

# Aircraft undergo facelift

By Capt. Mike Murrell

If you're considering buying a Boeing 707, get your order in soon. The price right now is \$2,938,533, but will soon be going up \$946,000.

These figures come from Capt. Prentiss G. Harper, chief of supply, 9th Weather Reconnaissance Wing (WRWg.), McClellan AFB, Calif., and reflect the current value of each of the wing's eight Boeing 707s, designated WC-135Bs, and flown by the 55th Weather Reconnaissance Squadron (WR-Sq.), also at McClellan.

The 10- to 12-year-old aircraft are specially equipped with computers, teletypes and weather gizmos that only a weatherman could love. They've flown in support of Air Weather Service's mission of collecting weather data and atmospheric samples around the world. And they're not really for sale.

At an age when many of this particular model of 707 are ap-

proaching retirement — about 15,000 flying hours — the Air Force and Boeing have come up with a variation of the heart transplant for these work horses—wing reskinning.

According to TSgt. Dennis L. Lorentz, 9th WRWg. WC-135 monitor, "We're adding another 10 to 15 years service to the planes."

The aircraft, originally designed for a life of 19,500 hours, have had their lives cut short by hurricane and typhoon penetrations, low altitude flight in high turbulence and other weather explorations that the average airplane is never subjected to. And the wings have begun showing cracks like facial wrinkles that appear with age.

If you're a non-flier and someone tells you about planes with cracked wings, don't get excited. Sergeant Lorentz explained, "All airplane wings get cracks, but it's the location and the length of the cracks that determines if a plane is grounded."

Military and civilian aircraft maintenance personnel closely monitor wing surfaces and determine, well within established parameters of safety, when it's time to replace a plane or reskin its wings.

In late October, the first WC-135 to be reskinned returned from the Boeing shops at Wichita, Kan., and resumed service with the 55th fleet. Present plans call for all the aircraft attached to the wing to have completed the modification by May, 1973. The modification will increase the airplane's lifespan by 17,000 flying hours.

Col. Wilson V. Palmore, 55th WRSq. commander, said, "We're

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REVIVED — Once considered close to retirement, the 55th Weather Reconnaissance Squadron's WC-135B's are being "reborn" for another 10 to 15 years of service. This "weather bird," a version of the Boeing 707, is shown over Lake Tahoe, Nev. (U.S. Air Force Photo)

## 23 selected for hike

HQ. AWS, Scott AFB, Ill. — The Fiscal Year 1973 temporary lieutenant colonel selection list was released Oct. 19.

First promotions of the 23 Air Weather Service officers selected started Dec. 1.

Weather officers with line numbers from 1 to 1000 are: Donald W. Frazee, 3rd Weather Wing (WWg.); Albert D. Purvis, Jr., 53rd Weather Reconnaissance Squadron (WRSq.); Harold L. Jacobs, 55th WRSq.; Norman L. Farmer, 53rd WRSq.; Edward M. Linn, AWS Hq.; James L. Russell, AWS Hq.; William J. Gibbons, 1st Aerospace Cartographic and Geodetic Squadron;

James W. Hall, AWS Hq.; Robert F. Woodnal, Air Force Global Weather Central (AFGWC); and John C. Boockholdt, Det. 3, AWS.

Selectees with line numbers from 1001 to 1800 include: Dale C. Barnum, AWS Hq.; Ronald C. Overby, 6th WWg.; Donald E. Smith, 10th WSq.; John W. Reames, AWS Hq.; John T. Mackesy, 55th WRSq.; William V. Yelton, AWS Hq.; Robert W. Gossett, Jr., 31st WSq.; Edgar G. Levine, 9th WRWg.; Richard L. Cummings, AWS Hq.; Eugene R. Nelson, 55th WRSq.; Vernon M. Malahy, Jr., AFGWC; George R. Hammond, 2nd WWg.; and Elbert W. Friday, Det. 1, 10th WSq.



Vol. 19, No. 10

Headquarters, Air Weather Service, Scott AFB, Illinois

December 1972

# AWS supports Apollo 17

HQ. MILITARY AIRLIFT COMMAND, Scott AFB, ILL.— Apollo 17 was launched from Cape Kennedy on America's seventh attempt to explore the lunar surface this month. On this mission, as it has been for all manned space flights since the early 1960's, the U.S. Air Force's Military Airlift Command (MAC) played an integral role to insure its success.

With headquarters here, MAC airmen used diversified skills to support the mission. Support included extensive meteorological observations both in the earth's atmosphere and in outer space, a sophisticated rescue and recovery capability for the launch site, planned and contingency landing areas, airlift via the world's largest airplane the Skylab Mobile Laboratory and transport of the astronauts from American Samoa to Houston after splashdown.

Two of MAC's technical services, the Air Weather Service (AWS) and the Aerospace Rescue and Recovery Service (ARRS), both with headquarters here, had the primary responsibility for support of Apollo 17.

According to Brig. Gen. William H. Best, Jr., AWS commander, "AWS employed an extensive meteorological network southward from Cape Kennedy

across the Atlantic Ocean to provide conventional weather support for the launch. In addition to normal hourly surface observations, during the last two days of the countdown, AWS personnel took critical soundings of the upper atmosphere using balloons and rockets."

AWS also operated a launch pad lightning warning system and provided weather reconnaissance flights over the launch site to measure lightning potential over Cape Kennedy.

General Best explained, "In October 1969, Apollo 12 sustained a lightning strike during liftoff, causing some temporary loss of communications. Because of that incident, we've become very concerned about lightning potential."

AWS also has the capability to gather data on solar radiation which may adversely affect com-

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EXPLANATIONS — Explaining the fine points of a career in the Air Weather Service to U.S. Air Force Academy cadets is Capt. Tom W. Utley, Jr., (right) of AWS headquarters. Captain Utley trav-

eled to Colorado Springs, Colo., to participate in the academy's annual career planning day. The cadets, left to right, are Christopher J. Derry, Ernest E. Butler, Jr., and Robert F. Pauling. (U.S. Air Force Photo by Capt. Richard Downes)

## Weather NCOs achieve honors

NORTON AFB, Calif. — Four Air Weather Service individuals achieved honors in MAC NCO Class 73-4 graduation ceremonies here recently.

TSgt. Philip A. Charron, an airborne weather observer with the 55th Weather Reconnaissance Squadron, McClellan AFB, Calif., was the recipient of the Commandant's Award for the class. The Commandant's Award is the second highest individual recognition accorded to a student attending the five-week leadership course. It is given to the student displaying outstanding attitude, progress, effort and leadership qualities while attending the academy. Sergeant Charron was selected for the award from among a student body of 134 noncommissioned officers.

MSgt. Alfred L. Schwigel, Detachment 10, 7th Weather Squadron, Kitzingen AAF, Germany; TSgt. James E. Cameron, Detachment 25, 5th Weather Wing, Howard AFB, C.Z.; and TSgt. Richard J. Taylor, Air Force Global Weather Central, Offutt AFB, Neb., were among 13 class members selected as distinguished graduates.

The Distinguished Graduate Award is a significant individual recognition accorded to the top 10 per cent of the students at the academy. It is given to students displaying overall outstanding performance while attending the course, and is based on personal conduct, appearance, bearing, dependability, initiative and scholastic ability.

# Logistics explained to wives

HICKAM AFB, Hawaii—They want it—we get it.

They break it—we fix it.

They lose it—we get them another one.

They bust a forecast—we immediately must explain why the equipment is defective.

These words summarized a presentation on logistics which Lt. Col. William S. Davis, chief of logistics for the 1st Weather Wing (1st WWg.), gave to wives of wing members during a recent afternoon orientation briefing. The 90-minute program included a slide presentation by Col. Morris H. Newhouse, 1st WWg. commander, followed by brief discussions by various department heads on how they help fulfill the mission. A highlight of the program was the talk by Colonel Davis. It went something like this:

Following the great deeds by the experts in operations and aerospace sciences, I have reached one conclusion. We, the 1st WWg. logistics division, make the whole thing possible.

