



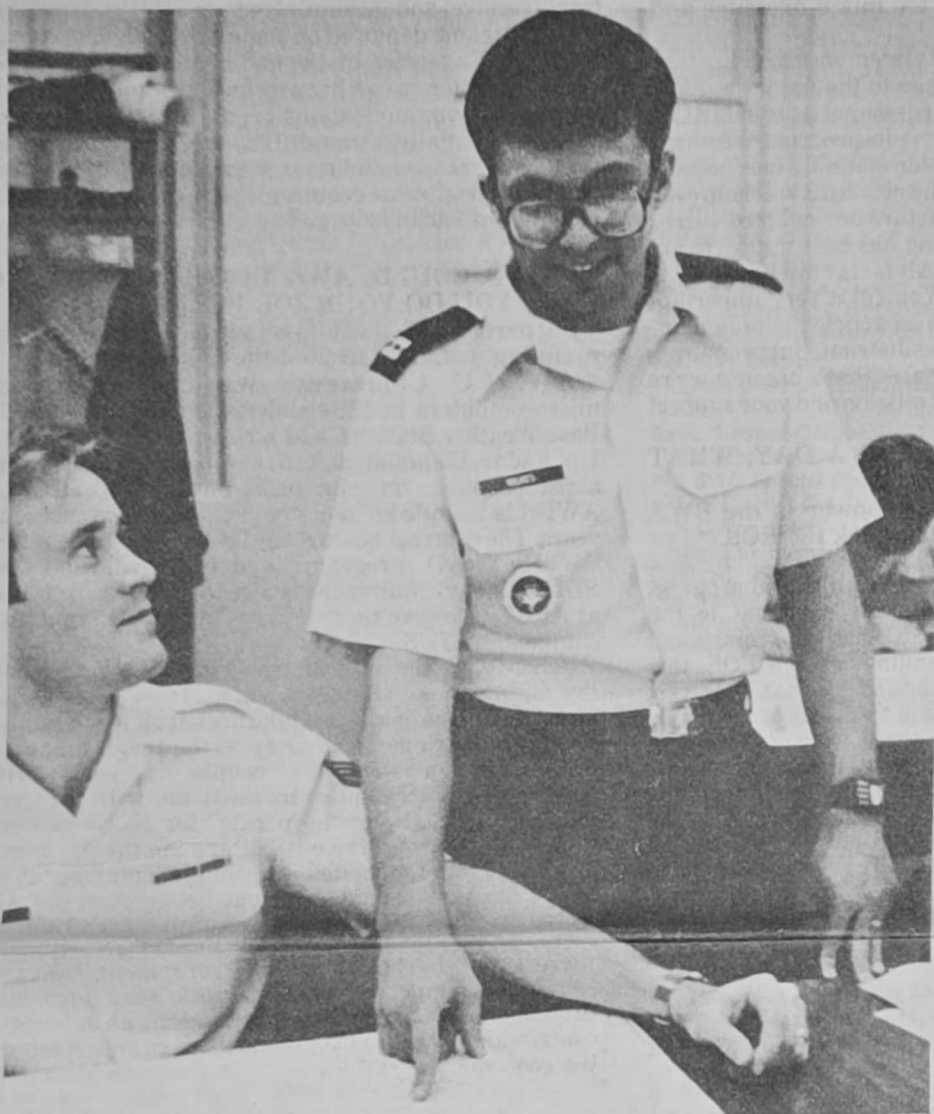
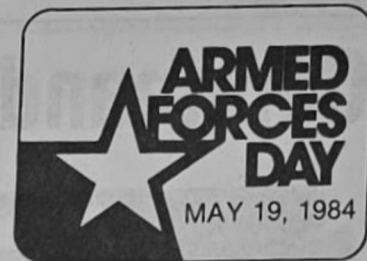
AWS Observer

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May 1984



Capt Craig Wilkes, ATC's Technical Instructor of the Year.

Chanute weathermen take top honors

Members of the 3350th Technical Training Wing, Chanute AFB, Ill., have taken several top awards recently. Among the honors are: Air Training Command's Technical Instructor of the Year, 3350 TTW Junior Officer of the Year, and Chanute's Senior NCO and NCO of the Year.

ATC's Technical Instructor of the Year

Capt Craig Wilkes has been named Air Training Command's Technical Instructor of the Year. Wilkes, a course supervisor for the Weather Technician Course, is responsible for the training of more than 150 students. He supervises seven blocks of instruction, including both Navy unique and Marine unique subjects. Wilkes is considered to be the school's "resident expert" in the field of meteorology and has been selected to attend the Air Force Institute of Technology program at Colorado State University to complete his master's degree.

3350th's Junior Officer of the Year

Capt Robert Keefer is the 3350th Technical Training Wing's Junior Officer of the Year. Keefer is the Assistant Branch Chief for the Weather Training Branch. Part of his job entails decision-making on student packages designated for academic washback and elimination. He plays a major role in the operation of the four schools within the Weather Training Branch. Keefer is slated to become the detachment

commander of Det 8, 31WS, 2WW, Zweibrucken AB, Germany later this year.

Chanute's Senior NCO of the Year

SMSGT Charles Newman is the Chanute Senior NCO of the Year. He is the Technical Material Manager, or Career Development Course writer, for the entire weather career field. Newman is responsible for keeping both the five-level CDC and ECI course EC2570 current. He also participates in the writing of the Specialty Knowledge Test for Weighted Airman Promotion System testing. Newman provides information to the Branch Chief on manning losses/gains for effective management of branch personnel. He has been selected to become the detachment chief at Det 29, 17WS, 7WW, Buckley ANGB, Colo., this summer.

Chanute's NCO of the Year

SSgt Ronald Pagitt is the NCO of the Year for Chanute. An instructor in Block III of the Weather Specialist Course, Pagitt teaches radar, AWS unique subjects and weather station operations to observing students. He is not only responsible for teaching knowledge to new students, but also to help mold the proper attitude within these young airmen. Pagitt has been recognized for his expertise in observing and for his outstanding sense of professionalism. After more than four years at Chanute, Pagitt will report to Lakenheath RAFB, UK this summer.

The Question Is...

A lot of people have been asking for a question and answer column in the *Observer*.

Because you've asked, "The Question Is..." will begin running in the near future.

Here's how it will work. Once questions are received, they'll be reviewed and answered. Some may be answered directly to the person asking. Some may appear as articles. Some will appear as Qs and As in "The Question Is..." All will be looked at.

"The Question Is..." is a source of two

way communication. It isn't a complaint line for personal grievances. It isn't an alternative to asking your supervisor or commander. It isn't anything but a way to answer questions affecting you, AWS and the AF.

Because the *Observer* is printed monthly, and there will be a lot of questions, not all can be printed. All questions must be signed to be considered.

So, if you've got a question, send it to: "The Question Is..." AWS/PA, Scott AFB, IL 62225.

50 people from four wings support Ocean Venture 84

Military Airlift Command aircrews and support personnel are participating in exercise OCEAN VENTURE 84.

This joint training exercise, sponsored by the United States Atlantic Command, is being conducted in the Southeast United States, Caribbean, Gulf of Mexico, Straits of Florida and the Atlantic Ocean. OCEAN VENTURE 84 began April 20 and will continue until May 6.

It is the largest training exercise scheduled in the Caribbean this year.

Air Weather Service support to OCEAN VENTURE 84 will include the deployment of almost 50 people and support equipment. Fifth Weather Wing will supply most of the people. Third Weather Wing, 7th WW and AFGWC will also deploy people in support of the exercise.

Zone A and B

The bonus is back

For those 251XOs who haven't heard, the bonus is back.

In a mid-March message, Col George E. Chapman, AWS commander, announced that the Zone A, multiple one, and Zone B, multiple one, selective reenlistment bonuses, which were terminated April 1, 1983, were reinstated for AFSC 251XO effective April 1, 1984. The Zone C, multiple one, will continue in effect unchanged.

Colonel Chapman's message also said that "over the last year, the MAC and AWS staffs have treated the enlisted forecaster shortage in AWS as the number one manning issue and it is beginning to pay off. With our current restructuring effort and other initiatives under way, we have a solid game plan to bring the enlisted weather career field to a self-sustaining, fully-manned status."

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Command line

"Some Questions — Some Answers — Some Challenges"



Col. George E. Chapman
AWS Commander

I'm going to treat this Command Line like a Hotline to the Commander. The SWAT (Severe Weather Assistance Training) Teams recently finished their tour of the CONUS units (94 of them), and they provided me with an outbrief after all units had been visited. I concluded it was a very profitable teaching/refamiliarization tour, and I am pleased at the professional way they carried out the task — and the way you received them. I think it will give us a big payoff during the 1984 storm season.

At each unit the SWAT Team visited, they also asked forecasters to complete a survey of questions (anonymously), and a summary of the responses was then compiled for me to review . . . and that is serving as a hotline from the field. Let me review some of the more popular questions — give the results of the survey — and add a few editorial comments.

HOW WOULD YOU RATE YOUR JOB SATISFACTION?

77 percent Good or Excellent
23 percent Poor

Major limiting factor — too much pressure and not enough people.

