

I articles

6-2 FO 2014

IG function shifts to Hq. MAC

Consolidation of support functions is a major part of the Air Force efforts to reduce forces without adversely affecting or significantly reducing mission accomplishment. Wherever possible, headquarters functions are to be oriented toward operational matters and supporting functions are to be eliminated, reduced or consolidated.

In consonance with this policy, Military Airlift Command elected to transfer the AWS and Aerospace Rescue and Recovery Service inspection functions to Hq. MAC, a move which became effective July

1. The 21st and 22nd Air Force inspection programs became a part of MAC IG last year. From now on, all inspections within MAC will be conducted under the aegis of MAC IG and ultimate processing and close-out will be at that level.

The 26 manpower authorizations in AWS IG have been transferred to MAC; however, only 20 spaces were assigned to the new AWS Inspection Division. This reduction in people will reduce to 75 per cent the sampling of units below squadron level; squadrons and wing continue to be inspected

every cycle.

Col. Robert M. Chamberlain, formerly AWS inspector general, is now chief of the Inspection Services Division with responsibility for inspection of all the AWS, ARRS and Aerospace Audio-Visual Service functions within MAC.

At this time, Colonel Chamberlain does not anticipate many changes of significance to inspected units, although some directive that deal with inspection, security and security police are being rewritten to fit the new alignment and responsibility distribution. Inspection reports will now be processed through the appropriate Hq. AWS staff agencies to MAC IGIC and follow-up status will be supplied to the appropriate Hq. AWS staff agencies.

The AWS self-inspection system will remain in effect since it is considered one of the best management tools in AWS.

Keesler trains satellite photo interpreters

By Sgt. Glenn T. Few
KEESLER AFB, Miss.—Recent declassification of data received through the Air Force's Data Acquisition and Processing Program (DAPP) has led to widespread publicity of the system's unmatched satellite imagery. Recent issues of the Observer have included examples of the high resolution data.

The acquisition and interpretation of such data is the province of more than a dozen receiving stations scattered over the world from sites in Guam and Hawaii to Air Force Global Weather Central at Offutt AFB, Neb.

Those manning such stations have, unbeknownst to most, been learning the special aspects of their trade at Keesler. Ground equipment in a complex here is used to train technicians in the operation and maintenance of the hardware used

in Air Force weather operations.

Forecasters learn to analyze and interpret satellite weather data using this same equipment. Officer Special Training, a detachment from the Department of Weather Training at Chanute AFB, Ill., has the responsibility for teaching officer, enlisted and civilian forecasters to use satellite information to develop meteorological conclusions bearing upon Air Force operations. At Keesler physically for the last three years, the detachment was transferred on paper from Chanute in April.

Capt. Shirley E. Boselly is senior instructor for the training detachment. The course that he supervises is two and a half weeks long with an additional two and a half weeks for future weather site commanders.

Although the Keesler training
Continued on page 3

College credit cleared for weather courses

The way has now been cleared for people who have received weather training at Chanute AFB, Ill., to get college credit for their courses.

The North Central Association of Colleges and Secondary Schools (NCA) announced its decision to accredit the U.S. Air Force School of Applied Aerospace Sciences at Chanute for a period of five years on the recommendation of its Commission of Institutions of Higher Education. The announcement came at the conclusion of the association's annual meeting in Chicago.

Accreditation of the Chanute school by the NCA culminates a year-long project initiated by the Community College of the Air Force (CCAF) and school officials

seeking appropriate recognition for Air Force technical training.

In December 1972, the Southern Association of Colleges and Schools accredited the Air Force Schools of Applied Aerospace Sciences at Keesler AFB, Miss., and Lackland AFB, Tex.

The decision to accredit the schools within the NCA's jurisdiction came just four days before the CCAF observed its first full year of operation. With this action by the NCA every school affiliated with the CCAF has been recognized by the appropriate regional accrediting association.

This accreditation certifies that the schools have met comprehensive standards for quality and also helps schools set goals for self-improvement.



SEE HERE—1st Lt. Randy McClure explains a WC-135 aircraft control panel to Joyce McKenney, wife of 1st Lt. Bob McKenney, during a recent Ladies Day hosted by the 55th Weather Reconnaissance Squadron, McClellan AFB, Calif. (U.S. Air Force Photo)

Solar surveillance systems seen soon

HANSCOM FIELD, Mass.—Coming soon—a surveillance net for solar activity. The Air Force needs a tracking/warning system to predict space events disruptive to its satellite, radar and communications operations.

That mission would be filled by the Solar Observing Optical Network (SOON) presently being acquired by the Air Force Electronic Systems Division (ESD) of the Air Force Systems Command in concert with other Air Force agencies and the U.S. Navy.

With SOON, Air Weather Service space watchers hope to more accurately pinpoint the location and magnitude of solar disturbances, the effects of which can severely impact ionospheric and atmospheric conditions as well as radiation levels in the near-earth environment. Often these events adversely affect surveillance and warning systems as well as certain radio communications, satellite tracking and orbital predictions.

An engineering-science team working on an overall baseline system is focusing its efforts on a pre-production optical telescope. Ultimately, five such telescopes augmented by a computerized data processing and communications package will form the world-wide system.

Donald E. Turner of ESD's deputy for surveillance and control systems is directing the SOON project. Mr. Turner says, "Design and construction is being done at the Air Force Cambridge Research Laboratories, which is also responsible for the telescope's test and evaluation."

Observatory testing of the telescope will be carried on for six months. This will be followed by on-

site testing for five months at the first proposed location, Palehua, Hawaii, by sometime in late 1974. A staggered schedule of installations has tentatively been set for telescope sites at Ramey AFB, P.R.; Athens; Carnarvon, Australia; Boulder, Colo.; and a yet-to-be-determined Far East location. Subsequent to preproduction evaluation, the Air Force will con-

continued on Pg. 4



EAST IS EAST AND WEST IS WEST—SSgt. Richard Walker, Det. 75, 5th Weather Wing, Langley AFB, Va., instructs Civil Air Patrol cadets in the proper use and care of a lensatic compass. The cadets were on a field training exercise during which they had to negotiate a compass course designed by Det. 75 people to simulate a search for an aircraft crash site. (U.S. Air Force Photo)

Command Line

Brig. Gen. William H. Best Jr.



To all in Air Weather Service

As I look back over 31 years with Air Weather Service, the past seems far less exciting than the challenges many of you will be facing in the future. I envy you.

