

Heroic duo saves victims in separate emergencies

Dives 70 feet

FOLSOM, CA—According to local medical officials here, an airman owes his life to a weather man who was willing to leap 70 feet into California's American River to save him.

The hero of the occasion was Amn. Jack I. Raichart, Detachment 7, 24th Weather Squadron, Mather AFB, CA. The victim was Amn Harry Williamson, also of Mather AFB.

The two men were swimming in a popular swimming area below Rainbow Bridge, not far from Folsom. Airman Williamson, as had others, dove from the bridge but he apparently misjudged his dive. Impact with the water left him fully conscious but paralyzed. He rose slowly to the water's surface face down, unable to swim or even roll over to breathe. Medical authorities later learned the victim suffered a broken neck and back injuries.

Airman Raichart, seeing his friend in trouble below, leaped feet first from the 70-foot bridge and, using proper lifesaving techniques, towed his friend to shore.

The feat was not easy for the 145-pound rescuer because the man he was trying to save outweighed him by more than 35 pounds.

There were other complications. The nearest shore was approximately 60 feet away and the rescue took place in a flowing river.

At the shore the paralyzed man, who was in extreme pain, could not be lifted up the embankment so Airman Raichart stayed in the water to support him until an ambulance arrived almost a half hour later. At that time Airman Raichart maneuvered the injured man to where a stretcher could be placed under him to lift him into the ambulance.

Hospital officials said that although the victim's paralysis lasted only about 20 minutes after the initial impact with the water, Airman Williamson could not have saved himself. They added that in all probability the injured man would have drowned.

The incident happened May 8.

Family injured, pulled from car

DYESS AFB, TX—Immediate action was needed and that was what Sgt. Jim Yunt provided when he and his wife, Michelle, saw an automobile-train collision in Abilene recently. Abilene is the Dyess AFB civilian community.

Sergeant Yunt, a member of Detachment 16, 9th Weather Squadron here, said, "I could hear the train whistle blowing and suddenly all it seemed we could see was shattered glass from a car then the train was dragging the car down the tracks.

"I pulled over to one side as fast as I could then jumped out to help. As I ran up the embankment leading to the tracks I wasn't really thinking, just reacting to the situation."

The victims, all members of a Vietnamese refugee family, consisted of two adults and two small children.

"As I reached the car," Sergeant Yunt said, "I could see all four of the people inside and that they were injured.

"The driver, a woman, was pinned in the car and the other adult was unconscious.

"In the back were the two small children, a boy and a girl. The boy didn't seem to be seriously injured but the little girl was obviously in serious condition. We got the boy and I then pulled the little girl out. She was bleeding heavily so I concentrated on helping her.

"As I applied a compress to the child's head, which seemed to stem the bleeding, others tried to get the injured adults out of the wreckage."

Telling of the police and ambulance which arrived shortly after the accident, Sergeant Yunt said, "It was a macabre atmosphere. At one point ambulance attendants had difficulty getting to the victims because sightseers were in the way."

It was later announced that the driver of the car died at the hospital but the two children and the other adult survived.

INSIDE:

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'No task insignificant, meaningless'

We have experienced one of the most tragic days in the history of the command. Two aircraft, each manned by a dedicated and skilled crew and carrying our most precious cargo, our fellow men, women, and children, were lost within hours of each other. The terrible waste of these lives cannot be erased from our memories.

Neither can it be undone. Every member of the Military Airlift Command joins me in mourning the loss of these fine military and civilian people. This tragedy, however, underscores once again the infinite trust and the awesome responsibility borne by every member of our command.

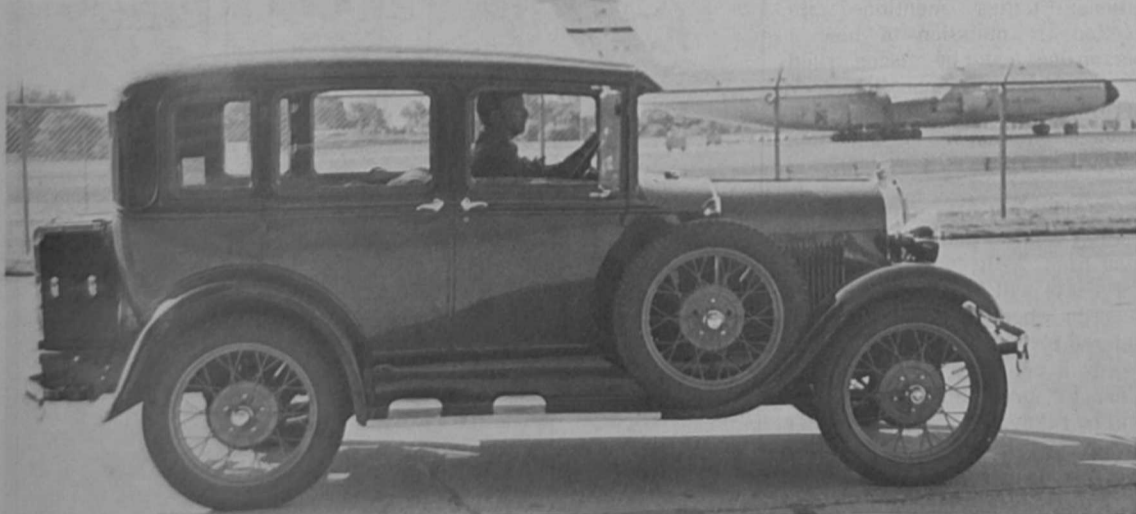
This is a time to once more reaffirm the complete dedication and unqualified professionalism with which we must each perform our individual tasks. No matter how burdensome or menial the job may seem, no matter how senior or junior in grade, let no man or woman in MAC be deluded by the thought that his or her contribution is insignificant. There is no unnecessary job and not one unimportant person in our command in this respect.

Now, more than ever, and in honoring the memory of those who have been lost, let all of us reaffirm our dedication to professionalism. Let each of us realize once again that there is no substitute for high standards and self-discipline, on and off duty, for training and preparedness, for attention to detail, for mental and physical alertness, and for total concentration on the job at hand, regardless of what that job may be.

Our aircrews and those who maintain our aircraft hold in their hands the fate of themselves and of those who fly with us. Let none overlook the fact, however, that this same degree of responsibility rests squarely upon the shoulders of every member of MAC. Neglect in even the simplest and most routine matter far from the flightline may contribute directly to untold tragedy. Each individual forms a part of the great mosaic which binds us together. No individual task is insignificant or meaningless to the accomplishment of the challenge we face daily. No achievement should go unrecognized, no carelessness or mistake uncorrected.

As we emerge from the terrible shadow which this recent tragedy has cast upon us, let us all rededicate ourselves to the self-discipline and professionalism that will allow us to accomplish our mission safely and effectively, and that will pay tribute to the memory of those who were lost.

PAUL K. CARLTON, GENERAL, USAF
 COMMANDER,
 MILITARY AIRLIFT COMMAND



Contrast is the case when Lt. Col. Don R. Baker, Air Force Global Weather Central, Offutt AFB, NE, drives his 1929 Model A Ford town sedan past one of the Military Airlift Command's huge C-5 Galaxys. The story of Colonel Baker's "giant ride backward" is on page 4. (U.S. Air Force photo)

Oldtimer

Command line

Weather career gives officers many opportunities

This space affords me the capability to offer comments which can reach every person in Air Weather Service (AWS). With this in mind, I will continue to address subjects about which you most frequently ask questions.

I covered the changes being made in the way AWS does its job, with emphasis on how they affect our airmen. Now it is time to cover some concerns of our officers and their future in AWS.

COMMAND

Let's start with the opportunity for command experience as a detachment commander.

What will be the impact on such opportunity by assigning NCOs instead of officers as detachment commanders? We count 140-plus detachments to be commanded by officers continuing into the 1980s (in the same time frame approximately 20-25 will have NCO commanders). With the decrease

in numbers of weather officers we plan to have on board in the 1980s, the odds for command will actually improve 20 per cent. Fewer officers? Yes—but not fewer command opportunities.

VARIOUS STARTS

Next, let's look at the other officer jobs.

