The background of the cover is a photograph of the Air Force Academy's main building, a large, modern structure with a distinctive, angular, and somewhat futuristic design. The building is composed of many triangular and trapezoidal sections, creating a complex, crystalline appearance. The sky is a warm, orange-hued sunset or sunrise. In the foreground, there is a paved area, possibly a parking lot or a walkway, and some trees. The overall tone is professional and academic.

*The Magazine for Air Force Weather*  
**OBSERVER**

October 1995

Vol. 42, No. 10

The Air Force  
Academy's  
Meteorology  
Program

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***Curriculum can  
benefit all  
future officers***

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Headquarters  
Air Weather Service

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# Q&A with the XOW

## General Lennon interview, Part I

*(Editor's Note: This article is the first part of an interview conducted at Headquarters Air Weather Service by the Observer editorial staff.)*

 **With the perspective of a former wing commander and pilot, what do you feel the role of Air Force Weather (AFW) is?**

★ Not only as a pilot, but as a combat pilot, I know AFW is absolutely essential. Weather is the critical element that goes from planning, to mission execution, to reconstitution. It is the one thing that is critical all the way through the process. If you're serious about our business, then you're serious about weather.

It's like being a base or wing commander ... you need to understand logistics, because a wing flies on its stomach. Weather is the same thing — it is the environment in which we operate. It can either be a force multiplier or a force divider.

 **With the stepped-up missions and functions for AWS, will we have adequate resources?**

★ I think so. The budget is very tight for the Air Force with downsizing, but for those critical elements which support our warfighting capability and our readiness, I feel there will be adequate funds. There won't be ex-

cess funds, so we need to do our business in a smart manner. We need to be prudent managers of the taxpayer's dollars which have been entrusted to us.

I think there will be funds there to accomplish our AFW mission.

 **What do you feel is the true state of Air Force Weather right now?**

★ I think Air Force Weather today is doing the mission we have been asked to do at the level of "cope and avoid", which is basic safety of flight and resource protection.

I think we can do more and we must do more. We must move to anticipate and exploit the weather.

To reach that goal, we're going to have to look at somewhere between a 10 and 15 percent improvement across the board in our forecasting skills. I think that's within our capability.

 **What were the major accomplishments of Air Force Weather (AFW) during your first year as Director?**



★ We've focused on bringing the Air Force Weather community back together.

**"Weather is the critical element that goes from planning, to mission execution, to reconstitution."**

**General Lennon  
AF Director of Weather**

We're opening up the communications between the people in the field, Air Weather Service and the major commands. The

whole network is beginning to talk again, including the labs, space operations and our sister services. I think that's very important and very encouraging. In today's environment, we need to work together so we don't duplicate our efforts.

Part 2 of this interview will appear in the November 1995 OBSERVER.

Have a question for General Lennon? Write to: HQ USAF/XOW, 1490 Air Force Pentagon, Washington, D.C. 20330-1490.



by Col. Joseph D. Dushan  
Commander, Air Weather Service

I'm certain you've all heard the old service axioms: "Flexibility is the key to airpower", and "Observations are the key to Air Force Weather". As an "old service person", I can verify both of them.

Here's another: "Weather people are so focused on what's wrong, they often overlook what's right."

Mr. Charles F. Kettering, an inventor of some renown, wrote the following in a *Newsweek* article 41 years ago: "As I look back over the years, it is . . . a definite law that man is so constituted as to see what is wrong with a thing, not what is right."

Do we concentrate so much on learning why a forecast fails that we end up creating a negative bias? Do you suppose our efforts on improving technical skills, improving customer satisfaction, and fielding better/faster equipment influences our fundamental attitudes and expectations about AFW? Do these same attitudes, in turn, cause negative results? If so, what can we do about it?

During the last few months, my attention has been focused on a wide variety of topics and issues, but always from a particular slant — executable options for improvement.

Indeed, for most of my career in the Air Force weather business, the focus has been on dissecting ways to improve forecasts, fine-tune operational concepts, make weather stations or teams more efficient, increase the



## In Search Of Balance? Emphasize The Positive

value of our products to warfighting decision-makers, or finding smarter ways to do the job.

This zeal for "do-betters" is a marvelous characteristic of weather professionals and it is to our collective credit that we never settle for "good enough".

But does it also create the sense we're "blindfolded and trying to hit a moving target from the back of a galloping horse"?

Does this focus on what went wrong blur the hundreds of success stories accomplished daily by our Air Force Weather (AFW)

team?

Recently, the Air Force Materiel Command identified some Weather Best Practices at a number of their bases. I'll share them here to underscore that many great things are being accomplished in AFW everyday, despite the challenges we all know so well.

At Eglin, Robins, and McClellan AFBs, for example, AFMC found standard operating procedures (SOPs) to be clear, concise, and well organized. They allow quick access to key procedures during aircraft emergencies and aircraft mishaps. Contact SMSgt. Joe Kisela at Eglin (DSN 872-5323), MSgt. Bob Born at Robins (DSN 468-3179), or SMSgt. Skip Evans (DSN 633-6810) at McClellan AFB for more information.

How about radar? Well, AFMC praised the Eglin AFB WSR-88D Doppler Radar Training Program, too. It enhances the unit's ability to furnish tailored customer support and could be a model for other weather units. SSgt. Bob

Michaels at the Eglin AFB BWS can tell you about it.

The Tinker AFB weather folks have what AFMC calls "an exemplary, synergistic training program." SSgt. James Dailey (DSN 884-5477) orchestrates all unit training and can monitor annual, quarterly, and monthly training on his own and through various subject matter experts.

His program significantly reduces overhead and increases effectiveness. At Robins AFB, MSgt. Bob Born's Forecaster Assistant/Apprentice Program anticipates upcoming weather career field changes.

AFMC says the unit has already changed its mindset and is moving into the new era of training and managing its personnel. Sounds like exciting, pro-active leadership in action.

Here's one last example. The McClellan AFB tower weather orientation and visibility training program combines a two-hour class with testing to ensure new tower controllers are properly trained and certified. Contact MSgt. Rick Suggs or SrA. Jeff Godemann if you're interested in learning more.

These success stories come from only a handful of bases in one MAJCOM. There are hundreds of others in weather units around the world.

Let's take care not to overlook what's RIGHT about AFW as we try to correct things that don't work so well. Let's all strive for a better balance ... one that recognizes the great contributions of AFW heroes while we polish and fine-tune for even better services in the future.

After all, balance and flexibility are true keys to being Weather Warriors.

**"Let's take care not to overlook what's RIGHT about AFW as we try to correct things that don't work so well."**

**Col. Joseph Dushan  
AWS Commander**

Contact Colonel Dushan at: HQ AWS/CC, 102 W. Losey St., Rm. 105, Scott AFB, Ill. 62225-5206.

# Weather History

## Our past helps us today, for the future

by CMSgt. Jim Hoy  
Air Force Weather  
Superintendent of Weather

A few months ago, I did some research for a speech at the FORECAST CHALLENGE '95 closing ceremonies. Some folks thought the rest of the Air Force Weather community would be interested in a few of the historical tidbits I found.



For instance, some facts about the forecast for OPERATION OVERLORD, the D-Day Invasion. Shortly after 3:30 a.m., June 6, 1944, British Col. Stagg briefed Supreme Allied Commander Gen. Dwight D. Eisenhower on the weather. Eisenhower said the mission was a "go", and the invasion was underway. As Paul Harvey says, "Now for the rest of the story."

After lunch, General Eisenhower briefed the press, announcing that the invasion was ready to go. He looked out the tent flap, saw a quick flash of sunshine, and grinned. The weathermen were right after all.

To be on the safe side, however, he scrawled this press release: "Our landings...have failed...The troops, the air and the Navy did all that bravery and devotion to duty could do. If any blame or fault attaches to the attempt, it is mine alone." Eisenhower put the note in his wallet and went to dinner.

German Maj. Heinz Lettau, who after the war taught meteorology at the University of Wisconsin, told his students that his forecast of unfavorable weather caused the Germans to relax their defenses at Normandy that day.

He said that the Germans sent meteorologists who busted forecasts to the eastern front. So he commandeered a vehicle and made his way to Allied lines

to surrender. He spent the rest of the war in a prisoner of war camp in Louisiana.

Do you like those sort of stories?

Here's another one from an even earlier period.

In the late 1800s, the government needed a weather station on the western edge of our country. Colorado was considered the western edge at that time, so a weather station on top of Pikes Peak was planned. The first trip the intrepid weather observers

took up the mountain was nearly 24 hours, on foot. Here's what they wrote about their view:

*"Above our heads the sky was clear and starlit; beneath our feet, stretching out for a hundred miles, lay a bank of snowy clouds looking like a frozen ocean. Away off in the east a narrow rim of gold appeared, and when a hand-breadth of the sun arose the ocean began to move. The billowy clouds gently rose and fell, then the sun shot long arrows of gold and silver light. It was a gorgeous and impressive sight..."*

In 1893, Katharine Lee Bates visited the summit, and was so awed by her view from the top that she composed a poem, "O beautiful for spacious skies, for amber waves of grain..."

You know the rest.

After the observers reported back to Washington, D.C., that Pike's Peak would be the perfect site for a weather station, the general ordered them to build one. In true military fashion, five men, all Easterners who knew nothing about building, deployed to the



14,000-foot summit and built a weather station.

One more story. There is only one Air Force base named after an enlisted person — Scott AFB, Ill., after Army Cpl. Frank S. Scott. He was the first enlisted person to die in a military aircraft accident.

Scott enlisted in 1908 and served in the artillery. In 1911, he reenlisted in the Signal Corps and was posted at the weather station at College Park, Md., where he took pilot balloon runs. Then he saw his first airplane, fell in love with aviation, and cross-trained.

Why the history lesson this month? It's to entice you read some of our weather history. It's not dry and dull. Several books, like *Thor's Legions*, by John Fuller, paint a lively picture of our intrepid comrades.

You may discover that history repeats itself. Can you guess the time of this quotation, "Blowing sand wrought havoc with the engines.?"