For example—as I walked into this room this afternoon, only a step ahead of you ladies and the start of the briefing, I was greeted with this question, "What is wrong with the light on the podium? It doesn't work." Why me at this late moment I don't know.

Well, things aren't really as disoriented as that example may sound. We do proceed on a more orderly basis most of the time.

During this short discussion with you, I am going to use the words "they" and "we" quite frequently. When I use the word "they", I want you to know that I am referring to that group of experts mentioned earlier that do a job requiring some form of meteorological training and expertise. And when I use the word "we," I want you to know that I am referring to that group of people in the logistics division

that does a job requiring some training other than meteorological—namely, maintenance and supply.

I have in my hand a copy of a document used by us that is called a scheme. Really, it is a detailed plan providing valuable information to be used in developing a project. I believe this plan is an excellent tool to use in relating to you ladies what "we" in logistics division do to support the experts, "they," in their day-to-day work.

Now remember my definition of "they" and "we." It works about like this:

The planners in the Air Force decide that it is necessary to operate a certain type of aircraft from a specific location. Maybe an air force base, maybe an airstrip or just some spot—and believe me, they can pick them at times. Once this decision has been made, then "they" come into the picture.

Now "they," the experts, due primarily to their vast amount of meteorological training and experience, can immediately determine what weather information must be made available to successfully operate aircraft from this location, and "they" know which piece of equipment will do the job.

For example, one set measures the height of clouds overhead, one measures the temperature, one measures the wind velocity, one tells them if it's raining—"they" even operate one piece of

equipment that tells them when lightning strikes. Well, all this information is vital to the successful operation of aircraft.

Now, back to the plan. "They" prepare a detailed list of meteorological equipment to be installed at this location and the list becomes part of this plan. At this time "they" turn the plan over to "we" in logistics and say have at it. "We" now become responsible for the completion of this plan in every detail.

This plan, when complete, will have many vital pieces of information. In addition to the detailed list of equipment compiled by the experts, "they," other items are included, such as a date for the location to be operational, and even a detailed list of items needed to relay all this weather information to different locations on the base. It tells which engineering units will do the job and identifies the local command with which to coordinate problem areas.

Now, "we" are responsible for insuring that all these problems are overcome and that on the specified date "we" can turn over to the experts, "they," the complete, functional and operating equipment listed in the plan. "They" now have a complete operational site with the necessary tools to do the job.

"We" aren't out of the picture yet. To insure that this site continues to be complete, functional and in operating condition, (Continued on Page 8)

## Command Line

Brig. Gen. William H. Best Jr.



## Season's Greetings

This year has been a memorable one for Air Weather Service people—a year with perhaps more than its share of uncertainty and change, but also a year of significant accomplishment.

1972 has seen a major drawdown and realignment of the Air Weather Service. Much of our effort has been directed to planning and executing the reorganization, and to implementing new operational concepts imposed by the severe cutback. With all these additional tasks, the risk of diverting effort at the expense of our day-to-day service has been considerable. Yet, I think that the record—which includes many personal comments from customers at all levels of command—indicates quite clearly a year of exceptionally fine environmental support. Such a record speaks well for us. It says that we employed a minimum of *diverted* effort and a great concentration of *extra* effort.

The outlook is austere. With much of the regrouping and belt tightening already completed, our challenge in 1973 will be to sustain our performance and our progress, and to convey, at every opportunity, the image of the Air Force Weather Service as a significant and productive contributor to our nation's defense. James Forrestal, the first secretary of defense, told his people, "Not only must we *do* a good job, but we must convince *others* we are doing a good job."

As we enter upon another holiday season, I extend to you and your families warmest wishes for a joyous Christmas and a bright New Year. As always, your well-being is my sincere concern, and I urge you to exercise safety-conscious judgment in all your holiday activities.

## Buy Bonds

### The Gift of Christmas Future



The Air Weather Service OBSERVER is an official Class 4 Air Force newspaper published monthly for personnel of the worldwide Air Weather Service of the Military Airlift Command and under the supervision of the Office of Information, Headquarters, Military Airlift Command, Scott AFB, Ill., 62225. Opinions expressed herein do not necessarily represent those of the Air Force.

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

Mr. John C. Morse—Editor / Chief Tech Services—MAC/OII

## Help needed

Dear Editor,

We request that you publish the enclosed notice of a job opening in *The Observer*. Several years ago, a similar announcement enabled us to hire a retired NCO. Now we would like to hire another:

"The Department of Meteorology, Texas A&M University, College Station, Tex., has an opening for a weather station manager. The Weather Station and Meteorological Observatory support the teaching program and research as needed. The job calls for preparation of weather maps, maintenance of the weather displays, supervision of student helpers and general operation of the weather station and meteorological archives. The manager is a member of the university staff and the salary is adjusted to the applicant's qualifications. Letters of application, including references, should be sent to: Dr. Vance Moyer, Head, Department of Meteorology, Texas A&M University, College Station, Tex. 77843."

Very Truly Yours,  
Walter K. Henry,  
Associate Professor.

## General John D. Ryan's safety points

1. Insure strict compliance with established command and control procedures and directives.
2. Review training objectives for validity, including knowledge of operational procedures, emergency procedures and aircraft limitations.
3. Strengthen evaluation programs to achieve objective assessments of aircrew capability, including flight preparation, briefing and compliance with established procedures.
4. Demand direct and responsible supervision by squadron commanders, operations officers and flight commanders to insure compatibility of mission requirements with aircrew discipline.
5. Insist on quality maintenance, objective quality control and strict use of technical data.
6. Require that the hazard identification program be carefully monitored and that prompt, positive corrective action be taken.
7. Require a meaningful review and analysis of the full implication of all reports of aircraft accidents and incidents, Air Force wide, by all flying and maintenance personnel.



# Bitburg unit wins honors

BITBURG AB, Germany — There are approximately 400 weather detachments throughout Air Weather Service (AWS) giving world-wide support to Army and Air Force installations. Among the best five of these — and the best in Europe — is Detachment 1, 31st Weather Squadron here.

The detachment, commanded by Maj. Robert E. Bagwell, was recently named best in the 2nd Weather Wing — covering weather units supporting the U.S. Air Forces in Europe (USAFE), and the U.S. Army in Europe — and was nominated for the 1972 Williams Award for the best unit in AWS. Det. 1 was the 1970 Williams Award winner. They will compete against top units from four other weather wings for the 1972 award.

The 17-man unit was selected as the best weather unit in Europe on criteria covering management, forecasting, observing, maintenance and administration sections within the 30 subordinate units of 2nd Weather Wing.

In citing Det. 1, 31st Weather Squadron officials stated, "On the basis of in-depth staff assistance visits at all subordinate units during 1972, Det. 1 was judged to be the best managed unit." The squadron report cited the excellent rapport enjoyed by the base weathermen and the command and staff agencies of the wing.

The forecasting section—which

had won a MAC Pride Award for every six-month period they were eligible — was cited for continually excelling in providing outstanding weather service to 36th Tactical Fighter Wing personnel and the wing's tenant units.

The AWS Inspector General (IG) inspection of the unit this year cited the observing section as providing "an excellent weather watch . . . with remarkably few errors" from their remote observing station. During the year, the unit was reduced from 11 observers to eight; however, they successfully reorganized their operation with no degradation of their mission.

The maintenance section—also a recipient of MAC Pride Awards — was cited for care of weather equipment. This three-man unit, headed by MSgt. Glenn K. Jackson, was cited by staff assistance teams as the best in USAFE. During their IG inspection, no discrepancies were found in the entire maintenance effort.

SSgt. Allen S. McCarter, the unit's administrative man, was cited by a squadron assistance team visit as also performing in an outstanding manner. He is presently the squadron's noncommissioned officer (NCO) of the quarter and is competing at the 2nd Weather Wing level for the award. Sergeant Jackson is the squadron's current outstanding NCO for the quarter and is competing for the European honors.