The Air Weather Service, as a unique technical component of the Air Force, will be required to prove its worth as it has heretofore. You should anticipate continued changes in the Air Weather Service and in the Air Force during the years ahead. But I am confident that AWS' importance to national defense and its recognition as a national resource will assure its continuation.

AWS must, however, continue to examine itself, always looking for new and better ways of doing things, eliminating unnecessary or redundant tasks. Don't be hesitant about proposing new concepts and procedures. Your ideas will lead to the many changes which must come. Without a doubt, the Air Force will continue to lose manpower resources. Devising revolutionary methods of getting the job done—of improving our performance and productivity wherever possible—is the challenge. New aircraft, new satellites, new computers, new radars, and new people are of little value without new ideas.

The Air Weather Service continues to be unique in more than a mission sense. As an organization of professionals, AWS has maintained a close family relationship. That relationship is a big asset when times get tough, and it must be preserved and strengthened. And always remember the importance of our dependent wives and husbands; they play a vital role in the AWS family.

In this regard, I would be remiss if I failed to remind you of a very real threat to the AWS family, the AWS mission, the Air Force, and our country. It is the threat of disharmony among us exacerbated by discrimination, unfair treatment, and misunderstanding. With full appreciation of the complexity of this problem, I urge you to make a sincere and continuing effort to communicate, feel for and understand one another. As Pogo once observed, "We have met the enemy, and he is us!" This need not be so, and it's up to you to live and work as a family, as a team.

Let me conclude by stating 3 facts:

1. The Air Weather Service is providing mission-essential support to the Air Force and Army, and they will continue to demand our meteorological/environmental service in the days ahead.

2. The Air Weather Service is—first, last and always—*people*. You can string computers, charts, airplanes and equipment from here to Timbuktu, but without smart, enthusiastic people interested in the customer's needs and dedicated to satisfying them, you have nothing. Our blessing is that we have thousands of talented, can-do people in the Air Weather Service family.

3. The future will be increasingly difficult as austerity and resource limitations become more severe. The times call for increasing economy and efficiency, innovating new ways of doing more with less, refusing discouragement, pressing on with the job in spite of frustrations.

May the sun and wind favor you, and I hope our paths cross in coming years.

Sincerely

WILLIAM H. BEST, JR., Brigadier General, USAF
Commander

Gen. Carlton urges self-help

COMAC LAUDS SELF-HELP EFFORTS

There is no Air Force specialty code for a handyman, yet the Air Weather Service abounds with them. Thanks to the people with this "unlisted specialty," self-help projects are a popular way of countering work order turndowns imposed by budget and manpower limitations.

During recent visits to MAC units throughout the world, Gen. Paul K. Carlton, commander of MAC (COMAC), has made his views on self-help very clear—he is all for it and wants to see more of it.

The men of Det. 18, 20th Weather Squadron, at Youngsan Reservation, Korea, earned General Carlton's praise when he toured their facility this year. Self-help was applied extensively in the remodeling of the unit's living and work areas, with impressive results. The compliments came amid recent criticism by the COMAC that many living quarters throughout MAC are unacceptable. General Carlton believes that self-help can alleviate much of the problem if guys will take the initiative to get the projects going.

Although the do-it-yourself approach may seem less desirable than a "professional" job, there simply isn't always enough money for the latter, and Air Force people are beginning to accept that fact. Self-help, often the only alternative, does have unique benefits—the boost in unit pride and morale which results from a self-help achievement.

AWS people have traditionally been innovative do-it-yourselfers, and there are few who cannot recall being involved in one self-

help project or another. Today, as the budget is tightened, self-help is on the upswing.

How is it going at your unit?

Send us photos and descriptions of projects you are especially proud of, and we will make every effort to mention them in the Observer.



Outside view of building



Day Room

Hq. AWS hosts Wives' Open House

The 3rd Annual AWS Wives' Open House was held at AWS Headquarters here May 8. More than 60 women attended.

The event began with a coffee, after which Brig. Gen. William H. Best Jr., AWS commander, spoke to the women about changes which have occurred in AWS during the past year. He focused on the current "age of austerity" and how it has affected AWS and the husbands of the women attending.

Following General Best's comments, the "AWS Story" briefing was presented by Capt. David Pina. The briefing included slides of military weather satellite pictures just declassified this year.

At the conclusion of the briefing, each wife toured her husband's office for a first-hand look at his job and how it contributed to the overall mission of the 8,000-man, global environmental service.

The Weather Wives' Open House has become an annual event aimed at keeping AWS wives up-to-date on the AWS "family" to which they and their husbands belong.



TALKING SHOP--Brig. Gen. William H. Best Jr., AWS commander, "talks shop" with Mrs. Thomas L. Dorencamper, left, and Mrs. Sam Parish, whose husbands are senior NCOs assigned to AWS Headquarters. (U.S. Air Force Photo)

AIR WEATHER SERVICE

OBSERVER

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

SSgt. Allan W. Ackerson—Editor



WIVES OFFER PAINTING--Joanne Newhouse, (holding picture), wife of Col. Morris H. Newhouse, 1st Weather Wing commander, presents a painting to Hickam AFB (Hawaii) Youth Center Director Marilyn Hopfinger, right, as the artist, Patty O'Reilly watches. 1st WWg. wives purchased the painting for the new youth center. (U.S. Air Force Photo)

AWS colonels move to new positions

Hq. MAC personnel officials have announced the following senior officer assignments within Air Weather Service:

Col. Leonard E. Zapinski to commander, 5th Weather Wing, Langley AFB, Va.

Col. James M. Burkhart to Hq. AWS, as deputy chief of staff for operations.

Col. Joseph M. Tyndall to commander, 2nd WWg., Lindsey AS, Germany.

Col. Robert S. Wood to vice commander, 2nd WWg., Lindsey AS.

Col. Robert W. Fanning to 2nd WWg., director of aerospace sciences, Lindsey AS.

Col. Arthur Bidner to commander, 10th Weather Squadron, Udorn RTAFB, Thailand.

Col. Robert W. Sanderson to wing chief of aerospace sciences,

1st WWg., Hickam AFB, Hawaii.

Col. Eugene C. St. Clair to commander, 24th WSq., Randolph AFB, Tex.

Col. James H. Gillard to commander, 3rd WWg., Offutt AFB, Neb.

