



AWS Observer

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Headquarters Air Weather Service

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"Experience is not what happens to you. It is what you do with what happens to you."

—Aldous Huxley, British writer

Aerial Weather Reconnaissance Program Changes

In a speech at the National Hurricane Conference on Jan. 7, Brig. Gen. George E. Chapman, Air Weather Service commander, announced that two of three weather reconnaissance squadrons will be inactivated or converted to other missions effective Oct. 1, 1987.

In his announcement, General Chapman said the 54th Weather Reconnaissance Squadron, located at Andersen AFB, Guam, will be inactivated. The 815th Weather Reconnaissance Squadron (AFRES) will remain at Keesler AFB, Miss., and be converted to a tactical airlift squadron to meet other Department of Defense needs.

The 53rd Weather Reconnaissance Squadron will remain at Keesler AFB, and its primary mission will be to meet the National Oceanic and Atmospheric Administration's operational support requirements for tropical storm reconnaissance. The 53rd WRS will be funded with sufficient flying hours to train aircrews, to meet NOAA's primary tropical storm reconnaissance requirements, and to support other Air Force missions. Additionally, the Improved Weather Reconnaissance System (IWRIS) will continue to be supported and will be acquired for installation on board aircraft belonging to the 53rd WRS.

Restructuring of AWS' aerial weather reconnaissance program was necessitated by two



Above the clouds in a WC-130.

significant factors. First, the unexpected reductions in expenditures previously planned for the fiscal year 88-89 AWS budget and anticipation of even more stringent reductions in the future. Second, AWS efforts to acquire critically needed high technology systems, such as the Next Generation Weather Radar (NEXRAD) and the Automated Weather Distribution System (AWDS), will make fiscal years 88-93 the largest investment-dollar years for AWS in more than 30 years.

"The cost of these new systems, coupled with budget reductions,

necessitated making changes in the AWS support system," explained General Chapman.

In the western Pacific, the Joint Typhoon Warning Center will continue to provide warning service to DoD assets throughout the region. However, it will operate without aerial weather reconnaissance support and will rely on better exploitation of data from sensors on existing satellites and land-based weather radars. Beginning immediately, and continuing over the next four years, AWS will add significantly to these capabilities. In the satellite arena, AWS plans to

launch a new sensor, a microwave imager, on a Defense Meteorological Satellite Program, or DMSP, vehicle in 1987.

AWS is also in the process of selecting Geostationary Meteorological Satellite processors for installation at the Joint Typhoon Warning Center and other selected western Pacific sites. These processors will allow increased use of cloud motion studies and reduce the workload on DMSP tactical terminals.

General Chapman said efforts have begun to accelerate the development and installation of a Light Detection And Ranging (LIDAR) wind sensor aboard a DMSP vehicle in the early 1990's. He also said improvements are being made in land-based radar capabilities. The installation of more reliable weather radars on some Air Force and Army bases in the western Pacific in 1987 will increase the number of radar-based storm positions available to the Joint Typhoon Warning Center. Plans are also being made to accelerate NEXRAD installations at selected western Pacific bases into the 1990-1991 time frame.

All these actions ensure AWS will continue to meet support commitments while introducing new technology and improved capabilities through the century's end.

11WS volunteers help flood victims

Members of several 11WS units answered a mid-October call to help victims of one of Alaska's worst floods.

A major storm, with near record rainfall and winds in excess of 70 knots, caused extensive flooding and left a trail of damage estimated at more than \$25 million. The only major highway and railway were washed out, as were many other roads.

Most of the flood damage was concentrated in the towns of Seward and Willow, about 65 miles north of Anchorage. Both towns were declared disaster

areas on Oct. 16, prompting the relief effort.

TSgt. Michael A. Brand organized combining the resources of 11WS Headquarters and the Alaskan Forecast Unit at Eielson AFB; Det. 1, 11WS, Elmendorf AFB; and Det. 4, 11WS, Fort Richardson, where he is assigned. Working with the Salvation Army, 11WS helped deliver more than three tons of food, clothing and other supplies.

Two days were spent organizing the supplies and necessary vehicles, and then volunteers

began their journey to Willow on the 18th. They traveled in Det. 4's heavy duty vehicles, Salvation Army vans and private four-wheel-drive trucks. After distributing the supplies, volunteers cut more than 25 tons of firewood for use by the flood victims.

Helping the flood victims were: CMSgt. Richard Prewitt and SMSgt. Charles Peterson, HQ 11WS; TSgts. Brian Folk, Clifton Butler, Rickey Fruge, SSgt. David Huffiness and Sgt. Robert Easley, Alaskan Forecast Unit;

Capt. Virginia Dillon, 1st Lt. Kim Rigling, MSgt. Elaine Hendrickson, TSgt. Gary Brakefield, SSgts. Rita Anderson, John B. Maddux and A1C Clay Cyr, Det. 1, 11WS, Elmendorf AFB; Maj. Jack Stickel, 1st Lt. Ted Ballard, MSgt. Michael Sepinski, TSgt. Michael Brand, SSgts. David Anderson, Craig Matters, David Deffley, Sgt. James Lavin, SrA. Richard Wynd, A1C Mitchell Soland, Ernest Luoma and Amn. Stephen Gordon, Det. 4, 11WS, Ft. Richardson; Sgt. James Pollock, 3rd ASOC; and SSgt. Willie Beard, Det. 2, 5050th MEF.

50th Anniversary Celebration plans announced, see page 7.

Command Line

"Assignments in 1987"



Brig. Gen. George E. Chapman
Commander

By now, I am sure virtually everyone in AWS has heard that severe budget reductions have greatly reduced the funds that are normally available for PCS moves throughout the Air Force. Although this is the time of year when we are usually notifying people for the anticipated summer moves (when the majority of all PCSs take place), the number to be moved this summer will be greatly reduced. The Palace Weather Team at AF-MPC, HQ MAC, and the AWS Command

Section have been given a new set of rules for 1987 which have been aimed at reducing unnecessary moves and keeping the Air Force within its shrunken budget allowed for Permanent Change of Station moves. As a result, many of you who thought you would move to a new challenge this year have found that you are being asked to renew your efforts at your current duty station for another year. Let me share just a few of the rules that guided us in our assignment actions that are of the greatest interest to AWS people.

