

Recon navigator merits accolade

McCLELLAN AFB, Calif. — Capt. Robert A. Nobbs, a navigator with McClellan's 55th Weather Reconnaissance Squadron was recently selected to receive the Air Weather Service Outstanding Airborne Weather Reconnaissance Navigator award for the period from July 1 to Dec. 31, 1970.

During the period of time covered by the award, Captain Nobbs flew more than 365 hours which included numerous high-priority atmospheric sampling and weather reconnaissance missions. Many of these missions, according to sources within the 55th, involved multiple aerial refuelings, exceeded 21 hours in duration and traversed portions of the globe where aids to navigation were minimal.

According to a nomination letter for the award, Captain Nobbs' outstanding performance during

these difficult missions was a natural result of his superior professional knowledge and dedication to perfection.

Due to his exceptional navigation ability, Captain Nobbs was upgraded to Instructor Navigator status and his instructor ability was such that soon thereafter he was further upgraded to Flight Examiner status.

In his additional duty performance in the squadron's aircrew training office, Captain Nobbs' performance has been equally outstanding according to squadron personnel.

He is credited with the construction and implementation of an aircrew training status board which greatly assisted in the daily monitoring of all aircrew currency and upgrading requirements.



Carpentiere

AWS has honor grad

SCOTT AFB, Ill. — SMSgt. Archie D. Carpentiere Jr., a forecaster at Hq. 3rd Weather Wing, Offutt AFB, Neb., received the Commandant's Award at graduation ceremonies of the 119th MAC NCO Academy, Executive Level Course at Norton AFB, Calif.

The award is the second highest individual recognition accorded to a student attending the Academy. It is given to the student displaying outstanding attitude, progress, effort and leadership qualities while attending the five-week advanced professional course, composed of the top three.

Other AWS graduates are SMSgts. George F. Finnemore, 58th Weather Reconnaissance Squadron, Kirtland AFB, N. M.; August A. Hanson, Det. 2, 1st Weather Wing, Anderson AFB, Guam; Adam L. Hauck, Hq. 7th WSq., Heidelberg, Germany; Richard F. Kohls, Det. 19, 15th WSq., Lajes Field, Azores; Abraham L. Logan, Hq. 5th WWg., Langley AFB, Va.; Patrick P. Murphy, Det. 5, 17th WSq., McChord AFB, Wash.; Alvin R. Sharp, Det. 1, 9th WWg., Hickam AFB, Hawaii; Charles F. Wilson, Det. 2, 17th WSq., Travis AFB, Calif.; MSgts. John O. Cristler, Hq. 54th WRSq., Andersen AFB, Guam; Jack H. Lemm, Hq. 6th WSq., Tinker AFB, Okla.; Robert L. Orwig, Det. 34, 3rd WSq., Lockbourne AFB, Ohio; and Kenneth R. Rainey, Det. 10, 4th WWg., Kincheloe AFB, Mich.

This class of graduating sergeants brought the academy alumni count to 14,519.

The Observer regretfully reports the death of Lt. Col. James Q. Locklear. Prior to his retirement July 31, 1969, he served as Commander, Det. 2, Incirlik, Turkey.

Hurricane Hunters watch for 1971's violent storms

SCOTT AFB, Ill. — In trim from flying tornado-data collecting flights over the Gulf and coastal winter-storm data flights over the Atlantic, the USAF Hurricane Hunters are keeping an even clearer weather eye out for the new season's hurricanes. During this 28th season of Air Force Atlantic storm reconnaissance, additional and better-instrumented Lockheed WC-130 aircraft will fly from the same base in Puerto Rico as in the past — Ramey AFB.

As in past seasons, the 53rd Weather Reconnaissance Squadron will fly into the eye of each Atlantic and Gulf storm. In the past five years, 11 hurricanes have struck the U.S. mainland, most violent of which was 1969's notorious Hurricane Camille, credited with causing nearly 300 deaths and almost a billion and a half dollars in damage.

Camille's strong winds were reported by Reconnaissance crews. Timely warnings which result from such flights by the Hurricane Hunters have saved countless lives and billions of dollars' worth of property in past seasons.

As a direct result of Hurricane Camille, Air Force assigned four additional WC-130 Hercules aircraft to the Hurricane Hunters. A closer watch on Camille's younger sisters, yet unborn, will be provided by the nine WC-130s now on hand.

Installation of improved weather sensors on all nine of the storm-chasing aircraft is expected to increase accuracy of weather data. In addition, newly installed added sensors will give forecasters dewpoint and sea-surface temperature data not available in past seasons.

Operating from Ramey and from other strategic staging bases when storm position or other conditions dictate, the 53rd WRSq. will provide storm surveillance of the Atlantic coast east of Puerto Rico and will locate and track tropical storms off the entire U.S. coastline from Texas to Maine, alternating with the US Navy. Area of the storm watch covers a million and a half square miles of ocean and gulf waters.

In Miami, the National Hurricane Center, staffed by National Weather Service specialists of the National Oceanic and Atmospheric Administration, is hard at work on the 1971 season. Knowing that little can be done to lessen the force of the big storms, military and civilian weathermen combine their efforts to provide early warnings of approaching storms, so precautions can be taken.

Pivot of the military hurricane warning network is the Chief of Aerial Reconnaissance Coordination for Atlantic Hurricanes (CARCAH). An Air Force official, he is responsible for making sure that reconnaissance by both Navy and AWS is flown in keeping with NHC needs. His job is to follow through from the first report of a suspected storm — perhaps from one of America's orbiting weather satellites — to issuance of the season's last hurricane bulletin.

Stationed at the Miami center, CARCAH triggers a warning service to Navy, Army and Air

Force installations. Warnings for civilian interests and the general public are issued by the National Weather Service from the NHC. Military installations and ships at sea receive basic advisory forecasts from NWS and tailor them to local needs, without substantial change in content.

Hurricane reports are relayed to NHC via USAF and Federal Aviation Administration teletype circuits. This data — lifeblood of the hurricane warning system — collected by reconnaissance aircraft, is combined with reports from satellites, ships at sea, island and coastal stations, radar sites and transport aircraft.

During the annual hurricane season, the Hurricane Hunters receive a daily teletype message from CARCAH, outlining reconnaissance needs for the coming 24 hours. When an immediate report is necessary, a direct telephone request is made by CARCAH. Throughout the season, daily weather missions are flown on fixed routes, called tracks. Special storm reports are gotten by diverting routine flights.

Air Force aircraft reports are received at the Miami center by teletype after being checked for accuracy by special AWS monitors at Charleston AFB, S. C. Monitors are in direct voice contact with observers aboard the WC-130s. Reports give NHC (Continued on Page 6)

Career manager earns award

RANDOLPH AFB, Tex. — Lt. Col. Houston E. Mathes, Hq. USAF career development staff officer for weather officers, recently received an Air Weather Service award for dedicated service and support of the AWS mission. In presenting the plaque, Brig. Gen. William H. Best Jr., AWS commander, cited Mathes' outstanding accomplishments as the career manager responsible for improving the assignment and career progression opportunities of weather officers.



Mathes

The Air Force officer career development program is four years old this summer. Colonel Mathes, a 22-year veteran with 17 years of weather duty experience, was assigned in August 1968.



TAKING A CELESTIAL observation from a WC-135 over the North Pacific is Capt. Robert A. Nobbs, a 55th Weather Reconnaissance Squadron navigator. Captain Nobbs was recently selected as Outstanding Navigator for June through December 1970. (U.S. Air Force Photo)

Top ANG unit hailed

KELLY AFB, Tex. — The 182nd Weather Flight at Kelly AFB, Tex., was recently named Outstanding Air National Guard Unit of Texas. The trophy was presented to Maj. Leroy Schneider, flight commander, by the National Guard Association of Texas at its annual convention held in Houston.

The award is given annually to the ANG unit which meets or excels exceptionally high military standards of training and performance and is active in community and state improvement projects.

A few of the unit's achievements were its 100 per cent manning and attendance at monthly training assemblies, 95 per cent attendance at annual training, and excellent standing in the

training and guard inspections held by higher headquarters.

The unit provides weather support to the 149th Tactical Fighter Group (TFG), flying F-100 type aircraft. The fighter group flies a variety of tactical missions, including gunnery, bombing and air refueling.

Major Schneider, chairman of a high school science department, has been a member of the unit since February 1964 and has commanded it for the past four years. Chief observer and first sergeant is MSgt. Joseph L. Horner of San Antonio. A member of the weather flight for 15 years, he was presented a Meritorious Service Award by the Association at the same meeting for his dedicated work in the National Guard.

Personal crisis prompts speedy return of airman

THULE AB, Greenland — It was a quiet Saturday in May that began as most Saturdays do here at Detachment 48, 4th Weather Wing. All of the people at Thule were anxiously awaiting the C-141 which would arrive and bring some long awaited mail.

The plane arrived about 10:00 a.m. and was due to depart at noon. By 12:30 p.m. the plane had left and the mail was ready for pick-up. Everyone seemed happy — everyone except weather observer Richard Fleming. He had just been notified by a Red Cross message that his father was in a hospital and very near death as a result of complications from a recent operation.

At a stateside base it would be very easy for a person like Airman Fleming to be with his fa-

ther. Unfortunately, at a base like Thule, transportation to the states is very limited and the next flight to the states was not scheduled until Tuesday.

Capt. Callahan, the operations duty officer, aware of the urgency of the situation, contacted the base commander, who suggested that the C-141 aircraft be requested to return to Thule. Capt. Callahan first contacted the aircraft commander and then the 21st Air Force Command Post at McGuire AFB to see if permission could be obtained to have the plane return to Thule to pick up Fleming. By this time the plane was 400 miles from Thule and well on its way back to the states. Permission for its return was granted, however, and Airman Fleming was told he would

be able to return to the states almost immediately.