The unit's honors, citations and achievements go on. In a self-help project the detachment completely remodeled their facility in the base operations, complete with wood panelling, and also remodeled their remote observing station. Three of the detachment's members — TSgt. Curtis L. Burgess, SSgt. Randall G. Sharpe, and Sgt. John C. Gardner — received Gold Pride Awards. They were the last three Gold Pride Awards (the highest in that command) ever given out. MSgt. Art Johnson, noncommissioned officer in charge of the observing section, is the reigning runner-up observer in the world-wide selections of AWS.

Major Bagwell says the secret to their success is that his people "do everything right the first time." He pointed out that they are subject to alerts and inspections from AWS officials as well as wing-wide inspections. This makes it necessary for them to be constantly at peak performance.

## Three men retire

HQ. AWS, Scott AFB, Ill. — Three Air Weather Service (AWS) headquarters members retired here recently. The three were Lieutenant Colonels Dale P. Boden, Richard D. Mischke and Carl W. Rottmann.

Colonel Boden's weather career began in 1943 and included extensive service in Germany. He received the First Oak Leaf Cluster to the Meritorious Service Medal in recognition of his service as assistant chief of staff, a position he assumed in April, 1971. Virginia Beach, Va., will be the new home of Colonel Boden and his wife, Barbara.

Colonel Mischke's 20-year career was exclusively weather oriented. He entered the service in September 1952 and retired Oct. 1. He served in the headquarters as director of intelligence and wartime planning until the plans depute was deactivated in July. He then became deputy director of forecasting services and briefings (now environmental services). He was awarded the Meritorious Service Medal upon his retirement. The San Francisco area will be the new home of Colonel Mischke, his wife, Vera, and their daughters Natasha and Laura.

Colonel Rottmann's retirement was effective Nov. 1. His varied career began during World War II and included several assignments within AWS, most recently as director of safety. Prior to departing with his wife for Orlando, Fla., Colonel Rottmann received the Meritorious Service Medal and the MAC Outstanding Individual Safety Award in ceremonies conducted by Brig. Gen. William H. Best, Jr., AWS commander.

WEATHER WARMS UP — "Fair and warmer" is the 55th Weather Reconnaissance Squadron forecast with Capt. Marie McLean aboard. The attractive information officer recently flew on a WC-135 and received a few tips on weather forecasting from Sgt. Glenn Tyler, a weather observer. (U.S. Air Force Photo)

## German weather proves unpredictable

COLEMAN BARRACKS ARMY INSTALLATION, Germany — Detachment 11, 7th Weather Squadron here provides support to Army aviation. This unit provides pilot briefings, airfield support, and routine and special warnings as part of the U.S. Army Aviation System Support Center (USAASSC).

Capt. Lawrence Bachman heads the 11-man detachment while TSgt. Richard P. Jacques is in charge of the weather observation section. Sgt. William Coker is responsible for the maintenance of the unit's collection of weather equipment.

But what makes Det. 11, 7th WSq. unusual? The same thing that makes every weather unit, regardless of size, unusual — the unique consumer that they serve and the environment that they serve in. And Det. 11 does serve in an unusual environment. The weather in the area provides a real challenge to any meteorologist. Captain Bachman states that Germany offers a unique experience in weather forecasting

because local weather is harder to predict than in the United States.

The maritime influences cause many weird things to take place, and no one knows just why. Just when a definite pattern is formulating, there may be washouts or complete turn arounds in the weather. And because of the unusual environment, the detachment provides important support

for local Army operations. Forecasts for Army operations in Germany originate from the United States Army Europe (USAEUR) Forecast Central in Heidelberg which serves all Army Airfields in the area.

Det. 11, like other weather units, is capable of transmitting and receiving weather information from anywhere in the world in 11 minutes. Local weather data is relayed to Kindsbach, Germany and then transmitted to Carswell AFB, Tex.

## CFC goal met

HQ. AWS, Scott AFB, Ill. — Headquarters, Air Weather Service (AWS) staff agencies achieved a goal rate of 169 per cent in the recent Combined Federal Campaign drive here, Maj. David F. Torchia, AWS Hq. project officer, announced.

The 11 staff agencies involved in the drive contributed \$1,742.81 more than their \$2,511.00 goal, for a total of \$4,253.81.

At Offutt AFB, Neb., Hq., 3rd Weather Wing (WWg.), a 160-man tenant unit, exceeded its assigned goal for the fifth consecutive year. This year, \$2,525 was collected, as opposed to a goal of \$1,725, for an achievement rate of 146 per cent.

Capt. Kelly Klein, 3rd WWg. project officer, attributed the campaign's success to "genuine command interest, dynamic management techniques and the public awareness and generosity of the military and civilian men and women of the wing." Captain Klein also cited the participation and support of the younger airmen of the unit as an important aspect of the campaign.



GOAL BUSTERS — Capt. Archie LeBron (left) and Capt. Kelly Klein, project officers for the 1973 Combined Federal Campaign Fund drive at Headquarters, 3rd Weather Wing, Offutt AFB, Neb., show Col. Gene St. Clair, 3rd WWg. com-

mander, how the wing staff agencies contributed to the wing's unprecedented 146 per cent overall participation rate. This was the fifth consecutive year members of the wing exceeded their goal. (U.S. Air Force Photo)

## Reskins

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not only happy with the new lifespan given our planes and their retention of original "g" and weight capabilities, but we're quite pleased with the overall tremendous savings of this program as opposed to purchasing new planes."

Like the DC-3 "Gooney Birds" (or C-47s), the WC-135 "Weather Birds" will be around for a long time.

# WAF serve in many positions

In September 1947, when the U.S. Air Force became a separate service, the question of naming 1,500 "Air WACs" arose.

A simple answer was that they be called Women in the Air

Force, or WAF. This name was adopted and became official when Congress passed the Women's Armed Services Integration Act of 1948.

Their number has increased to

11,200. Their strength is expected to reach 15,000 by the mid-1970s.

The history of the WAF actually began in World War II when members of the Women's Army Auxiliary Corps (WAAC), which later became the Women's Army Corps (WAC), were assigned for duty with the Army Air Forces.

During the war years, about 50 per cent of the "Air WACs" held administrative and clerical jobs. The others included radio operators, weather observers, medical specialists, intelligence analysts and photo laboratory technicians.

Following World War II, the majority of "Air WACs" were demobilized before the WAF organization was born.

Many WAF on duty today wear decorations for service during the Korean Conflict and for duty in Southeast Asia.

Today's career WAF work side-by-side with men in scientific, engineering, weather, biological, communications, electronics, data automation and many other fields. They hold most jobs available in the Air Force except those which require excessive physical strength.

Women officers and airmen are located worldwide. About 27 per cent of the officers and 21 per cent of the enlisted women currently serve overseas.

WAF wear their uniform with pride for the years of faithful and dedicated service to the U.S. Air Force it represents.

## Unit posts impressive safe flying performance

By 1st Lt. Mark Felt  
McCLELLAN AFB, Calif. — The 55th Weather Reconnaissance Squadron (WRS) here is approaching 100,000 hours of accident free flying.

While this is an impressive record, the 55th WRS is continuing to emphasize safety as a prime concern to all. New programs involving preventive maintenance and educational briefings have been instigated to insure that ac-

cident free flying hours have no where to go but up.

In a recent safety briefing, Maj. Gary Clairmont, 55th WRS safety officer, described two incidents, however, that could have resulted in serious accidents but didn't because of outstanding crew professionalism and airmanship.

The most recent of these involved a WC-130 performing touch and go landings at Beale AFB, Calif. During the landing roll one engine went into full reverse thrust causing the aircraft to swerve violently. Capt. James Full and crew were able to regain control and stop on the runway without injury or damage to the aircraft.

One tower observer at Beale later commented that he wouldn't have given a nickel for the crew's chances of keeping the plane on the runway.

The second incident resulted from an engine fire on takeoff on a WC-135 at Hickam AFB, Hawaii. Despite the repeated efforts of Capt. Jack Reading, aircraft commander, to extinguish the blaze, it was still flaming wildly when the aircraft was landed safely some 15 minutes later.

According to Major Clairmont, the difference between an incident and an accident is a matter of severity and this is not always under an aircrew's direct control.