AFIT Tours for Officers: Officers selected for this graduate degree study program are generally being sent to the university nearest their base (rather than one of their choice, as in the past) whenever that university is on the AFIT list of acceptable universities (Scott AFB-St. Louis U. — Offutt-Creighton, etc.).

Overseas Tours: Individuals have been allowed to extend overseas for another full tour at the same location or request an extension for a minimum of 12 months. However, the Commander has been given the option of returning people at the conclusion of their normal tour who should not be extended overseas. This Commander prerogative has been exercised in AWS assignments this year.

CONUS-to-CONUS Moves: These moves in AWS will be greatly reduced. We have sought waivers, but only to fill command, Detachment Chief or Station Chief positions.

Assignments from Chanute (Observers and Forecasters): The Air Force is placing more emphasis on sending training school graduates to fill stateside assignments

because of the foregoing policy urging people to extend overseas. We are working with this policy, but we will also insure that we don't place ourselves in the position we were in 1982, when we found the average experience of our forecasters serving in stateside units considerably less than that of overseas units — affecting our performance and mission support in stateside units.

Best Qualified vs. Fully Qualified: We have always sought the best qualified person for a key position, often resulting in unexpected moves for senior NCOs and officers. We are being asked to use someone who is fully qualified to fill the position if it will save a PCS move. In AWS, we have 200 Command or Detachment Chief position, plus nearly an equal number of Station Chief positions. The leadership provided by these individuals is key to the AWS mission, and we will work within the Air Force Rules while trying to pick the person best qualified for the position.

Many of us remember the days when moves were made strictly for career development — and it did broaden our base of experience as we assumed greater positions of responsibility. That philosophy has been modified greatly in recent years — but now is being changed altogether. Although the career pattern and progression of the individual, both officer and enlisted, are still of great importance, we really have to ask ourselves...“Is this move necessary?” That's the reason you may be spending another year in your current assignment.

National Defense

Secretary Weinberger on Acquisition

Restoring public confidence in how the Department of Defense equips its armed forces with the high-quality equipment needed to offset a numerically superior adversary was the subject of a recent speech by Secretary of Defense Caspar W. Weinberger.

“We face the dual challenge of correcting the poor business practices of the past and convincing the public of our trustworthiness and that corrections have been made,” Weinberger told his audience at the National Contract Management Association Conference.

But before Weinberger detailed the efforts currently under way to reform the acquisition process and the initiatives already implemented, he emphasized that acquisition reform is a crucial part of our effort to rebuild America's defenses.

Weinberger stressed that recent management improvement initiatives have paid off, citing the hundreds of initiatives in competition, economic production rates, cost estimating and other areas. He added that he had recently commissioned the USS Theodore Roosevelt, this country's newest aircraft carrier, which was delivered 16 months ahead of schedule and \$80 million below the

estimated cost.

“But, there is still more to be done,” said Weinberger. “Our effort to achieve greater efficiencies and effectiveness has now focused on improvements that require substantial organizational adjustment or that rely on the initiative of our partners in defense acquisition — industry and Congress,” noted Weinberger.

Among the acquisition reform initiatives Weinberger cited were:

•The appointment of Richard Godwin as the first under secretary of defense for acquisition. “His mandate encompasses the full spectrum of acquisition,” said Weinberger. “In one office...we are pulling together all major activities supporting defense acquisition.”

•Contractor self-governance. Weinberger said this is an especially important area for improvement since “it can yield a more healthy relationship between industry and government, a more efficient acquisition system, and provide the foundation for restoring public confidence in defense contractors.”

•Contractor self-disclosure. The program is not meant to be a system for excusing con-

tractors from responsibility for past improprieties or illegal practices or a disguise for self-incrimination, said Weinberger. “It is a vehicle for contractors to demonstrate that their policy neither supports nor condones illegal or improper activity,” he said.

•Streamlining. These initiatives free program managers and contractors from those provisions of the 45,000 military specifications, data requirements, management systems and contract terms and conditions that do not contribute to the quality of the system being produced. Weinberger said acquisition streamlining has already paid off. He cited the \$200 million savings in development costs for the Marine Corps tilt-rotor aircraft program.

•Producibility initiatives. “This program guides contractors and program managers in reducing the risk involved in transitioning from development to production,” said Weinberger. Other initiatives in this area will result in less risk of costly redesign or program delays during production.

In conclusion, Weinberger said DoD must maintain its steady progress toward evolutionary improvement of the defense acquisition process.

Chief's Comments

Stop and listen—

"Unhuh, yea, that's a good idea. Discuss it with your supervisor." Stated another way, "I don't have the time to LISTEN."

Consider the things that have gone wrong in your unit or work center during the past two years. Weren't most of the problems caused by someone not hearing the entire question or hearing it in a garbled way? From the beginning of our military career we are taught the importance of communication skills. However, we often overlook the not so simple act of listening.

When managers are asked what part listening plays in their work, they usually answer with "I never thought about it." In reality, commanders and supervisors spend 80 percent of their time listening to others or being listened to.

A good listener is usually a good manager. Their listening ability, combined with good personal relations, gives them the advantage to spot and solve problems fast. They take the time to listen to the workers and make sure the workers listen to the managers. Listening eliminates confusion, reduces misunderstandings and boosts morale.

An article in the PACISD Hotline entitled, "Supervisors' Responsiveness," has a good example of a manager not listening. An airman (could be a young officer) on his/her first duty assignment, made suggestions on how to

improve procedures in the work center. The supervisor disapproved them because the young airman "doesn't know how things are run around here."

The simple tasks, taken for granted over a period of time, need to be evaluated by someone with fresh ideas. By listening and being responsive, improvements to work centers can increase productivity and lead to better relations between the workers and management.

Too often, we are "too busy" with our own work schedules or in a rush to "get the job done" to really listen to what is being said. We hear the words, know their meaning, but we fail to think along with what is being said.

In just hearing the words, versus listening to what is being said, we mistake emotional messages for factual information. A good listener can determine whether the message is informational or emotional. From these determinations, decisions can be made.