In the two hour period between the time of notification of the emergency and the departure of the aircraft many of the personnel at Thule helped Airman Fleming with the preparation for emergency leave. The Red Cross representative at Thule, Capt. Rian, coordinated the effort. Capt. Ruth, chief of administration, completed the necessary paper work to make an emergency leave possible. TSgt. Slater, in charge of Air Force aid, was able to provide money for the trip and Lt. Miller, the transportation officer, prepared a boarding pass. And finally Vagn Krogson, the Scandinavian Airways representative, was able to get a confirmed reservation on a commercial airline so that Airman Fleming could complete the trip from Philadelphia to Omaha, Neb.

The extra time spent by the aircrew and by the personnel at Thule will soon be forgotten, but for Airman Fleming there is a little thoughtfulness and consideration on the part of the Air Force that will never be forgotten.

Weatherman coaches captive prison group

HICKAM AFB, Hawaii — "Men, it's just like the game of life . . . there's no stealing."

MSgt. Robert P. Savoie's little joke might ordinarily have gotten a chuckle, but before a "captive" audience in the Hawaii State Prison he drew only rueful agreement.

Sergeant Savoie, a weatherman working with the Navy at Pearl Harbor's Fleet Weather Central, was at the prison to conduct a clinic on the rules of slow-pitch softball — one of which is "no base-stealing."

The prisoners were due to play their first game in a slow-pitch softball league that evening — hence, the lessons. They were already playing in a fast-pitch softball league. Naturally, they play only home games.

According to Savoie, playing ball in a prison requires certain special rules. "The prisoners couldn't take infield practice until a guard was in the center field tower," he explained. "And any ball hung up in the barbed wire on top of the fence was a ground-rule double."

The sergeant conducted the clinic and umpired the subsequent game in his capacity as vice commissioner of the Armed Forces Officials Association — and Oahu group of sports officials in the military.

"I didn't want to make any bad calls," Savoie admitted dryly, "and of course I couldn't throw anybody out of the park."

Oh yes . . . the prisoners won, beating Tripler General Hospital Radiology, 14-13.

CMSgt. of 9th Wing

CMSgt. JACK REEVES
9 WEA RECON WING,
McCLELLAN AFB, CALIF.

WAS BORN IN PARIS, TEX., JAN. 6, 1928.
ENTERED THE AIR FOR JAN. 8, 1946.

JACK REEVES HAS BEEN CHIEF MASTER SERGEANT OF THE 9th WEATHER RECONNAISSANCE WING SINCE DEC. 4, 1970.

MOST OF HIS SERVICE HAS BEEN MAINTENANCE ORIENTED. SERVED ONE AND HALF YEARS AS QUALITY CONTROL SUPERINTENDENT WITH THE 56th WEATHER SQUADRON AT YOKOTA AFB, JAPAN.

SGT. REEVES FOUND IT WHILE FISHING

OVERSEAS TOURS INCLUDE PANAMA, KOREA, JAPAN AND LABRADOR.

WORKS CLOSELY WITH NCO ADVISORY COUNCILS AND RETENTION COUNCILS.

SGT. REEVES LIVES WITH HIS WIFE BETTY AND DAUGHTER JACQUELINE AT McCLELLAN AFB, CALIF.

HOBBIES ARE HUNTING AND FISHING.

61 identified for overseas

SCOTT AFB, Ill. — AWS personnel officials have selected 61 enlisted men for August 1971 overseas assignments. Those identified are listed below.

RANK NAME	COUNTRY
MSgt. B. W. Fenstomaker Jr.	Vietnam
MSgt. Peter H. Gret	Vietnam
MSgt. Henry A. Kelley	Puerto Rico
MSgt. Courtenay Kirk	Vietnam
MSgt. David C. Lancaster	Thailand
MSgt. Jack W. Moseley	Greenland
MSgt. Albert S. Peterson	Turkey
TSgt. James A. Baldock	Hawaii
TSgt. Joseph R. Booth	Canton Island
TSgt. Michael T. Hardyman	Alaska
TSgt. Walter E. Lee	Canton Island
TSgt. Sidney A. McCloskey	Alaska
TSgt. David R. Payne	Alaska
TSgt. Curtis R. Rasmussen	Vietnam
TSgt. Leo F. Rockwood	Alaska
TSgt. Gerald T. Sammons	Vietnam
TSgt. Robert F. Walker	Korea
TSgt. Leonard R. Whitcomb	Thailand
SSgt. Gilbert A. Brown	Canton Island
SSgt. Billy L. Davis	Guam
SSgt. Paul B. Guidry Jr.	Taiwan
Sgt. Glenn R. Angst	Vietnam
Sgt. William Breazeale	Korea
Sgt. Thomas W. Buck Jr.	Vietnam
Sgt. Dennis C. Cook	Thailand
Sgt. William D. Cox	Vietnam
Sgt. Vincent K. Eng	Canton Island
Sgt. James E. Fleming	Japan
Sgt. Gregory D. Gauthier	Canton Island
Sgt. Lawrence A. Girard	Canton Island
Sgt. David Householder	Vietnam
Sgt. Jeffrey C. Jones	Alaska
Sgt. John T. Malberg	Canton Island
Sgt. James R. Mansfield	Vietnam
Sgt. John A. McConnell	Alaska
Sgt. James T. McFarland	Vietnam
Sgt. Ted J. Music	Korea
Sgt. Darrell J. Parson	Germany
Sgt. Timothy E. Prince	Canton Island
Sgt. John T. Robinson	Thailand
Sgt. Katrina H. Sage	Germany
Sgt. Carroll L. Salmons	Vietnam
Sgt. Michael S. Sepinski	Korea
Sgt. Laurence S. Sherman	Vietnam
Sgt. Michael A. Sparks	Vietnam
Sgt. Abe J. Templeton	Vietnam
Sgt. Dennis R. Thornton	Vietnam
Sgt. Thomas Walker	Ryukyu Islands
Sgt. Richard W. West	Vietnam
Sgt. Robert C. West	Ryukyu Islands
A1C Charles F. Archer	Ryukyu Islands
A1C William K. Bentley	Vietnam
A1C Terry M. Case	Canton Island
A1C Gary E. Cushman	Thailand
A1C Thomas J. Egger	Vietnam
A1C Michael Giovanniello	Guam
A1C Edward H. Lachowicz	Korea
A1C Alfred Misiuk	Alaska
A1C Charles H. Morrison	Vietnam
A1C Lawrence C. Pinza	Guam
A1C Bobby L. Smith	Thailand

Command Line

Brig. Gen. William H. Best Jr.



HQ. USAF has authorized a total of 330 spaces in the Airman Education and Commissioning Program (AECP) for FY72. The Air Force Institute of Technology is accepting applications for these spaces. Career-minded airmen should give serious consideration to obtaining an AECP slot at the earliest possible date.

The AECP is, I believe, one of the finest career advancement opportunities and educational scholarships available anywhere. It offers up to 27 months' full time study for an academic degree at an outstanding civilian university; full pay and allowances of at least a staff sergeant (E-6s and above go through the AECP in grade), a book allowance of up to \$250.00; and the opportunity to complete Officer Training School and receive a commission as a Second Lieutenant.

Twenty-seven spaces are open in meteorology. Airmen interested in applying for a meteorology space should have at least one course in physics and one course in calculus included in the 30 semester hour minimum requirement.

The procedures and prerequisites for the AECP are explained in Air Force Manual 50-5. Base education officers are responsible for providing guidance and assistance to prospective applicants. This is an opportunity worth looking into.

Eight year Vietnam veteran ends gallant SEA tour

TAN SON NHUT AB, Vietnam — Who was old 99? To the men of Detachment 14, 1st Weather Group, she was much more than a simple Dodge truck and beast of burden. For eight long years, she was a dependable and trustworthy companion who unflinchingly served the cause without a thought given to R & R, leave or DEROS.

Striking terror into the hearts of taxi drivers and motorcycle riders, old 99 faithfully picked a path through the mad traffic and eventually reached her destination safely. Throughout most of the Vietnam conflict, 99 greeted new arrivals at the air terminal and whisked them off to their jobs at the SEA Weather Center. As the months rolled by and DEROS arrived, there stood old

99. Anxious to please, she gingerly carried the smiling traveler back to the air terminal and deposited him and his baggage for the last time. Snorting a fond farewell from the depths of her chug-a-lug six cylinder engine, 99 paused for a moment, then turned and slowly motored back to her everyday activities.

The day finally came when old 99 would roll no more. It was only a little thing — a broken U-joint — which brought the end in sight. Without regard to sentimentality or reflection upon her gallant record, a "limited technical inspection" deemed the old truck unfit to be repaired.

Thus 99, the oldest and best truck in the motor pool, was taken away, never to be seen again.



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

LT. COL. WILLIAM H. QUELCH Jr., Director of Information
SGT. DENNIS KEANE, Editor

Observer and forecaster awards

AWS top weathermen for 1970

SCOTT AFB, Ill.—Three non-commissioned officers and a retired AWS colonel have been named the Air Weather Service Observers and Forecaster for 1970.

Instituted in 1969, the four awards honor the best weather forecaster at a centralized forecast unit and the most outstanding observers in three categories: observing function, specialized observing function, and supervisor.

Mr. Robert C. Miller, Forecaster of the Year, is the Chief Scientist, Analysis and Forecasting Section, Air Force Global Weather Central at Offutt AFB, Neb.

His superiors have cited Mr. Miller for "deftly supervising and training 34 forecasters and observers in the specialized techniques of the Severe Weather Unit at AFGWC."

Through his supervising and forecasting talents, the unit exceeded its 1969 performance. Forecasts issued by the unit had a higher verification percentage; a greater proportion of the observed severe weather was accurately forecast and the average lead or warning time was increased. During April 1970 the unit established a record for accuracy in forecasting tornadoes. In 91 per cent of the areas for which tornadoes had been forecast, tornadoes actually did occur.

