

A weather radar map of the United States, showing various weather patterns in shades of blue, green, and red. The map is overlaid with a grid of latitude and longitude lines. The title 'Observer' is written in a large, bold, red serif font across the top. Above it, the subtitle 'The Magazine for Air Force Weather' is written in a smaller, italicized serif font. Below the title, the issue information 'May/June '05' and 'Vol. 51, No. 3' is printed in a small, black sans-serif font. A central photograph shows a dramatic sunset or sunrise over a body of water, with a large, dark, stormy cloud mass in the foreground and bright light breaking through the clouds. The main title 'Total Weather Force' is written in a large, bold, red serif font at the bottom of the cover.

Observer

The Magazine for Air Force Weather

May/June '05
Vol. 51, No. 3

Total Weather Force



Observer

The Magazine for Air Force Weather

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Reservists from the 452nd Air Mobility Wing, March Air Reserve Base, Calif., completed the final C-141 supply run to Antarctica in support of Operation Deep Freeze. Weather forecasters played a vital role in these missions, which maintained a perfect safety record with C-141 crews.

Hurricane Hunters fly first operational WC-130J mission

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The first named storm of the 2005 hurricane season, Hurricane Adrian, came a little early off the Pacific coast of Central America. Adrian also marked the beginning of a new era in weather reconnaissance for the 53rd Weather Reconnaissance Squadron - the WC-130J’s first operational tasking.

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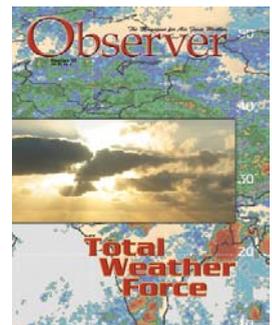
The 45th Weather Squadron, Patrick AFB, Fla., forecasts everything from rain and wind to cloud cover; ensuring that all systems are go for space shuttle and missile launches from the Cape.



On the Cover

This *Observer* issue features stories and articles related to the Air Force Total Force initiative that blends Airmen from active-duty, Air National Guard and Air Force Reserve units together for specific missions.

Photo illustration by Jodie Grigsby.





AFWA

If you ask him, he owes everything to everyone. If you ask him, he is just proud to serve in the United States Air Force. If you ask him, he is just another average Airman. But if you've had the pleasure to meet him he is anything but average ...

by Ms. Jodie Grigsby
Air Force Weather Agency Public Affairs
Offutt AFB, Neb.

He is Staff Sgt. Jay Sablan, Air Force Weather Agency Communications Directorate, Network Systems Administrator, Offutt AFB, Neb. Sergeant Sablan was recently selected as the Headquarters Air Force Airman of the Year; this selection allowed him to compete for one of the Air Force's 12 Outstanding Airmen of the Year awards. This program recognizes 12 outstanding enlisted personnel for superior leadership, job performance, community involvement, and personal achievements.

The 12 OAY winners also serve on the Air Force Enlisted Council for one year.

Sergeant Sablan, who recently pinned on his staff sergeant stripes, works as a network systems administrator to ensure AFWA's networks meet Air Force standards. He works tirelessly to ensure that the agency is able to receive and send weather data without interruption. He provides technical support, customer service, and emergency response for AFWA's core servers.

"If Sergeant Sablan doesn't do his job, the pilots won't get their forecast. It's that simple," said Master Sgt. Scott Kenny,

Sergeant Sablan's supervisor.

"If he isn't doing his job, it won't matter how accurate the weather forecast is, the warfighter won't get that information," he continued.

Sergeant Sablan said he doesn't usually get to see first hand the fruits of his labor, which is why it is important to get feedback from the customer. Receiving recognition as one of Headquarters U.S. Air Force's top Airmen serves as the ultimate feedback.

Always quick to credit his team, Sergeant Sablan said humbly, "it is reflective of the great things everyone does everyday. We are a great team."

His award package reads like a laundry list of achievements. His accomplishments are more fitting for a fleet of computer technicians, let alone a staff sergeant who still counts his time in the Air Force by months ... 44 months to be exact. Last year he was the key to thwarting more than 240 thousand virus attacks on the AFWA infrastructure. His accomplishments and contributions do not stop at the doors of AFWA or at the gates of Offutt. His effects are

GO Wins award

also felt in the community, by helping to provide food and clothing for more than 200 Nebraska veterans. He helped raise \$17,000 to support needy families in the Offutt community. This active member of the AFWA Color Guard also volunteered at a local shelter for homeless families.