AWS/CC Comment: As I stated on my video tape and in the recent SRB message to the field, the AWS manning has been the hottest personnel issue in MAC in the last year — and we've made progress. We have increased the enlisted forecaster manning four percent in the last four months, and the new SRB will help even more. Our proposal to restructure our enlisted career field to make it self-sustaining has been supported at HQ MAC and the Air Staff. All facts have been sent to your Wing and Squadron. You fill a very important position, covered very well in an article in the January 1984 issue of the Armed Forces Journal. But pressure is a companion of our profession — that's because we're involved in a very important mission and your support is critical.

IF YOU WERE AWS/CC FOR A DAY, WHAT WOULD YOU CHANGE?

78 percent said increase manpower in the BWS, reinstate the SRB, and bring back the ROS.

AWS/CC Comment: We are making good progress in manning, as referenced in my comment to the previous question — and the SRB has been reinstated! We will be installing and manning two new ROSs this summer in the Pacific (Kadena and Yokota). However, remember we are responsive to the needs of the major commands we serve. If they wish to have a Representative Observation Site (ROS), they must furnish the manpower spaces. On that basis, it is doubtful we will see any large-scale increases in the number of ROSs in the immediate future as the additional manpower spaces are very difficult to obtain.

DO YOU FEEL THAT YOU ARE ADEQUATELY PREPARED TO PROVIDE WARTIME WEATHER SUPPORT?

(Yes — 66 percent; No — 34 percent)

WHAT FACTOR WOULD CAUSE WEATHER SUPPORT TO FAIL IN A WARTIME SCENARIO?

81 percent answered "Lack of Weather Communications."

AWS/CC Comment: We will have a Quick-Reaction Communications Package, including radio (send/receive) and facsimile (receive only), to provide to weather teams deployed on some exercises and in real-world contingencies by the end of 1984. That will get the job done for us in a big way until our major upgrade in tactical communications capability takes place in 1987. Incidentally, through 1983 the MAC/IG assessed that 92 percent of our units were capable of meeting wartime readiness requirements, although tactical comm is still acknowledged as a major limiting factor.

WHAT COULD AWS DO OR OBTAIN TO HELP YOU DO YOUR JOB BETTER?

80 percent of the responses were either more manning or better state-of-the-art equipment.

AWS/CC Comment: We are procuring microcomputers in 1984 and testing them for use in Base Weather Stations, and a network of leased Dial-Up Radar Communications has been established to assist us on an interim basis until NEXRAD and AWDS is installed in our weather stations in just four years. The contract has already been signed for AWDS, the NEXRAD Program is doing well, and the SDHS/IPADS equipment is already being assembled at AFGWC to give them a vastly upgraded capability similar to AWDS.

Those were the most controversial questions — and I've laid them out frankly. I will also give you another piece of information — and take my hat off to our Senior NCOs at the same time. Despite the tough manning we've had in the past couple of years, HQ USAF/MPCHS recently provided me with a report that showed that our "keep rate" for NCOs passing their 20th year of service is better than the Air Force average. From October of '82 through September of '83 our "keep rate" was 3.6 percent better than the Air Force average. From October '83 until March 1 '84, we were 4.7 percent above the Air Force rate. Although there is an alternative of early retirement, the facts show that our people are a part of a very important profession — and realize they are making an important contribution. We are deeply indebted to you. Keep up the good work!

chief's comments MORE CHANGES?

Changes are a necessity of life. We need changes for several reasons — different goals, different locations, different jobs. As military employees, we make changes to meet our mission requirements. There are times when we have plenty of time to adjust and other times when we must react rapidly. There are times when we have to change the methods/policies we now employ to make us just a little better in our profession.

One area of concern today is joint spouse assignments. The "word" is that Air Force is trying to do away with joint spouse assignments. This is not true.

Changes are taking place, but the mission of the Air Force is also changing. New weapon systems, new aircraft, new technology and a new ceiling (total Air Force population). A reduction of 10,000 positions this year.

The changes in joint spouse assignments are not in the policy itself, but due to an increase of 20,000 joint spouses in the past 10 years — 8.4 percent of the total force.

With the mission changes, the population change and the increase in joint spouses, we do not have the luxury today to overman any one unit to accommodate a joint spouse assignment. New mission and manning requirements have established this. The policy used — is there a manning requirement at that location?

This is no indication that the Air Force is not trying to meet all requests. As of today, 95 percent of all joint spouse requests are met.

Our folks at Palace Weather approve 98 percent of joint spouse requests. The remaining two percent are those that cannot be accommodated by other career fields or due to lack of time to work the assignment.

To help yourself, read my August, 1983 column for some helpful tips. Plan well in advance, talk to Palace Weather and be flexible.

Another Air Force need has surfaced and will begin this year — a new physical fitness program. We need to be in better physical condition. As a matter of fact, we owe it to ourselves, our families, and above all our profession, to be healthy.

We exercise under field conditions quite often. But when the real whistle blows, we won't be coming back home in a week or two. We will remain until the job is complete — many long hours, under who-knows-what conditions. This will not be the time to get into good physical condition.

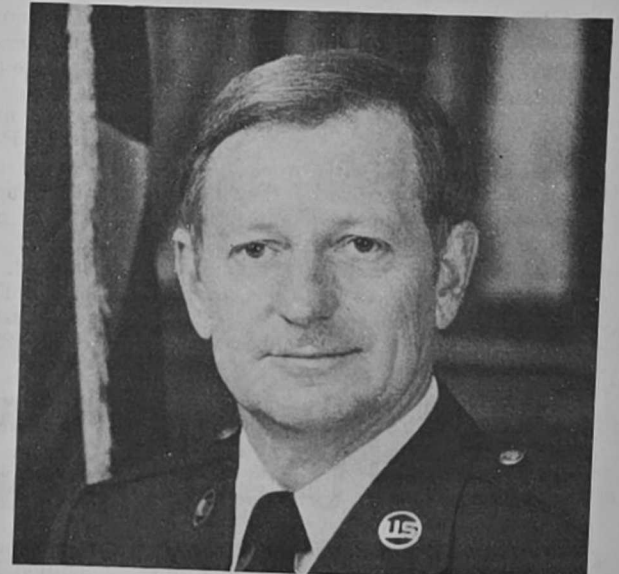
The Air Force, MAC, and closer to home, Air Weather Service have changed missions over the past five years. We are vulnerable for any worldwide crises and we need to be prepared — physically as well as mentally.

Recently, the Air Force has issued guidelines for managing the weight/physical fitness program. This should signal to us that our mission now requires more than it did three years ago.

The need for a more healthy force is definitely supported by the procedures established for those not meeting the standards.

This includes letters of reprimand, withholding promotions and administration discharges.

Job performance is also tied to the manning and mission requirements. With less manning and more diversified mission, everyone has to perform at their required skill level. There's no room for substandard performers. We don't have the extra manning to pick



CMSgt. Charles T. Melson
AWS Senior Enlisted Advisor

up the slack. The Air Force needs performers — top performers.

Air Force needs — mission requirements. This is what drives policy changes. It could very easily be summed up under the title "Quality Force." This does not mean anything bad. It means we will have a better, healthier and a more productive Air Force. We will be able to meet our mission requirements.

A Lesson from history : The Enigma Machine

by John Fuller

One of the more fascinating aspects of World War II involved Great Britain's development of the Enigma machine, and how intelligence so derived resulted in a unique "weather war." Enigma was a device for deciphering machine-enciphered, wireless message traffic of the German military.

In the 1930s, the intelligence and counter-espionage service of the German General Staff, the *Abwehr*, decided that military and diplomatic message traffic would use a cipher machine called Enigma, invented by a Dutchman and patented in 1919.

Physically small, about 24 inches square and 18 inches tall, Enigma was connected by two electric typewriters. To transfer a plain-language message into a cipher text, all the operator had to do was: consult a book of keys, select the key for the time of day, the day of the month and the day of the year, plug in accordingly and type the message on the left-hand typewriter. Electrical impulses entered the complex wiring of each of the machine's wheels (or rotors), the message was enciphered and then transmitted to the right-hand typewriter. When the enciphered text reached its destination, an operator set the keys of a similar apparatus according to an advisory contained in the message and typed the enciphered signal on the left-hand machine. The right-hand machine then duly delivered the plain-language text.

22 billion codes

In summary, Enigma was inexpensive, sturdy, portable, simple to operate, easy to service and produced ciphers in great abundance. Literature distributed by a German firm manufacturing the machine said it was capable of producing 22 billion different code combinations.

"If one man worked continuously night and day, and tried a different cipher-key every minute, it would take him 42,000 years to exhaust all possible possibilities."

The German military pronounced Enigma secure from the most advanced cryptanalytical attack. It was relatively unimportant whether Enigma was captured by an enemy, because without the keying procedures and schedules, it would be quite useless. If keying schedules fell into enemy hands, it was an easy matter to change them. And every major German command ordered changes in the keying procedures every day and every night, day in and day out.

After investigating ways to neutralize Enigma, the British decided that the only practical way was with another machine. That decision was made since the real value of the intelligence to be obtained depended upon the speed with which it could be deciphered and distributed. A contract was awarded to a British company. The result was referred to variously as "The Bomb," or the Turning "engine" or "machine," after Alan M. Turing, a mathematical genius who worked on it. "The Bomb's" secret was that its electrical circuits matched Enigma's, especially the internal wiring of the wheels.

