

As of Aug. 17, 1978

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Air Weather Service has new commander



Brig. Gen. B.W. Rowe succeeded by Col. Albert J. Kaehn Jr.

AWS **OBSERVER**

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Weather crew helps save four lost boaters

ANDERSEN AFB, GUAM—Two weather men recently were involved in the saving of four lives when they helped search for and find a small, overdue motorboat. The weather men were 1st Lt. Alain Chardain and MSgt. Leo Hume, both of Det. 4, AWS, here.

Flying aboard a 54th Weather Reconnaissance Squadron WC-130, the crew was tasked by the Joint Rescue Coordination Center to divert to Anatahan, a small island approximately 75 miles north of Saipan. A 16-foot motorboat with four people aboard was two days overdue.

Just before dusk the crew spotted the boat and crew, marooned in a small cove on the west side of the island.

Det. 5 assists Atlantic balloon attempt

OVER THE ATLANTIC OCEAN—The whole world seemed to hold its breath as two British adventurers, suspended below the swollen hulk of a gigantic balloon, made a valliant, but unsuccessful, flight from America to Europe.

Giving them all the assistance they could were three members of Air Weather Service from a 53rd Weather Reconnaissance Squadron (Keesler AFB, MS) WC-130.

by
Capt. Frank Routhier
Det. 5, AWS

Maj. John Pavone, AWS; Maj. Jim Henson and Sgt. Alan J. Kolata, while deploying from RAF Mildenhall, UK, to Lajes Fld., Azores, were tasked with an unusual and highly specialized weather data requirement. They were to provide enroute meteorological support to British balloonists Donald Cameron and Major Christopher Davey as they made their record-breaking flight across the Atlantic Ocean.

Cameron and Davey had made rapid progress following their departure from New foundland four days before. Not too long after launch their inner balloon had torn leaving the pair to trust in the outer skin of their craft. Hour-after-hour, day-after-day the men drifted farther from the North American Continent and ever closer to their goal—to become the first people to ever cross the Atlantic Ocean in a balloon.

The weather crew had completed their job to provide weather support to a Tactical Air Command fighter deployment to Europe the day before and were on their way home. It had been a routine flight across—busy, but uneventful—but the trip back soon became "different."

As they droned westward a special request came through. The air traffic control agency responsible for the eastern Atlantic wanted the reconnaissance crew to divert from their position near Lands End, UK, to intercept the balloon, which was 240 miles southwest at 12,800 feet.

With proper approval, the flight was diverted so Major Henson could contact the free floating Cameron and Davey to find out exactly what support was needed. The balloonists, at their altitude, were in temperatures below freezing (23 degrees Fahrenheit) and said they needed to know the cloud conditions for the last part of their journey to England. Also they wanted to know a vertical wind profile from the surface to 15,000 feet.

The airborne weathermen analyzed the data and advised the floating Britons.

The winds were backing with altitude: westerly near the surface and from the southwest at altitude. There were no clouds at flight level between the balloon and the English coast, but a squall line was sitting off France. They advised the men that their best chance of getting to shore and to avoid the bad weather would be to stay at their present altitude.

The brave balloonists tried to follow the weathermen's advice,

but fate was apparently against them. The leak in their balloon and the resulting loss of helium was forcing them downward, to within several hundred feet of the choppy water.

After three sleepless nights, and with much of their equipment having been cast overboard in an attempt to stay airborne, the men decided the only thing left to do was to go into the sea. After 96 hours and 24 minutes in the air, just 110 miles off the coast of France, the balloon's flight ended. The men were quickly picked up by a French fishing vessel and they were taken safely to shore.

Despite the failure of a complete trans-Atlantic balloon flight, Cameron and Davey still took their place in the record books. They had not crossed the Atlantic; they had not even made the longest balloon flight (theirs was 2,000 miles and in 1976, Ed Yost, of South Dakota, traveled 2,740 miles), but they had come closer to crossing the Atlantic Ocean than anyone before them.

Command line

'I pledge you my dedication, understanding and support . . .'



Col. A.J. Kaehn Jr.
AWS commander

Each day, you men and women of the Air Weather Service make significant individual and collective contributions to our nation's security, and to what we all cherish as our way of life. To be a part of that team effort with you is exciting in every way. To have the honor of being your new commander is something for which I am very grateful; it is with a great deal of pride and humility I assumed command of this fine organization made up of such talented professional people.

I am convinced that the AWS has the strength and dedication to proceed along the course we have established. The foresight and guidance provided by Brig. Gen. Berry W. Rowe, the hard work done by the AWS Headquarters and wing staffs, and the interest and support given us by Gen. William G. Moore Jr. and the Military Airlift Command senior corporate leadership provide us an impressive heritage on which to build. Today's game plan for current operations and the near

future is well thought through and credible. Our collective job will be to keep it viable during future requirement changes and budgetary constraints.

We have all read and heard a great deal about the future Air Weather Service—the Automated Weather Distribution System or AWDS, the Single Career Ladder, the Advanced Weather Radar, the NCO detachment commander and station chief, more computer power for the Air Force Global Weather Central, etc. Certainly we will continue to pursue these initiatives with vigor, for no one nor any group should stand pat, smugly comfortable in a current status. Concurrently, we must continue to strive for excellence today. The responsiveness, reliability and efficiency in performance which we demonstrate today relate directly to the trust and confidence the corporate Air Force will place in us for achieving our goals of tomorrow, namely—better trained people doing a better job using better equipment

resources. That's how we hope to be able to do the job which the Air Force and Army demand, and do it more effectively with measurable economies.

We live in exciting times. The challenges of the future are unlimited in number and scope. I cannot offer quick or easy solutions

to our problems. I do pledge you my dedication, understanding and support in assuring that we continue to make a significant contribution to our nation's security.

I believe in our service—what we do and what we have to contribute. I look forward to seeing as many of you as time and funds permit. I ask

each of you to help me (and help each other) meet the challenges of AWS by leaving your post each day in the full knowledge that when you look in the mirror and say "Hello, Tiger," the mirror will say "Hello, Tiger" back!

Let's keep it going—we can handle it! Keep pitchin'!



A RARE SIGHT at Kirtland AFB, NM, are funnel clouds, such as this—which was one of four recently sighted near the base. This, like the others, was reported to have formed around 10 miles east of the base and to be the first sighted near Albuquerque in approximately six years. (U.S. Air Force photo by SSgt. Muridith Winder)

Enlisted line

Promotions: why; why not; the past as a guide; the future



CMsgt H. Bock
AWS CMS

Promotion questions and comments were "heavy" the past few months. It is understandable because promotion selection lists to E-5 through E-9 were released then.

Overall, this year's selection ratios were very good—generally they were par with last year and better than the two years before that. The Total Objective Plan for Career Airmen Personnel (TOPCAP) helped keep promotions open.

Here are some statistics from the recent cycles. Shown are: the number of eligible (Elig) and selected (Sel); selectees' average time in grade (TIG) and time in service (TIS) in years (Yrs) and months (Mos) at the start of the respective promotion cycles; average USAF Supervisory Examination (USAFSE) scores for E-8 and E-9 selectees; and average Skill Knowledge Test (SKT) and Promotion Fitness Examination (PFE) scores for E-5 through E-7 selectees.

To Grade	AFSC	Elig/Sel	TIG/TIS (Yrs-Mos)	USAFSE	SKT	PFE
E-9	251	30/5	2-4/22-3	65.2		
	252	7/1	4-7/23-11	58.0		
E-8	251	112/14	4-9/19-4	72.4		
	252	28/3	4-8/19-0	72.7		
E-7	251	180/44	5-1/16-3	65.7	68.6	
	252	43/10	5-1/17-7	65.0	69.7	
	25X	47/11	4-9/16-8	N/A	71.2	
E-6	251	317/57	7-1/12-4	63.6	71.2	
	252	43/8	7-7/14-1	65.0	72.3	
	25X	36/6	7-8/11-10	N/A	76.0	
E-5	251A	75/11	3-3/5-10	61.3	62.3	
	251	486/70	1-6/4-0	68.6	61.0	
	25X	67/11	1-6/4-1	N/A	76.9	

Although this year's boards appeared to rate E-8 and E-9 eligibles' records lower than last year, they looked for the same items. AWS competitors were average if they had completed the NCO Academy (NCOA), Senior NCOA, had two years of college, maxed the Airman Performance Report (APR) points and had APR job descriptions indicating management and supervisory responsibility.

Being an NCO detachment commander, station chief or in other key positions and having AWS command section indorsements came into play. Nevertheless, these key positions and indorsements were not absolute prerequisites. Some AWS E-8 and E-9 selectees were not in, or did not have an APR rendered for these key positions prior to promotion cutoff date. In fact, some selectees had not held these or chief forecaster or any Headquarters AWS, wing, squadron or comparable positions. The point is, if your records were otherwise up tight, the lack of a key management position did not preclude promotions selection. Yet, key positions will become more of a factor in years to come.