First—the base weather station duty forecaster. This job will not be available for officers after 1981, when the station chief program and the new airman weather career ladder are fully implemented. Where, then, will our new weather officers begin their careers in AWS? At Air Force base and Army post level, some will work in command and control weather support units and wing weather officer positions. Others will begin in our centralized production facilities at Air Force Global Weather Central, USAF

Environmental Technical Applications Center and the Automated Weather Network sites. Finally, a number will be in specialized jobs found in the Space Environmental Support System, staff meteorologist, aerial reconnaissance weather officer and organic weather team functions.

Regardless of where our new weather officers begin their careers, it is expected their training will include indoctrination in the duties of the airmen with whom they work. We do not seek to make our officers proficient in such duties; our goal will be to produce a level of knowledge needed for future supervisory and command assignments.

All weather officers can expect to hold positions in several of these areas during their careers, in addition to command and staff jobs in our wings and squadrons (a

comprehensive review of AWS job opportunities is in MAC Pamphlet 36-2).

GRADUATE STUDY

Finally, let's look at the opportunity for graduate education.

Again, one might think that a reduced officer force would reduce chances for acquiring advanced degrees. Quite the opposite is true. The sophisticated weaponry and advanced systems I see on the horizon indicate an increasing need for highly qualified professionals knowledgeable in all phases of environmental support.

Approximately 36 per cent of our officers now possess advanced degrees in meteorology and related disciplines. I see this percentage increasing in the future as requirements come into focus.

There will be fewer jobs for people without advanced education and training. It also follows that



Brig. Gen. Berry W. Rowe
AWS commander

completion of graduate education must occur earlier in a person's career (particularly at the PHD level) if the Air Force is to derive the greatest benefit for its training dollar.

Clearly the AWS officer of the future will see changes from the way we do business today. On the other hand, the challenges and opportunities of command, complex and unusual jobs and advanced education will remain and, in fact, increase.

Enlisted line

Bock—'Leaders have APR debt'

Airman Performance Report (APR) record performance and potential and play a major role in a person's career. They should be a result of careful thought and consideration. If a person is doing a good job, the supervisor owes him or her the time it takes to describe their performance. If the job being done is inadequate, the supervisor has a debt there too. The APR can get a person's attention when other methods fail.

Some supervisors need to review AFM 39-62. Many forecasters who become detachment commanders or station chiefs will write APRs for the first time. They should be very familiar with AFM 39-62 before they enter the positions.

SHORT SELL?

One of the neglected APR portions is Section II, "Duties." Many supervisors use canned job descriptions in this section. "Duties" require the same degree of attention and effort as the narrative on the back of the form.

Duties should describe the person's responsibilities in understandable terms. The title "Station Chief" should not be used anywhere in an APR—people outside Air Weather Service (AWS) do not understand its meaning.

Duties SHOULD include the depth and breadth of the person's responsibilities and authority. What does he manage? How many

does he supervise? Equally important, what are his additional duties?

I recently reviewed an APR in which the substance of "Duties" was: "DET WEA FCST TECH. Analyzes charts, prepares forecasts, etc." The section was not half full, yet the person involved was a chief forecaster, wing weather officer, first sergeant and the unit's career motivation NCO. Nothing in the section even touched on the associated responsibilities. The supervisor had failed to use the section to give substance to the APR and make it a better product.

BLOAT HURTS

Inflation of Section III is common. Supervisors should realize that a "9" given to a person deserving less hurts every true "9" in that specialty. How can a nine be put in the "Acceptance of NCO Responsibility" block for an E-6 or above who has no professional military education (PME) in his records? How can a "9" be put in the "Bearing and Behavior" block when the person must be frequently reminded to comply with standards?

BALANCE

Section V, "Comments of Reporting Official," must balance with entries elsewhere in the APR.

FACTS, NOT FLOWERS

Facts, not flowery adjectives count. Tell of PME and other educational accomplishments



CMSgt. Howard M. Bock
AWS senior enlisted advisor

during the rating period. Signing up for a course shows intent but completion of that course has meaning. Tell of the way the person does the primary and additional duties mentioned in Section II; omission of how a person does could be misconstrued as an indication of unsatisfactory performance. Also, include a strong promotion recommendation when it is deserved.

ON—AND ON—AND ON

An APR is in a person's records a long time. APRs written on staff sergeants will be in the person's records when he or she is considered for promotion to E-8. The words a computer does not consider for promotion through E-7 will be ready by a board for super grand promotion.

A FACT

The person actively involved throughout his or her career has the inside track—but it is the supervisor's job to insure that it is justly and fully portrayed in the APR.

Weather whys???

Q.—I am an E-7, 25271. I was selected as a non-volunteer to attend forecaster school on rotation from overseas. Some returnees get regular assignments. Is there a firm policy?

A.—Current policy is that all eligible 252XXs rotating from overseas will be assigned to course 3AAR25170 at Chanute AFB, IL. The only exceptions are: E-8s and E-9s may attend as volunteers, but Air Force policy precludes their selection as non-volunteers, and 252s with guaranteed follow-on assignments when sent to their present overseas locations. Eligible volunteers first fill forecaster school quotas, but non volunteers will be selected to fill class vacancies in these priorities:

1. People selected for promotion to staff sergeant.
2. E-5 through E-7 252XX overseas returnees.
3. Surplus Continental U.S. E-5 to E-7 252XXs.

No additional 252s will be selected for overseas except to fill the remaining E-6, E-7 slots at Alaskan operating locations. All other overseas 252 slots, and many in the continental U.S. are or will be converted to 251XX.



OBSERVATION

Foundation in need

SCOTT AFB, IL (NMS)—Weather people, along with the rest of the Air Force, are asked to be concerned about the Air Force Enlisted Men's Widows Home at Fort Walton Beach, Fl. Needed tax deductible contributions may be sent to the Air Force Enlisted Men's Widows and Dependents Home Foundation, Inc., 354 Woodrow St., Fort Walton Beach, FL 32548. Information about the home may be obtained from the same address.

Rule shift hits rank

RANDOLPH AFB, TX (AFNS)—Airmen selected for overseas assignment who do not have enough retainability to complete the standard tour lengths will not be involuntarily sent on that particular tour. However, they will become ineligible for promotion or reenlistment, according to Air Force Military Personnel Center officials here.

The change applies to all airmen except first termers. It affects those with assignment selection dates after June 9. Personnel officials say those deferred will still be eligible for a shorter tour if they have enough retainability, but they will remain ineligible for promotion or reenlistment.

Previous policy allowed involuntary tours of shorter length to the same assignment.

Man seeks patches

SCOTT AFB, IL (MNS)—The Military Airlift Command Information directorate seeks donations of insignia and patches stemming from a request from the Air Force section of the joint Brazil-U.S. Military Commission.

The move is an attempt to help a nearly blind Brazilian, Roberto Moreira, in Rio de Janeiro to build the first emblem museum in Brazil. Mr. Moreira now has about 1,000 pieces and needs more.

Persons or units wishing to donate insignias or patches are asked to send them to TSgt. Leo Spielman, MAC/OIC, Scott AFB, IL 62225.

Team places NCOs

RANDOLPH AFB, TX (AFNS)—An Air Force program titled Palace Balance could affect some Air Weather Service NCOs. The program seeks NCOs in grades E-6 through E-9 to voluntarily retrain from specialties overmanned in their grade. Eligible persons will be offered several shortage specialties for which they are potentially qualified for retraining.

Team members here will try to place an NCO in a career field of his choice and will offer assignment to a base of choice which needs the new skill.

CCAF bill moves

WASHINGTON (AFNS)—President Gerald R. Ford approved legislation authorizing the Community College of the Air Force (CCAF) to grant associate degrees for college-level study. The authorization is part of the fiscal year 1977 Defense Authorization Act. It now awaits approval from the commissioner of the U.S. Office of Education. Personnel officials expect action within six months and if favorable, CCAF will be able to award associate degrees for two years of college-level study.

Phase III begins

WASHINGTON (AFNS)—Phase III human relations education (HRE) begins for weather people and the rest of the Air Force this month. The training is required for all enlisted people in grades E-4 through E-9, officers and civilians who write performance reports. It is also required for senior airmen and below who prepare performance reports.

The 10-hour course, titled "Discipline and Human Relations," covers such subjects as communications and supervisory behavior; Air Force women; and the concept of affirmative actions.

Palace Weather

Palace team presents new items for thought

by

Maj. John T. Parisi
Weather Career Management
Team Chief

RANDOLPH AFB, TX—The Palace Weather test of single-point management of weather officers (lieutenant colonel and below) and 25XXX weather airmen is progressing well. Much of the credit for helping smooth the transition of airman assignment responsibility from MAC/DPRA to Palace Weather here goes to the wing senior enlisted advisors.

