



# AWS Observer

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## 4WW's Powell takes AWS and MAC awards

MSgt. Cullie "Bobby" Powell, HQ 4WW, Peterson AFB, Colo., was recently selected as the AWS and MAC Outstanding Senior Enlisted Administrator — Base Administration, for 1984.

As Chief, Administration Division, he is responsible for all administrative support to 4WW's 22 field units. Sergeant Powell is also responsible for the 4WW headquarters staff at Peterson AFB, the Chidlaw Building and the NORAD Cheyenne Mountain Complex, Colorado Springs, Colo.

Sergeant Powell was recognized for his outstanding efforts which include directing all administrative tasks required in reactivating the 4WW and deactivating the 12th Weather Squadron.

The 35-year-old master sergeant entered the Air Force in Pittsburgh in August 1968. Sergeant Powell's administrative background includes experience with the Tactical Air Command Inspector General, history, operations, security police, supply, maintenance, billeting and weather squadron administration. He



MSgt. Cullie "Bobby" Powell

has completed tours at Grand Forks AFB, N.D.; Cannon AFB, N.M.; Langley AFB, Va.; Volkel RANAFB, the Netherlands and three tours in Korea, at Taegu, Kunsan and Osan Air Bases.

## Klumb best of 575 senior NCOs

February the 16th was a long and anxious day for MSgt. Thomas E. Klumb, Manager, Solar Observatory Operations, HQ 4WW, Peterson AFB, Colo.

His anxiety ended at 9:30 p.m. at the Annual Awards Banquet when CMSgt. Edward Weaver, 1st Space Wing Senior Enlisted Advisor, announced that he had been selected as the "Peterson Complex Senior NCO of the year" for 1984.

Sergeant Klumb was selected from among the 575 senior NCOs assigned to Peterson AFB, the Chidlaw and Federal Buildings and the NORAD Cheyenne Mountain Complex, Colorado Springs, Colo.

He was recognized for his work as the Manager, Solar Observatory Operations and his involvement in the Peterson AFB and Colorado Springs communities. Sergeant Klumb serves as a member of the Executive Council, Colorado Springs Parent-Teacher Association and was a founding member of the Peterson Complex Senior NCO Organization.

The 35-year-old joined the Air Force from Muskego, Wis., in March 1968. His career includes tours with the 6th Weather Squadron, Tinker AFB, Okla.; at Canton Island in the South Pacific, Eglin AFB, Fla.; Chanute AFB, Ill.; Kelly AFB, Texas; Learmonth, Australia; Holloman AFB, N.M. and duty on board two National Oceanic and

Atmospheric Administration research ships.

Sergeant Klumb is a graduate of the Weather Specialist Course, Rawinsonde Operator Course, Chief Observer Course, Weather Technician Course and Solar Optical Observing Course. He has an associate degree in Weather Technology from the Community College of the Air Force. Sergeant Klumb was also the 4WW Senior NCO of the Year for 1984.

## Biggs weather station reopens

When the Strategic Air Command left Biggs AFB, Texas, 19 years ago, Det. 16, 9WS, closed its doors. The base then became Biggs Army Air Field, part of the largest military complex in the U.S.

Established four years ago to provide weather support to the 3rd Armored Cavalry Regiment, Operating Location "A", Det. 14, 5WS, now provides direct weather service at Biggs. Since it was established, OL-A's responsibility has increased to include the entire Fort Bliss military complex.

This spring, OL-A hosted 58 weather people from 11 weather teams who took part in Border Star 85. The exercise, which lasted from

## Contributions to national defense earn a Von Karman nomination

TSgt. Kenneth W. Nelmes Jr. is the MAC nominee for the Theodore Von Karman Award. The Theodore Von Karman Award is presented annually by the Air Force Association for the most outstanding contribution to national defense in the field of science and engineering, preferably but not necessarily related to aerospace activity.

Sergeant Nelmes is assigned to Det. 11, 1WW, Hickam AFB, Hawaii. As Chief of the Data Requirements Section, he optimized scheduled data transmissions and contingency real-time support to the 71 American and foreign customers of the \$4.7 million Pacific weather computer facility.

He emphasized liaison with the Navy as Pacific defense relies heavily upon dependable broadcasts of typhoon and oceanographic data to ships at sea. After extended coordination with the naval Western Oceanography Center at Pearl Harbor, he eliminated about 1,000 reports daily from the overloaded broadcast to ships in the eastern Pacific Ocean. This action saved almost two hours a day of this limited transmission capability.

Similar intensive efforts on other Navy and Air Force circuits culminated in an 18 percent overall reduction in data traffic, virtually eliminating the previously frequent loss of the time-sensitive backlogged data.

Sergeant Nelmes' keen insight into the relationships among the complex real-time software and the many send and/or receive circuits made him a "trouble shooter extraordinary" on numerous occasions.

For example, when Navy and Air Force units in the Middle East abruptly ceased receiving Saudi Arabian prognostic data during the Iran-Iraq conflict, he quickly coordinated corrective action with the AWN computer facility in the continental U.S. His initiative in

resuming transmission of these vital data benefited airborne warning and control system operations directing aerial combat between Saudi F-14 and Iranian F-4 fighters.

Following the collision of a Victor-class Soviet submarine and the USS carrier Kitty Hawk in the Sea of Japan, he quickly analyzed an urgent Navy request for 12 hours of weather data from the mishap area. His proposed collection parameters minimized the manual effort required to process the vast amount of available data and reduced computer execution time from six to two hours.

Sergeant Nelmes also helped assure the uninterrupted collection of Asian and East European meteorological data intercepted from foreign weather broadcasts by radio receivers in Japan and the Philippines.

A master systems analyst, he developed software and procedures to regularly archive essential weather station libraries and operating systems, enabling computer site regeneration in the event the magnetic tape library was destroyed. Another of Sergeant Nelmes' projects greatly streamlined data processing change procedures requiring updates to as many as six separate computer data bases.

Col. Robert E. Julian, 1WW commander, said Sergeant Nelmes' efforts had "directly benefited DOD strategic programs dependent upon intercepted Sino-Soviet weather data."

In his letter nominating Sergeant Nelmes to headquarters MAC, Brig. Gen. George E. Chapman, AWS commander, said his "contributions significantly improved environmental support to both tactical and strategic programs of national importance."

The Air Force Association will announce their selection later this year.

March 18 to April 5, was a large scale operation in the execution of joint contingency plans. It involved more than 31,000 people.

The blue forces consisted of Joint Task Force Headquarters, I Corps Headquarters, 9th Infantry Division Headquarters, the 3rd Brigade of the 9th Infantry Division and elements of the 12th Air Force and the 4th Marine Wing.

The opposition forces were the 3rd Armored Cavalry Regiment and one Canadian airborne regiment. Aircraft supporting Border Star 85 were from Cannon, Hill, Shaw, Little Rock, Holloman and Mountain Home AFBs.

Communications were critical to the effectiveness of the field weather

teams. They relied on the Army's multichannel network. This specialized system uses multiplexing equipment which combines multiple circuits into one carrier signal which is sent over a single radio link. A multichannel circuit can carry either voice, facsimile or teletype data. As a backup, OL-A used Alden WEFAX and Alden 9315R minifac equipment.

During the exercise, TSgt. Phil Thompson and SSgt. Brian Siciliano provided 24-hour forecasting. Sgts. Dennis Hern and Tracy Trogdon provided the round-the-clock observing support. Weather operations were supervised by Capt. Jim Parsons and TSgt. Frank Cole.

## Command Line



Brig. Gen. George E. Chapman  
Commander

**Editor's Note:**

General Chapman is attending Project Capstone, which is a general and flag officer senior education course sponsored by the Joint Chiefs of Staff and conducted at the National Defense University at Fort McNair, Washington D.C. The course is eight weeks long and is attended by general officers from all services as well as from the Coast Guard and Department of State. The focus of the course is in joint and combined operations. Due to General Chapman's attendance at the course, we present "A Look Ahead" by Secretary of the Air Force Verne Orr. General Chapman's "Command Line" will be back in the next issue.

by Verne Orr  
Secretary of the Air Force

Now that the Air Force is participating in the annual cycle of testifying on Capitol Hill, it is understandable that media attention may heighten

## A Look Ahead

your concerns about the fate of many military programs. General Gabriel and I have completed the fiscal 1986 posture hearings with Congress and this is a good time to update you on where we stand.

Before I provide a brief review, I want you to know we have the finest Air Force today that we've ever had. Looking back at the early 1980s, Congress has approved and funded the start of a number of much needed programs. President Reagan, our commander in chief, has strongly supported the military. As a result, morale is high and our people are the finest our nation can produce.