Sorry, it's not from DESERT ONE, not from DESERT STORM, but from the first deployment of the fledging Army Signal Corps First Aero Squadron with General Pershing in 1916.

Also, by reviewing our history, you may discover the foundations upon which we are building the Air Force Weather of the future.

**"By reviewing our history, you may discover the foundations upon which we are building the Air Force Weather of the future."**

**CMSgt. Jim Hoy  
Superintendent of Weather**

Contact Chief Hoy at  
DSN 224-7410 or by  
electronic mail at  
"jhoy@pafosu3.hq.af.mil"



# Direction for AFW Stability: Charting Our Course For The Future

by CMSgt Robert F. Brooks  
Air Force Directorate of Weather  
Manager, Weather Operations

This column is to let you know what's happening at the Air Staff level that will affect how we do the weather business.

With most of the force reductions and drawdowns behind us, the Air Force is heading towards a period of greater stability. Air Force Weather is doing the same.

As we chart our course toward this period of stability, we have several ways to help us understand how our folks in the field feel about certain subjects. For example, Air Force Director of Weather Brig. Gen. Thomas J. Lennon and Air Force Weather Senior Enlisted Advisor CMSgt. Jim Hoy regularly visit the field to assess the mood of AFW.

In addition, we distributed the weather career survey this past year to help us understand the views of a large cross-section of people in AFW.

We also look at metrics that measure performance. These compare how we're doing now compared to how we did it in the past. With that information, we can make more informed decisions.

Additionally, we study weather history to help us identify principles of operations that still work today. Here's an example of how the history of weather operations can provide us with important lessons

Back in the mid-1970s, my first assignment was Glasgow AFB, Mont. When I arrived, there were five observers and a chief observer. The next year Glasgow closed, and I was on my way to Eglin AFB, Fla.

To my surprise, there were over 40 people at Eglin. There were observers in the remote observation site, in the station, on the ranges; forecasters; meteorologists; a chief observer and a chief forecaster. Shortly after my arrival, the chief observer and chief forecaster positions were eliminated. Instead, there was an enlisted

**"Theoretical expertise is going to return to the weather station. The emphasis will return to officers providing scientific leadership."**

**Chief Brooks**

station chief who assumed most of the responsibilities of those two positions.

So what's the lesson learned? Twenty years ago there was a chief forecaster in each unit, most likely an officer with a degree in meteorology. Many of these officers had advanced degrees.

Enlisted counter forecasters worked directly for that officer, with that officer providing theoretical expertise and meteorological leadership.

Station chiefs changed all that and have done a good job. Up until recently, weather squadrons helped provide theoretical expertise and meteorological leader-

ship to back up the station chief. But that's not done as much anymore because of the restructuring and downsizing — we've lost that technical infrastructure.

We've also lost focus on AFW's global system. An important thing to remember is there's always someone, somewhere in the world, who will use your observation or forecast to plan or execute an important mission.

The Air Force's senior leadership recognize AFW's global responsibility and agree we need to sharpen that focus once again.

We do this by taking stock of where we've been before and where we're at now. Then we map out where AFW heads from there.

So, where are we going? Simply put, *Back to Basics*. Theoretical expertise is going to return to the weather station. The emphasis will return to officers providing scientific leadership.

They'll work operations, lead as instructor meteorologists, and then lead as command meteorologists. Enlisted folks will focus on doing the job and providing technical leadership.

That's the AFW tradition. That's where weather started and now, that's where it is returning.

*Back to Basics* is our map, combining AFWEST (AFW Enlisted Structure and Training) with the officers-to-meteorologists initiative. It deals with the changes, takes stock of past and present, and guides us into the future.

Contact Chief Brooks at DSN 226-4390 or by e-mail at "rbrooks@pafosu3.hq.af.mil"



# Weather 'War Stories'

## Veterans tell their favorite tales of the past

*(Editor's Note: During the past several months, I've asked some of our retired weather force to submit "war stories" to be included in the OBSERVER. We've received a few to start, but I know there are more good stories out there. Just remember, keep them short, about a page-and-a-half typed double-spaced. Mail or E-Mail to the addresses on Page 2.)*

### War need overcame politics

In the war, the enemy of your enemy is often your friend. That's how Colorado Springs, Colo., native retired Col. Robert "Oz" Osborne explains his honorary membership in the Chinese Communist Party and Army during World War II.

Osborne was a weatherman with the 10th Weather Squadron in the China-Burma-India Theater. Toward the end of the war, the United States was flying bombing raids on Japan from bases in China, and weather information was desperately needed.

Osborne's unit was invited to put in a weather station in an area of Northern China controlled by the Chinese Communists. They arrived in the Mountains near what is now Yan'an and set up in a labyrinth of caves that served as Communist Party headquarters.

"We were treated as very special people -- there weren't many Americans around," said Osborne. As a token of friendship, he was made an honorary member of the Chinese Communist Party and given a Chinese Communist Army uniform.

He remembers having dinner one night with Zhou Enlai. But he didn't realize the historical significance at the time. He just knew he had been relegated to dine with a lesser party member, while his boss had dinner with a man named Mao.

Osborne kept the story to himself

after the war -- especially during the anti-communist fervor of the 1950s.

"I didn't talk about it for years, and I destroyed my Communist Army uniform. During the McCarthy era, it was scary."

-- by Todd Hegert, reprinted with permission from the Colorado Springs (Colo.) Gazette Telegraph.



Photo courtesy of Frederick Mulheisen  
The home of the 19th Weather Squadron at Ciampino AB, Italy, in 1946.

### Evita And The Weathermen

While I was a private first class weather observer with the 19th Weather Squadron, Ciampino AB, Italy (outside of Rome) back in 1946, I had the occasion of seeing Evita Peron, the wife of Argentina's dictator, Juan Peron. Ms. Peron was visiting Italy at the time, as a guest of the Italian government.

As was expected, her plane landed at Ciampino with much fanfare, complete with marching bands and honor guards.

As her open car came by the weather station, a number of the weather personnel and Army Air Corps people climbed up on a stone wall to get a better view.

You might know in most Latin countries, loud whistles are a sign of disapproval, so when the observers let loose with loud "wolf whistles", Evita looked up, startled. However, when she saw the GIs on the wall, she waved and gave us a great big grin. One of the observers remarked that "she seemed an OK gal".

The base commander was none too happy with our actions. We heard about it the next day, but nothing really came of it. I still think Evita enjoyed the whistles. It may of reminded her of her days as a cabaret dancer!

-- submitted by retired SMSgt. Frederick A. Mulheisen, Trenton, Mich.

### Memories of D-Day

I was one of 11 weather forecasters and eight radio operators that made up Detachment Y, 21st Mobile Weather Squadron. We had been picked to be the first weather station to operate on the European continent providing full forecasting service.

Det. Y, 21st MWS left the marshalling yard in England on June 6, 1944 (D-Day) and was on the English Channel that night bound for Utah Beach.

The trip across the channel seemed uneventful until we off-loaded our four trucks from the landing craft onto a "rhino", a large flat barge driven by out-board motors. Just before we touched the sand, the rhinos on both sides of us disappeared in spouts of water from enemy artillery. The Military Police had only one direction for us to go -- inland. We took over the first space available in an orchard.

After digging foxholes and starting the portable generator, we were in business. The first request for weather info was from the 6th Engineer Special Brigade, who were responsible for landing operations at Utah Beach.

A couple of days later, gliders came in with the artillery, giving us confidence that the front was moving in the right direction.

See WAR STORIES,  
continued on Page 23

# Change of Command, Name

## Colonel Routhier takes over newly-redesignated center

Col. Francis X. Routhier took command of the newly re-designated Air Force Combat Climatology Center Aug. 2, 1995, replacing Lt. Col. Judson E. Stailey, during a ceremony at the Scott AFB, Ill., Officers' Club.

The Air Force Combat Climatology Center (formerly the U.S. Air Force Environmental Technical Applications Center) collects, processes, and applies weather data to generate tailored environmental products in support of worldwide operations of the Air Force, Army, and other Department of Defense and U.S. government interests.

A combination of advanced computer programs and the world's largest computerized climatic database, located at AFCCC Operating Location-A, Asheville, N.C., enables AFCCC to prepare studies and analyses to support weapon systems design, mission planning, and combat operations worldwide.

The command has also been named as the DOD executive agent for atmosphere and space modeling and simulation activities.

Colonel Routhier arrives at Scott from the Office of the Federal Coordinator for Meteorology, Silver Spring, Md. The 25-year Air Force veteran earned a bachelor of science degree from Fordham University in New York City and entered the Air Force in September 1970 through the Reserve Officer Training Corps. He then studied meteorology at New York University and received a master of science degree in atmospheric chemistry from the Georgia Institute of Technology in 1980.

Colonel Routhier's earlier command assignments have included Detachment 2, 7th Weather Squadron, Hanau, Germany; and the 17th Weather Squadron at Travis AFB, Calif. His tours include duty in Florida, Guam,



Photo by A1C Rich McShaffrey

*Air Weather Service Commander Col. Joseph D. Dushan passes the command guidon to incoming Air Force Combat Climatology Center commander Col. Francis X. Routhier.*

Mississippi, Nebraska, Alabama, Germany, Illinois, and Maryland.

From 1991-94, the colonel was assigned to Headquarters Air Weather Service as Chief, Product Improvement Division; Director of Technology and, finally, as Director of Operations.

Colonel Stailey, a 24-year Air Force veteran, was the USAFETAC commander since 1992, and replaces Colonel Routhier at the Office of the Federal Coordinator for Meteorology, Silver Spring, Md.

## **USAFETAC becomes AFCCC**

In an effort to better reflect the mission of the weather center, the

U.S. Air Force Environmental Technical Applications Center officially became the Air Force Combat Climatology Center Oct. 1.

The name "Environmental Technical Applications Center" was first applied to the organization in 1964, before which it was called the "Climatic Center". The Climatic Center name implied the fact that the center's work encompassed more than climatology, but didn't suggest in any way that the bulk of the center's products are related to that discipline.