Now some information for discussion:

- * Observer manning is in excess of 100 per cent. If your unit is below 100 per cent discuss it with your senior enlisted advisor prior to requesting manning assistance through Central Base Personnel Office channels.

- * First lieutenants with dates of rank Dec. 31, 1975 and earlier meet a board for captain in early 1977. This board will also consider these officers for Career Reserve Status and Regular augmentation.

- * Officers with a Total Active Federal Commission Service Date in calendar year (CY) 1971 or CY 1969 will be considered for Regular augmentation in early 1977 (five-year and seven-year boards, respectively).

- * As of June 30, 1976, field grade manning statistics are as follows:

colonel (111 per cent), lieutenant colonel (112 per cent), major (107 per cent). Officers selected for promotion to these grades are not included in these figures.

In spite of the overage, overall officer manning remains at approximately 95 per cent. Field grade officers or captains in the primary zone for major interested in retraining should contact Palace Weather (AUTOVON 487-5061).

- * The first Air Force Institute of Technology selection board for fiscal year (FY) 1977 was planned for August 1976. Remaining 25XX quotas to be filled by this and the supplemental FY 1977 board are 33 master degree and six doctoral degree slots.

- * The CY 1977 Permanent lieutenant colonel board selected 18 of 23 first-time eligible weather officers.



SR-71s of the U.S. Air Force recently broke six records held by Soviet MIG-25 and YF-12 aircraft. A record 1,853 miles per hour over a closed-circuit course (621.4 miles) was broken by a YF-12A flying 2,000 m.p.h. The same day an SR-71 broke that record (2,189 m.p.h.) and the next day another SR-71 broke that record (2,116 m.p.h.) only to have it broken the same day. On the second day an SR-71 flew to a new altitude record of 85,100 feet breaking the old 80,257-foot record set by a YF-12A. In 1974 the SR-71 flew from New York to London in one hour and 55 minutes. (U.S. Air Force photo)

Personnel shorts

Did you know that:

- * Phase-1 PME (professional military education) is mandatory for all senior airmen? No waivers will be granted.

- * Air Weather Service is gradually getting well in enlisted forecaster manning? Current projection is 89 per cent manning by Jan. 1, 1977.

- * Sixty three per cent of the recent E-8 selectees were senior NCO Academy graduates? Only five per cent had no PME.

- * All enlisted people should study the new AFR 39-6, the Enlisted Force Organization, to see how they fit in the three-tier structure? The senior enlisted advisor recommends special attention to paragraph 2-2c.

- * The Military Airlift Command Inspector General wrote findings on 25170s who are accredited to take observations but are not capable of doing so?

- * First term, five-level sergeants who have or acquire retainability are eligible to attend forecaster school? Senior airmen are not eligible.

LET'S SWAP

Present wing: (Circle) 1 2 3 5 7 AFGWC

Rank/Name: _____

CAFSC: _____ Base: _____

Mail Address: _____

Want to go: _____

The eligibility rules for exchanging assignments are contained in AFR 39-11. If you meet the criteria and want to swap, fill coupon and send to: AWS/CMS, Scott AFB, IL, 62225.

Swap list

Four people indicate a desire to swap assignments with other persons holding the same specialty code (AFSC). They are:

25150—A1C Robert L. Steigerwald, Box 1775, K.I. Sawyer AFB, MI 49843. Wants Shaw AFB, SC, or southeastern U.S.

25150—A1C Lance Widner, Box 2108, Laughlin AFB, TX. Wants Vance AFB, OK.

25150—A1C William J. Bowne, Apt. 517, Madison Plaza Apts., Rome, NY 13440. Wants southeastern U.S.—Maryland or below.

30250—A1C Garland J. Bass, PSC Box 333, Ft. Campbell, KY. Wants Wright-Patterson AFB or Rickenbacker AFB, OH.

Brig. Gen. Berry W. Rowe
Commander, Air Weather Service
David F. Barr
Editor

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From within

'NoCal' group schedules meet

SAN JOSE, CA—The Northern California group ("NoCal"), which is made up of former and retired Air Weather Service officers, will meet Oct. 1-3 in Sacramento. Milt Sipple, contact officer, said all former and retired AWS officers are invited and may contact him at 2589 Dumbarton Avenue, San Jose, CA 95124.

Unit overhauls tracking vans

MCCLELLAN AFB, CA—After devoting 2,880 manhours to the project and using 1,600 manhours of the Sacramento (CA) Air Logistics Center's time, Detachment 2, 6th Weather Squadron had completely overhauled two satellite tracking vans.

The units were Defense Meteorological Satellite Program vans which were overhauled in terms of electronics, corrosion control and air conditioning.

The vans, according to Capt. James H. Charters, Det. 2 chief of maintenance, "... merely represented the beginning of a project to run around all Mark III and some Mark II vans worldwide."

Captain Charters added, "The vans were also unique in that they were the first to receive the low noise amplifier replacement for the parametric amplifier" which he said would increase reliability.

Korean orphans visit zoo

YONG SAN, KOREA—The 100 children of the Yong Seang Orphanage got a "day on the town" recently. It came from the efforts of Lt. Col. Dale C. Barnum, Capt. and Mrs. Joseph D. Dushan, SSgt. Jeffrey Greene and Mrs. Ha Myong Suk, all of Detachment 18, 30th Weather Squadron here.

Det. 18 helps provide food, heat and attention to the children of the orphanage throughout the year. At the onset of spring, on Children's Day in Korea, the unit sponsored the youngsters to a day at the Seoul Zoo.

Later in the day, and on behalf of Det. 18, Colonel Barnum, unit commander, accepted a plaque which expressed "appreciation for your service and dedication in the field of child welfare," from local officials.

Equipment helps unit mission

CHEYENNE MOUNTAIN, CO—Since last October, Detachment 1, 12th Weather Squadron here has provided service using equipment soon to be installed throughout the U.S. as part of the Meteorological Data System.

The equipment is the Dataspeed 40 Keyboard Display and High Speed Printer. Det. 1 is among the first units to have it installed.

The new printer can operate up to 1,200 words per minute and replaces five of the unit's original printers. The installation reduced noise while cutting the cost of leased printers, communications circuits, paper, electricity and uses less space.

Briton joins Korean confab

YONG SAN, KOREA—With the arrival of Lieutenant Commander M.J.R. Nestor, British Royal Navy, weathermen of three nations discussed forecasting techniques for the western Pacific.

Commander Nestor is currently serving an 18-month tour of duty at the Naval Environmental Prediction Facility, Monterey, CA, as part of an exchange program.

At Detachment 18, 30th Weather Squadron here, he met with Maj. William M. Dabrock, Capt. Joseph D. Dushan, CMSgt. Richard H. Langill and TSgt. Donald O. Novak, as well as with Capt. William Farritor Jr., 20WS, Yokota AB, Japan, and CMSgt. Eduardo Hildrogo, 1st Weather Wing, Hickam AFB, HI.

Accompanied by Major Dabrock, Commander Nestor met with the Korean Air Force Weather Service (KAFWS) commander, and chief of the KAFWS research and development.

16 stripes, 54 years lost

HICKAM AFB, HI—The 1st Weather Wing will attest to the value of NCOs. With the retirement of CMSgts. Kenneth Daly and Eduardo Hildrogo the unit lost a total of 54 years experience and 16 stripes.

Chief Daly was the unit's NCO in charge of communications and Chief Hildrogo was an Aerospace Environmental Technical consultant.



Trophy time

Reclaimed years from the past gained Lt. Col. Don R. Baker, Air Force Global Weather Central, Offutt AFB, NE, the trophy he holds. The years were reclaimed through his 1929 Town Sedan Model A Ford and the 1929 military uniform he wore during local Omaha Bicentennial celebrations. (U.S. Air Force photo)

Baker turns back clock

OFFUTT AFB, NE—As America looked over its shoulder at its 200-year past, Lt. Col. Don R. Baker, senior intelligence officer at the Air Force Global Weather Central here, brought a piece of it back to the way it was almost a half century ago—and won a trophy in the process.