What will happen in the 99th Congress is anyone's guess. For the most part, Americans and their government understand the need for a strong defense in the face of an uncertain world. But still some people question this need.

I know that many are concerned about the possibility of not getting the retirement pay they have been promised. What are my expectations? I don't think the retirement system will change this year. I have been assured by congressmen I have talked with that if changes are made, they will not affect people on active duty or already retired.

Unlike many civilian retirement programs, the military retirement system is more than simply an old-age pension program. It partially compensates for the unique sacrifices inherent in a military career, and is an essential factor in keeping good people in the military.

The ability to retain trained people is crucial to Air Force effectiveness. A recent decline in retention rates, while watched closely, was exaggerated by some people. Retention hit an all-time high in 1983 and 1984, but we did not expect it to remain there. While it has dropped a few percentage points since then, we are a long way from pushing the panic button. We feel good about our ability to keep people. I don't expect retention rates to change a great deal in the near term.

On the other hand, during the first quarter of this fiscal year, we lost a lot of younger pilots to civilian life. While the second quarter did not show that trend continuing, we are working to stabilize pilot retention.

A key factor in retention is adequate compensation. This year we are asking Congress to relieve some of the financial burden associated with permanent-change-of-station moves. We believe a family should not have to dip into savings for directed PCSs. We are advocating realistic PCS mileage allowances and increased household goods weight allowances.

Without question, family members make sacrifices for the Air Force, especially when we assign members overseas. More money has also been requested in the budget next year for Family Support Centers and we plan to add more centers in future budgets.

Medical care is another concern to us all and despite what's in the press, our medical service equals or surpasses the care in the civilian community. We have had problems, but most of them are administrative and not medical in nature, and the surgeon general is working to correct each one.

We've had similar administrative problems at the drug detection lab. Stringent legal requirements have resulted in cases being overturned because not all samples were fully controlled. That's been fixed. There is no place in the Air Force for drug users. They are going to be ushered out of service as rapidly as we find them.

Overall, we all should be very pleased with the quality of the force. People support the mission, and I intend to see that Air Force people have modern, effective weapons and equipment to do whatever we ask of them. One only has to look as far as the B-1B, which has been a glowing success story during the last four years. The program is coming in within the projected cost and about five months ahead of schedule.

Or, look at the Peacekeeper missile, another excellent program. We've launched seven test missiles and each one has exceeded test objectives and expectations.

To decrease the price of these weapons, we are pushing for more contractor competition. The fighter engine competition is a shining light in that effort by saving us millions of dollars and providing a better engine. We're doing a great deal of competition now and are looking for even more and better ways to compete as a way to increase efficiency.

At the same time, we are examining our contract specifications. While we paid \$7,000 for a C-5A coffee pot, civilian airlines pay only \$3,200 for a simpler, but quite acceptable, model. There may have been some overriding considerations affecting the choice when it was made, but they don't exist today. We will look closer at specifications to avoid paying too much or buying "nice-to-have" equipment.

At the same time, we are very concerned about the reliability and maintainability of many of our weapons. If we cannot find ways to increase reliability of a system, we will have to compensate and make it easier to fix. We need more maintenance people and operational people involved in the design phase of new weapons, and engineers must listen better to the people who operate and maintain the equipment.

In summary, we all know we have areas to improve. But on balance, today's Air Force is the best ever. We have new weapons, high morale and the finest people we've ever had. You should feel proud about being part of the Air Force. I do. (AFNS)

## Chief's Comments Is image important?

"You need to improve your image," the NCOIC told one of his subordinates.

"Who says? I'm within my weight standards," was the reply.

"I say so," came from the NCOIC.

Have you ever been privy to a conversation like the above? It's one that you and others will probably be hearing more frequently. Why? The new AFR 35-11 makes the image we portray just as important as meeting our weight standards.

Webster describes image as "...the total impression created by a person, company, nation...as a result of practices and policies." It's the character projected by someone to the public by their appearance and the impression they leave behind.

Image and the weight standard are separate issues. A person can be well within his/her weight standard but still portray a poor

image. Conversely we can portray the proper image and be overweight. The old saying "two rights doesn't make up for a wrong" applies here.

Who has the responsibility of making sure we portray the proper image? You do, she does, he does, I do, and we all do. The responsibility rests with each of us. Matter of fact, it's not too different from what our parents taught us while we were growing-up. We may need to reflect back on those days and put some of that training into practice.

What does our image do for us? The public, as well as our enemy, can determine how ready we are to protest our nation. A poor image reflects a definite weakness. A weakness that could prevent us from meeting our mission in a satisfactory manner. The results could be devastating. To maintain a good image is very simple — just two words —



CMSgt. Charles T. Melson Senior Enlisted Advisor

be proud. We should be proud of our profession, our country, and proud of ourselves. When we are proud, our image will be outstanding.

# A lesson from history **11WS in Alaska, the beginnings**

by John Fuller

At his retirement party earlier this year, former AWS Chief of Staff Col. Wesley E. Robb, was given a copy of a book published in 1984. It was entitled "Top Cover for America: The Air Force in Alaska, 1920-1983.

As a former 11th Weather Squadron commander, he read with pride a passage from the book which noted that the 11WS was the oldest continuously serving Air Force Unit in Alaska.

The 11WS began on Jan. 11, 1941, as the Air Corps Detachment, Weather, Alaska, at Ladd Field (Fairbanks), where the 1st Weather Squadron operated a detachment since Sept. 23, 1940. It was commanded by Capt. Wilson H. Neal and manned by six enlisted weathermen. Its mission was to operate the Alaska Weather Region to support Army Air Corps aircraft and all other Army units in Alaska needing weather service.

On May 2, 1941, the detachment moved to Elmendorf Field at Anchorage where a fighter squadron (20 P-36s) and two bomber squadron (12 B-18As) constituted the AAC's portion of the Alaska Defense Command's air arm. It was designated as the 11th Air Force in February 1942.

When the Japanese struck Pearl Harbor on Dec. 7, 1941, the detachment was responsible for four weather stations in Alaska. Those stations were manned by three officers and 44 enlisted men. They were located at Elmendorf, Ladd, Annette Island and Yakutat.

With the outbreak of war, more weather stations were needed to support American bases that came into being in the west and in the Aleutian Island chain that thrust west-southwest, 1,050 miles towards Japan's Kurile Islands. Some 5,000 American troops were garrisoned at Dutch Harbor on Unalaska Island. About 300 Marines defended Kiska Island, where a 10-man Navy weather detachment operated. Attu was virtually defenseless except for a temporary Weather Bureau observing station.

On Jan. 1, 1942, two enlisted observers departed Elmendorf for Otter Point on Umnak Island, about 60 miles southwest of Dutch Harbor. They arrived with Army engineers who constructed the Fort Glenn airfield. The weathermen helped build their own quarters and the Fort Glenn weather station which began limited operation on Jan. 10. By May 28, when the weather station was officially activated, three other enlisted men were assigned.



Compliment of original 11WS station established on Oct. 17, 1943 at Buldir Island, about midway between Kiska and Shemya Islands in the Aleutians. At the machine gun is Capt. L. Cole. Behind him are (left to right) Sgt. Merle Stephens, Sgt. Chaplinski, Capt. George Pilikian and Sgt. G. Gideon.

All five were under command of 2nd Lt. George H. Hill, assigned to the 11WS on April 17, upon graduation from UCLA's meteorology course.

Meanwhile, orders beamed from Tokyo to Admiral Isoroku Yamamoto in early May 1942 to secure Midway Island, also contained instructions to invade the western Aleutians. Specifically, his forces were to cripple Dutch Harbor first, and then occupy Attu, Kiska and Adak.

Heavy fog and bad weather umbrelled the Japanese invasion force's approach to Dutch Harbor. It stuck on June 3. Inclement weather mulled operations for both sides on land, in the air and at sea. Yet, when Japanese planes attacked Dutch Harbor, forecasts furnished by the 11WS' Fort Glenn weather station helped P-40 pilots log the 11AF's first aerial victories of the war.

While the Japanese temporarily postponed their occupation of Adak, by June 7, they had landed at both Attu and Kiska and met no opposition. Reports from Navy and Weather Bureau observers ceased two days later. "The Aleutian battle, like Midway," opined salty Sam Morison, the brilliant seapower historian, "was a contest of air power, in which weather constantly added the offensive by shrouding stripes in a protective mist, while sweeping land targets clear.