The new name highlights the center's primary function -- climatology -- and emphasizes that products are focused on enhancing combat capability.



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 SrA. Mike Brown, 45th WS, Patrick AFB, Fla.  
 A1C Pat Berry, 45th WS, Patrick AFB, Fla.  
 SSgt. Douglas P. Leas, HQ AFGWC, Offutt AFB, Neb.  
 SSgt. Jeffrey J. Struabling, HQ AFGWC, Offutt AFB, Neb.  
 1st Lt. Christine Butler, 55th OSS/OSW, Offutt AFB, Neb.



## Master Sergeants (cont.)

Donald E. Jamieson, HQ AFGWC, Offutt AFB, Neb  
 Carl J. Johnson, HQ AFGWC, Offutt AFB, Neb  
 Hamilton Stockard, HQ AFGWC, Offutt AFB, Neb  
 Richard L. Foster, AFCCC, Scott AFB, Ill



Paul A. Hay, 45th WS, Eglin AFB, Fla.  
 John R. Michael, 45th WS, Eglin AFB, Fla.  
 Jeffrey A. Cassidy, 159th WF, Camp Blanding, Fla. (ANG)  
 Mark K. Duke, 77th OSS/OSW, McClellan AFB, Calif.



Frank J. Klein, 24th WS, Howard AFB, Panama  
 Kenneth C. King, 509th OSS/OSW, Whiteman AFB, Mo.  
 Richard W. Willard, OL-A, 18th WS, Ft. Belvoir, Va.  
 Ron Meadows, 45th WS, Patrick AFB, Fla.  
 Erik D. Rabes, HQ AFGWC, Offutt AFB, Neb  
 Kenneth A. Ferguson, HQ AFGWC, Offutt AFB, Neb



Michele L. Alexander, 24th WS, Howard AFB, Panama  
 Darren D. Benston, 18th WS, Ft. Bragg, N.C.  
 James P. Harding, 18th WS, Ft. Bragg, N.C.  
 Zaquett Fauntelroy, 154th WF, Little Rock, Ark. (ANG)  
 Christopher Wiseman, 156th WF, Charlotte, N.C. (ANG)  
 Adam J. Baxter, HQ AFGWC, Offutt AFB, Neb



Tyler C. Labbe, 341st OSS/OSW, Malmstrom AFB, Mont.  
 Stacey L. Worcester, 42nd OS/OSFW, Maxwell AFB, Ala.  
 Mark E. Was, OL-A, 18th WS, Ft. Belvoir, Va.  
 Clinton N. Doherty, OL-A, 18th WS, Ft. Belvoir, Va.  
 Ruben Torres, 204rd WF, Ft. Indiantown Gap, Pa. (ANG)  
 Michael Thornbury, 45th WS, Patrick AFB, Fla.  
 Jessica Evans, 45th WS, Patrick AFB, Fla.  
 Stuart T. Lett, HQ AFGWC, Offutt AFB, Neb.  
 Claudia G. Mayo, AFCCC, Scott AFB, Ill.  
 Stephen Connolly, AFCCC, Scott AFB, Ill.



Amanda G. Barden, 509th OSS/OSW, Whiteman AFB, Mo.  
 Rachel Andrews, 77th OSS/OSW, McClellan AFB, Calif.  
 Nya S. Scott, 77th OSS/OSW, McClellan AFB, Calif.  
 Marco Cardenas, 77th OSS/OSW, McClellan AFB, Calif.

## HIALS AND FAREWELLS

SrA. Michel L. Alexander -- to 24th WS, Howard AFB, Panama, from Keesler AFB, Miss.  
 SrA. Stacy E. Simon -- to 24th WS, Howard AFB, Panama, from Keesler AFB, Miss.  
 Maj. Kevin Johnson -- to 24th WS, Howard AFB, Panama, from NDWP, Pentagon, Washington, D.C.  
 2nd Lt. Robert A. Stenger -- to 24th WS, Howard AFB, Panama, from QTS  
 Capt. Peter L. Brohl -- to 24th WS, Howard AFB, Panama, from AFGWC, Offutt AFB, Neb.  
 SrA. Lane Lasseter -- to 354th TTS, Keesler AFB, Miss., from 42nd OS/OSFW, Maxwell AFB, Ala.  
 SrA. Marty D. Gannon -- to 335th TTS, Keesler AFB, Miss., from 42nd OS/OSFW, Maxwell AFB, Ala.  
 SSgt. Kevin E. Wendt -- to 18th OSS, Kaduna AB, Japan, from 42nd OS/OSFW, Maxwell AFB, Ala.  
 SSgt. Chris Ramoñel -- to AFTAC, Patrick AFB, Fla., from 45th WS, Patrick AFB, Fla.  
 SSgt. Ron Meadows -- to Camp Stanley, Korea, from 45th WS, Patrick AFB, Fla.  
 A1C Ralph Parker -- to Keesler AFB, Miss., from 45th WS, Patrick AFB, Fla.  
 Capt. Mike Fitzpatrick -- to 45th WS, Patrick AFB, Fla., from AFGWC, Offutt AFB, Neb.  
 SrA. Dean Harpster -- to 45th WS, Patrick AFB, Fla., from Keesler AFB, Miss.  
 SSgt. Dandee Keene -- to 45th WS, Patrick AFB, Fla., from March AFB, Calif.  
 A1C Leslie Hatch -- to 6th OSS/OSW, MacDill AFB, Fla., from Keesler AFB, Miss.  
 SrA. Thomas Clark -- to Kunsan AB, Korea, from 17th ASOS, C Fl., Ft. Benning, Ga.  
 SMSgt. Skip Evans -- to Ramstein AB, Germany, from 77th OSS/OSW, McClellan AFB, Calif.  
 Airm. Nya S. Scott -- to 77th OSS/OSW, McClellan AFB, Calif., from Keesler AFB, Miss.  
 Airm. Sylvia Farling -- to 77th OSS/OSW, McClellan AFB, Calif., from Keesler AFB, Miss.  
 AB Toni L. Zito -- to 77th OSS/OSW, McClellan AFB, Calif., from Keesler AFB, Miss.

## RETIREMENTS

SMSgt. Rainer Dombrowski, 208th WF, Minneapolis, Minn.  
 Col. Archie C. Lebron, 2nd WF, Ft. McPherson, Ga.  
 Lt. Col. Michael M. Bradley, 6th CONUSA, Presidio of San Francisco, Calif.

## SEPARATIONS

SrA. Benjamin A. Lyles, AFCCC, Scott AFB, Ill.  
 SrA. James A. Curtis, AFCCC, Scott AFB, Ill.  
 SrA. Tiffany L. Northrop, 6th OSS/OSW, MacDill AFB, Fla.

Capt. Julie A. Hayes, HQ AWS, Scott AFB, Ill.

## EDUCATION

### NCO Academy

TSgt. Jonathon K. Verren, 24th WS, Howard AFB, Panama  
 TSgt. Darren O. Obermeyer, 24th WS, Howard AFB, Panama (John Levittow Award)

### Airman Leadership School

SrA. Frank J. Klein, 24th WS, Howard AFB, Panama (Distinguished Graduate)  
 Sgt. Michael J. Miller, Airman Leadership School  
 SrA. Gordon N. Birdvall, AFCCC, Scott AFB, Ill. (John Levittow winner)  
 SrA. Todd Landwehr, 17th ASOS, C Fl., Ft. Benning, Ga. (Distinguished Graduate)

### U.S. Army Ranger Course Graduate

SrA. Guy Betts, 17th ASOS, C Fl., Ft. Benning, Ga.  
 Accepted to U.S. Army Warrant Officer School  
 SrA. Guy, Betts, 17th ASOS, C Fl., Ft. Benning, Ga.

### Tropical Meteorology Course

TSgt. Donovan Williams, 24th WS, Howard AFB, Panama  
 SSgt. Charles E. Schmidt, Jr., 24th WS, Howard AFB, Panama  
 SSgt. Timothy J. Fields, 24th WS, Howard AFB, Panama  
 SSgt. Frank J. Klein, 24th WS, Howard AFB, Panama

### WSR-85D PUP Operator/Manager Course

SrA. Robert E. Toner III, 341st OSS/OSW, Malmstrom AFB, Mont.  
 Duane E. Klenke, 62nd OSS/OSW, McChord AFB, Wash.  
 Capt. Sabrina Tajner, 45th WS, Patrick AFB, Fla.

### Weather Satellite and Photo Interpretation Course

SrA. Lena M. Toner, 341st OSS/OSW, Malmstrom AFB, Mont.

### Weather Observer Certification

Airm. Erika M. English, 42nd OS/OSFW, Maxwell AFB, Ala.  
 AWDS Systems Manager Course  
 SrA. Alan J. Wortkoetter, 62nd OSS/OSW, McChord AFB, Wash.  
 Richard Reichert, 55th OSS/OSW, Offutt AFB, Neb.

### Squadron Officers School

Capt. Stacy E. Vandemark, 423rd WF, Selfridge ANGB, Mich. (ANG)

### Weather Technician Course

SSgt. John P. Hale, 107th WF, Selfridge ANGB, Mich. (ANG)  
 Introduction to Special Operations

Capt. Christopher S. Strager, 146th WF, Pittsburgh, Pa. (ANG)

TSgt. Robert F. Warren, 146th WF, Pittsburgh, Pa. (ANG)

SSgt. Brian S. Michaels, 146th WF, Pittsburgh, Pa. (ANG)

SSgt. Richard A. Webb, 146th WF, Pittsburgh, Pa. (ANG)

### Latin American Orientation

MJSG. Forrest L. Hendricks, 146th WF, Pittsburgh, Pa. (ANG)

TSgt. David L. Tucker II, 146th WF, Pittsburgh, Pa. (ANG)

### Dynamics of International Terrorism

AFROTC Scholarship to Valdosta State University for Computer Science  
 SrA. Mike Brown, 45th WS, Patrick AFB, Fla.

## AWARDS

### Air Force Zinnerman Awards

Richard A. Woodfork, AFCCC, Scott AFB, Ill.