"What this means is that everyone must get more involved in the prevention of accidents to create an environment where safety thrives," Major Clairmont said.

As of Nov. 1, the 55th WRS stood at 95,000 accident free flying hours.

## Officers challenge wing personnel

OFFUTT AFB, Neb. — 3rd Weather Wing "Challengers" put their money where their mouths are.

The National Safety Council (NSC) stated that approximately 3,000 of the people who were involved in traffic accidents in 1971 are alive today to tell about it thanks to the use of their seat belts, and that only one out of three car occupants routinely use their seat belts. The NSC states, "Current information on the value of lap-type safety belts for saving lives indicates that if all passenger car occupants used belts at all times, such use would save 8,000 to 10,000 lives annually."

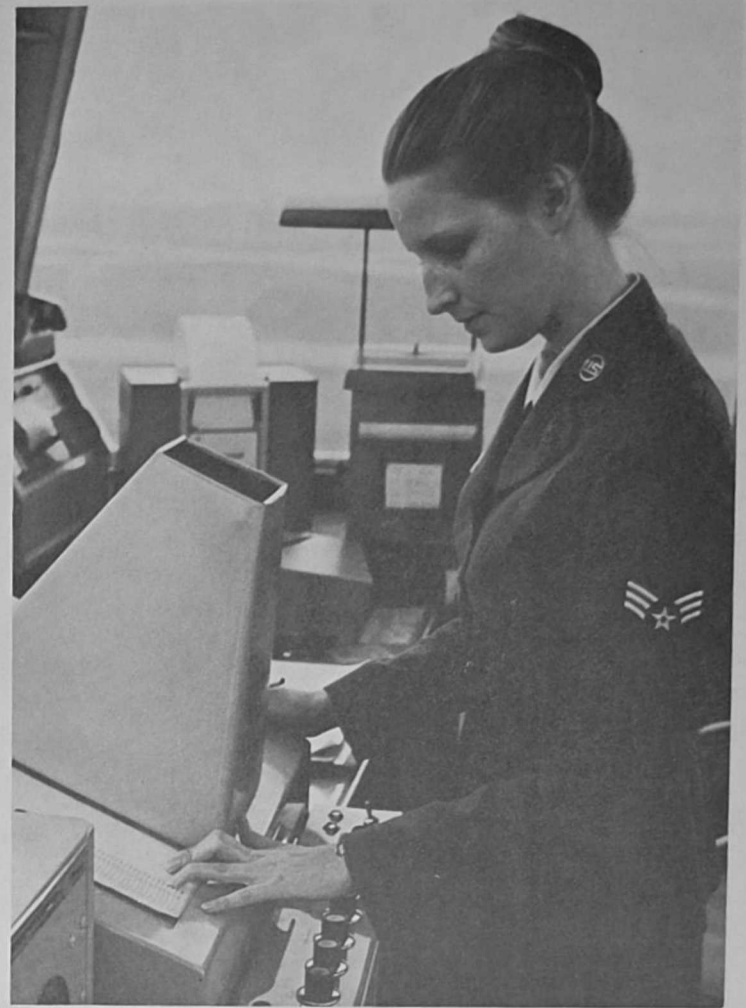
To demonstrate Headquarters, 3rd Weather Wing's unqualified support of the use of seat belts, Col. Eugene C. St. Clair, wing commander, his key staff, and safety officers (hereafter referred to as the "Challengers") have issued a challenge to the 60 wing personnel assigned here. The challenge reads, "If any member of 3rd Weather Wing stationed at Offutt AFB catches any one of the undersigned driving an automobile at any time during the day or night, and not using his seat belt, the "caught" undersigned will pay for the refreshments (not to exceed \$20.00) at a subsequent Commander's Call."

3rd Weather Wing realizes that one tenet of accident prevention is for the command and supervisors to SET THE EXAMPLE! This type of leadership by example is one of the reasons 3rd Weather Wing maintains a very enviable safety record.

Signers of the challenge included Colonel St. Clair, Colonels James H. Gillard, vice commander, Robert M. Gottuso, SAC liaison officer, and Newton R. Galligar, chief of operations; Lieutenant Colonels Louis W. Zanolli, executive officer, Joe R. O'Neal, chief of the weather support unit, and Herbert Edson, chief of aerospace sciences; Maj. Donald W. Frazee, chief of base weather; Captains Thomas K. Klein, safety officer, and J. D. DeLoach, headquarters squadron section commander; CMSgt. Howard M. Bock, senior airman advisor; and TSgt. David L. Outlaw, wing Safety NCO.



**YOU'RE KIDDING** — There are some instructions, it seems, that just weren't meant to be followed. Wandering around the McClellan AFB, Calif., flightline, a photographer stumbled onto this "point of no return" in the 55th Weather Reconnaissance Squadron area. (U.S. Air Force Photo)



**DOING HER SHARE** — Sgt. Melinda L. Swain, a fully qualified weather observer assigned to the 15th Weather Squadron, Scott AFB, Ill., notes ceiling height from readout equipment. Sergeant Swain is only one of the more than 11,000 Women in the Air Force working side-by-side with men in scientific, engineering, weather, biological and many other fields. (U.S. Air Force Photo)

## WOULD YOU BELIEVE . . .

By SSgt. Allan W. Ackerson

Air Weather Service people continued to accumulate kudos from around the world this month, including unit, base and command honors.

Two individuals, assigned to the 6th Weather Wing, came up with quarterly honors for that unit recently. TSgt. Irvin L. Skov, a weather equipment technician assigned to Detachment 10

at Eglin AFB, Fla., was selected as wing NCO of the Quarter there, while A1C Gary R. Walter, Air Force Global Weather Central, Offutt AFB, Neb., was picked as the wing's Airman of the Quarter.

Air Force and Army inter-service cooperation was highlighted at Davison Army Airfield, Ft. Belvoir, Va., recently. Seeking to demonstrate the especially close ties between AWS and Army personnel, Army Sergeant First Class (SFC) Gerald Brown, an operations technician, was reenlisted into the Army by Air Force Capt. Robert W. Rogers, commander of Detachment 2, 16th Weather Squadron. SFC Brown, a former member of the Air Force, had completed 17 years of service at the time of his reenlistment.

Detachment 15, 24th Weather Squadron, produced both the NCO and Airman of the quarter for Vance AFB, Okla., recently. TSgt. Gary L. Price and A1C Dale W. McGonigal were the men selected for the honors. Significantly, people of Detachment 15 have won NCO of the Quarter honors four of the last six quarters, and Airman of the Quarter three of the last six quarters, an outstanding achievement when one considers that only 20 men are assigned to the detachment. Makes you wonder if perhaps the competition out there isn't getting a little discouraged.

MSgt. David L. Buzard, chief observer for Detachment 17, 20th

Weather Squadron, Yokota AB, Japan, was presented an Awards Certificate and a check for \$100 recently for a suggestion which resulted in standardization of reporting variable wind direction in the forecasting and observing code. The change was incorporated into AWS Manual 105-24 also.

Coming up with a big award was Sgt. Donald E. Fix, 58th Weather Reconnaissance Squadron, Kirtland AFB, N.M., Sergeant Fix, appropriately enough, was named Maintenance Airman of the Year in AWS.

Another 58th WRS man — TSgt. George B. Cortelyou III — was presented the MAC Outstanding Individual Safety Award recently for his work in the safety field from April 1969 to August 1972. Sergeant Cortelyou was one of the few individuals chosen chiefly for his work in ground safety.

TSgt. Joseph R. Velez of the 58th WRS won't be pinched for Christmas money this year. He was awarded \$600 for a suggestion he submitted to modify the ejection seat in WB-57F aircraft. While at Kirtland, Sergeant Velez has earned more than \$1,500 through the Incentive Awards Program.

The MAC Outstanding Supply NCO for 1972 is MSgt. James M. Daniel, 1st Weather Wing, Hickam AFB, Hawaii. The award recognized Sergeant Daniel's outstanding contributions to mission accomplishment within MAC.

