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Snow storms slam northeast U.S.

AWS **OBSERVER**

Vol. 25, No. 3 Headquarters, Air Weather Service, Scott AFB, IL. March 1978

Snow storms, reportedly the worst to hit the United States' northeast in the last 30 years, created problems which are now being solved. Further, experts expect that when warmer weather begins to melt the snow, new troubles will surface.

More than one million pounds of equipment and other forms of aid were airlifted to Ohio as February began.

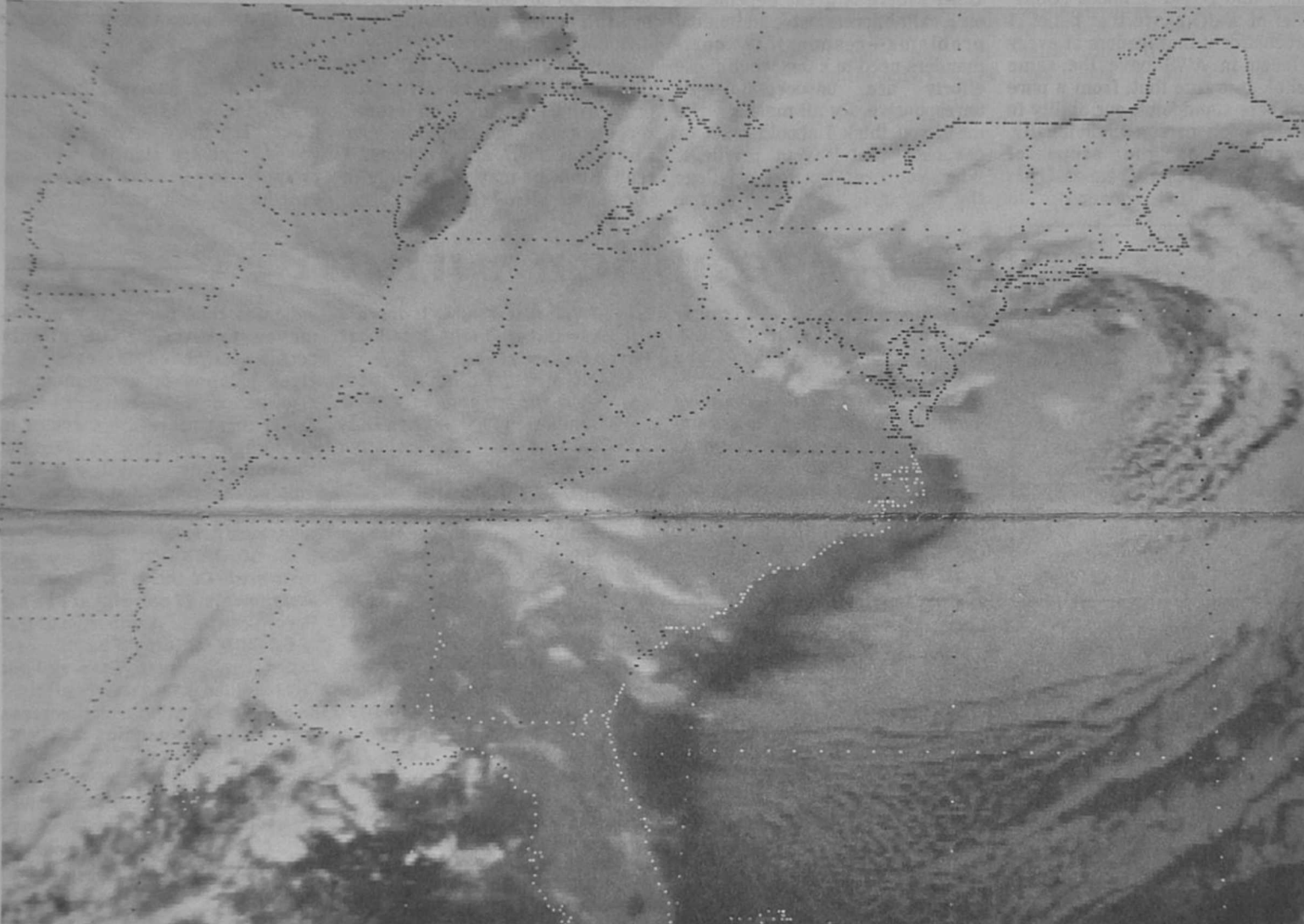
Twenty-six Military Airlift Command (MAC) flights airlifted

tons of snow removal equipment and 500 Army people to Toledo in two days to help during the snow emergency in that state. Cargo included road graders, front-end loaders, bulldozers, trucks, trailers, fuel tankers and men from Ft. Bragg, NC, and Ft. Campbell, KY.

Soon after the airlift to Ohio, another storm front moved into the northeast and seemed to hover over the Boston-New York City area, where strong winds and snow added to the already distressing conditions.

MAC again began another airlift, this time to Boston; Providence, RI; and Hartford, CT. According to MAC officials, by Feb. 11 more than 2,339 tons of men and materials had been delivered by 16 C-5 Galaxy, 35 C-141 Starlifter and 76 C-130 Hercules missions.

Air Weather Service units throughout the snow-lashed area each had stories related to the storm.



DETAILS OF THE GIANT STORM that all but paralyzed the eastern seaboard and northeastern U.S., as seen from a Geostationary Operational Environmental Satellite System weather satellite on Feb. 7, 1978. Contrasting darkneses are based on temperatures; warm temperatures show up darkly (note the Gulf Stream off the Florida-Carolinas coast) whereas colder temperatures appear lighter. The viciousness of the storm is indicated by a massive low pressure system which deeply intensifies over the ocean after tracking across the south-

eastern U.S. The center, well developed and identifiable, is just south-east of Long Island, NY, and bears the resemblance of an "eye." The storm which packed winds of more than 100 mph, dumped three feet of snow in many areas and was identified as "one of the worst in history." (Photo courtesy of the National Environmental Satellite Service, Field Service Station, Washington, DC, as provided through Det. 1, 7WW, Andrews AFB, MD)

Snow 'socks in' Ohio AWS units

by

Capt. Allan F. Forrest
15WS Unit Info. Officer

WRIGHT PATTERSON AFB,

OH—On Wednesday evening, Jan. 25, Wright-Patterson AFB had a warm, wet, foggy evening. Rain followed the record-shattering snows that hit the area the previous week. Earlier, two Gulf of Mexico storms had reached north to bury the base and greater Dayton area in 18 inches of snow. The 18 inches had broken the area's 1850 record, but was rapidly melting in the rain-soaked January thaw.

At Det. 15, 15th Weather Squadron, here, there was no time to enjoy the change in the weather. The duty forecaster and observer were busy trying to nail down the exact time a severe arctic front would come through the area—and if the ensuing storm would develop into a blizzard. Many high-ranking people depended on the accuracy of the unit's information.

With more than 20,000 people commuting to the base the following morning, the base commander needed to decide how long to delay the local work force. Also important was a decision to be made by Gen. F. Michael Rogers, Air Force Logistics Command (AFLC) commander. AFLC was to host a change of command and retirement ceremony for General Rogers on Friday morning and hundreds of people were involved. Gen. David C. Jones, Air Force chief of staff, was scheduled to arrive for the ceremony on the afternoon of the day before the ceremonies—16 hours away.

The weather forecast was for rain, which would abruptly change

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Nuclear Agency looks for men exposed to atomic blasts of past

SCOTT AFB, IL (MNS)—Weather people who took part in the U.S. military nuclear tests any time during 1946 and 1963 should contact the Defense Nuclear Agency. You may contact it by calling, toll free, 800-638-8300. Persons in Alaska should call, collect, to Area Code 202-295-0586. Persons in Hawaii should call collect to Area Code 808-422-9213. Persons outside the U.S. should write to: AFRRI; Defense Nuclear Agency; National Naval Medical Center; Bethesda, MD 20014. The agency will require your name, Social Security number, service number, address, telephone number, dates you were involved with test(s), military service and unit at the test(s). Defense Department officials say all information will be protected by the terms of the 1974 Privacy Act.

Command line

'Every individual . . . is important to me;'

'Problems -- when in doubt, let it out'



Brig. Gen. Berry W. Rowe
AWS commander

In the last month two young members of the Air Weather Service (AWS), from completely dissimilar organizations, wrote to me about problems. The specific problems are not pertinent to these comments. In both cases, however, the individuals concluded their letters saying they were fearful of bringing problems to my attention. I will tell you—flat out—that worries me! It should worry every commander and every supervisor throughout the AWS.

Every individual in this organization is important to me, the AWS, Military Airlift Command and the U.S. Air Force (USAF). I know that Gens. William G. Moore Jr. (MAC commander in chief) and David C. Jones (USAF chief of staff) share that belief. I am confident that leaders at every echelon in AWS have the same belief. It is true that, from a pure numbers standpoint, our ability to attend each person, individually, decreases as the scope of responsibilities increases from detachment to squadron, to

wing—and on up. But that should never be interpreted as a lack of interest or be inviting an adverse reaction.

Throughout the AWS, and the USAF, there is great dependence on local action to solve individual problems—responsible commanders need to know when those efforts are unsuccessful or unresponsive. By all means, write me if you think I should know or can help—that is your privilege. When you exercise that privilege (by writing to me—or any other

commander) you have two key responsibilities.

First: be as sure as you can of your information. If you are unsure of the facts or have heard rumors, say so. Do not abuse the privilege by infringing on another individual's rights.

Second: give your local commander first crack at solving the problem. He is my "on scene" representative and should be your first contact in all problems. I realize that he may not be able to solve all problems (in many cases,

I can't either), but you owe him the courtesy of giving him the opportunity.

In the final analysis, however, my advice is: "When in doubt—let it out." If you are wrong, I will tell you. If you are right, I will act promptly to solve the problem as expeditiously as possible.

Holiday schedule

(Ed. note: The following dates are provided as a "clip out" to be carried in your wallet if you so desire. Days followed by an asterisk (*) indicate holidays creating three-day weekends).

DATE	HOLIDAY
May 29	Memorial Day*
July 4	Independence Day
Sept. 4	Labor Day*
Oct. 9	Columbus Day*
Nov. 11	Veteran's Day*
Nov. 23	Thanksgiving Day
Dec. 25	Christmas Day*

Weather whys???

"Weather whys???" is a regular feature of the AWS OBSERVER. Questions come from readers and answers from the AWS commander and his staff. If you have questions, send them to: Commander, Air Weather Service; Scott AFB, IL 62225. Although all questions will be answered, space limitations preclude printing all of them in the OBSERVER.

Q. I'm interested in becoming an advisor to an Air National Guard

(ANG) Weather Flight. Is there a list of weather flight locations? How do I apply?

A. ANG Weather Flight locations are listed in attachment one to AWS Regulation 50-8, "Active Duty for Training for ANG Weather Personnel." E-6 (including E-6 selectees) or E-7 in specialty 25170 may apply through their consolidated base personnel office in accordance with item 27, chapter eight, Air Force (AF) Regulation 39-11. NCOs desiring more information should contact AWS/DOT, AV: 638-5651.

Q. AF requires three years on station as part of the criteria for a continental U.S. (CONUS)-to-CONUS permanent change of station (PCS) move. Does the three-year requirement apply to CONUS-to-overseas moves?

A. The three-year on-station rule for CONUS-CONUS moves applies only to "career" people, those who have reenlisted. Career airmen may PCS overseas after two years on station. First-term airmen are eligible for CONUS base of preference (BOP) in connection with reenlistment, or an overseas assignment after one year on station. For first-term and career people, two years on station are required for join-spouse and assignment exchange with the exception that the join-spouse requirement may be waived to one year for a permissive, no-expense-to-the-government move.

Q. A recent AF Times article said, "Services shall adopt no policy requiring PCS moves within the CONUS solely because of the passage of a stipulated period of time." Does this mean the career BOP policy is rescinded or on its way out?

A. No. The statement merely

indicates that people will not be moved CONUS-CONUS simply because they have "X years" at a given location or assignment. It also indicates that the Defense Department urges the services to encourage people to extend "beyond the length of the minimum controlled tour" in special duty assignments whenever feasible.

Q. CONUS-CONUS moves are restricted. Of the NCO forecaster assignments, 25 per cent are to Air Force Global Weather Central (AFGWC), (Offutt AFB, NE) and 25 per cent overseas. The way I put this together is that nearly all NCO forecasters rotating from overseas will be assigned to AFGWC. Correct?