Sgt. David Eatwell from Detachment 21, 9th Weather Squadron at Minot AFB, N. D., was named Observer of the Year (observing function). This category included all observers assigned to units making surface observations and/or providing base weather forecasting support.

In a letter from Brig. Gen.

William H. Best Jr., AWS commander, Sergeant Eatwell was cited as "demonstrating superior technical and outstanding capabilities in the field of observing which rightfully earn him this special recognition."

TSgt. Clarence C. Chamberlain, assigned to Hq. AWS Operations, was named Observer of the Year (specialized observing function). This category included all observers assigned to functions other than surface weather observing such as upper-air observers, weather editor, weather central plotters, etc.

Operating as the manager for the Department of Defense Weather Plotting Chart Program, Sergeant Chamberlain acted as the technical advisor to the Deputy Director of Operations, Joint Chiefs of Staff. He was responsible for the quantity, quality



OBSERVER OF THE YEAR Sgt. David Eatwell scans teletype weather information. The sergeant with Detachment 21, 9th Weather Squadron at Minot AFB, N. D. has garnered several other

awards including squadron Airman of the Month for August 1970 and his detachment's top airman for four consecutive months during the past year. (U.S. Air Force Photo by A1C Jim McNamey)



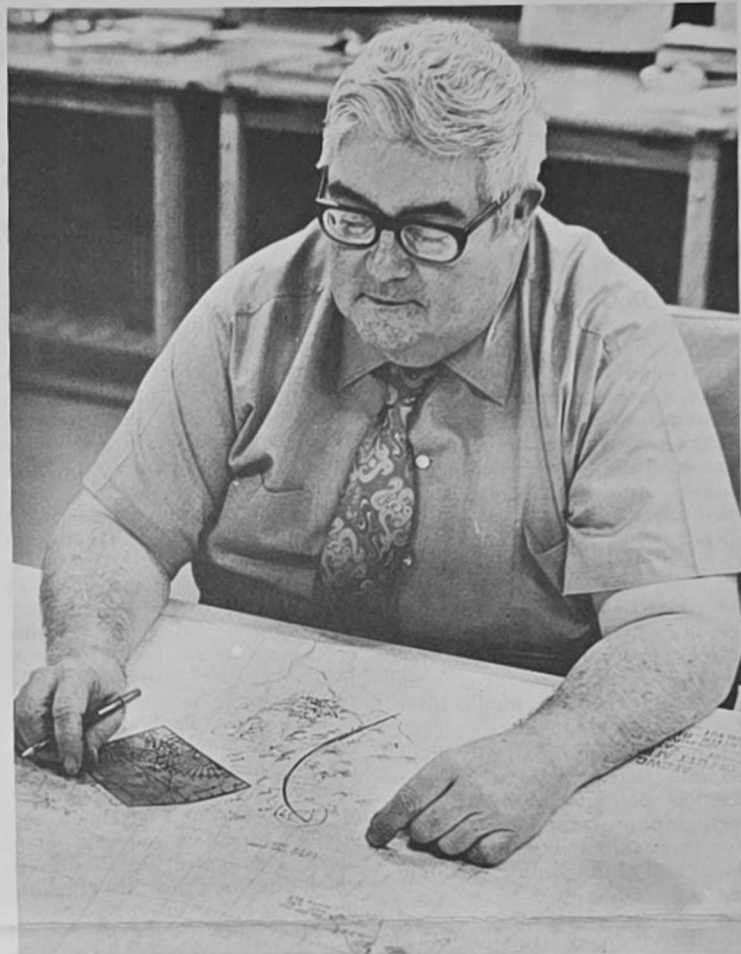
OBSERVER OF THE YEAR SSgt. Celestino G. Martinez of Detachment 30, 6th Weather Wing, Vandenberg AFB, Calif., is being presented an Air Force Commendation Medal for outstanding achievement while stationed in Vietnam. (U.S. Air Force Photo)

and proper distribution of weather plotting charts used by all DoD agencies.

The Observer Supervisor of the Year is SSgt. Celestino G. Martinez of Detachment 30, 6th Weather Wing, Vandenberg AFB, Calif. All observers assigned to direct or indirect supervisory duties contended for this honor.

As noncommissioned-officer-in-charge of the Missile Support Section of this detachment Sergeant Martinez supervised other observers in the specialized weather support for actual missile launches. The observers under his guidance provided on-site surface weather observations and in-station collection, packaging and distribution of upper air and surface weather data to Western Test Range users.

Each winner will receive a commendatory letter from General Best, AWS commander and an inscribed plaque.



FORECASTER OF THE YEAR Mr. Robert C. Miller selects the geographical area to be included in a Military Weather Advisory. Mr. Miller, a retired AWS colonel, is Chief Scientist for the Analysis and Forecasting Section, AFGWC. (U.S. Air Force Photo)



CHECKING THE ACCURACY of weather station locations is Observer of the Year TSgt. Clarence C. Chamberlain. Sergeant Chamberlain is assigned to Hq. AWS operations. (U.S. Air Force Photo by Sgt. William R. Talley III)

Chart production herculean task

SCOTT AFB, Ill.—AWS is tasked with finding, tracking and recording some of the world's most dangerous weather conditions. This data is recorded simultaneously around the world on charts produced by the U.S. Air Force Aeronautical Chart and Information Center (ACIC) located in St. Louis, Mo.

AWS units throughout the world use 100 different types of charts produced by ACIC with a press run of nearly two million annually in providing environmental services to Air Force, Army, DoD and other Federal agencies.

Providing the varied, vital charts and aids in the exact type, time, place and numbers needed amounts to a gigantic and challenging task requiring a wide variety and large number of highly professional skills and dedicated military and civilian personnel.

Each ACIC chart is produced to meet the exact requirements specified by the user. "These include projection, type, scale, size, color separation, paper type, quantity, and the like," said Dave Black, ACIC public information officer.

Chart making is basically divided into four general steps: production planning; research and cartographic compilation; negative preparation or color separation; and lithographic printing and distribution.

After new requirements are received, complete programming and production is done to insure the best chart at the most economical price.

During the next step, the cartographer will research and select the features to be shown, i.e., contours, roads, drainage, vegetation, aeronautical data or pictorial relief. These are based primarily on user requirements. For DoD weather plotting charts, these are the location, call letter and number of each station, elevation and contours.

Each separate series of these items is cartographically drawn on a clear acetate overlay or manuscript which when combined with other overlays and laid on top of the base chart manuscript will resemble the finished chart.

DoD weather plotting charts, for example, may use several overlays with the basic manuscript: for weather station data, for elevations, for pictorial relief, etc.

Charts that offer pilots and navigators aeronautical flight data have an aeronautical manuscript. Added overlays outline flight corridors, specific airfields, radio navigation aids, or other pertinent information.

The scribing technique is used in preparing the color separation, the third step. Each color appearing in the final chart is produced by etching with the scribing tool on a coated film. This process removes the coating, leaving a feature, such as roads, clear on the negative side. From one to five color negatives are used for most DoD weather plotting charts.

Prior to printing, a set of color proofs is provided ACIC experts for final review. For DoD weather plotting charts, a mylar film copy is sent to AWS headquarters for approval. After any discrepancies are corrected, the composite negatives are sent to the printing plate section.

To get the final chart ACIC may use several press runs through one press or a multiple of different presses. The number of press runs depends upon the number of colors required on a chart. The center has 12 presses which give the capability of printing one color or up to five colors per press run.

Following printing the charts are trimmed, folded, packaged, warehoused and distributed to the user to complete the final step. Total production time depends upon specification assigned to a chart. Reprints usually take 30 days while a newly compiled chart may take a half year.

Shades of yesteryear. The editorial staff has been reminded that the title of Sergeant Major in the Air Force had fallen by the wayside of memories. Our apologies to CMS Howard M. Bock, 3rd Weather Wing for referring to him as the Wing Sergeant Major.



CYLINDRICAL COORDINATE GRAPH plots information to the computer for automatic plotting on the final cartographic product by a photocoordinategraph. (U.S. Air Force Photo)

Atmospheric research tests keep balloon launchers busy

GOODFELLOW AFB, Tex.—Weathermen from Detachment 31, 6th Weather Wing, have completed simultaneous balloon launch operations at Albrook AFB, Canal Zone, and at Sioux City, Iowa.

The team in Panama, led by Lt. Col. Eugene B. Lewis, detachment commander, launched a series of seven flights, starting April 3. Three of the launches were launched for the National Center for Atmospheric Research

at Boulder, Colo. The remaining four missions were in support of the US Atomic Energy Commission's Project Cold Ash.

Meanwhile, a team headed by Capt. John R. Perry conducted a series of four stratospheric air-sampling missions from Sioux City. Starting April 4, the group launched the balloon flights on four successive days. The sampling operations were also part of the AEC's Project Cold Ash, a continuing program of sampling

the atmosphere for radioactive pollutants.

The team in Panama launched seven flights on eight successive days with the payloads recovered in mid-air by HC-130 Hercules aircraft from the 41st Aerospace Rescue and Recovery Squadron, Hamilton AFB, Calif.

The recoveries were accomplished at altitudes of approximately 15,000 feet with the aircraft trailing large grappling hooks on nylon lines. After the parachute had been "snagged," the payload was reeled in by a powerful winch.

At Sioux City, the launch team carried out recoveries in the vicinity of Omaha. A radio-equipped truck was guided to the site of payload impact by a light aircraft manned by a member of the launch crew. All instruments from both locations were recovered with no damage, with successful samples aboard.

In the Canal Zone, the launch crew, supervised by TSgt. James R. Griffith, received instrumentation support from SSgt. Melvin H. Whaley and SSgt. Edward L. Finley. The flight gondolas were built by TSgt. Raymond L. Boudreaux and Sgt. Gregory P. Wilcheck. MSgt. John R. Ground provided weather forecasting, and SSgt. Edmund J. Potter tracked the balloon flights. A1C Robert D. Garrett provided supply support.