"the British Bomb"

Intercepts of German Enigma traffic were soon fed into "the Bomb." After some adjustments, it began penetrating German Enigma traffic about the time the Germans prepared to attack Poland in September 1939. "The Bomb" deciphered its first signals of consequence from intercepts of *Luftwaffe* Enigma traffic in April 1940. Intelligence derived from decrypting German Enigma-enciphered radio traffic was code named *Ultra* by the British.

The outbreak of World War II put an end to the free international exchange of synoptic meteorological reports. Thereafter, both sides began encrypting their weather reports. But from the war's earliest days, "The Bomb" enabled British meteorologists to decipher and read coded German weather reports. The results furnished extremely important intelligence.

For example, because the weather in the Atlantic and the ocean-influenced areas of Europe was affected by the polar front, the German Navy and the *Luftwaffe* set up automatic weather reporting installations at widely separated points north of the Arctic Circle. Enigma disclosed the locations of some of the automatic stations, a few of which worked successfully for long periods.

Beginning in 1940, the German Navy and the *Luftwaffe* sent several expeditions to operate weather stations at fixed points in Greenland, Jan Mayen, Spitzbergen and other Arctic territories. Because they were manned by Norwegian and Danish civilians, they were represented by the Germans as attempts by Norwegian and Danish authorities to maintain their pre-war stations. In fact, the weather expeditions were organized by the *Abwehr*, and it was thanks largely to the fact that the British had broken the *Abwehr's* hand cipher by March 1940 that they were all frustrated.

A party of armed Danes was captured by the Free Norwegian gunboat *Fridhof Nansen* after being landed in east Greenland in late April 1940. Six months later, the *Fridhof Nansen* intercepted a sealer carrying a second weather party and forced a third ship to return to Norway. In October she stopped another attempt to put an armed party ashore in Greenland.

Sent to intercept a trawler taking a *Luftwaffe* weather party to Jan Mayen in November, she was wrecked. But the trawler was caught by the cruiser *Naiad* as the party was put ashore. Its time of arrival was disclosed by decipherers of *Abwehr* traffic. Despite such losses, the Germans did not suspect that the *Abwehr's* cipher had been compromised.

Coast Guard arrest

Decryptions of *Abwehr* traffic provided the advance intelligence which enabled the U.S. Coast Guard cutter *Northland* to arrest the German weather trawler *Busko* off southeast Greenland on September 13, 1941.

Over the next 20 months, the Coast Guard concentrated large forces in Greenland to keep Germans out. Time after time, the Coast Guard caught German parties trying to set up weather bases. Many planes and lives were lost in that inhospitable battlefield, German and Allied alike. Hundreds of men froze to death and at least one Coast Guard trawler, the *Natsek*, was lost with all hands when it became top-heavy with a buildup of ice, turned over and sank.

One code not broken

Until early 1941, British intelligence devoted more attention to *Luftwaffe* traffic because it was more voluminous. Another reason was the German Navy used the Enigma coding machines more carefully. For example, while both the *Luftwaffe* and Navy used only three wheels at a time in the Enigma machine, the Navy selected from eight wheels, while the *Luftwaffe* used five. The Navy's weakness was that it used only two keys, Home Waters and Foreign. The latter key was used only by pocket battleships and armed merchant cruisers and was never broken.

But the Home Waters key, in which more than 95 percent of German naval traffic was enciphered, was broken after more German naval Enigma material was captured. A machine and its settings were captured with the German armed trawler *Krebs* in February 1941. An analysis of deciphered traffic showed conclusively that a pair of weather ships the Germans were keeping on station (one north of Iceland and the other in the mid-Atlantic) had naval Enigma machines aboard. Through careful planning, the British Navy captured the German weather trawlers *Munchen* on May 7 and *Lauenberg* on June 28, 1941. Together with the chance capture of submarine U-110 on May 9, the Enigma machines and their settings allowed the British to solve the Home Waters key.

Not wishing to arouse suspicion, no further operations were undertaken by the British to capture German naval Enigma material. And from early August 1941 until the war's end, all but two days of German naval

traffic in the Home Waters key was deciphered by the British. Most of the deciphered material was read within 36 hours.

It was in February 1941 that the British first broke the German naval meteorological cipher. In May, it was discovered that it contained weather reports from U-boats in the Atlantic. Thereafter, decipherers of the naval met cipher not only helped break the Enigma keys, but were valuable in locating the positions of the U-boats.

Other significant operational consequences immediately began flowing from the capture of the Enigmas and the key settings and schedules from the *Munchen*, *Lauenburg* and U-110.

The Etappendienst

Etappendienst was a secret supply and intelligence organization of the German navy. By 1941, *Etappe* operated a number of supply ships at sea to sustain a German surface fleet spearheaded by the battleship *Bismarck* and the heavy cruisers *Scharnhorst* and *Gneisenau*. The captured Enigma keys, when related to intelligence derived earlier from *Ultra*, gave the British Navy the whereabouts of almost all of *Etappe's* supply ships. Taking every precaution to protect the source of their intelligence, the British proceeded to eliminate ten Germany supply ships between June 4 and 23, 1941. Destruction of *Etappe's* fleet was one of the turning points of the war at sea. It was also a significant moment in the unremitting struggle to deny weather information to the Germans, because the *Etappe* fleet had been an important source of weather reports.

As a result, the Germans were forced to rely more heavily on their U-boats. U-boats regularly transmitted weather reports in the form of short signals using groups from a weather code book that they enciphered with Enigma. That code book was among the booty taken from U-110. Together with the discovery that U-boat weather signals were re-broadcast by a German weather station in a weather code that was readable. That meant the British were frequently able to reconstruct unenciphered text of U-boat short weather signals. It was one of the means by which the British regularly broke the daily changing naval Home Waters key when the U-boats used three wheels in their Enigma machines.

New Code Book

In early 1942, the U-boat command changed the weather code book. British efforts to reconstruct the new book had not reached a point where it could be used to attack the German naval Enigma key when a copy of the new book was taken from a U-boat sunk on October 30. Its capture enabled the British to break the Enigma settings used by the U-boats with some degree of regularity between mid-December 1942 and March 1943.

The British also discovered that the Germans had committed a further security blunder when bringing a fourth wheel into use with its naval Enigmas. When used for enciphering plain language signals, the fourth wheel changed its position from signal to signal. But because their short-signal weather code books gave only three-letter settings, the U-boats set the fourth wheel at neutral when enciphering weather signals. Thus, they used Enigma as a three-wheel machine. When they had short-signal texts of weather signals at their disposal, the British were able to break the three-wheel setting using three-wheel Loring Machines.

On March 10, 1943, the U-boat command brought into force a new code book for the short-signal weather reports. But, within 10 days, the British broke the settings and resumed the regular reading of U-boat traffic. During May 1943, U-boats withdrew from the north Atlantic and with the end of the convoy battles, their operational short-signals ceased to be of service as a regular means of entry into the Enigma settings. By the end of 1943, the work of breaking the U-boat settings was assumed entirely by the U.S. Navy which had ample numbers of both three- and four-wheel versions of "the Bomb."

End of an Era

(EDITOR'S NOTE: How can 72 years of service be compressed into two articles? It can't. The retirement of Donald W. Messecar and William A. Jenner marks the conclusion of two of the longest and most influential careers in AWS. Their accomplishments could fill an entire edition of the Observer. The respect and admiration of their friends, co-workers and colleagues could fill many more issues. These short articles recap their careers and offer an introduction to those who never had the chance to meet them in person, on the job.)



William A. Jenner receiving a retirement gift from Col Tommy D. Guest, AWS/DO.

William A. Jenner

"Mr. Training"

Born in Indianola, Iowa in November 1915, William A. "Bill" Jenner enlisted in the Missouri National Guard's 138th Infantry, 35th Division in December 1935.

He was called to active duty two days before Christmas in 1940 and was inducted into the Army at Jefferson Barracks, St. Louis. After completing Observer school at Chanute Field in September 1942, he was selected to attend the Meteorological Cadet School at the University of Chicago. Upon graduation a year later, Jenner was assigned to Blytheville AAF, Ark. as a second lieutenant. Shortly after arriving he was sent to the Staff Weather Officer Course at Orlando, Fla., and returned to Blytheville, as the detachment commander.

Jenner's next assignment was to Great Bend, Kan., where he was the staff weather officer to the 19th Bomb Wing. In October 1944, 1st Lt. Jenner was the staff weather officer to the 507th Fighter Group. Late in June 1945, the unit arrived on a little island north of Okinawa, named Ie Shima.

"We were assigned to the 20th Bomber Command," explained Jenner, "and the idea was that we were to escort B-29s over Japan. We only actually flew a couple of missions, escort missions with the B-29s. We don't know whether General (Henry H. "Hap") Arnold had planned it or not, but we were the fighter group I Corps called in and actually filmed after the (atomic) bomb went off (at Hiroshima)," said Jenner. During his tenure as the 507th SWO, Jenner made the forecast for the longest tactical fighter mission in history — from Ie Shima to Seoul, Korea. He celebrated with the 507th when they were awarded the Presidential Unit Citation for that mission.

After the war, he was a staff weather officer to the 316th Bomb Wing on Okinawa. While attending the University of Missouri, Jenner learned about the deadline to be reconsidered for a regular commission, 20 hours late.

"I don't know what a difference that would have made in my career, but I got out in May 1946," said Jenner.