A. Questions like this make me wish we didn't expose forecasters to so much math. Your figures are correct, but your conclusion is wrong. Many AFGWC forecaster vacancies will be filled by AFGWC observers who complete the temporary duty forecasters school. Overseas returnee volunteers, CONUS overages and BOPs will fill other vacancies. Palace Weather selects only the number of overseas returnee non-volunteers necessary to keep AFGWC manning equitable with other wings. Many forecasters "find a home" at AFGWC—and don't want to leave, don't volunteer for overseas and use their career BOP to stay. These factors help stabilize assignments and reduce the need for Palace Weather to assign overseas returnee non-volunteers to AFGWC. Although it's impossible to establish a firm average, chances of a non-volunteer getting an assignment from overseas to AFGWC would be less than 50 per cent.



COMMANDERS ACCEPT the Commerce Department's Public Service Award for their organizations from Karl Johannessen, deputy director of the National Oceanic and Atmospheric Administration, are, left to right, Lt. Col. John D. Laughlin, 53rd Weather Reconnaissance Squadron; Maj. James E.

Henson, Det. 5, AWS; and Lt. Col. Charles B. Coleman III, 920th Weather Reconnaissance Group (AF Res.). (Story on page 9) The awards were presented at the 32nd Annual Interdepartmental Hurricane Conference, Keesler AFB, MS. (U.S. Air Force photo by SSgt. William B. Belcher)

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

The Air Weather Service OBSERVER is an official Class IIIA Air Force newspaper published monthly for personnel of the worldwide Air Weather Service of the Military Airlift Command and under the supervision of the Office of Information, Headquarters, Military Airlift Command, Scott AFB, IL, 62225. Opinions expressed herein do not necessarily represent those of the Air Force. Material which appears herein may be reprinted without

permission, but credit to the Air Weather Service OBSERVER is requested. News, features, art or photographic material is solicited from readers, but publication depends on the judgement of the OBSERVER staff. No payment will be made for contributions. Paid advertising is not accepted. Editorial office phone numbers are: 618 256-5003/3687 or Autovon 638-5003/3687.

Enlisted line

Advisor: 'Weather has the best . . . ;' Cites reasons why his belief is true



CMSgt. Howard M. Bock
AWS senior enlisted advisor

"Air Weather Service (AWS) has the best people in the U.S. Air Force (AF)." I've heard and known that for 27 years. More than two years of visiting, talking with and listening to you only reinforces that knowledge. Unsolicited comments from people in other commands, especially other senior enlisted advisors, drives the point home—our enlisted people ARE the best.

SCL

Less than three years ago AWS began conversion to the single career ladder (SCL). There were skeptics then and there are still a few now. Despite heavy losses of experienced people (some result of resistance to change, but most to retirement of NCOs who came on board during the Korean War and had reached or were nearing their high year of tenure) we are making excellent progress. Younger, less

experienced NCOs are moving in to get the job done. We're half way to the final conversion date and are not home free yet, but we're making it; making it better than even some of the optimists thought. Our success to date is a tribute to quality and dedication of all the AWS people—people in support specialties, officers, and enlisted forecasters and observers.

VOLUNTEERS

Three years ago our enlisted forecaster manning was about 75 per cent. It was difficult to get five or six volunteers for a forecaster class. Today, mostly because of your voluntary action, our enlisted forecaster strength is 91 per cent. There are enough volunteers for one year of classes at maximum capacity. You reacted to a need.

DETCOS

About two and a half years ago,

few people wanted to be the first NCO detachment commander (Detco). Was it fear of the unknown, lack of confidence? Whatever—we now have 13 NCO Detcos; three more will be in place by the end of the year and getting volunteers is no longer a problem. By the end of 1979 the goal will be achieved—more than 10 per cent of the detachments will have NCO commanders. The program is a success because of the NCO Detcos and the support they get from the super enlisted people in the units.

STATION CHIEFS

Two years ago we didn't have a station chief. Some "technician" forecasters didn't want to become forecasters. Both conversions were necessary if the station chief program was to become a reality. In increasing numbers our NCOs are rising to the occasion. We now have more than 50 station chiefs

—some former technician forecasters, some former chief observers. We are well on our way to the early 1981 goal of 140 station chiefs.

The job is not an easy one—especially when the detachment is short one or two forecasters. Yet, not one station chief has quit. In fact, we have more volunteers than jobs available at present.

Not long ago we had E-5 through E-7 supervisors at remote and Army support operating locations (OLs). Most OLs now have E-4 supervisors. Some of our customers are surprised by the ability of our first termers to get the job done. They're learning that AWS people can "do it all."

PROOF OF BEST

Why do AWS people have the highest Senior NCO Academy (NCOA) selection rate in the

Military Airlift Command? Why do our people win so many awards in the NCO Leadership Schools and NCOAs? Why did AWS people, who make up only about one per cent of the AF enlisted strength, garner 10 per cent of the 1978 Airman Education and Commissioning Program slots? The answer to all of these questions and to AWS' successes past, present and future, is simple—AWS has the best people—it's the people that make up AWS that make AWS.

Personnel shorts

Did you know that:

* People who exercise the seven-day option and apply for retirement rather than accept a permanent change of station (PCS) move now have seven months rather than four months before their retirement must become effective?

* ARQ (automatic response to query) traffic count dropped by approximately one-third with NOTAM (notice to airmen) ARQ test termination?

* Metal enlisted chevrons are to be centered between outer and inner fold of collar, one inch up from the bottom edge, with the bottom of the chevron horizontal with the ground?

* C-5 Galaxy restrictions on carrying passengers were lifted?

* A big step in solving a problem is to tell someone about it?

* Scarves are not authorized for wear with the lightweight blue jacket by male or female personnel?

* Japan and the Ryukyu Islands are, once again, considered separate areas for the purpose of assignment selections?

* All future 25170 and 25150A specialty knowledge tests will include questions on observing and forecasting?

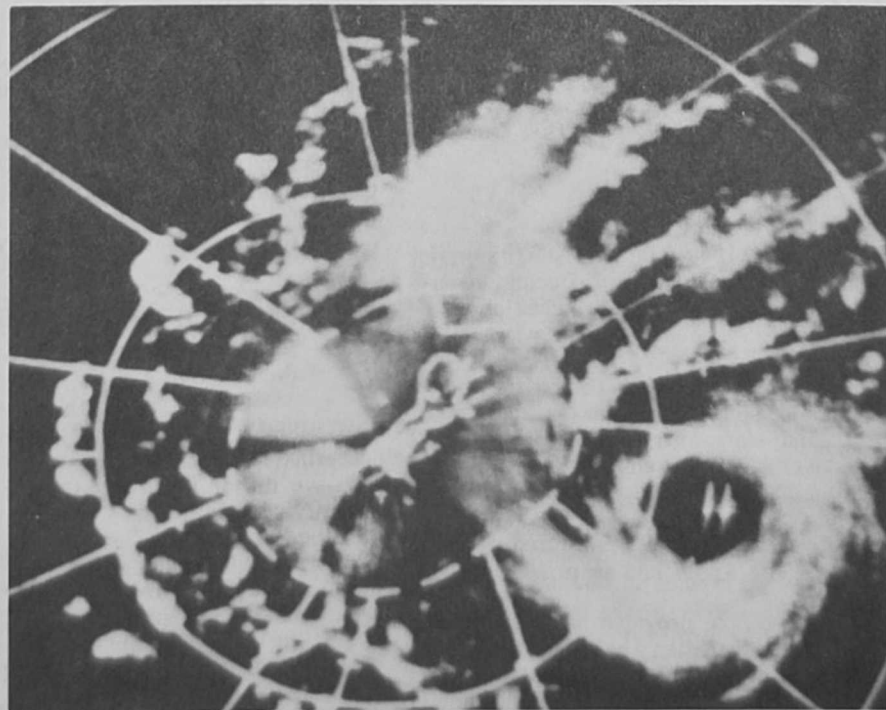


WHY COLD WEATHER GEAR AT GEORGE??

POSSIBLY AWS' LONELIEST observer, at times, is Amn. Barbara L. Watkins. She, like her fellow observers at Det. 12, 25th Weather Squadron, George AFB, CA, must pull week-long tours of duty at the Cuddeback air-to-ground gunnery range far out in the desert, 20 miles from the nearest civilization. The range supports the Tactical Air Command (U.S. Air Force photo)

TROUBLEMAKER

Typhoon Kim, drove people and aircraft from various installations in the Pacific area, but not before AWS people flying above her were able to give plenty of warning. Kim can be seen west-northwest of Guam (the island is in the center of the photograph). AWS "typhoon watchers" are from the command's Det. 4. (Information provided by 1st Lt. Michael Kuchinos, AWS Det. 4; USAF photo by 2nd Lt. Dave Rosenblit, 1st Weather Wing's Det. 2)



Swap list

One man wants to swap assignment with another person of the same specialty code. He is:

25150—A1C Terry C. Haggard, 1316 Jefferson St., Omaha, NE 68107; wants Ohio.

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.

SNOWS (Continued from page 1)

to snow early Thursday morning, when the front moved into the area. Det. 15 expected as much as six inches of new snow and winds to blow more than 35 knots per hour, which would cause drifts for 24 hours.

Although the decisions were difficult for the general and base commander, they had an advantage provided by Det. 15 people; the storm would not come as a surprise. For two days the weather people, on whom the officials relied, had kept them aware that a fierce winter storm might strike the base. The information allowed the two commanders to make alternate arrangements for their respective activities.

At 11 p.m., Wednesday, TSgt. James A. Torrence and SrA Steven W. Sayre relieved the base weather station's swing shift forecaster and observer, who had just issued a local warning of heavy snow and high winds to come. The veteran sergeant checked the latest weather teletype sequences and charts, hoping he would not have to upgrade the warning for even higher winds. He saw that the isobars behind the front were wound so tightly he had difficulty distinguishing them.

About two hours after Sergeant Torrence and Airman Sayre went on duty, the weather front slammed into the Dayton area. Just as forecast, the winds switched to the west and gusted to 35 knots. The barometer, which had reached a record low reading of 28.68 inches, began to rise. The ceiling and visibility quickly decreased to zero-zero in snow and blowing snow and temperature plunged to three degrees Fahrenheit.

Sergeant Torrence decided to upgrade the warning for winds to "above 50 knots." Meanwhile, the base commander ordered a three-hour delay for all but mission essential people for Thursday. The change of command and retirement ceremony was postponed.

Although Det. 15 had but three mission essential people to come to work, doing it was another thing.

1st Lt. Bruce R. Merrill

Lieutenant Merrill, the 4950th Test Wing weather officer, had to prepare an important briefing for the following day. After seeing that the weather was going to make his one-mile trip to work a tough one, he left his on-base home at 4 a.m. Before he reached the half-mile point, visibility was less than a car length. At the halfway point his car stuck in heavy snow, forcing him to take shelter in the nearby base chapel. There he prepared the briefing. Using a telephone in the chapel office, he called the Aircraft Control Center and passed the briefing to the people there—then relaxed to await help, which would not come for another seven hours.

1st Lt. George Rolfe

At 6 a.m. Lieutenant Rolfe, who was to relieve Sergeant Torrence, left his off-base residence and immediately ran into trouble. Ahead of him was a snow-covered car whose driver had given up his frantic, fruitless attempt to keep moving. Inside the immobile car sat an elderly man; outside the winds were reaching speeds of 58 knots, which dropped the chill temperature to minus 45 degrees.

Although conditions were zero-zero, the man was convinced to leave his car to ride in the forecaster's automobile to a nearby motel. After delivering the stranded man there, Lieutenant Rolfe saw he could make his way into the base's gate. He entered the base and tried to get to his duty station by "taking a familiar route." Instead, he plowed into a snow drift a quarter of a mile from the station, directly in front of General Rogers' home. There he abandoned his car and made his way to a nearby gym-



THE POWER of nature is greater than that of man—but man's tenacity can win out, or so this unyielding shoveler appears to think as he works away at an on-base drift on

Grissom AFB, IN, following a 1978 winter snow storm. (U.S. Air Force photo)

nasium. Sergeant Torrence was to work another three hours before being relieved.

A1C Jay M. Brooks

Airman Brooks knew he was to relieve Airman Sayre as observer, so he left for work about the time Lieutenant Rolfe reached the gym. Airman Brooks' trouble began even quicker than the lieutenant's did. His car would not even start.