The launch team at Sioux City was supervised by SMSgt. Gilbert E. Weisser. SSgt. William E. Mayfield provided instrumentation and radio communications with the payloads which were fabricated by Sgt. Abel Salaar and Sgt. Michael Olson.

Weather forecasting was performed by MSgt. Charles W. Camfield, and tracking of the balloons was accomplished by SSgt. George R. N. HanoHano. TSgt. Loyd N. Simeroth, SSgt. Edward J. Gorski and A1C John R. Taack carried out the recovery effort.

Weather observing no snap at some remote RVN sites

KHE SANH AB, RVN—Khe Sanh is more than just two words to the observers of Operating Location D, 5th Weather Squadron: it's dirt, sandbags, artillery and rocket attacks and much hard work.

The Combat Weather Team (CWT) at Khe Sanh was manned for two to four-week intervals by observers from CWTs at Camp Eagle, Camp Evans, Quang Tri and OL headquarters at Phu Bai.

Duty hours were long and fatiguing. When observers were not making observations, they were building. Sgt. Andrew V. Rodriguez, the only observer with Army field-support experience, and Sgt. Michael J. Slaven were first in and got the task of building a communications system to relay their observations. With ingenuity and lots of elbow grease, the system and a Representative Observation Site (ROS) made of discarded rocket boxes were completed.

The North Vietnamese Army (NVA) began artillery and rocket attacks on March 15. With ceilings and visibility often down less than 300 feet and 3/4 miles (the field minimums) at night and until almost noon, the NVA shelled the base without fearing

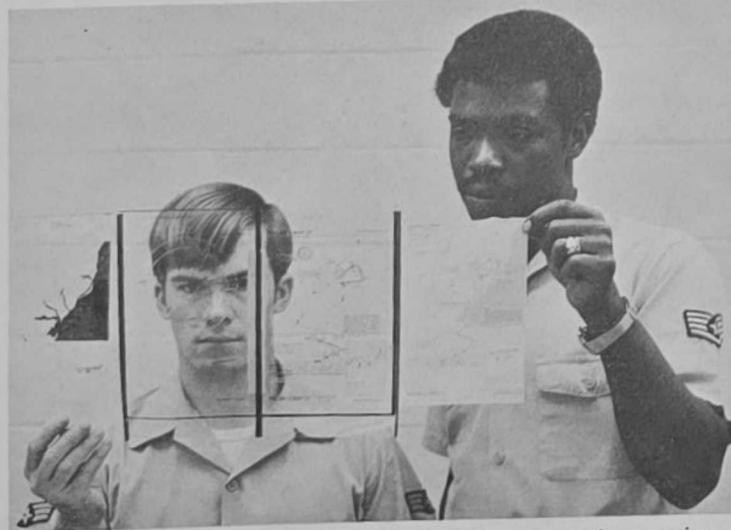
air attacks on their positions.

The station had begun observing round the clock in February and now making observations had become a dangerous enterprise, especially at night. With determination, Sgts. Oscar Ayers, Peter G. Prentice and Jimmy S. Taylor and, later, Sgts. Lewis G. Lawrence, Kenneth P. Doykes and Thomas M. Lyon continued to keep the pilots, field commander and forecaster informed of the weather.

Timely observations and forecasts were instrumental in providing vital support to the C-130s which supplied much of the material for Vietnamese deployment into Laos.

When the Phu Bai observers were not at Khe Sanh, they were busy acting as both ROS and station observer. This involved transmitting the Khe Sanh observation and two to four other hourly. With the forecasters at Phu Bai issuing forecasts for Phu Bai, Quang Tri and Khe Sanh, the observers' work never stopped.

Not all the observers of OL-D and its CWTs made it to Khe Sanh but for those who did, it will be an experience they will long remember. As one forecaster said, "The observers put the C back in CWT."



COMPILATION OF TERMINAL FLIPS may require a series of three overlays, as demonstrated by Sgt. David Hudson and SSgt. Charles Burks of ACIC. The overlays which will form the final product (pictured on the right) are, from left: water hold out, radial terminal patterns and flight data. Minimum weather conditions for takeoffs and landings are listed on this chart. (U.S. Air Force Photo)

With surgical precision, modeler aims for accuracy

Meet SSgt. Richard R. Sherry, who fulfills all of the attributes or conditions of being a model airman. He is a man who can be considered a "model airman" in another respect also. Sergeant Sherry builds model airplanes, with such accuracy in historical detail as to be excelled by few, if any other model builder. He has built more than 1,500 models in exhaustive historic detail.

Sergeant Sherry, NCOIC of the Publications Branch for 4th Weather Wing, Ent AFB, Colo., is rapidly becoming well known for his hobby throughout the Air

Force and particularly in the Aerospace Defense Command.

"My interest in aircraft started many years ago, when the first model I built consisted of two clothes pins," said Sergeant Sherry.

In grade school and throughout his early teens, he built commercially prepared kits and hung the models from the ceiling of his room and plastered the walls with airplane pictures. "I practically drove my mother out of her mind with the volume of things I had hanging and the fact I would never let her dust any part of

my room," he said with a grin.

"I can remember entering every model-building contest held in my neighborhood in Detroit and winning two medals," he related.

And as soon as he was old enough, Sergeant Sherry's great love for airplanes and flying drove him to join the Civil Air Patrol (CAP). "When this group learned of my hobby and great interest in airplanes, I was naturally assigned the task of teaching aircraft recognition, which I gladly accepted." His already adamant interests in aircraft grew, for the group periodically visited the local airport and surrounding military installations where he was able to see planes



DISPLAYING A MODEL he built for the Aerospace Defense Command is SSgt. Richard R. Sherry. The other models in the display case located in the lobby of the Headquarters Building ADC, Ent AFB Colo., are a product of his handiwork.



COLOR IS IMPORTANT in building detailed and accurate models. Sergeant Sherry orders model kits from all over the world. When an airframe requires modification to make the model more historically correct, he performs the alteration.

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**Photos and  
 Feature by  
 Capt. Rod E. Hanna  
 Hq. 4th WWg.**  
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and get pictures of them.

"As a result of my involvements in CAP, I began taking pictures of all kinds of planes and requesting photos and drawings from various manufacturers for use in my aircraft recognition classes," he explained.

Sergeant Sherry enlisted in the Air Force in 1954 with the intention of seriously doing something about flying airplanes.

Unable to pass the eye examination for flight training, Sergeant Sherry had to accept other jobs. Assigned to Itami AB, Japan, in 1956, he was assigned a base operations job and consequently enjoyed many rides in aircraft he was responsible for scheduling.

His next stroke of luck was an assignment to Mitchel Field, New York, location of a lot of American aviation history. "There I met Capt. Eddie Rickenbacker and spent time talking with him about airplanes and flying."

Several years later, Sergeant Sherry returned to Japan, but now with fluent ability in the language and a much better knowledge of where to look for historical data on old aircraft. "I made an arrangement with a Japanese bookstore for them to watch for and send me aviation books published in both English and Japanese.

In Japan, there is a wealth of material published about airplanes, especially U.S. aircraft, which is not available in this country. This is when I began to build my library in earnest."

After Japan, he was assigned to Hawaii, another location where much of our aviation history was written. There he collected priceless photographs from the Air Force and Navy of the Dole Derbys and the Trans-Pacific flights, as well as shots of the old airfields where runways were but dirt or grass strips.

"I finally came to an assignment in 1966 at Headquarters Aerospace Defense Command, armed with a great deal of information both on history of aviation and specific statistics about many of the world's air-

craft. Here at last I began to find good use for what I had been collecting for years. For you see—ADC was in the airplane business and I knew about airplanes."

Sergeant Sherry began building models once again at the rate of three per month, each thoroughly researched with respect to color, construction, and history.

He was asked to provide an aircraft historical display for Hq. ADC, later because of his vast knowledge and expertise in Royal Air Force aircraft, he was asked by the Colorado based RAF exchange officers to construct a display for the RAF's 50th Anniversary Celebration.

"I eventually became an 'informal' source of information about characteristics, measurements and performance of various

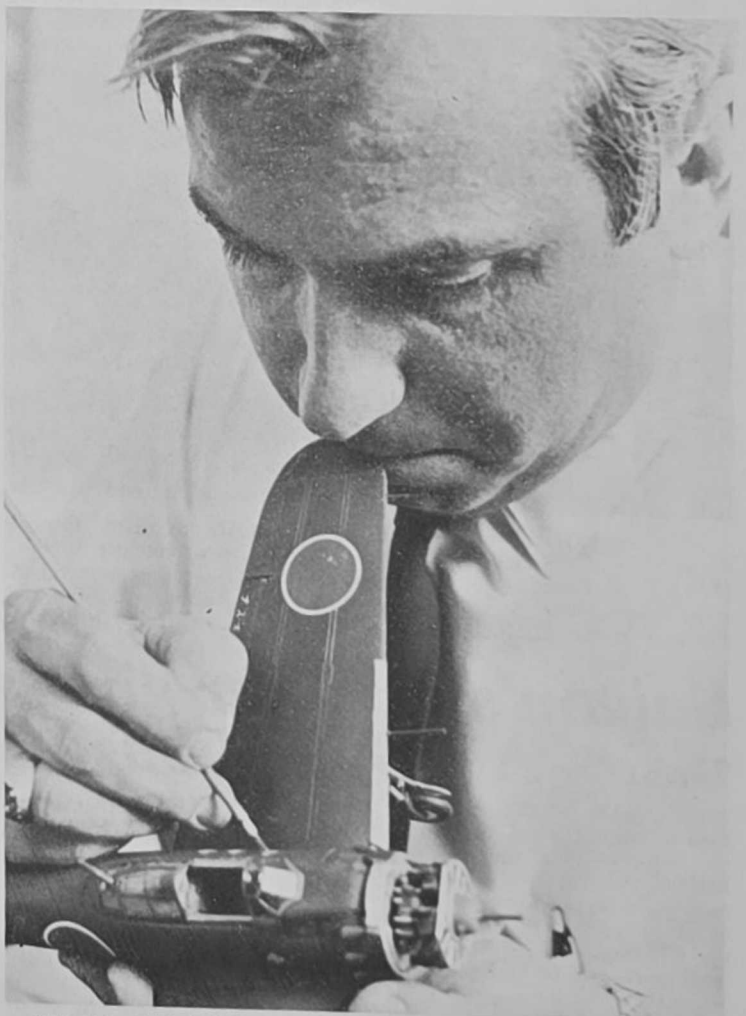
types of aircraft, especially foreign types," he related.