Capt. Thomas J. Smith, AFCCC, Scott AFB, Ill.

Capt. Chan W. Keith, AFCCC, Scott AFB, Ill.

### 42nd OS/OSFW Observer of the Quarter

Airm. Karen L. Harris, 42nd OS/OSFW, Maxwell AFB, Ala.

### 42nd OS/OSFW Forecaster of the Quarter

Sgt. William E. Grisson, 42nd OS/OSFW, Maxwell AFB, Ala.

### 18th Air Support Operations Group NCO of the Quarter (April-June 1995)

TSgt. Keith A. Johnson, 18th WS, Ft. Bragg, N.C.

### 62nd Operations Group Company Grade Officer of the Quarter (April-June 1995)

1st Lt. Nicole M. Wood, 62nd OSS/OSW, McChord AFB, Wash.

### North Carolina Commendation Medal

SSgt. Howard D. Speer, 156th WF, Charlotte, N.C.

### 12th OSS Senior NCO of the Quarter

MJSG. Richard W. Downing, 12th OSS/DOW, Randolph AFB, Texas

### 18th ASOG Senior NCO of the Quarter (January-March 1995)

MJSG. Phil R. Carter, 2nd WF, Ft. McPherson, Ga.

### CDC Pacesetter Award

A1C John D. Wood, HQ AFGWC, Offutt AFB, Neb.

### Air Force Combat Climatology Center NCO of the Quarter (April-June 1995)

TSgt. Joseph W. LeBouff, AFCCC, Scott AFB, Ill.

### Air Force Combat Climatology Center Company Grade Officer of the Quarter (April-June 1995)

Capt. Brian A. Bellre, AFCCC, Scott AFB, Ill.

### Air Force Combat Climatology Center Junior Civilian of the Quarter (April-June 1995)

Carma L. Carroll, AFCCC, Scott AFB, Ill.

### Air Force Combat Climatology Center Senior Civilian of the Quarter (April-June 1995)

Kyle Dion, OL-A, AFCCC, Asheville, N.C.

Editor's Note: See names from your squadron here?

Well, then, why not? Please send any events in your squadron's life, no matter how small, to HQ AWS/PA, 102 W. Losey St., Rm. 105, Scott AFB, IL 62225-5026. Military AND civilians are eligible to appear in this column.

# United States Air Force Academy



## Meteorology Program

by SSgt. Steve Elliott  
Air Weather Service Public Affairs

**T**he Navy does their work in the ocean. The Army fights on the ground. The Air Force ... well, works in the wild blue yonder.

Therefore, wouldn't it make sense to teach the future officers of the Air Force about that turbulent medium?

That idea was the catalyst for a project several years ago which eventually became the U.S. Air Force Academy's Meteorology Laboratory, which opened in March 1994. The lab is dedicated to Lt. Gen. Thomas S. Moorman, a former commander of Air Weather Service from 1954-58 and Academy Superintendent from 1965-70.

"We want to offer the program as an option to cadets who may become pilots or meteorology officers," said Dr. Tom Kochler, an associate professor of meteorology at the Academy. "When a cadet graduates, they get a bachelor's degree in geography with a meteorology emphasis. It's still a fairly new program here, with about half our meteorology graduates going into flying careers, while the rest become weather officers."

"This program is relevant to several career fields, not just weather officers, pilots and navigators," said Maj. Keith Blackwell, assistant professor of meteorology. "The Air Force performs its mission in the atmosphere. In order to perform that mission well, we need to know what the weather is wherever we fly."

"Just about everything the military does is weather-sensitive, whether it be a flying mission, dropping bombs on target, protection of resources on the ground, or planning on which direction to build a new runway."

**A**s it is with any academic discipline at the Air Force Academy, the road to a degree is not easy. The cadet who decides to get into meteorology must also take the usual core course requirements, which consists of 48 courses (109 semester hours) in basic sciences, engineering, humanities, social sciences, military arts and sciences, aviation and physical education. Courses related to a cadet's major are taken above and beyond this 109-hour requirement.

The future weather person then takes three geography courses, two additional social science courses, an additional math course, and nine meteorology courses. The weather-unique courses include climatology, synoptic and mesoscale meteorology, satellite meteorology and image interpretation and quantitative techniques. Other courses in physics include introduction to atmospheric science, atmospheric physics, atmospheric dynamics, and atmospheric cir-

# n: Course not just for weather officers

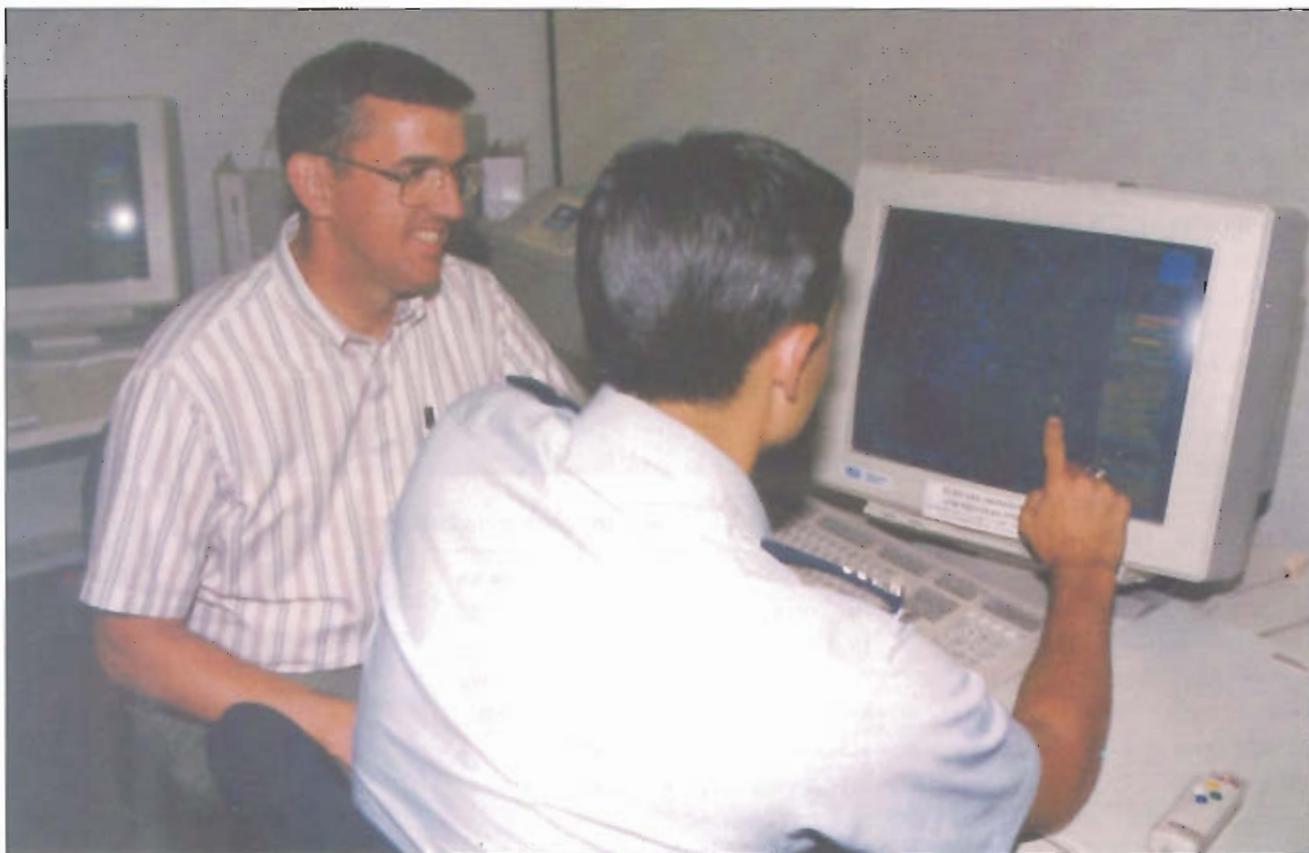


Photo by Renny Strackany

Assistant Professor of Meteorology Dr. Tom Koehler works with CIC Jack Floyd on the AWDS terminal.

ulation and energetics.

The weather program reaps benefits for the cadet and the Air Force, Major Blackwell said. "Not many Academy graduates went into the weather career field before the establishment of this academic track.

"Here at the Academy, we have the advantage of stretching the cadet's academic exposure to meteorology over several years. This way, the cadet gets to observe and study several years worth of atmospheric phenomena while still in school," Blackwell said. "We have some tremendous facilities here, thanks to funding and assistance from Air Weather Service and the Dean of Faculty at the Academy."

The lab's equipment includes 14 Automated Weather Distribution System workstations, a satellite looper and a NEXRAD principal user processor. Recently added was a \$49,000 multimedia presentation system that allows the in-

structor to pull up displays from any of the weather computer systems and project it onto a large viewing screen and four 29-inch monitors.

"The system allows an entire class to see data from the AWDS, NEXRAD, satellite looper, and multimedia computer simultaneously" said MSgt. Fabrice "Frenchy" Clark, Superintendent of the Meteorology Program. "It allows the instructor to walk around the lab with a remote control and teach the class. This way, we can show the data to the entire class at one time, rather than trying to crowd a large group around one workstation."

Students can access radar and weather information from around the world from satellites, Air Weather Service, and the National Weather Service with almost real-time capability. Information can be stored for up to 48 hours to allow the students to study a storm system or see how a weather pattern evolved.

The raw weather data comes in from civilian and military

**"Just about everything the military does is weather-sensitive, whether it be a flying mission, dropping bombs on target, protection of resources on the ground, or planning in which direction to build a new runway."**

**Maj. Keith Blackwell**  
**Assistant professor of Meteorology**

weather stations and channeled through Det. 7, Air Force Global Weather Central at Tinker AFB, Okla. Other information, such as charts and data from weather satellites, comes from HQ AFGWC, Offutt AFB, Neb.

Another advantage to the Academy's program is that the newly graduated second lieutenant is ready to go and work immediately at the base or post weather station.