From the information provided by Det. 15's weather station, the base commander cancelled all Thursday work except for essential people. Eventually, and thanks to SSgt. Joseph P. Lindley, of the local communications group, who's automobile was able to move through the snow, Lieutenant Merrill and Airman Brooks made it to work. Lieutenant Rolfe also received an offer of a ride and took it. For the next 20 hours this three-man team stayed at work—until the blizzard conditions relaxed and the parent storm moved to the northeast.

Capt. Allan F. Forrest

The fact that he could not leave his home did not keep Captain Forrest, the weather liaison officer to Headquarters AFLC, from doing his job. Despite four-foot drifts which blocked the street from his home, he used the telephone time after time to keep abreast of observations and forecasts. Armed with what information he had, he advised the AFLC decision makers until well into the following weekend, when streets were finally made passable.

Unit still supports exercise

by

Capt. J.R. Raudy

Det. 10, 7WW, Unit Info. Officer

MCGUIRE AFB, NJ—The Atlantic Coast's first major storm moved up in mid-January, producing record-breaking snowfalls along its path. Here, 10 inches inundated the area, which, having already been forecast by Det. 10, led to the closing of the base.

Weather people here watched as, behind the 10-inch snowfall, another major storm moved up the Ohio Valley. Later, as the second storm arrived, McGuire AFB's anemometer peaked at 42 knots. Before the storm hit, the base weather station had warned base people to prepare, and they prepared.

Although Ohio was being almost paralyzed by snow, McGuire AFB's 21st Air Force had to provide support missions for that area.

The base weather people provided weather briefing after weather briefing. Information was passed to the 438th Military Airlift Wing's air crews, Det. 10's weather support unit briefed the mission commander, and the duty officer

told of weather conditions at the onload and offload bases. The second storm, just as forecast, was a mean one. It swept up the Atlantic coast bringing the Eastern Seaboard to a halt.

Before the snows and blizzards arrived, however, McGuire AFB's commander had the information which allowed him to close the base to nonessential people. The forecast of "record breaking accumulations of snow" seemed all but conservative, even though it had been "right on the button."

The 21 inches of snow which fell doubled the McGuire AFB area's snowfall record.

The spirit among weather people here proved itself as the storm moved through.

People who lived off base and were unable to get to work had their duties done by people residing on base. With the help of families and friends, the people on base dug their homes and automobiles out of the snow, then covered all shifts.

Additionally, many weather people volunteered to remain on duty past their normal relief time; they did it to lessen the workload on others.

During Operation Snow Blow II, the relief effort for snowbound New England, 21st Air Force decision makers were kept advised of onload and offload station weather conditions by Det. 10's weather support unit.

The job was not easy because many of the locations are civilian stations and could only be contracted by means of a severely crowded telephone system.

In the midst of all of this, Det. 10 had to provide weather support for command and control of Exercise Empire Glacier. The exercise was a multi-service operation taking place at many bases and with its center at Fort Drum, NY. Exercise Empire Glacier was plagued with bad weather at most of the stations involved—from Kentucky to New York.

Hungry men are fed

by

2nd Lt. J.R. Roller

Det. 26, 26WS, Unit Info. Officer

GRISSOM AFB, IN—Grissom AFB officials were concerned last Jan. 25.

Two major storm systems were developing and intensifying; one off the southeastern coast of Texas and the other northwest of the Great Lakes. Forecasters here were also concerned over the storms and, by late morning, advised base managers that the surrounding area would soon be struck.

At the afternoon "stand-up" briefing, 1st Lt. David J. Saunders, of Det. 25, advised Col. Donald K. Winston, the

(Continued on next page)



A1C Jay M. Brooks, and 1st Lts. Bruce R. Merrill and George Rolfe. (U.S. Air Force photo)

Snows (Continued from page 4)

wing commander, that weather conditions in the Midwest were worsening and Grissom AFB would feel the effects by late evening. He said that six-to-eight inches of snow were on the way and to expect excessive drifting, caused by gusts of wind which would reach 40 knots by the middle of the following day.

By midnight, all that Det. 26 had forecast came true. Col. Richard G. Woodhull Jr., the base commander, using a pyramid alert notification system, advised non-essential people to remain in their quarters until notified.

Only light snow fell at 5:15 a.m. on Jan. 25, and winds blew gently out of the north-northeast at six knots. Temperatures were in the low 30s. Slowly, but constantly, the snow fell through Wednesday. Just as slowly and constantly, ceilings and visibility decreased. By midnight the temperature was 29 degrees and winds were up to 16 knots, gusting to 21, out of the northwest. Snow was now six inches deep.

Within an hour, the bottom fell out. The temperature lowered to 18 degrees and wind gusts were up to 38 knots out of the west, driving the previous 10-degree chill factor to minus 20 degrees—all in an hour.

Snow and blowing snow kept up throughout Thursday. Seven more inches fell, all of it seemingly wanting to join the various drifts around Grissom AFB.

By Friday the temperature was six degrees (wind chill at minus 40 degrees), but the wind began to let up even though snow kept falling. This day the total snowfall from the storm was registered at 18 inches with drifts up to 20 feet high.

Weather people at Grissom AFB "kept ahead" of the storm from beginning to end—some more than others. The duty forecaster and observer, who went on duty at 10 p.m., Friday, soon knew they would work well past their normal hours. As it turned out, it was a little more than 24 hours later.

During the height of the storm, MSgt. Michael R. Hayes, a forecaster, and TSgt. Anthony G. Sinclair, an observer, decided to try to relieve the men at the station to let them sleep. The two NCOs lived on base and both had arctic clothing.

They made the two-mile hike through drifts so treacherous they had to roll down them to keep from sinking into them. When they reached the weather station they were in for a surprise provided by MSgt. Richard L. Clements.

On Jan. 25, Sergeant Clements, an observer with Det. 26, went to work at 10 p.m. By 11 p.m. the next day his "long shift" had not run out—but his enlistment had.

Lt. Col. Burton D. Zeiler, of Grissom AFB operations, was also stranded at the weather station. When Sergeants Hayes and Sinclair arrived, the colonel administered Sergeant Clements the oath of enlistment. As tradition established, in the background was an American flag—only a tiny eight-inch flag, but a flag nonetheless. Afterward, Colonel Zeiler commented, "Many people get a three-day pass for reenlisting. You get a three-day shift." Sergeant Clements had worked 25 hours when he reenlisted, then added another 18 hours before being relieved.

On Friday, vehicles still could not move on base, temperatures were still low and snow still drifted and blew. Added to this, the weather men at the station had been without food more than 24 hours.

On hearing of the men's hunger, 1st Lt. David J. Saunders, the wing weather officer, dressed in arctic clothing, loaded a box with food and then struggled the two miles to the station.

Late Friday evening the weary weather men were relieved from duty. By Saturday morning digging out had begun all over Grissom AFB—and is still going on.

Dover AFB record broken

by

Capt. R.E. Brown

Det. 5, 7WW Unit Info. Officer

DOVER AFB, DE— In many other parts of the country, Dover AFB's 14.4 inches of snow in 24 hours might be no record, but here, it was. Between Feb. 6 and Feb. 7, last year's record of 11 inches was eventually topped by more than four inches.

To complicate things, 40-knot winds caused visibility to dwindle and cut base activities to a minimum.

The storm began off the Carolinas when a low pressure system near the Hatteras Coast rapidly deepened on the evening of Feb. 5. Det. 5 forecasters, here, quickly an-



AT GRISSOM AFB, IN, things were bad, as evidenced when the snow blower driver climbs a drift to get bearings. (U.S. Air Force photo)

nounced the possibility of heavy snow as the low slowly moved northeast.

Local planners had snow removal teams prepared and briefed just as light snow began falling. The snow stopped three hours later, but by early the morning of Feb. 6, it returned with a fury. The wind, combined with snow, brought visibility to one-fourth mile and conditions remained below minimums until 1:20 a.m., Feb. 7.

When the snow finally stopped, 16 inches had fallen, but problems at Dover AFB were not over—the wind was still blowing.

The 40-knot winds caused severe drifting on runways and ramps. Dover AFB's runway was closed for almost seven hours as crews worked frantically to remove the snow. Effectively, Dover AFB was shut down for 48 hours, but local commanders always knew what the weather was—and could be expected to be—from information provided by Det. 5.

A quick check of records here revealed that the 16-inch snowfall equalled the annual mean snowfall for the base.

Det. 12, 26WS, maintains its 'business as usual'

by

TSgt. William H. Collins

Det. 12, 26WS Unit Info. Officer

PLATTSBURGH AFB, NY—As MSgts. Bill Collins, Bill Grady; and Jimmy Collins, swapped tales of other north country winters, the Det. 12, 26th Weather Squadron's telephones began to ring. The previously idle instruments came to life, one by one. As each phone rang it was picked up and a weather briefing was given.

When not briefing, the three men kept a wary watch on the position of the low center, shown to be near Nantucket Island, and its slow pace. Without saying so, each man hoped the distance between Plattsburgh AFB and the low would increase, causing the white, windy world outside the station to grind its way back to, or at least nearer, normal. The men couldn't help but recall the storm system that, just three weeks before, had dumped more than 24 inches of snow on the base.

As duty observers, A1C Sylvia Simmons and SrA Rick Allen discussed the exact value of the prevailing visibility—one saying it was one-eighth and the other that it was three-sixteenths miles, the base commander walked into the station. He pointed an accusing finger at them and jokingly announced, "You've got a mess out there,"

"Correction, colonel," Sergeant Collins jokingly responded, "YOU'VE got a mess out there." The colonel agreed.

He was quickly briefed on what was going on with the weather and what he could expect, then trudged out the door to direct snow removal operations.

The scenario was a recurring one at Plattsburgh AFB this winter. Although the snows are not as severe as those of

New Yorkers in the snow belt in the western central part of the state, Plattsburgh AFB still has an average annual snowfall of 70 inches.

The base, located on Lake Champlain's west shore, 20 miles south of Canada, is 60 miles from Montreal, in a valley. The Adirondack Mountains are to the west and Vermont's Green Mountains across the lake to the east.

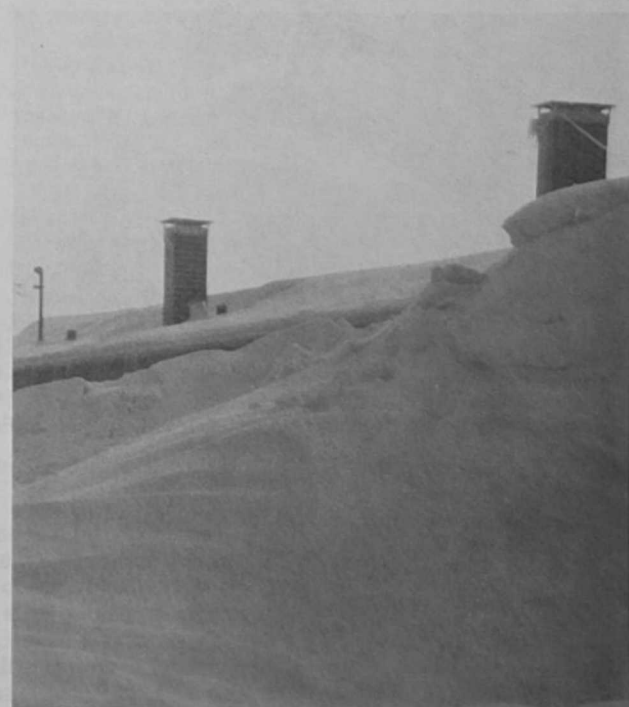
During this year's snows, December's storms delivered a near record 28.7 inches, January's almost 41 inches and, up to now, February's another six.

One of Det. 12's most dreaded times comes when support for winter missions of Det. 18, 39th Aerospace Rescue and Recovery Squadron, are needed. The rescue unit, in addition to normal military duties, provides aid through the Military Assistance to Safety and Traffic (MAST) program, which means it provides the civilian population emergency service when such service cannot be obtained through civilian sources.

This year, and most recently, an emergency call came for help for 14 Canadian college students caught in a blizzard while backpacking on Vermont's Jay Peak.

Det. 12 dreads these briefings because when rescue is most needed, the weather unit frequently must pass bad news in relation to weather. Such was the case when the students were stranded. After an intent watch by the

(Continued on page 6)



THERE'S NO PLACE like home—when you can get to and from it. At Grissom AFB, IN, the 1978 storms of winter all but made each home an island. (U.S. Air Force photo)

In memoriam

Gen. Daniel "Chappie" James Jr., a former vice commander of the Military Airlift Command, died Feb. 25 following a heart attack during a speaking engagement at Colorado Springs, CO, where he was once commander in chief of the Aerospace Defense Command.