Late that summer of 1942, with Japanese at Attu and Kiska, U.S. forces occupied Adak, where the 11WS opened a weather station in October. Early in 1943, the line was pushed out to Amchitka, where an 11WS station opened for business on Jan. 24. Daily, the XI Bomber Command dispatched a weather plane prior to the takeoff by bombers for attacks against Kiska and Attu. That summer, Attu and Kiska were retaken, Japan having withdrawn all its forces from the latter island under cover of persistent clouds and fog in advance of U.S. landings in August.

With Attu reoccupied, the 11WS opened a station at Alexai Point on June 7, and at Holtz Bay on Aug. 12. On June 21, two enlisted weathermen departed Attu to set up a station at Shemya. Severe winds frequently blew down the weathermen's tent at Shemya and made work difficult. Drawing weather maps in 60 m.p.h. winds was no easy matter. Weathermen arrived at Kiska in late August and commenced operations on Sept. 6.

The 11WS' station at Attu's Alexai Point furnished forecasts for a series of bombing missions against Paramushiro that summer. Capt. Archie M. Kahan, who prepared the successful forecast for the first raid against Paramushiro, went on to a splendid career with the Weather Bureau and the Bureau of Reclamation after the war.

In late November 1942, Lt. Col. Wilson Neal was replaced as 11WS commander by Col. Harold L. Smith. One year later, by 1943's close, the 11WS reached its peak population of 535 people manning 32 weather stations. Personnel included 81 officers, seven warrant officers and 447 enlisted men.

The 11WS also operated the Alaska Weather Central, established in December 1942 at Elmendorf Field. The central's oceanography section was under 2nd Lt. Dale F. Leipper, who later founded departments of oceanography at Texas AM (1949) and the U.S. Naval Postgraduate School (1968). In mid-May 1944, when it was staffed by nine officers, a warrant officer and 23 enlisted men, the central came under command of Capt. Ernie J. Fawbush, who joined the squadron in October 1948. In 1984, he and Capt. Robert C. Miller, pioneered severe weather forecasting techniques at Tinker AFB, Okla., that are still in use today.

A number of weather stations the 11WS established in 1943 resulted from criticism over the



The Chuginadak Island Weather Station.

inadequacy of weather service along that portion of the "AlSib" (Alaska-Siberia) route from Ladd Field to Nome. It was over that route that lend-lease aircraft were ferried by Russian crews to Siberia and points westward. To further aid that mission, Russian-speaking forecasters were posted at Fairbanks, Galena and Nome.

Some 11WS stations were extremely remote. In October 1942, for example, a 10-man station was established on St. Matthews Island in the north Bearing Sea. As the most isolated weather outpost, it was used as a check point on weather coming from Siberia and for ice conditions affecting shipping. The last boat would depart in September and the next would not arrive until June. Radio was the only contact with the outside world. After six months at the outpost, the men were given a choice of staying or moving to a different station.

That conditions at such weather outposts were hazardous was illustrated when disaster struck Chuginadak Island in early 1944. It was manned by four people: weathermen Sgts. Wilfred R. Scarem and William E. Black and radio operators Cpls. George H. Bailey and Clarence B. Clement. On Feb. 14 their radio advised that an Army power barge on its way to supply them ran aground on the island. During a very severe storm, winds reported at 80 m.p.h. in rain and freezing temperatures, the men divided into shifts and took turns searching the island. Black, Scarem and Bailey died of exposure. One of the replacement radio operators, Sgt. Fred Purchase, lost his life four months later when trapped by the eruption of Mt. Cleveland.

There were other acts of bravery during the war. Three 11WSD weathermen earned Distinguished Flying Crosses, 17 earned Bronze Stars, three won Army Commendation Medals and five won Air Medals. Some medals were awarded posthumously.

Second Lieutenant Leland T. Harder, attached to the XI Bomber Command as the assistant weather officer, was declared missing in action when the aircraft to which he was assigned was lost between Attu and Paramushiro on a weather reconnaissance mission on March 27, 1944.

Only three days after being promoted, Capt. Edward P. McDermott, staff weather officer to the XI Bomber Command, was killed in action when his plane was lost while returning from a weather reconnaissance flight to targets on the Kurile Islands.

Master Sergeant James K. Hastings, a forecaster assigned to the Shemya station, was declared missing in action on Nov. 7, 1944, on a B-25 mission with the 77th Bombardment Squadron (Medium) to the Kurile Islands.

Those fatalities underscored the fact that more American casualties, both men and equipment, were attributable to the terrible Aleutian weather than to combat losses.

Brig. Gen. George E. Chapman  
AWS Commander

TSgt. Michael T. Devine  
Editor

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## Weathermen popular with radar squadron

HILL AIR FORCE BASE, Utah — Even the weatherman can be popular with the 1954th Radar Evaluation Squadron. To prove it, the squadron selected both a weather officer and a weather technician as the Outstanding Professionals for the first quarter of calendar 1985.

### Outstanding Company Grade Officer

Second Lieutenant Eric S. Schell, an advanced weather officer, was chosen as the 1954th Outstanding Company Grade Officer of the Quarter.

As the 1954 Radar Evaluation squadron weather officer, Lieutenant Schell manages the resources that provide weather support for the squadron's worldwide radar evaluation mission.

As a meteorologist, he reviews all technical evaluation reports to determine the degree of influence weather and solar activity play on a radar's performance. He prepares specialized forecasts and climatological studies and ramrods research and data collection for special environmental support studies. Lieutenant Schell is also the squadron budget officer.

He was selected for his excellence as both weather officer and budget officer. As the weather officer, he was instrumental in the rewrite of a specialized weather computer program known as the four dimensional ray-trace program. He also rewrote the squadron's weather operating instructions manual. Both projects were aimed at simplifying and speeding up weather services to users. In his role as budget officer, he managed the squadron's \$2.6 million annual budget.

Extensively involved in extracurricular activities, Lieutenant Schell is a First Aid/CPR Instructor, Family Services Advisory Council member, Base Honor Guard

member, and is involved with the International Winter Special Olympics program and Project Warrior.

### Outstanding NCO

Technical Sergeant Kenneth B. White, a radar weather technician, was chosen as Outstanding Noncommissioned Officer of the Quarter.

Sergeant White prepares climatological summaries for use during evaluations at worldwide radar sites. He collects weather data for computer programs that generate ray-trace diagrams illustrating refractive effects on radar performance. He then evaluates these computer generated products to determine certain atmospheric conditions that occurred during a specific radar evaluation.

He trains squadron personnel in the collection and use of in-field data and assists in investigating and solving atmospheric and solar related problems that affect radar systems.

Sergeant White was selected for the professionalism he displays as the NCOIC of weather services. He excels in a self initiated training program and has immersed himself in learning the ins and outs of weather effects on radar systems.

His diligence has brought new awareness to squadron personnel of the importance of weather data collection. His data collection and preflight request procedures streamlining efforts have resulted in drastically reduced report input times.

Sergeant White's contribution to the new four dimension ray-trace computer program has resulted in a better determination of radar accuracy. He is the manager of the Unit Advisory Council, volunteers monthly briefings to the base correctional custody facility and serves as an adult probation and parole officer with the Utah Department of Corrections.