"The cadet is already in a military environment while going to school. We can focus their assignments on military themes and topics to put into context what they'll see in the real world," Koehler said. "While our primary mission is to provide cadets with the academic background needed to enter the weather career field, the equipment they see and learn on here at the Academy is exactly what they'll see at the base weather station. This will help them become more familiar with their new job quicker."

Koehler said the meteorology program offers the graduate entry into an already well established field, something not all the other majors offer.

"We have a program at the Academy called 'Operation Air Force' which sends the cadets out between



Photo by Renny Strackany

*Maj. Keith Blackwell instructs a meteorology class.*

their sophomore and junior years to an Air Force base somewhere in the world to get a sample of actual Air Force operations," Kochler said. "When we know who is going to take the weather academic track, we'll send them to a base weather station for their orientation trip."

The cadets in the meteorology track admit the courses are tough, but enjoyable.

"I grew up in Kansas, so I've been around tornadoes and storms all my life," said Cadet First Class Jack Floyd, a 23-year-old senior at the Acad-

emy. "I had received an offer for a scholarship for a degree in meteorology from the University of Oklahoma, but I decided to go to the Air Force Academy instead," the Neodasha, Kan., native said. "I spent a year at Valley Forge Military College to get my grades up and decided to go for the meteorology program during my sophomore year.

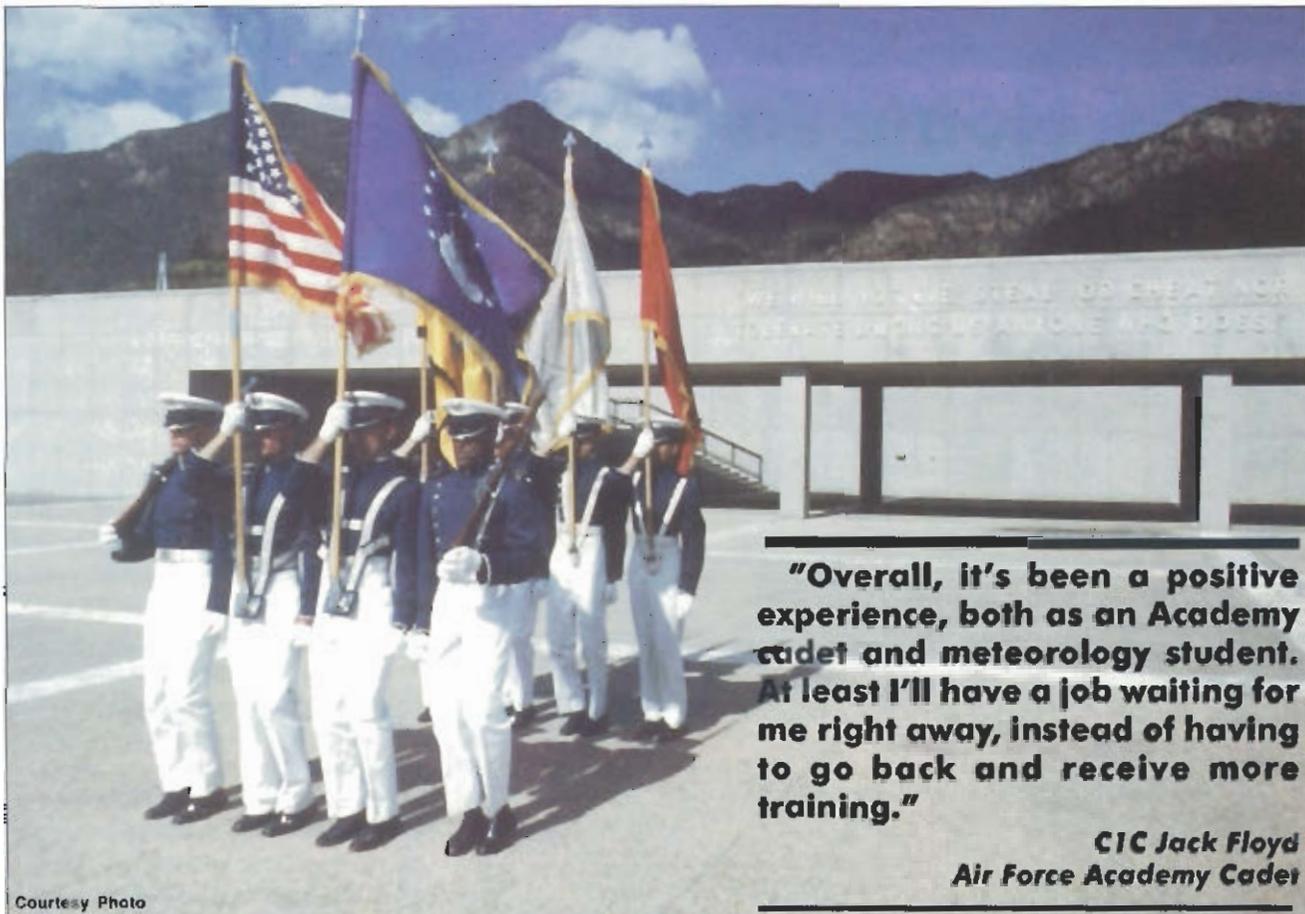
"The best thing about this program is that we're using the same equipment here that's used in the field," said Floyd, who is on the Dean's List for academic excellence. "I'll have enough background in meteorology when I graduate to start working in the field right away. Overall, it's been a positive experience, both as an Academy cadet and meteorology student. At least I'll have a job waiting for me right away, instead of having to go back and receive more training.

"I feel my Academy experience has made me a more well-rounded person," said Floyd, whose father was an enlisted member in the Air Force and also has two uncles who were Navy officers. "I'll have had the experience of working in an operational wing, like the Cadet Wing, and I've had leadership experience working with other cadets in the Survival, Evasion, Resistance and Escape



Photo by Renny Strackany

*Cadet Floyd puts some time in studying a NEXRAD readout.*



Courtesy Photo

**"Overall, it's been a positive experience, both as an Academy cadet and meteorology student. At least I'll have a job waiting for me right away, instead of having to go back and receive more training."**

**CIC Jack Floyd  
Air Force Academy Cadet**

program, and the Basic Cadet Training Program."

"Cadets are quick learners and not afraid to ask questions," Sergeant Clark said. "The ones who come through this program are excited and eager to get into the field. With this course, they'll have the theory and concepts of weather along with some hands-on experience, before they get to the field. For those students who choose not to go into the weather career field, it's still a valuable curriculum. For the pilots and navigators, it will give them a better idea of what they'll be flying through in the future. They learn that the atmosphere will affect everything they do. Weather has always been, and always will be, a factor in war."

**"The cadets who come through this program ... will have the theory and concepts of weather, along with some hands-on experience, before they get to the field."**

**MSgt. Fabrice 'Frenchy' Clark  
Superintendent,  
Meteorology Program**

Major Blackwell agreed with this viewpoint.

"The military faculty here adds another dimension to the cadet's education. I can tell the cadets about my experiences as a wing weather officer at Little Rock AFB, Ark., and my time at AFGWC," Blackwell said. "We're able to show these cadets me-

eteorology is not just a bunch of hand-waving in front of a weather chart. They learn it's an actual science and atmospheric behavior is controlled by physical laws, and understanding the atmosphere is a lifelong endeavor.

Not all of our students will become weather officers, but they'll find they can use their meteorological education in so many different jobs in the Air Force."

"The beauty of this program is a cadet

can take all the theories and concepts he or she has been taught in meteorology classes and see how they would be applied in real life," Sergeant Clark said.

The NEXRAD Doppler radar system is sensitive enough to be able to analyze weather systems to a resolution of just over one-half of a mile, Clark said. With this kind of accuracy, a cadet can do a vertical analysis or a cross section of a storm system and see indicators of atmospheric motions creating the storm system.

"The system can also be used to support a flight plan," Clark said. We can plot precipitation patterns and look for signs of any severe weather."

By using the system in this manner, those students who become pilots will understand how the weather affects their lives.

"For the future pilot, what he or she learns here about the weather can not only enhance the success of their mission, but perhaps save their life one day when they have to fly and fight."

# Come Home To AFGWC

## The Heart Of Air Force Weather

by Col. Jack Hayes  
Commander, AFGWC

Have you noticed a change in the Air Force Weather business lately? Whether you're a newcomer to military meteorology or a 25-year veteran like myself, you've endured a period of fast and furious transformation in the fundamental practice of providing weather to the warfighter.



Change hasn't been restricted to those of you co-located with your flying, training, and warfighting customers: it is also occurring here at the heart of Air Force Weather.

My theme this month is change, and my purpose is to offer you an invitation — a call to come home to Air Force Global Weather Central.

So what's new at an outfit whose mission and structure have remained comparatively stable over the past several years, relative to the rest of Air Force Weather? Essentially, a new paradigm that makes you, the customer, the driver of change at AFGWC. That's a big difference. In the past, our architecture and our modernization plans drove the path and pace of change in the Air Force/Army weather business. No longer.

We recognize that dynamic mission requirements, personnel turnover, decreasing experience levels and burgeoning local/technical training needs are real challenges for many of you. We realize that we have to earn your loyalty with products that are useful and easily accessible that are either better than those of our competitors or that no one other than AFGWC can produce.

We're dead serious about this new focus, and have made it our top priority

— our number-one strategic goal is to become your supplier of choice for military weather products and services.

How do we intend to do it? In short, with new technology, lots of innovation, and breathtaking speed.

The graphic accompanying this article depicts our vision. Using state-of-the-art workstations and software, we'll rapidly prototype new ideas for displaying weather information — the visualizations that have be-

come the weather products of choice — and disseminate them via standard, common user networks like the World Wide Web, as well as weather dissemination systems like AFDIS and AWDS.

Taking advantage of our unique database and innovative workforce, we'll focus on value-added products that you can leverage to ease problems such as forecaster task overload and lack of experience.

We'll totally reorganize our meteorological and mission-tailored products branches (DOM and DOF) to better align our support with your needs. We'll

import quality numerical weather prediction data (NOGAPS beginning Fall 1995) and use off-the-shelf plus internally-developed applications to give you a variety of options for customer service. We'll survey you frequently, visit your MAJCOM conferences to show you our new products/obtain feedback, and open our doors to you — come to Offutt AFB to see, firsthand, your AFGWC.