# Wandering Olga prompts Andersen evacuation

(Editor's Note: The following text was compiled from stories submitted by Captains Donald Chaplain and Bruce Fagaley, TSgt. Pat Paulson, Sergeants Ronald D. Walton and Pat Connolly and A1C Robert Berfanger.)

What "drinks" one million tons of water a second, wanders aimlessly across the ocean, unleashes energy equal to the explosion of 400 20-megaton hydrogen bombs in a day, and scatters flights of B-52 bombers? The answer is a typhoon.

Now, what does one do when this titanic and destructive natural force threatens to take a stroll through one's living quarters?

For openers, say the men at Andersen AFB, Guam, you evacuate the area, and that's exactly what they did when Typhoon Olga meandered past the island last month.

The entire story, however, started many days before the evacuation. It started, in fact, when Olga began brewing her

100-knot winds in the Pacific in early October. As the wind and waves mounted higher, and Olga began her trek toward the island, men and aircraft of the 54th Weather Reconnaissance Squadron at Andersen began keeping a wary eye on her.

Armed with WC-130B aircraft, electronic gadgetry and pure courage, crews of the 54th maintained a 24-hour "nose-to-nose" watch on Olga's actions. Their information provided Andersen, as well as Guam, with current weather data concerning the typhoon's location and projected path.

The data was obtained by flying in the "eye," or center, of the typhoon, and while the "eye" is usually calm, flying in and out of the center through the turbulent cloud walls surrounding it is something akin to riding a roller coaster on a ship during a rough sea.

Swan 35, call sign for a WC-130B, was only one of the aircraft that penetrated the cloud

wall many times. Maj. Gerald B. Lasco, aircraft commander, maneuvered the aircraft into penetration position on one of the flights while the co-pilot, Capt. William C. Schillinger, stood by to assist in case the strength of more than one man might be required.

As they rapidly approached the seven-mile-thick cloud wall, TSgt. Billy R. Engler, flight engineer, computed the penetration speed, coordinating his information with the navigator, Maj. Leroy E. Gliem. Major Gliem, seated at his console, eyes intent on the radarscope, carefully watched the electronic image of the typhoon on the screen.

On this day, Olga was not "acting like a typhoon," according to Captain Schillinger. He added, "She should read the textbook on how typhoons are supposed to look and act."

There was the usual sinking feeling caused by a sharp drop of altitude as they entered the cloud wall, and the aircraft, fighting its way through the unfriendly air, creaked and groaned like an old house on a stormy night. The usual tooth-rattling turbulence the crew was prepared for didn't come though. Intense gloom shrouded the aircraft.

Then, suddenly, daylight again and quiet, peaceful bliss. Below the aircraft, the sea, whipped into a churning, seething chaos of mountainous waves, appeared to be boiling.

As the pilot banked the aircraft into a tight-circling turn, Capt. Lawrence R. Latimer, reconnaissance weather officer, and SSgt. William E. Bennett, Jr., dropsonde operator, began their work computing and recording details of pressure, wind, temperature and circulation. After an hour in the "eye" they were finished with the first half of their mission and ready to start the second half. After leaving the center of the typhoon they spent the next few hours flying around the storm and gathering additional information which would enable forecasters on the ground at



**GATHERING DATA**—Once aloft, responsibility of gathering typhoon data is the job of Capt. Lawrence R. Latimer, reconnaissance weather officer. This information is accomplished with the aid of meteorological instruments aboard the revamped interior of the WC-130B aircraft. (U.S. Air Force Photo by Amn. Pete Wyskiel)



**RIGHT**—At his lonely position in the back of the WC-130B aircraft, the dropsonde operator, SSgt. William E. Bennett, Jr., waits. The next few minutes would remind him of a roller coaster ride when Swan 35 penetrated Olga's surrounding wall cloud. **ABOVE**—Loading the tons of beds and mattresses on trucks for transporting to temporary quarters for the occupants of Canvas Court was no easy task. Typhoon Olga was coming and the beds of nearly 920 airmen had to be moved. (U.S. Air Force Photos by Amn. Pete Wyskiel)



Guam to more accurately predict Olga's course and wind potential.

Before the day's work was done, another penetration and fix of the storm's position was made and more "eye" data gathered. Then they flew on to Wake Island for a good night's sleep. Other aircraft kept the watch going.

Back at Andersen, it began to look as if Olga would come uncomfortably close to, if not land squarely on top the base. Lt. Gen. Gerald W. Johnson, Eighth Air Force commander, gave the order to evacuate Oct. 26.

Col. Bernard R. Simon, on temporary duty at Andersen from Beale AFB, Calif., was the director of Arc Light operations the night the evacuation order came.

He recalled the long, hectic evening vividly. "When I arrived for my shift that afternoon, there were over 100 aircraft that had to be evacuated. When my shift ended at 6:15 the following morn-

ing, all but 35 had been launched."

The evacuation operation was hindered by the fact that normal strike missions continued to be launched to Southeast Asia throughout the night.

"Our task," Colonel Simon said, "was to launch as many aircraft as humanly possible. The way we did it was launch evacuation cells, or ferry cells as they are known, in between the normal strike missions." None of the aircraft launched, including nearly 100 B-52s, would return to Andersen until Typhoon Olga had come and gone.

Still, there were some aircraft that didn't get off the runway.

"When the winds at Andersen reached 30 knots," Colonel Simon commented, "we had to stop the evacuation. Whatever aircraft were left would be captured on the island. Normal procedure is to give the aircraft a full load of fuel and then tie them down. However, the major problem would be the flying debris."

People were not neglected, either. Twenty-four KC-135s transported 857 people and 48,020 pounds of cargo to places of safety during the evening.

Residents of Canvas Court, a tent city set up to accommodate the many people on temporary duty at Andersen, packed their bags and moved into typhoon-proof quarters elsewhere on the island. More than 800 individuals were moved from tents to typhoon shelters.

Duty sections began moving equipment off floors, picnic tables were tied down, ground equipment was placed in revetments and aircraft that couldn't be flown out were secured against the coming gales.

When the first rain and wind began to sweep the base, Andersen was ready.

Typhoon Olga edged nearer. The winds and rain increased. Then, Olga faltered, turned north and missed the base by 200 miles.

It was the fourth "false alarm" of the season, but no one at Andersen complained. After all, who needs that kind of visitor?



**SANTA'S MAILBAG** — Angela Ferrand and Kelli McLaury deliver their letters to Santa Claus with the help of Sgt. Reginald Holmes. Parents who wish their child to receive a letter from Santa should address an airmail stamped letter to the child and send it in a covering envelope to Santa's Mailbag, Detachment 5, 9th Weather Reconnaissance Wing, APO Seattle 98737. Air Weather Service "elves" will remail the letter postmarked "Santa's Official Mail, North Pole, Alaska." (U.S. Air Force Photo by A1C David E. Shaffer)

## Weathermen aid Santa

HQ. MILITARY AIRLIFT COMMAND, Scott AFB, Ill. — Most children write letters to Santa Claus this time of year, but the men of an Air Weather Service (AWS) detachment make it possible for them to receive a letter from the old gent postmarked "North Pole, Alaska."

For the 18th consecutive year, airmen of Detachment 5, 9th Weather Reconnaissance Wing (WRW), stationed at Eielson AFB, Alaska, have volunteered their spare time to continue this annual Yuletide project, called "Santa's Mailbag."

For a child to receive a letter, parents need only follow certain mailing instructions.

First, write a letter to the child and sign it "Santa Claus." It may even be a reply to a letter the child has written to Santa.

Second, place the Santa letter in an envelope addressed to the child and place the proper 11 cents air mail postage on the envelope.

Then place the envelope addressed to the child in a larger envelope addressed to: Santa's Mailbag, Detachment 5, 9th WRWg., APO Seattle 98737.

Check with the local postmaster for the correct postage from the mailing point to the APO Seattle 98737 address.