From among 120 entries from throughout Washington, California, Colorado, Kansas, Oklahoma, Iowa, Missouri and Ohio, Colonel Baker won the trophy for having the second best 1928-1929 car in the closed class competition. The occasion was the Meadowlark Model A Ford Club's 1976 Tour-'N-Show. The show, which included several local tours by the vintage cars, is part of Omaha's Bicentennial events. First place went to a Denver dentist.

Colonel Baker's entry was a 1929 Model A Ford Town Sedan he purchased in Lincoln, NE, in 1969. According to the weather officer, he bought a touring car because that is what he wanted to do—tour. To date he has driven it to Colorado's Estes Park and Vail; twice to Wichita, KS; and to Des

Moines, IA. Unlike the trips made in 1929, Colonel Baker made them without a single flat tire.

How does a person find parts for a car which was popular when the owner's father was a young man? According to Colonel Baker, "It's easy." He said parts are available, particularly from specialty houses, at very reasonable prices.

He also said club members are a big help in the parts department also. All members of the Model A Ford Club of America or the Model A Restorer's Club keep rosters of Model A Ford owners throughout the country.

By using the roster while on trips, members rely on each other to help in case of a breakdown. According to Colonel Baker, "About three years ago a couple passed through Omaha in a 1931 Model A Victoria. As they left the interstate highway one of their car's rear axles broke. A local club member stopped to help. He called another member who brought a car trailer, took the damaged automobile to his garage and there removed and repaired the damaged axle—free."

Colonel Baker went a step further to add atmosphere during the Tour-'N-Show. He wore a 1929 military uniform, authenticated from a 1929 photograph of Gen. (then major) Carl A. Spaatz and other members of the first air-to-air refueling aircraft, the Question Mark. The Sam Brown Belt came from a local flea-market sale and the boots were a gift from a friend who had purchased them more than 40 years ago. He wore his own ribbons.

According to Colonel Baker, "All I need now—and I can't seem to find them—are an authentic campaign hat and a swagger stick of that era."

Motorized memorabilia for Colonel Baker did not stop with his 1929 sedan. He recently purchased a 1928 Sports Coupe which sat for years behind a farmer's barn. The years there took their toll because the upholstery and wooden sections were rotted away. Now Colonel Baker spends evenings "field stripping" a car which, although 48 years old, was not registered until he did it—this year.

Rocketsonde

Detachment makes 100th launch

by

Capt. John D. Warburton

SHEMYA AFB, AK—With the press of a button, Col. Donald R. James, base commander, recently fired the 100th launch of a meteorological rocket from Shemya AFB.

The firing of the 100th rocket-sonde was observed by most of the unit's people. Detachment 3, 11th Weather Squadron here operates the only all Air Force meteorological rocket station in the Air Force Environmental Rocket Sounding System.

Rocketsonde operations require the coordination of every person in Det. 3. Before launch, the rawinsonde crew assists with a special balloon launching which gives the rocket men up to date winds for ballistic calculations.

At the same time maintenance people are on hand to prepare the data sonde and give a final check to the GMD-4 tracking equipment.

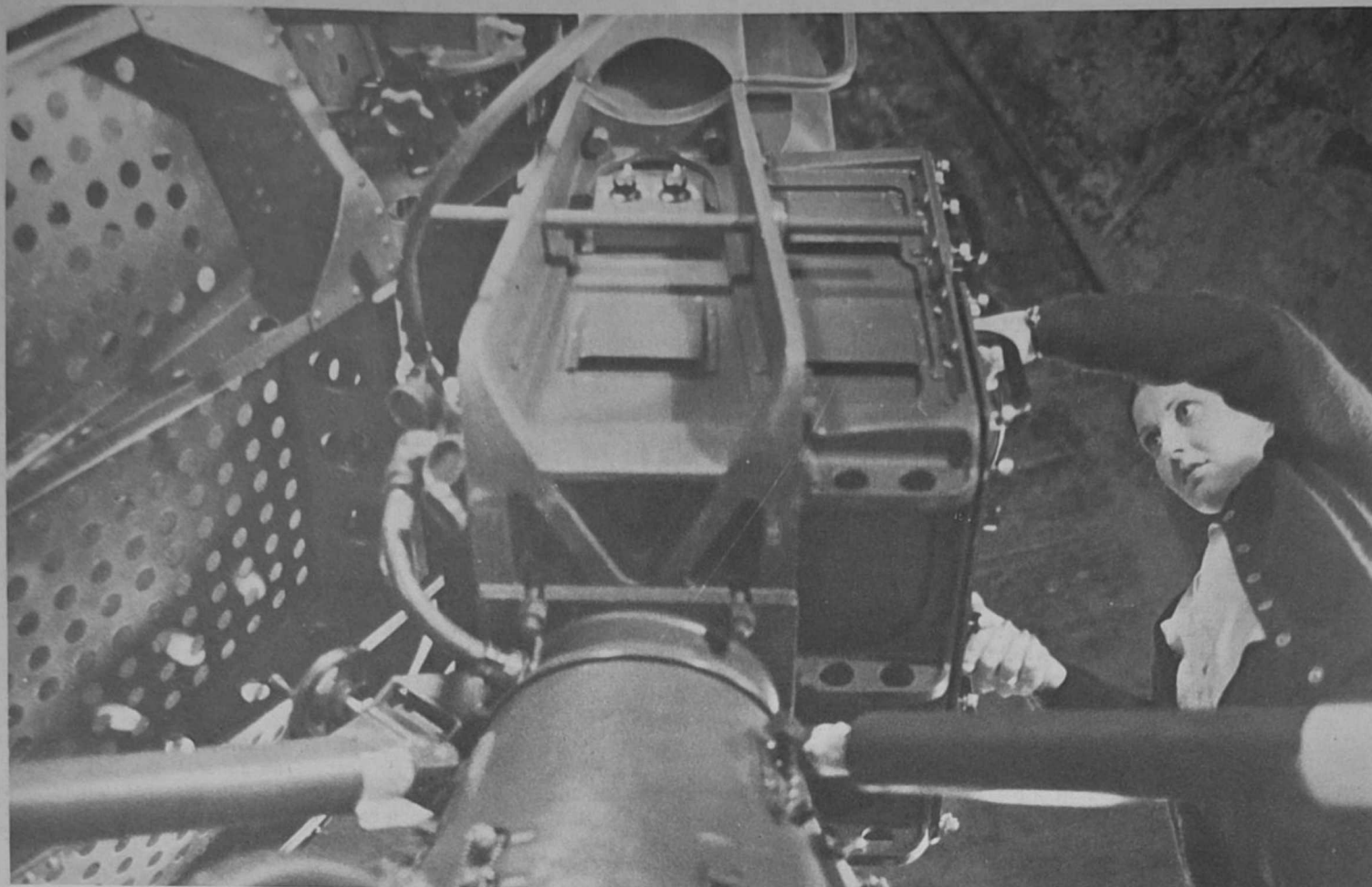
As launch time approaches, a forecaster takes up the range safety officer position. The detachment commander becomes a launch control officer and the

rocket men move the munitions to the launch pad and prepare for the launch.

Throughout the operation surface observers monitor the winds to insure a safe liftoff.

Once the data sonde reaches apogee, the maintenance men lock the tracking equipment onto the signal being given off then help the data man complete the run.

Following the run, data reduction requires six to nine man hours. The last team member to get into the act is the clerk, who must type up necessary forms.



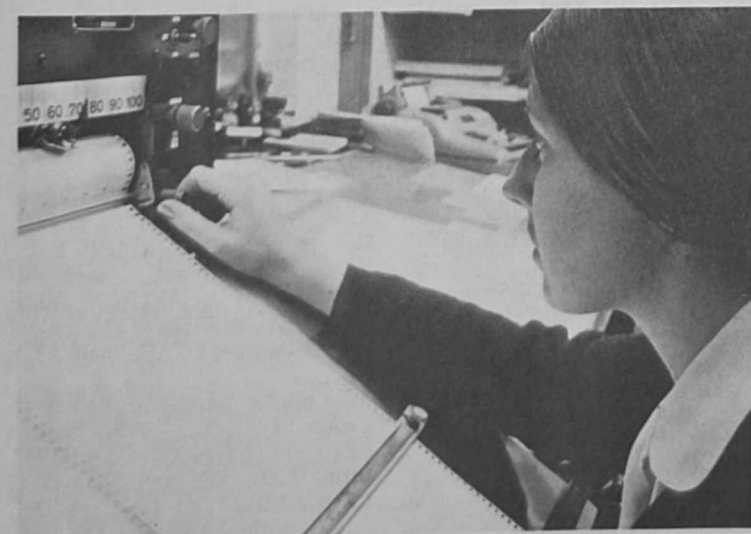
TO TRACK the balloon during its flight, Sgt. Donna Perez sets the Howard AFB, CZ, weather station's radar to align it with the proposed flight path.

