leonard Wood Today," highlighted TSgt. Carl C. Taylor, noncommissioned officer-in-charge of OL-4, Detachment 16, 16th Weather Squadron, who discussed his unit's support of Army aviation and conducted a tour through the post weather station. The program was beamed over most of southwestern Missouri.

Andersen AFB, Guam

SMSgt. August A. Hanson, Detachment 2, 1st Weather Wing, here, recently received the National Aeronautics and Space Administration's (NASA) Apollo Achievement Award. The award was presented "in appreciation of dedicated service to the nation as a member of the team which has advanced the nation's capabilities in aeronautics and space and demonstrated them in many outstanding accomplishments culminating in Apollo XI's successful achievement of man's first landing on the moon, July 20, 1969." Col. Thomas A. Aldrich, AWS vice commander, presented the award in behalf of NASA.

Torreon AB, Spain

At 10 p.m. (local time) Dec. 3, Sgt. Christian W. Stapleton recorded an observation here which included 24 zeros: calm winds, zero ceiling, visibility, temperature and dewpoint.

Washington D.C. (AFNS)

A former AWS commander, Lt. Gen. William O. Senter (USAF ret.) was recently re-elected for the third time as treasurer of the Air Force Historical Foundation. The election took place at the Foundation's annual membership and Board of Trustees' meeting at Bolling AFB, D.C.

Scott AFB, Ill.

TSgt. Jack W. Crump, Hq. AWS, was recently elected presi-

dent of the Belle-Scott NCO Toastmasters. Sergeant Crump takes the gavel from CMSgt. E. J. Mazzella, Hq. 7th Weather Wing. The Toastmasters meet weekly at Scott AFB and offer a program in oral presentation, impromptu speaking and parliamentary procedure.

Ft. Hood, Tex.

Maj. Lynn Currin, commander of Detachment 14, 16th Weather Squadron, here, was presented a Certificate of Appreciation for his unit's support to the Army's Project MASSTER from July 6 through Aug. 14, 1970. Project MASSTER is an Army program to test future combat forces and integrated systems. Det. 14 personnel played an important role in the MASSTER II Field Exercise Test by providing data on atmospheric conditions expected to affect various instruments under test.

Kirtland AFB, N.M.

Two AWS weather officers were recently elected to the Albuquerque chapter of the American Meteorological Society. Capt. Ronald J. Nelson, commander of Detachment 23, 6th Weather Wing, here, became the new chairman, while 1st Lt. William O. Eisenhower, assistant staff meteorologist at the Air Force Weapons Laboratory, Kirtland AFB, was elected secretary-treasurer.

Offutt AFB, Nebr.

Janet Cogswell, daughter of MSgt. and Mrs. David D. Cogswell, has been cited as one of the nation's outstanding high school students of English. The National Council of Teachers of English has named her a 1970 national winner in its annual achievement awards competition. Sergeant Cogswell is a weather forecaster working as an automated systems designer at the Air Force Global Weather Central, here.

Hickam AFB, Hawaii

Detachment 4, 1st Weather Wing, was awarded the Military Airlift Command Blue Pride Achievement Award by AWS. Col. Hubert E. Harvey, wing commander, presented the award to Maj. LeRoy C. Johnson, detachment commander. The award recognized the unit's outstanding rating during an inspection and the self-help program instituted to improve the appearance and utility of the Hickam base weather station.

Officers attend High Flight

SCOTT AFB, Ill. — Seven Air Weather Service officers attended High Flight Three, a Military Airlift Command orientation program for MAC officers who have demonstrated leadership and career potential.

The High Flight program, conducted at MAC Headquarters here, focuses on operational aspects and management problems of the global airlift and technical service command.

Those who attended were Lt. Col. Alphonse Gargiulo Jr., Hq.

AWS; Lt. Col. Foster A. Post, Hq. AWS; Maj. Eugene O. Godman, 17th Weather Squadron; Maj. Norman F. Rauscher, Det. 12, 9th WSq.; Maj. Gary A. Leach, 58th Weather Reconnaissance Squadron; Maj. Charles E. Roberson, 5th WWg.; and Maj. Lynn L. LeBlanc, Air Force Global Weather Central.

Participants visited the MAC command post, attended a MAC command briefing and were briefed by representatives of MAC staff agencies and the command's four technical services.