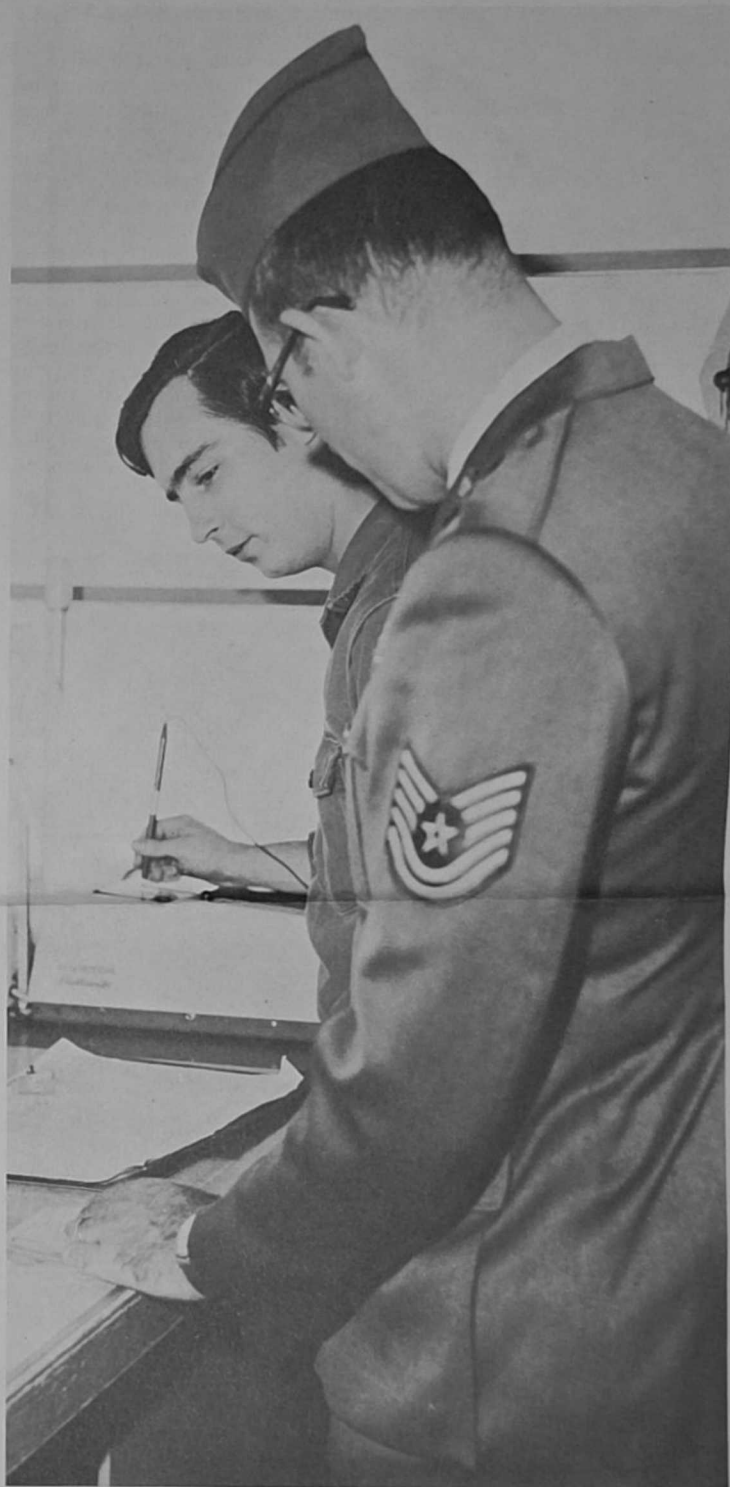
When the envelope is received in Alaska, it will be opened and Santa's letter to the child will be stamped with the official Santa's Seal, North Pole, Alaska, and delivered to the post office in North Pole, Alaska, for authentic postmark and mailing. The U.S. Postal Service then takes over and delivers the letter to the child's address.

Last year 15,927 letters were remailed through "Santa's Mail-

bag," bringing the 17-year grand total to more than 140,000 letters remailed by this AWS unit, a technical service of Military Airlift Command.

Each parent who desires for

their child to receive the letter from Santa should be certain it is enclosed in a stamped, addressed envelope and mailed as soon as possible to insure delivery before Christmas day.



**A PASSING SCENE** — Air Force Weather observations phased out at Hanscom Field, Mass., recently after 29 years of operation. The job was assumed by local Federal Aviation Agency officials. TSgt. Elmer F. Foster, front, and A1C Benjamin J. DePecol file the last Air Force reports. Both are observers for the Air Weather Service's Detachment 6, 6th Weather Wing. (U.S. Air Force Photo by Sgt. Reed Merkle)

## AWS supports Apollo 17

(Continued from Page 1)

munications and the operation of the astronauts in outer space. Using information gathered from the Space Environmental Support System, the backbone of which is a global chain of seven strategically located optical radio telescopes and sensing devices, and from the Air Force Global Weather Central at Offutt AFB, Neb., meteorologists can provide NASA with the vital advance warnings necessary to compensate for potentially disruptive solar activity.

General Best said, "Beginning two days before splashdown, our aircrews use WC-135 jet aircraft to again perform vital weather reconnaissance — this time in the primary recovery zone. On two previous manned Apollo missions, similar weather reconnaissance in the recovery area provided information that resulted in a late hour shift of the splashdown point to an area with better and safer weather conditions."

(Editor's Note: At press time Apollo 17 was on schedule in space. The following is based on the assumption of normal performance of the mission.)

Another effort in support of the mission insures the safe and successful recovery of the astronauts should an emergency occur. Crews of the ARRS, commanded by Brig. Gen. Frank K. Everest, Jr., were on alert at various loca-

tions around the world to provide emergency assistance if needed.

"Our first area of responsibility," commented General Everest, "was the immediate area around the launch site. Two HH-53 Super Jolly Green Giant helicopters were on airborne alert in a race track pattern north of the launch pad during the launch. These crews were responsible for the safety of the astronauts had the space craft come down within the first 90 seconds after launch.

"The helicopters carried a normal flight crew plus three pararescuemen (PJs) and a flight surgeon. If the astronauts had landed in the water, the PJs were capable of jumping into the water, placing a flotation collar around the module, and assisting the astronauts into the helicopter."

General Everest went on to say that one of the helicopters carried a fire suppression kit (FSK) suspended underneath the helicopter. If the command module came down on land, the FSK could combat the hypergolic fires (those caused by the burning of the rocket propellant). Hypergolic fires cannot be extinguished until all the fuels have burned, therefore the FSK's 83 gallons of water would have been used to lower the temperature of the fire so that firemen could work in

the area.

The PJs also wear Nomex suits instead of the customary wet suits. These suits are capable of withstanding flash fires of up to 2,000 degrees.

"Had the mission been aborted in the early stages of the launch," General Everest went on, "ARRS HC-130 fixed-wing search and rescue aircraft were positioned at various stations along the Apollo flight path across the Atlantic Ocean. They, too, were carrying PJs who could parachute into the water and assist the astronauts."

"In the primary landing zone, the Navy is responsible for the recovery of the astronauts. However, an ARRS HC-130 carrying automatic direction-finding equipment assists in locating the command module as it returns to earth."

Had the Apollo 17 mission been aborted in deep space, the planned landing area would have shifted to one of the contingency landing zones. ARRS units, which are on normal search and rescue alert, were stationed at strategic bases around the world to provide an immediate rescue response should an emergency arise.

A first in the history of MAC's support was the airlifting of the Skylab Mobile Laboratory via the world's largest aircraft, the C-5 Galaxy. A MAC aircrew

## Fernands garners honors

CHANUTE AFB, Ill. — SSgt. Francis A. Fernands, a weather equipment technician instructor at the School of Applied Aerospace Sciences here, has been

named Instructor of the Month at Chanute Technical Training Center.

Sergeant Fernands entered the Air Force in August 1967 after serving six years with the U.S. Navy. After graduating from the weather repairman course here, he was assigned to Hunter Army Air Field, Ga., and returned here in 1969 to attend the weather equipment technician course. An honor graduate, he volunteered for instructor training and now teaches that course.

picked up the Mobile Laboratory and transported it from Ellington AFB, near Houston, to North Island Naval Air Station, Calif. From there, the laboratory was loaded onto the aircraft carrier, U.S.S. Ticonderoga, the prime recovery ship.