General James, a veteran of World War II as well as the Korean and Vietnam Wars, and the nation's first black four-star general, was buried Mar. 2 in Arlington Cemetery.

Snows

(Continued from page 5)

weather people for a break in the weather which would allow the rescuers to retrieve the stranded students, the mission launched. The students were found and the three in the most serious condition (suffering from hypothermia) were airlifted out.

The incident was not unusual for Det. 12. The unit is well equipped and experienced with the adversities of north country winter. The unit's people forecast each year for snow controllers of the base, even when chill temperatures dip to as low as minus 70 degrees.

For this reason, as disastrous as the winter of 1977-1978 was for the rest of America's Northeast, to the weather unit at Plattsburgh AFB, it was just business as usual.



BETWEEN gasoline conservation and nature's most recent snow storms, it is doubtful that this Grissom AFB, IN, family will take "the family buggy out for a spin around town" any time soon. (U.S. Air Force photo)

Exercise Empire Glacier team has hands full in frigid event



WEATHER observations were a team effort for SSgt. Carol Thompson, Det. 3, 3rd Weather Squadron (WS), Myrtle Beach AFB, SC, left, and

SrA Peter L. Glinbki, Det. 1, 3WS, Shaw AFB, SC., during Exercise Empire Glacier (U.S. Air Force photo)

FORT DRUM, NY—While winter storms rocked the northeastern United States, 75 weather people were not only involved with providing information about the storms, but also in Exercise Empire Glacier '78.

A six-man weather staff, led by 2nd Lt. Joe Alleca, from Det. 10, 7th Weather Wing, McGuire AFB, NJ, kept the Fort Drum airlift control element advised of the

current and forthcoming weather conditions.

"We were there to provide aircrew briefings, either over the counter or by radio, to the C-130 crews transiting the post in support of the exercise," explained Lieutenant Alleca. "We also advised the Army and Marine Corps units of the weather they could expect during their field exercises."

The weather team also sent

local observations to bases participating in the exercise and to the Air Force Global Weather Central, Offutt AFB, NE.

Although the group had its own mobile weather equipment capable of measuring temperature, winds, dew point and barometric pressure, it used the Wheeler-Sack facilities for its readings. Wheeler-Sack is an Army airfield on the edge of Fort Drum.

"It was more a matter of



EVER CHANGING weather information is changed on a plotting board by a weather man during Exercise Empire Glacier '78 at the Fort Drum, NY, weather station. (U.S. Air Force photo)

simplicity than anything else," Lieutenant Alleca said. "They were already set up and taking measurements anyway, so we would only duplicate their efforts." The Empire Glacier team also was not making many forecasts.

"Generally, our observers gathered the weather data and passed it down the line to the various stations. Global Weather Central made all the forecasts, but our forecasters here were also

using the data to make educated guesses of future weather," said Lieutenant Alleca.

Other Air Weather Service people from 21 en-route locations provided observations and forecasts for aircrews on the way to and from the exercise site. The major AWS units supporting the exercise were the 3rd Weather Wing (WW), Offutt AFB; and 5WW, Langley AFB, VA; 7 WW, Scott AFB, IL, and the AWS Headquarters, also at Scott AFB.

AWS salutes . . .

Medals

Meritorious Service Medal (with oak leaf cluster (OLC): Col. Leon R. Tucker, Det. 11, 2nd Weather Squadron (WS), Patrick AFB, FL, on retirement (announced last issue); Col. Chester C. Lukas, 7th Weather Wing (WW), Scott AFB, IL; and Col. Robert W. Gossett Jr., 1WW, Hickam AFB, HI. (Basic): CMSgt. Jerome A. Schmitz, Det. 11, 2WS, Patrick AFB, FL, on retirement (announced last issue); MSgts. Dean Harmon and Norman Maynard, 5WW, Langley AFB, VA; Capt. James W. Goldey, Det. 2, 11WS, Eielson AFB, AK; Lt. Col. Clarence A. B. Warfel, Det. 2, 7WW, Travis AFB, CA; and Maj. Estel P. Stogsdill, Det. 11, 9WS, Beale AFB, CA.

Air Medal (five OLC): TSgt. William E. Bennett Jr., Det. 5, AWS, Keesler AFB, MS. (Three OLC): Capt. Henry M. Turk, Det. 5, AWS, Keesler AFB, MS. (Two OLC): SSgt. James W. Barrett, Det. 5, AWS, Keesler AFB, MS. (OLC): MSgt. Clarence P. E. Miller, Det. 5, AWS, Keesler AFB, MS. (Basic): Capt. Charles H. Myers, Det. 5, AWS, Keesler AFB, MS.

Air Force Commendation Medal (four OLC): SMSgt. Conway S. Birrell, 1WW, Hickam AFB, HI. (Three OLC): MSgt. Gerald E. Crane, Det. 6, 5WS, Ft. Lewis, WA. (Two OLC): SSgt. Bruce H. Brooks, Det. 2, 1WW, Andersen AFB, Guam. (OLC): Capt. Robert J. Dumont, Heidelberg, Germany; Capt. John S. Kim and SSgt. Larry G. Clark, Det. 7 1WW, Schofield, Bks., HI; CMSgt. Gerald W. Sutts, Det. 9, 7WW, Scott AFB, IL. (Basic): 1st Lt. Gary R. Hudson, Det. 5, AWS, Keesler AFB, MS; MSgt. James R. Millican, Det. 2, 1WW, Andersen AFB, Guam; SrA James Demby, Det. 14, 7WW, Norton AFB, CA; SSgt. Daniel J. Michalewicz, Det. 9, 7WW, Scott AFB, IL; and SSgt. Michael J. Gallagher, Det. 8, 30 WS, Kadena AB, Japan.

Army Commendation Medal: Maj. Clarence C. Drumeller, 5WW, Langley AFB, VA.

Air Force Outstanding Unit Award (with two OLC): TSgt. James B. McClain, Det. 5, AWS, Keesler AFB, MS, earned while a member of the 54th Weather Reconnaissance Squadron (WRS), Andersen AFB, Guam. (Basic): Capts. James R. Moore, Francis X. Routhier and James E. Young, Det. 5, AWS, Keesler AFB, MS, earned while a member of the 54WRS, Andersen AFB, Guam.

Combat Readiness Medal (two OLC): TSgt. James B. McClain, Det. 5, AWS, Keesler AFB, MS. (Basic): Capts. James E. Henson, James R. Moore, Henry M. Turk, James E. Young and Francis X. Routhier, Det. 5, Keesler AFB, MS.

Air Force Good Conduct Medal: SrA Michael W. Heathfield, Det. 3, 7WS, Heidelberg, Germany; Sgt. Norman R. Edmunds Jr., Det. 21, 5WS, Hunter AAF, GA; SrA Terry F. Griffin, Carl H. Schwetz and Henry L. Comper, Det. 5, 12WS, Peterson AFB, CO; Sgt. David A. Hughes, Operating Location (OL) D, 7WS, Pirmasens, Germany; TSgt. Roy O. Ives and SSgt. Jose J. Elias, Det. 14, 7WW, Norton AFB, CA; and SrA David B. Carleton, Det. 12, 7WS, Finthen, Germany.

Special honors

A1C Roy G. Zacharias Jr., Det. 2, 7WW, Travis AFB, CA, and a three-level just recently certified to perform observing duties, received the MAC Distinguished Individual Safety Award. The award was earned when he saw a C-5 about to land with but one nose wheel down. After his quick warning, via the control tower, the plane and crew landed safely.

SrA Gary L. Gumm, an observer with Det. 41, 12WS, Ft. Lee, VA, is the 20th North American Air Defense Region Airman of the Quarter (AOQ).

SrA John P. Gretz, Det. 4, 1WW, Hickam AFB, HI, is the Hickam MAC AOQ.

SSgt. Jeffrey C. Proulx, Heidelberg, Germany, was awarded \$50 through the USAF Suggestion Program.

SrA Gail Price, Det. 2, 9WS, Castle AFB, CA, was praised by the 93rd Bomb Wing for her part in a local "Uniform on Display" show.

2nd Lt. Terry Laing, Det. 17, 9WS, Ellsworth AFB, SD, was praised by the 44th Strategic Missile Wing for his work during the 1977 Combined Federal Campaign.

Capt. Francis Boman, Det. 17, 30WS, Yokota AB, Japan, received a cash award for suggesting local regulations be indexed to include tenant units.

Five of Offutt AFB, NE's 15 finalists for annual base personnel awards were from AWS. They were MSgt. Thomas B. Lancaster Jr., who won the Senior NCO award; SSgt. Richard T. Reck, SrA Annmarie Bartnick, MSgt.

Dwayne N. Burgess and A1C James R. Fouch. Sergeants Lancaster and Reck are with the Air Force Global Weather Central (AFGWC), Airman Bartnick with Headquarters 3WW, and Sergeant Burgess and Airman Fouch with Det. 1, 3WW.

TSgt. Jackie L. Gentle, Det. 2, 7WW, is Travis AFB, CA's NCO of the Quarter (NCOQ).

SSgt. William C. Streib, Det. 17, 30WS, Yokota AB, Japan, was chosen as the MAC-Yokota NCOQ (October-December).

SrA Matthew W. Thomas, Det. 15, 30WS, Osan AB, Korea, was chosen as the MAC Pacific AOQ (October-December).

Sgt. Robert D. La Fabre, Det. 16, 25WS, Nellis AFB, NV, in his base's Junior NCOQ for October-December.

Education

Capt. John D. Mill, Environmental Technical Applications Center, Scott AFB, IL, received a doctorate degree in atmospheric science from the University of Michigan.

Capt. Joseph J. Butchko, 5WW, Langley AFB, VA, a masters degree in meteorology from Colorado State University.

Capt. Edward J. Eadon, AWS, masters degree in astrophysics from the University of Colorado—a distinguished graduate.

Through the University of Oklahoma, masters degrees in meteorology went to Capt. John R. Elrick, Det. 23, 2WS, Kirtland AFB, NM, and Capt. Thomas J. Wildman III, AFGWC.

Through the Naval Postgraduate School, masters degrees in meteorology went to Capt. Gary C. Heise, AFGWC, and Capt. Alan A. Simoncic, 1WW, Hickam AFB, HI.

Through Texas A&M University, masters degrees in meteorology went to Capt. William R. Young, Det. 50 2WS, Los Angeles, CA, and Capt. Marshall C. Pollard, AFGWC—a distinguished graduate.

Capt. Curtis D. Hall, AFGWC, masters degree in meteorology from the University of Wisconsin.

Capt. Francis E. Loma, Det. 10, 2WS, Patrick AFB, FL, masters degree in meteorology from Purdue University—a distinguished graduate.

Capt. Michael R. Snell, AWS, masters degree in meteorology from the University of Illinois.

Completing the basic meteorology program at Texas A&M University were 2nd Lts. Cheryl A. Aultman, Det. 9, 5WS, Ft. Rucker, AL; Mary E. Gavin, Det. 11, 9WS, Beale AFB, CA; and Bruce D. Teigen, Det. 11, 7WW, McChord AFB, WA.

Entries pertaining to service school completion will now be shown by person's name and without his/her unit designation.

Air War College: Maj. Alex Finta and Lt. Col. Jimmie D. Auten.

Industrial College of the Armed Forces: Lt. Col. Peter J. Britos.

Air Command and Staff College: Capt. Robert J. Dumont.

Staff Weather Officer Course: CMSgt. Earl W. Langhorne.

Community College of the Air Force: MSgts. Benjamin L. Coughran and Philip A. Charron, TSgts. Vito J. Monteleon and Richard G. Allen; SMSgt. Roger E. Graffa and SSgt. James E. Briggs.

Squadron Officer School: Capt. Timothy J. Keating and MSgt. Lawrence M. Thrower.

Basic Airborne Course: A1C Vincent Adams. NCO Leadership School: TSgt. Ronald G. Shaw; SSgts. Otto A. Petersen Jr., David A. Smith and Dennis L. Kriner; and Sgts. Hercules Walker Jr., Dwight L. Love and Greg M. Enge.

Phase II: SSgt. Dennis L. Lien and Sgts. Jose L. Gonzalez and Arthur D. Ward.

Unit honors

Annual honors at Det. 41, 12WS, Ft. Lee, VA, went to TSgt. Randolph C. Murphy, NCO of the Year (NCOY) and SrA Gary L. Gumm, Airman of the Year (AOY). NCOQ also went to Sergeant Murphy and AOQ went to A1C Brian P. Burke.