It is also encouraging to note that not all super grade selectees had "perfect" APR scores. Therefore, an "8" can be overcome by strong, meaningful follow-on APRs, accompanied by super records. Also encouraging is that AWS people are still selected for chief master sergeant (chief) with less than 20 years service and for E-8 with less than 15.

The E-6 and E-7 selections proved again that under the Weighted Airman Promotion System (WAPS), SKT and PFE scores are the biggies. Fast burners used study to bypass their peers. Upcoming eligibles should note that minimum TIG and TIS for E-7 were two years, one month

and 10 years, eight months, respectively; three and seven years less than the respective TIG and TIS average. Although there are no professional military education (PME) points under WAPS, PME appears a factor; 52 per cent of this year's E-7 eligibles had completed the NCOA—82 per cent of the selectees came from this group.

TIG wise, E-6 is the toughest stripe to make—the over-seven-year TIG average exceeds that for all selections from airman basic to chief. Some of our people see this statistic and foresee doom. Consider that E-6 is a point in the grade pyramid with a large constriction. At this point the E-5s, who make up 21 per cent of the AF authorizations, are vying for E-6—11 per cent of the authorizations. The funnel is intensified by the small number of E-6s who separate voluntarily or because of TOPCAP. Yet, even to E-6, PFE and SKT efforts pay off. This year's "streakers" made E-6 with three years, eight months TIG and six years, 10 months TIS. They cut the average about in half.

The largest promotion problem in recent cycles has been that of the E-4 25150A (forecaster). The 25150A, due to a small number of eligibles (75) and the fact that the average eligible E-4 forecaster has more TIG and TIS, is being selected for E-5 with more than one and a half years more TIG and TIS than his observer peer. AWS requested promotion relief, but was turned down for the time being.

Promotion of the last of the ex-officer eligibles to E-5 and addition of a 25150A SKT should have a positive impact. In the event these two factors, and an indicated increase in eligibles, do not adequately resolve the problem, further attempts will be made to get relief.



CADET MARIANNE OWENS joins SSgt. Shirley Janes at the briefing counter at Dover AFB, DE, as part of Operation Non-Com. The program allows Air Force Academy cadets to see, first hand, the importance of enlisted members to the Air Force mission by billeting the cadets with enlisted people.

The cadets also worked in three different Dover AFB squadrons during their three-week visit. Sergeant Janes, a member of Det. 5, 7th Weather Wing, helped Cadet Owens perform as a forecaster and observer to help her learn station procedures. (U.S. Air Force photo)

Personnel shorts

Did you know:

* Recent change-of-command ceremonies resulted in chief master sergeants becoming the commandants (to include school SQUADRONS) of the Military Airlift Command NCO Academies at Norton AFB, CA, and McGuire AFB, NJ?

* Air Force expects to offer 20 Airmen Education and Commissioning Program quotas in meteorology for fiscal year 1979?

* Although only 52 per cent of the AWSE-6s have completed the NCO Academy in residence or by correspondence, 82 per cent of our 1978 cycle E-7 selectees had done it? The 48 per cent without NCO Academy credit were in but 18 per cent of the E-7 promotions.

* Supervisors impair their people's promotion prospects, and opportunities to be selected for

"career broadening" special duty assignments by using generalized job descriptions and weak or old duty titles on performance reports?

* Air National Guard weather flights have vacancies for prior service (non-retired) weather

officers, observers and enlisted forecaster?

* Rules were changed to allow people to apply for homebased and follow-on assignments AFTER they are selected for unaccompanied tours of less than 15 months?

920th Weather Reconnaissance Group

Reserve aerial weather crews track hurricane

KEESLER AFB, MS—Storm trackers of the Air Force Reserve's 920th Weather Reconnaissance Group (WRGP), here, have returned following a 10-day deployment to Hawaii to track hurricane Fico.

Four aircrews, three aircraft and 17 maintenance people were moved to Hickam AFB, HI, to be in

position to track hurricane Fico that was roaring up the Pacific Ocean and becoming a possible threat to the Hawaiian island.

The Storm Trackers flew 12 missions penetrating the eye of Fico 23 times and logging 102 flying hours.

The Air Force reservists from the 920th received laudatory

messages from the Central Pacific Hurricane Center (CPHC), commending Capt. Robert Shepard and 1st Lt. Joseph Moulton, and their crews for their superb reconnaissance effort. "The five vortex fixes and data collected provided forecasters with an indepth understanding of the structure and intensity of this

major hurricane," said Mr. Lee, director of the CPHC.

"The crews and maintenance personnel performed an outstanding job during this deployment," said Col. Charles B. Coleman, commander, 920WRG. "They were 100 per cent effective on the mission," he added.

SSgt. M.E. Mindnich sounds off about forecaster school

This is a verbatim letter from SSgt. Martin E. Mindnich, Det. 3, 5th Weather Squadron, Ft. Bragg, NC. Sergeant Mindnich graduated from the forecaster school, Chanute AFB, IL, in June 1976.

After only two weeks of taking observations at Tatalina AFS, in remote Alaska, I decided it was time to volunteer for forecaster school. I had been interested in the weather business for quite some time and I had plans of going to forecaster school, but I was putting it off for some reason that now evades my memory. Whatever that reason, I then put it out of my mind and jumped at the chance to expand my career possibilities while at the same time, reducing the chances of getting another remote tour.

After I got orders for Chanute (AFB), my first question was probably the same as many forecaster school selectees. "Will I be able to make it through the math portion of the school?" I received a package containing a sample of the math portion of the course, and since I had been out of school for seven years, I decided to start studying. Unfortunately the only math reference materials

available at the site library had to do with household measuring cup mathematics. It was not much help.

After I arrived at Chanute (AFB), I discovered that the course material, including the math was not all that difficult; however, it did require a daily study routine. Some subjects were more difficult than others, some more interesting than others, but all were worthwhile.

I'm presently working as an airborne weather technician at Ft. Bragg, NC. Aside from working as a forecaster in a regular weather station, I am occasionally called upon to deploy to the field with the Army. Whether driving to the weather station or parachuting into an exercise, I feel confident that I can provide the best weather support possible as a result of my training at forecaster school.

I look back on forecaster school as an enjoyable, and rewarding experience. I saw old friends, I made new ones, I studied hard, and I learned a lot. I value the friendships and I'll retain the knowledge.

I'd do it again!

Martin E. Mindnich

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 a question, send it 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. Recommendation was made to add professional military education (PME) points to the weighted airman promotion system (WAPS) for promotion to E-5 through E-7 for in-residence completion of the NCO Leadership School and command NCO Academies. What's the status?

A. This recommendation was recently turned down at an AF PME conference. Conferees' rationale included the overall success and acceptance of the current WAPS and lack of equal opportunity for all eligibles to obtain in-residence NCOLS and NCOA quotas. It may be reconsidered later, however.

Q. My wife and I are AWS NCOs and may have the opportunity to become supervisors. Since AWS has mostly small detachments and a spouse can't supervise or write an airman performance report (APR) on the other, won't this force us to be separated or impair career progress?

A. Nothing in AF regulations or policy keeps a person from being the reporting official for his or her spouse. There are built-in safeguards in the review and appeals policy to stop abuse—pro or con. If a spouse would prefer to avoid the situation, Palace Weather can work the problem. Either way, AWS couples can achieve goals and keep a common household without hampering their career progress.

Q. Single, unaccompanied Army people in Europe authorized basic allowance for quarters (BAQ) can ship 2,000 pounds of household goods (HHG) to the U.S. on rotation. AF allows but 400 pounds. This situation should be corrected to provide AF people equal treatment.

A. AF people can have 2,000 pounds too if circumstances are right. AF, in AFR 75-25, T7-3, Rules 2 and 3, provides guidelines for authorizing shipment of HHG for single, unaccompanied people in grades E-4 (with over two years' service) and above. These help you, when authorized, to have extra weight allowance, but the key to increased HHG shipment is certification by appropriate authority that government quarters and furniture were not available. Each AWS wing senior enlisted advisor (CMS) has information about this and more. AWS people overseas who encounter problems should contact their wing CMS for help.

Corrections

"Murphy's Law: Anything that can go wrong, will go wrong."

"Murphy's Law" struck the AWS OBSERVER (and its editor) twice recently. In the June issue a small item datelined "RAF Upper Heyford" (which should have read "RAF Croughton") said the "edit section is no more"—it still exists. Rather than being eliminated, it was modernized by teletype equipment with keyboard visual display terminals. My apology to Maj. Carl S. Zimmerman and the people involved.

In last month's issue, in response to the questions printed on page 9, the answer to the question "In what year did the U.S. Air Force come into being?" should have been "1947" not "1949." To whether Bong, Rickenbacker, Jabara, All of these or None of these were "Aces," the correct answer should have been "All of these."

Attention to detail is the policeman of journalism so your editor will try to arrest "Murphy" and keep his law from slipping back into the OBSERVER.