Col. Barry W. Rowe to vice commander, 3rd WWg., Offutt AFB.

Col. John D. Sharp to 3rd WWg., chief of aerospace sciences, Offutt AFB.

Col. William E. Cummins II, to vice commander, 5th WWg. Langley AFB.

Col. Loran L. Lorenzen to wing chief of operations, 5th WWg., Langley AFB.

Col. Robert J. Powers to wing chief of aerospace sciences, 5th WWg., Langley AFB.

Col. Norman J. Clark to 6th WSq., Tinker AFB, Okla. Colonel Clark will become commander upon the retirement of Col. H.D. Turner.

Col. Joe R. O'Neal to Air Force Global Weather Central, Offutt AFB.

Col. Thomas D. Madigan to chief of aerospace sciences, AFGWC, Offutt AFB.

Col. Charles K. Lansdale to commander, 1st Aerospace Cartographic and Geodetic Squadron, Forbes AFB, Kans.

Most of the assignments are effective in July with some occurring in later months.

Dummy teaches people how to save lives

ANDERSEN AFB, Guam--Pay attention dummy! This could save a life someday.

No, it wasn't a visit by Don Rickles but lessons in life saving with "Rescu-Andy," a special dummy designed to teach closed heart massage and the mouth-to-mouth method of reviving a person.

All the workers of Det. 2, 1st Weather Wing, here are now fully qualified to administer mouth-to-mouth resuscitation and heart massage because of training in the procedure with "Rescu-Andy." The dummy responds exactly like a human being when treated with the two life-saving methods.

Due to several pieces of weather equipment having high voltage current, the possibility of a maintenance man being electrocuted always exists. In such a situation, many times the only person to help would be the observer or forecaster on duty.

Realizing this, Lt. Col. Charles E. Hill, Det. 2 commander, and Safety Officer Capt. Ron Bluff asked the Andersen AFB Clinic to arrange the loan of "Rescu-Andy" from the Naval Hospital for training purposes.

TSgt. Stuart E. Lange, chief of maintenance and a certified first aid instructor, taught the correct resuscitation and heart massage methods to all 34 persons in the detachment, including the secretary, Mrs. Debbie McVicker.

This training makes Det. 2 the only weather detachment in the Air Force to have all its personnel for-

which did not carry voting privileges.

Four AWS members have been appointed to committees of the AMS. Robert Miller, of Air Force Global Weather Central, Offutt AFB, Neb., was appointed to the committee on severe local storms; Lt. Col. Donald Miller, 6th Weather Wing, Andrews AFB, Md., was ap-

pointed to the committee on atmospheric problems of aerospace vehicles; Lt. Col. Kenneth Hadeen, Hq., AWS, was made a member of the committee on forecasting; and Lt. Col. Thomas Studer, Hq. AWS, now has a seat on the committee on aeronautical meteorological problems. The new appointees join a number of AWS people already serving as AMS committeemen.



WINS FIRST AWARD--SSgt. Ken Somerville, 55th Weather Reconnaissance Squadron, McClellan AFB, Calif., looks over the "On-the-job Training Certificate" awarded to him at the completion of his upgrade training in minimum time. A ground equipment repairman, Sergeant Somerville was the first to receive the new award. (U.S. Air Force Photo)

Det. 15, 20th WSq., wins ROKPUC

OSAN AB, Korea--People assigned to Det. 15, 20th Weather Squadron, here Aug. 19-20, 1972, are authorized to wear the Republic of Korea Presidential Unit Citation. The award was presented to the 314th Air Division and its support units for exceptionally meritorious service in support of flood rescue operations.

People assigned to Osan AB during the cited period aided in saving 763 Korean civilians from flood wazejs. Many volunteers spent long hours of hard work feeding and comforting the refugees.

Brig. Gen. T.R. McNeil, 314th AD commander, accepted the award on behalf of the units attached to the division.

Keesler trains interpreters

Continued from page 1
for these forecasters is short in duration, the content of the instruction is far from being an established routine, according to Captain Boselly. Many of the techniques involved in interpretation and analysis of the data have had to be developed in the classroom by instructors and students.

The interpretation training involves learning how to use the data to forecast large-scale (synoptic) features such as fronts, tropical cyclones and mid-latitude storms. On a smaller scale, local weather patterns such as severe weather and turbulence can be followed and predicted.

Everyone involved with the

Keesler weather training, instructors included, is still learning. Meteorology is a science in which it is especially true that every new technological advance expands the body of knowledge in the field.

The detachment is in the process of a complete change of forecaster instructors. Captain Boselly and Capt. Walt Burgman, organizers of the course in 1969 and early 1970, will leave soon; and Capt. Denny Waltman, the third original member of the three-man forecaster staff, departed recently.

Taking charge of the training unit in August will be Capt. Jerry O. McDuffie with Captains Ronald C. Kaehlert and David C. Danielson completing the new staff.

mally trained in these two life saving exercises.

In addition to this special training, three of the five maintenance men have standard first aid

certification, one has advanced certification and Sergeant Lange is instructor-certified, making it the best first aid-trained maintenance operation in the Air Force.



I'LL HUFF AND I'LL PUFF--Mrs. Debbie McVicker, Det. 2 secretary, learns the fundamentals of mouth-to-mouth resuscitation on Rescu-Andy. TSgt. Stuart Lange stands by to correct or congratulate her. (U.S. Air Force Photo)

A commander looks at pressure--the enemy of safety

By Col. Leo B. Rice
Commander, 54th WRSq.

Safety inspections of all types have been conducted over the years. These inspections can be a valuable tool to safeguard Air Force equipment and the lives of Air Force men, our most valuable resource.

All too often, however, commanders, staff members and unit personnel are reluctant to admit that unsafe conditions exist in their area of responsibility. A problem thus ignored or unreported cannot be solved and hazards lay like sleeping dogs ready to bite us.

The 54th Weather Reconnaissance Squadron is in a position this fiscal year to complete 100,000 hours of accident-free operation. I recognize that luck as well as skill can very well create a record such as the 54th has sustained for the last 10 years. The goal of 100,000 hours accident-free can be reached only through skill in accident prevention.

We must first admit that real problems, or challenges to safety, always exist within the squadron. The safety considerations within the 54th are similar to those which could be found in almost any flying organization. However, some aspects of our mission make correction of unsafe conditions doubly important.