U.S. Air Force photos by
SSgt. Ken Peterson



SSGT. ANTHONY BALTZ, at left, copies pressure calibration from a launch package as Sgt. Donna Perez assembles a rawinsonde instrument package for balloon launch. They are members of Det. 25, 5WW, Howard AFB, CZ.

SGT. DONNA PEREZ, below, monitors then plots weather data received from rawinsonde equipment attached to balloons.



Balloons help weathermen at hemispheric beltline

HOWARD AFB, CZ—Twice a day, every day, weather observers of Detachment 25, 5th Weather Wing, launch balloons from the Albrook AFB, CZ, rawinsonde site and watch them float over the nearby housing area.

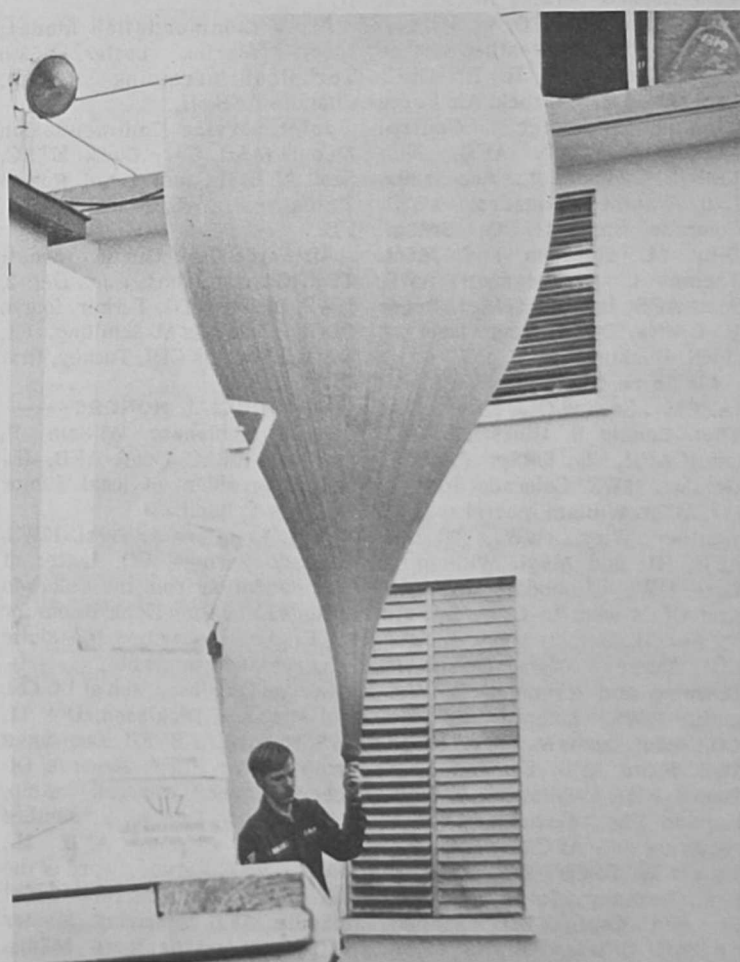
Information gathered from instruments carried by the balloons is used to forecast local weather. The weathermen at the site are apparently very good at their job as the unit was recently selected as the 5WW's best upper air site.

According to TSgt. Charles Tuttle, a supervisor, "Our job here is to support flight operations.

"The small battery and transmitter package we attach to the balloons sends back the data about winds, temperature and cloud levels we need.

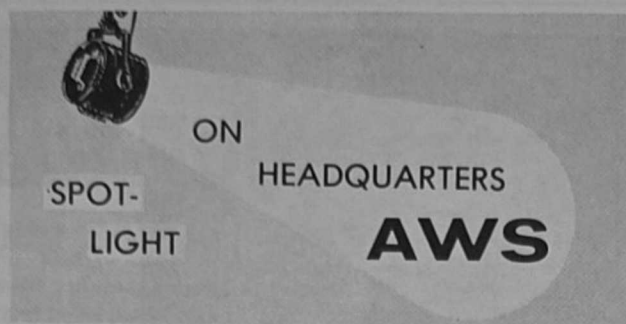
"We're the only upper air station in Panama and the data we gather is used by many countries. After each launch we collect the information at one-minute intervals as it goes up. The data is then relayed from us to the Howard Weather Station for its use. Later the people there send it on to the Ft. Worth (TX) Center at Carswell AFB. From there it goes to all locations which need weather data for flights to Panama."

Residents of the Howard-Albrook area who look up at the round object floating skyward at 6 a.m. and 6 p.m. should not get alarmed. It is just Det. 25 searching for the hows and whys of mid-world weather.



THE INSTRUMENT package sits on the launch platform as SSGT. Anthony Baltz readies the balloon for release. The instrument package is tied about 100 feet below the balloon and is tracked by Howard AFB, CZ's weather radar from inside the building in the background.

D
O
Q
X



by
Lt. Col.
Paul D.
Try

The Technical Plans and Programs Division (DOXX) is new to Headquarters Air Weather Service (AWS) and works closely with all the AWS staff as well as the Air Staff, major commands (MAJCOMs) and Army planning staffs. Some of the basic functions of the office include developing future concepts of support, preparing time phasing for AWS planning, maintaining the AWS capabilities master plan and providing overall planning guidance to the headquarters staff.

WHO

Headed by Lt. Col. Paul D. Try, the other men on the technical plans staff, Maj. Ron Kraus and Jim Young and Capt. Jim Overall, have backgrounds ranging from tactical support to Air Staff experience.

WHAT

The day-to-day activities of DOXX include the preparation of concepts of operations, inputs to MAJCOM plans and briefings on Joint Chiefs of Staff and USAF planning guidance. Reviews of Required Operational Capability, weather support plans, and MAJCOM planning documents are routine functions which provide important bases in formulating the AWS future.

LOOK AHEAD

DOXX's defining of weather support requirements through the 1980's involves an in-depth look at the current state of military technology which forms the basis for our future force composition. Tracking the Air Force and Army equipment acquisition programs along with technological advances includes DOXX involvement with the AWS staff meteorologists as well as the MAJCOM staff weather officers.

MORE

The AWS Capabilities Master Plan (CMP) and the AWS input to the MAC Objectives Plan are also major responsibilities of DOXX. These are the documents that reflect the integrated AWS planning activities for the future. With a lot of help from the wings and the HQ staff, the update to the 1976 CMP is finished and work has begun on a major revision to the CMP for 1977.

In order to make long-range planning pay, it takes, first of all, a real commitment to planning on the part of top management. AWS is committed and the resolve is demonstrated by the creation of DOXX.



WEATHER is a big thing to the Army too. This is shown as Lt. Gen. Robert M. Shoemaker, left, III Corps commanding general, examines a planned position indicator radar scope. The general had just cut the ribbon which dedicated the Detachment 14, 5th Weather Squadron's new AN/FPS-77 storm detection radar at Ft. Hood, TX. Explaining the radar unit's operation is Maj. George L. Frederick Jr., right, Det. 14 commander. (U.S. Air Force photo)

AWS salutes

MEDALS

Legion of Merit: Col. Paul Janota, Environmental Technical Applications Center (ETAC), Scott AFB, IL, first oak leaf cluster (OLC).

Meritorious Service Medal: Lt. Col. Jerome O. Siebers, Headquarters Air Weather Service (AWS), Scott AFB, IL, first OLC; Capt. Allen B. Hancock, Air Force Global Weather Central (AFGWC), Offutt AFB, NE; CMSgt. Lynwood L. Arceneaux, 12th Weather Squadron (WS), Colorado Springs, CO; SMSgt. Billy M. Stanfield and MSgt. Thomas L. Dorencamper, AWS, Scott AFB, IL; and SMSgt. Roger E. Graffa, Detachment (Det) 29, 25WS, Buckley ANGB, CO.