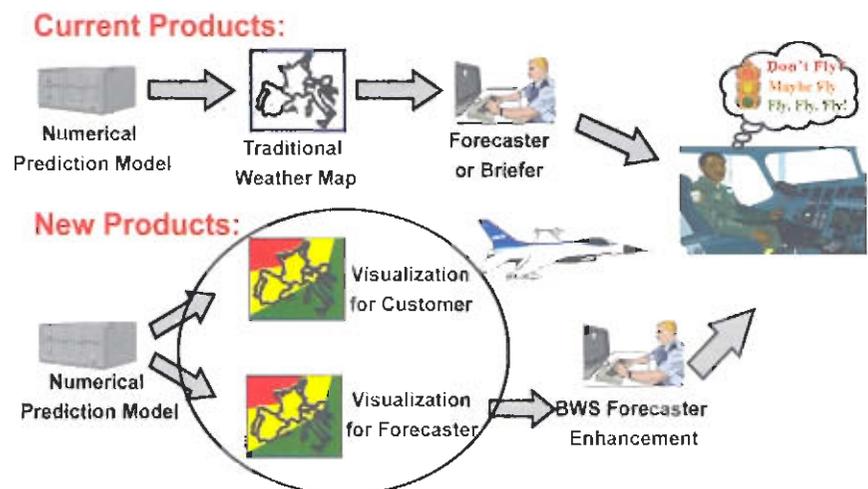
None of this will be easy. We've got to solve thorny problems associated with our mainframe-based architecture, software licensing/development/maintenance restrictions, manpower/manning realities, and other resource/regulatory limitations. We'll need your help in the form of practical, constructive feedback, and your patience — we cannot do everything for everyone all at once.

Finally, we'll need many of you to raise your hands and join the AFGWC team, bringing your expertise and new ideas to the heart of AFW.

In coming months, I'll devote this column to updates on our progress as we redesign our workforce, re-engineer our processes, and renew our product line. Together, we are going to build a new AFGWC that you, our customers and stockholders, will be proud to call home.



### INNOVATIVE PRODUCTS





# Are you ready for Forecast Challenge '96?

## Competition is for the cream of the crop in forecasting

by Capt. Bob Mahood  
Chief, Combat Weather Exercises

**D**o you have what it takes to be among the elite cadre of forecasters representing their major commands?

That's the question posed as the third annual FORECAST CHALLENGE Weather Forecasting Competition kicks off at the Combat Weather Facility, Hurlburt Field, Fla., in February.

It's not going to be easy. The crown for the first two years has gone to U.S. Air Forces in Europe (USAFE).

What is FORECAST CHALLENGE, you might ask?

In 1992, the Air Force Director of Weather directed the Program Evaluation Division of the Directorate of Weather to develop a plan to help focus attention on the technical skills and readiness of Air Force weather forecasters.

It's now an Air Force-level competition designed to test Air Force Weather (AFW) forecasters' abilities in forecasting specific events using limited equipment and data in a deployed environment.

Each major command, including the Air National Guard and Air Force Reserve, select and sponsor a two-person team. Each team is challenged to produce a variety of forecasts for different missions throughout the world during the four-day event.

"I'd do it again in a heartbeat, said one team member. "We never knew what was going to get thrown at us when we walked in the door."

The primary purpose of the competition is to simulate the conditions forecasters might have during the early stages of a deployment. Consequently, a key aspect of FORECAST CHALLENGE

is that all forecasts are based on limited data.

This is the most misunderstood part of the competition. When the contestants call for more data ... well, there isn't any. That's the entire point of this exercise.

So, you're pressed for time, in heated competition and have limited data. How does a forecaster prepare to meet the challenge?

There are a number of answers.

You can start by consulting the Air Weather Service's "300"-series Forecast Memos. Each year, we also prepare three

Weather Forecasting Proficiency Exercises designed specifically for this purpose. The most recent one was mailed out Aug. 31. If your

station didn't receive one, contact your major command's directorate of weather office for a copy.

If you have the WFPE, are you using it? I realize with the current operational tempo, a lot of people in the field say they don't have the time. There are a couple of reasons why you might want to find the time for these important exercises.

In most cases, anywhere you deploy will be a data-sparse environment. These exercises can help improve your limited-data forecasting proficiency, which increases overall unit readiness.

In addition, the WPFs are an invaluable evaluation tool. They can be used at any level, whether it's a base weather station, weather squadron, or major command, to decide on the best candidate for FORECAST CHALLENGE '96.

A WPF can be completed in just four

to eight hours, a small amount of time considering the benefits of improving unit readiness and assessing strengths and weaknesses.

So what's preventing you from being here? Perhaps it's information -- whom do you turn to for details? Your MAJCOM DOW, that's who.

Besides ensuring WPFs get to everyone, MAJCOM weather folks ensure all units in their purview know about the competition and set up a team selection process. Criteria is usually established and publicized so the best forecasters get the chance to "strut their stuff".

To ensure all AFW people have an equal chance to compete and relieves the headaches small units have with limited budgets, the sponsoring MAJCOMs fund their team's trip.

The DOWs also make the team's travel arrangements to ensure teams arrive at FC 96 at least 24 hours prior to the competition -- 36 hours for the overseas teams. The competition is stressful; consequently, the MAJCOMs try to minimize exhaustion from travel or work.

As the Air Force Director of Weather stated last year, "FORECAST CHALLENGE recognizes

our troops and their contributions to the Air Force mission"

Through competitions like these, you can learn more about yourself and gain insights that will carry you throughout your

career.

Do you have what it takes? Will you be among the elite cadre of forecasters rewarded with the opportunity to represent your MAJCOM at Hurlburt during the next FORECAST CHALLENGE?

If you have the desire and skill, let your MAJCOM know. See you in February!

**"A key aspect of FORECAST CHALLENGE is that all forecasts are based on limited data."**

**"In most cases, anywhere you deploy will be a data-sparse environment. These exercises can help improve your limited-data forecasting proficiency, which increases overall unit readiness."**

## 45th WS hosts Naval Reserve WX Units

by Capt. Jeff Lorens  
45th Weather Squadron  
Patrick AFB, Florida

The 45th Weather Squadron at Patrick AFB, Fla., hosted an information exchange with two Naval Meteorological and Oceanographic Reserve Units (NMORUs) earlier this year.

The 45th WS personnel met with the units from Jacksonville Naval Air Station, Fla., to exchange information, ideas, and experiences about each unit's unique operations.

With increasing emphasis on joint military operations, this meeting provided an opportunity for both organizations to expand the understanding of military environmental support roles and responsibilities.

The 45th WS presented a briefing on its operational role as weather support provider to the Air Force and Navy, NASA, commercial space launches, and Space Shuttle landings. The discussions included launch weather procedures, support structure, and the meteorological instrumentation used for thorough and timely evaluation of the complex launch weather rules. The unique support procedures for the many types of hazardous, weather-sensitive pre-launch ground operations were also discussed.

Navy people from the NMORUs described their vital roles in providing specialized meteorology and oceanography (METOC) support for Naval and joint forces whenever needed worldwide. They described how their units continuously train to deploy in special "Mobile Environmental Teams," (METs). These METs provide highly specialized services aboard ships, submarines, or wherever else needed to support wartime operations.

# OBSERVATIONS

Following the briefings, the two NMORUs spent the remainder of the day touring Cape Canaveral Air Station and NASA's Kennedy Space Center.

This exchange between Air Force and Navy meteorologists/oceanographers — which was the first-ever meeting between these units — proved to be extremely productive, stimulating wide-ranging discussions among all ranks.

Most of the individuals involved in this event came in with only sparse knowledge of their counterpart's operations. The face-to-face encounters between the Air Force and Navy weather personnel were acknowledged as the most profitable part of the visit.

The result of the exchange was a much improved knowledge and appreciation of each other's unique military roles, and of joint military operations.

*(Editor's Note: Lorens is now stationed at the Headquarters Air Combat Command Weather Support Unit, Langley AFB, Va.)*

## AFOTEC weather captain sets sights on stars

by TSgt. Dan Sherwood  
AFOTEC Public Affairs  
Kirtland AFB, N.M.

Recently, when the Air Force asked for people to volunteer for the astronaut program, Capt. Bruce Mitchell, of the Air Force Operational Test and Evaluation Center's weather office, saw the opportunity to fulfill the goal of a lifelong dream. In his words, "You've got to try."

"I kind of grew up with the space program," Mitchell said. "I even used to de-

sign my own spaceships when I was young, with my own space stations and moon bases. I've always wanted to be an astronaut, so this has been a dream for my whole life."

At 40 years old, one might think it's too late to break into this challenging and demanding role. Not so, Mitchell said.

"There are actually people older than me who are in the space program. That's because the program officials are looking for recruits with enough experience and educational background. They go into space and are only in the program for five years, so most of them are starting late."

The astronauts depicted in the movie "The Right Stuff" had a great deal to go through physically to qualify for the program. The first guys running the program didn't know what they were up against, so they went through exhaustive measures making sure astronaut candidates were in great shape," Mitchell said. "I've already passed the physical."

As a graduate of the Colorado School of Mines, with a degree in engineering and a master's degree in dynamic meteorology from the University of Utah, Mitchell seems well qualified for the role of solar weather observer.

The captain says the space program officials have been trying for years to get a meteorologist into space.

As a solar weather observer, Mitchell said he will likely be measuring and trying to forecast the degree of gamma radiation and other energy bursts from the sun.

"This high energy can cause havoc with computers aboard our satellites. If we can accurately forecast a significant increase in radiation, we could temporarily shut off a satellite so it wouldn't get damaged."

If accepted, Mitchell could enter the program and possibly be aboard a space shuttle as early as 1998.