Ft. Bragg unit mixes air and land expertise

by
 Capt. Tom W. Utley Jr.
 Det. 3, 5WS, commander

FT. BRAGG, NC—The men of Det. 3, 5th Weather Squadron, here, stand on the tip of the spear, so to speak, posed to support the U.S. Army's elite XVIII Airborne Corps as well as the mighty 82nd Airborne Division.

Unlike some weather jobs, where observers and forecasters work fixed shifts in air conditioned atmospheres

then have time to analyze and prepare weather data for events in the not too distant future, the people of Det. 3 must fill initial deployment readiness positions within two hours of being alerted. Further, the first of its teams must be aboard the aircraft slated to take them to whatever the destination within 18 hours. The people of Det. 3 are ready to take their meteorological skills where the action is, whether getting there is by air, land or airborne assault.

Practice of weather skills is not done on Ft. Bragg proper, but at the post's nearby Simmons Army Air Field.

There the weathermen support more than 300 Army aircraft assigned to 26 separate aviation companies. Occasionally they are even called on to get in on the "glamor world of airborne." This is when they are invited to jump with the world famous U.S. Army parachute team, the Golden Knights.

The weather job for Det. 3 is sometimes far from comfortable but its people are serious about their way of making a living. Tactical communications is by means of simple FM (frequency modulation) back-pack radios, but there are radio



(Left) AMONG THE HUNDREDS of parachutists drifting to earth from the Ft. Bragg, NC. sky are members of the AWS' Det. 3, 5th Weather Squadron.

(Above) UNDER THE WATCHFUL eye of veteran MSgt. Jim Munday, SSgts. Dan Brees and Phil Abel, along with Amn Bob Mandell learn rappelling skills.

(Upper right) UPON LEARNING he is to be reassigned from Division to Corps level, Capt. Tom Utley, Det. 3 commander receives the highly prized "Iron Mike" award from Army Col. Bill Fritts, right, of the 82nd Airborne Division. Captain Utley's men watch the presentation.

(Right) AIR FORCE Col. John Reames, 5th Weather Squadron director of operations, center, listens intently as Capt. Bill Riddle, left, tells of specialized equipment used in a radio teletype van. With Colonel Reames is Capt. Roland Tadd, right, also of the 5WS Headquarters.

(U.S. Air Force photos)



with brains and bravery to meet Army needs—

teletype rigs and complex multichannel, long-haul communications systems to learn as well.

Learning tactical weather equipment and techniques comes to the unit's specialists through "hands-on, real-time" support to Army units during field training exercises. But the airmen of the unit, before their tour is too far along, have a little Army in them too. They must master tent erection (and anyone who has ever tried to raise a 20-man tent knows there is as much difference between it and a conventional tent as there

is between a ripe persimmon and a ripe LOOKING persimmon), camouflage and concealment, site defense and rapid deployment.

New words invade the airmen's vocabulary too—such as "brigade" (as in the unit's brigade support teams) and "corps" (as in the echelon corps and division teams, which Det. 3 also has). The teams of Det 3 are ready to enter ground battle by means of airborne assault just as skilled as are the men they are to support—and it takes special,

tough people to do it successfully—and Det. 3 is very successful.

Aside from nerves of steel, exceptional physical ability and an unshakable dedication to duty, the small unit's people are experts in their specialized field—meteorology.

A challenge?

To belong to Det. 3, 5th Weather Squadron, you are more than a person who wants a simple challenge; you have to be able to stand tall—among the tall.

AIR WEATHER SERVICE

MAC



AWS commander
Col. Albert J. Kaehn Jr.

Command and Staff

Sept. 1, 1978



AWS vice cmdr.
Col. S. LeMole



AWS/CS
Col. R. Wilkins



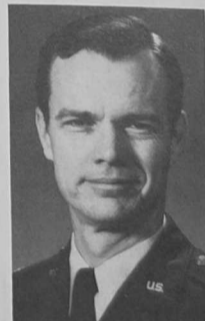
AWS/DO
Col. J. Saccone



AWS/SY
Col. J. Lambert



AWS/DN
Col. R. Gottuso



AWS/LG
Lt. Col. W. Haugen



AWS/SE
Mr. H. Herod



1WW/CC
Col. N. Rauscher



2WW/CC
Col. C. Jenista



3WW/CC
Col. A. Molla



5WW/CC
Col. J. O'Neal



AFGWC/CC
Col. A. Bidner



7WW/CC
Col. R. Fanning

30WS -- Col. V. Malahy

7WS -- Col. J. Elliff
31WS -- Lt. Col. R. Brown *

9WS -- Lt. Col. T. Harris
11WS -- Col. W. Robb
12WS -- Lt. Col. G. Hammond *
26WS -- Lt. Col. D. Donley

1WS -- Col. J. Samotis
3WS -- Lt. Col. P. West
5WS -- Col. J. Reames
24WS -- Col. L. Lorenzen
25WS -- Lt. Col. D. Bjornson

2WS -- Col. G. King
ETAC -- Col. R. Fox

6WS -- Lt. Col. I. Johnson
15WS -- Col. D. Smith

* Colonel Selectee

Det. 5 people's motto, 'Have bags.. will travel'

by
SSgt J.R. Sweeney
Det. 5, 3WS unit information officer

ENGLAND AFB, LA—The mobility men of Det. 5, 3rd Weather Squadron (WS), seem to go anywhere in the world at any time. The weather people here, observers and forecasters, help supply expertise for the 3WS' role in exercise and training support.

In the last year the travel log of Det. 5 shows Maj. James E. Trost, the unit commander, in Germany for Exercise Coronet Whist, SSgts. Michael D. Fett and James R. Sweeney in Florida for Bold Eagle '78 and 2nd Lt. Joel Martin in Watertown, NY, for Empire Glacier.

Later in the year SSgt. James D. Lutes went to Sachon, Korea, during Exercise Coronet Hawk and Lieutenant Martin on two more trips; to Chanute AFB, IL, for training then to Robins AFB, GA, for Exercise Purple Bare. He was accompanied on Purple Bare by A1C Eugene Quinn and Sergeant Sweeney.

For Det. 5, the motto for mobility is "Have Bags Packed, Will Travel" as its people support the 3WS training and deployment commitments.

Weather phenomenon sets McConnell AFB, KS record

by
2nd Lt. David S. Hadley

MCCONNELL AFB, KS—It was a warm afternoon and temperatures were in the low to mid 90s. Light thundershowers with little movement were forming and dissipating at random in the local area so a thunderstorm warning was issued for the base. Occasional lightning, a few sprinkles and wind gusts to 23 knots were recorded 45 minutes later.

The cell over the base rained itself out with total rainfall accumulating to .01 inches. At least the light rain was enough to cool the temperature to a more pleasant 87 degrees. At 4:14 p.m. a special observation was taken to end the thundershower. Winds were southerly at 21 knots with

virga southwest to west—and then it happened!

At 4:25 p.m., just 11 minutes after the special observation, the wind gusted to 50 knots and the temperature leaped to 99 degrees in just minutes. The dewpoint decreased from 75 degrees to 67 degrees. Nine minutes later a second gust (to 43 knots) came. It raised the temperature almost instantly to an incredible 101 degrees.

The thunderstorm cell remained in the local area, but it was difficult to locate since the characteristic thunderstorm rains, lightning and thunder had stopped. The cell then collapsed over the base, sending huge gusts of katabatically warmed air over the station.

If nothing else, this seems to be another first for McConnell AFB's record books.

AFMPC announces tentative criteria for colonel selection

SCOTT AFB, IL (MNS)—The Air Force Manpower and Personnel Center (AFMPC) at Randolph AFB, TX, has announced tentative criteria for temporary promotion to colonel for 1978.

Criteria for consideration in the primary zone requires a date of rank of Dec. 31, 1974, and earlier, that is, the 1958 year group and those officers promoted with that year group.

Secondary zone criteria calls for a date of rank of Jan. 1, 1975, through Oct. 31, 1976. This includes officers in the 1959-1960 year groups and those officers promoted with those year groups.

Officers who are to leave the Air Force before Feb. 25, 1979, will not be considered for advancement by the promotion boards. The central selection board plans to meet at AFMPC on Nov. 27.

The Military Airlift Command (MAC) promotion board, to consider secondary zone nominations to colonel rank, is to meet at Scott AFB, Sept. 18.



SOON to be part of Sembach AB, Germany's inventory and a customer of Det. 20, 31st Weather

Squadron there, is the A-10 "Thunderbolt." (U.S. Air Force photo by MSgt. Jerry B. Day).

Serves 'Thunderbolt'

Germany unit says 'first'

SEMBACH AB, GERMANY—Det. 20, 31st Weather Squadron, here, claims it will have another first.

The unit, commanded by Maj. Richard C. Nicolaus, will be the first weather unit in Germany to support a forward operating location (FOL) for the U.S. Air Force A-10 "Thunderbolt" aircraft.

Sembach AB was chosen for the task because its facilities and

mission matched those of the A-10's close-air support job.