In late 1968 Sergeant Sherry was contacted by the staff of the Aerospace Defense Command's Flying Safety Magazine to assist in publishing their 10th Anniversary Edition, covering the role of the interceptor aircraft from its earliest inception.

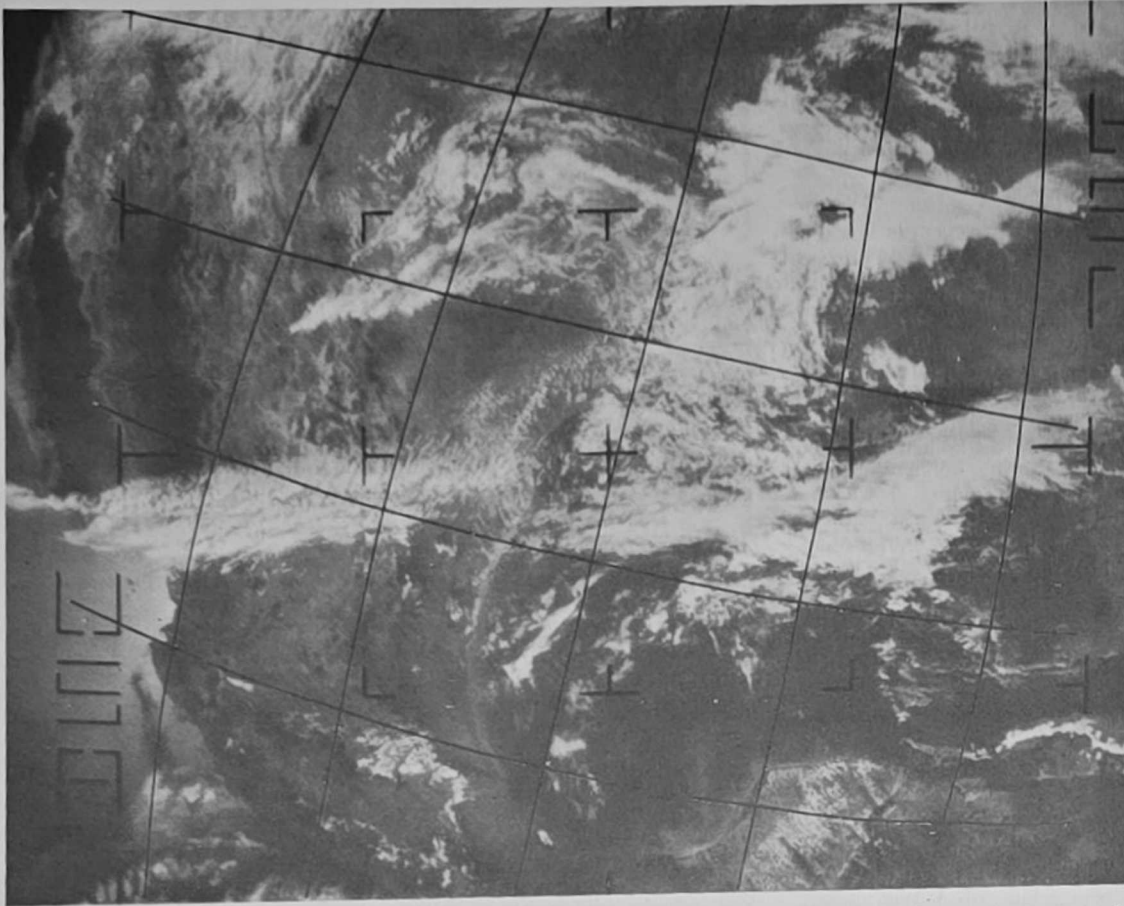
"Too many people consider model airplanes to be toys or child's play," he stated. "Mine are different, however, since they are historically accurate, in many instances to the serial numbers on their power plants. That is when models cease being toys. My aviation historical library is valued at more than \$1200 in which I have eight texts on aircraft camouflage and markings alone."



CHERISHING THE AUTOGRAPHED pages of several of his books about U. S. fighter aces. Among the signatures highlighting his valuable library are those of Maj. Gen. M. J. Ingelido, Brig. Gen. B. H. King and Col. Reade Tilley, all fighter aces of World War II.



SERIAL NUMBERS and "kill marks" being affixed to this Japanese Zero show the extent to which Sergeant Sherry makes his models historically accurate. On this particular one he had lettered all the markings and warnings in Japanese and added elaborate detail inside the cockpit using dental instruments.



SATELLITE WEATHER PICTURES taken from a NOAA 1 satellite from a height of 790 nautical miles open new dimensions for today's weather forecasters. Visible above are cloud formations covering portions of California extending

across over Cuba. Photographs received through the use of the (APT) Automatic Picture Transmission system from the weather satellite enable weathermen to more accurately make their forecasts.

Satellite photographs aid forecasters today

SCOTT AFB, Ill. — The Chinese might have started it all when they first said "picture worth one thousand words." Whether that's a scientific fact or not is debatable, but pictures do give the weatherman additional information about weather.

The APT (automatic picture transmission) satellite picture at left was received March 10 at the Satellite Meteorology Branch, Meteorology Laboratory, Air Force Cambridge Research Laboratories (AFCRL), L. G. Hanscom Field, Mass. The picture was taken by the NOAA-1 satellite from a height of 790 nautical miles, and the picture signal transmitted to AFCRL. There it was recorded on a Muirhead K300A APT photorecorder, giving the meteorologist the end result—two million square miles of the earth.

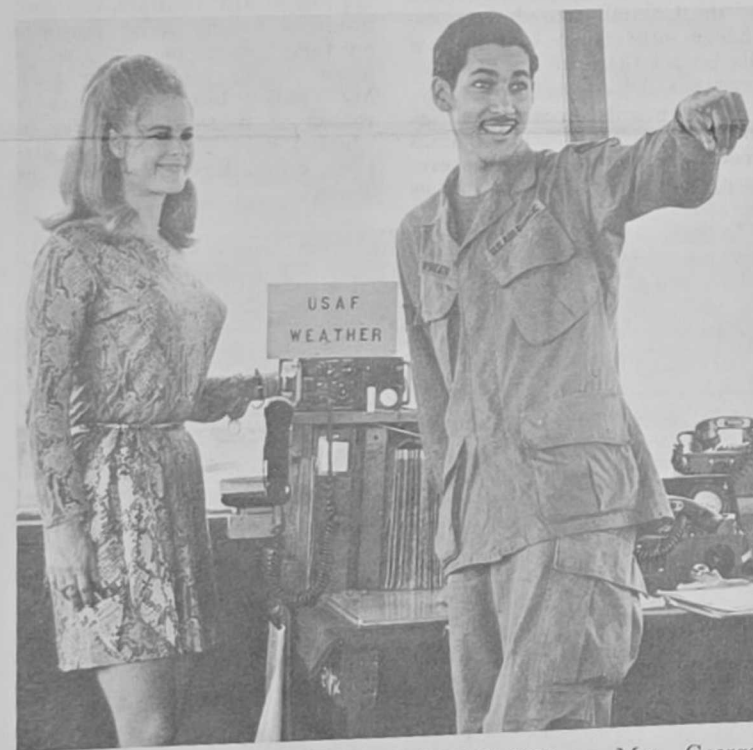
Many synoptic scale and some mesoscale features are apparent to the meteorologist trained in satellite picture interpretation. For example, in this picture a partial reflection of the sun in the Pacific Ocean highlights the

land-water contrast along the west coast of Mexico near Mazatlan. North of these, the normal dark water to gray land contrast outlines Baja California and the Gulf of California.

Cirrus clouds associated with the subtropical jetstream, a rapidly moving stream of air, cross Mexico starting just north of the sunlight. The jet is found within one latitude degree of the north edge of these clouds. The east coast of Mexico is barely visible. However, cumulus cloud lines which indicate low-level wind direction highlight the outline of Yucatan.

Cuba has a line of towering cumulus clouds along its mountainous backbone. Several thunderstorms appear in the Gulf of Mexico just south of the jet stream cirrus, and others are apparent because of their shadows in the Arkansas area.

Pictures like this one taken daily by satellites clearly show the vast scope of cloud patterns and their effect on us—a scope that might not be easily understood in a thousand words.



WEATHERGIRL MEETS WEATHERMAN as Mrs. George Lewis, AFVN weather announcer in Saigon listens intently to Sgt. Harry T. McBeath explain his duties as an AWS weather observer at a fire support base. Sergeant McBeath served as escort during the one day visit by the well known TV personality. (U.S. Air Force Photo)

Saigon's weather girl visits AWS field base

TAN SON NHUT AB, Vietnam — Janie is a name known to all servicemen in the southern half of Vietnam. It's not the name of a tropical storm, but of an attractive "weather girl" from the AFVN (Armed Forces Vietnam Network) television studio.

On the air twice a night, Janie (Mrs. George Lewis) does not have any free time to travel far from Saigon. Recently, however, Janie took a break from her daily routine and Sgt. Harry T. McBeath had the good fortune of

being her escort for a day.

Utilizing the brigade commander's UH-1 "Huey" helicopter and Jeep, Sergeant McBeath gave Janie the grand tour of the "boonies."

After the tour Janie presented the evening tactical weather briefing to the brigade commander and his staff. Later Janie and McBeath were the guests of honor for dinner at the officers open mess. The long day then came to a close as Sergeant McBeath escorted Janie back to Saigon.