The 54th is responsible for all typhoon reconnaissance in the

Western Pacific. In order to collect data on these storms, the squadron's WC-130 aircraft are flown into some of the worst weather on earth. An otherwise minor mechanical failure might, under certain conditions, become a major emergency to a crew flying within a boiling typhoon.

Besides the high-risk mission, other areas of concern exist. The age of our airframes has compounded the scheduling problem by creating extended NORS conditions. Coupled with this is the decreasing experience levels of our aircraft commander. Only a small percentage of our aircraft commanders have more than 5,000 hours of flying time, while most have less than 2,000 hours. If allowed to exist, pressure on young inexperienced aircraft commanders to fly aircraft with marginal discrepancies could lead to disaster.

The pressure could be further increased by the "firehouse" nature of our mission. Typhoons pop up suddenly over vast areas of ocean. A relatively unimportant storm may suddenly develop into a dangerous typhoon or change course suddenly to threaten a land mass or military operation. During such periods of stress, safe limits of operation, both on the ground and in the air, could easily be breached.

Mission requirements dictate that typhoon "fixes" (locating the exact position of the storm's eye) be made within a narrow time frame of one and one-half hours.

With lives and property at stake, and problems associated with old, tired airframes, a great deal of pressure is placed on crews to complete the mission.

We hope to overcome these threats to safety by, first -- ordering our priorities, ... safety of the aircrew, safety of the aircraft, which insure mission accomplishment. The ever-increasing pressure on aircrews and maintenance personnel is like a potential time-bomb which must be defused.

We can reduce pressure on the consolidated maintenance organization by planning our operations so as to provide the maximum amount of down time at home station for aircraft repairs. In the same area we must work more closely with the maintenance unit to instill in them the desire to insure the safety of our aircraft.

The best weapon against the decreasing experience is increased training. Monthly crew meetings have become weekly and extensive testing is being used to stimulate study. Tests are given on a particular aircraft system during each meeting. After the tests are completed and turned in, the answers are discussed. This allows open and frank exchange of ideas and information, and allows our young aircraft commanders to be better able to cope with any situation. Experienced aircraft commanders and flight engineers serve as instructors and discussion leaders during these meetings.

To reduce pressure on air-

crews, field grade officers are assigned additional duty as launch officers. We feel that the experience of these senior men will assist aircrews in insuring safety as well as mission reliability. For the same reason, only pilots will perform the function of duty officer in the squadron's command post. A pilot can best understand the young aircraft commander's problems and provide assistance during inflight emergencies and

understand the command and control that is required.

Finally, backup aircraft will be provided whenever possible. A preflight crew will be provided to perform a dash one preflight inspection on the backup aircraft. This will enable an aircrew to take another aircraft if the originally scheduled aircraft is not completely mission ready and satisfactorily safe.

Solar surveillance system seen

Continued from page 1
sider procurement of four additional telescopes from industry.

SOON is programmed to become fully operational over a four-year span. Each telescope will have four subsystems for automatic solar tracking and light acquisition, automatic flare patrol, multi-spectral line analysis and data processing and communications.

The SOON management concept uses not only Air Force scientific and technical skills, but those of the Navy as well. Special electronic instrumentation and some software requirements are being designed by the Naval Electronic Laboratory, San Diego, Calif. Much of the system hardware is being bought off-the-shelf.

An important program goal is to achieve not only a uniform data base, but also easy maintenance and support capability by the AIR Force Logistics Command.

By having a global sunrise to sunset monitoring operation, AWS space forecasters expect to be able to provide users with real-time solar alert and analysis data, as well as timely forecast information.

Optically gathered and automatically processed in near real-time, the data would be received at the Air Force Aerospace Environmental Support Center, NORAD's Cheyenne Mountain and other government agencies. Communications links include those of the Astrogeophysical Teletype Network, the Automated Weather Network and direct teletype and telephone circuits for filing solar alerts.

SOON can't be too soon for the Air Force space watcher whose job it is to forecast changes affecting the near-earth environment; changes which often take a toll on the reliability and operation's effectiveness of vital Air Force systems.

Weather globetrotters jaunt to far off places

A thousand air miles and another 2,000 miles of surface travel--it all adds up. Air Weather Service is on the road again.

During the past two months, AWS Headquarters representatives Captains Roger Whiton and Bill Johnson of operations and SMSgt. John Kappert of Logistics have been making "radar assistance visits" to AWS stations in the cen-

tral, south central and southeastern United States. More visits are scheduled for the summer months, including trips to Europe in July and to Texas as soon as it can be worked into the schedule.

Traveling from station to station by automobile, these "radar visitors" have been able to spend about one working day at each of the units visited. In this time, it has

been possible to review stations' radar programs in detail, providing advice and assistance where appropriate.

According to Captain Whiton these visits have three purposes. "First and most important, we want to assess the health of AWS radar program by visiting field facilities. Second, we want to discover where program improvement actions by squadrons, wings and headquarters are needed and we want to start work on these improvements as soon as we see they are needed. Third, we want to provide as much assistance to the field units we visit as we can in the short time we spend at each site. In other words, we're finding out what's wrong and doing something about it."

The first trip covered Whiteman and Richards-Gebaur Air Force Bases, Mo., and Forbes AFB and Ft. Riley, Kan. The second trip, requiring two weeks on the road, included Dobbins, Robins and Moody Air Force Bases, Ga.; Ft. Benning, Ga.; Tyndall and Eglin Air Force Bases, Fla.; Keesler AFB, Miss.; and Craig and Maxwell Air Force Bases, Ala.

Of special interest during each visit was program management, radar operations, training, proficiency of observers and forecasters, the scope photography program and scope photo reference file, condition of radar

equipment and adequacy of radar maintenance.

The combined operations-logistics theme of the visits has allowed the visitors to place extra emphasis on integrating radar operations and radar maintenance at the weather station level. Concepts stressed include the need for meetings between the radar coordinator and NCOIC of maintenance, the importance of operator's equipment performance checks and the

value of having maintenance technicians provide a block of instruction in the operator training program.

So far each of the trips has produced benefits for both the stations visited and the AWS radar program as a whole. By the end of the visit series, Hq. AWS expects much will have been learned and many areas for improvement will have been identified.