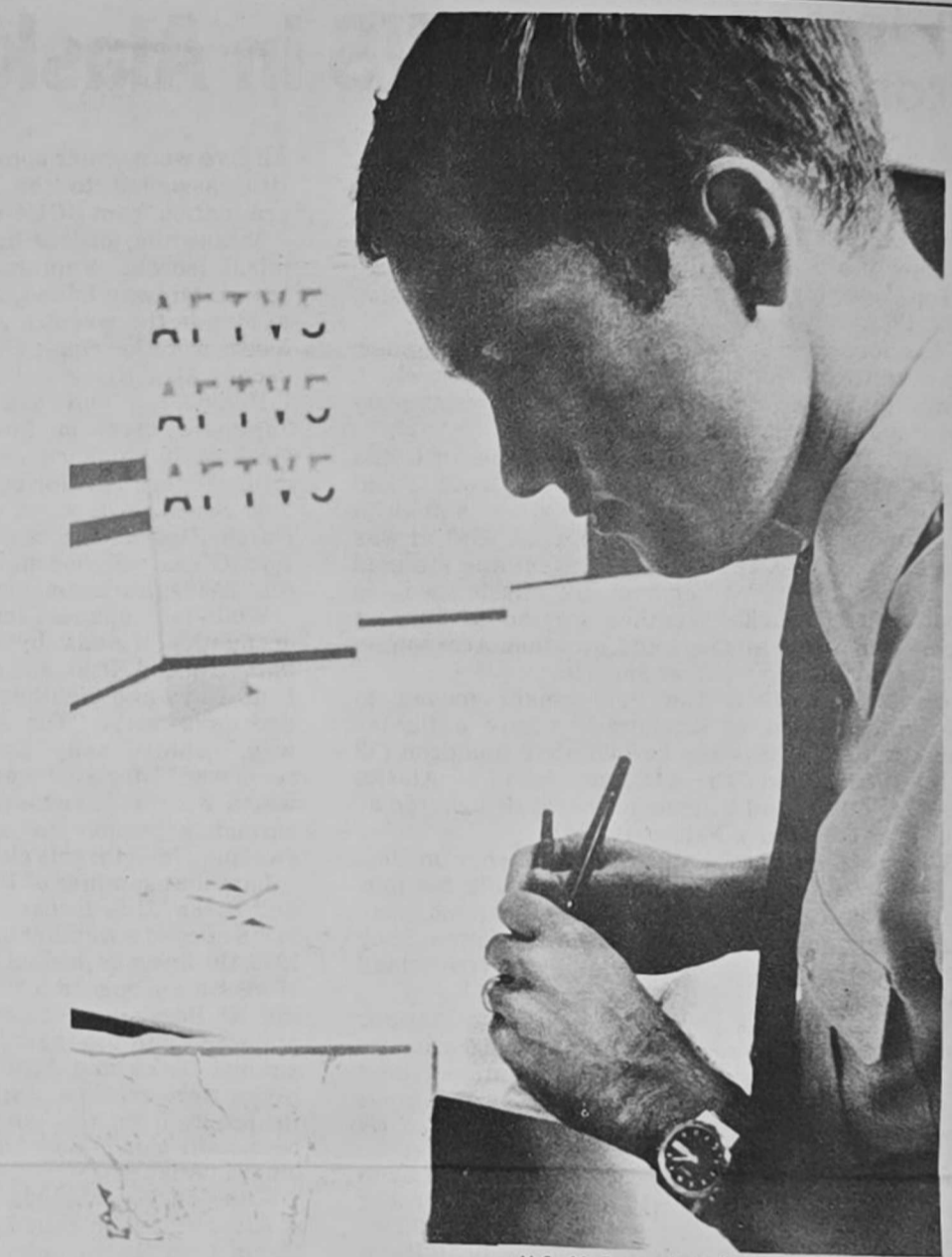
## Assignment-Washington, with Det. 1, 15WS

A quick look around Andrews AFB, shows that it is a very remarkable place. It's located east of the Potomac River, just outside the southeast corner of Washington, D.C. The Washington Monument can be seen from the air traffic control tower.

Andrews is home for more than 50 units. They include a major air command headquarters, an airlift division, two wings, one of the largest Air Force medical facilities on the east coast and Det. 1, 15WS.

Warning and advisory responsibilities of Det. 1 include Andrews and Bolling AFBs, Camp David, the White House and the Presidential Marine helicopters. Detachment 1 performs a continuous weather watch and issues forecasts for Camp David and Andrews AFB.

They support aircraft from all the uniformed services, numerous foreign nations and other governmental agencies. Detachment 1 averages 1,400 weather briefings each month. About 125 aircraft are



U.S. Air Force photo by Capt. Lou Figueroa

First Lieutenant James H. Ferrera examines weather charts before taping the weather for the base television station at Torrejon AB, Spain.

## 'On the Air' at Torrejon

TORREJON AIR BASE, Spain — Bringing the world of weather to the Torrejon community is the job of 1st Lt. Jim Ferrera of Det. 12, 31WS, here.

"I do most of this by acting as a liaison between the weather detachment and the 401st Tactical Fighter Wing. I have regularly scheduled briefings that I give the 16th Air Force commander and the 401st Tactical Fighter Wing commander and their staffs," said Lieutenant Ferrera.

But in mid-February, Lieutenant

Ferrera began a new system of getting the weather word out.

"Our squadron commander, at Sembach AB, Germany, suggested that we work with our base television station and offer a weather broadcast. When I heard about this, I was interested and volunteered to take the project as an additional duty," he said.

The weather forecast is seen by base residents three times a day. "My goal is to help the people feel more like they're back in the U.S. watching the local weatherman," he said.

"Willie the Weatherman," as the lieutenant is sometimes referred to, began his education at the Citadel, a military college in Charleston, S.C. He graduated in 1981 with a bachelors degree in mathematics. After being commissioned, he attended meteorology classes at St. Louis University in Missouri for a year. His first assignment was as a weather officer at March AFB, Calif. He arrived at Torrejon in August 1984.

"We're planning on starting a rotating program, so all of our forecasters have a chance to be on the air," he said. "People seem to enjoy the broadcast and I feel like its getting better every day," he included.

assigned to the 89th Military Airlift Wing. They include C-137, C-135, C-21, C-20, C-12, C-6, UHIN and "Air Force One."

The detachment also provides backup support to National Weather Service radar at Patuxent River, Md., for the Basic Weather Radar Network. Detachment 1 provides training to members of the 121st Weather Flight assigned to the 121st Tactical Fighter Wing and to four Individual Mobilization Augmentees assigned to reserve units.

# Shuttle vital to Space Transportation System

by 1st Lt. Mark E. Flak  
Space Command Operations

The space shuttle is the prime element of the U.S. Space Transportation System, or STS.

It was designed as a reusable craft for space exploration and is composed of the orbiter vehicle, external tank and solid rocket boosters. Most people recognize the orbiter vehicle as the large black and white object that leaves the earth like a rocket and glides back to earth like an airplane.

Few people, however, are aware of the complex design and internal structure of this satellite with wings. The orbiter is actually made up of many structures. Some of the major structures include the forward, mid and aft fuselage, the wings, the payload bay, the vertical stabilizer and the body flap.

The forward fuselage is the most complex of the shuttle structures. This three-level aluminum structure houses a pressurized flight deck, mid deck, equipment bay and air lock (fig. 1).

The flight deck is designed in the usual pilot/copilot arrangement, permitting the vehicle to be piloted from either seat. The payload handling system and the more than 2,000 separate displays and controls that operate the orbiter are all located on the flight deck.

These include displays and controls that operate the payload bay doors, the manipulator arm, the payload bay lights and cameras and the shuttle's heat regulators. Six pressure windshields, two overhead windows and two rear-view payload bay windows are located on the upper flight deck of the crew module.

All of the outer windows, which are exposed to high levels of heat during re-entry, are protected by a triple layer of silica glass. The payload bay window, which looks out into the cargo bay, is a double layer of silica glass. These windows had to be designed to withstand heat and vibration, as well as provide a non-distorted view for the crew. They are the largest built with such a high optical sharpness.

The mid deck contains provisions and storage facilities for crew members. The waste management facility and eating and sleeping areas are also located on the mid deck. Access to this deck from above is through two inter-deck hatches.

Environmental control equipment and additional storage space are located below the mid deck in the equipment bay. Access to this lower level is possible through re-usable door panels.

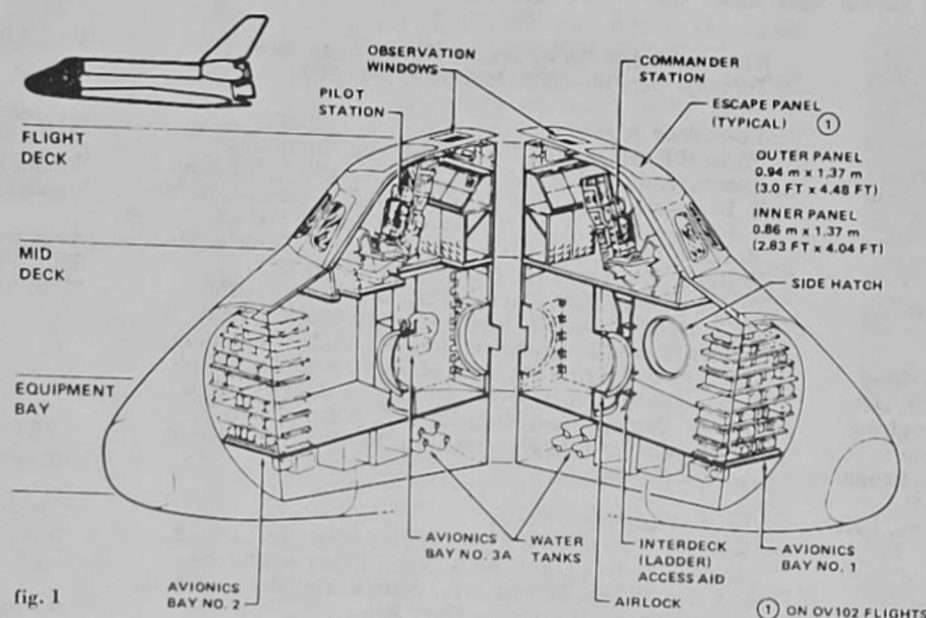


fig. 1

The exterior hatch and the air lock access hatch are also located in the mid deck. The cylindrical air lock contains two space suits, and equipment for the crew to move safely from the mid deck into the payload bay.