Balloons act as orbiting satellite

CHICO CITY, Calif. — Members of Detachment 58, 6th Weather Wing, recently provided meteorological support to a joint Air Force Cambridge Research Laboratories - Department of Transportation series of high altitude research balloon launches. The launches were made from remote facilities established at Taft-Kern County Airport in Southern California during April and May.

A five million cubic foot volume plastic balloon carried aloft a 500 pound payload to approximately 120,000 feet altitude and floated for eight hours. The balloon simulated a satellite in synchronous orbit.

The balloon's payload was a communications experiment for the U. S. Department of Transportation, Transportation System Center, Cambridge, Mass.

Det. 58 meteorologists provided forecasts of surface weather in the launch and impact areas, ascent trajectory, float winds at 120,000 feet and the parachute descent. The weather team worked from mobile facilities which they specially adapted for this balloon project.

Hurricane

(Continued from Page 1)

forecasters temperature, pressure, humidity, winds, cloud structure and other technical data within and outside a storm's eye.

For additional data, CARCAH may ask AWS ground stations near an interest area to make special surface and upper-air observations. Ground radar sites along the coast provide more data, "watching" storms within 200 miles of the coastline. Several radars will accurately fix and follow a storm at the same time.

Births in AWS

LEDWITZ, Capt. and Mrs. Martin W., a son. Father assigned to Det. 3, 28th WSq., RAF Lakenheath, England.

WILSON, A1C and Mrs. Henry C., a daughter, Wendy Ann. Father assigned to Det. 7, 24th WSq., Randolph AFB, Tex.

COHEN, A1C and Mrs. Norman L., a son, Aaron Winter. Father assigned to Det. 2, 11th WSq., Eielson AFB, Alaska.

WANTZLOEBEN, Capt. and Mrs. Kenneth L., a son, Kyle Lane. Father assigned to Det. 4, 17th WSq., Altus AFB, Okla.

PRESNAL, SSgt. and Mrs. Ronald, a daughter, Jenifer. Father assigned to Det. 7, 24th WSq., Randolph AFB, Tex.

SCHOLL, SSgt. and Mrs. Thomas J., a daughter, Naomi Rose. Father assigned to Det. 23, 25th WSq., George AFB, Calif.

CONORICH, A1C and Mrs. Douglas G., a son, Sean Douglas. Father assigned to 7th WSq., Heidelberg, Germany.

POY, SSgt. and Mrs. Gordon R., a daughter, Elaine Dianne. Father assigned to Det. 7, 24th WSq., Randolph AFB, Tex.

RASMUSSEN, Capt. and Mrs. Richard A., a son, Russell Scott. Father assigned to Det. 10, 6th WWg., Eglin AFB, Fla.

DILLEHAY, Capt. and Mrs. Lawrence B. Jr., a daughter, Cynthia Ann. Father assigned to 56th WRSq., Yokota AB, Japan.

WRIGHT, A1C and Mrs. Gregory S., a daughter, Shannon Lynn. Father assigned to Det. 9, 16th WSq., Fort Rucker, Ala.

KOVACH, 1st Lt. and Mrs. Andrew J., a daughter, Jeanene Michelle. Father assigned to 56th WRSq., Yokota AB, Japan.

BOCK, 2nd Lt. and Mrs. Charles H., a daughter, Halley Kirsten. Father assigned to 56th WRSq., Yokota AB, Japan.

ASHLEY, SSgt. and Mrs. Roger J., a daughter, Gillian Kim. Father assigned to 56th WRSq., Yokota AB, Japan.



GROWING INTO A GIANT — This high-altitude balloon will eventually hold five million cubic feet of gas and carry a payload of 500 pounds, 120,000 feet into the air. Men from Detachment 58, 6th Weather Wing, provided forecasts of surface weather in the balloon launches and impact areas as part of a joint AFCRL/Department of Transportation communications experiment. (U.S. Air Force Photo)

Awards and decorations

Silver Star

SSgt. William L. McCarthy, 54th WRSq.

Bronze Star

Col. Wilson V. Palmore, 1st WGP.
Maj. Clarence Bush, Det. 21, 31st WSq.
Maj. Clarence B. Givens, 1st WGP.
Capt. John S. Bohlson, 1st WGP.
Capt. Raymond O. George, 56th WRSq.
Capt. Gordon S. Jones, Det. 21, 31st WSq.
Capt. Joseph E. Sims, Det. 14, 1st WGP.
Capt. James E. Solmon, Det. 32, 5th WSq.
Capt. Eric A. Zimmerman, 361st Tactical Electronic Warfare Squadron.
MSgt. James E. Donahue, Det. 14, 1st WGP.
MSgt. Frederick W. Smith, 1st WGP.
SSgt. Robert D. Beaver, Det. 17, 10th WSq.
SSgt. Frank B. Kohr, 1st WGP.
SSgt. Ivory C. Roots, 30th WSq.

Air Medal

Maj. Donald C. Lefebvre, (2nd oak leaf cluster), 56th WRSq.
Maj. Jay C. Plymale, (1st oak leaf cluster), 54th WRSq.
Capt. Lawrence B. Dillehay Jr., 56th WRSq.
Capt. Ronald G. Gunderman, 56th WRSq.
Capt. Joseph H. Holt Jr., 56th WRSq.
Capt. Edward A. Lane, 56th WRSq.
1st Lt. John A. Cowgill, (1st thru 3rd oak leaf clusters), 56th WRSq.

Air Force Commendation Medal

Col. Paul H. Fisher, (1st oak leaf cluster), 4th WWg.
Lt. Col. Ivan L. Johnson, (1st oak leaf cluster), Hq. AWS.
Lt. Col. Donald F. Franz, 55th WRSq.
Lt. Col. Castor Mendez-Vigo, (2nd oak leaf cluster), 3rd WWg.
Maj. Robert G. Balderree, 54th WRSq.
Maj. Thomas C. Dempsey, 54th WRSq.
Maj. Arthur E. Douglas, 4th WWg.
Maj. Odell M. Johnson, Det. 1, 4th WWg.
Maj. Larry J. Kluth, (1st oak leaf cluster), Det. 17, 24th WSq.
Maj. Fred D. Kjer, 58th WRSq.

Maj. Hiroshi Nishimoto, (1st oak leaf cluster), 1st WWg.
Maj. Ernest E. Pello, (1st oak cluster), Det. 8, 4th WWg.
Maj. Franklin J. Peterson, 56th WRSq.
Maj. Dwight W. Reilly, (1st oak leaf cluster), Det. 3, 24th WSq.
Capt. Richard C. Bagby Jr., Det. 10, 20th WSq.
Capt. James S. Blair, 58th WRSq.
Capt. Billy B. Booker, AFGWC.
Capt. Gary B. Braasch, 6th WWg.
Capt. Edward E. Brenda, Det. 4, 21st WSq.
Capt. Raymond J. Braguglia Jr., (1st oak leaf cluster), 54th WRSq.
Capt. Yates J. Canipe, 54th WRSq.
Capt. Daniel G. Gough, 6th WWg.
Capt. Phillip W. Duchemin, OL-B, 2nd WWg.
Capt. Richard V. Everhart, (1st oak leaf cluster), Hq. AWS.
Capt. Herman E. Fresh Jr., Det. 10, 20th WSq.
Capt. Larry J. Gardner, OL-D, 1st WWg.
Capt. Joseph P. Hennessey Jr., Det. 7, 9th WSq.
Capt. Michael O. Little, Det. 31, 25th WSq.
Capt. Robert D. Malsbury, Det. 22, 30th WSq.
Capt. Larry L. Patzer, AFGWC.
Capt. Thomas F. Proctor, 1st WWg.
Capt. James D. Pryce, 10th WSq.
Capt. John R. Perry, Det. 31, 6th WWg.
Capt. Robert G. Peterson, OL-A, 1st WWg.
Capt. Donald L. Robb, 56th WRSq.
Capt. Lawrence L. Suda, Det. 5, 26th WSq.
Capt. James E. Trost, Hq. AWS.
Capt. Raymond T. Yeatman, 1st WWg.
1st Lt. Douglas M. Carl, Det. 12, 9th WSq.
1st Lt. Robert E. Goetz Jr., Det. 6, 4th WWg.
1st Lt. Alan W. Hassebrock, Det. 12, 9th WSq.
1st Lt. Warren J. Plantholt, Det. 2, 3rd WWg.
1st Lt. Charles L. Steverson, 54th WRSq.
1st Lt. Bernard A. Walter Jr., Det. 1, 4th WWg.
CWO Allon V. Jones, Hq. AWS.
CWO Andrew W. Waters, (1st oak leaf cluster), Det. 5, 26th WSq.