According to Tactical Air Command officials, the FOL concept places the "tank killers" closer to U.S. and Allied defense positions.

The A-10 is a single-place aircraft specifically designed for close-air support and it carries more than eight tons of conventional ordnance.

The aircraft will arrive at

Sembach AB next year and, according to Det. 20's information officer, "adds a new dimension to forecasting here."

Det. 20 presently serves the OV-10 forward air controller aircraft and CH-53 helicopters. The new aircraft will call for high altitude forecasting and more precise target forecasting. This will require new forecasting concepts which are now being developed.

Sergeant runs, diets, quits smoking; sheds weight, runs faster, is healthier

by
SSgt. Francis M. O'Hearn Jr.
PETERSON AFB, CO—SSgt. John Taylor, a forecaster with Det. 6, 12th Weather Squadron, here, is living proof of what can be done when a person combines desire with dedication.

Sergeant Taylor was a swollen 231 pounds when he was put on the overweight program last December. He realized his future and nine years of Air Force service

were in jeopardy so he put himself on a rigorously demanding weight reduction program.

His first step was to rid himself of his three-to-four pack-a-day smoking habit, no easy task in itself. Next, he went on a diet and running program.

His daily hamburger and french fries were exchanged for salads and his running program was a long, uphill battle which stretched over months.

When he first started his program, Sergeant Taylor found that after just a quarter of a mile he felt faint. Later, as his weight dropped and his stamina grew, he knew progress was being made.

The first test of that progress came when it was time for his annual aerobics test. He weighed in at 208 pounds (a loss of 23 pounds—well below the maximum allowed) and had a loss of four inches from his waist (wearing a size 38 rather than his former size 42). He ran his distance in 10:58—slicing four minutes and 42 seconds off his 1977 time.

The climax of his program came

when he tackled the Gazette-Telegraph Garden of the Gods 10-Mile Run recently. The Run, which was locally publicized as the largest participation sporting event in the history of Colorado, had 1,865 official contestants. Sergeant Taylor ran it in 88 minutes to come in the top half of a race which had several world class marathon runners in it. The "big time" runners included winner Rick Rojas, a 1980 Olympic hopeful (52:31), Dick Quay of New Zealand, the 1976 Olympic silver medalist in the 5,000-meter run, and Gayle Barron, the first woman to cross the finish line in the 1978 Boston Marathon.

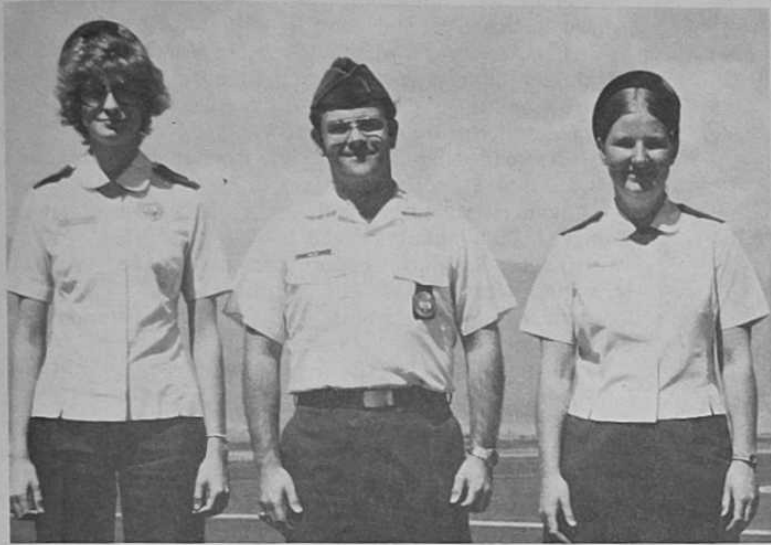
Sergeant Taylor now has his neighborhood so excited that his wife, Judy, and three neighbors join him on the daily runs.

Sergeant Taylor, now armed with faith instead of fat, plans to run the gruelling Pikes Peak Hill Climb, which is 15 miles uphill, to the top of Pike's Peak. His ultimate dream is to run the Boston Marathon.

Apt trivia

Have you heard this one? "Matsch's Maxim: A fool in a high station is like a man at the top of a high mountain—everything appears small to him and he appears small to everybody."

Have you heard this one? "First Rule of Work: The boss is always right. Second Rule of Work: When the boss is wrong, rule one applies."

Peterson AFB, CO**JOC positions mainly weather**

Schmidt

Bassi

Korose

PETERSON AFB, CO—It was almost a clean sweep by weather people during this base's recent Junior Officer Council (JOC) election. Weather officers were chosen by the membership to fill three of four positions.

Elected to office were, at left, 1st Lt. Joseph P. Bassi (president), 1st Lt. Marsha S. Korose (first vice president) and 2nd Lt. Jill M. Schmidt (recorder). All are members of Det. 1, 12th Weather Squadron, Cheyenne Mountain Complex, CO.

The 500-member Peterson JOC serves Peterson AFB and the North American Air Defense Command/Aerospace Defense Command Headquarters at the Chidlaw Building in Colorado Springs as well as the Cheyenne Mountain Complex.

From within**ANG weather flights seek ex-weather people**

LANGLEY AFB, VA—Air National Guard (ANG) weather flight vacancies await former

(but not retired) active duty weather people. According to officials at Det. 6, AWS, here,

AFOUA awaits Det. 11 people

LUKE AFB, AZ—Many weather people, those who were members of Det. 11, 12th Weather Squadron from July 15, 1975 through June 30, 1977, have decorations coming to them—the Air Force Outstanding Unit Award.

26th Air Division here was awarded the medal for that period and weather people in Det. 11 then are authorized to share in it."

According to Lt. Col. David A. Bush, commander of Det. 15, 25th Weather Squadron, the unit now serving Luke AFB, "The

Colonel Bush advised that copies of the letter authorizing the award's wear may be obtained by writing to Det. 15, 25th Weather Squadron, Luke AFB, AZ 85309.

weather flight members normally train one weekend a month, for which they receive four days base pay. Additionally, they attend one 15-day annual training period for which they receive normal active duty pay, according to grade.

An added benefit is that weather flight service is creditable toward National Guard retirement. Some existing vacancies are:

Major/captain, Air Force Specialty Code 2524: New Orleans, LA; Milwaukee, WI; Mansfield, OH; Charleston, WV; Hickam AFB, HI; St. Louis, MO; and Willow Grove, PA.

Senior master sergeant, 25190: Terre Haute, IN; Andrews AFB, MD; Mansfield, OH; and Hickam AFB, HI.

Technical sergeant, 25170: Dallas, TX; Hickam AFB, HI; New Orleans, LA; Memphis, TN; and Mansfield, OH.

Staff sergeant, 25150: Nashville, TN; St. Louis, MO; Terre Haute, IN; Portland, OR; Tulsa, OK; McConnell AFB, KS; Willow Grove, PA; Pittsburgh, PA; Charlotte, NC; Dallas, TX; and Los Alamitos, CA.

Sergeant, 70250: Selfridge ANGB, MI; Terre Haute, IN; Buckley ANGB, CO; Willow Grove, PA; Ronkonkoma, NY; St. Paul, MN; and Otis AFB, MA.

For further information on ANG weather flight vacancies as they occur, call (Area Code: 804) (Autovon: 432) 7655/5028.

Hardcastle moves up, away

BERGSTROM AFB, TX—When 2nd Lt. Jeffrey R. Hardcastle became Det. 10, 25th Weather Squadron's wing weather officer for the 67th Tactical Reconnaissance Wing, one of his first duties was to leave. He went to Zweibrucken AB, Germany, with the 12th Tactical Reconnaissance Squadron on a rotational exercise ("Salty Bee 78"). There he functioned as a staff weather officer and briefed the Bergstrom AFB-based squadron.

AWS gains two Americans

CORAL GABLES, FL—The Air Weather Service added two more Americans to its rolls recently—SrA William R.E. Locke and A1C Jeremy L. Samuel. It happened when the two men were recently sworn in as citizens of the United States. Prior to the event, both Det. 6,

3rd Weather Squadron members could claim only El Salvador (Airman Locke) and Great Britain (Airman Samuel). The swearing-in took place during a naturalization hearing and ceremony at Miami, FL's Dade County Auditorium.

College students visit Scott

SCOTT AFB, IL—When 14 St. Louis (MO) University meteorology students visited here recently, their tour included AWS' headquarters, the 7th Weather Wing (WW), the Environmental Technical Applications Center and they saw a military weather station first hand—hosted by Det. 9, 7WW.

Observations**On/off leave criteria changes**

WASHDC (AFNS)—Weather people going on or coming off leave after Sept. 1 had their leave accounted for under new leave accounting criteria. People who leave their local duty area on regular nonduty days are not charged for leave that day, but if they return from leave on a nonduty day, that day is chargeable. So said Air Force personnel officials.