However, the most impressive attribute of the Guam native is that he is the pinnacle of professionalism. His immaculate uniform and the spit shined boots will make any first sergeant gleam with pride. When you ask Sergeant Sablan which one of his accomplishments makes him the most proud, he answers, "I am most proud of the people I work with. They do amazing things. I am lucky to have such great people to learn from."

Although now it is easy for Sergeant Sablan to appreciate what he has learned from his Air Force family, it wasn't clear for him when he decided to join the Air Force.

"I joined the Air Force for the worst reasons, and stayed for the best," he said.

When pressed, he reluctantly and somewhat sheepishly, admitted that he joined the Air Force to follow his high school sweetheart. But for this Airman, who does everything with careful thought and purpose, the reason turned out not to be so foolish after all – since he is now married to that girl.

"I couldn't do any of this without her love and support," Sergeant Sablan said about his wife.

Is he the perfect Airman? If you ask him, he would say no. Ask his supervisor, Sergeant Kenny, and he tells you that

Sergeant Sablan is just as close to perfect as you can get.

"I have never met anyone like him. The only limits for him are the ones he puts on himself," said Sergeant Kenny on supervising Sergeant Sablan.

Sergeant Sablan admitted that he did feel some pressure from all the attention, and that he gets a lot of questions. He says the most common questions are, "What will it feel like if you win? What if you don't win?"

While Sergeant Sablan did not win the 12 OAY award, he still thinks as a winner.

His answer, "I have a job I love. I work with people I admire and respect to accomplish a truly important mission. In my mind I've already won."

Simply Sablan

Favorite thing about being in the Air Force?

The people. I get to work with outstanding people. The Air Force is a diverse, dynamic group of individuals who are superior performers in their own way, and I get to learn from them all.

What is your dream job?

A job like the one I have been fortunate enough to have at AFWA; a job where I get to work with motivated people and one where I feel like I am making a difference.

How long are you going to stay in the Air Force?

I hope to make it a career. I would love to become a chief master sergeant. However, it shouldn't be about making rank; I think we

shouldn't just do our time, but serve our time.

Where do you want your next assignment to be?

Wherever I am needed.

What is your AF career goal?

To be able to look back over my career and say that I served everyday with integrity and honor. I want to look back and know that I gave every task and every day 100 percent. That would be success.



First enlisted Air Force
Weather specialist is ...





BOUND

by Mr. Miles Brown
Air Force Weather Agency Public Affairs
Offutt AFB, Neb.

It is not everyday that an Air Force Weather member gets to make history. But the truth is, a selection to attend the Air Force Institute of Technology Graduate School of Engineering and Management as an enlisted member of weather was unheard of - until now.

Master Sgt. Robert Steenburgh, 3rd Weather Squadron Readiness Flight Chief, Fort Hood, Texas, is the first enlisted weather professional selected to attend a master's program at AFIT. More impressively, he is the first Air Force enlisted member selected to attend a program in the Department of Engineering Physics.

Earning a position to the Air Force's premier professional continuing education institution is no small feat. All applicants must meet stiff requirements even before being considered for one of the typically in-resident positions.

"Senior enlisted are eligible to attend any AFIT program for which they are academically qualified—just like any officer," said Lt. Col. Ron Lowther, Department of Engineering Physics Deputy Head, AFIT Graduate School of Engineering and Management. All prospective students must be recommended by their wing commander, meet all the educational prerequisites, and satisfy all military service eligibility factors.

Sergeant Steenburgh exceeded all these requirements. His application package was reviewed by the Air Force Learning and Development Division at the Pentagon. Once his and other applications were reviewed for program requirements, the admissions team at AFIT reviewed the transcripts to ensure prospective students had the potential to succeed in the demanding graduate programs offered at the Institute.

Then and only then, according to Chief Master Sgt. Denise Alexander, Chief of the Learning and Development Division, do all enlisted packages

meet a chief's board for final selection.

However, Sergeant Steenburgh's path to selection at AFIT started much earlier than the day he sent forward an application package. Growing up in Ohio, he learned early that weather has a great impact on people's lives.

"I remember being huddled under my father's workbench, with my mother and siblings, in the basement of our house during tornado warnings.

"The super-outbreak of 1974 happened when I was 9 years old. Though our town was spared, I remember the images [of devastation] on TV," he recalls. This, and the opportunity to learn about meteorology as a young teenager, from some helpful weather technicians at the weather service office in Columbus, Ohio, piqued his interest in weather.

It was these early weather experiences and his self-admitted poor swimming abilities that made his decision to join the Air Force instead of the Navy a rather simple choice. Once in the Air Force and loving his weather career choice, Sergeant Steenburgh continued the college career he had put on hold to enter the service. Eager to make up for lost time, he quickly completed an associate's degree in weather technology through the Community College of the Air Force. Later, he completed a second AS degree and continued his professional military education courses. In an effort to keep the momentum, Sergeant Steenburgh then completed a Bachelor of Science in Meteorology.