# Groundpounder discovers "the mission"

By Capt. Bob Carruthers

YOKOTA AB, Japan — I suppose that everyone who sits at a desk in the Air Force sometimes wonders about "the mission."

Many of us are removed from flying, but when all is said and done, it is the reason each of us wears a blue suit. I, like many others, sometimes forget.

An opportunity to meet some of the dedicated persons who are daily concerned with "the mission" presented itself recently and I wish now that each of you could have gone along. The single-mindedness of everyone concerned and the feeling that they were doing the real thing will make my job a little easier for a while, knowing that I, like hundreds of others, am indirectly supporting them.

The place of this discovery was one of the smallest units we have at Yokota — Detachment 3 of the 9th Weather Reconnaissance Wing.

The 9th is part of the Air Weather Service, which is a very real part of "the mission."

More than that, they are job-oriented people who can renew a ground-pounder's faith that the Air Force is performing a vital mission that needs to be done.

Our mission was typical of the

missions they fly day in and day out. Early in the morning, before most had turned over in bed, the crew chief, SSgt. Fred Young, was out fueling the long-winged bird and getting it ready for that morning.

Meanwhile, in the operations building, Capt. Ray George, a flight examiner and my instructor for this flight, called the various places that needed to be called and informed them of his flight plan. There was also a pile of forms to be filled out as part of the flying job.

Next, we crossed the hall to the life support shop where, under the expert hands of TSgt. John Davidson, we were outfitted with what I thought was a tremendous amount of harnesses, life preservers, masks and regulators. I began to have a real appreciation for the crews and Sergeant Davidson in preparing for the high altitude flights, which require an even more complicated raiment.

Sergeant Young met us at the aircraft. He huddled with Captain George and began the lengthy checklist of things to look at before starting the engines. Meanwhile, I was scrambling into the cockpit so Sergeant Davidson could explain the huge number

of straps and buttons that must be pulled before things can happen.

With that finished, it was down on the ground again to watch Captain George and Sergeant Young complete the checklist. When the checklist was completed, it was up into the aircraft again, strapping in, hooking up, and then more checklists to go over.

Finally, it's finished; the canopy closed and we were headed down the taxiway in the sweltering heat of take-off. At the end of the runway there was still another checklist of things to look for. I had just begun to think that the procedure was some form of Indian "sweat tent" when Captain George's voice broke the silence.

"Tower, this is Robin 33 . . . ready to roll in one."

In less than a moment we were speeding down the strip. No matter how long I've been in the Air Force or how many times I've done it, there is always a thrill to that burst of speed at takeoff. It is even more pronounced in smaller aircraft.

"We'll take it at a gradual 25 per cent climb," I heard Captain George say, "I don't want to make it too abrupt."

I was glad to hear him say that as I had used the WB-57s for aircraft shows for many years and had seen scores of television cameras record their steep ascent. They can shoot up like an elevator at take-off when called upon to do so, and I was very glad that they weren't called upon to do so today.

A short while later, after nervously fingering the little plastic bag Sergeant Davidson had supplied me with and losing a roll of film under the seat, I looked out the window at Mt. Fuji and began clicking off shots.

The next several hours were spent listening to Captain George's explanation of what we were doing and what the various dials were that stared me in the face. The flight was strictly a local affair with no really tough stuff involved. It was a training flight and we would conclude it with some approaches to hone Captain George's efficiency.

Although this was the heart of "the mission" it is perhaps the part which I remember least. I've had many pilots and navigators tell me that they are so busy doing the job that a sort of blank look comes over their faces when asked about a particular flight. They'll remember outstanding points of the flights, but the other aspects are sometimes not too clear. Now I understand that feeling.

My outstanding impressions were of incredible beauty and extreme uncomfortableness. I used

to get squeamish on the chairs in school, but they were recliner lounges compared to the solid, confining seat the crew endures during their mission.

I found out later from Sergeant Davidson that the pressure suits worn on their normal missions are even more uncomfortable because of greater weight and more restricted movement. I was very happy I was wearing "simple" gear.

Just as the squirming was

reaching the limits, Captain George began "shooting" different approaches. On each one he explained the techniques and different gauges to watch.

Robin 33 was over. We landed uneventfully and I scrambled down as a flight examiner got aboard with Captain George.

One groundpounder had come away with a definite appreciation for the flying effort, and committed to work even harder in telling their story.



**STRAPPING IN** — Capt. Ray George show Capt. Bob Carruthers a few of the essential things he needs to know about strapping himself in. It was a routine training flight for him while for Captain Carruthers it was being introduced to "the mission."



**CHECKLIST** — Capt. Ray George (right) and SSgt. Fred Young go over one of the numerous checklists on the aircraft before even thinking about getting aboard. Their professionalism is one of the reasons their unit has one of the best safety records in the Air Force.



**PREPARING** — Expert life support systems specialist TSgt. John Davidson shows Capt. Bob Carruthers where the emergency oxygen comes from as he gets prepared for "the mission."

U.S. Air Force

Photos by

Capt. Phil Simon

# Unit performs unusual task

RANKIN AAF, Camp Zama, Japan—Operating Location B (OL-B), Detachment 17, 20th Weather Squadron, sometimes provides a highly unusual form of weather support here.

The unit supports an Army aviation detachment. Providing observer support are TSgt. Her-

bert W. Boggs and TSgt. John W. Beveridge.

And while aviation support is the routine mission, during the summer months OL-B provides special information to the Preventative Medicine Section of the U.S. Army Hospital, Japan.

This information is the wet

bulb globe temperature (WBGT) index which is provided hourly or more frequently when requested.

The readings are used in determining a comfort factor and form the basis for scheduling outdoor training or strenuous physical activity at Camp Zama.

The degree of acclimation to heat and humidity must be taken into consideration on an individual basis. A person accustomed to the heat and humidity in Southeast Asia would be better suited to physical activity under a high index than a person who had come from a cold or dry climate.

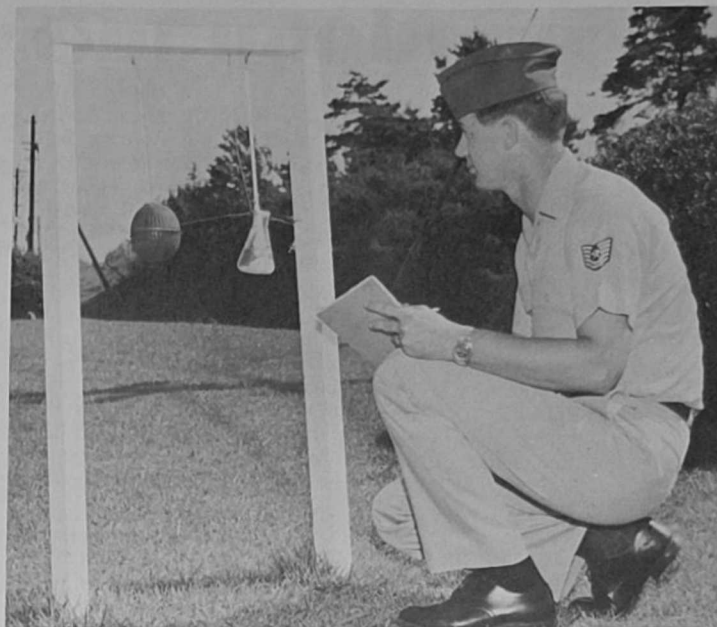
Procedures for obtaining the WBGT index are found in AFP-160-1. Basically, the index is the sum of the following:

7/10 of the temperature of a wet bulb exposed to the sun.

2/10 of the temperature of a dry bulb enclosed in a black globe exposed to the sun.

1/10 of a normal dry bulb temperature.

Readings which total 85 degrees Fahrenheit or more are considered critical. Personnel of OL-B have received letters of appreciation from the U.S. Army Hospital for their support efforts.