As an example, they said people working a normal Monday through Friday week, who go on leave on Sunday then return the following Saturday, Monday would be their first day of leave. Saturday, regardless of the hour, is their last day of leave. One stipulation, however, is that if a person works at least three-fourths of a scheduled duty day, leave for that day will not be charged—coming or going.

Officials said leave request/authorization forms (AF Form 988) will be revised to include an explanation of the new leave policy and procedures on its reverse side. Supervisors are cautioned not to be misled by old forms containing past procedures.

CCAF adds three AF schools

LACKLAND AFB, TX (AFNS)—The Community College of the Air Force (CCAF) has added three more Air Force schools from which people may receive college credits. The three schools are: the 22nd Air Force NCO Leadership School, Little Rock AFB, AR; TAC NCO Leadership School, Cannon AFB, NM; and the NCO Leadership School, Hill AFB, UT.

Students who have completed or will complete courses at these schools may be awarded college-level credits in management by the CCAF. Students desiring to have their CCAF records updated and appropriate credit recorded should contact their education services center or Air National Guard or Air Force Reserve unit training technician or education counselor.

Working students keep ID cards

SCOTT AFB, IL (MNS)—Air Force members' dependent children enrolled in special college work-study programs may keep their identification cards during the work periods.

So said the Air Force in response to a recent question from Military Airlift Command personnel officials. Air Force ruled that dependents may retain continuous ID card privileges when work periods are included in a school's educational program and students are otherwise eligible to have an ID card.

Prompting the question is that some colleges and universities offer so-called professional experience programs in which students work for a business part of the year and attend classes part of the year. The work period is considered part of the academic training, although grades may not be given for work completed during the period.

Persons needing more information about the Air Force ruling should contact the base personnel office's customer service center.

House approves flexitime use

WASHDC (FNCS)—Flexitime inches closer to Federal agencies when the House of Representatives passed legislation that would hasten the four-day, 40-hour workweek and increase flexitime's use.

Once legislation passes the Senate, experiments in flexitime will go into effect a year later. In flexitime employees can vary time of arrival and departure within morning and evening flexible periods established by management. For example, employees might arrive between six and nine a.m. and depart between three and six p.m.

Additionally, an agency may establish a flexible lunch from a half hour to two hours, so long as employees average two 40-hour weeks for the pay period.

Minorities up in federal service

WASHDC (FNCS)—The number of minorities and women in Federal Government has increased. Minorities, according to a May 1977 Civil Service Commission study, accounted for 21.2 per cent of the 2.4 million work force—up from 14 per cent in 1969.

Women employees were up to 30.5 per cent of the work force from 30.1 per cent in November 1976. From 1976 to 1977, minorities in grades nine through 13 were 1.3 per cent, compared to only .02 per cent previously.

AWS salutes . . .



A DELAYED RECOGNITION came to SSgt. Steven R. Rousch, a forecaster with Det. 6, 15th Weather Squadron, Hill AFB, UT, in the form of the Bronze Star Medal. Sergeant Rousch earned the medal in 1974 and

1975, but a loss of correspondence delayed its presentation by Brig. Gen. Berry W. Rowe, former AWS commander, until August. (U.S. Air Force photo)

Unit abbreviations used in the column are: AWS—Air Weather Service Headquarters; OL—operating location; WS—weather squadron; WW—weather wing; AFGWC—Air Force Global Weather Central; and ETAC—Environmental Technical Applications Center.

MEDALS

Meritorious Service Medal (three oak leaf clusters) (OLC): CMSgt. Richard E. Williamson, 1WW, Hickam AFB, HI. (OLC): Col. Robert J. Fox and Lt. Col. George M. Edlund, AWS. (Basic) SMSgt. Kenneth P. Hartless and TSgt. Dennis Shouldis, 1WW, Hickam AFB, HI; Maj. Raymond G. LaPierre and Martin P. Konieczny, and MSgt. Irel J. Griffith, AWS; Maj. Richard F. Himebrook, 3WW, Offutt AFB, NE; CMSgt. John R. Tasefano Jr., Det. 7, 3WS, Langley AFB, VA; TSgt. Charles B. Dreiling, Det. 2, 5WS, Ft. Belvoir, VA; and Maj. Stanley W. Tkach, Det. 10, 30WS, Kunsan AB, Korea.

Air Force Commendation Medal (two OLC): MSgt. Robert L. Hagan, Det. 4, 7WW, Altus AFB, OK; TSgt. Joseph H. Runyon, AWS; and MSgt. Larry M. Hamm, Det. 4, 26WS, Loring AFB, ME. (OLC): TSgt. Richard J. Whisnant, 7WS, Heidelberg, Germany; and TSgt. Kenneth L. Gregg and Capt. Robert J. Edmondson, AWS. (Basic): Capt. John E. Oleyar, Det. 1, 1WW, Nimitz Hill, Guam; Capt. Robert A. Frederick, Det. 5, 7WW, Dover AFB, DE; A1C Mark E. Goodman, Det. 29, 25WS, Buckley ANGB, CO; SSgt. Leon A. Dudgeon, AWS; Capt. Keith D. Hutchinson and SSgt. Gail L. Rust, 3WW, Offutt AFB, NE; SSgt. Steven D. Paulsen, Det. 21, 2WW, Kapaun, Germany; MSgt. Gary N. McKenzie, Det. 7, 2WW, Teheran City, Iran; Capt. Bradley B. Eldridge, 1WS, MacDill AFB, FL; and SSgt. Dennis J. Francis, Det. 32, 3WS, MacDill AFB, FL.

Joint Services Commendation Medal: 1st Lt. Peter W. Speck, 1WW, MacDill AFB, FL; and SSgt. Michael Kochu, Det. 20, 31WS, Sembach AB, Germany.

Army Commendation Medal: Lt. Col. Jimmie D. Auten, Det. 2, 1WW, Andersen AFB, Guam.

Air Force Good Conduct Medal (six OLC): MSgt. James R. Millican, Det. 2, 1WW, Andersen AFB, Guam. (Five OLC): TSgt. Alan G. Eros, Det. 21, 2WW, Kapaun, Germany. (Three OLC): TSgt. Donald E. Milton, Det. 2, 7WS, Hanau, Germany; and SSgt. John H. Jacobson, Det. 21, 2WW, Kapaun, Germany. (OLC): SSgt. David A. Smith, Det. 9, 7WW, Scott AFB, IL; and SSgt. Stephen D. Patterson and Sg. Kenneth F. Westbrook, Det. 10, 2WS, Eglin AFB,

FL. (Basic): Sgt. Lauris S. Higgins, Det. 36, 31WS, RAF Alconbury, UK; SrA Paul W. Stiff and Suzanne K. Wesselman, Det. 2, 11WS, Eielson AFB, AK; SrA Charles J. Lee, Det. 1, 1WW, Nimitz Hill, Guam; SrA Jamie M. Adams, Det. 2, 7WS, Hanau, Germany; SrA Julie G. Sudduth and Jeffrey L. Baca, 26WS, Barksdale AFB, LA; MSgt. Charles T. Christopher, TSgt. Eleanor B. Funk, Sgt. Jeffery L. Fleming and SrA Donna M. Fisher, Det. 5, 7WW, Dover AFB, DE; SrA William Hanks and Bradley Fischer, Det. 15, 9WS, Grand Forks AFB, ND; Sgt. Gordon L. Patterson, Det. 23, 26WS, McConnell AFB, KS; SrA Richard C. Joyce and A1C Delores A. Campbell, Det. 32, 3WS, MacDill AFB, FL; SrA Lori L. Lathrop, Det. 21, 2WW, Kapaun, Germany; and SrA Ruben Aguilar and James E. Brown, Det. 10, 2WS, Eglin AFB, FL.

HONORS

A1C Robert L. Williams, an observer with Det. 18, 26WS, Rickenbacker AFB, OH, will receive a Reserve Officers' Training Corps scholarship via the Airman Education and Commissioning Program.

Sgt. Gary L. Gumm, Det. 41, 12WS, Ft. Lee, VA, was recently chosen by the Leigh Wade Chapter of the Air Force Association as its 1977 Outstanding Airman.

SSgt. John H. Jacobson, Det. 21, 2WW, Kapaun, Germany, is now a student at North Carolina State University, Raleigh, NC. He entered the school under the Airmen Education and Commissioning Program.

CMSgt. Gerald W. Suttis and Det. 9, 7WW, Scott AFB, IL, received a letter from the Illinois Air National Guard's (ANG) 183rd Tactical Fighter Group for support of the Coronet Quail deployment to Italy. More letters thanking the unit for its support came from the 155th Weather Flight of the Tennessee ANG.

SrA Gary Ferracane, Det. 75, 3WS, Hurlburt Fld., FL, was recently awarded a senior parachutist badge.

EDUCATION

Masters degrees recently went to three AWS men: Capt. Hampel L. Rutledge, Det. 10, 7WS, Kitzingen, Germany, in systems management through the University of Southern California; Maj. Clifford F. Gilbert, 5WW, Langley AFB, VA, in manpower management through Golden Gate University; and Capt. Charles C. Olsen, Det. 4, 26WS, Loring AFB, ME, in business management through the University of Nebraska.