CMSgt. Arthur St. Pierre, 20th WSq.
CMSgt. Dwight L. Walker, (1st oak leaf cluster), 11th WSq.
SMSgt. William H. Frazell Jr., (1st oak leaf cluster), 56th WRSq.
SMSgt. Thomas W. Grant, (1st oak cluster), Det. 1, 17th WSq.
SMSgt. Robert D. Moore, 24th WSq.
SMSgt. John R. Pagliaro, (1st oak leaf cluster), 3rd WWg.
SMSgt. Fay L. Shaw, Det. 11, 6th WWg.
SMSgt. Dewey A. Vaughn, (2nd oak leaf cluster), Hq. AWS.
SMSgt. Robert B. Wright, 54th WRSq.
SMSgt. Robert G. Domeier, Det. 14, 20th WSq.
MSgt. Robert R. S. Everett, 58th WRSq.
MSgt. John A. Gange, (1st oak leaf cluster), 3rd WWg.
MSgt. Tom W. Gerstenecker, (1st oak leaf cluster), Hq. AWS.
MSgt. Mervyn L. Goll, Det. 40, 28th WSq.
MSgt. Robert T. Goodwin, (1st oak leaf cluster), Hq. AWS.
MSgt. Knud B. Jacobsen, OL-D, 1st WWg.
MSgt. Lyle F. Kitrell, (1st oak leaf cluster), 3rd WWg.
MSgt. William A. Lion, (1st oak leaf cluster), 56th WRSq.
MSgt. Robert S. MacNeill, (1st oak leaf cluster), 7th WWg.
MSgt. Darell L. McClung, Det. 40, 28th WSq.
MSgt. James E. Murphy, (1st oak leaf cluster), 58th WRSq.
MSgt. George E. Piatt, Det. 28, 25th WSq.
MSgt. Palmer P. Price, 57th WRSq.
MSgt. Roland L. Smith, AFGWC.
MSgt. Alfred R. Wolf, (1st oak leaf cluster), Det. 5, 1st WWg.
MSgt. Allen W. Young, (2nd oak leaf cluster), 7th WWg.
TSgt. William D. Baynes, (1st oak leaf cluster), 5th WWg.
TSgt. Jose R. Blas, (1st oak leaf cluster), 54th WRSq.
TSgt. Donald Cable, Det. 11, 6th WWg.
TSgt. Samuel Contreras, Det. 31, 6th WWg.
TSgt. Jimmy D. Disher, (1st oak leaf cluster), 54th WRSq.
TSgt. Loren D. Gibelyou, 56th WRSq.
TSgt. William S. Grady, Det. 23, 30th WSq.
TSgt. Dearl D. Huff, Det. 3, 30th WSq.
TSgt. Richard P. Jacques, 5th WSq.
TSgt. Fred H. Jones, (1st oak leaf cluster), 58th WRSq.
TSgt. Donald H. Kitzrow, Det. 8, 21st WSq.
TSgt. Franklin D. Legg, Det. 19, 9th WSq.
TSgt. Billy J. McClung, 53rd WRSq.
TSgt. Giroud McDaniel, (2nd oak leaf cluster), AFGWC.
TSgt. Claude A. Miller, Det. 15, 20th WSq.
TSgt. Donald C. Miner, 10th WSq.
TSgt. Wesley R. Richardson, 56th WRSq.
TSgt. Larry W. Riedel, Det. 31, 5th WSq.
TSgt. Alvin E. Romick, Det. 38, 7th WWg.
TSgt. Donald L. Saderlund, OL-D, 1st WWg.
TSgt. Rudolph A. L. Smith, ETAC.
TSgt. Christopher J. Summerell, Det. 3, 17th WSq.
TSgt. Roy A. Thayer, Det. 13, 25th WSq.
TSgt. Edgar W. Taylor, AFGWC.
TSgt. Kenneth F. Waldrop, AFGWC.
TSgt. James S. Wetzel, Det. 15, 20th WSq.
SSgt. Roy M. Allen, (1st oak leaf cluster), 53rd WRSq.
SSgt. Phillip C. Bailey, 55th WRSq.
SSgt. Dennis D. Ball, Det. 15, 10th WSq.
SSgt. Russell C. Barnes, Det. 25, 10th WSq.
SSgt. Carlyle Burton, (1st oak leaf cluster), Det. 31, 6th WWg.
SSgt. Douglas D. Callahan, Det. 14, 1st WGP.
SSgt. Horace T. Carpenter, 6th WSq.
SSgt. Michael A. Connell, (1st oak leaf cluster), 4th WWg.
SSgt. Kenneth P. W. Diykos, OL-D, 5th WSq.

ON THE skew-↑ AWS Global Report

Highlights of Air Weather Service people at work and play

Offutt AFB, Neb.

Suggestions have paid off for five airmen presently or formerly assigned to the Air Force Global Weather Central. All five were recently presented checks totaling \$435 for their approved suggestions. MSgt. Jerry A. Williams received \$25; Maj. James L. Wise, \$75; MSgt. James I. Ballard, \$25; Lt. Col. Robert J. Powers, formerly assigned to the Analysis and Forecasting Section, \$55, and SMSgt. William C. Henry (Retired), \$255.

Spangdahlem AB, Germany

At a recent ceremony conducted here, Col. Joseph M. Tyndall, commander of 31st Weather Squadron, presented plaques to two members of Detachment 11. SSgts. Robert G. Beasley and Garay D. Holland were chosen as Outstanding Squadron Observer and Maintenance Technician of 1970, respectfully, for 31st Weather Squadron.

Ramey AFB, P. R.

The USAF Hurricane Hunters hosted 24 Cadets and 4 instructors from the US Air Force Academy during Easter weekend as part of Project Cold Falcon. Cadets were given a tour of 53rd Weather Reconnaissance Squadron's facilities and briefed on AWS's mission around the world.

McCoy AFB, Fla.

Sgt. Teresa W. Sperry has become the first first-term WAF to reenlist at McCoy AFB, Fla. Sergeant Sperry is an observer with Detachment 5, 26th Weather Squadron. Entering the Air Force in January 1969, she reenlisted under the PETS program (prior to expiration of term and service). She received a variable reenlistment bonus of \$4,500 and is eligible for Pro Pay after completing three years' service.

Nimitz Hill, Guam

Sgt. James R. Stevens, Detachment 1, 1st Weather Wing, has earned "Man of the Quarter" Award at Fleet Weather Central/Joint Typhoon Warning Center, Guam. Upon presenting the award to Sergeant Stevens, Capt. Richard Slusser, US Navy, commanding officer of Fleet Weather Central, said he believed this

Drought gets AWS assist

SCOTT AFB, Ill. — Two WC-130s from the 55th Weather Reconnaissance Squadron at McClellan AFB, Calif., are assisting a White House-directed Bureau of Reclamation rainmaking effort in Texas, which is suffering a severe drought.

For the rainmaking effort, both aircraft were specially fitted with exterior racks to hold an improved type of silver-iodide dispenser — which resemble oversized aluminum shotgun shells — are carried 52 to a rack, four racks on the outside of each WC-130. Ignited electrically, each dispenser discharges silver-iodide smoke into the cloud being seeded.

was the first time the award had been earned by an Air Force man in the predominately Navy command.

Ellsworth AFB, S. D.

"Mrs. U. S. Savings Bonds," Mrs. Jeannie Smith, recently visited Ellsworth AFB in conjunction with the US Savings Bond Drive. While she was here, she presented Detachment 12 of 9th Weather Squadron a Certificate of Appreciation for 100% participation in the 1971 US Savings Bond Campaign. This is the second consecutive year that the detachment has achieved a 100% participation rate.

Hickam AFB, Hawaii

First Lieutenant Terrance F. Steyer, 1st Weather Wing Headquarters, has been recognized by Air Force Chief of Staff Gen. John D. Ryan as an Outstanding Supply Officer for 1970. Notice came in the form of a certificate bearing the general's signature.

Tachikawa AB, Japan

Capt. Frederic M. Cullen of Detachment 52, 20th Weather Squadron at Tachikawa, has been honored with the Military Airlift Command Outstanding Individual Safety Award. Captain Cullen is an additional-duty safety officer for the detachment, which performs a large part of the maintenance on weather equipment operated by units of the 1st Weather Wing in the Pacific.

Ent AFB, Colo.

TSgt. Gerald E. Page, a weather observer in Detachment 1, 4th Weather Wing, has been awarded a Certificate of Educational Achievement by the Aerospace Defense Command. Sergeant Page earned the award by completing a specified number of hours while working by extension on a bachelor of science degree in Business Management from the Southern Colorado State College at Ent AFB. Sergeant Page compiled a 3.8 grade-point average, completing 90 hours of college credit.

Andersen AFB, Guam

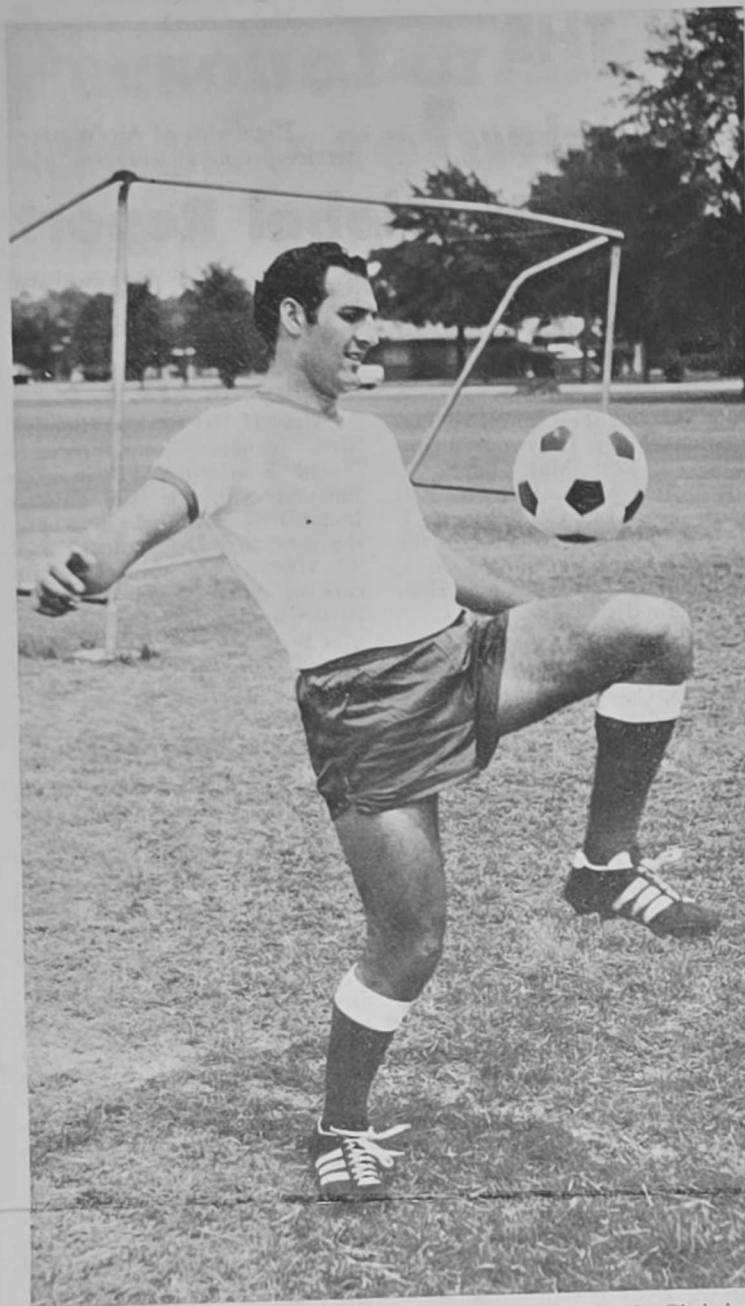
Lt. Col. Donald W. Comstock and Maj. Robert S. Bissett, navigators in the 54th WRSq., have each logged 10,000 flying hours. They join fellow squadron members, Maj. David H. Shaw and James S. Smith and MSgt. Robert R. Appleby, who are already in the 10,000-hour club. The 10,000 accident-free flying hours mark an extraordinary milestone and represent an outstanding career of airmanship.