# FROM THE FIELD

## AFGWC Programmer Wins AFSA First-Term Airman Award

by MSgt. Charles Grubb  
Air Force Global Weather Central

A programmer technician from Air Force Global Weather Central, Offutt AFB, Neb., was selected as the Air Force Sergeants Association First-Term Airman of the Year recently.

SrA. William A. Ward a member of the Theater Weather Models Team, received the honor at the AFSA convention in Dearborn, Mich. Ward was picked from 16 other airmen serving in their first term of enlistment.

Ward joined AFSA Chapter 984 at Offutt earlier this year and was chosen to represent the chapter at the AFSA Division 9 competition in Lincoln, Neb. He took the Division 9 title, edging competitors from North Dakota, South Dakota, Kansas and Oklahoma. As the divisional winner, he earned the right to compete against 15 other airmen from

around the world for the AFSA international title.

The AFSA international board, made up of five senior enlisted advisors from various Air Force-level agencies, scored nomination packages on factors like job performance, leadership abilities, bearing and behavior, community involvement, and communication skills.

At the award ceremony, Ward received his award from CMSAF David Campanale and several retired Chief Master Sergeants of the Air Force.

"Ward is the first nominee from Offutt AFB, and from Division 9, to win the top honor, said Chapter 984 president SMSgt. Chuck Grubb. "He has all the qualities to enjoy an outstanding Air Force career. He's been a tremendous person to have at AFGWC and as an AFSA member."

Ward is quick to share a great deal of his success with the AFSA chapter at Offutt.

"The members of the Offutt chapter have been great. They've given me their encouragement and support every step of the way," he said. "AFSA is the kind of high-quality, professional organization each enlisted member should consider

joining. I'm thrilled to be part of their team."

## Mideast Weather "Where the Rubber Meets the Sand"

by Capt. Jim Saccomando  
4404th OSS/OSW  
Dhahran AB, Saudi Arabia

Looking for great tactical weather experience? Then the place for you to go TDY is... the Middle East.

Since the Gulf War, AFW personnel have been operating weather stations from Al Dhafra in the United Arab Emirates; northwest to Taif, Riyadh, and Dhahran in Saudi Arabia; and north to Al Jaber and Kuwait International Airport in Kuwait.

Some weather shops are as small as a single forecaster, while others are fully manned, round-the-clock weather stations. Regardless of size, they all have one common job — providing essential weather support to Operation SOUTHERN WATCH. Besides the United States, the British, French, and Saudi forces are also supported.

The mission? To ensure Iraq's compliance with the United Nations resolutions set forth after the Gulf War.

We forecast in the Mideast Area Of Responsibility like any weather station would in a wartime situation. Good forecasting skills are essential to overcome the challenges of sparse data. Pilot reports (PIREPS) are a valuable commodity because surface and upper air observations are available only in major urban areas. Out in the middle of the Arabian Desert, we don't get anything except sand; and as you can guess, Iraq doesn't provide us any data!

This situation provides a forecast challenge in two parts. First, the forecaster must forecast using only climatology, PIREPS, and the sparse data available. Second, because of lack of data, any model information we receive



Photo by SrA. Thomas Radtke

SrA. William A. Ward was chosen out of 16 other finalists for the AFSA honor.

See **OBSERVATIONS**,  
continued on Page 20

through AFDIS or NODDS usually does not initialize very well and must be massaged accordingly.

**Y**ou also should understand that there actually is weather in the Middle East! For example, take a look at the weather for Dhahran. The spring kicks off thunderstorm season. Next on the climatological menu for the summer is "Shamal" season where winds are routinely above 35 knots and visibilities below three miles due to blowing dust and sand.

All this is in addition to an average high temperature near 112 degrees Fahrenheit that can often reach as high as 120 degrees F. In August, the winds begin switching toward the east bringing lots of moisture off the Arabian Gulf. In the past few weeks, we've dropped below a mile with fog on at least three separate occasions. This type of advection fog will last until November.

The weather station in Dhahran is a really good place to get some tactical experience while still being in a location not much different from a stateside station. We don't have an AWDS or a NEXRAD, so we have to rely on AFDIS, NODDS, and our tactical equipment.

We obtain all observations, forecasts, and bulletins from AWCNCOM software on one of our PC's. Believe it or not, we can get ARQ responses about as quickly as AWDS and our satellite imagery is actually better than the States.

We have a Rapid Deployable Imagery Terminal (RDIT) that allows us access to DMSP imagery from polar-orbiting satellites directly overhead. We also have access to European geostationary imagery. We use a TMQ-34 for temperature, dew point and pressure, and the TMQ-36 for winds in our surface observations.

In Dhahran, we use a lot of tactical equipment, but we are also located in semipermanent surroundings. The weather station is not in a tent, but in several air-conditioned trailers. We have desks and computers for the usual administrative work and each one of us has the

usual additional duties you would find in any Air Force weather station. We even have a refrigerator and microwave oven in the station and there is a deck and a gas grill that we use for barbecues. Honestly, the weather station in Dhahran is a great place to get experience with tactical equipment while not being out in the wilderness.

The living quarters here in Dhahran aren't bad either. We all live in the beautiful Khobar Towers — an apartment complex just outside the base. Right now, each of us has his or her own air-conditioned room and each suite has satellite TV and a VCR.

Also located in the Khobar Towers area is a fitness center with lots of exercise equipment, a recreation center, a small base exchange, and a mini-mall. The mini-mall has a barber shop, pizza and ice cream shops, and a bunch of souvenir stores.

Off base, there are scores of restaurants and shops. Every week or so we get the opportunity to drive over the causeway to Bahrain, an island country in the Arabian Gulf where almost everyone speaks English because it is a former British colony.

Since Bahrain is close to Dhahran, weather station personnel have also had the opportunity to get to know our U.S. Navy counterparts at the Administrative Service Unit (a U.S. Navy base) for the 5th Fleet in Bahrain.

The Navy weather shop monitors the weather and seas in the Arabian Gulf providing support to all the ships in the Gulf as well as the NAVCENT admiral. This is similar to the weather station in Riyadh where an AFW officer supports JTF-SWA (an Air Force major general). The people at the Navy ASU Weather Station are not on TDY, but are completing a short tour and are in Bahrain with their families. This is an advantage for us since it gives us a chance for an occasional home-cooked meal!

**F**or women deploying to the area, there are some off-duty restrictions which are in place. For example, here in Dhahran women cannot

drive off base, and when they are driving they must be in uniform and wearing a hat. Also, when going downtown, women must wear loose-fitting slacks and baggy shirts with long sleeves.

**I**n Riyadh, women who wish to visit the downtown area to shop or dine must wear the abaya — a black outer garment which covers the entire body. The Air Force made these rules to avoid offending our host — the Kingdom of Saudi Arabia.

Besides spending most of my time in Dhahran and Bahrain, I've also had the opportunity to visit the weather shops in Kuwait. I stayed a couple of days with the lone weather forecaster for the 4412th Rescue Squadron at Kuwait International Airport where every person in the squadron must be ready for a rescue mission at a moment's notice.

I also had a chance to visit Al Jaber where the temperature regularly reaches 125 degrees F. in the summer and the four forecasters live in tents and often go without air conditioning.

Out here in the Middle East, AFW observers and forecasters are working hard to make sure Operation SOUTHERN WATCH is accomplished and our people are safe.

This deployment provides the opportunity for you to learn how to use the latest tactical weather equipment and see a part of the world you probably would never see. You may even have some fun! If you're interested in joining us out here, talk to your supervisor — we would love to take you out for a "schwarma"!

The following is a list of bases, and officers, forecasters and observers at each: **Dhahran, Saudi Arabia:** has two officers, five forecasters, and three observers. **Riyadh, Saudi Arabia:** two officers, five forecasters, two observers. **Al Jaber, Kuwait:** four forecasters. **Kuwait International, Kuwait:** one forecaster. **Taif, Saudi Arabia:** one forecaster. **Al Dhafra, U.A.R.:** one forecaster.

**Send your "Observations From The Field" to the addresses on Page 2!**



### Weather award winners can wear AF Recognition Ribbon

Air Force Instruction 36-2903 authorizes recipients of individual Air Force Weather awards to wear the Air Force Recognition Ribbon.

Members who have won the following former Air Weather Service awards are authorized to wear the AFRB: Junior Officer, Senior NCO, NCO, Airman of the Year, Jenner, Best, Pierce, Technical Supervisor, Forecaster, Observer, Specialized Support, Dodson, Merewether, Zimmerman, Spengler, and Barney.

Contact your awards and decorations personnel at your unit to update records.

### Delta Con - Change in Conditions -

Delta Con is a new AWDS command sequence developed in response to a Meteorological Process Review (MPR) proposal.

The command sequence, designed for use in conjunction with a Local Area Work Chart (LAWC) command sequence, plots changes in conditions (cig, vis, temp, dewpoint, pressure, wind speed and direction) during the previous hour. On any given hour, run the LAWC. During subsequent hours, run the Delta Con to highlight changes taking place from the previous LAWC.

This command sequence will assist

you in not only seeing current conditions (LAWC), but changes in conditions (Delta Con) over a period of time as well.

The ability to focus your metwatch on short-time dynamic events improves the metwatch processes and may help you avoid being "caught by surprise". A Delta Con T-TWO is being prepared by Headquarters Air Weather Service XOTS and should be distributed by early 1996.

--submitted by TSgt. Doug Rishel, HQ AWS/XOTS, DSN 576-4721, ext. 242; or electronic mail at "risheld@hqaws.safb.af.mil"

### Using Sounding Data From AFDIS in the SHARP Workstation

This procedure for importing sounding data for the SHARP workstation eliminates the need to enter the values by hand.

Raob bulletins are downloaded from AFDIS, then edited for compatibility with SHARP. This procedure was developed and tested during my Reserve training with the 55th OSS/OSW at Offutt AFB, Neb.