NOW THIS IS IMPORTANT--MSgt. Kevin McCarthy, right, NCOIC of weather equipment maintenance at Del. 14, 12th Weather Squadron, Richards-Gebaur AFB, Mo., stresses the importance of periodic plumb bob checks to verify the horizontal position of the FPS-77 antenna as Capt. Bill Johnson listens. (U.S. Air Force Photo)



EXPLANATIONS--Capt. Fred Bruner, left, commander of Det. 19, 3rd Weather Wing, Whiteman AFB, Mo., and TSgt. Earl Rook, right, chief forecaster, explains to Capt. Bill Johnson, center, several of the case studies in the scope photo reference file. (U.S. Air Force Photo)

"Rain, rain go away," say McChord weather workers

Story by A1C Lon Tonneson

U.S. Air Force Photos by MSgt. Chet Elliot



THE TOUCH SYSTEM--In the representative observation station, Sgt. Sharon E. Warne prepares to type out her observation. The two transmitters in front of her will make her observation available throughout the world.

MCCHORD AFB, Wash.-- How many times have you cursed the weather because it had spoiled yet another of your days? Well, you can be assured that the members of Det. 11, 15th Weather Squadron, feel more strongly about its fickleness than you. They have to--it's their job and it's a round-the-clock, all-year headache no matter how sunny it is outside.

The detachment provides up-to-date weather information from throughout the world for pilots whose paths cross McChord. They also give direct support to the McChord-based 62nd Military Airlift Wing and the 318th Fighter Interceptor Squadron.

"We're a service organization," said 1st. Lt. James R. Little, information officer for the detachment, "and it is important to us and to the over-all mission that we keep our customers happy. That means giving them accurate, up-to-date flight conditions for any time. It isn't easy--it's a challenge."

The complete task of keeping up the varied patterns of weather here in the northwest is broken down into four basic sections.

Both men and women make up the observing section. From a vantage point on top of Hangar 3 the observer interprets and disseminates through a code the changes in local weather as it happens. Another half of their job time is spent in the command post monitoring noisy weather teletype and facsimile machines. Through a standard set-up by the chiefs of the observing and forecasting sections, the observer files what com-

munications are needed to run an efficient operation.

To the forecasters fall the heavy responsibilities of briefing pilots and producing an exact 24-hour forecast. Since it is used primarily to support aerial activities such as flight conditions as icing, turbulence, winds aloft, cloud cover and heights, visibility and precipitation are covered. Not only must they determine what will occur during the day but at exactly what hours the weather will change. It is almost as though they need a magic crystal ball.

But little is left to guess work or

magic in gathering the station's weather. Weather maintenance exists, a separate section in itself, and is charged with keeping the numerous instruments the observer and forecaster rely on running with precision.

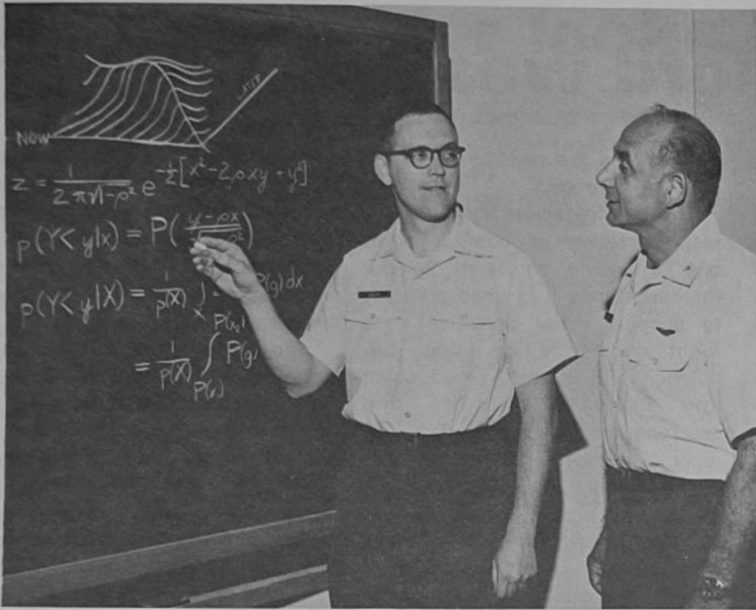
Joining all the personnel together and providing the key to this successful operation are the supervisors. Cooperation is the key and teamwork is vital to the detachment; so vital that if you hear anyone from Det. 11 singing, "Rain, rain go away; come again some other day..." you can believe that they are all singing along.



MAKING AN ANALYSIS--Forecaster TSgt. William R. Brent analyzes a slew-T, which is an upper air sounding. The map gives a picture of a vertical plane of atmosphere. Data such as temperature, dew point and wind are gathered by a radio balloon.



IN A CROWDED ROOM ALONE--In a small room crowded with teletype and facsimile machines, Sgt. Larry Petrisky types out a terminal forecast which covers a period of two hours.



"AND IF 'Y' EQUALS..." Capt. Albert R. Boehm, aerospace sciences officer, 20th Weather Squadron, Fuchu AS, Japan, explains a statistical equation used in calculating conditional probabilities to Col. William E. Smurro, 20th WSq. commander. Captain Boehm was recently selected as winner of the 1972 AWS Zimmerman Award, presented annually for the best application of climatology within AWS. (U.S. Air Force Photo)

54th WRSq. marks 11 accident-free years

ANDERSEN AFB, Guam--April marked 11 years of accident-free flying for the 54th Weather Reconnaissance Squadron here.

Since the 9th Weather Reconnaissance Wing was activated April 18, 1962, the squadron has flown nearly 98,000 hours without an accident. This accomplishment becomes even more significant when the high risk of the squadron's mission is considered.

The primary mission of the 54th is typhoon and tropical storm reconnaissance. The aircrews must fly their WC-130s through some of the worst weather known to man.

Throughout their careers, aircrews are taught to avoid severe weather, go around thunderstorms and associated turbulence and never make a takeoff or landing when weather conditions are ad-

\$689,500 savings credited to 1st WWg.

HICKAM AFB, Hawaii--Significant Air Force savings were credited to Hq. 1st Weather Wing for a management action calculated to save \$689,500 per year, according to Maj. Patrick J. O'Reilly, wing value analysis officer.

The action involved storm position and intensity determinations for significant Pacific tropical cyclones. Four of these per day were required by directives. Additional investigative and supplementary storm fixes were also made as required. Prior to 1972, the only recognized sources for these fixes were reconnaissance aircraft.