Completing his master's degree a year later, Jenner became a research meteorologist with the U.S. Weather Bureau's Thunderstorm Project. He left that position when a job opened in AWS. He became chief of the Proficiency Testing Branch, Training Division, HQ

AWS, Andrews AFB, Md., in March 1949. Jenner spent the rest of his career in AWS' Training Directorate.

Completing 18 years of good service in the active reserves, Jenner "left" the military in 1954. His Awards and Decorations include: the China Meritorious Service Medal, American Defense Service Medal, American Theater Campaign Medal, Asiatic-Pacific Theater Campaign with three bronze stars and the World War II Victory Medal.

Jenner was an Educational Supervisor and Acting Chief before becoming the Director of Training in 1960. He represented Region IV WMO Commission for Instruments of Observation; was the DOD representative, Interdepartmental Committee for Atmospheric Sciences of the National Academy of Sciences Panel on Education and Manpower; and was the USAF representative to the Subcommittee for Education and Training, Interdepartmental Committee for Meteorological Services, Office of the Federal Coordinator for Meteorology.

Among his numerous notable achievements, Jenner was cited as the principle author of the forerunner of the Air Force's On-the-Job Training and Airman Education and Commissioning programs. The citation for his award of the Air Force Decoration for Exceptional Civilian Service lauds his "outstanding leadership and superior technical and managerial abilities . . . in providing AWS people with the skills and training they require to accurately observe and forecast worldwide weather for their customers in the Department of Defense."

Not limiting his interests to weather, Jenner completed course requirements for a Ph.D. in Psychology at the American University, Washington D.C. He is a member of the American Meteorological Society, American Psychological Association, Wilson Ornithological Society and Toastmasters International to name just a few. In addition, Jenner has contributed to, or co-authored, several books on meteorology and several articles on bird observations in Missouri.

Although his federal government service has ended, Jenner will continue to be active in his community of O'Fallon, Ill. He is a past president of the city planning commission and was recently appointed Alderman.

Jenner will also be remembered by AWS for many years to come. Recognizing Jenner's long career and significant contributions to AWS, Col George E. Chapman, AWS commander announced the creation of a new AWS award. Colonel Chapman introduced the new award at Jenner's April 3 retirement ceremony saying, "next time this year, and in years to come, I and other AWS Commanders will be able to present the Jenner Award to the AWS Civilian of the Year."

The Jenner Award joins the Best, Merewether, Pierce and Spengler Awards in recognizing AWS' outstanding personnel.

Donald W. Messecar

The "Forecaster's Forecaster"

Born in Ontario, Canada in October 1924, Messecar's first military service was with the Royal Canadian Air Force from 1942 through 1945. Lieutenant Messecar flew anti-submarine and convoy protection missions for Canadian and Allied forces across the North Atlantic during World War II.

Enlisting in the USAF and joining AWS in 1947, his first tour of duty was at Kamaki AB, Japan as an observer. After forecasting school at Chanute AFB, Ill., in November 1949, Messecar moved to Tinker AFB, Okla. He returned to Chanute as an instructor in May 1955. From there, he travelled to Thule AB, Greenland, returning stateside to become the commander of Det 12, 26WS, Blytheville AFB, Ark., in 1957. After that, he had a forecasting tour at Barksdale AFB, La from July 1958 until July 1963.

Messecar's next assignment was to South Ruislip, UK. There, he met a young Captain named George E. Chapman. They shared notes on their meteorological skills at work and were avid competitors on the golf course.



Donald W. Messecar enjoying part of his good natured "roasting" during his retirement banquet.

Finishing 20 years of active duty at Andrews AFB, Md., Chief Warrant Officer Messecar retired in August 1967 and then began his civil service career at Global Weather Central.

In nominating Messecar for the 1981 AWS Forecaster Award, Col Dale C. Barnum, AFGWC commander, said in part, "In addition to being a superb professional, Mr. Messecar is a gentleman and a true friend and counselor to the members of his team and the people of AFGWC. He is never too busy to offer a helping hand and caring advice to those in need. This "forecasters' forecaster" embodies the very best in our profession . . ."

One of Messecar's co-workers wrote, "Don has 'class,' and that unique ability to bring out the good that lies dormant in some of us. Combining his sound meteorological expertise with good old-fashioned 'horse sense,' Don would make each day a learning session. Don has given all of us here at Global Weather Central a feeling of historical continuity through his flavorful anecdotes and a greater appreciation for things past, present and yet to come."

Messecar's achievements and honors include: four Outstanding Performance Ratings, two Superior Achievement Award Certificates, two Quality Salary Increases, a sustained Superior Performance Award and an Air Force Outstanding Unit Award Lapel Button. He was also selected as the AWS Forecaster of the Year for 1981. At his formal retirement banquet in March, Colonel Chapman presented Messecar with the Civilian Meritorious Service Award.

7WW played important part in URGENT FURY

URGENT FURY was the nickname for the military operations on Grenada which included the rescue of US civilians on that island. "When we became involved in this Grenada affair, MAC just simply stepped up its pace of activities to provide around-the-clock support. The transition went as normal as we could have expected it to go," explained Maj Gen Donald D. Brown, Deputy Chief of Staff for Operations at Headquarters MAC, Scott AFB, Ill., reflecting on the success of MAC's involvement in the rescue mission.

Personnel from 7WW supported all phases of operation *URGENT FURY*. Seventh Weather Wing, together with 15WS headquarters took part in the MAC execution planning prior to the onset of the contingency operation.

Shortly after the start of the operation, 7WW folks deployed in support of the varied MAC missions. TSgt Robert Brooks, Det 75, 7WW, Hurlburt Field, Fla., deployed with elements of the 1st Special Operations Wing to support AC-130 operations. These operations proved to be critical to the success of the initial assault.

1st Lt Kenneth Smith and SSgt Gary S. Blais, Det 21, 15WS, Pope

AFB, N.C., deployed to support the Pope AFB Airlift Control Element originally destined for Roosevelt Roads, Puerto Rico. They were diverted to Barbados where they and Brooks supported all MAC flights and provided SWO support to both the Commander Airlift Forces and the MAC Airlift Control Center. Later, they also provided weather support to the Tactical Air Command's A-10 Thunderbolt IIs placed on strip alert at Barbados.

TSgts Neal Triplett and George E. Kemfort, Det 3, 15WS, Charleston AFB, S.C., deployed to Roosevelt Roads to support the MAC Airlift Control Element and other Air Force missions conducted there.

When redeployment of forces began, Kemfort and Triplett returned to Charleston AFB, SC. Smith and Blais returned a few days later. Brooks remained at Barbados, supporting 1st SOW missions until redeployment in late November.

While others involved in the operation were returning home, 7WW had continued support commitments. When MAC assumed control of the Point Salines Airfield, weather support became a 7WW responsibility. Sgt Ralph F. Ley and A1C Victor Torres were deployed



A member of the 82nd Airborne Corps watches a C-141 on the Point Salines runway.

from Det 75, to relieve the US Army Support Weather Team already in place so that observing support at Point Salines could continue. At the same time, SSgt Craig A. Anderson, Det 75, relieved Brooks at Barbados. Ley was later replaced by SrA Matthew G. Caldwell, Det 75.

As the 1st SOW mission waned and support requirements at Barbados decreased, Anderson

joined the Det 75 observers at Point Salines to provide limited forecast support to US Army elements remaining on Grenada.

In early December, A1C Jeffrey A. Scarantino, Det 8, 17WS, McClellan AFB, Calif. departed to replace the "battle weary" Det 75 folks. They remained until the MAC roll-up and the end of operation *URGENT FURY* for MAC and 7WW.

Honduras - GRANDERO I will build on lessons learned

Agreement has been reached by Honduras and the U.S. to conduct another combined exercise in Honduras. This next exercise, called GRANDADERO I, will be conducted in two-phases: Phase I, A preparatory phase, April 1 to May 30

and Phase II, an employment phase, May 23 to June 30.

The purpose of this exercise is to build on the lessons learned in AHUAS TARA I and II, enhance our abilities and techniques to conduct multi-national regional

military operations and standardize the process of operational procedures among the participating nations. Other regional forces have been invited by Honduras to participate in the exercise. The extent of their participation has not

yet been finalized.