Many of today's corporations are providing listening training as part of their management development program. It's expensive, but less expensive than the estimated losses created by poor listening practices. It's estimated that billions of dollars are lost each year through poor listening practices. This includes letters being retyped, extra time on projects, which affects financial misjudgments. We in the



CMSgt. Charles T. Melson
Senior Enlisted Advisor

military are not immune.

How do we become better listeners? It's not easy. It takes a real conscious decision to listen and stay involved with what is being said. Basically, there are three important factors in getting the information to and from management — (1) openness to input of others, (2) asking the right questions, and (3) the ability to listen actively.

Dispensing information and policy are not the only purposes of communication. Small talk may take a little more time, but it binds people together and makes for a better organization. Let's start listening.

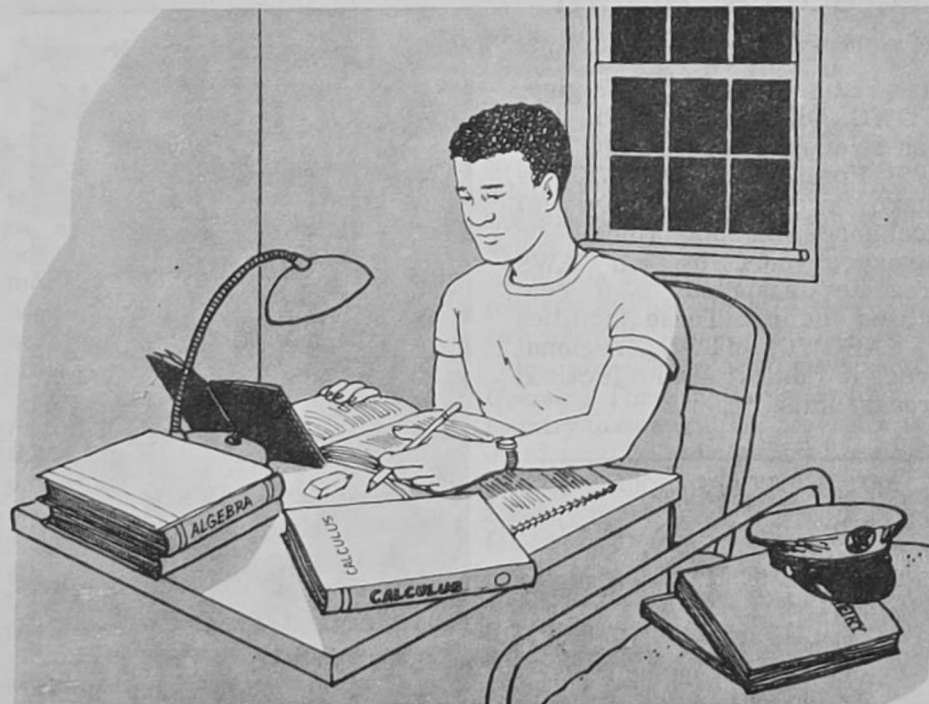
Deadline nears for VEAP benefits

Service members eligible for benefits under the Veterans Educational Assistance Program have until March 31, 1987, to enroll in the program or lose the benefit. The deadline applies to those who joined the military from Jan. 1, 1977 to June 30, 1985, and who have not enrolled in the program.

This program is the only educational benefit available to members who joined too late to be eligible for Vietnam-era GI Bill, which began July 1, 1985, as a three-year test program.

Defense officials say many members did not enroll under an earlier deadline of June 30, 1985, believing they could enroll in 1988 when the three-year test of the new GI Bill ended.

The new deadline of March 31, 1987, was contained in the Veterans Benefits Improvement and Health Care Authorization Act of 1986, passed Oct. 28, 1986. Officials say enrollments in the Veterans Educational Assistance Program will not be accepted



after March.

Service members can contribute up to \$2,700 to their education fund under this

program; the government contributes \$2 for each \$1 the members put into the fund, making a possible total of \$8,100.

On the record . . .

"Many on the Hill have decried what they claim is a lack of strategy and clear priorities in the Defense Department. They say we cannot afford all the defense missions reflected in our defense budget. Still, they offer no help in making those decisions. In this year's authorization, Congress didn't elect to fund one mission area or one set of allies over another — they simply reduced everything. Their authorization reflects a strategy of costs less, not a strategy of assured, broad deterrent capability."

William H. Taft IV
deputy secretary of defense

Brig. Gen. George E. Chapman
AWS Commander

AWS Editorial Staff
MSgt. Michael T. Devine
Editor

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1986 Technical Award Winner



Capt. William Collens

Best Award

Capt. William Collens, 7WS, 2WW, Heidelberg, Germany, has been selected to receive the 1986 Best Award. This award honors Brig. Gen. William H. Best Jr., former Commander of AWS (1970-73). It recognizes individual excellence in performing environmental services support of a staff nature.

Pierce Award

TSgt. Luke D. Whitney, Det. 9, HQ AWS, Las Vegas, Nev., has been selected to receive the 1986 Pierce Award. This award honors Maj. Gen. Russell K. Pierce Jr., former Commander of AWS (1965-70). It recognizes individual excellence in meteorology or astrogeophysics by an AWS forecaster assigned to a non-centralized facility.



TSgt. Luke D. Whitney

Forecaster Award (Centralized Facility)

1st Lt. Steven J. Higley, AFGWC, Offutt AFB, Neb., has been selected to receive the 1986 AWS Forecaster Award. This award recognizes individual excellence in meteorology or astrogeophysics by an AWS forecaster assigned to a centralized facility. These facilities are AFGWC, JTWC, regional forecast units and tactical forecast units.



MSgt. Jerry B. Heath

Technical Supervisor Award

MSgt. Jerry B. Heath, Det. 8, 31WS, Zwiebrucken AB, Germany, has been named to receive the 1986 AWS Technical Supervisor Award. This award recognizes individual excellence by an AWS non-commissioned officer or airman in technical supervision of a weather function. Eligible persons are AWS NCOs (excluding NCO detachment commanders) or airmen in AFSC 25XXX who supervise an AWS observing, forecasting or specialized function.