In an effort to develop and exploit alternative sources of reconnaissance, 1st WWg. developed the "Selective Reconnaissance Program (SRP)". In SRP, satellites and land-based radars are used to selectively replace aircraft observations. The use of selective reconnaissance now plays an important role in storm reconnaissance.

SRP is expected to save 177 aircraft fixes per year totaling 1,127 flying hours.

verse. In order to gather the best possible data, upon which vital typhoon forecasts are based, the "Typhoon Chasers" fly their aircraft directly into the "eye", or calm center, of a storm. To reach the center, crews must often fly through severe turbulence, lightning and heavy rain.

While the entire crew works to find the "soft" spots in the storms and make the mission as safe as possible, their combined efforts completely eliminate all risks.

Besides flying storms, the squadron has flown other high risk

missions. For example, during the long Alaskan winters, the squadron has flown fog dispersal missions over Elmendorf AFB.

Dry ice, finely crushed and dispersed from low-flying aircraft has proven to be an excellent method of eliminating "super-cooled" fog. Such fog often closes important northern bases for days.

The fog dispersal mission calls for takeoffs under near zero visibility and ceiling conditions. Repeated low passes over the airport under instrument conditions are also required.

Weather reservists acutely needed

An acute need exists within Air Weather Service to procure people to fill existing airman mobilization augmentee vacancies.

Presently there are vacancies in AFSCs 252X1, 253X0, 302X0 and 70250 in grades of sergeant through senior master sergeant. People in the AWS mobilization augmentee program are assigned to Hq. AWS and perform training at the regular Air Force weather facility nearest their home.

TSgt. Trente R. Adair, Air Force Reserve recruiter at Hq. MAC, explained some of the benefits accruing from participation in an active Reserve program.

"The Air Weather Service Mobilization Augmentation Program," he said, "has a distinct advantage over other reserve programs. All weather people are

assigned to Hq. AWS at Scott AFB, Ill., and perform all training at an AWS detachment in the vicinity of their home. The program is geared to both the needs of the Air Force and the convenience of the assigned reservist. A participant will have great flexibility in selecting times for monthly training periods and annual two-week active duty tour. The servicing personnel office is also at Scott.

"The only commitment is one day a month and two weeks a year. These periods are paid for in two ways--one day's pay for each four hours of inactive duty training performed or, during the annual active duty training tour, pay and allowances and all benefits enjoyed by active duty members. With rising inflation, this supplementary income check can look mighty good each month.

"Now, let's talk about retirement. This is seldom considered during our younger years, but...how would you like an assured

annuity of \$110 to \$150 per month at age 60? You don't have to invest money--just a little time. At the present time, say you have accrued approximately four years retirement credit. Each day of active duty counts a point toward retirement. Why waste these credits? With a minimum of 16 more years of one-day-a-month training, you could become eligible for a retirement annuity at age 60 plus be eligible for benefits similar to those enjoyed by retired active force people. Other benefits will surely come. The future may include a reenlistment bonus and paid retirement at an earlier age."

To apply for this program, volunteers should submit three copies of Air Force Form 1288 to MAC/DPB at least 30 days prior to release from active duty.

"And if you want to talk about it," Sergeant Adair said, "my address is Hq. MAC/DPB, Scott AFB, Ill. 62225. My autovon number is 638-3547."

Larry Tullis becomes Eagle Scout

OFFUTT AFB, Neb.--Larry D. Tullis, son of MSgt. and Mrs. Charles D. Tullis, received the award of Eagle Scout at ceremonies here May 14.

Larry, a member of Boy Scout Troop 464 at Offutt, earned 21 merit badges and served as senior patrol leader in his troop on his way to becoming an Eagle Scout.

A Boy Scout since February 1971, Larry is a member of the Order of the Arrow and the Camping Honorary Society and has attended Junior Leader Instructor's School at Philmont Scout Ranch in New Mexico.

Larry's father is assigned to Hq. 3rd Weather Wing at Offutt.

Weather family regroups at Scott

In the fast moving, complex world of today, it isn't often that four generations of one family get together. And, when they do, they seldom have much in common to talk about.

That is not the case with the Lloyd W. Tishers. All four of them--Lloyd, Lloyd Jr., Lloyd III and Lloyd IV-- have a special interest in meteorology and two of them are professional weathermen of the Air Weather Service.

When the Tishers met at Scott AFB recently, where Lloyd Jr. is assigned, they were greeted by Brig. Gen. William H. Best Jr., AWS commander. Their conversation? On weather, of course.

Lloyd Tisher Sr., a retired stationary boiler engineer from Parma, Ohio, has been a weather hobbyist for years. His home-built weather station includes a complete array of basic weather instruments. His son, Lloyd Jr., now at Hq. AWS, is a veteran weather observer superintendent. Lloyd III is in the weather equipment maintenance field and is stationed with Det. 4, 6th Weather Squadron, Robins AFB, Ga. Lloyd IV, who has not yet announced his career intentions, is already mastering weather jargon.

The visit with General Best fulfilled a long standing ambition of the eldest Tisher, who is justly proud of his own AWS family.



UNTO THE UMPTEENTH GENERATION--Four generations of weather enthusiasts meet with Brig. Gen. William H. Best Jr., AWS commander. From left to right are MSgt. Lloyd W. Tisher Jr., General Best, Lloyd W. Tisher Sr., and SSgt. Lloyd W. Tisher III holding Lloyd W. Tisher IV. (U.S. Air Force Photo)

1st WWg. holds 1st Annual Picnic



(Barbara Mitchell)