Colorado Springs, Colo.

Lieutenant Michael A. Neyland, son of Col. and Mrs. Lewis J. Neyland, was commissioned in the United States Air Force June 9 during graduation ceremonies at the United States Military Academy, West Point. Lieutenant Neyland, who has selected duty in AWS, was sworn in by his father, commander of the 4th Weather Wing at Ent AFB, Colo., who pinned on him the same gold bars he began his career with in AWS 28 years ago.



SITTING IN THE INTAKE of an RB-57F jet engine on Armed Forces Day is lovely 2nd Lt. Vinessa Howard, protocol officer for the 1400th Air Base Wing, Scott AFB, Ill. The RB-57F was a static display for countless hundreds of people during the base open-house. (U.S. Air Force Photo)



PRACTICING HIS WINNING soccer form is A1C Christian Roux of the 7th Weather Wing's Intermediate Maintenance Detachment 38 at Robins AFB, Ga. The 24-year-old French-born airman is a former Air Force Logistics Command all-star soccer player. (U.S. Air Force Photo)

Star soccer player boasts many talents

SCOTT AFB, Ill.—Thirteen years in America have honed A1C Christian Roux's soccer-playing, exercised his French-English linguistics, and trained

Weapons Taboo on MAC flights

Hq MAC (MNS) — Passengers on Military Airlift Command flights are not allowed to carry weapons of any kind on their person or in cabin or stowed baggage, unless they have permission specifically authorizing the weapons.

Unfortunately, many travellers arriving at MAC's aerial port terminals have not been fully aware of the restrictions and have had to leave their weapons behind.

Currently, the baggage of MAC passengers is electronically and personally inspected at the aerial ports. Confiscated are such items as firearms or knives.

Passengers who have special orders authorizing them to transport weapons to their new duty station must have the weapons secured in their stowed baggage.

him in the maintenance of Air Force weather equipment.

Born in Marseilles, France, the 24-year-old airman is assigned to the 7th Weather Wing's Intermediate Maintenance Detachment 38 at Robins AFB, Ga.

Roux weighs a solid 170 pounds, and handles a salt-and-pepper soccer ball with a deftness that has netted him "most valuable player" laurels from the Robins soccer team. Roux proved a mainstay as an all-star on the Air Force Logistics Command (AFLC) volleyball team during the recent worldwide Air Force tourney at Travis AFB, Calif.

Languages? Ever-ready Airman Roux served as an interpreter for French-speaking attendants of the recent International Tennis Tournament at Macon, Ga. Recently, too, children of nearby Robins Elementary School have found that his explanations of Spanish culture have deepened their understanding of that language.

Whether piloting an aircraft (he's been licensed for more than a year now), or ripping off soccer goals from his left-inside or center-forward positions, the athlete-mechanic displays well-channeled drive.

New award for history

SCOTT AFB, Ill.—Pending publication of a revision of AWS Supplement 1 to AFR 210-3, AWS has announced a new AWS Outstanding Wing Historian of the Year Award. Object of the award is to furnish incentive for improving the over-all quality of the AWS unit historical program and to provide tangible recognition to the individual best furthering this aim.

Winner of the award will be determined by the AWS Historian. Primary factors evaluated will be quality of the wing's quarterly history and quality of the squadron histories appended to it.

The permanent award will be presented annually, beginning this year. It is planned that the award be an engraved desk set, comprised of a clock and an automatic pencil and pen. Whenever possible, the award will be presented in person by the AWS Commander.

Typhoon flips many

ANDERSEN AFB, Guam — Eighteen maintenance specialists from the 54th Weather Reconnaissance Squadron really got "flipped" over a flight recently. They were unexpectedly initiated into the Typhoon Chasers during typhoon Amy.

As the storm approached Guam, aircraft commander Capt. Thomas Price (who had 51 typhoon penetrations) evacuated his WC-130 Hercules for Wake Island. Laden with the maintenance troops, the "weather bird" was diverted to obtain Amy's position before continuing to Wake.

The men were able to witness one of the most spectacular giants of Mother Nature. Amy was one of the "roughest" and according to the group . . . a ride they'll never forget.

Contract awarded for new systems

WASHINGTON (AFNS) — The Air Force awarded a contract to Kaman Aerospace Corp. for development of a prototype Airborne Weather Reconnaissance System (AWRS.)

The AWRS will combine off-the-shelf and newly developed meteorological sensors with improved data processing, display and communications equipment so that meteorological information collected by the aircraft in flight may be computed on board, corrected and transmitted directly to existing ground-data relay stations.

The program marks the first "system" development of an airborne weather reconnaissance capability for tracking of severe storms — especially hurricanes.

Air Weather Service shares national responsibility for operational reconnaissance of hurricanes threatening the Gulf, West and East Coasts of the United States and countries in the Caribbean. The prototype system will improve support to the civilian community by providing more detailed data to forecast the path and strength of hurricanes.

SPORTS



Bowling Along

Men from Operating Location A, 1st Weather Wing, captured first place in their intramural bowling league division. OL-A completed its 32-week season with an 83½-44½ win-lose record, beating out the second place team by eight games. Team members are: Donald Best (180 average), Elmer Sinclair (169), Robert Stewart (155), Arlo Smith (173), John Thomas (157), and Robert Pina (139). Best won high average with his 180 and won most improved bowler with a nine pin improvement.

After coming from behind the last night of the season to tie for the second half championship, bowlers from Detachment 4, 4th Weather Wing, won the rolloff with the McCord AFB Comsots 1973-1840. The team is now the undisputed Champion in the 25th NORAD Region league. Team members are: Jesse Lintzen (173), Jack Moline (171), Howard Stalker (170), Bob Starling (157) and Ed Stapel (151).

Future bowling teams at Ent AFB are going to find the record established by Detachment 1, 4th Weather Wing, bowlers hard to beat. This year they placed second in a 16-team league. Winning 85 of the 120 games in the eight-month tournament the team was able to put together four 600 series. Members of the team are: D. L. Huston, D. E. Smith, F. G. Skidmore, D. L. Richardson, H. W. Wold, P. G. Becker and G. E. Page.

Weathermen from Detachment 34, 26th Weather Squadron at Dyess AFB, Tex., recently finished the season in second place, one game behind the first place team. Final standings were so close, they weren't decided until the very last night of competition. The team is composed of two-thirds of the detachment in order to field a five man team each week out of the many shift workers.

Potpourri

Raymond Jajola of Operating Location A, 1st Weather Wing, has led the weather softball team to its 10th straight victory in the Hickam AFB intramural "B" league. The team hasn't lost a scheduled game in three pre-season and seven regular season games. Jajola is the team's captain and pitcher. As pitcher he is 10-0, pulling off three shut-outs. Leading the team in home-runs with two, Jajola's .390 batting average is second to Bob Peterson's .470.

A joint effort by men from Detachment 17, 20th Weather Squadron, and the MAC Far East Command Post, won the single elimination pre-season fast-pitch softball tournament at Yokota AB, Japan. In the quarter finals, Det. 17 beat the 56th Weather Reconnaissance Squadron, 4 to 1.

Detachment 14, 4th Weather Wing, finished second in a field of 14 teams in the Richards-Gebaur intramural volleyball league. Weather was the smallest organization represented in the league. In grabbing second, they obtained a 25-8 record. Team members are: Bill Brown, Dean Carlson, Marvin Jones, Joe Kolinowski, John Lahey, Kevin McCarthy, Wayne Stephany, Ron Sumner, Art Trevino and Bill Wipfler.

An ominous sky and cold weather, all as forecasted, hampered but did not curtail the annual spring 3rd Weather Wing-Air Force Global Weather Central Golf Tournament played at Offutt AFB. The Callaway Flight was won by AFGWC's Gordon Benemelis with a score of 72. Robert Maddox, also AFGWC, placed second with a 73.

Donald Robb, a navigator for the 56th Weather Reconnaissance Squadron, won the first Japanese Model Racing Car Association "Grand Prix," held at Tachikawa AB, Japan. Robb's car is a scaled-down version of an actual racing car, and is powered by a 19 cubic-inch model airplane engine which pushes the car to scale speeds of more than 300 miles per hour.



HAPPILY POSING with second place trophies and their detachment commander, Capt. Kenneth Champagne, are the members of the Det. 34, 26 WSq., bowling team at Dyess AFB, Tex. From left to right: SSgt. Roy Heatwole, 2nd Lt. Luis Escajeda, MSgt. Jim Wilson, SSgt. Pete Brightwell, 1st Lt. Chris Fontana, 1st Lt. Paul Demmert, TSgt. Tony Tittsworth, Capt. Champagne, and A1C Jim Olsen. Not shown are SSgt. Billy Richardson and 1st Lt. Ken Beeman. (U.S. Air Force Photo)