WEDNESDAY THURSDAY FRIDAY SATURDAY



Faulty guitar wiring causes tragic death

By MSgt. George Donnell

Hq. AWS — A tragic accident recently claimed the life of an Air Weather Service noncommissioned officer. The sergeant, guitarist for a civilian rock music group, was playing an engagement at a base NCO Open Mess.

Preparing to announce an intermission, the sergeant removed the electric guitar from his shoulder and reached for the microphone. As he touched the microphone there was a flash and the sergeant fell to the stage floor before the eyes of a stunned audience. Attempts to revive him at the accident scene and subsequent attempts at the base hospital failed.

Investigation of the accident revealed that the electrical amplifying equipment, which belonged to a civilian member of the group, was in poor condition.

Jury-rigged electrical connections without necessary grounding and a bypassed fuse were discovered. Tests revealed electrical leaks to the guitar.

The victim was electrocuted when he grasped the hot guitar in one hand and the grounded microphone with the other.

FIRST 1971 REENLISTEE in Air Weather Service, and perhaps the Air Force, is Sgt. Walter R. Spencer III (left), Detachment 9, 4th Weather Wing, Tyndall AFB, Fla., who was administered the oath of enlistment just seconds into the New Year by Maj. Clarence A. B. Warfel, Det. 9 commander. The 25-year-old weather observer, a native of Indianapolis, Ind., was assigned to the Tyndall weather station last January after completing a one-year tour in Thailand. (U.S. Air Force Photo)

SPORTS



By 1st Lt. Ray A. Crockett

Football takes stage center in this month's Front, with successful seasons reported from all over the command.

Detachment 75, 5th Weather Wing, at Hurlburt Field, Fla., combined forces with sawbones of the USAF medical facilities detachment to win the Hurlburt intramural football crown. With an impressive regular season record, the weathermen and friends won three squeakers to take the championship.

Weathermen on the team were F. J. Howe Jr., C. W. Spears, R. W. Collins, S. G. Tandy and R. S. Irving.

Typhoon Chasers try harder

The Typhoon Chasers of the 54th Weather Reconnaissance Squadron must try harder, because they finished number two. Going into the Andersen AFB intramural football championship tournament with a 16-7 record, the Chasers eliminated the regular season champions, but lost the final on an intercepted pass. Extensive TDY during the typhoon season weakened the team, according to coach Joe Canipe, or a different outcome may have resulted.

Blowin' up a storm

Some small hurricanes have blown away nearly everyone in sight at Ft. Benning, Ga., and won a league championship with the help of a couple of forecasters.

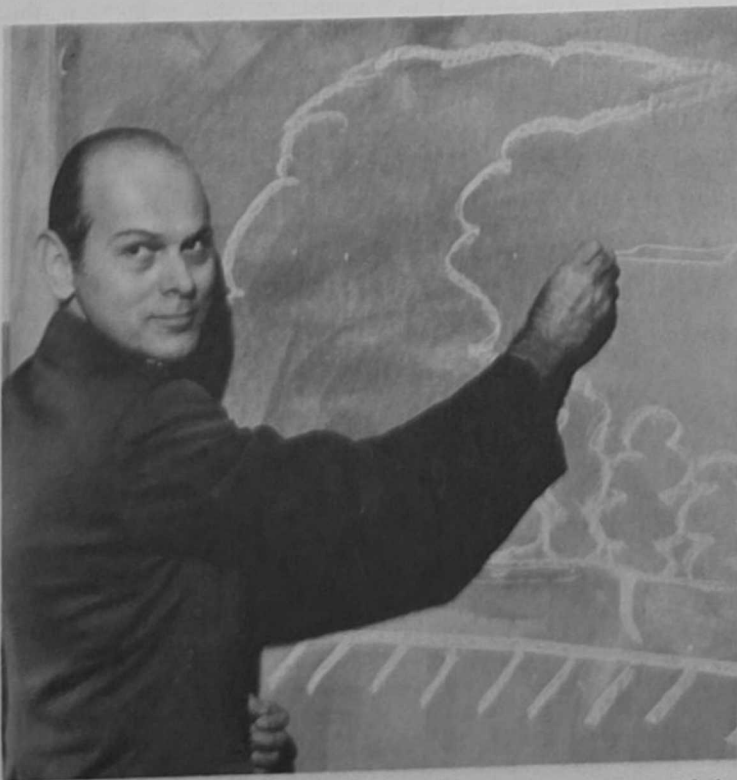
A. J. Book and Paul D. Bradley, both of Det. 10, 16th Weather Squadron, coached a team of nine and ten year-olds called the Hurricanes to a Youth Activities football league championship with a 9-1 record. The boys are to be congratulated on their concentration, as a crew of 13 cheerleaders were on hand to egg them on.