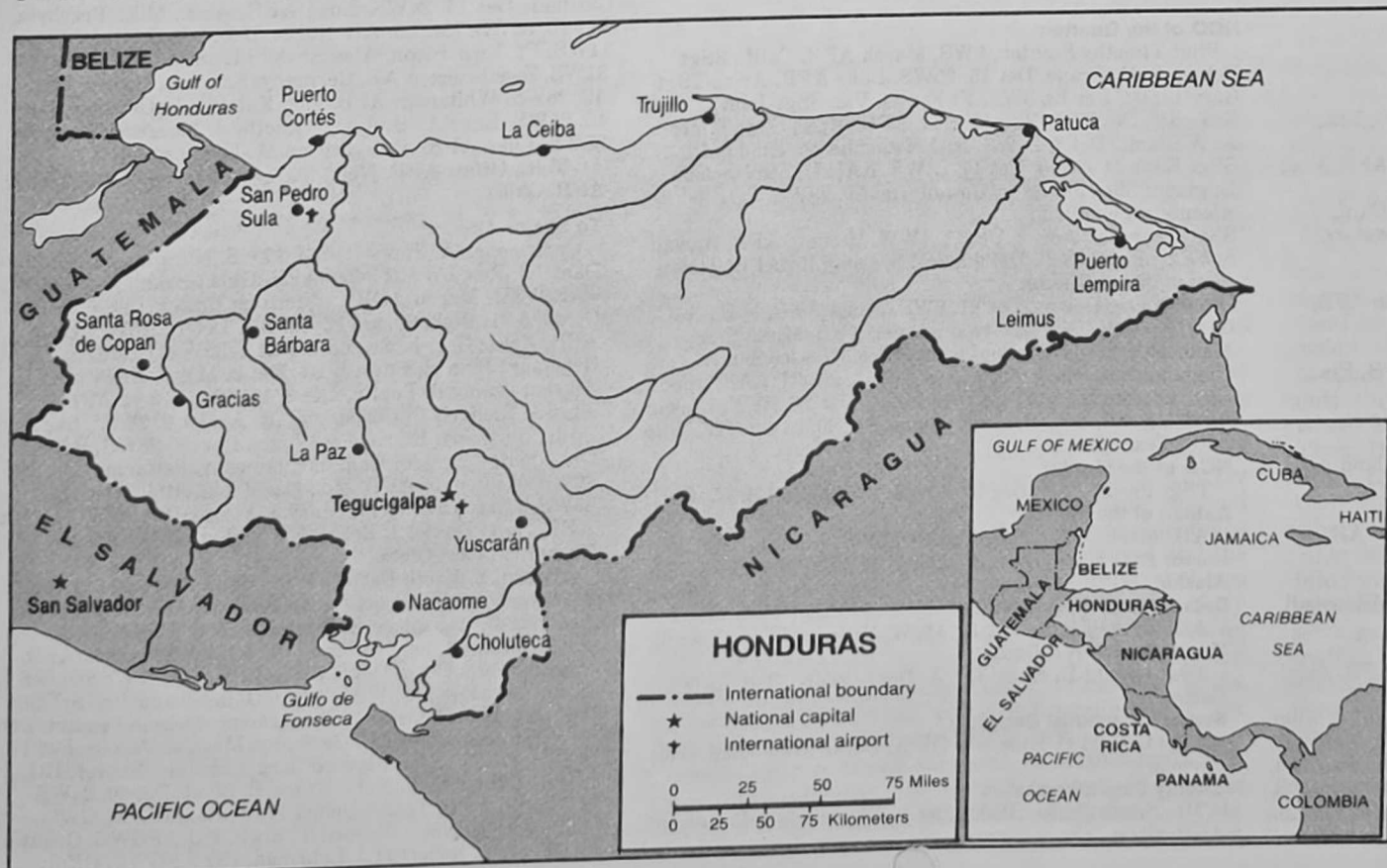
The U.S. decision to participate in GRANDADERO I reflects our resolve to reassure Central American nations of our continuing support and cooperation in the improvement of regional defense capabilities.

For Phase I, the preparatory phase, an engineer task force of about 800 personnel, from the 864th Engineer Battalion, Ft Lewis, Wash., will deploy to Honduras and prepare temporary C-130 assault airstrips at the existing airfields of Cucuyaoua and Jamastran. These airstrips will be used extensively to support the exercise forces conducting Phase II, the tactical employment phase of the exercise.

Phase II will consist of a series of combined counter-insurgency exercise activities in which approximately 1,000 U.S. troops will participate. This phase will culminate in a combined/joint airborne/air assault operation.

A joint task force headquarters from the U.S. Readiness Command, MacDill AFB, Fla., will be deployed to plan, control and coordinate U.S. participation. Overall control of U.S. participation in the exercise will be administered by the U.S. Southern Command.

About 10 observers and forecasters will provide weather support to GRANDADERO I.



AWS Salutes . . .

MEDALS

Meritorious Service Medal:

Maj John V. St Onge, Jr., Det 15, 25WS, Luke AFB, Ariz.; TSgt James H. Valetine, 24WS, Randolph AFB, Texas;

Air Force Commendation Medal:

TSgt Richard E. Riley, Det 10, 2WS, Eglin AFB, Fla.; SSgt Jeffrey W. Synnott, Det 10, 2WS, Eglin AFB, Fla.; SSgt Veronica Hayes, Det 1, 9WS, Offutt AFB, Neb.; TSgt Dan Berube, Det 21, 2WW, Kindsbach, Germany; SrA Richard A. Carpenter, OL A, Det 6, 2WW, Bad Toelz, Germany; 1Lt Brian J. Richardson, Det 40, 2WW, Croughton RAF, U.K.; Sgt Vada L. Evans (1 OLC), Det 9, 7WS, Kelley Bks AIN, Germany;

Air Force Achievement Medal:

SSgt Cynthia J. Basham, Det 5, 15WS, Dover AFB, Del.; SSgt Frank D. Chernowetz, Det 1, 15WS, Andrews AFB, Md.; SSgt James H. Gallagher, Det 10, 15WS, McGuire AFB, N.J.; A1C Brian Price, OL D, Det 15, 9WS, Grand Forks, N.D.; SSgt James R. Lynch, Det 15, 25WS, Luke AFB, Ariz.; TSgt Richard L. Mitchell, Det 12, 25WS, George AFB, Calif.; Sgt Chris Russell, Det 21, 2WW, Kindsbach, Germany; 2Lt Douglas A. Palecek, Det 5, 1WW, Clark AB, Philippines; SSgt Robert D. Barnes, Det 5, 1WW, Clark AB, Philippines; A1C Alain Goris, Det 4, 11WS, Ft Richardson, Alaska; SSgt John J. Leslie, Det 6, 5WS, Ft Lewis, Wash.; SrA Wooten, Det 7, 5WS, Ft Ord, Calif.; SSgt Tim Todd, Det 7, 31WS, Aviano AB, Italy; A1C Yolanda Long, Det 3, 28WS, RAF Lakenheath, England; A1C Paula Paige, Det 15, 28WS, RAF Mildenhall, England; SSgt Edward R. Roberson, OL B, 2WW, Neubruecke AIN, Germany; SSgt Meta C. Simants, Det 20,

24WS, Laughlin AFB, Texas; Maj Larry B. Townsend, HQ AFGWC, Offutt AFB, Neb.; Maj William S. Weaving, HQ AFGWC, Offutt AFB, Neb.; Sgt Rita M. Anderson, HQ AFGWC, Offutt AFB, Neb.;

Combat Readiness Medal:

MSgt Prentice E. Watson, Det 1, 5WS, Ft Campbell, Ky.; 2Lt Benjamin V. Noah, Det 1, 5WS, Ft Lewis, Wash.; Capt Tatlock Lauten, OL A, Det 6, 2WW, Bad Toelz, Germany; SSgt Gilbert C. Hine, Jr., OL A, Det 6, 2WW, Bad Toelz, Germany;

Air Force Good Conduct Medal:

Sgt Dave DeRung, Det 15, 9WS, Grand Forks AFB, N.D.; A1C Kevin Mouser, Det 15, 9WS, Grand Forks AFB, N.D.; SrA Florentino Versoza, Det 1, 9WS, Offutt AFB, Neb.; SSgt Karl Drummond, Det 17, 9WS, Ellsworth AFB, S.D.; SSgt Gerd Pokorra, Det 17, 9WS, Ellsworth AFB, S.D.; SSgt Patrick Kester, Det 17, 9WS, Ellsworth AFB, S.D.; SrA Anne Marie Cipot, Det 1, 31WS, Bitburg AB, Germany; SSgt Susan G. Van Pelt, Det 14, 17WS, Norton AFB, Calif.; SSgt Ramona Murphy (1 OLC), Det 11, 31WS, Spangdahlem AB, Germany; SrA Anne Cipot, Det 1, 31WS, Bitburg AB, Germany; A1C Paula Paige, Det 15, 28WS, RAF Mildenhall, England; TSgt Leslie Taylor, Det 26, 28WS, RAF Greenham Common, England; SrA Benjamin Gerenday, Det 26, 28WS, RAF Greenham Common, England; SSgt Edward R. Roberson (2 OLC), OL B, 2WW, Neubruecke AIN, Germany; MSgt Barry L. Rex (4 OLC), OL B, 2WW, Neubruecke AIN, Germany; TSgt James D. Lutes (4 OLC), OL B, 2WW, Neubruecke AIN, Germany; Sgt Samuel Nazario, Det 19, 26WS, Whiteman AFB, Mo.;

PROMOTIONS

To Colonel:

George L. Frederick, Jr., HQ AFGWC, Offutt AFB, Neb.;

To Major:

John E. Vogel, Det 1, 9WS, Offutt AFB, Neb.; Judson E. Stailey, Det 1, 11WS, Elmendorf AFB, Alaska; Alfonse J. Mazurowski, Det 1, 5WS, Ft Campbell, Ky.;

To Captain:

Judd R. Zillioux, USAFETAC, Scott AFB, Ill.; Louis Eise, HQ 11WS, Elmendorf AFB, Alaska; Ray Clark, Det 2, 11WS, Eielson AFB, Alaska; Charles D. Zachary, HQ AFGWC, Offutt AFB, Neb.; Vincent P. Hollbrook, HQ AFGWC, Offutt AFB, Neb.;

To First Lieutenant:

Dee A. Franklin, Det 16, 9WS, Dyess AFB, Texas;

To Chief Master Sergeant:

William Williams, HQ 1WW, Hicham AFB, Hawaii;

To Senior Master Sergeant:

Dale M. Bystedt, Det 9, HQ AWS, Henderson, Nev.; Athel Murphy, Jr., HQ AFGWC, Offutt AFB, Neb.;

To Master Sergeant:

Michael A. Jimenez, HQ AFGWC, Offutt AFB, Neb.;

To Technical Sergeant:

Ron Whitt, Det 15, 9WS, Grand Forks AFB, N.D.; David L. Wyman, Det 18, 25WS, Mt Home AFB, Idaho; John E. Snead, Det 23, 17WS, Kirtland AFB, N.M.; David A. Morris, Det 17, 28WS, RAF Upper Heyford, England; Wanda J. Cavanaugh, Det 17, 28WS, Upper Heyford, England; Steven P. Shearer, Det 9, HQ AWS, Henderson, Nev.; Michael G. Nardi, HQ AFGWC, Offutt AFB, Neb.; William H. Powers, HQ AFGWC, Offutt AFB, Neb.; Mark R. Sebastian, HQ AFGWC, Offutt AFB, Neb.; Thomas O. Kinney, 6WS, Tinker AFB, Okla.;

To Staff Sergeant:

Roger Moore, USAFETAC, Scott AFB, Ill.; Raymond D. Moore, Det 14, 17WS, Norton AFB, Calif.; Loretta Lombard, Det 2, 9WS, Castle AFB, Calif.; Dale Russett, Det 5, 9WS, Malstrom AFB, Mont.; Fran Grenda, Det 15, 9WS, Grand Forks AFB, N.D.; Mark Sanders, Det 15, 9WS, Grand Forks AFB, N.D.; M.G. Stinett, Det 15, 9WS, Grand Forks AFB, N.D.; Dave DeRung, OL A, Det 15, 9WS, Hector Fld, N.D.; Steven R. Grimes, Det 16, 25WS, Nellis AFB, Nev.; Chris Boczek, Det 21, 2WW, Kindsbach, Germany; Timothy J. Lovell, Det 2, 11WS, Eielson AFB, Alaska; Westber, Det 7, 5WS, Ft Ord, Calif.; Terry Roe, Det 25, 31WS, Rhein-Main AB, Germany; John S. Bush, Det 28, 26WS, Wurtsmith AFB, Mich.; Michael P. Blomquist, Det 15, 25WS, Luke AFB, Ariz.; Scott J. Goldhammer, HQ AFGWC, Offutt AFB, Neb.; Jerome P. Koch, Jr., HQ AFGWC, Offutt AFB, Neb.; Terrance L. Niver, HQ AFGWC, Offutt AFB, Neb.; Nancy L. Palik, HQ AFGWC, Offutt AFB, Neb.;

Appointed to Sergeant:

Monty W. Baron, 6WS, Tinker AFB, Okla.; Kathryn L. Gardner, Det 15, 24WS, Luke AFB, Ariz.; Mike Przybysz, Det 10, 30WS, Kunsan AB, Korea; Debra L. Stewart, Det 4 11WS, Ft. Richardson, Alaska; Debi Lambert, Det 8, 31WS, Zweibrucken AB, Germany; Samuel Nazario, Det 19, 26WS, Whiteman AFB, Mo.; Kathryn L. Gardner, Det 15, 25WS, Luke AFB, Ariz.; Timothy J. Morrison, Det 15, 25WS, Luke AFB, Ariz.; Steven M. Thompson, HQ AGGWC, Offutt AFB, Neb.; Marty W. Barton, 6WS, Tinker AFB, Okla.;

To Senior Airman:

Christopher A. Popp, Det 14, 17WS, Norton AFB, Calif.; Daniel J. Rea, 6WS, Tinker AFB, Okla.; Bradley Lough, 9WS/WSU, March AFB, Calif.; Rick Butler, Det 1, 9WS, Offutt AFB, Neb.; David L. Luithe, Det 15, 25WS, Luke AFB, Ariz.; Geri L. Swanson, Det 1, 31WS, Bitburg AB, Germany; John H. Parrish III, Det 2, 11WS, Eielson AFB, Alaska; Danny R. Poplin, Det 3, 11WS, Shemya AFB, Alaska; Richard A. Carpenter, OL A, Det 6, 2WW, Bad Toelz, Germany; Richard A. Vogel, Det 26, 28WS, RAF Greenham Common, England; James A. Patterson, Det 19, 26WS, Whiteman AFB, Mo.; David L. Luithe, Det 15, 25WS, Luke AFB, Ariz.; Mary J. Yost, HQ AFGWC, Offutt AFB, Neb.; Daniel J. Rea, 6WS, Tinker AFB, Okla.;

To Airman First Class:

Michael S. Kroll, Det 10, 2WS, Eglin AFB, Fla.; Lyndall M. Siverly, 7WW, Scott AFB, Ill.; Scott A. Schuler, 7WW, Scott AFB, Ill.; Bruce E. Walters, Det 4, 17WS, Altus AFB, Okla.; Pamela S. Tims, Det 2, 11WS, Eielson AFB, Alaska; Tony Dean, Det 3, 5WS, Ft Bragg, N.C.; Stephen B. Barlow, Det 11, 5WS, Ft Sill, Okla.; Jacqueline Smith, Det 2, 31WS, Ramstein AB, Germany; Debbie Sandlin, Det 2, 31WS, Ramstein AB, Germany; Mark A. Jacobs, Det 17, 28WS, RAF Upper Heyford, England; Julie Snover, HQ 3WW, Offutt AFB, Neb.; Bruce E. Bond, Det 20, 24WS, Laughlin AFB, Texas; Donna M. Fenton, HQ AFGWC, Offutt AFB, Neb.; Richard T. Koch, HQ AFGWC, Offutt AFB, Neb.; Robert H.J. Lehrman, HQ AFGWC, Offutt



Members of Det 17, 1WW, Yokota AB, Japan and Col George E. Chapman (back row center) after receiving Air Force Achievement medals for their support of Korean Airliner flight 007 operations.

UNIT HONORS

Staffmet of the Year:

Maj Richard D. Delay, Det 10, 2WS, Eglin AFB, Fla.;

Technical Supervisor of the Year:

SMSGT Joseph H. Runyon, Det 10, 2WS, Eglin AFB, Fla.;

Outstanding Administrator of the Year:

Ms. Karen Goodwin, Det 7, 9WS, March AFB, Calif.;

SSgt Alice L. Daudelin, Det 4, 28WS, RAF Bentwaters, England;

Additional Duty Safety Officer of the Year:

2Lt Susan K. Anderson, Det 17, 9WS, Ellsworth AFB, S.D.;

Observer of the Year:

SSgt Joel M. Rzepecki, Det 10, 2WS, Eglin AFB, Fla.;

Forecaster of the Year:

SSgt Ralph Hanson, Det 1, 9WS, Offutt Afb, Neb.;

Civilian of the Year:

GS-4 LaVerne T. Schaefer, Det 23, 17WS, Kirtland AFB, N.M.;

OJT Manager of the Year:

TSgt Ron Mueller, Det 11, 31WS, Spangdahlem AB, Germany;

Airman of the Year:

SrA Kimberly R. Boggs, Det 15, 28WS, RAF Mildenhall, England;

Junior Officer of the Quarter:

2Lt Steven D. Erickson, Det 15, 25WS, Luke AFB, Ariz.;

Senior NCO of the Quarter:

SMSGT Marlin Mason, Det 7, 9WS, March AFB, Calif.;

SMSGT Patrick G. Lee, Det 15, 28WS, RAF Mildenhall, England;

MSGT Howard Robinson, Det 17, 28WS, RAF Upper Heyford, England;

SMSGT Wayne V. King, Det 11, 1WW, Hickam AFB, Hawaii;

MSGT Marvin L. Friemund, Det 11, 11WW, Hickam AFB, Hawaii;

NCO of the Quarter:

SSgt Timothy Stanton, 9WS, March AFB, Calif.;

Robert F. DuFrane, Det 15, 25WS, Luke AFB, Ariz.;

TSgt Gary Libby, Det 13, 5WS, Ft Eustis, Va.;

SSgt John C. Schoedel, Det 22, 24WS, Keesler AFB, Miss.;

SSgt James A. Williams, Det 3, 28WS, RAF Lakenheath, England;

SSgt Edna D. Otten, Det 17, 28WS, RAF Upper Heyford, England;

SSgt James R. Gowan, Det 36, 28WS, RAF Alconbury, England;

SSgt Kenneth Nelmes, Det 11, 1WW, Hickam AFB, Hawaii;

Sgt Patricia E. Bell, Det 20, 24WS, Laughlin AFB, Texas;

Airman of the Quarter:

A1C Craig Downs, Det 21, 9WS, Minot AFB, N.D.;

A1C Gary R. Beets, Det 22, 24WS, Keesler AFB, Miss.;

SrA Manuel Carrasquillo, Det 36, 28WS, RAF Alconbury, England;

A1C Mark A. Jacobs, Det 17, 28WS, RAF Upper Heyford, England;

A1C Bruce Linde, Det 11, 1WW, Hickam AFB, Hawaii;

A1C Bruce E. Bond, Det 20, 24WS, Laughlin AFB, Texas;

NCO of the Month:

TSgt Philip Abel, Det 10, 30WS, Kunsan AB, Korea;

Airman of the Month:

A1C Mark Brauwart, Det 10, 30WS, Kunsan AB, Korea;

A1C Mary O. Smith, Det 1, 11WS, Elmendorf AFB, Alaska;

Data Monitor of the Month:

A1C Bruce Linde, Det 11, 1WW, Hickam AFB, Hawaii;

Master Parachutist Badge:

TSgt Gerald D. Rugg, OL A, Det 6, 2WW, Bad Toelz, Germany;

Senior Parachutist Badge:

SSgt Gilbert C. Hine, Jr., OL A, Det 6, 2WW, Bad Toelz, Germany;

Quality Step Increase:

Mr. Frank Jenks, GS-12, Det 1, 2WS, Wright-Patterson AFB, Ohio;

AWS Salutes . . .