Air Force Commendation Medal (AFCM): Second OLC received by TSgt. Donald B. Hines, AFGWC, Offutt AFB, NE; SMSgt. Philip L. Gerster, 12WS, Colorado Springs, CO; MSgt. William Moorehead, 1st Weather Wing (WW), Hickam AFB, HI; and MSgt. William C. Luce, 11WS, Elmendorf AFB, AK; first OLCs went to Capt. Edward R. Fundis, Det. 2, 31WS, Incirlik CDI, Turkey, TSgts. Dennis G. Downing and Raymond E. Wozniak, 12WS, Colorado Springs, CO, CMSgt. Curtis M. Lord, Det. 10, 2WS, Eglin AFB, FL and Capt. Darell R. Whitehead, 2WW, Kapaun Bks., Germany; Others receiving the AFCM were SSgt. Robert G. Collier, 2WW, Kapaun Bks., Germany, SSgt. Alton J. Keel Jr. and Capt. Charles Ables, AFGWC, Offutt AFB, NE, Capt. Roland F. Tadd, Det. 5, 16WS, Ft. Knox, KY, Maj. Richard G. Johnson, Det. 10, 2WS, Eglin AFB, FL, Capt. Thomas P. Walters and

TSgt. Thomas J. Gallagher, Det. 10, 30WS, Kunsan AB, Korea, SSgt. David Graef, Det. 3, 1WW, Yokota AB, Japan, Sgt. Patricia A. Matthews, 1WW Hickam and Maj. James R. Smith, 7WW, Scott AFB, IL.

Army Commendation Medal: MSgt. Martin Lester, 3360 Technical Training Group, Chanute AFB, IL.

Joint Service Commendation Medal: MSgt. Gary Clark, ETAC, Scott AFB, IL, and Lt. Col. Robert E. Bagwell, 1WS, MacDill AFB, FL.

Air Force Good Conduct Medal: TSgt. Charlie Johnson Jr., Det. 2, 31WS, Incirlik CDI, Turkey, fourth OLC; Sgt. James M. Schilling, Det. 2, 31WS, Incirlik CDI, Turkey, first OLC.

SPECIAL HONORS

First Lieutenant William F. Markert, ETAC, Scott AFB, IL, elected president of local Junior Officer's Council.

TSgt. Salvatore A. Tursi, 12WS, Colorado Springs, CO, Letter of Commendation from the Colorado Springs Education Department for his English instruction to Asiatic refugees and emigrants.

Gordon Dickinson, son of Lt. Col. and Mrs. Lee Dickinson, Det. 11, 2WS, Patrick AFB, FL, awarded a four-year Air Force Reserve Officer Training Corps scholarship.

Sgt. Penny Decker, a weather student at Chanute AFB, IL, selected for Observer Award of the Year. Weather instructors at Chanute AFB receiving Master Instructor Awards were MSgts. Ronald Godbout and William R. Lyons Jr.

MSgt. Donald E. Georgie, Det. 3, 31WS, RAF Lakenheath, UK,

reported by his unit as the first enlisted station chief in the UK and the second in Europe.

TSgt. Wayne Gray, 53rd Weather Reconnaissance Squadron, Keesler AFB, MS, a flight examiner aerial weather observer, is his base's NCO of the Quarter.

CMSgt. Earl W. Langhorne is now enlisted station chief of Det. 3, 7WS, Heidenberg, Germany.

Det. 9, 9WS, Davis-Monthan AFB, AZ, was presented the AWS Ground Safety of the Year Additional Duty Award for 1975 and the AWS Special Safety Award.

RECON

Bob Payne, Det. 12, 3WS, Selfridge ANGB, MI, saved \$8,659 by suggesting removal of a remote plane position indicator (PPI) scope at his unit.

SSgt. Richard V. Rapp, Det. 9, 9WS, Davis-Monthan AFB, AZ, recently received a RECON Award.

EDUCATION

TSgt. Carmen R. Sanderson, Det. 8, 5WS, Ft. Riley, KS, awarded an associate of arts degree in electronics from Los Angeles Community College.

MSgt. Jerry Kennedy, Det. 12, 25WS, George AFB, CA, awarded associate degree in science from Victor Valley Junior College.

Texas A & M University basic meteorology students elected to Chi Epsilon Pi honorary society were Capt. Dennis W. Vander Ven and 2nd Lts. Stephen C. Ball, Jeanette Bogey, Richard J. Kovach, Brian Moore, Joanne E. Price, Ramona L. Roybal, Carol A. Sherer, Susan J. Sheldon and Marsha A. Soby.

SERVICE SCHOOLS

SSgt. Cecil I. Smith Jr., was a

distinguished graduate (DG) at the MAC NCO Academy (NCOA). He is a member of Det. 11, 25WS, Cannon AFB, NM.

Sgt. Rose L. Stewart, a Det. 4, 1WW observer, Hickam AFB, HI, completed the Pacific Air Force's NCO Leadership School.

Maj. John H. Taylor, 12WS, Colorado Springs, CO, completed the Industrial College of the Armed Forces by correspondence.

Of the 11 AWS people to graduate from the MAC NCOA's Class 76-9, two were DGs and one received the Class members were TSgt. Arthur R. Elkins, 2WW, Kapaun Bks., Germany; MSgt. Michael S. Fietek Det. 3, 9WS, Fairchild AFB, WA; TSgt. Harvey L. Gates, Det. 7, 24WS, Mather AFB, CA; TSgt. Ronald A. Groom, Operating Location F, 2WW, Hellenikon Aprt, Greece; DG TSgt. Claude L. Harrison, Det. 7, AFGWC, Carswell AFB, TX; MSgt. Franklin P. Hauck, Det. 27, 12WS, Hancock AFB, NY; DG TSgt. Sherrill D. Hutsell, Det. 3, 3WS, Myrtle Beach AFB, SC; MSgt. John R. Kingston, Det. 4, 1WW, Hickam AFB, HI; TSgt. Johnnie L. Motley, Det. 11, 2WS, Patrick AFB, FL; TSgt. Alfonso Ramirez Jr., 25WS, Bergstrom AFB, TX; and commandant award winner TSgt. Joseph H. Runyon, Det. 8, 30WS, Kadena AB, Japan.

Amn. David L. Durette, Det. 9, 16WS, Ft. Rucker, AL, is his unit's Airmen of the Quarter (AOQ).

A1C Robert F. Cunningham IV, Det. 1, 11WS, Elmendorf AFB, AK, is the 3WW Airmen of the Year for 1975.

Sgt. Joseph S. Smith, Kapaun Bks., Germany, is the 2WW NCO.

He is Operations Administration Division NCOIC.

TSgt. Andrew J. Fedornak, Det. 36, 31WS, RAF Alconbury, UK, is the 2WW's Maintenance Technician of the Year. His work center maintained a 99 per cent in-commission rate.

At Scott AFB, IL, ETAC selected its Airman of the Month, AOQ and NCOQ. They are Amn. Claren Jones, A1C Richard Sternbergh and Sgt. Dale Crum, respectively.

MSgt. Rogers T. Daniels, Det. 51, 2WW, Wiesbaden AB, Germany, is the 2WW Maintenance Superintendent of the Year.

MSgt. Howard P. Ober Jr., Det. 9, 9WS, Davis-Monthan AFB, AZ, the 3WW's Maintenance Superintendent of the Year.

PROMOTIONS

To lieutenant colonel: James D. Cook, Det. 11, 2WS, Partick AFB, FL.

To major: Richard C. Nicolaus, Det. 11, 2WS, Patrick AFB, FL; and Francis Kephart, ETAC, Scott AFB, IL.

To captain: Thomas P. Walters, Det. 10, 30WS, Kunsan AB, Korea; and Edward J. Eadon, Det. 5, 16WS, Ft. Knox, KY.

To first lieutenant: Jack E. Perry Jr., Det. 14, 25WS, Holloman AFB, NM; and John F. Snyder, Det. 11, 2WS, Patrick AFB, FL.

To senior master sergeant: Creston Portis, AFGWC, Offutt AFB, NE; and Richard Shirley and James Denton, ETAC, Scott AFB, IL.

To master sergeant: Homer D. Beddo, Det. 11, 25WS, Cannon AFB, NM; Larry Oliver, AFGWC, Offutt AFB, NE; and Thomas L. Cantwell and Tadd Kowalzyk, Det.