Still rolling along

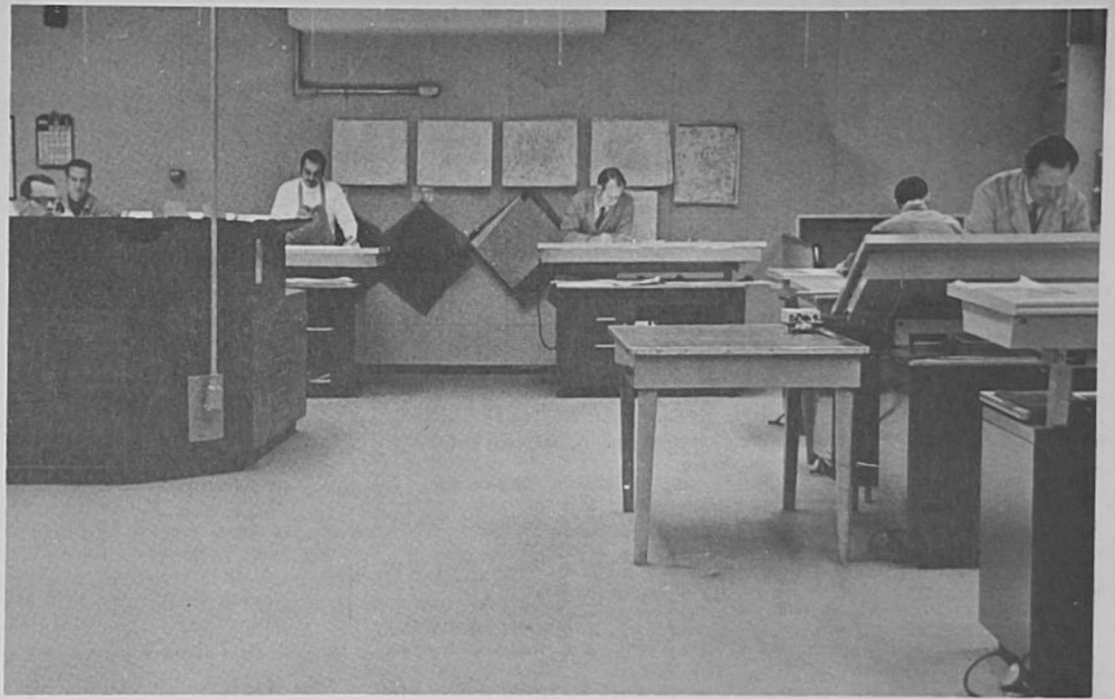
Bowling continues to be a popular sport in AWS, as three weathermen have recently displayed excellence in the game.

At Ft. Benning, John R. Kelley of Det. 10, 16th Wea. Sq., has become one of a select few bowlers who have succeeded in picking up the difficult 4-6-7-10 split. He will receive a special American Bowling Congress patch for his feat.

From the cold climate of Tin City AFS, Alaska, comes news that Ken Cutler and Ty Bartlett of Operating Location H, 11th Wea. Sq., combined for a three-game total of 1254 pins and won the handicap doubles in the first annual Tin City Thanksgiving bowling tournament. Cutler also posted the high game (208) and the high scratch series (557) and was fourth in singles.



EXPLAINING A THEORY of tornado formation to pilots of the 375th Aeromedical Airlift Wing, Scott AFB, Ill., is Maj. Paul W. Kadlec, a reservist assigned to AWS. During active duty training periods, Major Kadlec conducts weather seminars at various Air Force bases. A veteran meteorologist, he is the Director of Meteorology for Continental Airlines. (U.S. Air Force Photo)



EUROPEAN WEATHER CENTRAL (EWC) personnel work in the analysis and forecast section of the spacious new EWC quarters at Croughton RAF Station, England. After 18 years at High Wycombe, EWC recently moved to the large Com-

munications Relay Center Building of the 2130th Communications Squadron, Air Force Communications Service at Croughton. The move was completed with no interruption in service.