AFB, Neb.; Dean T. Pilgrim, HQ AFGWC, Offutt AFB, Neb.; William P. Rushlow, HQ AFGWC, Offutt AFB, Neb.

To Airman:

Brian Whitehead, USAFETAC, Scott AFB, Ill.; Robert J. Florian, Det 2, 11WS, Eielson AFB, Alaska; Howard White, Det 14, 5WS, Ft Hood, Texas; Linda Furrage, Det 3, 28WS, RAF Lakenheath, England; Hugo Hidalgo, Det 18, 28WS, RAF Fairford, England; Randall P. Damon, HQ AFGWC, Offutt AFB, Neb.; Bryant A. Paradis, HQ AFGWC, Offutt AFB, Neb.; Timothy Wilkinson, HQ AFGWC, Offutt AFB, Neb.; Oran D. Trafford, 6WS, Tinker AFB, Okla.;

EDUCATION

Squadron Officers School:

1Lt John P. Correnti, Det 10, 2WS, Eglin AFB, Fla.; 2Lt Anthony J. Warren, Det 8, 5WS, Ft Riley, Kan.; 1Lt William D. Hall, Det 9, 5WS, Ft Rucker, Ala.; 2Lt Benjamin V. Noah, Det 6, 5WS, Ft Lewis, Wash.; Capt Mary J. Carr, HQ AFGWC, Offutt AFB, Neb.;

NCO Academy:

SSgt Peter Gibbard, Det 8, 17WS, McClellan AFB, Calif.; MSgt Michael H.A. Springer, Det 18, 25WS, Mt Home AFB, Idaho; MSgt Paul D. Bradley, Det 10, 5WS, Ft Benning, Ga.;

NCO Leadership School:

SSgt Patrick L. Ashton, Det 13, 15WS, Robins AFB, Ga.; SSgt Susan Lawrence, Det 1, 31WS, Bitburg AB, Germany; Sgt Michael C. Oswald, Det 23, 17WS, Kirtland AFB, N.M.; SSgt Nappier, Det 3, 5WS, Ft Bragg, N.C.; Sgt Earl Powell, Det 3, 28WS, RAF Lakenheath, England;

PME Phase II:

SSgt Jerry L. Farley, Det 10, 15WS, McGuire AFB, N.J.; Sgt Evonne Edgington, Det 3, 15WS, Charleston AFB, S.C.; Sgt Keith A. Hermanson, Det 1, 17WS, Tinker AFB, Okla.; Sgt Shepard N. Plowden, Det 16, 25WS, Nellis AFB, Nev.; SSgt Jeffrey P. Cunningham, OL A, Det 2, 5WS, Ft Belvoir, Va.; Sgt Ricky Lawrence, Det 26, 28WS, RAF Greenham Common, England;

PME Phase I:

A1C Gail Fermin, Det 1, 31WS, Bitburg AB, Germany; A1C Norma Lopez, Det 1, 31WS, Bitburg AB, Germany; A1C Shari Sheppard, Det 1, 31WS, Bitburg AB, Germany; A1C Leon Quijano, Det 1, 31WS, Bitburg AB, Germany;

Degree Recipients:

SSgt Wilbur Foster, Det 11, 25WS, Cannon AFB, N.M.; TSgt Edward Kurdy (Assoc. Degree in Meteorology Technology), Det 5, 9WS, Malmstrom AFB, Mont.; SSgt Wilbur Foster (Assoc. Degree in Administration Management), Det 11, 25WS, Cannon AFB, N.M.; MSgt Robert A. Foster (Assoc. Degree in Applied Science), Det 4, 11WS, Ft Richardson, Alaska; Capt David L. Crevier, (Masters Degree in Business Admin.), Det 5, 5WS, Ft Knox, Ky.; TSgt Gerald D. Rugg (CCAF Degree in Weather Technology), OL A, Det 6, 2WW, Bad Toelz, Germany;

Current Weather Techniques Course:

2Lt Jeff Powell, Det 9, 3WS, Tyndall AFB, Fla.; SMS Arlis C. Kelley, Det 11, 2WS, Patrick AFB, Fla.; MSgt James Howard, OL AB, Det 6, HQ AWS, Standiford Fld, Ky.; MSgt Martin V. Lucas III, OL F, Det 6, HQ AWS, Dallas NAS, Texas; TSgt Robin Barclay, OL V, Det 6, HQ AWS, New Orleans NAS, La.; TSgt Bill Wigton, 3360 TCHTG, Chanute AFB, Ill.; SSgt Melody Higdon, Det 22, 24WS, Keesler AFB, Miss.; Capt L.F. Halverson, USMC, El Toro, Calif.; GySgt H.L. Young, USMC, El Toro, Calif.;

Solar Observing Optical Network (SOON) Operators Course:

Maj Frank B. Holt, Det 3, HQ Space Div., Buckley ANG, Colo.; TSgt Kenneth L. Tegnell, Det 7, 5WS, Ft Ord, Calif.; SSgt Frank J. Simon, Det 10, 2WS, Eglin AFB, Fla.;

Weather Radar Course:

2Lt Timothy F. Alsrue, Det 15, 15WS, Wright-Patterson AFB, Ohio; TSgt John E. Snead, Det 23, 17WS, Kirtland AFB, N.M.;

Satellite Systems & Photo Interpretation School:

2Lt Timothy F. Alsrue, Det 15, 15WS, Wright-Patterson AFB, Ohio; TSgt John E. Snead, Det 23, 17WS, Kirtland AFB, N.M.; SSgt Donald A. Jarvinen, Det 4, 11WS, Ft Richardson, Alaska; 2Lt George W. Fenimore, III, HQ 3WW, Offutt AFB, Neb.;

Arctic Survival Course:

A1C Donald E. Aldridge, Det 4, 11WS, Ft Richardson, Alaska; SrA William M. Schmeiser, OL A, Det 4, 11WS, Ft Richardson, Alaska; SrA Downey, Det 3, 5WS, Ft Bragg, Richardson, Alaska; SrA Downey, Det 3, 5WS, Ft Bragg, N.C.;

Supply Custodian Course:

SrA Michelle M. Graf, OL A, Det 4, 11WS, Ft Richardson, Alaska;

METSAT Course:

Capt Gerald A. Guay, HQ 11WS, Elmendorf AFB, Alaska;

Basic Survival Course:

2Lt Scholten, Det 3, 5WS, Ft Bragg, N.C.;

JFK SWC Special Operations Staff Officer Course:

Capt Gentle, Det 3, 5WS, Ft Bragg, N.C.;

ETWO Course:

SSgt Carl Loerbs, Det 15, 28WS, RAF Mildenhall, England; SSgt Anthony J. Brown, Det 4, 28WS, RAF Bentwaters, England; SSgt John F. Gibbons, Det 18, 28WS, RAF Fairford, England; Sgt Daryl Bargiband, Det 36, 28WS, RAF Alconbury, England;

ARRIVALS AND DEPARTURES

SSgt Jim Gallagher from WSU, 15WS, McGuire AFB, N.J. PCS to Chanute AFB, Ill.; A1C Pedro Ferrer from WSU, 15WS, McGuire AFB, N.J. PCS to Camp Casey, Korea; 2Lt Ken Carey from AFIT, Texas A&M University to WSU, 15WS, McGuire AFB, M.J.; SSgt Rodney E. Gunning from Det 19, 30WS, Korea PCS to Det 4, 4WW, Holloman AFB, N.M.; A1C Michael A. Deatherage to OL A, Det 6, 2WW, Bad Toelz, Germany; Sgt Bruce J. Babcock departed OL A, Det 6, 2WW, Bad Toelz, Germany; AB Linda Furrage arrived at Det 3, 28WS, RAF Lakenheath, England; AB Ronald K. O'Roarke arrived at Det 4, 28WS, RAF Bentwaters, England; 2Lt Kenneth A. Smith arrived at Det 15, 28WS, RAF Mildenhall, England; Amn Scott D. Daves arrived at Det 15, 28WS, RAF Mildenhall, England; AB Hugo Hidalgo arrived at Det 18, 28WS, RAF Fairford, England; 1Lt Mark A. Koozer arrived at Det 26, 28WS, RAF Greenham Common, England; 1Lt Kent W. Krisher arrived at Det 36, 28WS, RAF Alconbury, England; AB Martin A. Riggs arrived at Det 36, 28WS, RAF Alconbury, England; Sgt Naomi Pearson departed Det 3, 28WS, RAF Lakenheath, England; Maj Duane E. Klenke departed Det 15, 28WS, RAF Mildenhall, England; SSgt Michael E. Scott departed Det 15, 28WS, RAF Mildenhall, England; A1C Milton M. Phelps departed Det 17, 28WS, RAF Upper Heyford, England; AB Brian S. Hurley departed Det 18, 28WS, RAF Fairford, England; SSgt Michael R. Wieand arrived at Det 5, 15WS, Dover AFB, Del.; SrA Andrew J. Barbitta arrived at Det 5; 15WS, Dover AFB, Del.; A1C William H. Stanley arrived at Det 5, 15WS, Dover AFB, Del.; 1Lt Kenneth A. Mitchell arrived at HQ 3WW, Offutt AFB, Neb. from Det 6, 26WS, Pease AFB, N.H.; MSgt John R. Kelley arrived at HQ 3WW, Offutt AFB, Neb. from Ft Carson, Colo.; Capt Thomas R. Strange departs HQ 3WW, Offutt AFB, Neb. for Det 3, 11WS, Shemya AFB, Alaska; 2Lt Michael L. McKitto to PCA from HQ 3WW to AFGWC, Offutt AFB, Neb.; MSgt Larry L. Hildebrand departs HQ 3WW, Offutt AFB, Neb. to Spangdahlem AB, Germany; TSgt James F. Bissen departs HQ 3WW, Offutt AFB, Neb. to McChord AFB, Wash.; Mr. Norman D. Baker from Det 2, 2WS, Hanscom AFB, Mass. to 4WW, Colorado Springs, Colo.; TSgt Benton E. Holden II arriving at Det 20, 24WS, Laughlin AFB, Texas; SSgt Meta C. Simants arriving at Det 20, 24WS, Laughlin AFB, Texas; AB Gregory J.