Sgt. Wayne S. French, Det. 11, 7WW, McChord, AFB, WA, was awarded a bachelors degree in counseling

psychology through St. Martins College, Lacey, WA.

Service schools completed were:

Squadron Officer School: 1st Lts. Joseph P. Bassi and Jerry S. Johnson.

Community College of the Air Force: SMSgt. John E. Steffen.

Senior NCO Academy: SMSgts. Roger G. Seyfert, Alfred L. Schwigel and John L. Williams.

NCO Academy: MSgts. Roy G. Metcalf, David A. Birchfield, Charles W. Smith and Richard G. Schultz; and TSgts. Frankie F. Crawford, Billy W. Brown, James N. Howard and Ronald J. Singletary.

NCO Leadership School: SSgt. Preston E. Wilson, and Sgts. Keith A. Standifer and Mark B. Perlman.

Advanced Meteorological Applications Course: 1st Lt. Tamzy J. Cunningham.

Officers Training School: 2nd Lt. Robert W. Battermann, a former AWS enlisted member.

Air Command and Staff College: Capts. Randall B. Falzgraf and Charles C. Olsen.

Industrial College of the Armed Forces: Maj. Clifford F. Gilbert and Larry W. Wallace.

UNIT HONORS

(Parentheses indicates unit providing the honor when other than the individual's organization)

Junior Officer of the Quarter: Capt. Robert E. Goetz Jr., ETAC (Scott AFB, IL).

Senior NCO of the Quarter: SMSgt. Francis E. Ward, 3WW, Offutt AFB, NE.

NCO of the Quarter: SSgt. David W. Crawford, Det. 5, 7WS, Katterbach, Germany (7WS); SSgt. John F. Hall, 5WW, Langley AFB, VA; Sgt. Richard S. Farias Jr., Det. 4, 1WW, Hickam AFB, HI (1WW); SSgt. Janet O'Brien, Det. 6, 25WS, Pease AFB, NH; SSgt. Conrad D. Holtgard, Det. 2, 1WW, Andersen AFB, Guam; TSgt. Randolph C. Murphy, Det. 41, 12WS, Ft. Lee AFS, VA; SSgt. Marcus K. Mallory, Det. 14, 5WS, Ft. Hood, TX; TSgt. Arlen D. Baker, Det. 4, 7WW, Altus AFB, OK; TSgt. David L. Truttmann, 3WW, Offutt AFB, NE; SSgt. Freeman P. Bridges, Det. 15, 24WS, Vance AFB, OK (base); SSgt. David N. Runyan, Det. 20, 24WS, Laughlin AFB, TX (base); SSgt. Charles D. Barnett, Det. 10, 2WS, Eglin AFB, FL; SSgt. Heikki K. Talikka, Det. 3, 12WS, Malmstrom AFB, MT; and SSgt. Donald R. Oettinger, Det. 30, 2WS, Vandenberg AFB, CA.

Airman of the Quarter: A1C Jack A. Moore, Det. 5, 7WS, Katterbach, Germany (7WS); Amn William S. Kehrner, 5WW, Langley AFB, VA; A1C Daryl A. Crossman, Det. 6, 26WS, Pease AFB, NH; Sgt. (then SrA) Sharon L. Sagnelli, Det. 2, 1WW, Andersen AFB, Guam; A1C Kathleen M. Evanson, Det. 41, 12WS, Ft. Lee AFS, VA; A1C John P. Zunino, Det. 14, 5WS, Ft. Hood, TX; Amn Joe N. Chrisman, Det. 4, 7WW, Altus AFB, OK; SrA Clarence A. Wilder, Det. 4, 7WS, Schwaebisch Hall, Germany (7WS); SrA Sherrill A. Skinner, Det. 7, 1WW, Schofield Bks., HI (1WW); SrA Kim M. Anderson, Det. 20, 31WS, Sembach AB, Germany (31WS); A1C Kathryn E. Hunnicutt, Det. 10, 2WS, Eglin AFB, FL (2WS); A1C Dean B. Adams, Det. 3, 12WS, Malmstrom AFB, MT; and SrA Chester Richey, Det. 30, 2WS, Vandenberg AFB, CA.

Editor of the Quarter: SSgt. Alan R. Sofinowski, Det. 1, 30WS, Fuchu AS, Japan. He processed 15,000 computer-rejected messages with a 99.96 per cent effectiveness rate.

Observer of the Month: SSgt. David G. Reeder, Det. 6, 26WS, Pease AFB, NH.

Forecasters of the Month: 2nd Lt. James K. Hancock and TSgt. Gary L. Harris, Det. 6, 26WS, Pease AFB, NH.

PROMOTIONS

To major: Henry A. Adams III, Det. 5, 12WS, Ramey, PR; Larry L. Terrell, 2WW, Kapaun, Germany; and Harvey J. Miller, Det. 10, 2WS, Eglin AFB, FL.

To captain: James P. Millard, Det. 21, 5WS, Hunter AAF, GA; James E. Woodard 2WW, Kapaun, Germany; and Barzielee Drewry, Det. 7, 3WS, Langley AFB, VA.

To first lieutenant: John M. Brown, Det. 10, 5WS, Ft. Benning GA; Denise L. Malmbert, Det. 2, 31WS, Ramstein AB, Germany; and Shirley J. Zander, 1WW, Hickam AFB, HI.

To chief master sergeant: Fortunato Moreno Jr., Det. 21, 2WW, Kapaun, Germany.

To master sergeant: Vito J. Monteleon, Det. 4, 1WW, Hickam AFB, HI; George M. Slater, Det. 9, 5WS, Ft. Rucker, AL; Jack L. Green, Det. 15, 25WS, Luke AFB, AZ; Allen F. Davis, Det. 15, 9WS, Grand Forks AFB, ND; James A. Torrence, Det. 15, 15WS, WPAFB, OH; and Leon Elkins, Det. 17, 31WS, RAF Upper Heyford, UK.

To technical sergeant: Duane E. Klenke, Det. 9, 7WW, Scott AFB, IL; Walter L. France, Alfred T. Rizzo and Danny J. Meade, Det. 12, 31WS, Torrejon AB, Spain; William J. Stoddard, Det. 21, 5WS, Hunter AAF, GA; Ralph

(Continued on next page)

A lesson from history

Weather hits WWII's Operation Argument

(This is part one of the two-part story of Operation Argument)

by
John Fuller
AWS historian

A prerequisite to both the strategic and tactical air mission for the Allies during World War II's winter of 1943-1944 was gaining air superiority over the German Air Force—the Luftwaffe. The invasion of France, planned for 1944, could not hope for success until the Allies had air superiority.

Weather that winter, however, severely handicapped the air war. As 1943 wore out the Army Air Forces (AAF) awaited the spell of clear weather which would permit strikes against the sources of German air power.

In November 1943, the Eighth Air Force (8AF) drafted a plan, code named "Argument," for a massive coordinated air attack against the German air industry—about a dozen factories, most of which were in the Leipzig area. The factories produced fighter components or fighter aircraft.

To insure minimum success, Argument called for three successive days of clear weather over most of central Europe and weather good enough at the home bases in Italy and England to permit takeoffs, formation and landings. A week of good weather would be better.

Tricky enough throughout the year, weather over England and western Europe presented peculiar difficulties in the fall and winter months. Severe storms could be expected between London and Berlin on the average of every three days, and cloud cover over Germany being persistent and thick.

The primary responsibility for mounting Argument fell to the United States' Strategic Air Forces in Europe (USSTAF) which was established Jan. 1, 1944, under command of Lt. Gen. Carl Spaatz. For Operation Argument, USSTAF had control of the 8AF, 9AF and 15AF. Each day's air strikes came under Spaatz's deputy for operations, Maj. Gen. Frederick L. Anderson Jr.

By early 1944, Argument had been scheduled repeatedly, but every time early weather reports offered some hope deteriorating weather forced cancellation. Between Jan. 4 and Feb. 14, 1944, for instance, because of poor weather, 8AF only launched 21 heavy bomber missions. Of these, only six were against industrial targets in Germany.

Referring to the situation in a speech early that year, Britain's Prime Minister Winston Churchill said, "when weather is favorable

our airpower plays an immense part." He added, "weather, of course, remains the final factor in the decision where each day or night's activities shall be employed, and that puts a very great responsibility in the hands of the officers who actually handle these great, enormous masses of aircraft."

By February 1944 the destruction of German fighter production was so urgent that General Spaatz and General Anderson were willing to take more than ordinary risks in order to do the task, including losses from missions staged in adverse weather.

On Feb. 8, 1944, General Spaatz ordered that Argument be completed by March 1.