The mid fuselage contains the payload bay for the orbiter. In addition to supporting two 60 foot long graphite and epoxy bay doors, the mid fuselage houses various orbiter systems. Canadian-built remote manipulator system, a television camera and flood lights located on both sides of the bay.

All of these systems are controlled from the flight deck. The camera and lights allow the crew members to observe what goes on in the unpressurized bay from the flight deck. Radiator panels that also radiate heat away from the

shuttle are located in the mid fuselage. The mid fuselage is also the main attachment for the wings of the shuttle.

The wing is the aerodynamic lifting surface that provides lift and control for the orbiter during the atmospheric descent to earth. It is constructed of a conventional aluminum alloy with an aluminum multi-rib and truss tube framework. The upper and

The wings are about 60 feet long with a maximum thickness of five feet. The wing also houses the main landing gear and is the attachment for the elevon system. This system performs the functions of both elevators and ailerons, providing roll and pitch control during atmospheric flight of the shuttle.

The aft fuselage is an aluminum

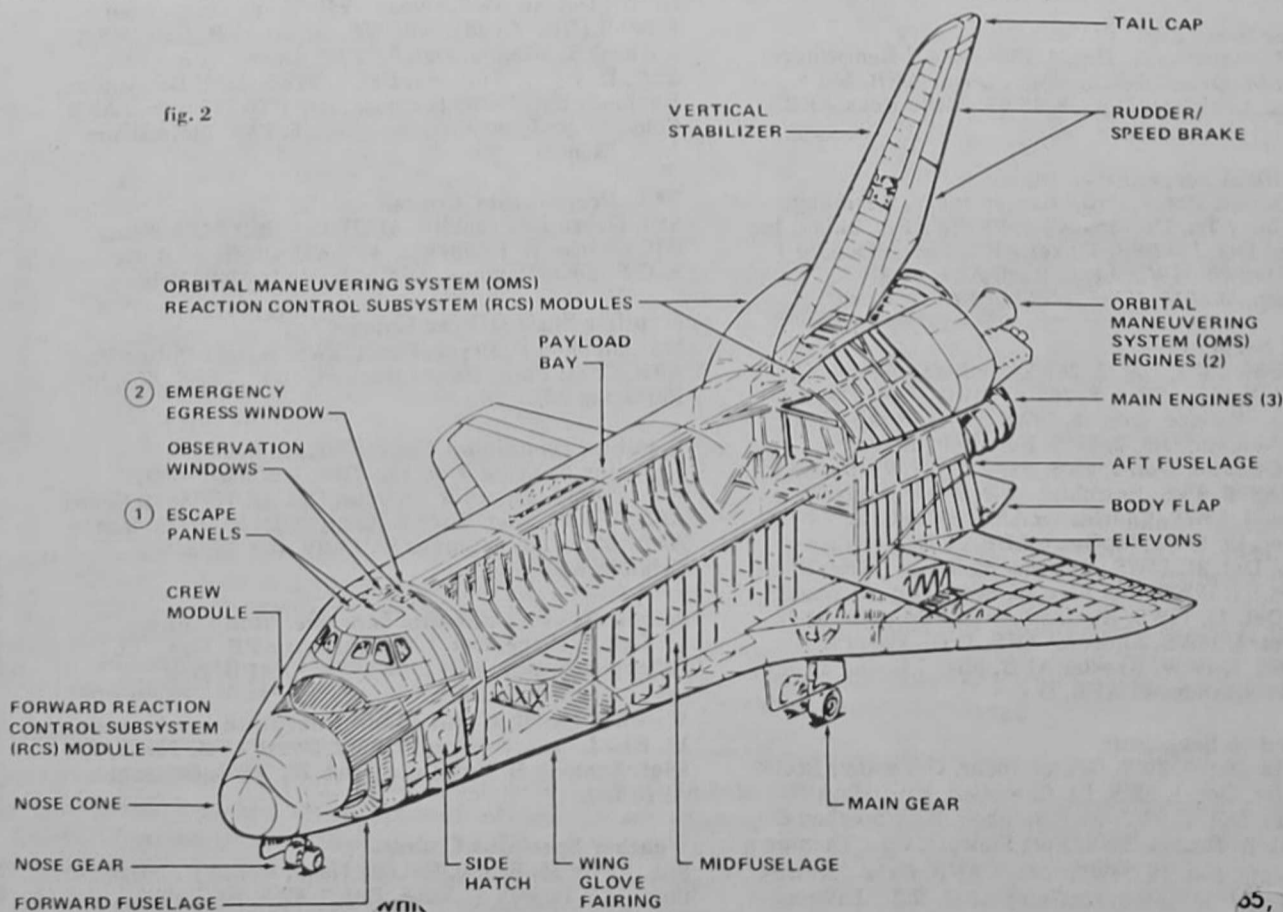
sheet metal framework housing the main engines, body flap and vertical stabilizer. Its primary function is to protect those structures mentioned from the environmental hazards such as pressure, heat and vibration.

The vertical stabilizer is the large tail fin at the rear of the shuttle. This aluminum structure controls left-to-right movement (yaw) of the shuttle as it glides back to earth. The vertical stabilizer also contains a speed brake, with the rudder splitting to cause increased drag (fig. 2).

The body flap is also found at the rear of the shuttle, under the main engines. This aluminum structure provides trim, or adjustment, for the spacecraft's pitch (nose up and down) altitude. Covered with tiles, it also acts as a heat shield for the main engines during re-entry.

The orbiter uses a thermal protection system to keep its aluminum structures down to about 350 degrees Fahrenheit during launch and re-entry. Most of the outer surface is covered with lightweight reusable heat tiles. (Reprinted from the "Space Trace.")

fig. 2



# AWS Salutes

## Medals

### Meritorious Service Medal to:

CMSgt. Vernon L. Freeman (2 OLC), AFGWC, Offutt AFB, Neb.; Maj. John D. Shewchuk (1 OLC), AFGWC, Offutt AFB, Neb.; Capt. Thomas N. Talbot, Det. 10, 7WS, Giebelstadt AAF, Germany; SMSgt. Norbert G. Eakle, Det. 23, 17WS, Kirtland AFB, N.M.; MSgt. William J. Anderson, Det. 2, 9WS, Castle AFB, Calif.

### Air Force Commendation Medal to:

MSgt. Duane R. Miller (1 OLC), Det. 8, 26WS, Griffiss AFB, N.Y.; TSgt. William A. Willenbring (1 OLC), Det. 2, 5WS, Ft. Belvoir, Va.; Capt. Kenneth H. Wallingford (1 OLC), AFGWC, Offutt AFB, Neb.; SSgt. Sharon L. Lucius (1 OLC), AFGWC, Offutt AFB, Neb.; Sgt. Frank Pacino, Det. 8, 17WS, McClellan AFB, Calif.; SSgt. Terry L. Struebing, Det. 4, 28WS, RAF Bentwaters, UK; TSgt. Charles J. Evans, Det. 2, 5WS, Ft. Belvoir, Va.; Sgt. Marilyn A. Taylor, Det. 26, 26WS, Griffiss AFB, Ind.; Sgt. Graceiala Ramirez, Det. 8, 26WS, Griffiss AFB, N.Y.

### Army Commendation Medal to:

TSgt. Albert J. Yunt III, AFGWC, Offutt AFB, Neb.