Capt. Joseph P. Alleca

Zimmerman Award

1st Lt. Robert L. Haase Jr., USAFETAC, Scott AFB, Ill., has been selected to receive the 1986 Zimmerman Award. This award honors Brig. Gen. Don Z. Zimmerman, former Director of Weather, Army Air Forces (1942). It recognizes the AWS individual(s) demonstrating the best application of climatology during the year, or developing a device or technique which proves of greatest value in furthering the use of climatology in AWS.



SrA. Barry C. West

Observer Award

SrA. Barry C. West, Det. 24, 26WS, K.I. Sawyer AFB, Mich., has been selected to receive the 1986 AWS Observer Award. This award recognizes individual excellence by an AWS NCO or Airman (excluding supervisors) performing weather observer duties at a base weather station or operating location dedicated to airfield, range or tactical weather support.

Merewether Award

Capt. Joseph P. Alleca and Mr. Eugene Weber, AFGWC Offutt AFB, Neb., have been selected to receive the 1986 Merewether Award. This award honors Col. Arthur P. Merewether, former chief of the Weather Section, Army Air Force (1940-42). It recognizes the AWS individual(s) making the most significant technical contribution to the aerospace environmental support mission of AWS.



1st Lt. Robert L. Haase Jr.

Specialized Support Award

TSgt. Wayne A. Chapman, OL-H, 7WS, Schwaebisch Gmuend, Germany has been selected to receive the 1986 AWS Specialized Support Award. This award recognizes individual excellence by an AWS NCO or airman in AFSC 25XXX providing specialized weather support.



TSgt. Wayne A. Chapman

30WS ends 7 month "TDY"

by 1st Lt. Thomas D. Neff
30WS UPAR

Even though the 1WW's 30th Weather Squadron at Yongsan, Korea has moved several times in its 41 years existence, the enthusiasm that accompanied its last move surpassed all others.

In September, the 30WS moved back into its renovated and expanded headquarters building after a seven month "TDY" across post in a make-shift office.

The renovated building was officially reopened by General William J. Livsey, CINC UNC/CFC and Commander USFK and Eighth US Army, Col. John A. Odland, 30WS commander and SMSgt. Vito J. Monteleon, Det. 18, 30WS Detachment Chief. Detachment 18 occupies the building with 30WS.

The ribbon cutting ceremony signified the first step in a series of upgrades for 30WS. It provides a 35 percent increase in floor space, a conference room, improved latrine facilities, an energy efficient central heating and air conditioning system, and a modern interior and exterior.

In October, 30WS was hooked into the new state-of-the-art telephone system that utilizes digital electronic switching and fiber optics. Before the end of 1986, five new Wang word processors were scheduled to be installed, with nine more distributed to 30WS's forecast units.

These word processors will provide the squadron with an electronic mail system and



General William J. Livsey shakes hands with TSgt. Michael E. Yoder in front of the new 30WS headquarters and Det. 18, 30WS building. Also pictured are (left to right) Col. John A. Odland, Ms.

Kim (civilian secretary), MSgt. William J. Richards Jr., TSgt. Michael S. McGurr, SSgt. Jackie Pryer and 1st Lt. Randy J. Pearson.

Defense Data Network access as well as access to 30WS's technical computer program library. In addition to the "Wangs," a Z-150 TEMPEST approved computer will soon be on line as a welcome addition to the current Z-100.

Finally, plans are being finalized to hook 30WS into the new Theater Automated Command and Control System — Korea system. The squadron also expected to have an AN-FMQ-21 weather radar operational by

January 1987.

Colonel Odland said, "the future of the 30WS is more exciting today than ever before, because technologically it's here now! We're on the leading edge of weather and office automation because of the critical need to have the latest information at our finger tips. The North Korean threat is very real and we pride ourselves in accepting these new challenges and conquering any and all obstacles."

Taking your car overseas? Plan ahead!

If your next permanent change of station takes you overseas, you might like to take your favorite set of wheels with you.

No problem, say officials at the Military Traffic Management Command, if you observe a few rules and do some preplanning.

Who Can Ship. As a service member with PCS orders, you are entitled to ship one privately owned vehicle, at government expense, from the port serving your old duty station to the port serving your new duty station.

DoD civilians may ship a car overseas if it is authorized in their orders. Details of entitlement for civilians can be obtained from travel personnel at their agency or installation.

What You Can Ship. Privately owned vehicles authorized for shipment include automobiles, station wagons, jeeps, motorcycles, motor scooters, vans, pickups, mini vans and similar type vehicles that do not exceed a nine-passenger capacity.

Long-term rental cars and leased vehicles may not be shipped as privately owned vehicles at government expense, even with the owner's approval to take the property

outside the country.

Such items as riding lawn mowers, snowmobiles, motorized golf carts, go-carts and minibikes may not be shipped as vehicles, but you may be able to ship them along with your household goods. Check with your local transportation office.

When to Ship. Members of the Army and Air Force should deliver their vehicles to the port before departure; vehicles may be accepted for shipment within 90 days of the service member's departure, if approval has been obtained from the overseas commander. In any case, at least 12 months must remain to be served on the current overseas tour of duty when the vehicle is delivered to the loading port — six months on a tour of one year or less.

Navy members must have at least 12 months to be served in their overseas duty stations when the vehicle is delivered. An exception may be allowed if the overseas commander certifies that the vehicle is necessary to perform official duties.

Size Limitations. You may ship a vehicle at government expense if it doesn't exceed 20 measurement tons

or 800 cubic feet. Compact cars average nine measurement tons, while full-size cars can exceed 15 measurement tons. If you ship a vehicle that exceeds 20 measurement tons, such as a truck or camper, you will have to pay the extra cost yourself.

Insurance, Taxes and Licensing Overseas. These matters vary from country to country. The best sources of information are your local transportation office and overseas sponsor. Remember, you are responsible for obtaining insurance and licenses and paying all taxes. Be sure to check on these items long before making your shipment — since insurance is often much more expensive overseas.

Shipments to Japan (including Okinawa). DoD has imposed an embargo on the shipment to mainland Japan and Okinawa of all vehicles manufactured after May 31, 1976. If you intend to ship to Japan a car manufactured before that date, contact your local transportation office for requirements.