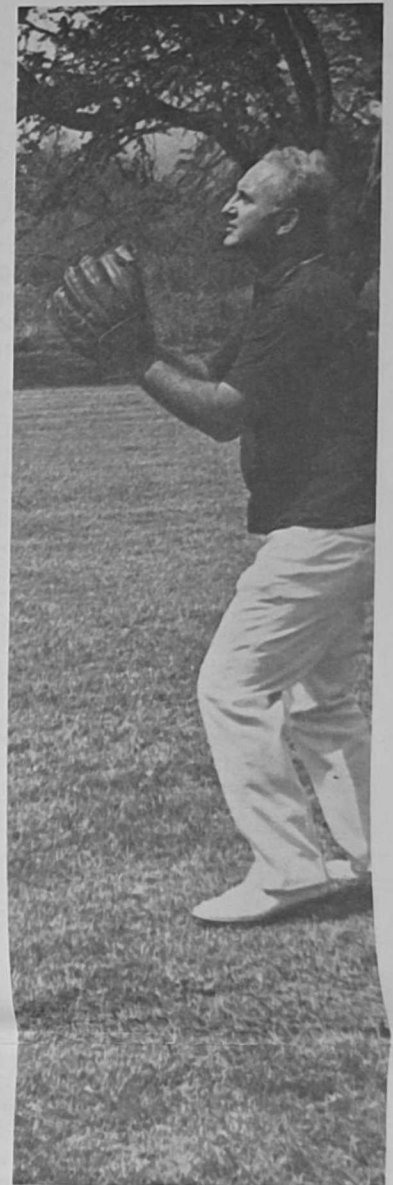
HICKAM AFB, Hawaii—1st Weather Wing here recently held its first annual picnic. Highlights of the day were refreshment hunts for adults, volleyball, softball and food galore. At the conclusion of the day's festivities, door prizes of a clock radio and portable radio were won by CMSgt. Archie Carpentiere and Capt. Tom Kubiak respectively.



(Augie Hubbard, left, and John Erickson)



(1st Lt. Cynthia Hee)



(Col. Morris H. Newhouse)

AbraCadabra! Rise!

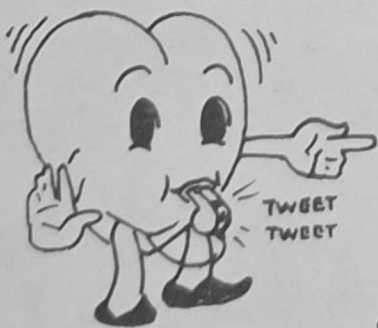
Swan Lake Ballet

Worm! What worm?

Genius at work.

The DOCTOR'S CORNER

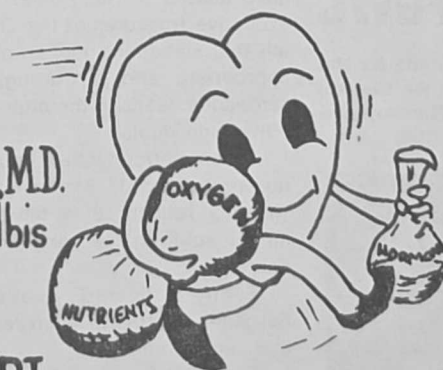
Maynard Bellamy, M.D.
with Bob Drebelbis
© COPYRIGHT 1973



YOU AND YOUR HEART THE TRAFFIC DIRECTOR

When the blood returns to the heart its oxygen supply has been depleted and it is saturated with carbon dioxide (waste). The heart routes the 'tired blood' to the lungs where carbon dioxide is exchanged for oxygen and returned to the heart. The oxygen enriched blood is then rerouted (pumped) to the arteries.

Blood pressure forces the oxygen



enriched blood from the arteries into the millions of tiny capillaries that feed every cell of the body.

From the capillaries, the blood which has given up its oxygen in exchange for waste flows into the veins and returns to the heart.

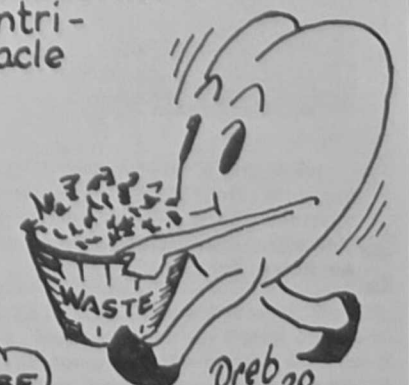
Along its way, as the blood circulates through the many miles of the circulatory system, it passes through the vital organs & endocrine glands so that each may contribute its part to the miracle of life.

Trivia: Heart is a synonym for the good & great, i.e.: courage, compassion, dignity, honor, generosity, gratitude, etc.

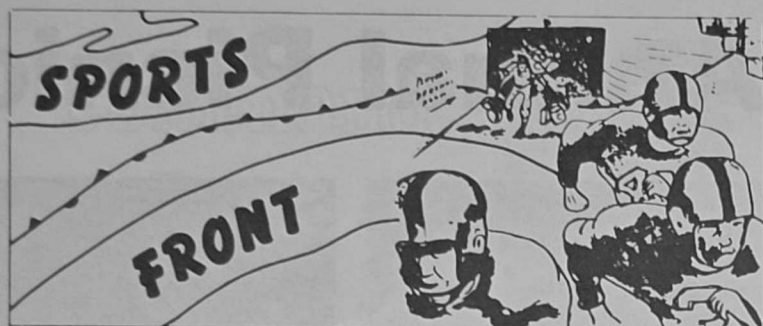
(NEXT: CORONARY HEART DISEASE)



PANT
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Dreb 20



Det. 21 keglers win weather tourney

RANSTEIN AB, GERMANY--Det. 21, 2nd Weather Wing, took both first and second place in team events in the 1973 Weather Invitational Handicap Bowling Tournament it hosted here recently. In the two-day competition 65 bowlers from weather units throughout Germany rolled a total of 486 games for 20 awards.

Leon (Whitey) Albrecht's 608 total paced first-place team members Gordon Jones, Mac Taylor, Dale Marks and Lloyd Argobright to a 2801 pin count. The total was 98 pins ahead of second place Det. 21 team comprising Charles Quinby, Larry Brown, Fred Ohnsorge, John Brunette and Bill Elliott.

In doubles competition Sembach's Marv Patton, 616, and Nate Butler, 586, blasted by Albrecht and Jones to capture the crown. Third-place finishers were Brunette and Steve Ide, also of Det. 21.

Johnnie Williams of Ramstein broke loose for 674 pins to easily garner first place in the singles competition. Butler nosed out Darold Hall, Det. 21, 598-597 to claim second place.

In a roll off Glen Workinger, 31st Weather Sq., Ranstein, broke a 1739 total-pin tie with Albrecht for first place overall followed in third by Argobright with 1724.

In a new mixed couples event christened King and Queen, Det. 21 swept all three places. Whitey and Joan Albrecht captured first with 1152, nosing out Sharon Johnson and Argobright's 1150 and Dale and Charlene Mark's 1148 in the tight competition.