### Air Force Achievement Medal to:

SSgt. Gary D. Morris, OL-B, Det. 10, 7WS, Kitzingen AAF, Germany; SrA. Thomas E. Costello, Det. 10, 7WS, Giebelstadt AAF, Germany; SrA. Alvin L. Watkins, Det. 10, 7WS, Giebelstadt AAF, Germany; SSgt. William J. Thompson, Det. 5, 3WS, England AFB, La.; Sgt. Stanley G. Murray, Det. 9, 7WW, Scott AFB, Ill.; Sgt. Eugene Sterner, Det. 8, 17WS, McClellan AFB, Calif.; Sgt. Monty D. Webb, Det. 9, 7WW, Scott AFB, Ill.; SrA. Billy B. Taylor, Det. 9, 7WW, Scott AFB, Ill.; A1C Mark Hudson, Det. 2, 17WS, Travis AFB, Calif.; SrA. Theodore W. Zweifel, Det. 4, 28WS, RAF Bentwaters, UK; SSgt. William M. Lither, Det. 17, 9WS, Ellsworth AFB, S.D.; A1C Kevin H. Iwamasa, Det. 17, 9WS, Ellsworth AFB, S.D.; SSgt. Patrick Odle, Det. 15, 30WS, Osan AB, Korea; Sgt. Sherry Simmons, Det. 15, 30WS, Osan AB, Korea.

## Promotions

### To First Lieutenant:

Paul J. Hamilton, Det. 1, 2WS, Wright-Patterson AFB, Ohio.

### To Senior Master Sergeant:

Norbert G. Eakle, Det. 23, 17WS, Kirtland AFB, N.M.

### To Master Sergeant:

Thomas J. Stansbury, Det. 4, 28WS, RAF Bentwaters, UK; Paul M. Dries, Det. 5, 15WS, Dover AFB, Md.; Thomas R. Lonsdale, Det. 20, 17WS, Little Rock AFB, Ark.

### To Technical Sergeant:

Joseph Fabian, Det. 7, 7WS, Grafenwoehr, Germany; John T. Cafty Jr., Det. 15, 24WS, Vance AFB, Okla.; Joe Chrisman, Det. 1, 17WS, Tinker AFB, Okla.; Donald J. Garske, Det. 20, 17WS, Little Rock AFB, Ark.; M. Richardson, Det. 11, 17WS, McChord AFB, Wash.

### To Staff Sergeant:

Daniel F. McCabe, Det. 8, 26WS, Griffiss AFB, N.Y.; Raymond A. Sirois, Det. 8, 26WS, Griffiss AFB, N.Y.; Cynthia A. Wallace, Det. 26, 26WS, Griffiss AFB, Ind.; Terry S. Monath, Det. 2, 5WS, Fort Belvoir, Va.; Marilyn G. Lund, Det. 2, 5WS, Ft. Belvoir, Va.; John A. Newby, Det. 3, 9WS, Fairchild AFB, Wash.; Mark A. Byrd, Det. 3, 15WS, Charleston AFB, S.C.; Gregory Bates, Det. 10, 15WS, McGuire AFB, N.J.; Fred L. Guerrero, Det. 31, 15WS, Dobbins AFB, Ga.; Glen H. Lang, Det. 11, 17WS, McChord AFB, Wash.; Michael T. Malone, Det. 23, 17WS, Kirtland AFB, N.M.; James L. Papia, Det. 1, 15WS, Andrews AFB, D.C.; Carol A. Roche, Det. 1, 7WW, Keesler AFB, Miss.; Irving Taylor, Det. 1, 15WS, Andrews AFB, D.C.

### Appointed to Sergeant:

Geoff Gatz, Det. 7, 7WS, Grafenwoehr, Germany; Leslie M. Schaffer, Det. 1, 5WS, Ft. Campbell, Ky.; Mark R. Braunwart, Det. 1, 5WS, Ft. Campbell, Ky.; Stephen D. Foster, OL-A, Det. 21, 5WS, Fort Stewart, Ga.; Thomas J. McDaniels, Det. 15, 24WS, Vance AFB, Okla.; Jeffrey L. Cimin, Det. 10, 15WS, McGuire AFB, N.J.; Lawrence

Kincaid, Det. 9, 7WW, Scott AFB, Ill.; Daniel M. Toomey, Det. 10, 15WS, McGuire AFB, N.J.

### To Senior Airman:

Michael F. Shay, Det. 19, 30WS, Camp Humphreys, Korea; Veda Fisher, AFGWC, Offutt AFB, Neb.; John T. Dressler, Det. 11, 1WW, Hickam AFB, Hawaii; Mila J. Foster, OL-A, Det. 21, 5WS, Fort Stewart, Ga.; Barbara L. Starnes, OL-A, Det. 2, 5WS, Ft. Meade, Md.; William H. Stanley Jr., OL-B, Det. 2, 5WS, Ft. Indiantown Gap, Pa.; Paul C. Teff, Det. 1, 9WS, Offutt AFB, Neb.; Carma Y. Meeks, Det. 2, 9WS, Castle AFB, Calif.; Ronald L. Cook, Det. 6, 17WS, Hill AFB, Utah; Gregory D. Hayes, HQ 17WS, Travis AFB, Calif.; Jeffrey A. Long, Det. 1, 7WW, Keesler AFB, Miss.; Kenneth D. Pierce, OL-A, Det. 10, 7WS, Wertheim AAF, Germany; Alvin L. Watkins, Det. 10, 7WS, Geibelstadt AAF, Germany.

### To Airman First Class:

Bobby T. Gross, 5WW/DA, Langley AFB, Va.; David Hines, AFGWC, Offutt AFB, Neb.; Craig A. Shipley, Det. 2, 5WS, Ft. Belvoir, Va.; John V. Houghton, Det. 15, 24WS, Vance AFB, Okla.; Gary Kline, Det. 2, 17WS, Travis AFB, Calif.; James K. Boligner, Det. 9, 7WW, Scott AFB, Ill.; Gary A. Kline, Det. 2, 17WS, Travis AFB, Calif.

### To Airman:

Theodore B. Lawton III, Det. 20, 26WS, Barksdale AFB, La.; Shawn P. Starrs, OL-A, Det. 21, 5WS, Fort Stewart, Ga.; Jeffrey R. Koch, Det. 2, 5WS, Ft. Belvoir, Va.; Michael E. Shull, Det. 3, 9WS, Fairchild AFB, Wash.; Daniel A. Blood, Det. 7, 9WS, March AFB, Calif.; Christopher H. Bruno, Det. 11, 5WS, Ft. Sill, Okla.; Michael D. Walz, Det. 5, 3WS, England AFB, La.

## Education

### Air Command and Staff College:

Capt. Terry Laing, HQ AWS/DOR, Scott AFB, Ill.

### Senior NCO Academy:

CMSgt. William Williams, HQ AWS/DNTS, Scott AFB, Ill.

### NCO Academy:

TSgt. Philip S. Peteroski, AFGWC, Offutt AFB, Neb.

### NCO Leadership School:

SSgt. Joel D. Hart (Dist. Grad), Det. 6, 4WW, Peterson AFB, Colo.; SSgt. Sam Miller (Dist. Grad), Det. 2, 17WS, Travis AFB, Calif.; SSgt. Gerald D. Graves (Dist. Grad), Det. 16, 9WS, Dyess AFB, Texas; SSgt. Glen K. Russell (Dist. Grad), AFGWC, Offutt AFB, Neb.; SSgt. Michael R. Wieand, Det. 5, 15WS, Dover AFB, Md.; SSgt. David L. Williams, Det. 4, 28WS, RAF Bentwaters, England; Sgt. Pablo Hinojosa, HQ 4WW, Peterson AFB, Colo.; SSgt. John V. Werner, Det. 5, 9WS, Malmstrom AFB, Mont.

### NCO Preparatory Course:

SrA. Debra E. Franklin, AFGWC, Offutt AFB, Neb.; A1C Charles A. Hybarger, AFGWC, Offutt AFB, Neb.; A1C Billie J. Parsons, AFGWC, Offutt AFB, Neb.

### Weather Staff Officer Course

Maj. Stephen P. Pryor, Det. 1, 2WS, Wright-Patterson AFB, Ohio; Capt. Daniel Dumont, Det. 1, 2WS, Wright-Patterson AFB, Ohio.

### Weather Technician Course Graduates:

TSgt. Joy A. Craig, Det. 11, 17WS, McChord AFB, Wash.; SSgt. Steven R. Grimes, Det. 11, 17WS, McChord AFB, Wash.; SSgt. Tara R. Carty, Det. 15, 24WS, Vance AFB, Okla.; Sgt. Thomas W. Petty, Det. 26, 26WS, Griffiss AFB, Ind.

### Severe Weather Satellite Interpretation Course:

Lt. Dee A. Place, Det. 1, 9WS, Offutt AFB, Neb.; Lt. Jeffrey A. Doran, Det. 1, 9WS, Offutt AFB, Neb.

### Weather Satellite and Photo Interpretation Course:

Lt. Rex L. Swords, Det. 16, 9WS, Dyess AFB, Texas; SSgt. Kenneth H. Kingsbury, Det. 26, 26WS, Griffiss AFB, Ind.