Other Restrictions and Requirements. Due to military and political constraints placed on U.S. forces in some areas, a privately owned vehicle shipment may be prohibited or

the host nation may impose special requirements. Contact your local transportation office in advance if you have any questions about an area.

Picking Up Your Vehicle. Normally, you will be advised when your vehicle has arrived and is ready to be picked up. Be prepared to pick it up or designate someone to get it for you. If the vehicle is not picked up within a reasonable period of time, normally 45 days, and the storage space is needed by the terminal, your vehicle will be put in commercial storage at your expense.

Vehicles abandoned at a terminal will be disposed of in accordance with the DoD Defense Disposal Manual.

Further Information. Further details, including items needed to pick up a vehicle, what you can leave in the car, general port processing procedures and much more, are contained in a pamphlet, "Shipping Your POV," published by the Military Traffic Management Command. You can obtain a copy at your local transportation office or by writing to: MTMC

5611 Columbia Pike
Falls Church, VA 22041-5050.

AWS Salutes

Medals

Meritorious Service Medal to:

Col. Clarence A.B. Warfel (2 OLC), AFGWC, Offutt AFB, Neb.; Maj. Kenneth Y. Nozaki (2 OLC), AFGWC, Offutt AFB, Neb.; Maj. Douglas Brooks (1 OLC), Det. 2, 31WS, Ramstein AB, Germany; Maj. Clifford R. Matsumoto (1 OLC), Det. 13, 7WS, Traben-Trarbach, Germany; Maj. Gerard M. Hill, Det. 16, 9WS, Dyess AFB, Texas; Maj. Edwin S. Arrance, AFGWC, Offutt AFB, Neb.; MSgt. John R. Poudrier, Det. 1, 11WS, Elmendorf AFB, Alaska; Capt. Charles W. Tuttle III, Det. 21, 9WS, Minot AFB, ND; TSgt. Robert Pipkins, AFGWC, Offutt AFB, Neb.; MSgt. Adolfo G. Castillo, Det. 15, 9WS, Dyess AFB, Texas; 1st Lt. Mike Miller, Det. 14, 31 WS, Hahn AB, Germany; MSgt. Dave Basinger, Det. 20, 31WS, Sembach AB, Germany; SMSgt. Dennis J. Slota, 7WW, Scott AFB, Ill.

Air Force Commendation Medal to:

MSgt. Larry L. Hildebrand (2 OLC), AFGWC, Offutt AFB, Neb.; SSgt. David R. Rose (2 OLC), Det. 8, HQ 4WW, San Vito AS, Italy; Capt. Larry L. Moore (1 OLC), AFGWC, Offutt AFB, Neb.; TSgt. Pinchot J. Phoenix Jr (1 OLC), 1WW/DOO, Hickam AFB, Hawaii; 1st Lt. David M. Mucia (1 OLC), AFGWC, Offutt AFB, Neb.; SSgt. Richard A. Carpenter (1 OLC), AFGWC, Offutt AFB, Neb.; Capt. Deanna Hlavacek, Det. 21, 9WS, Minot AFB, ND; MSgt. Jim Lutes, Det. 22, 24 WS, Keesler AFB, Miss.; SSgt. Scott T. Klaiber, Det. 8, 4WW, San Vito AS, Italy; TSgt. Leonard Gibson, OL-A, Det. 21, 5WS, Ft. Stewart, Ga.; SSgt. Dene A. Tribe, Det. 15, 9WS, Grand Forks AFB, SD; TSgt. James C. Campbell, Det. 8, 4WW, San Vito AS, Italy.

Army Commendation Medal to:

SSgt. Clyde R. Hunter Jr., Det. 8, 4WW, San Vito AS, Italy; A1C Christopher Bruno, Det. 2, 31WS, Ramstein AB, Germany; SSgt. William T. Wheaton, Det. 15, 9WS, Grand Forks AFB, SD; A1C James M. Moffitt, Det. 3, 11WS, Shemya AFB, Alaska.

Combat Readiness Medal to:

Sgt. Dewey W. Cole, Det. 26, 7WS, Wiesbaden AB, Germany.

Air Force Achievement Medal to:

1st Lt. Peter J. Gordon (1 OLC), AFGWC, Offutt AFB, Neb.; SSgt. Max E. MacDonald (1 OLC), AFGWC, Offutt AFB, Neb.; A1C Michelle Andres, Det. 2, 31WS, Ramstein AB, Germany; 1st Lt. Daniel J. Burdulis, Det. 13, 7WS, Traben-Trarbach, Germany; 1st Lt. Prescott Van Horn, AFGWC, Offutt AFB, Neb.; 1st Lt. James F. Sawtelle, Det. 13, 7WS, Traben-Trarbach, Germany; SSgt. Berry Ward, OL-A, Det. 21, 5WS, Hunter AAF, Ga.; MSgt. Terry Landsvork, AFGWC, Offutt AFB, Neb.; Sgt. Regina M. Hite, Det. 13, 7WS, Traben-Trarbach, Germany; SSgt. Robert C. St. John, Det. 26, 7WS, Wiesbaden AB, Germany.

Army Achievement Medal to:

A1C Scott D. Beauchamp, Det. 26, 7WS, Wiesbaden AB, Germany.

Promotions

To Major:

Ricky C. Savage, 1WW/DNS, Hickam AFB, Hawaii; Susan S. Robins, AFGWC, Offutt AFB, Neb.

To Captain:

Thomas F. Lee (USAFR), Det. 15, 25 WS, Luke AFB, Ariz.; William J. Kopps, Det. 15, 30WS, Osan AB, Korea; James E. Walker, 31WS, Sembach AB, Germany.

To First Lieutenant:

Robert A. Soli, Det. 15, 9WS, Grand Forks AFB, ND; James F. Sawtelle, Det. 13, 7WS, Traben-Trarbach, Germany; Edward E. Hume, AFGWC, Offutt AFB, Neb.; David W. McGill, AFGWC, Offutt AFB, Neb.

To Master Sergeant:

William A. Willenbring, Det. 2, WS, Ft. Belvoir, Va.; David Basinger, Det. 20, 31WS, Sembach AB, Germany; Johann W. Onnen, AFGWC, Offutt AFB, Neb.