SrA John P. Gretz, Det. 4, Hickam AFB, HI, is the 1WW AOQ.

A1C James R. Morris is Det. 21, 7WS, AOQ at Pope AFB, NC.

SSgt. James E. Hruz is the NCOQ and A1C Stephen G. Watson the AOQ for the fourth quarter at Det. 8, 30WS, Kadena AB, Japan. Sergeant Hruz also took Kadena's MAC NCOQ for the same period.

SrA Robert C. Cunningham, Det. 21, 9WS, Minot AFB, ND, is the 9WS' Observer of the Year.

SSgt. Michael E. Warrell is Det. 3, 12WS, Malmstrom AFB, MT's NCOQ and A1C Jeffrey W. McElroy them unit's AOQ.

3WW honors went to Kenneth E. Eis, Det. 2, 12WS, Hanscom AFB, MA, Meteorology Award; SMSgt. Darrell L. McClung, Det. 2, 9WS, Castle AFB, CA, Forecaster Award; TSgt. William E. Phillips, Det. 11, 9WS, Beale AFB, CA, Observer Supervisor Award; SrA Robert C. Cunningham, Observer Award; and A1C Patrick L. Ashton, (unit not provided), Specialized Support Observer Award.

At Travis AFB, CA, A1C Phillip A. Welty is Det. 2, 7WW's AOQ.

At Norton AFB, CA, SrA Phillip D. Davis is Det. 14, 7WW's December Observer of the Month.

At Det. 10, 2WS, Andrews AFB, MD, unit honors went to MSgt. Virgil H. Killman Jr., Senior NCOQ; Sgt. Thomas L. Lees, NCOQ; A1C Mary Sue Fitzgerald, AOQ; A1C Charles E. Andrews, AOY; Sgt. Stephen D. Patterson, NCOY and SMSgt. Calvin S. Quattlebaum, Senior NCOY.

At Det. 6, 12WS, Peterson AFB, CO, SSgt. Wayne A. Goodlin is the NCOQ and SrA Carl H. Schwetz the AOQ for the final quarter.

Quarterly 7WS honors went to SrA David B. Carleton, Det. 12, Finthen, Germany, AOQ; SSgt. Robert L. Picconi, Det. 12, Finthen, Germany, NCOQ; and MSgt. Allan L. Reedy, Det. 3, Heidelberg, Germany, Senior NCOQ.

Promotion

To lieutenant colonel: Alfred F. Scholz, TUSLOG Det. 2. To major: Michael P. McGaughey, Det. 3, 9WS, Fairchild AFB, WA.

To captain: Neil Kawasaki, 9WS, March AFB, CA.

To first lieutenant: Arthur L. Thomas, Det. 16, 25WS, Nellis AFB, NV; Kenneth Haren, 5WW, Langley AFB, VA; Larry E. Burch, Det. 11, 9WS, Beale AFB, CA; Michael G. Rock, Det. 2, 5WS, Ft. Belvoir, VA; Larry L. Moore, Det. 2, 7WW, Travis AFB, CA; Razi Saydjari, Det. 8, 12WS, Duluth IAP, MN.

To chief master sergeant: Gerald W. Sutts, Det. 9, 7WW, Scott AFB, IL.

To technical sergeant: Jackie L. Gentle, Det. 2, 7WW, Travis AFB, CA; James Troutt, Det. 21, 5WS, Hunter AAF, GA; Jeffrey M. Wilson, Det. 6, 5WS, Ft. Lewis, WA; and Thomas M. Haskins, Det. 26, 26WS, Grissom AFB, IN.

To staff sergeant: Robert A. Young, Det. 8, 12WS, Duluth IAP, MN; Jean M. Brass, Det. 17, 30 WS, Kunsan AB, Korea; Michael S. Young, Det. 25, 5WS, Howard AFB CZ; Thomas H. England, Det. 9, 7WW, Scott AFB, IL; Sherry Robinson, Det. 75, 3WS, Hurlburt Fld., FL; Mark A. Noe, Det. 2, 5WS, Ft. Belvoir, VA; Dariene M. Parrow, Thomas E. Cabeen and Linda C. Foster, Det. 2, 7WW, Travis AFB, CA; Roger A. Taylor, Det. 23, 3WS, Moody AFB, GA.

To sergeant: Janet L. Metzger, OL-A, Det. 21, 5WS, Ft. Stewart, GA; Drexel S. Steward, Det. 16, 25WS, Nellis AFB, NV; William A. Oakes, Det. 11, 9WS, Beale AFB, CA; Paul D. Church, Det. 9, 7WW, Scott AFB, IL; Phil R. Carter, Stephen B. Rademacher and Stephen L. Murphy, Det. 3, 11WS, Shemya AFB, AK; Gary L. Doescher, Det. 10, 5WS, Ft. Benning, GA; Kenneth S. Thurston, Det. 6, 12WS, Peterson AFB, CO; and Sterling Caldwell, Det. 20, 26WS, Barksdale AFB, LA.

To senior airman: David P. Dammon, 26WS, and Glenn A. MacMillan, Det. 20, 26WS, both at Barksdale AFB, LA; Paul L. Ellis Jr. and Matthew S. Maleski, Det. 10, 30WS, Kunsan AB, Korea; Paul D. Chien, Det. 11, 9WS, Beale AFB, CA; Kenneth E. Hartnett, Det. 21, 9WS, Minot AFB, ND; Robert Fischer, Det. 17, 30WS, Yokota AB, Japan; John S. Kenny, Det. 16, 25WS, Nellis AFB, NV; Christopher O. Young, Det. 3, 12WS, Malmstrom, AFB, MT; Andrew D. Warren, Det. 23, 3WS, Moody AFB, GA; Earl C. Combs and Gary L. Gumm, Det. 31, 12WS, Ft. Lee, VA; Cleofas Zapata Jr., Det. 3, 11WS, Shemya AFB, AK; Paul W. Stitt, Det. 2, 11WS, Eielson AFB, AK; and Henry E. Rogers Jr., Det. 6, 12WS, Peterson AFB, CO.

To airman first class: Steven O. Dawson, Det. 6, 5WS,

(Continued on next page)



IN A BIIIIIG WAY is the way Dets. 1 and 17, 30th Weather Squadron, passed their season's greetings to the rest of Yokota AB, Japan. The three-dimensional motorized card was constructed by SSgt. William Streib, and art work done by Capt. Paul Harder, both of Det. 17, Yokota. Det. 1, Fuchu AS, provided materials to make Santa wave his arm. The power? From the commander's car battery (Lt. Col. Lyman Kaiser, Det. 17). (U.S. Air Force photo by TSgt. Richard Watson)

Dets. become 'Santa' for children, needy families

AVIANO AB, ITALY—Playing Santa may take exceptional talent because youngsters are hard to fool. TSgt. Arnold T. Saunders, a forecaster with Det. 7, 31st Weather Squadron, here, apparently has that talent—he even fooled his own son at the boy's school. Sergeant Saunders' son attends an Italian Kindergarten or "Porcia Community 'Asilo'."

That evening the four-year-old lad ran up to his father to exclaim, "Daddy, daddy! Guess who came to the Asilo today?"

PETERSON AFB, CO—Christmas time for the men and women of Det. 6, 12th Weather Squadron, here, is a time for giving—and they proved it.

According to SSgt. J.M. Taylor, the unit's information officer, "Around \$450 worth of clothing, food and toys were given to a (needy) family by Santa Claus, who this year was TSgt. Albert Jackson of Det.

One of the children even received a pair of eye glasses donated by a Vail, CO, doctor.

AWSers provide Korean tots Christmas despite extreme cold

YONGSAN, KOREA—It was zero degrees with a 25-knot wind out of the north at Air Force Global Weather Central (AFGWC), Offutt AFB, NE, when people there sent toys and clothing on their way to Korea.

According to Capt. John Sacksteder and SMSgt. Donald W. Sowalskie, it was the coldest temperature on record for that day.

For the second consecutive year the unit was sending the gifts to Korea's Young Saeng Orphanage, in the outskirts of the country's capital, Seoul.

This Christmas season, unlike last year's, there was a new twist

to the giving. AFGWCers were joined by people from the Environmental Technical Applications Center, Scott AFB, IL, which is commanded by Col. Dale C. Barnum, a former member of Yongsan's Det. 18, 30th Weather Squadron (WS).

As the 1,700 pounds of goods (packed in 74 cartons) made their way to the more than 100 children in the orphanage, another AWS unit once more joined in. Like the year before, as the gifts were off-loaded at Kadena AB, Japan, members of Det. 8, 30WS, saw that they were protected until transportation to Korea was available.

The aircraft carrying the gifts to

Korea was met there by Det. 18 Commander, Lt. Col. James A. DeGiovanni, and a team of weather volunteers. From planeside the gifts went directly to the orphanage. There, a party took place and the primary escort of all Christmas gifts, Santa Claus, eventually made an appearance.

According to Colonel DeGiovanni, "The number of people involved in this year's program is simply too numerous for me to name them individually, but Mr. Ki Sub Lee wanted to tell them all that they turned a record cold in America into a record warm here (in Korea)."



CHILDREN of the Young Saeng Orphanage, Seoul, Korea, show their excitement during the Christmas party made possible by units of AWS. Some of the children would not take off the costumes they wore during a play they presented for their hosts. (U.S. Air Force photo)

AWS salutes (Continued from page 7)

Ft. Lewis, WA; Edward T. Quigley, Det. 8, 30WS, Kadena AB, Japan; Charles A. Coon, Det. 2, 5WS, Ft. Belvoir, VA; Susan R. State, Det. 26, 5WW, Howard AFB, CZ; and Dean B. Adams, Det. 3, 12WS, Malmstrom AFB, MT.

To airman: Kathleen M. Evanson, Det. 41, 12WS, Ft. Lee, VA; Frederick D. Joyner, 1WW, Hickam AFB, HI; Glenda L. LaPierre, Det. 2, 5WS, Ft. Belvoir, VA; Meta C. Garcia, Det. 20, 26WS, Barksdale AFB, LA; Ronald W. Goodwin, Det. 21, 9WS, Minot AFB, ND; and Michael P. Blomquist, Det. 3, 12WS, Malmstrom AFB, MT.

Civilian honors

Bonnie A. Benham, Det. 21, 9WS, Minot AFB, ND, received the MAC Outstanding Administrative Support Award.

Susan Smith, a 5WW secretary, Langley AFB, VA, is her base's representative to the Baltimore, MD, Federal Women's Program Conference.

Janet Billhartz, 7WW, Scott AFB, IL, received an Outstanding Performance Award.

Command assignments

MSgt. Robert F. Walker now commands Det. 12, 7WW, Richards-Gebaur AFB, MO.

Capt. James W. Goldey now commands Det. 2, 11WS, Eielson AFB, AK.

CMSgt. Gerald W. Suffs now commands Det. 9, 7WW, Scott AFB, IL.

Lt. Col. William E. Buchan now commands Det. 11, 2WS, Patrick AFB, FL.

Lt. Col. Eugene S. Harsh now commands 12WS, Peterson AFB, CO.

CMSgt. Earl W. Langhorne now commands Det. 14, 7WW, Norton AFB, CA.

Marriages

A1C Roswitha S. Kallenbach, Det. 11, 31WS, Spangdahlem AB, Germany, was married to SSgt. Jerry D. Collins in West Orange, NJ, Nov. 19. The groom serves at Sandhoffen Germany.

Sgt. Shereen R. McGee, Det. 10, 7WS, Kitzingen, Germany, was married to Sp5 James Sharpe, 14th Aviation Det., also at Kitzingen. Date not provided.

A1C Ronnie P. Caldwell, Det. 14, 5WS, Ft. Hood, TX, married Sandra J. Franklin, Sept. 9.

Sgt. Judy A. Hopf, an observer with Det. 5, 7WW, Dover AFB, DE, was married to SSgt. Jeffery D. Montgomery, an instructor in the Weather Observer Branch, Chanute AFB, IL, on Christmas Day 1977, in Lancaster, PA.

A1C Denise Moore was married to A1C Harry N. Kirkpatrick, Dec. 10 in Jackson, MI. Both are with Det. 29, 25WS, Buckley ANGB, CO.

A1C Thelton Young, Jr., Det. 41, 12WS, Ft. Lee, VA, married Marilyn K. Skelton, Dec. 14, in Richmond, VA.