Williams arriving at Det 20, 24WS, Laughlin AFB, Texas; A1C Patrick M. Robertson from 6WS, Tinker AFB, Okla. to 603 TCS, Sembach AB, Germany; Sgt Tony B. Southerland from 6WS, Tinker AFB Okla. PCS to 3351 Stu Sq, Chanute AFB, Ill.; Sgt Paul S. Sutton from 6WS, Tinker AFB, Okla. PCS to 3351 Stu Sq, Chanute AFB, Ill.; AB Oran D. Trafford from 3342 Stu Sq, Chanute AFB, Ill. PCS to 6WS, Tinker AFB, Okla.; SSgt Albert J. Sandbothe from Det 9, 7WW, Scott AFB, Ill. PCS to 6WS, Tinker AFB, Okla.; TSgt James Pogue, Jr. from Det 1, 60MAW, Tinker AFB, Okla. PCA to 6WS, Tinker AFB, Okla.; Sgt Naomi R. Pierson from Det 3, 28WS, RAF Lakenheath, U.K. PCS to 6WS, Tinker AFB, Okla.;

RETIREMENTS

Maj Richard H. Kelly, Det 10, 2WS, Eglin AFB, Fla.; MSgt Frank Blasi, Jr., Det 4, 4WW, Holloman AFB, N.M.; MSgt Larry G. Rohde, Det 58, 5WS, Ft Carson, Colo.; MSgt Samuel L. Simmons, 6WS, Tinker AFB, Okla.; Mrs. Gloria T. Hamilton, 6WS, Tinker AFB, Okla.; CMSgt George E. Coleman III, HQ AWS, Scott AFB, Ill.

HEIR FORCE

Jeffrey to SSgt Glenn W. and Robin Hoffman, Det 10, 2WS, Eglin AFB, Fla.; Ryan Michael to SrA Rick and Debra Butler, Det 1, 9WS, Offutt AFB, Neb.; Cassie Lee to the Hatchers, Det 1, 11WS, Elmendorf AFB, Alaska; Crystal to SSgt Larry D. and Mary Turner, Det 14, 5WS, Ft Hood, Texas; Holly Cristine to SSgt Tracy J. and Patsy Boudreaux, Det 22, 24WS, Keesler AFB, Miss.; Anna to Maj Don and Linda Ellingson, Det 4, 28WS, RAF Bentwaters, England; Nicole Renee to Sgt and Mrs. Daryl R. Bargiband, Det 4, 28WS, RAF Bentwaters, England; Paul Michael to SSgt Michael and Nancy Persian, Det 10, 7WS, Giebelstadt AAF, Germany; Bradford Douglas to 2Lt Robert and Jean Allen, USAFETAC, Scott AFB, Ill.; Nicole Jessica to MSgt James and Susan DeCarufel, USAFETAC, Scott AFB, Ill.; Jennifer Lynn to SSgt Jeff and Jeanie Hornung, USAFETAC, Scott AFB, Ill.; Adele Marie to Capt Susan S. and Capt Rich Robbins, Det 2, 2WS, Hanscom AFB, Mass.; Marvin A. to A1C Marvin A. and Cheryl Million, Det 19, 26WS, Whiteman AFB, Mo.; Lindsey to TSgt George and Lillian Bernath, HQ AFGWC, Offutt AFB, Neb.; Heather to SSgt and Mrs. Bruce Grover, HQ AFGWC, Offutt AFB, Neb.; Rebecca to Maj Joe and Carol Butchko, HQ AFGWC, Offutt AFB, Neb.; Alissa to Capt Alan and Barb Weiner, HQ AFGWC, Offutt AFB, Neb.;

WEDDINGS

A1C Phillip W. Watts to Mary, Det 10, 5WS, Ft Benning, Ga.; Sgt John K. Vares to Elaine F. Gonzales, Det 4, 1WW, Hickam AFB, Hawaii; SrA Timothy J. Cody to A1C Domoni D. Whitney, Det 4, 28WS, RAF Bentwaters, England;

Scientific contributions

The following articles or papers have been published or printed as shown. Submissions to be included in this column should be sent to: HQ AWS/DN, Scott AFB, IL 62225.

Tutorial on Manual Capacity Planning by SMSgt William S. Fulcer, AFGWC, Offutt AFB, Neb., presented to UNIVAC Scientific Exchange Conference, April 2-6, 1984.

A Direct Approach for Impending Arc Detection in High Voltage Vacuum Devices by Capt Oscar B. Savaryn, AFGWC, Offutt AFB, Neb., present to the Tri-Service Cathode Workshop, April 3-5, 1984.

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Col. George E. Chapman
AWS Commander

SSgt. Michael T. Devine
Editor

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Another FTX for Det 2, 7WS; no warning and bad weather

Detachment 2, 7WS, at Hanau Army Airfield, Germany, is tasked to provide weather support to the US Army's 3d Armored Division.

Operating out of a weather station

Once at the site, it took a couple more hours to set up the station, expanding the two-and-a-half ton van, which is the center of operations, putting up tents, camouflage and so on. One observer busied himself making a visibility chart, taking an observation and encoding it for transmission. A radio teletype team from the 533d Military Intelligence Battalion rendezvoused with the weather team, set up and began to intercept facsimile charts, as instructed by the weather team chief. It was not long after that the forecaster began his first terminal airdrome forecast and the staff weather officer started to put together tailored products for the aviation, chemical, intelligence and artillery officers, and for the commanding general.



A1C Peter C. Harper disseminating encoded observations over the teletype in full MOPP gear.

located on the airfield, the unit provides garrison support to aviation elements of the 3AD and V (US) Corps. But the 3AD and its aviation battalion spend a lot of time operating in the field, so Det 2 must be ready to move their weather station with little or no warning.

During a recent winter exercise, Det 2, was called upon to provide services to the 3AD's (Main) Tactical Operations Center. The call came in at 4 a.m.

The first forecaster and observer to arrive at the airfield opened the garrison station for business, so that aviators could prepare to depart to their wartime defensive position. Those people assigned to deploy busied themselves drawing weapons, COMSEC software and hardware, 3AD Tactical Operations Center passes, tactical meteorological equipment, inspecting and loading tactical vehicles, and doing the seeming endless number of tasks before pulling out.



A1C Peter C. Harper and SSgt Robert W. Troastle (right) taking observations with the belt weather kit in full MOPP gear.

By 5 p.m., the first day of the "war" was past. The division's assistant commanders, brigade and separate battalion commanders converged on the 3AD Tactical Operations Center for a review and preparation of the next phase. First among the staff to



SSgt Robert W. Troastle taking a temperature/dew point reading with a sling psychrometer.

brief was the Staff Weather Officer. He had bad news that night . . . freezing rain, turning to snow, was expected to move in during the early morning hours. The whole exercise movement schedule was in jeopardy.

"Freezing rain, turning to snow . . ."

Forwarned, preparing for the worst and hoping for the best, the commanding general directed the division to press on, but to develop backup objectives in case the division was weathered in at the last moment. Sure enough, freezing rain started by 4:30 a.m., making roads impassable with tactical vehicles. The four inches of snow which accumulated by noon only prevented the ice from melting. The exercise ground to a halt.

Making the best of the situation, Det 2 expanded their training objectives. Each weather team

member used both the belt weather kit and TMO-22 (measuring set, meteorology) to take observations, typed the obs or a terminal airdrome forecast on the AN/FGC-25X teletypewriter, and transmitted the information over the FM radio. All that was done while in full Nuclear/Biological/Chemical protective equipment — MOPP 4 to the initiated. Forecasters practiced silent-area, or limited data, forecasting while the staff weather officer kept up the six-hourly stream of products to the division's users.

While the primary objective of the exercise — to move 3AD units over new defensive territory for familiarity — was not accomplished, the value of accurate and timely weather advice was amply demonstrated to the commanding general and his subordinate commanders.

It was just another day's work for the weather people!

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