To Technical Sergeant:

Adam S. Pope (USAFR), Det. 28, 26WS, Wurtsmith AFB, Mich.; Vincent Adams, Det. 22, 26WS, Carswell

AFB, Texas; John W. Talbott, Det. 13, 7WS, Traben-Trarbach, Germany; Karen Werner, Det. 25, 31WS, Rhein Main AB, Germany; Clinton Perry, Det. 4, 26WS, Loring AFB, Maine.

To Staff Sergeant:

Stephen Foster, OL-A, Det. 21, 5WS, Ft. Stewart, Ga.; Girard R. Ganley Jr., Terry C. Haggard, Gary D. Mercer, Dennis W. Miller, Charlene D. Przybysz, Charles P. Ratliff and Edmund T. Ray, AFGWC, Offutt AFB, Neb.

Appointed to Sergeant:

Mitchell E. Blankenship, Det. 26, 7WS, Wiesbaden AB/AAF, Germany; Michael C. Nelson, Det. 24, 26WS, K.I. Sawyer AFB, Mich.; Andrew M. Schweizer, Det. 40, 2WW, RAF Croughton, UK; Dale Williamson, Det. 12, 31WS, Torrejon AB, Spain; Mark A. Everson, AFGWC, Offutt AFB, Neb.; Michael S. Kroll, Det. 10, 2WS, Eglin AFB, Fla.; Thomas E. Harris, Det. 11, 9WS, Beale AFB, Calif.

To Senior Airman:

Thomas J. Boberg (BTZ), Det. 24, 26WS, K.I. Sawyer AFB, Mich.; Christopher D. Yeazell, Det. 17, 20WS, Yokota AB, Japan; Anthony R. Dodwell, Det. 31, 15WS, Dobbins AFB, Ga.; Tony Kowall, Det. 20, 31WS, Sembach AB, Germany; Sharon A. Poirot, AFGWC, Offutt AFB, Neb.; Clay C. Cyr, Det. 1, 11WS, Elmendorf AFB, Alaska; Dale C. Yung, Det. 3, 11WS, Shemya AFB, Alaska.

To Airman First Class:

Rodney D. Swick, Det. 31, 15WS, Dobbins AFB, Ga.; Kevin D. Caris, Det. 2, 5WS, Ft. Belvoir, Va.; Thomas May, OL-A, Det. 21, 5WS, Ft. Stewart, Ga.; Dean A. Maxey, Jacy L. Cochran, Alison M. Crinklaw, Michelle A. Stosich and Holly A. Clark, AFGWC, Offutt AFB, Neb.

To Airman:

Ineal Knowlton Jr., Thomas C. Turner, Victor L. Hackler Jr., Clifford R. Trauernicht, Diana R. Clinesmith and Steven A. Martinez, AFGWC, Offutt AFB, Neb.; Lisa A. Gourneau, Det. 3, 9WS, Fairchild AFB, Wash.

Unit Honors

Junior Officer of the Year for:

9WS — 1st Lt. Theodore T. Vroman, Det. 2, Castle AFB, Calif.

Senior NCO of the Year for:

2WW — SMSgt. Dennis F. Gagne, 31WS, Sembach AB, Germany.

NCO of the Year for:

2WW — SSgt. Stanley Zolczynski, Det. 8, 31WS, Zweibrucken AB, Germany.

Senior Administrator of the Year for:

9WS — TSgt. Patrick A. Melton, Det. 11, Beale AFB, Calif.

Enlisted Administrator of the Year for:

9WS — SSgt. Francine C. Franck, Det. 1, Offutt AFB, Neb.

Observer of the Year for:

3WW — SrA Barry C. West, 26WS, Barksdale AFB, La.

Senior NCO of the Quarter for:

2WW — MSgt. Robert R. Calvillo, Det. 26, 7WS, Wiesbaden AB, Germany; 3WW — MSgt. Michael A. Jimenez, 26WS, Barksdale AFB, La.; 4WW — TSgt. Clifford W. Stevens, Det. 8, 4WW, San Vito AS, Italy.

NCO of the Quarter for:

26WS — TSgt. Bruce David, Barksdale AFB, La.

Airman of the Quarter for:

2WW — SrA. Kathleen Lawless, Det. 1, 31WS, Bitburg AB, Germany.

Education

Air War College

Maj. Thomas P. Walters (Seminar), 9WS, March AFB, Calif.

Air Command and Staff College:

Capt. Nathan S. Feldman, 24WS, Randolph AFB, Texas.

Squadron Officer School

1st Lt. Robert B. Hitchins (Corr), 1WW/WSU, Hickam AFB, Hawaii; 1st Lt. Joann Friedrich (Corr), Det. 11, 31WS, Spangdahlem AB, Germany; 1st Lt. Andrew J. Mitsch (Corr), Det. 7, 9WS, March AFB, Calif.

Senior NCO Academy

SMSgt. Philip J. Zoboblish, Det. 8, 17WS, McClellan AFB, Calif.; SMSgt. Howard E. Haroldson, AFGWC, Offutt AFB, Neb.

NCO Academy

TSgt. Christopher Andrejcek (DG), Det. 5, 20WS, Clark AB, Philippines; TSgt. David D. Cramblet (DG), Det. 4, 11WS, Ft. Richardson AIN, Alaska; SSgt. Richard B. Thibault, Det. 26, 7WS, Wiesbaden AB, Germany; TSgt. Michael A. Calvert, Det. 15, 15WS, Wright-Patterson AFB, Ohio; TSgt. John W. Coleman, Det. 11, 9WS, Beale AFB, Calif.; TSgt. David B. Kniff, Det. 14, 25 WS, Holloman AFB, NM; TSgt. Gary E. Solanick, AFGWC/SDSQ, Offutt AFB, Neb.; TSgt. Ronald Pavlik (Corr), Det. 24, 26WS, K.I. Sawyer AFB, Mich; TSgt. Victoria Edwards (Corr), Det. 24, 26WS, K.I. Sawyer AFB, Mich.