Sgt. Sandra B. Phillips, Det. 3, 3WS, Myrtle Beach AFB, SC, was married to A1C Jerry D. Davidson of a Myrtle Beach AFB unit, Dec. 13.

✓Capt. James K. Woessner, OL-E, Det. 18, 30WS, Camp LaGuardia, Korea, married Sheri K. Morrison. (Date not provided)

A1C Pauline Martinez, Det. 75, 3WS, Hurlburt Fld., FL, was married to A1C Tom Bakaysa, of the local communications squadron, Jan. 14.

Births

A1C and Mrs. Anthony J. Brown, son, Nicholas Ray, Dec. 23. Father an observer with Det. 26, 26WS, Grissom AFB, IN.

Sgt. and Mrs. James S. Rowley, son, James Issac, Dec. 17. Father an observer with Det. 6, 5WS, Ft. Lewis, WA.

✓TSgt. and Mrs. Philip B. Shuttleworth son, Philip James, Dec. 27. Father with OL-A, Det. 7, 1WW, Bradshaw AAF, HI.

Sgt. and Mrs. Stephen P. Kolb, daughter, Jessica Christine, Dec. 29. Father a forecaster with Det. 10, 2WS, Eglin AFB, FL.

On Jan 5, 1978, two and a half-year-old Wallace Joseph became the son of Capt. and Mrs. John H. Feckter, Det. 21, 9WS, Minot AFB, ND.

Capt. and Mrs. Robert Bishop III, daughter, Ryann Susan, Jan. 18. Father with 5WW, Langley AFB, VA.

MSgt. and Mrs. Michael H. Quinn, son, Brian Daniel, Dec. 15. Father is station chief, Det. 6, 12WS, Peterson AFB, CO.

SrA and Mrs. Carl H. Schwetz, son, Joseph Martin, Dec. 5. Father an observer with Det. 6, 12WS, Peterson AFB, CO.

Sgt. and Mrs. Gregory Davis, son, Timothy Allan, Jan. 20. Father with Det. 16, 25WS, Nellis AFB, NV.

Reenlistments

SSgt. Michael A. Jimenez, Det. 9, 7WW, Scott AFB, IL. SrA Loretta E. Brooks, Det. 3, 3WS, Myrtle Beach AFB, SC.

✓SrA Michael J. Kutz, Det. 8, 30WS, Kadena AB, Japan. SSgts. Luther J. Miller Jr. and George K. Strunk, Det. 11, 7WS, Coleman Bks., Germany.

SrA Robert A. Mitchell and SSgt. Donny Weaver, Det. 25, 5WW, Howard AFB, CZ.

Sgt. Janet L. Metzger and SrA Konrad W. Crowder, OL-A, Det. 21, 5WS, Ft. Stewart, GA.

✓SrA Michael A. Brand, Det. 17, 30WS, Yokota AB, Japan.

From within . . .



A DELAYED PARTING MOMENTO, an AWS emblem made of tied, colored cord, is presented to TSgt. Warren L. Naugle, Det. 14, 25th Weather Squadron, Holloman AFB, NM. Sergeant Naugle may have been the last weather maintainer to reenlist in AWS—he was sworn in Sept. 30, 1977, the day before his maintenance function shifted to the Air Force Communications Service. The emblem was made by 1st Lt. Nancy Holtgard, now at Guam, but a former member of Det. 14. (U.S. Air Force photo)

AWS shares in campaign drive

SCOTT AFB, IL (MNS)—Of the \$263,315 MAC hopes to raise by the end of this month for the 1978 Air Force Assistance Fund campaign (AFAFC), AWS has as its goal, \$20,050.

Other MAC organizations have goals of: 21st Air Force—\$92,848; 22nd Air Force—\$101,884; 375th Aeromedical Airlift Wing—\$29,573; Aerospace Rescue and Recovery Service—\$16,172; and Aerospace Audiovisual Service—\$2,788.

The AFAFC is an annual campaign in support of the Air Force Aid Society, the Air Force Enlisted Men's Widows and Dependents Home; and the Air Force Village. These organizations or establishments aid active duty and reserve Air Force members, as well as retired officers, NCOs and their dependents.

The Air Force AFAFC goal this year is \$2.5 million.

AIRMAN carries 5D story

Weather people are encouraged to read the January 1978 issue of *Airman Magazine* in which the article, "Block 5D was Born Again," spotlights the professionalism of our people and others. It is the story of how the Block 5D Defense Meteorological Satellite (Program) had spun for some time before technologists slowly, but surely brought it under control.

NoCal group hosts big meet

MONTEREY, CA—At the latest meeting of the retired AWS officers of Northern California (NoCal), which was attended by more than 120 persons, it was decided that the next annual meeting should be in the Sacramento (CA) area in early October.

According to Lt. Col. Milton H. Sipple Jr. (USAF Ret.), the organization's executive secretary, in addition to the 120 persons at the banquet, 65 members met at the following Friday supper and 85 at the Sunday brunch.

Colonel Sipple said the organization is open to all former AWS officers, including reconnaissance people, Reservists, etc., and that mailing lists of current members may be obtained by contacting him at 2589 Dumbarton Ave., San Jose, CA 95124 or calling AC: 408-267-2555.

ANG works Little Rock station

LITTLE ROCK AFB, AR—The 154th Weather Flight of the Arkansas Air National Guard (ANG), for 12 hours, took charge of all forecaster and observer operations here for the first time recently. The Guardsmen took over the duties from Det. 20, 7th Weather Wing.

According to Capt. Richard A. Rasmussen, Det. 20 commander, the active duty forecasters and observers were, and will be on stand-by status during the weekends the ANGmen serve in the weather station.

Another outside meteorologist at Det. 20 is 2nd Lt. Jerry D. Rand, a meteorology student at Penn State University. He is with the unit as part of the organization's meteorological internship program.

Commerce honors an AWS det.

KEESLER AFB, MS—The 12 AWS people who attended the 32nd Annual Interdepartmental Hurricane Conference here recently saw three organizations honored for work related to storms.

Det. 5, AWS; the 53rd Weather Reconnaissance Squadron; and the 920th Weather Reconnaissance Group (AFRes.), all assigned here, received the Department of Commerce Public Service Award. The honor stemmed from the units' service, in 1977, during which they flew more than 700 hours and made around 70 flights into the centers of tropical storms and hurricanes to gather weather data.

During the conference, Karl Johannessen, deputy director of the National Oceanic and Atmospheric Administration (NOAA), who served as a conference chairman and moderator, told of what he termed "advances to come."

Mr. Johannessen said, "To bring about these advances, the computers need much more aircraft data from inside the storms. We're limited in the amount of data from inside storms. You see, as things now stand, we're limited in the amount of data we can obtain by the speed at which a man can collect, compute and transmit that information."

During the conference it was suggested that one Air Force aircraft be equipped with a satellite data link to reduce transmission time of the data from the aircraft to the hurricane forecasters. At the crewmember's command, such a new communications link would transmit a "data burst" of all tape recorded weather observations gathered by the present Advanced Weather Reconnaissance System, which records weather data every seven seconds that it takes man five minutes to produce. It would be transmitted to a satellite, which would instantaneously relay it to ground-based receivers for use by the Hurricane Center forecasters in Miami, FL.

Weather people attending the conference were Col. S.R. LeMole, Lt. Col. R.L. Chapple and Maj. W. Haugen and George Wadagnolo, from AWS, Scott AFB, IL; Maj. James E. Henson and Capt. Gibson Morris, Francis X. Routhier and Henry M. Turk, and MSgt. C.P.E. Miller, Det. 5, AWS; Maj. Rodney G. Davis, Operating Location (OL) D, AWS, McClellan AFB, CA; and Mr. Bob Hairston and Capt. S. Trunzo, OL-G, AWS, Coral Gables, FL.

Others there included Dr. Neil Frank, director of the National Hurricane Center; Dr. Jerry McCall, director of the NOAA Data Bouy Office, Slidell, LA; and Dr. R.L. Sorey, director of NOAA's Atmospheric Services; as well as other members of the Commerce and Transportation Departments.

Observation

California taxes military people

WASHDC (AFIS)—On Feb. 1 California joined 27 other states and the District of Columbia in having State income taxes withheld from military pay. However, California, like Idaho and Pennsylvania, has withholding done only when the service member is stationed in the state.

Others having state income taxes withheld from military pay are Alabama, Delaware, Iowa, Kansas, New Jersey, New Mexico, New York, North and South Carolinas, Utah, Virginia, Colorado, Indiana, Maryland, Massachusetts, Rhode Island, Wisconsin, Kentucky, Louisiana, Nebraska, Oklahoma, Maine, Minnesota, Oregon and Hawaii.

Bob Hope gets White award

ACADEMY, CO (AFNS)—The Air Force Academy presented its 1977 Thomas D. White National Defense Award to "the G.I.'s friend," Bob Hope. It is presented annually to a prominent citizen who has contributed significantly to the nation's armed forces.

Academy officials said Mr. Hope has traveled more than eight million miles and entertained millions of service people since 1941, when he began his now famed holiday tours for military people overseas.

AWSers to get uniform guide

WASHDC (AFNS)—A quick-reference guide pamphlet to the wear of Air Force uniform combinations soon will be given to all AWS military people.

The pamphlet, "Air Force Uniforms," shows drawings of each male and female uniform combination. Items which must be worn with the uniform combination and an optional list for that particular uniform are listed next to each drawing. Helpful illustrations on the placement of insignia are also included.

According to Air Force personnel officials, organizational requests are not necessary. The pamphlet is designed to quickly answer questions on all uniform combinations.

It will also be issued, on a one-time basis, to Air National Guard and Air Force Reserve people.

'Small suggestion' pays big \$\$

RANDOLPH AFB, TX (AFNS)—Money saving suggestions don't always come from the "big ideas." This was proven by a Maxwell AFB, AL, technical sergeant recently.

TSgt. Lamar Hines, after observing and brief research, suggested that square waste baskets, which have legs, are made of heavier steel and cost \$3.28 each, be replaced with round baskets which cost \$2.22 each.

The General Services Administration estimated that the government would save \$244,410 during the first year after adopting the suggestion—and awarded Sergeant Hines \$1,345 for his "big idea."

Graduate Record Exam changes

People interested in preparing for the Graduate Record Exam need to know that the exam is now in three parts—verbal, quantitative and analytical. The new part-three test will still be taken over a two-hour and 55-minute period. If more details are desired, write to AFIT/RR, Wright-Patterson AFB, OH 45433, or call Autovon: 785-6231.

C-141 hits five millionth mile

SCOTT AFB, IL (MNS)—MAC's C-141s just passed the five-million hours of flight mark. This means that if a single Starlifter had flown the five million hours through time to 1978 it would have had to take off in the year 1407. In that year Henry IV ruled Great Britain and Gregory XII was Pope. China was in the midst of the Ming Dynasty and the bubonic Plague was killing an estimated 30,000 people in London.

Also, a C-141 cruising at 500 miles per hour for five million hours would fly 2.5 billion miles—more than enough for 13 round trips to the sun. If you were to take off on one of those 500 m.p.h. trips to the sun, you would return 42 years older than when you left.

Det. 58, 5WS, Fort Carson, CO

Small detachment battles unusual winds to support Army

by Elaine Schreiber

Not even the darkest, most overcast day hides Fort Carson's one strong patch of blue—the Air Force weather detachment at Butts Army Airfield (AAF).

Made up of two officers and 17

enlisted people, Air Weather Service's Det. 58, 5th Weather Squadron, is here as agreed upon by the Army and Air Force.

"Our primary responsibility is to provide weather support to Fort Carson and the 4th Infantry

Division," said Detachment Commander Maj. Stanley Tkach. "We are organic to (part of) the division, and would deploy with it."

In telling of the peculiarities of weather service here, Major Tkach said, "Strong winds are our major forecast problem here. There are times when the wind could be blowing at 50 knots (58 mph) on one part of the reservation and be perfectly calm in another. This is due to the mountain range's blocking effect on westerly winds," he said, then added, "That is why we rely a lot on units on the reservation to report, by radio or telephone, weather changes they observe in the field."

The weather unit's people's participation in Army field exercises varies. Some of them serve at division level while others remain at Butts AAF to do their job. Others travel with Army units on such exercises as Jack Frost, Red Flag and Empire Glacier.