Aviano bowlers take 2nd place

AVIANO AB, Italy--Det. 7, 31st Weather Squadron, bowlers here captured second place in the Aviano Recreation League. They also had a hand in winning first place for the Protestant Men of the Chapel (PMOC). The Det. 7 team, with all but one of its members weathermen, went through the season with ups and downs--mostly ups as one of the strongest teams in the league. During most of the season, the weathermen held first place but toward the end the competition got keener and they slipped to two and then three games behind the new pace setters. But Det. 7 had their finger in that pie, too. The PMOC team, eventual champions, were aided in their drive to first place by Elmo Reddick, also a weatherman. Overall, final league results were favorable for the weather team. They won second place trophy, league high handicap series trophy and team member Ed Krautsdorfer won the individual high handicap series trophy. Other team members included: Tom Howshar, Frank Legg, Bob Zacharias, L.T. Drumm, Ron Stacy, John Contarino and Ray King.

Paddleball tourney held at AFGWC

OFFUTT AFB, Neb.--Alan Hassebrock defeated Buddy Ritchie for the singles championship in the recent Air Force Global Weather Central Paddleball Tournament here. In doubles competition, Larry Ramsey and Don Atkinson defeated Hassebrock and Bill Irvine for the title.



NEW OFFICER--Norman G. Lapointe, son of CMSgt. Joseph G.H. Lapointe, Det. 25, 5th Weather Wing, Albrook AFB, C.S., was commissioned an ensign in the U.S. Navy recently. Pinning on the new ensign's shoulderboards are his father and the ensign's wife, Linda. (U.S. Air Force Photo)

Sgt. Debroskey lauded for youth work

Commissioner, coach, referee, scout and player. On a major league hockey team a man filling all these positions would command an astronomical salary.

At Richards-Gebaur AFB, Mo., however, a man does all this and more strictly from love of the game.

Sgt. David P. Debroskey, an observer with Det. 14, 12th Weather Squadron, has worked with youth hockey since entering the Air Force two years ago.

"I feel like I'm contributing something to the future," the 22-year-old sergeant commented. "It's hard to put into words. It keeps the kids off the street and...well, I just enjoy it!"

Sergeant Debroskey devotes up to 30 hours a week in working with youths. During a typical week, he coaches, referees and scouts the other teams. In addition he is commissioner of the Mini-Squirt Division of the Overland Park Amateur Hockey Association (OPAHA). As commissioner he insures that all coaches are performing within league guidelines and he fields all protests, complaints and questions from parents, players, coaches and league officials. One of four certified hockey referees in the Kansas City area, he sometimes dons his equipment to play goalie for one of the junior teams.

The sergeant started playing hockey in the 7th grade in Union Dale, N.Y. He continued playing for various amateur teams during high school and was an All-Star of the North County Hockey League. Before entering the Air Force, he attended Plattsburgh (N.Y.) State College, majoring in social science.

Perhaps Sergeant Debroskey could have gone on forever without any recognition for his domestic action work and he might never have missed it. But Robert Jones, executive treasurer of the OPAHA, felt that something more would be appropriate and he brought the sergeant's deeds to the attention of other individuals.

"Such performance should not go unrecognized," Mr. Jones said. "It truly reflects a positive community spirit on the part of the Air Force."

Event followed event and Sergeant Debroskey soon received that recognition.

From U.S. Senator Stuart Symington, "Mr. Jones speaks very highly of (then) Airman Debroskey's work..."

Gen. John D. Ryan, Air Force chief of staff, said, "Please convey my appreciation to Airman Debroskey for his outstanding representation of the Air Force."

U.S. Senator Thomas F. Eagleton commented, "I certainly join you in applauding Mr. Debroskey's activities..."

MAC Commander Gen. Paul K. Carlton said, "I consider Sergeant Debroskey one of the Military Airlift Command's truly superior air-

men..." to which Brig. Gen. William H. Best Jr., AWS commander, added, "In the eyes of the Air Weather Service, the Military Airlift Command and the Air Force, you have given that extra measure of service. I shall always remember with pride that you were a member of the Air Weather Service family."

Other letters came from U.S. Congressman William J. Randall; Maj. Gen. Paul R. Stoney, commander, Air Force Communications Service; Col. Hewitt E. Lovelace Jr., commander of the 1840th Air Base Group at Richards-Gebaur; Col. Elwyn A. Moseley, 12th WSq. commander; Lt. Col. David A. Bush, Det.

14 commander; and Maj. Gen. John C. Geraudo, director, legislative liaison, Office of the Secretary of the Air Force.

Sergeant Debroskey's reaction? "I was surprised," he said. "This is a great honor."

The honor hasn't gone to the sergeant's head, though. He still works with the youth groups because he enjoys working with young people and, though he likes his Air Force work, particularly during the thunderstorm season, he looks ahead to returning to college to win his degree.

But most of all, he thinks of hockey!

Typhoon Chasers play dual role in Pacific

ANDERSEN AFB, Guam--Although the primary job of the 54th Weather Reconnaissance Squadron "Typhoon Chasers" is storm reconnaissance, they have been called on twice recently to aid in search and rescue operations.

The first time, a 54th aircraft was diverted from a training mission to assist in the search for a 21-foot power boat missing since April 30 with five persons aboard. After a fruitless search of several small islands, the aircraft located the disabled fishing boat in a cove of Anatahan Island. The boat's compass was reportedly out of order and the crew was having difficulties with the steering system.

Three days after the first mission, the squadron was notified that a crewman aboard the sub-

marine USS Tang was in serious condition due to acute appendicitis. The seaman was to be put ashore at Minami-Torishima Island but only limited medical facilities were available there and air evacuation was requested.

A 54th aircraft responded to the call. With a Navy doctor and a corpsman along to aid the stricken man, the aircraft flew to the small island 820 miles northeast of Guam where it rendezvoused with the sub. A small launch was used to transfer the patient to shore and subsequently to the waiting aircraft.

After a three-hour return flight, the aircraft landed here and transferred the sailor to an ambulance which took him to Guam Naval Hospital. The seaman was later reported to be in good condition.



CHAMPIONS--Det. 5, 9th Weather Reconnaissance Wing, reigns as 1973 volleyball champions at Eielson AFB, Alaska. They finished with a 24-2 record for the season. Team members are: top row, left to right, Kenneth Osterholz, Carlo Nicolichia, Charles Glass and Michael Petro; middle row, left to right, Robert Svoboda, Howard McElrath, Arvid Hand and Scott Holmberg; bottom row, left to right, Timmy Osborne, Daniel McNulty, Joseph Romero and James McLaury. (U.S. Air Force Photo)