NCO Leadership School

Sgt. Linda M. Bogart (DG,) Class Speaker Award, CMSAF James M. McCoy Award, Military Training Award and Grad w/merit, AFGWC, Offutt AFB, Neb.; SSgt. Ted Mustakes (DG), Det. 24, 26WS, K.I. Sawyer AFB, Mich.; Sgt. Patricia Powell, SSgt. Berkley Bossard, SSgt. Taffy Lawton, and Sgt. Howard Westbrook, Det. 20, 17WS, Little Rock AFB, Ark; SSgt. Mike Persian, Det. 19, 26WS, Whiteman AFB, Kan.; Sgt. Brian N. Ireland, AFGWC, Offutt AB, Neb.

NCO Preparatory Course:

SrA. Michael E. Nelson (DG), AFGWC, Offutt AFB, Neb.; SrA. Tony Kowall, Det. 20, 31WS, Sembach AB, Germany; SrA. Robin L. Geary, AFGWC, Offutt AFB, Neb.

PhD to:

Maj. Joel D. Bonewitz, AFGWC, Offutt AFB, Neb.

CCAF Degrees to:

SSgt. Daniel W. Armstrong, Det. 15, 9WS, Grand Forks AFB, NC, from CCAF in Weather Technology and Communications Technology; TSgt. Ronald P. Whitt, Det. 15, 9WS, Grand Forks AFB, ND, from CCAF in Weather Technology.

Retirements:

Col. Clarence A.B. Warfel, AFGWC/CCA, Offutt AFB, Neb.; MSgt. James Bowen, OL-A, Det. 21, 5WS, Ft. Stewart, Ga.

Re-enlistments

SMSgt. Ronald L. Simmen, Sgt. Shepard N. Plowden and SrA. Daniel J. Graydon, AFGWC, Offutt AFB, Neb.; TSgt. Wilbur McBratney, Det. 15, 9WS, Dyess AFB, Texas; Sgt. James Kelley III, Det. 7, 9WS, March AFB, Calif.; SSgt. Kip E. Sunquist, Det. 17, 9WS, Ellsworth AFB, SD; SSgt. Paul D. Reynolds, Det. 22, 26 WS, Carswell AFB, Texas; Sgt. Dewey W. Cole, Det. 26, 7WS, Wiesbaden AB, Germany; SSgt. Jeffrey D. Smeby, Det. 22, 26 WS, Carswell AFB, Texas.

Wanted: former members of AWS

Attention former members of the Air Weather Service, the "Air Weather Association" is looking for you.

They are planning the third worldwide reunion of retired AWS personnel in Sacramento, Calif., Sept. 15 to 18, 1988. Previous reunions of retired Air Weather Service personnel have been held in Colorado Springs, Colo., and Cocoa Beach, Fla.

All retired AWS people wishing to be added to the Air Weather Association's mailing list are asked to send their name and address to:

Freeman Smith
1608 Hood Road, #A
Sacramento, CA 95825-8407

News Notes from AFGWC

SDHS used operationally

The Satellite Data Handling System was used for the first time on Dec. 4, 1986 to prepare the medium range briefing, which is presented weekly to the AFGWC and Third Weather Wing commanders.

For the first time, AFGWC could animate the 500 milibar and 1000-500 milibar thickness charts for the northern hemisphere and see graphically how the numerical model depicted the atmospheric motions for the next seven days.

The successful briefing marks the initiation of routine (not yet operational) use of the SDHS at AFGWC. The SDHS is scheduled to become fully operational in late 1988.

CFC Christmas bonus

The people at the Air Force Global Weather Central, Offutt AFB, Neb., produced a bonanza Christmas gift for the Combined Federal Campaign.

A record 71 percent of AFGWC people participated in the fund raising event, donating \$34,157. The average donation was \$66 per person. The donation was 224 percent of the AFGWC goal and came at a time when the United Way of Omaha failed to reach its goal.

Excellence as usual

When Sgt. Linda M. Bogart graduated from the 15th Air Force Leadership School at Offutt AF, Neb., on Dec. 11, 1986, she headed back to AFGWC with several of the school's top awards.

She was a Distinguished Graduate, won the Class

Speaker Award, CMSAF James M. McCoy Award, the Military Training Award and graduated with merit.

While this was an outstanding performance, it's pretty much business as usual for this dynamic young NCO. She graduated from high school, as a junior, and joined the Air Force in 1982. At the NCO Preparatory Course at Offutt AFB, she captured the John Levitow Award.

In 1985, SrA Bogart was the AFGWC, AWS and Military Airlift Command's Airman of the Year.

Sergeant Bogart is a Satellite Data Handling Specialist who is currently cross-training into programming. Her graduation from NCO Leadership School, coupled with off duty schooling she's been taking, will earn her an associate's degree through the Community College of the Air Force.

She was also chosen as the AFGWC NCO of the Quarter for October-December 1986.

50th Anniversary celebration plans announced

Plans have been announced to celebrate AWS's 50th Anniversary with a dinner and dance on July 1, 1987.

Air Weather Service marks its birthdate as July 1, 1937, the date when the mission of providing weather service to the Army's air arm was transferred from the Army Signal Corps to the Army Air Corps, forerunner of today's U.S. Air Force.

Anniversary Ball

Reservations for the AWS 50th Anniversary Ball, at the Clarion Hotel, St. Louis, Mo., should be made as soon as possible and must be made before May 1, 1987.

Space constraints limit the total number of people who can attend the 50th Anniversary Ball to 2,000. Please use the reservation coupon below. Reservations are on a first-come, first-served basis.

SPECIAL NOTE: Non-refundable payment must accompany each dinner reservation. Checks or money orders (do not send cash) must be made payable to: AWS ANNIVERSARY BALL. Send the reservation form and payment to: HQ AWS, ATTN: Task Force 50, Scott AFB, IL 62225-5008.

Accommodations

Visitors are responsible for arranging their own accommodations. The Clarion Hotel has agreed to make rooms available to those attending the 50th Anniversary Ball at the special price of \$40 per night for June 29, 30 and July 1. This special rate is only available for those nights, and reservations can be made for one, two or all three nights. Be sure to ask for the special AWS rate when making

your reservation.