With USSTAF's activation, it was evident that a central coordinating weather agency was needed in General Spaatz's headquarters. Dr. Carl G. Rossby,

special consultant to the Secretary of War on matters pertaining to the AAF weather service, recommended that a centralized forecasting and administrative office be set up. AAF Weather Service's Lt. Col. Irving P. Krick recommended to Gen. Henry H. Arnold, the AAF commanding general, that its people be taken from the 18th and 21st Weather Squadrons (WS) in England.

The office of the Director of Weather Services for USSTAF came into being Feb. 12, 1944, with the appointment of Col. Donald N. Yates.

Colonel Yates, who, the next year would take command of AWS, was General Spaatz's staff weather officer, but he reported to General Anderson.

For Operation Argument, two of Colonel Yates' deputy directors, Colonel Krick and Lt. Col. Benjamin G. Holzman, were responsible to issue the official

forecast and briefing information on weather to General Anderson. The Argument forecasts were consensus prognoses, agreed to through six weather conferences held daily by telephone with various AAF and Royal Air Force (RAF) weather sections.

For daylight precision strategic bombardment operations, 8AF's heavy bombers needed cloud ceilings of no less than 1,000 feet for takeoffs and one and a quarter mile visibilities or greater.

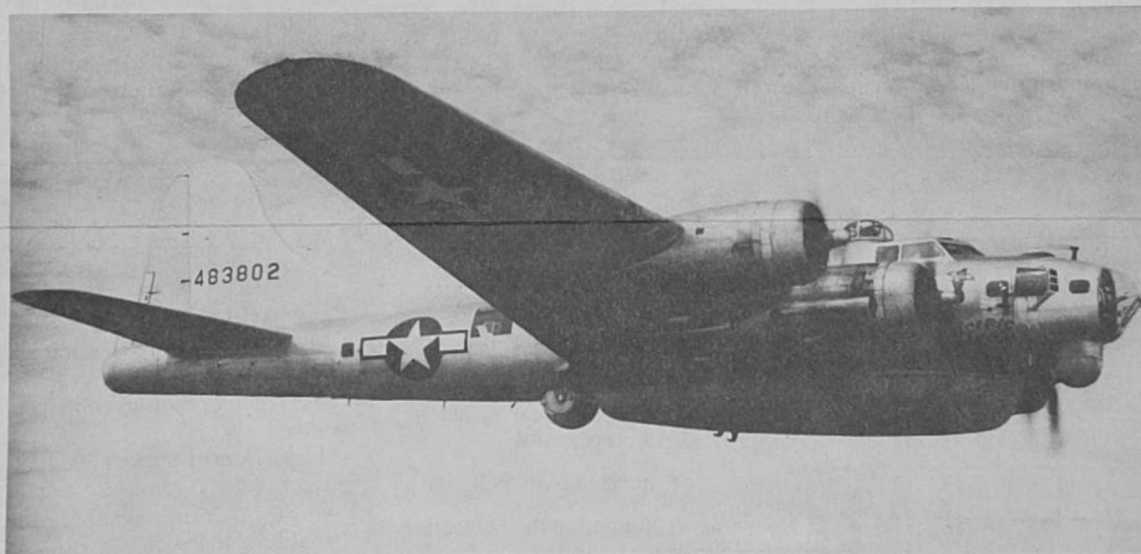
For assembling there could be no thick cloud layers or decks of multilayer clouds above bases. Enroute the bombers did not want severe icing conditions, contrails or thick cloud layers at their operating altitudes, which were from 20,000 to 25,000 feet.

Visual bombing required four-tenths or less cloud cover over target. For recovery the bombers needed 1,000-foot cloud ceilings or greater and visibilities of two and a half miles or more.

Marginal home-base weather might permit takeoffs, but it had to hold for the five-to-six hours (depending on winds aloft and routes to and from targets) it took a B-17 to travel the 1,000 plus miles from England to east-central Germany and back.

When sustained periods of such weather did not occur between November 1943 and January 1944, General Anderson asked that a statistical study be made. He wanted to know the odds of obtaining three days of visual bombing weather over Germany for the 30-day period following Feb. 15.

Colonels Krick and Holzman poured over 40 years of past weather records—the odds were eight-to-one against it. (Next issue: "The big week")



B-17 BOMBERS, similar to this one—the "Pacific Tramp"—took part in World War II's Operation Argument in Europe. (U.S. Air Force photo courtesy of the MAC history department)

AWS salutes (Continued from opposite page)

J. Eagen, Det. 9, 5WS, Ft. Rucker, AL; Freddie J. Smith, Det. 15, 9WS, Grand Forks AFB, ND; Royce L. Hildebrand, 1WS, MacDill AFB, FL; Fred R. Harmon Jr., Det. 11, 31WS, Spangdahlem AB, Germany; Frank E. Guy, Det. 7, 2WW, Teheran City, Iran; and Charles J. Zuber, ETAC.

To staff sergeant: David W. Crawford, Det. 5, 7WS, Katterbach, Germany; Victor R. Austin, 5WW, Langley AFB, VA; Janet O'Brien, David Reeder, Lloyd A. Turcotte, Bradford D. Butler and Raynaldo Mustafa, Det. 6, 26WS, Pease AFB, NH; John P. Libby, ETAC; Richard A. Goodman, Det. 21, 2WW, Kapaun, Germany; Patrick K. Rugg, Det. 15, 25WS, Luke AFB, AZ; Martin A. Martel, OL-A, Det. 15, 25WS, Gila Bend AAF, AZ; Daniel G. Edwards, Det. 15, 9WS, Grand Forks AFB, ND; William H. Burr, Det. 15, 15WS, WPAFB, OH; Kevin P. Martin, 1WS, MacDill AFB, FL; Michael W. Wozniak, Det. 17, 31WS, RAF Upper Heyford, UK; Donn C. Wilson, Det. 11, 31WS, Spangdahlem AB, Germany; Lorenzo Woods, Det. 20 24WS, Laughlin AFB, TX; and Stephen P. Kolb and Thomas L. Lees, Det. 10, 2WS, Eglin AFB, FL.

To sergeant: Ernest Cebert, Det. 2, 31WS, Ramstein AB, Germany; Terrance J. Rich, Det. 4, 7WW, Altus AFB, OK; Clarence A. Wilder, Det. 4, 7WS, Schwaebisch Hall, Germany; Mark Z. Hildebrand, Det. 11, 7WW, McChord

AFB, WA; Douglas R. Baugh, Det. 11, 7WS, Coleman Bks., Germany; Phillip D. Davis, Det. 14, 7WW, Norton AFB, CA; Beth E. Strader, Det. 20, 31WS, Sembach AB, Germany; and Loretta E. Brooks, Det. 3, 12WS, Malmstrom AFB, MT.

To senior airman: Leslie D. Lane, Det. 21, 7WW, Pope AFB, NC; Gary D. Brown, Det. 2, 7WS, Hanau, Germany; Joseph M. Thomas, Det. 10, 7WS, Kitzingen, Germany; Jack A. Moore, Det. 5, 7WS, Katterbach, Germany; Larry D. Workcuff, 5WW, Langley AFB, VA; David C. Wagner, Det. 21, 5WS, Hunter AAF, GA; Richard P. Andol and Julio R. Garcia, Det. 18, 25WS, Rickenbacker AFB, OH; Elizabeth A. Johndrow, Det. 15, 9WS, Grand Forks AFB, ND; Stephen Moretz, Det. 10, 30WS, Kunsan AB, Korea; Barbara J. Gunderlach, Det. 21, 2WW, Kapaun, Germany; Ronald J. Phillips, Det. 7, 3WS, Langley AFB, VA; Edward R. Nash, Det. 11, 31WS, Spangdahlem AB, Germany; Roswitha K. Collins, Det. 11, 7WS, Coleman Bks., Germany; and Kim Anderson, Det. 20, 31WS, Sembach AB, Germany.

To airman first class: James L. Green and Patricia A. Ward, Det. 10, 5WS, Ft. Benning, GA; Billy L. Dorsey, Det. 9, 7WW, Scott AFB, IL; Dennis E. Nappier, Det. 75, 3WS, Hurlburt Fld., FL; William S. Kehr and Douglas L. Knight, 5WW, Langley AFB, VA; James A. Grigg, Det. 2, 31WS, Ramstein AB, Germany; Timothy J. Smith, Det. 6,

26WS, Ft. Lee, VA; Thomas A. Biggs, Patrick H. Early and Conrad L. Meeks II, Det. 8, 12WS, Duluth IAP, MN; Meta C. Garcia, Det. 20, 26WS, Barksdale AFB, LA; Cory W. Knowles, Det. 21, 5WS, Hunter AAF, GA; Glenn M. French, OL-A, Det. 21, 5WS, Ft. Stewart, GA; Stella S. Roman, Det. 14, 5WS, Ft. Hood, TX; Stephen E. Schroeder and William D. Taylor, Det. 22, 24WS, Keesler AFB, MS; Kenneth G. Cochran, Det. 15, 9WS, Grand Forks AFB, ND; Stephen W. St. John, Det. 30, 2WW, Kapaun, Germany; and Michael P. Blomquist and Joshua L. Godsey, Det. 3, 12WS, Malmstrom AFB, MT.