The procedure is:

1. Request the sounding(s) from AFDIS and store on disk.
2. Go into a word processor that can save ASCII or text files.
3. Delete the data you don't need; keep only the TTAA, TTBB, and PPBB parts (in that order).
4. Add the WMO station identifier (72 number in the United States) immediately to the left of both the TTAA and TTBB groups.  
ex. TTAA 71121 72558  
add: 72558 TTAA 71121 72558
5. Save as an ASCII or text file to the SHARP data subdirectory, using the naming convention:

mmddyhr.stn

where mm = month; dd = day of month; yy = year; hr = time of sounding (00, 12); and stn = sounding site (three letter identifier).

ex.: JN219512.OAX is the 12Z sounding on June 21, 1995 for Valley (Omaha), Neb.

(Editor's Note: This "Crossfeed" idea was submitted by Maj. Susan K. Anderson, an IMA from Omaha, Neb.)

### AFGWC hosts AWDS users conference

A conference for users of the Automated Weather Distribution System (AWDS) is scheduled for Oct. 30-Nov. 2 at the Offutt AFB, Neb., Officers Club. The conference, sponsored by Air Force Global Weather Central's Operations Branch.

More than 100 users from AWDS sites around the world will gather to discuss the current and future state of the system.

Registration for attendees starts Oct. 30, followed by a tour of AFGWC. The conference schedule for Oct. 31-Nov. 1 is filled with AWDS briefing and discussions. For intermediate and advanced AWDS users, another session Nov. 2 will cover advanced AWDS techniques.

Speakers from various directorates of U.S. Air Forces in Europe; Pacific Air Forces; the 334th Training Squadron; the Air Force Command, Control, Communications and Computers Agency; Det. 7, AFGWC; Air Weather Service; the 607th Weather Squadron, and many others are scheduled to present briefings.

Discussion during the conference is expected to focus on several areas, including software and hardware

See OBTW,  
continued on Page 22

upgrades, product improvements, contractor logistic support, graphic products, communication outages and

24-hour points of contact, training, and the latest efforts in visualization and advanced techniques.

For more information, call Dr. David Szymanski or Capt. John Dreher at DSN 271-5854/7770.

# Storm Relative Region (SRR) Storm Relative Map (SRM)

**W**hat can these two variations on velocity do for me? They provide an estimate of velocity with a storm motion removed. Their main purpose is to help locate rotation in thunderstorms or mesocyclones.

This is very important because it has been estimated that nearly 60% of all mesocyclones produce tornadoes, and over 90% produce some type of severe weather.

There are two methods the WSR-88D uses to remove the storm motion. The SRM will use the average motion of ALL storms, while the SRR will use the motion of the storm closest to the center of the selected window. The radar also allows the user to define a storm motion to be removed.

This is handy when the storm track is not handling the motion of storms well, or in the case of SRM, if the storms movement you are concerned with is not consistent with other storms (i.e., a right mover).

To receive many SRRs with YOUR selected motion removed with 1 request:

1. Select the desired area on the screen (27X27 window will be given, centered on this point).
2. Select "AZRAN Select".
3. Select "SRR".
  - 3a. Select "Default Parameters" if the "Pick a Product" menu does not appear.
4. Select "AZRAN Select", (your AZ/RAN should be displayed).
5. Select "Storm Direction" and select the direction using the puck.
6. Select "Storm Speed" and select the speed using the puck.

7. Select "Repeat Count" and type a number (up to 9) using the puck.

8. Select "Send Request".

**NOTE:** these procedures will NOT work with SRM. It will default back to the average motion of all identified storms after the first request, (no repeat count).

These storm relative products use the maximum value contained in each set of gates, (4 gates for SRMs .54nm resolution, 2 gates for SRRs .27nm resolution). Base velocity displays the velocity detected in the first gate of each set of gates. If you input storm motion of "0" these products will output maximum velocities for the area. But remember the data levels of SRR and SRM differ from Base Velocity. Winds on SRM / SRR seem more intense when same color table is used. The SRM/SRR data levels are -50 to +50 knots, while base velocity is usually -64 to +64 or higher. The use of the alternate color scale will help differ-

entiate between base velocity and SRM/SRR.

Another note about SRR is that it will display the maximum detected velocities from the 27X27nm area in the legend. It is a great product to set as alert pair to MESO. The radar will give you a SRR product centered on the detected shear.

SRRs/SRMs can be useful with Vr shear. Note that if you see a ">" symbol, it means the speeds exceed 50Kts.

SRR/SRM products can also be useful to find Storm Top Divergence. Why?... For hail of course!

DIVERG.	HAIL SIZE
>75 kts	3/4 inch
110-135 kts	1-3/4 in. (Golf ball)
135-175 kts	2-1/2 in. (Tennis ball)
>225 kts	4-1/2 in. (Softball)

- submitted by TSgt. Mike McAleenan, HQ AWS/XOTS, DSN 576-4721, ext. 227, e-mail at "mcaleenm@hqaws.safb.af.mil"

## HAILSTONE DIAMETER vs. MAXIMUM V CHART

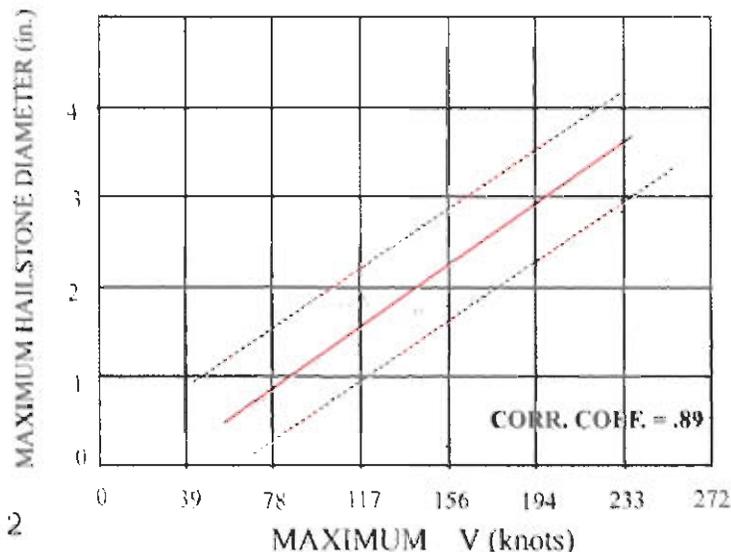


FIG 2

# AFGWC major survives civilian plane crash

**M**aj. Chuck LeMay, chief of Air Force Global Weather Central's Current Operations Branch, was among the survivors of a civilian commuter aircraft crash near Carrollton, Ga., recently.

The Embraer 120 two-engine turbo-prop went down about midday Aug. 21, killing the pilot and four others, and injuring the other 25 people on board. Atlantic Southeast Flight 529 crashed 15 minutes after its takeoff from Atlanta while en route to Gulfport, Miss. The plane broke into three pieces, with passengers scrambling out as heavy fire raged.

LeMay said he was the second person out of the aircraft after it crashed. He added that passengers helped each other out of the aircraft after it crashed.

"People just reacted," he said. "I don't think they had time to think. They just did what was necessary."

LeMay suffered a sprained shoulder,



Photo by SrA. Thomas Radke

*Major LeMay is met at the Omaha airport by his wife, Dawn.*

bruises and cuts in the accident. He was on his way to a weather conference at Keesler AFB, Miss., when the accident occurred.

"The fuselage split open two rows ahead of me," he said. "When I looked up, I could see some flames starting at the front side."

Flames erupted as LeMay left the plane. The flames built as he helped oth-

ers out of the wreckage.

"A guy sitting next to me took his pants and shirt off and was heating down the flames on people as they got out," the major said.

Few people panicked, he said. Victims helped other victims, dragging them from the wreckage and smothering the flames. The actions of flight attendant Robin Fech before and after the crash were also credited in helping save lives.

"I think because of her, everyone in the cabin was calm," LeMay said. "There was no screaming, no yelling. She did an absolutely fantastic job."

LeMay stayed at the crash site for about 30 minutes as the more seriously injured were taken to the hospital first. He said he realized how fortunate he was after getting a good look at the charred remains of the airplane.

"I'm just thankful to be alive."

*(Editor's Note: this article was compiled from several sources.)*

## WAR STORIES, continued from Page 8

The gliders provided a scrounger's paradise, with material for the "comforts of home", such as plywood, plexiglass, and radios.

The first civilian we saw was a young boy, Marcelle, in his schoolboy smock, asking for some chewing gum. He thought I was a pilot when he saw the wings on my Army Air Corps insignia. Our supplies seemed unlimited and it only took the American insignia to draw the children from the dump where they were hiding.

Other items, such as gasoline and water, were restricted only by the number of empty containers we turned in.

It took me quite some time to get out of the habit of carrying around most necessities, such as toilet paper, identification, cigarettes, matches, a can opener, and extra rations. These items took care of most contingencies except for entertainment. That was supplied by a group of Scotsmen in kilts led eastward by their bagpipes.

*— submitted by Dean W. Terlinden, Long Beach, Calif.*

## New parking plan unveiled at AFGWC

**W**hen Air Force Global Weather Central commander Col. Jack Hayes came out of a recent staff meeting, he found he didn't have to walk far to find his car -- it was parked in the hallway outside his office!

The colonel's green VW Bug had been carefully rolled through the narrow hallways of the Martin Bomber Building at Offutt AFB, Neb., and into the AFGWC area, by certain unnamed pranksters who were carrying on a tradition started during Colonel Hayes' days as Air Weather Service vice commander at Scott AFB, Ill.

While at Scott, the colonel found his car decorated, without his knowledge, in various holiday motifs. At Christmas, the poor little Bug was hung with tinsel, garlands, lights and a tree planted on the roof. For St. Patrick's Day, it was festooned with shamrocks, green leprechaun dust and a sporty green bowler. Before Easter, it became the world's largest

bunny. On the Navy's anniversary, the VW was transformed into a ship, the S.S. AWS.

Colonel Hayes took the joke in his usual good humor and noted that he now had the best parking spot in the house. With several other holidays coming up, it's clear the AFGWC merry men have their work cut out for them. The car could be a goblin during Halloween, a giant turkey during Thanksgiving, a big green egg for Easter ... the possibilities are endless!



Photo by S Sgt. Dave Robbins

*Colonel Hayes in a tight squeeze.*