Air Weather Service units give support to Apollo XIV

SCOTT AFB, Ill. — When Apollo 14 and its three-man crew clears the pad January 31, it will have behind and before it considerable support from Air Weather Service units.

Before the launch, scheduled for 3:23 p.m. EST, both ground and air support will be provided for the moon-bound mission. Detachment 11, 6th Weather Wing, will provide high-altitude rocket-sonde data from Cape Kennedy AFS, near the Merritt Island, Fla., launch site. Rawinsonde data will also be obtained from the Cape Kennedy area.

Aerial weather reconnaissance before the launch will be provided by a 53d Weather Reconnaissance Squadron WC-130, flying over Cape Kennedy a week before the launch, and a 55th WRS-135 orbiting near the launch site immediately before and during the launch. The WC-135 will be especially watchful for electrical phenomena which may endanger the space vehicle.

The capability of one of the largest meteorological computers in the free world, at the Air Force Global Weather Central, Offutt AFB, Nebr., will be accessible to Department of Defense (DOD) meteorologists for use in Apollo support.

The AWS support capability also extends into outer space. The AWS Space Environmental Support System (SESS), backbone of which is a global chain of seven strategically located optical and radio telescopes and sensing devices, gathers data on solar radiation and energetic particle emission which may adversely affect manned operations in space.

This information also bears on the effective management of communications networks as various types of intense solar activity can cause high frequency radio blackouts. Focal point of SESS is the AWS Aerospace Environmental Support Center (AESC), Cheyenne Mountain, Colo., which

routes significant solar data to Houston via the National Oceanic and Atmospheric Administration's Space Environmental Services Center, Boulder, Colo. This mission will be the first space flight in which SESS data has been sought by U.S. Navy aerologists, who will get the data through MSC.

An AWS detachment at Sunnyvale, Calif., provides additional specialized space environmental support involving energetic particle, X-ray and solar wind information obtained from radiation sensing satellites. Through this round-the-clock watch on the space environment, AWS weathermen are able to provide NASA with the vital advance warnings necessary to compensate for potentially disruptive solar activity.

Beginning three days before splashdown, the 56th WRS will undertake vital weather reconnaissance of the primary recovery zone using WC-135 aircraft staging from Pago Pago, American Samoa.

Playing with death is fun

WASHINGTON (AFNS) — Now that winter is upon us, many newspapers are recommending winter car care and safe winter driving practices. Such advice is very fine if one wants to live a dull, uninteresting (and probably long) life. However, consider the following:

Instead of taking your car to a garage for a pre-winter tune-up, think of all the fun you will have explaining to your boss why you come to work day after day at 10 o'clock instead of eight.

Instead of driving a tuned safe car, consider the thrill of driving one that could stop at any time and leave you stranded miles from the nearest garage. Imagine how close to nature you will be as you walk through freezing rain or snow for help.

And when the snow flies don't forget the chances you will have to prove you are a real man.

While others spend an extra few minutes clearing all the windows on their cars, you clear only a small area on the front windshield. From your vantage point, it's almost like driving a tank, except for the two-inch thick steel used to make a tank.

While others spent a few dollars for good snow tires, you use the regular tires which you meant to replace last spring. Watch the other drivers run for cover as you go sliding down the street sideways. SOME FUN.

While other drivers approach traffic lights or stop signs slowly, you show your "nerves of steel" by driving at the posted (safe under ideal conditions)

limits until the very last minute and then brake hard in hopes of stopping somewhere before the intersection.

One slight variation to the game calls for adding 10, 15 or 20 miles per hour to the posted speed limit. Here, you can have fun even before you reach the intersection. As you approach the car ahead of you, don't slow down and don't change lanes until the very last moment. The fun comes as you watch the expression of fear on the other driver's face through his rear view mirror.

Of course, if your car should hit a slick section of the road at the time you decide to change lanes, you run the risk of hitting the car ahead of you. But, always remember the closer you come the more fun you will have.