### Weather Specialist Course:

SrA. Kevin M. Brady, Det. 29, 17WS, Buckley ANGB, Colo.; AB Jeffrey R. Koch, Det. 2, 5WS, Ft. Belvoir,

Va.; AB William E. Leist, Det. 26, 26WS, Griffiss AFB, Ind.

### Masters Degree to:

1st Lt. Michael S. Fontaine, Det. 6, 5WS, McChord AFB, Wash., in Systems Management from the University of Southern Calif., extension at McChord.

### Associate Degree to:

SSgt. Vickiann Esposito, SSgt. Ed Keller and TSgt. Todd McIntosh, USAFETAC, Scott AFB, Ill., from the CCAF.

## Unit Honors

### 1984's Outstanding Weather Unit for:

8th Air Force — Det. 26, 26WS, Griffiss AFB, Ind.

### Senior NCO of the Year for:

7WW — CMSgt. Charles T. Christopher, Det. 15, 30WS, Osan AB, Korea.

### Security Manager of the Year for:

Aeronautical Systems Division — Capt. Beverley J. Baker, Det. 1, 2WS, Wright-Patterson AFB, Ohio.

### Forecaster of the Year (1984) for:

9WS — TSgt. Bryan D. Logie, Det. 2, Castle AFB, Calif.

### Senior NCO of the Quarter for:

4WW — MSgt. Donald G. Farrington, Det. 7, Athens, Greece; 5WW — MSgt. Earl Schneider, Det. 23, 3WS, Moody AFB, Ga.

### NCO of the Quarter for:

4WW — SSgt. Richard Kalber, OL-A, Det. 6, USAF Academy, Colorado Springs, Colo.; 3WS — SSgt. Gary Hodges, Det. 23, 3WS, Moody AFB, Ga.; 28WS — Sgt. Susan J. Tracy, Det. 4, RAF Bentwaters, UK.

### Airman of the Quarter for:

4WW — Amn. Francine T. McDonald, Det. 4, Holloman AFB, N.M.; 5WW — A1C Daniel K. Haney, OL-A, Det. 21, 5WS, Ft. Stewart, Ga.; 24WS — A1C Mark A. Sword, Det. 20, Laughlin AFB, Texas; 30WS — SrA. Scott Weber, Det. 15, Osan AB, Korea.

### MAC Distinguished Individual Safety Award to:

1st Lt. Kenneth Carey, Det. 15, 30WS, Osan AB, Korea.

### Airman of the Year for:

26WS — A1C Lynda C. Lambert (now at) Det. 10, 30WS, Kunsan, Korea

### Civilian of the Year for:

9WS — Bill E. Nelson, Det. 1, Offutt AFB, Neb.

### Enlisted Administrator of the Year for:

MAC and AWS — SSgt. Mary V. Kaliszewski, 31WS/DA, Sembach AB, Germany

### OJT Manager of the Year for:

Wright-Patterson AFB — SSgt. David A. Hendricks, Det. 15, 15WS

### Safety Officer of the Year for:

9WS — 2nd Lt. Laura J. Griest, Det. 17, Ellsworth AFB, SD

### Safety Squadron of the Quarter for:

Grand Forks AFB, SD — Det. 15, 9WS (for Oct.-Dec. 84)

### Senior NCO of the Quarter for:

MSgt. Wayne Hill, Det. 14, Hahn AB, Germany

### NCO of the Quarter for:

2WW — SSgt. Brenda Frazier, Det. 14, 31WS, Hahn AB, Germany  
3WW — SSgt. Rick A. Suggs, Det. 1, 9WS, Offutt AFB, Neb.

### Airman of the Quarter for:

5WS — A1C David W. Law, Det. 6, Ft. Lewis, Wash.  
9WS — A1C Jodi S. Hudson, Det. 16, Dyess AFB, Texas  
31WS — SrA. Tony Palmieri, Det. 11, Spangdahlem AB, Germany

### Sustained Superior Service Award to:

Betty Tully, Det. 2, 4WW, Sagamore, Mass.

# AFGWC named best Information Center

by 2nd Lt. Michael McKito  
AFGWC Public Affairs

Air Force Global Weather Central has been named the Military Airlift Command's Information Center of the Year for 1984.

Col. David L. Donley, AFGWC Commander, accepted the award in ceremonies on March 21, at Offutt AFB, Neb., from Col. Victor S. Stachelczyk, MAC Deputy Chief of Staff for Information Systems.

AFGWC earned the award by consistently excelling in the performance of their vital role of providing mission essential decision assistance to the U.S. Air Force, Army and other government agencies.

Decisive AFGWC support to U.S. Air Force Special Strategic Programs carried a validated annual cost avoidance of \$500 million. This support also elicited specific words of praise from the Director of Special Projects, Office of the Secretary of the Air

Force; the Under Secretary of the Air Force, and Gen. Thomas M. Ryan Jr., Commander-in-Chief, MAC.

In a related area, AFGWC's Computer Systems Division boasted one-third of the MAC nominees for the Information System's Professionalism Award. This award recognizes individuals for superior performance, professional excellence and significant contribution to the Air Force's Information Systems activities. Nominees from AFGWC included 1st Lt. James P. Van Kovics, MSgt. Paul K. Jensen, TSgt. Thomas C. Miller and Ms. Peggy Lutheran.

Capt. Dennis R. Frill, of the AFGWC Computer Systems Division, was chosen to represent MAC in competition for the General Edwin Rawlings Award. This award is given for innovation in the use of information systems technology which most enhances Air Force operations.

## Hahn weatherman handles crisis

MSgt. Howard W. Hill, chief of weather station operations at Hahn AB, Germany, was honored in early March because he acted according to his instincts when confronted with the results of a head-on collision.

Sergeant Hill was the second person to arrive at the scene of a head-on collision Sept. 14 involving German and American vehicles. The accident occurred when a Hahn driver attempted to pass another vehicle and collided with the oncoming car.

This is not the first time that I've come upon an accident right after it happened," commented Sergeant Hill. "The first thoughts that ran through my mind were of the first accident I assisted. It was less serious, but I was called upon to be a witness in court. I kept thinking that I might have to go to court because of this accident. Of course, after I began working to help the people involved,

those thoughts soon vanished."

Once Sergeant Hill surveyed the extent of damage and injuries he "just acted according to his instincts."

Sergeant Hill determined that nothing could be done for the driver of the German vehicle and tried to free the front seat passenger. The seat had jammed, pinning the passenger to the dashboard. He climbed through the back window and after a few attempts, the seat came free and allowed the passenger to lay back. Sergeant Hill then quickly checked the back seat passenger for injuries.

"The back seat passenger wasn't too badly injured. I made her as comfortable as possible and then went to the vehicle driven by the Hahn airman," said Sergeant Hill.

"Both the passenger and the driver seemed to be in good condition. They had minor injuries and seemed to be suffering from shock. I had them sit or lie down and covered them with a chemical suit I had found in the trunk of the car."

Sergeant Hill was then confronted with the task of getting the injured passengers out of the German vehicle.

"Steam and smoke were rising from the car and I could hear 'sizzling' sounds, so I had to get the people out quickly. I had no idea how safe the car was," he said.

Using a crow bar offered by a German who stopped to help, they pried open the jammed door.

"We removed the passengers and administered first aid the best we could until professional assistance arrived," he said.

"All of this happened within 10-15 minutes, I think. I really lost track of time. The whole ordeal didn't sink in until my neighbor told me that the front seat passenger died later that evening. Until that moment, I had detached myself from the situation."

"Now that it's all over, I don't think that I did anything heroic. I saw someone that needed help and did what I or anyone would," Sergeant Hill said. (Reprinted from the *Hahn Hawk*)

## News briefs

### Repayment of advances

WASHINGTON (AFNS) — Air Force members will have twice the amount of time to repay advances taken to help cover the cost of permanent change of station moves under a new DOD ruling.

According to a DOD release, the change becomes effective May 1. Under the old rules, members had six months to repay advances. The new policy allows a 12-month repayment schedule under normal circumstances. In unusual circumstances, repayment can be extended up to 24 months. However, requests for extensions beyond 12 months must be approved in writing by the member's commanding officer, officials said.

The new repayment schedule should help relieve some of the hardship members faced under the former policy, officials said. They added that advances should be repaid before the member makes a second PCS move and before the person's date of separation. Additional information is available at the accounting and finance office.