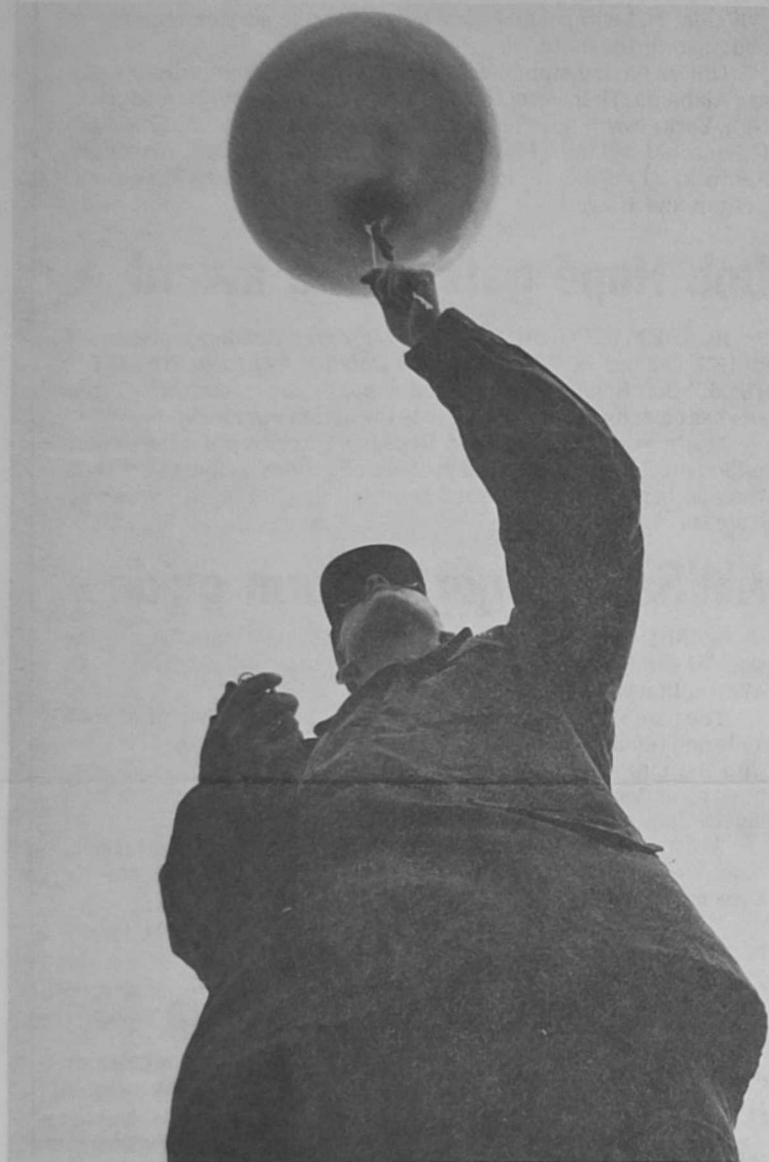
How do Air Force people feel surrounded by a sea of soldiers?

"Very well," according to Major Tkach, who says that his people's morale is good and they seem to enjoy their assignment.

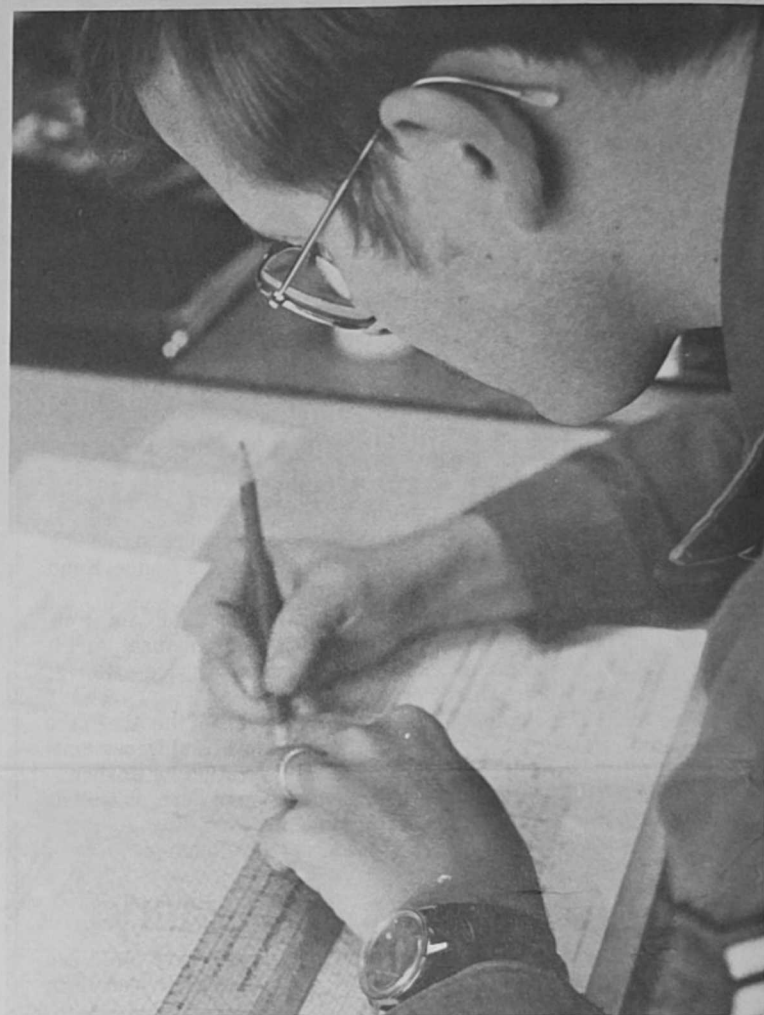
Station Chief MSgt. Frederick Starrett agrees with his commander. Sergeant Starrett, who

has served at Fort Riley, KS, as well as here, feels life in Colorado Springs is so good that he will retire here. He has completed 26 years of service.

(Edited for the OBSERVER).



Maj. Stanley Tkach, Detco.



PLOTTING coordinates on a SKEW-T logarithmic pressure chart is Airman Pagitt again. From his plots are determined the temperature of the atmosphere at different elevations.



THE BALLOON GOES UP when released by A1C Ron Pagitt (top left) to be tracked to determine wind speed and direction. Also working to determine wind direction and speed, but using a TMQ-22 Tactical Meteorological Kit, is A1C Bill Russell (bottom left). The latest in equipment, the Continental U.S. Meteorological Data System (COMEDS) "bottom right" also helps Det. 58, 5th Weather Squadron, provide the most up-to-the-minute weather information possible to its customers. (U.S. Army photos by SP5 Morrell Devlin)



A lesson from history

Weather; enemy's friend in Aleutian battles

by
John Fuller
AWS historian

"... invade and occupy strategic points in the Western Aleutians and Midway Island." So read a May 5, 1942, dispatch to Admiral Isoroku Yamamoto, commander of Japan's Combined Fleet, from Imperial General Headquarters in Tokyo.

After the Battle of the Coral Sea, in which the U.S. aircraft carriers Lexington was sunk and the Yorktown heavily damaged, Japan's objective at Midway was to draw out and annihilate the greatly weakened U.S. Pacific Fleet before new construction replaced the Pearl Harbor losses.

Japan's Aleutian operation was to pull the Pacific Fleet northward and split its numerically inferior forces.

MIDWAY OPERATION

Early, May 29, Admiral Yamamoto left Tokyo Bay with the main Midway invasion fleet.

His meteorologists assured Admiral Yamamoto that the fleet would break out of the storm system's southern end some 600 miles west of Midway Island. Favorable weather would then exist for air and landing operations.

At daybreak, June 4, the weather was overcast over the Japanese fleet and clear over the Americans so the Japanese launched a preliminary air strike against Midway.

After an American patrol plane confirmed the enemy's presence, planes from two U.S. carriers were launched, hoping to catch the returning Japanese planes refueling aboard ship. The ensuing engagement ended with four Japanese aircraft carriers and some 250 planes destroyed. American sea power destroyed the enemy's Combined Fleet.

ALEUTIAN OPERATION

With a big help from the weather, Japanese operations against the Aleutians were more successful, though conducted on a much smaller scale.

The seaborne force left Japan in late May 1942, traveling in the heavy fog and rough weather of the same storm system that had shielded the Midway group. The force reached a point about 165 miles southwest of Dutch Harbor, Unalaska Island, on June 3. There, in a fog-dimmed summer twilight, Japanese carrier aircraft launched. At Dutch Harbor, now in fair weather with a 10,000-foot ceiling, the first wave inflicted considerable damage so a second strike was launched. This time, weather favored Dutch Harbor

defenders because the aircraft could not locate the target.

THE OVERALL PLAN

In addition to trying to lure the American Pacific Fleet northward, the Japanese hoped to prevent an air invasion of their homeland. They figured to do this by crippling the American military outpost at Dutch Harbor first, then occupying the islands of Attu, Kiska and Adak.

Dutch Harbor had almost 5,000 American troops; some 300 U.S. Marines defended Kiska, where 10 U.S. Weather Bureau civilians operated on observing station; and with but a temporary civilian weather observing station, Attu was defenseless.

June 4 brought a fog mull so thick that Japanese commanders reduced ship speeds to nine knots. When his weather men predicted worse weather to the west (but good visibility at Dutch Harbor), the Japanese admiral cancelled the Adak landing and returned to Dutch Harbor. Dense weather enabled him to elude search planes and picket boats, but still launch his aircraft. The planes flew into rainy, overcast weather.

Finally, when its planes were on the way to Dutch Harbor, the Japanese force was detected by American search planes. An hour later seven B-17 Flying Fortresses and B-26 Invaders found them bombed the carrier force, but scored no hits due to the fog.

AMERICANS FIGHT BACK

Meanwhile, the carrier planes found Dutch Harbor weather to be as was forecast. They destroyed four 6,666-barrel fuel tanks and brought the Dutch Harbor casualty list to 43. To their surprise, the Japanese aircraft were attacked by P-40s from a 5,000-foot runway at Otter Point (Fort Glenn), approximately 60 miles southwest of Dutch Harbor on the northern end of Umnak Island. The P-40s shot down three attackers.

By June 7, the Japanese had landed at Attu and Kiska and met no opposition. Reports from American weather observers, at both islands ceased two days later.

Air Weather Service's 11th Weather Squadron had hurriedly constructed a weather station at Fort Glenn in early 1942. Two enlisted observers left Elmendorf Field, AK, on Jan. 1 for Otter Point and arrived with the Army engineers, who built the field.

Work proceeded at a feverish pace on the secret Umnak base. Progress during spring's sunny days was excellent, but by June rains, followed by blizzards, bogged construction down in deep mud.

Although 5,000 feet of runway was usable by June, it tossed the

fighter aircraft 30 feet back into the air on touchdown because the matting, laid on the porous volcanic soil, gave the effect of landing on an inner-spring mattress. Waves in the runway made its use by B-26s exceedingly risky. The bivouac area was a sea of mud and water stood inside many tents.

On May 28 the weather station, manned by one officer and five enlisted men, was officially activated. It furnished 24-hour-a-day observing and forecasting service.

Other than their own observations, about the only weather

information available west of Umnak was from aircraft sent on pre-strike weather reconnaissance missions, or from surface vessels. Since most weather developed west of the Aleutian Islands, accurate weather forecasts were all but impossible and many operational losses resulted.

Beginning on May 19, and for a week thereafter, the Aleutian weather was bad, particularly for flying. Ceilings ranged from zero to 500 feet with visibilities seldom better than five miles through continuous rain and fog. Yet when

the Japanese planes struck Dutch Harbor, it was the little Fort Glenn's weather forecasts that helped the P-40 pilots log the Eleventh Air Force's first aerial victories of the war.

"The Aleutians battle, like Midway, was a contest of air power, in which weather consistently aide the offensive by shrouding ships in a protective mist, while sweeping land targets clear."—Admiral Samuel Eliot Morison, famed sea power historian and two-time winner of the Pulitzer Prize.



Fort Glenn, Umnak Island, AK—January 1941-May 1944

Det. 1, 7WW, Andrews AFB, MD

Unit alerts D.C. bases to snow

by
Lt. Col L.D. Smith
Det. 1, 7WW, commander

ANDREWS AFB, MD—The Feb. 6 snow storm that hit the eastern U.S. dropped varying amounts of snow from Virginia to New Hampshire. Andrews AFB received five inches and nearby Camp David got seven. Before it was over, the Washington area had winds gusting from 40-50 knots while in the New England area, gusts reached up to and passed 100 knots.