To airman: Michael J. Kogut, Det. 1, 12WS, Cheyenne Mountain Complex, CO; Thomas Catanzaro, Det. 9, 7WW, Scott AFB, IL; Pamela L. McCoy, Det. 21, 5WS, Hunter AAF, GA; Timothy J. Farish, Det. 8, 12WS, Duluth IAP, MN; James H. Travis, Det. 14, 5WS, Ft. Hood, TX; and Milton G. Kooyman Jr., Det. 15, 9WS, Grand Forks AFB, ND.

CIVILIAN HONORS

Clarence W. Neumann, chief forecaster, and Joyce Haigh, secretary, both of Det. 6, 25WS, Pease AFB, NH, received outstanding performance awards, as did Barbara C. Reinhardt, Det. 21, 2WW, Kapaun AS, Germany.

Sports

Thrower bikes for life

MARCH AFB, CA—A weather man, Lawrence M. Thrower, 9th Weather Squadron, recently completed a 25-mile "Ride-For-Life" bike-a-thon. The ride was part of the Danny Thomas program to raise funds to support the St. Jude Children's Research Hospital.

After he completed the 25-mile run, Thrower climbed back into the saddle and did it two more times. He raised \$319 for the hospital.

Runners pacing well

DOBBINS AFB, GA—When Atlanta, GA's 9th Annual Peachtree Road Race was run, James R. Lee, an observer with Det. 31, 3rd Weather Squadron, was in it.

Lee, in 33:12, came in 93rd—out of the 12,000 entries who covered the 10,000-meter (6.2-mile) distance. The winning time was 28:59.3.

HICKAM AFB, HI—When the more than 400 teams ran the 40-mile Third Annual Primo Relay here recently, six Det. 4, 1WW, forecasters were among them.

The weather runners joined with members of the 6594th Test Group for the event.

The runners, Earl Snipes, Alan Adams, Beverly Baker and Vito Monteleone, each ran a four-mile loop through residential Honolulu.

Copeskey, gold medalist

ALBROOK AFS, CZ—An old cliché says, "... takes to water like a duck" and there is a weatherman, a rawinsonde operator with Det. 25, 5th Weather Wing, who seems to fit that saying. Pete Copeskey recently swam his way to three first places in the Inter-Air Force Swim Meet at Howard AFB, CZ.

Pete earned gold medals in the 200-meter individual medley, 100-meter free style and 50-meter back stroke. His wins also gave the weather team third place in the overall standing and earned Pete the title, "Outstanding swimmer in the Meet."

Det. 1 takes 'bowl off'

WPAFB, OH—Two Air Weather Service organizations here recently proved that weather people not only are "on the ball" but that they can roll them too.

During a recent encounter (the Second Annual Wright-Patterson Weather Bowl-off) at the base's Kittyhawk Bowling Lanes, the Staff Meteorologists (Det. 1, 2nd Weather Squadron (WS) downed Base Weather (Det. 15, 15WS). When the last pin fell, the Staff Meteorologists had taken a three-game series to claim the trophy.

Members of the two teams were Harley Sundahl, Ed Blish, Winn Crandall, John Lasley, Mac Fountain, Jon Hayward, Ken Wampner, Phil Mudd, Jim Torrence and Rich Ulisky. High game, series and high series with handicap went to Hayward. High game with handicap went to Blish.

Troutt racquet champ

HUNTER AAF, GA—James Troutt, Det. 21, 5WS, here, is a "threat on threat" when it comes to racquetball. For the fourth consecutive time since 1976 he claimed the Hunter AAF racquetball championship.

Met sons score in T/F

KAPAUN AS, GERMANY—The dynamic track and field duo of Terry Armitage and Mike Fields, sons of CM-Sgts. and Mrs. Wesley Armitage and Charles Fields, 2nd Weather Wing (WW) have done it again.

In July the OBSERVER told of the two boys becoming medal winners in a German-American High School track and field meet. More recently they scored again.

Terry placed first in the long jump and second in the triple jump during the Fourth Annual European Invitational Track and Field Meet in Naples, Italy.

His long jump of 22 feet, five and half inches beat the old record by seven inches.

Mike, according to Capt. Henry A. Chary, 2WW information officer, was on Terry's heels all the way. He came in second in the long jump and third in the triple jump.

Mark Chamberlain, son of Col. and Mrs. Robert Chamberlain was fourth in the event's pole vault competition.

Weather can be puzzling

ACROSS

- 1. Unwelcome visitor, usually in spring.
- 4. Excellent weather info source.
- 8. Growing season need.
- 9. Convection begins when _____ is forced upward.
- 11. Aircrews try to avoid this.

- 12. The 850mb _____ line is useful for forecasting clearing of low clouds.

- 13. One of numerical weather prediction programs.

- 15. San Francisco IAP (call sign).

- 16. When computing the Showalter Stability Index, _____ adiabats are used.

- 17. A rain _____ can be seen on the RHI scope.

- 20. Tulsa (call sign).

- 21. Tropical storm rain showers are often aligned in _____s.

- 23. _____ Free Vault.

- 25. _____ air holds more moisture.

- 27. AWS emphasis is being put on _____ (abbr.) now.

- 30. cT air originates in _____ areas.

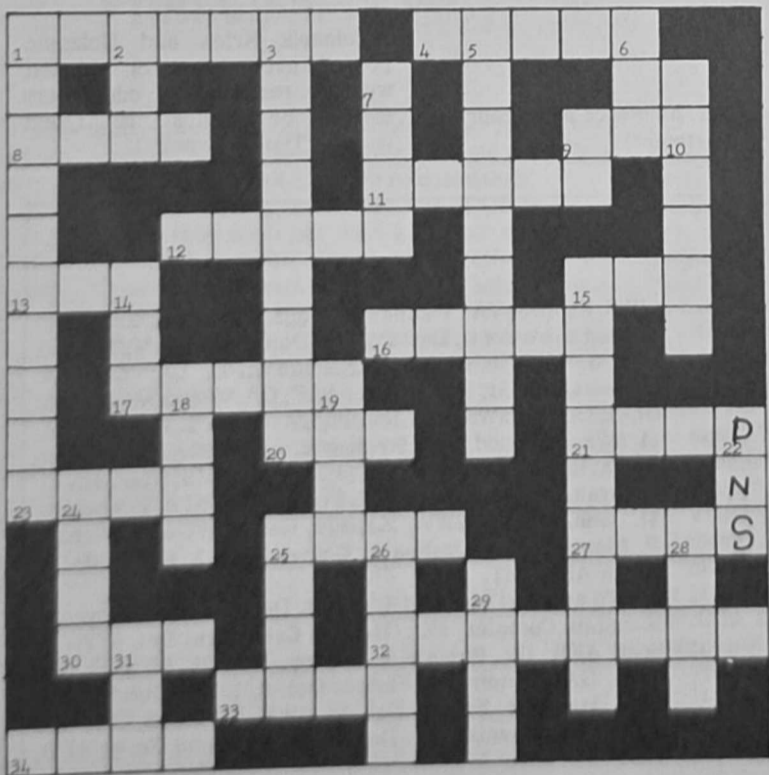
- 32. A measurement of humidity measure.

- 33. The western _____ of Gulf moisture often lies S-N across the western plains.

- 34. Mountainous area cloud type (abbr.).

DOWN

- 1. Common with convective clouds.
- 2. Best place to spot an echo-free vault.
- 3. Thunderstorm surface colling effect.
- 5. A very strong echo _____ would be coded.
- 6. Plan-Position Indicator scope (abbr.).
- 7. Do you use the correct _____ line for your ceilometer?
- 9. See echo intensity on this scope (abbr.).
- 10. Turbulent cloud formation in lee of some large mountain barriers.
- 14. YAXX bulletins are _____ data.
- 15. Measure of atmosphere's storm making potential.
- 18. Type or radar echo.
- 19. Pendant or funnel cloud.
- 24. _____ air aloft causes destabilization.
- 25. _____ shear dangerous to aircraft operations.
- 26. Extremely valuable short range forecast tool.
- 28. Line Echo _____ Pattern.
- 29. _____ patterns are useful in preparing a terminal forecast.
- 31. Many observers performed duties in such a place.



Puzzle answers

1. Stability	2. RHI	3. Downdraft	4. Cold	5. Intensity	6. PPI	7. Base	8. Wave	9. AR	10. Rotor	11. MOS
12. SFC	13. LFM	14. ACSL	15. SFO	16. Moist	17. Shaft	18. Band	19. PIREP	20. TUL	21. Turbulence	22. Hook
23. Tuba	24. Cold	25. Wind	26. RAREP	27. Dry	28. Relative	29. Flow	30. Edge	31. ROS	32. Edge	33. Edge
34. Tuba	35. Cold	36. Wind	37. RAREP	38. Dry	39. Relative	40. Flow	41. Edge	42. ROS	43. Edge	44. Edge

David F. Barr
Editor

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