### DOD drug survey

WASHINGTON (AFNS) — About 20,000 DOD employees worldwide will soon be tapped to take part in a survey to determine the level of alcohol and non-medical drug use in the armed forces.

Air Force drug and alcohol abuse control officials in Washington say the Research Triangle Institute from North Carolina will conduct the on-site surveys in June and July.

RTI will determine which bases will participate in the survey and compile results, officials said. About 5,500 Air Force people will be randomly selected by the research team and officials from the Air Force Manpower and Personnel Center at Randolph AFB, Texas, to take part in the program.

Survey results will be used to plan drug and alcohol abuse programs and to help justify the funds needed to support these programs, officials said.

Addressing the need for the survey, Secretary of Defense Caspar Weinberger said, "We have made tremendous strides in the identification and reduction of illicit drug use in the armed forces and in the identification, treatment and rehabilitation of those members who misuse alcohol."

"Please assure every member of your organization that the questionnaire replies are confidential and will remain anonymous," he said.

A civilian contractor conducts the survey about every two years, officials said. This year participants will be asked questions such as how frequently they use drugs — including caffeine — the status of their health and about their driving habits, officials said.

### Oops

In last month's "A lesson from history," 1st Lt. Julius K. Lacey was credited with being the only ex-weather officer, either Army or Air Force, to wear four stars. Very shortly after the *May Observer* was printed, AWS Historian John Fuller let me know that Capt. Leon W. Johnson, not Lieutenant Lacey, was the only former weather officer to be promoted to General. Sorry for the error.

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## 87 forecaster jobs converted

On Oct. 1, 1984, AWS converted 25 military enlisted forecaster authorizations to civilian positions. Sixty-two more slots will be converted on Oct. 1 of this year.

Most of these positions are duty forecaster jobs in base weather stations at locations throughout the CONUS. Positions are being filled through local civilian personnel offices and Federal Office of Personnel Management

regional offices.

Most of the first 25 positions have been graded as "GS-9" and classified as series 1341 — meteorological technician. The remaining jobs are expected to be graded and classified similarly.

For more information, contact: wing or squadron operations superintendents; HQ AWS/DOQ or HQ AWS/CMS, Scott AFB, IL 62225-5008.

## Dropco wins state championship

KEESLER AFB, Miss. — Capt. Kenneth Dropco, commander of Det. 22, 24WS, proved he was Mississippi's old man of the racquetball courts in early March.

He took top honors in the Mississippi State Racquetball Tournament's senior division — 35 years and older. The tournament was held in Jackson.

Captain Dropco then competed against other Keesler racquetball players in the base's single elimination tournament March 29-31. He took top honors in the senior division — 35 years and older.

By winning the Keesler tournament, Captain Dropco earned the right to represent the base in



the 1985 Air Training Command tournament at Chanute AFB, Ill. At the mid-April ATC tournament, he tied for fifth place.

## Moscow aids REFORGER forces

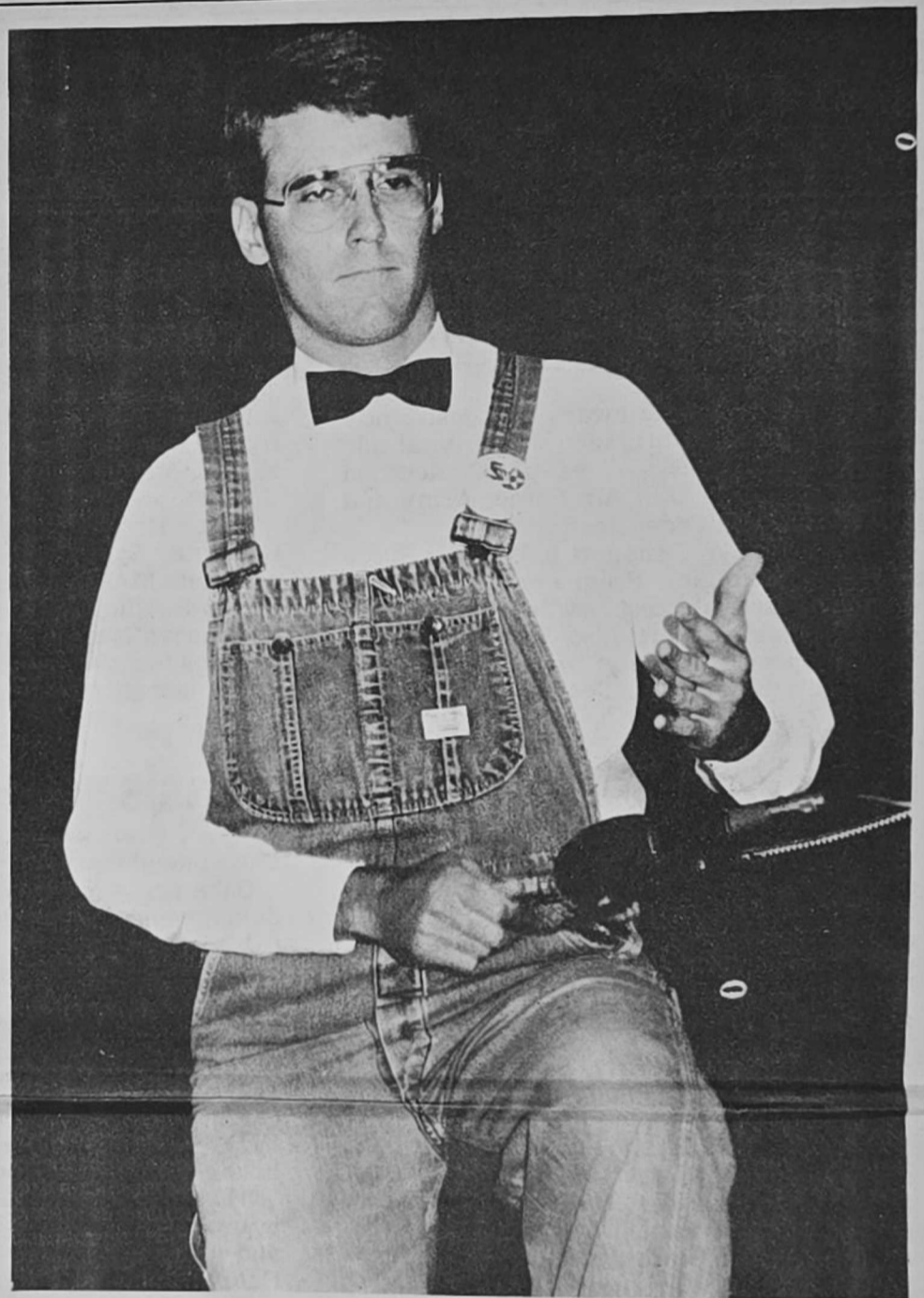
During last February's REFORGER 85, Det. 2, 7WS, Hanau Army Air Field, Germany, deployed with the 3rd Armored Division. They did so knowing their only weather links with the U.S. Army Europe weather net were a multichannel teletype line and radio communications via their radio and teletype team, or RATT.

Using intercept procedures of tuning the RATT team's radio to known weather frequencies of various countries, they were able to receive fax and teletype signals. Using a schedule compiled from experimentation and crossfeed, the RATT operators continuously received fax charts 24 hours-a-day.

Due to its signal strength, the biggest and best source of fax

signals was Moscow. Their 24 hour-a-day broadcast of weather charts, available throughout Europe, made them a good source for Det. 2's much needed fax products. In addition to these charts, timely observations from the division tactical operating center's observers and three outlying observation teams, enabled forecasters to supplement their single station forecasting program.

This program provided a means of making forecasts for the operations area using a minimum amount of data. The final results were accurate forecasts for the ground and aviation assets of the Orange Forces, which kept them on the offensive throughout the CENTRAL GUARDIAN portion of REFORGER 85.



## Spoons take first place

1st Lt. Harold Elkins, Det. 20, 26WS, Barksdale AFB, La., recently took first place in the musical potpourri category of the 1985 Strategic Air Command Talent Contest. Here, Lieutenant Elkins beats his spoons to the accompaniment of the 8th Air Force Band during competition at Barksdale.

## U.S. wins dart tournament

PETERSON AFB, Colo. — Two members of Headquarters 4th Weather Wing aided the American dart team in continuing their domination of the Annual Canadian-American Dart Tournament.

More than 40 people par-

ticipated in the 10-hour tournament. Sgt. Pablo Hinojosa and his wife Carolyn took fourth place in the mixed doubles. Mrs. Hinojosa placed second in the ladies singles match. Sergeant Hinojosa is an administrative specialist in 4WW's Aerospace Sciences Division.

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