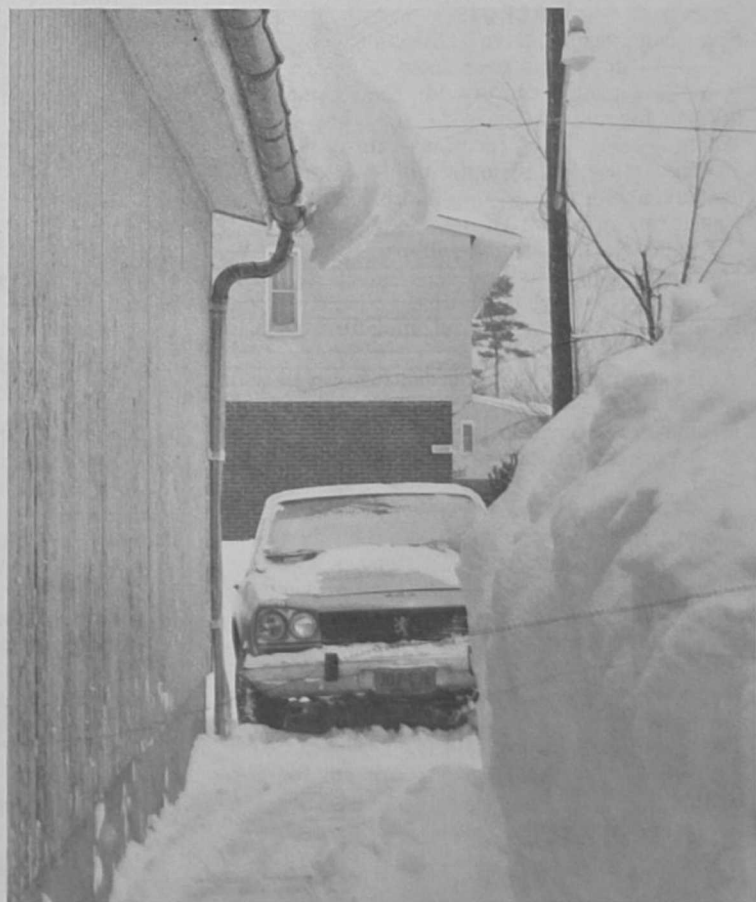
Det. 1 forecasters first warned officials at Andrews and Bolling AFBs three days before the snow actually began to fall. With such warning, local civil engineers at both bases stood ready with snow removal armadas when the first snowflake fell Sunday evening.

With Presidents Anwar Sadat, of Egypt, and Jimmy Carter meeting at Camp David over the weekend, an increased weather watch was maintained by Det. 1 forecasters.

The bad weather system began to deepen in the Carolinas on Sunday, Feb. 5, then moved closer to the Capital. Forecasters promptly issued snow weather warnings for Camp David as well as for Andrews and Bolling AFBs. On Sunday the Presidential helicopter lifted off from Camp David for the White House, just ahead of the approaching snow storm.

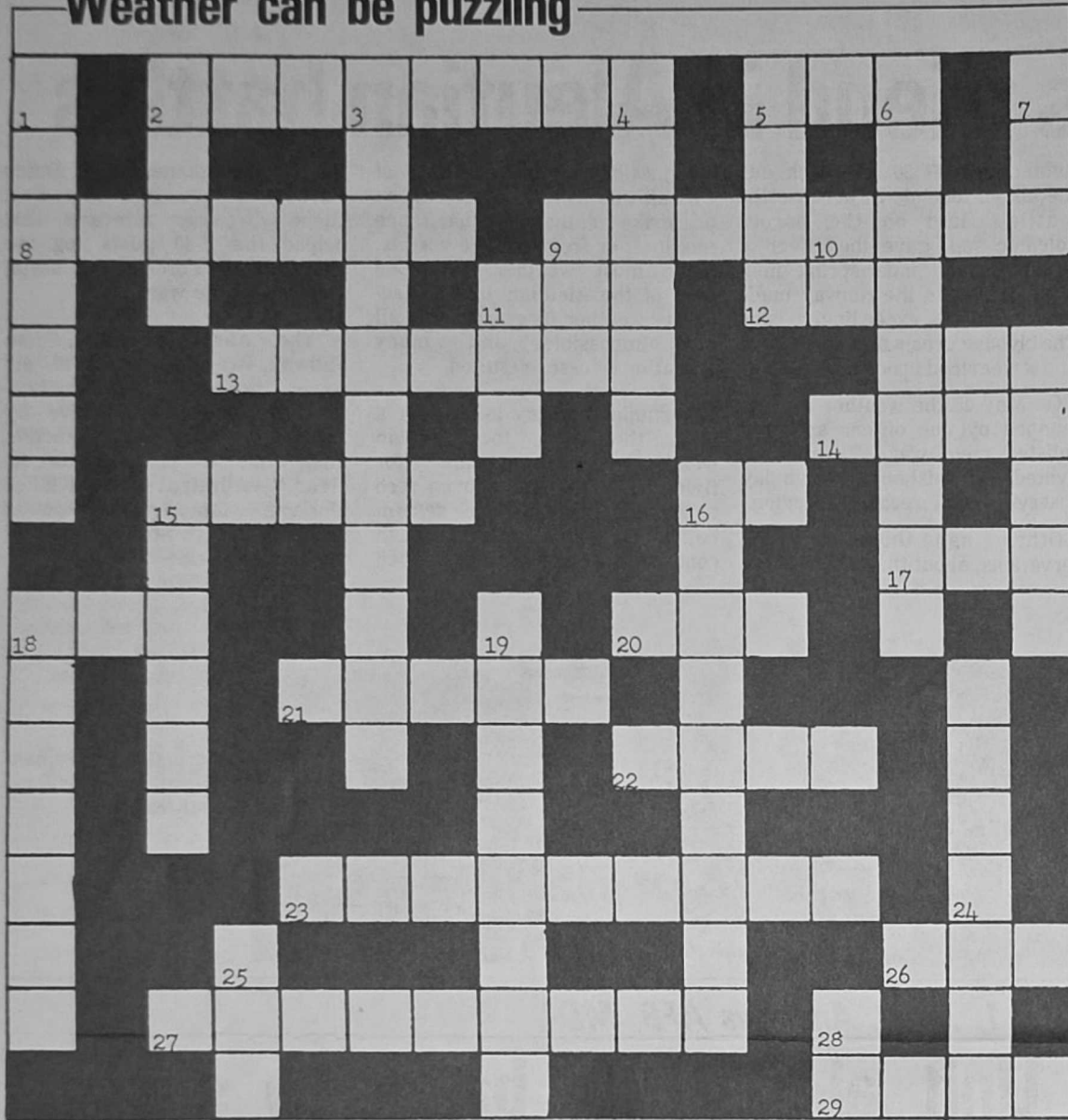
The early notification had also enabled civil engineers at both air

bases to adequately prepare for the storm. Snow removal operations were carried out with maximum efficiency, thanks, in large part, to lead time given by Det. 1 forecasters.



WEATHER PEOPLE going to work during the recent snow storms in America's northeast was almost a tunneling situation, as indicated by the pathway from MSgt. Bill Grady's front door to his automobile. (U.S. Air Force photo by Sergeant Grady, Det. 12, 26WS, Plattsburgh AFB, NY)

Weather can be puzzling



Puzzle questions

ACROSS

2. Fog can result from advection of above _____ dewpoints over snow.
5. _____ ground can provide enough moisture to form fog.
8. Warm _____ fog forms as rain falls.
9. In forecasting fog, synoptic influences must be used even with a _____ that is ideal for fog.
11. Fog forms in saturated _____.
12. "D" plus North Carolina (abbr).
13. Gradient level winds _____ at 25 knots usually prevent fog formation.
14. In the absence of advection, moisture tends to condense out on _____.
15. With extreme stability, fog can form even with intense wind _____.
16. Measure of saturation (abbr).
17. New York state station with lake effect (call sign).
18. _____ fog is nearly always present at Shemya in the summertime.
20. Northern tier SAC base (call sign).
21. Even thin cloud _____ tends to prevent fog formation.
22. The large drops of convective _____ tend to dissipate fog.
23. Warm _____ over a cold surface favors fog formation.
24. The sound of lightning (abbr).
26. A _____ surface tends to prevent fog formation.

Puzzle answers

- | | | | |
|---------------|--------------|---------------|----------------|
| 15. Stable | 6. Thickness | 11. Aid | 5. Wind |
| 16. Radiation | 7. Fog | 10. DN | 4. George |
| 18. Stratus | 2. Flow | 9. Sin | 3. Evaporation |
| 19. Decrease | 24. T | 28. DTY | 20. RDR |
| 25. INR | 17. SYR | 23. Advection | 1. Lifting |
| 28. IC | 12. DNC | 16. RH | 22. Rain |

DOWN

27. An _____ is required for fog formation.
29. _____ advection tends to prevent fog formation.

DOWN

1. Early fog formation indicates later _____ to field minimums.
2. _____ from relatively warm water favors fog formation.
3. _____ of rain cools air to its wetbulb temperature.
4. Author of book containing best discussion of fog.
5. A light _____ from a moisture source favors fog formation.
6. Dissipation of fog depends on its _____.
7. The subject of this puzzle is _____ forecasting.
9. A moral offense.
10. Office symbol of aerospace sciences.
11. J.J. George's book is a good fog forecasting _____.
15. _____ air is required for fog formation.
16. _____ may be retarded by presence of moist air aloft.
18. A moderate wind increase during late afternoon can change an ideal fog situation to one favorable for _____.
19. An unexpected _____ of wind has resulted in fog and embarrassed forecasters who took the possibility too lightly.
25. Northern tier SAC base (now closed)(call sign).
28. Present in ice fog (abbr).

ACROSS

(Contributed by the 3WW)

Sports

Unit hosts 'Mini Olympics'

NORTON AFB, CA—When Det. 14, 7th Weather Wing, here, sponsored its own Olympics, it didn't have all of the events of the other one—nor did it take place in huge sports arenas of some major world city. So said TSgt. Richard G. Allen, Det. 14's unit information officer.

Under the name "Fall 77 Mini-Olympics," games were organized by Berth C. Frankowiak, who also arranged for winners to receive "gold" medals.

Winners of the various events were Bob Barber, tennis; Phil Davis, pass-punt-kick; Joe Elias, basketball foul-line shooting; Marty Sprinkle, ping-pong; Bill Langhorne, golf; Bob Uland, 50-yard freestyle swimming; Larry Shipp, half-mile run; Matt Masula, horseshoes; Masula again in bowling; and Dave Pina in eight-ball pool and racquetball.

Points decided winners. At games' end, the overall winner was Pina; Milt Rasmussen, second; and Uland, third.



A NICE TRY is made by Martin Sprinkle in a dart "toss off" for third place in Det. 14, 7th Weather Wing's (Norton AFB, CA Fall 77 Mini-Olympics. Sprinkle's dart (upper right, in flight) wasn't quite good enough and Bob Uland claimed third place. (U.S. Air Force photo by TSgt. Richard C. Allen)

Carpenter wins bowling meet

HEIDELBERG, GERMANY—Another pin crown came AWS way when Jerry Carpenter, Det. 3, 7th Weather Squadron, here, took the All-Events Championship during the January Heidelberg Bowling Association Handicap Bowling Tournament. Jerry Rolled a 1,897 followed by a doubles second place for Ron Prezio and Joe Carney, also of Det. 3, with 1,257.

First try, first win for Charys

RAMSTEIN AB, GERMANY—In their first try, Fay Chary, wife of Henry Chary of Headquarters, 2nd Weather Wing, here, took first place in the Women's Cross-Country Skiing competition and her husband took second place in the men's event. The meet was at the Armed Forces Recreation Center, Berchtesgaden, Germany.

Man 'over' in German bridge

RAMSTEIN AB, GERMANY—When Lt. Col. Ronald L. Lininger, of Headquarters, 2nd Weather Wing here, reentered the world of competitive bridge playing, he did it the hard way, but won a duplicate bridge tourney sponsored by the Kaiserslautern Deutscher Bridge Verband (German Bridge Union).

Colonel Lininger, who had not played the game for more than 14 years, reentered the game with a German partner, Frau (Mrs.) Ilse Bang, of Kaiserslautern.

"My partner is an avid bridge player," the colonel said, "and the first evening we were partners, we won—even though I was badly out of practice."

The "hardway" of reentry into bridge for the colonel was not just that he had to retrieve his knowledge of the game, but to do it as he learned the German words peculiar to bridge. "These include some words derived from French and a few from English," he said,