(Continued on page 7)

A lesson from history

Weather fights invasion, paradrop, road

by
John Fuller
AWS Historian

Gen. Douglas MacArthur made plans for New Guinea after bad weather, which broke there and over the Bismarck Sea in March 1943, allowed the Fifth Air Force (5AF) to destroy a 7,000-man troop convoy traveling from Rabaul, New Britain to reinforce Lae, New Guinea.

His plans were to seize Lae and the adjacent Markham River Valley upstream 20 miles to Nadzab. The valley was well suited for airfields the 5AF aircraft needed to support plans to capture Rabaul. Lae was a good harbor for ships to unload supplies for the proposed airfields.

The plans called for Lae to be taken by a 10,000-man U.S.-Australian amphibious assault after which, a day later, 1,700 U.S. paratroopers would jump at Nadzab. The paradrop area was not believed held by the Japanese but its seizure would stop possible enemy reinforcement of Lae.

D-Day for the Lae invasion was picked by Lt. Gen. George C. Kenney, the 5AF commander, on the basis of weather forecasts. He wanted fog over western New Britain

and the Vitiaz and Dampier Straits that would keep Japanese aircraft away and clear weather over New Guinea for the paradrop into the Markham Valley.

Australian meteorologists and the Air Weather Service's 15th Weather Squadron disagreed on the forecast. The Australians recommended Sept. 3, 1943 as D-Day and the 15WS urged that it be Sept. 5. General Kenney later wrote, "... decided that neither one of them knew anything about weather, split the difference between the two forecasts, and told General MacArthur we would be ready to go on the morning of the fourth for the amphibious movement."

At sunrise, Sept. 4, an armada of more than 40 ships appeared off Lae and by 8:30 a.m. the assault force had landed.

Although they met no resistance on the ground, Japanese aircraft tried to break up the invasion. Eighty Japanese planes came from Rabaul to strike at the invasion fleet, but the New Britain fog General Kenney's weathermen had predicted held them up. As a result, 5AF fighter planes intercepted the Japanese aircraft, a few of which made it through to inflict some damage to the landing craft.

The next day weather for the paradrop against Nadzab was as forecast. Bad weather over the Owen Stanley Mountains delayed takeoff but when the 81 C-47s carrying the parachutists descended to the 500-foot drop altitude over Nadzab, the weather was clear.

Enlisted weathermen of the 15WS went into Lae and Nadzab as two-man teams to set up observing stations. Within 24 hours Nadzab was captured and ready for transport aircraft. By Sept. 16, Lae was taken after meeting only token Japanese resistance.

The next phase of the plan, the opening of a road between Lae and Nadzab for truck traffic to the new airfield, was not so easy. Day and night the road was pushed from both ends, hampered by heavy rains. It rained 46 of the last 60 days of the project forcing the construction men to work in late afternoon, after the rain stopped, and far into the night until the next downpour began.

"Jonah's Road," as the road came to be called, was finished Dec. 15, 1943. The general in charge of the road's construction, later wrote, "We literally floated that road into Nadzab and had to back-end dump surfacing materials for more than half its entire length."

MARCH AFB, CA—Members of the 9th Weather Squadron and their families recently went to San Diego, CA, to see what goes on down under. The tour did not relate to Australia, but to the U. S. Navy's Submarine Development Group One, an elite deep ocean search, location, recovery and rescue unit.

The tour included a close examination of special equipment once featured in National Geographic Magazine and other scientific publications.

According to Capt. G. F. Duffield, unit information officer, "We visited simulators used to train crews for their special deep submergence vehicles. It was interesting to see the parallels between their equipment and an aircraft, such as the cockpit, maneuvering problems and how launch and recovery compares to a plane's takeoff and landing."



'THIS PROPELLER takes us down, not up' were the words of the guide during the visit to the U. S. Navy's Submarine Development Group One, San Diego, CA, by members and families from March AFB, CA's 9th Weather Squadron. The Turtle, this deep water submarine, has on its nose two mechanical arms used by operators inside to perform tasks outside the vehicle. (U. S. Air Force photo by Sgt. Donald D. Kimberly)

Families tour Navy sub group

Salutes. ■ ■ (Continued from page 6)

15, 24WS, Vance AFB, OK.

To technical sergeant: Tommy M. Pelley, Det. 11, 2WS, Patrick AFB, FL; Vern Van Every, AFGWC, Offutt AFB, NE; and Michael Fewless, John Chiamonte and James Troutman, ETAC, Scott AFB, IL.

To senior airman: Larry Barnes, Det. 3, 1WW, Yokota AB, Japan; William H. Taylor, Det. 18, 30WS, Yong San, Korea; Walter D. Wilkerson, Det. 14, 25WS, Holloman AFB, NM; and James F. Murray and Nancy W. Brooks, Det. 11, 2WS, Patrick AFB, FL.

To airman first class: Annmarie Orenda, 3WW, Offutt AFB, NE; James W. Williams, Jeffery P. Hazel and Patricia A. Mooneyham, Det. 11, 2WS, Patrick AFB, FL; Bruce W. Swartz and Chris A. Postel, Det. 8, 30WS, Kadena AB, Japan; George Tasevski, Kent Crawford, Edward Macie, Jeff Henson, Drew Schissler and Heidi Berlyak, AFGWC, Offutt AFB, NE; Michael J. Lewis and Bill D. Zwick, 12WS, Colorado Springs, CO; Robert A. Schmidt, Det. 3, 7WS, Heidelberg, Germany; Steven P. Moretz, Det. 11, 12WS,

Luke AFB, AZ; and Patricia Countryman, Mitchell Manning, John Mitchell and Candido Trujillo, ETAC, Scott AFB, IL.

To airman: David Wilson, ETAC, Scott AFB, IL.

—CIVILIAN HONORS—
Mrs. Sylvia F. Debose, 12WS, Colorado Springs, CO, received a commendation letter from the 46th Aerospace Defense Wing for her assistance related to an Equal Employment Opportunity matter.

Frank R. Jackson, Det. 9, 9WS, Davis-Monthan AFB, AZ, received a 20-year service pin and certificate.

—COMMAND ASSIGNMENTS—
Maj. Robert J. Holub now commands Det. 3, 7WS, Heidelberg, Germany.

Capt. Richard L. Nieman now commands Det. 2, 16WS, Ft. Belvoir, VA.

Capt. Kenneth G. Rogowski now commands Det. 5, 7WW, Dover AFB, DE.

—MARRIAGES—
Sgt. David W. Goe, Det. 5, 16WS, Ft. Knox, KY, married Dorothy Benavids, July 3 in Vine Grove, CO; SSGT. Larry F. Borden, Det. 18, 30WS, Yong San, Korea, married

Kang Sun Lee, July 3, in the Camp Page Chapel, Chunchon, Korea.

A1C Donna M. Vincent, Det. 5, 7WW, Dover AFB, DE, was married to Ernest W. Fisher, July 10, at Woodside, DE.

Amn. Timothy L. Nelson, Det. 11, 25WS, Cannon AFB, NM, married Jane Biebl of Barnham, MN, June 9.

A1C Annmarie Orenda, 3WW, Offutt AFB, NE, was married to Amn. Michael K. Bartnick, a communications center specialist, July 18.

—BIRTHS—

Capt. and Mrs. Frank H. Grover, son, Mark Elliott, May 12. Father heads scientific services, 12WS, Colorado Springs, CO.

Amn. and Mrs. Charles S. Potts, son, Ryan Steven, June 23. Father is an observer, Det. 6, 5WS, Ft. Lewis, WA.

Sgt. and Mrs. Joseph S. Smith, son, Shawn Stefan, May 1. Father is assigned to 2WW, Kapaun Bks., Germany.

SSgt. and Mrs. David L. Coss, daughter, Jodi Lyn, July 8. Father is chief observer, Det. 28, 26WS, Wurtsmith AFB, MI.

A1Cs Robert and Nancy Hester, daughter, April Patricia, July 21. Parents are observers, Det. 28, 26WS, Wurtsmith AFB, MI.

SSgt. and Mrs. Dennis R. Boyum, daughter, Sonia Chung, July 9. Father is assigned to Det. 18, 30WS, Yong San, Korea.

Sgt. and Mrs. Douglas A. Pabst, daughter, July 8. Father is assigned to OL-A, Det. 15, 25WS, Gila Bend AFAF, AZ.

Sgt. and Mrs. William L. Burton, son, Wyatt Yung, July 16. Father is assigned to Det. 18, 30WS, Yong San, Korea.