If you wish to stay at the Clarion after July 1, room rates are \$98 per night with a two night minimum required because of the Veiled Prophet Fair. Parking for AWS overnight hotel guests is free. To make reservations write or call the:

CLARION HOTEL
200 South 4th St.
St. Louis, MO 63102
Telephone: 1-800-325-7353
In Missouri: 1-800-325-7310

Other Activities

A Golf Tournament and BBQ are being planned for Tuesday, June 30, 1987. Estimated cost of the Golf Tournament is \$8 per golfer and the BBQ should cost \$5 per person. You do not have to golf to attend the BBQ. Both functions will be held at the Scott AFB golf course. Reservations for T-times are required.

For those not wishing to play

golf, or attend the BBQ, a Riverboat Dinner Cruise option may be feasible if enough interest is shown. Other Tours and sightseeing activities are on a do-it-yourself basis.

Transportation

Due to the large number of people expected, transportation arrangements cannot be the responsibility of the 50th Anniversary Committee.

For those flying into St. Louis, renting a car at the airport is recommended. Transportation companies at the airport offer limo service to downtown hotels at reasonable rates. Transportation from the Clarion to Scott AFB is being worked.

Terms of Dress

The AWS 50th Anniversary Ball is a "Semi Formal" affair and attire for: active military is the

mess dress; retired military is the mess dress or dark business suit; civilian men is a tuxedo or dark business suit; and ladies traditionally wear a cocktail dress or a long dress.

Schedule of Activities

Monday, June 29
Visitors begin arriving, no planned activities.

Tuesday, June 30
0900: Brunch, Clarion Hotel, St. Louis, Mo.

1300: Golf Tournament, Scott AFB*

1800: BBQ, Scott AFB
1900 Riverboat Dinner Cruise**

Wednesday, July 1
0900-1200: HQ AWS Open House, Scott AFB

1800-????: Anniversary Ball, Clarion Hotel, St. Louis, Mo.

*Golf start time is tentative
**Cruise depends on response

NAME _____ SPOUSE _____
ADDRESS _____ ZIP _____
TELEPHONE () _____ - _____ DATE ENTERED AWS _____
ACTIVE RETIRED RANK _____ CIVILIAN OTHER _____
ANNIVERSARY BALL RESERVATIONS FOR _____ PEOPLE AT \$25 EACH = \$ _____*
*NON-REFUNDABLE PAYMENT MUST ACCOMPANY ANNIVERSARY BALL RESERVATIONS.
SELECT A DINNER ENTREE FOR EACH PERSON: BEEF _____ CHICKEN _____
DO YOU PLAN TO PARTICIPATE IN THE:
GOLF TOURNAMENT NO YES HOW MANY? _____
BBQ NO YES HOW MANY? _____
DINNER CRUISE** NO YES HOW MANY? _____ (**IF AVAILABLE)

AFGWC supports world record flight

By SSgt. Scott C. Copeland
AFGWC/PA

When Dick Rutan and Jeana Yeager landed "Voyager" at Edwards AFB, Calif. on Dec. 23, 1986, it marked the end of an incredible endurance flight and the setting of an aircraft capability record once thought impossible.

A major challenge for Mr. Len Snellman, Voyager Chief Meteorologist and former member of AWS, was setting up a global weather support network with very limited funding.

First he assembled an all-volunteer group of meteorologists to support "Voyager Control" at Mojave, Calif. Then he contacted meteorologists from around the world to gather their support.

When this was completed, he began looking for supplemental support in areas where the Voyager Weather Team didn't have data available to make an adequate judgement of the weather. He was particularly concerned with the lack of real-time satellite coverage over the data-sparse regions of the Indian Ocean, Africa and the South Atlantic Ocean. He found support at AFGWC, Offutt AFB, Neb.

"It was of special interest to me that Air Weather Service and GWC were willing and enthusiastic about support the Voyager project several months before the World Flight was completed," said Mr. Snellman in a letter to Brig. Gen. George E. Chapman, AWS Commander.

Acting as point of contact of the effort, Lt. Col. Robert P. Wright of the Forecasting Service Division, put together a team to determine what AFGWC could do to provide the vitally important data.

For satellite coverage, he coordinated with Satellite Operations Branch.

Maj. Charles R. Holliday (AF Reserve assigned to AFGWC) put together technical guidance and provided special computer products that would better use the vast computer facilities at AFGWC.

Lt. Col. Roger C. Whiton developed procedural guidance and plans on how AFGWC could provide support on a non-interference basis. Maj. Boyce R. Columbus and SSgt. Loretta J. Lemley implemented these plans through the Forecasting Services Division. The Tropical Section of the Forecasting Services Division served as the focal point of AFGWC support.

"Tropical" forecasters were in contact with Voyager Control before take-off and then routinely during the flight. They



Sgt. James Palmer (left), SSgt. Richard Hein and TSgt. Larry Dyer working to find the safest route for Voyager over the Indian Ocean, Africa and the

South Atlantic Ocean. (U.S. Air Force photo by A1C Dave Jablonski 55SRW/PA)

provided timely satellite analyses and wind forecasts, and acted as valued consultants to the Voyager weather team.

As a result of information provided by SSgt. David Welles and Sgt. James Palmer, the Voyager weather team advised Voyager Control to alter the route of Voyager to get the most out of the tail winds on the north side of Typhoon Marge while avoiding damage.

SSgt. Richard Hein provided vital information to work Voyager past thunderstorms south of Vietnam.

As Voyager approached the eastern coast of Africa, SSgts. Mark Dake and Harry Mihalko were able to give the Voyager Weather Team satellite data and expert advise on a serious thunderstorm outbreak — a virtual "box canyon" of thunderstorm activity across the route.

When the Voyager's rear engine began to overheat, TSgt. Larry Dyer responded with forecasts for possible emergency landing sites.

Major Holliday and Voyager Weather Team member Larry Burch were the first to suggest a flight track via the Bay of Bengal instead of through the southern Indian Ocean. The suggested track was the one actually flown.

"I am well aware that there are many other support people in the GWC that helped us, e.g. the satellite section," wrote Mr. Snellman. "Colonel Wright told me that there were over 30 people who had a part in this support. He also indicated that several of these people came in on their own time, including weekends just to help support Voyager. What a great tribute to the professionalism and morale at GWC."

HQ AWS/PA
SCOTT AFB, IL 62225-5008

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HICKAM AFB HI 96853

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