READING—TSgt. Herbert W. Boggs, OL-B, Detachment 17, 20th Weather Squadron, obtains climatic readings for the U.S. Army Hospital, Japan. (U.S. Air Force Photo)

## Colonel recognizes wives in monthly ceremony

McCLELLAN AFB, Calif.—Webster's Dictionary defines recognition as "acknowledgement and approval."

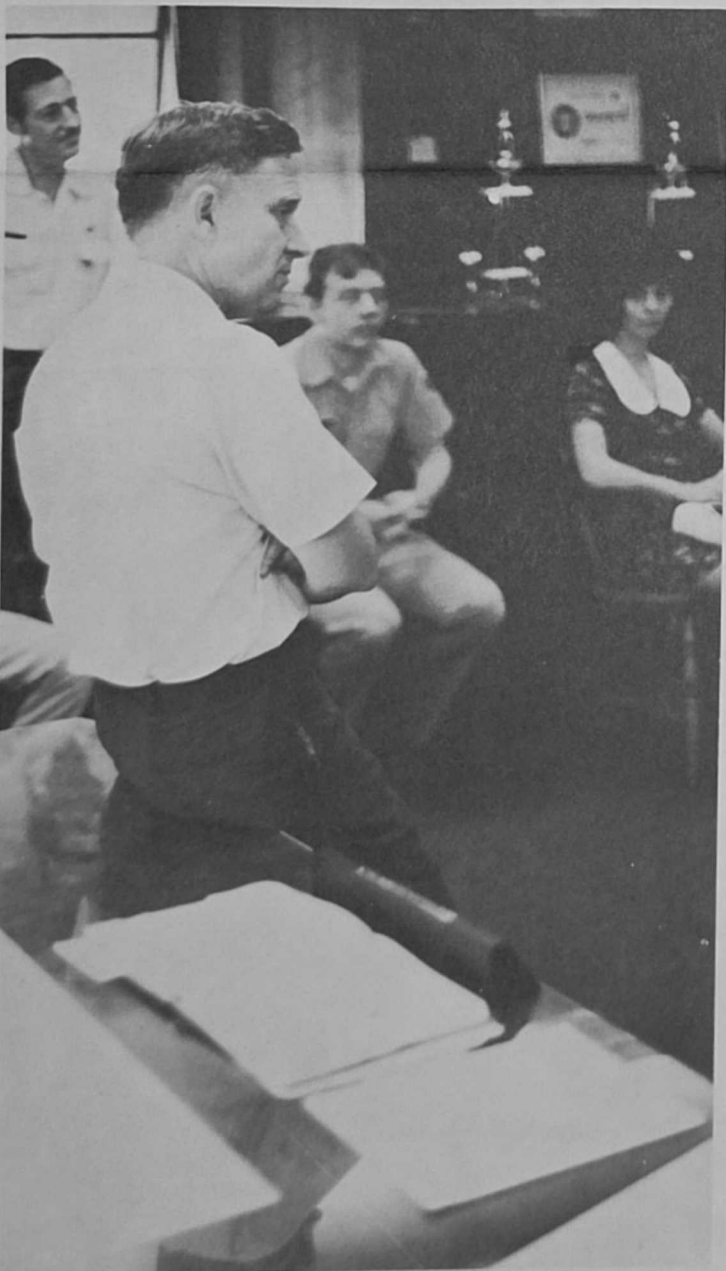
This has been the goal of Col. Wilson V. Palmore, commander, 55th Weather Reconnaissance Squadron here. During a monthly informal ceremony, Colonel Palmore expresses his gratitude to the outstanding men of his unit.

The ceremony is part of a continuing program to increase communication throughout the chain of command. "We must understand the problems and needs of

our people in order to improve the efficiency of our organization," Colonel Palmore commented.

Wives are also invited to attend the affair and are honored along with their husbands.

"We often forget that the amount of support a man receives from his wife is often directly proportional to the number and degree of his accomplishments," the colonel said. "The wife should rightfully share the honors received by her husband."



LISTENING—Col. Wilson V. Palmore, 55th Weather Reconnaissance Squadron commander, listens to squadron personnel and their wives during one of his monthly informal recognition ceremonies. (U.S. Air Force Photo)

## Forecasters take award

AVIANO AB, Italy—The forecast section of Detachment 7, 31st Weather Squadron, was recently presented the 2nd Weather Wing (WWg.) Certificate of Achievement by Col. John Piotrowski, 40th Tactical Group commander, here. Maj. Thomas H. Howshar, Jr., detachment commander, accepted the award.

The award is presented to forecast sections which maintain outstanding terminal forecasting over a six-month period.

Col. James Burkhart, 2nd WWg. commander, conveyed his congratulations to the men of the forecast section and added, "This performance indicates the great

effort of the people at Aviano to insure the most accurate forecasts possible." It was the second consecutive time the award went to Det. 7.

Capt. Joseph Silva, chief forecaster, attributed the feat to "a wealth of experience."

"We have used this experience," he said, "to overcome the complex and ever-changing nature of weather to arrive at accurate forecasts."

Members of the forecast section include Master Sergeants William Jennings, Charles Ronan, Egbert McFatridge and Raymond Kowrach, and TSgt. Bob Zacharias.

## Officer flips coin for career

By Capt. Mike Murrell

McCLELLAN AFB, Calif.—Several years ago, Tom Bushman flipped a coin to decide whether he'd seriously study weather or photography—weather won.

At that time, the young Air Force sergeant was refueling airplanes at Webb AFB, Tex. Today, 1st Lt. Bushman is an aerial weather reconnaissance officer with the 55th Weather Reconnaissance Squadron here.

Despite this rapid advancement with a little help from the Airman Education and Commissioning Program whereby the Air Force pays for the college education of select airmen, a couple of things have not changed for this Levittown, N.Y., native.

First is his love of photography. "I'm a decent photographer," the bespeckled and moustached weatherman humbly reports.

Second is his love of guitar. At the age of 15, Lieutenant Bushman was playing in a band. And as early as senior year in high school he started giving guitar lessons. He still instructs in

his free time.

"I've played a little bit of everything including classical and jazz," he says, "and I've played just about every type of guitar."

Before entering the Air Force, Lieutenant Bushman taught music at Guitars Unlimited, Levittown, N.Y.

With a degree in meteorology from Texas A & M and bars on his shoulders from Officers Training School, Lieutenant Bushman reported to his first assignment with the Aerospace Environmental Support Center at Cheyenne Mountain, Colo. Here he added to his guitar and photography hobbies by nurturing an interest in mountain climbing.

Lieutenant Bushman spent a year and a half at Cheyenne Mountain; served a year as the commander of the weather shop at a radar station at Havre, Mont.; and was an honor graduate of Satellite Weather School before recently reporting to the 55th.

Sacramento is not what Lieutenant Bushman expected. "It's

benefits others. Sergeant Shoemaker spends many of his off-duty hours as an advanced swimming instructor.

The 28-year-old sergeant began swimming five years ago while stationed at Hickam AFB, Hawaii. Since then he has completed the Red Cross Senior Life-saving and Advanced Swimming Courses. At his present assignment, he found himself back in the water again, serving as a water safety chairman for Andersen. In this capacity, he directs all swimming and water safety courses at the base.

During the past summer, sergeant Shoemaker directed the efforts of 25 people who contributed more than 2,000 volunteer hours in teaching 400 persons to swim.

Sergeant Shoemaker said the program was beneficial for the people who worked as volunteer instructors as well as for the students.

better," he says, "because I expected more of a city and it's actually more suburban—that's cool."

Undecided as to whether the military will be a career, Lieutenant Bushman says he has been "very happy with the Air Force so far."

## Logistics

(Continued from Page 2)

"we" provide on-site maintenance and obtain necessary supplies on a daily basis. As you can readily see, "we" cater to the needs of the experts, "they." "We" fully support them and make it possible for them to accomplish the great deeds that "they" get credit for doing.

(Editor's note—in conclusion, we would like to add the following:

HE said it—THEY sent it  
THEY sent it—WE read it  
WE read it—WE liked it  
WE liked it—WE printed it  
WE print it—YOU read it)