Capt. and Mrs. Melvin E. Huffman, son, Michael Melvin, Aug. 2. Father is assigned to AWS, Scott AFB, IL.

SSgt. and Mrs. Robert P. Callahan, daughter, Kimberly Jill, July 31. Father is assigned to Det. 6, 3WS, Homestead AFB, FL.

Second Lieutenant and Mrs. Donald L. Reinke, daughter, Dianne, July 17. Father is assigned to Det. 11, 2WS, Patrick AFB, FL.

SSgt. and Mrs. James W. Grobe, daughter, Jacqueline, July 7. Father is assigned to Det. 11, 2WS, Patrick AFB, FL.

Sgt. and Mrs. Walter R. Baron, son, Jason, July 22. Father is assigned to Det. 11, 2WS, Patrick AFB, FL.

—REENLISTMENTS—
SSgt. John W. Schmidt, Det. 3, 7WS, Heidelberg, Germany.

TSgt. Larry M. Means, Det. 3, AWS, Sunnyvale AFS, CA, was previously reported to have retired. He did not—he reenlisted.

Sgt. Robert D. Johnson, Det. 17, 31WS, RAF Upper Heyford, SSGT. James B. Sanders, Det. 11, 12WS, Luke AFB, AZ.

—RETIREMENTS—
Lt. Col. Robert E. Bagwell, 1WS, MacDill AFB, FL.

CMSgt. Curtis M. Lord, Det. 10, 2WS, Eglin AFB, FL, after 29 years military service.

Maj. William L. Eakin and TSgt. James Gomes, AFGWC, Offutt AFB, NE.

CMSgt. Lynwood L. Arceneaux and TSgt. Dennis G. Downing, 12WS, Colorado Springs, CO.

MSgt. Charles D. Tullis, 3WW, Offutt AFB, NE.

MSgt. Herman McCathern and TSgt. Robert S. Hogue, Det. 11, 12WS, Luke AFB, AZ.

Sports shorts

Ladwig takes golf meet crown

FT. RILEY, KS—David S. Ladwig's hole-in-one two months ago appeared to have thrown "the fear of golf" into the other 64 contestants recently. The weatherman won first place in Ft. Riley's monthly Calloway Golf Tourney.

Finishing the 18 holes with a 77 and a six handicap gave Ladwig a 71 net. It was the six-year golf veteran's first tournament win.

Observer erupts, wins title

KUNSAN AB, KOREA—Weather is not the only thing that erupts in a hurry. An Observer at Detachment 19, 20th Weather Squadron (now the 30th) here proved a weather man can erupt too. Allan G. San Martin, an observer at Det. 10 recently exploded to win the Korean National Middleweight Tang Sao Do championship in Seoul.

Tang Sao Do is one of several Oriental martial arts.

San Martin took the title shortly after gaining the first-degree Black Belt in the sport. He studied under sixth-degree Black Belt holder, Hon In Lee, of Okbu.

The competition for the title lasted two days. At meet's end the young observer, who has studied the art three and one half years, said, "Since I am still learning, winning was great. However, the chance to compete was very important to my future in the martial arts."

San Martin's sports interests extend past Tang Sao Do. He is also the team captain of Kunsan AB's Olympia Soccer Club, which he and Thomas E. Fraser, another Det. 10 member, helped form.

Tiny unit holds own Olympics

HANSCOM AFB, MA—Operating Location E, 2nd Weather Squadron, here, holds its own Olympics each year. Instead of country competing against country, the unit's people compete against records set by its own people in past years.

This year, during its annual aerobics run of a mile and a half, 50 per cent of the unit's people ran the distance in less than 9:15. Seventy five per cent ran the distance in less than 10:15 and every person beat the 13-minute mark.

Viola aces Scott's eighth hole

SCOTT AFB, IL—For the fifth time in as many months, a weather man has aced on the golf links. This time it was Chuck Viola, Environmental Technical Applications Center here. Chuck made his hole-in-one on Scott AFB golf course's 167-yard, par-three eighth hole.

Hobby takes to sky, prizes

HOLLOMAN AFB, NM—During duty hours 1st Lt. Kendall Hood, Detachment 14, 25th Weather Squadron here, keeps his eye on the sky so he can provide weather information. During off duty time he and his wife still watch the skys, but for a different reason—they raise pigeons.

Lieutenant Hood, chief forecaster here, goes a step further than just feeding and admiring his cooing collection of Chinese Owl pigeons, he also displays them in shows. According to 2nd Lt. N.E. Holtgard, unit information officer, although Lieutenant Hood is relatively new to showing pigeons, one of his entries earned a trophy in the Grand National Pigeon Show in Fresno, CA, in competition with 5,000 other entries.

Lieutenant Hood's pigeons derive their name from their round, owl-like head. Mrs. Hood chose a breed, English Trumpeters, characterized by large clusters of feathers around their feet.

Ideal record nets base crown

VANDENBERG AFB, CA—Detachment 30, 2nd Weather Squadron here, recently became Vandenberg AFB's men's fastpitch softball champs. The team ended league play with a 7-0 record then took the eight-team double elimination playoff. Det. 30's team was made up of Cecil Parker, Al Luck, Jim VanHorn, Mike Fischer, Bill Borkowski, Craig Bussard, Gary Gilson, Jeff Kelley, Gary Blinn, Craig Hugger, Chuck Kscinski, Ed Addison, Steve Bergonzoni, Steve Kam, Charles Wiley, Rick Wilkerson and Mike McDonald.



THREE MEMBERS and a coach on Patrick AFB, FL's "Rookies" softball team are members of Detachment 11, 2nd Weather Squadron. The team earned the Sportsmanship Award at the First Melbourne Invitational Softball Tournament recently. The weather people are, top left, coach Jim Grobe. Rose Taylor is sixth from left, back row; Shirley Janes is second row, far right; and Mary Murray was not shown. (U. S. Air Force photo by SSgt. Jose Lopez)

Detachment 30, 1st Wea. Wg.

Unit move ends Thailand duty

HICKAM AFB, HI—Not long ago it was announced that the last American military personnel had left Thailand. Shortly before that a veteran organization of Air Weather Service claimed its place in history when it became the last American weather unit to serve in that country.

The historical chapter closed when Detachment 30, 1st Weather Wing, formerly at U-Tapao Royal Thai Airfield, Thailand, ceased operation.

In its last year at U-Tapao Det. 30 provided weather support to C-130 airdrop missions in Cambodia, "Eagle Pull," (the evacuation of Phnom Penh, Cambodia) and "Frequent Wind," (the evacuation of Saigon).

When Saigon fell, Det. 30 served massive airlifts involving C-130 and C-141 aircraft from U-Tapao. No sooner had this activity begun when the Cambodian Khmer Rouge forces seized the U. S. merchant ship Mayaguez; the weather people's role increased to support the rescue forces.

At the end of the year, Det. 30 began to support "Coronet Climax," the withdrawal of Pacific

Air Forces and the Strategic Air Command's KC-135s from Thailand. Det. 30 was then the only remaining Air Weather Service unit in Thailand.

Weather people served throughout Southeast Asia since 1961 and at one time numbered more than 650. Today there are none.

Gen. Louis L. Wilson Jr., commander in chief of Pacific Air Forces, in a letter to Gen. Paul K. Carlton, commander of the Military Airlift Command, said, "The last Air Weather Service unit was recently closed at U-Tapao as part of our withdrawal from Thailand. This event ended an era of outstanding weather support to the Pacific Air Forces in SEA, ranging from fixed base weather services to complex and often unique weather support to operational units in combat.

"In many instances, the success of these operations was dependent on the skill and hard work of dedicated Air Weather Service men and women who provided the advice upon which decisions were made."

General Wilson concluded by

saying, in part, "... there is no doubt that the Air Weather Service people deserve the highest praise for their accomplishments."

Responding to General Wilson's letter, General Carlton, speaking of Southeast Asia-based weather unit's ability to support combat forces, wrote to the AWS commander, "It is but another example of the professionalism I have found throughout your command."



WEATHER people who served former Brig. Gen. John W. Collens III during his tenure as Air Weather Service commander (1974-1975) will now see him wearing a new rank. Effective Sept. 1, 1976, he donned the two stars of an Air Force major general. General Collens is Military Airlift Command's deputy chief of staff for Plans. (U. S. Air Force photo)