"I consider it a professional responsibility to seek and complete education and training, particularly in a specialty as complex as meteorology," said Sergeant Steenburgh.

He continues to challenge all enlisted service members to press forward with their educational goals. "I encourage everyone with an interest to further their education, [to] complete their undergraduate degree and compete for an AFIT slot. You'll never know if you don't try."

Sergeant Steenburgh credits the support and encouragement from his supervisors, peers and subordinates as a large part of his educational accomplishments.

"It was my former supervisor, retired Senior Master Sgt. Gary Mercer, who convinced me to put my hat in the ring [for the AFIT program]. I owe him a debt of gratitude. I am grateful to my chain of command for supporting me and to those who wrote letters of recommendation for my package."

Additionally, the love and support of his family has helped pave the way for professional success. "My family makes sacrifices to enable me to pursue this opportunity – they have always been supportive throughout my Air Force career," he said.

The challenge of entering a demanding 21-month master's program is first and foremost on his list of goals according to Sergeant Steenburgh. But, after AFIT, he said he hopes to "use the knowledge I gain to support the Air Force mission, benefit our Nation, and advance science."

He is going to have that opportunity very soon. His assignment, upon his graduation from AFIT, is with one of the nation's leading weather institutions – The National Oceanic and Atmospheric Administration's Space Environment Center in Boulder, Colo.



Master Sgt. Steenburgh

AFIT admission requirements

Prospective Air Force Institute of Technology Graduate School of Engineering and Management students must have:

- ♦ A bachelor's degree from a regionally accredited college or university in the United States, or the equivalent of this degree in another country
- ♦ Meet or exceed a grade point average

of 3.0 on a 4.0-point scale

- ♦ Achieve either a Graduate Record Examination score of 500 verbal / 600 quantitative or a Graduate Management admission test score of 550
- ♦ Enlisted applicants must be E-6 or above, be recommended by their wing commander (or equivalent), have a Bachelor's degree from an accredited university,

completed 7-level upgrade training and resident NCO academy, and meet all other service eligibility factors

- ♦ Applicants who meet these criteria have the potential to successfully complete a master's degree program in the nominal time of 18 months

***Waivers of some criteria can be granted on an individual basis.*

AFIT Degree Programs

Aeronautical Engineering – A study of aerodynamics, aircraft stability, propulsion and structures.

Astronautical Engineering – A study of vehicles and components designed to operate primarily outside an atmospheric envelope. The program includes the study of design, construction, and the navigational problems associated with such vehicles.

Computer Engineering – A study of design, analysis, evaluation and maintenance of embedded computer systems such as found in avionics systems, Command, Control, Communication, and Intelligence Systems, and space and missile systems.

Computer Systems – This master's program prepares students for assignments involving the design, test, and evaluation of computer software systems. Emphasis is placed on the integration of various elements and components into large and small scale digital systems.

Cost Analysis – A study designed to provide students with the knowledge and skills needed to effectively estimate program resources within the Department of Defense and Air Force acquisition community.

Electrical Engineering – This master's program is the most general in the electrical engineering area, and thus it provides the student with the greatest freedom and flexibility in devising a curriculum. The study provides an advanced degree capability in any number of electrical engineering areas.

Engineering Management – A study designed to educate Air Force professionals in the management of base, infrastructure, and facility resources and processes consistent with future duties across the spectrum of the Civil Engineer's mission.

Environmental Science & Engineering – A study designed to educate students in environmental science and engineering principles. The program includes course offerings in statistics, chemistry, risk assessment, chemical fate and transportation in the environment, and environmental sam-

pling, along with design classes in air, water, and solid waste pollution control.

Information Assurance – The IA graduate program encompasses multiple scientific disciplines required to ensure the security of critical infrastructure such as: computer and network security, cryptography, computer forensics, systems security and application software security.

Information Resource Management – This master's program emphasizes the management aspects of effectively designing, developing and implementing information systems for Air Force organizations.

Information Systems Management – Information Systems Management involves the use of computers in organizations and the integration of computer skills with the functional areas of management, including decision science (operations management).

Logistics Management – A study that provides a broad diversified curriculum that will equip students with the skills required to perform effectively as middle and upper managers in any of the variety of Air Force and defense logistics systems.

Material Science – A study in science and engineering of all classes of materials, their characterization, synthesis, and processing concerns.

Nuclear Engineering – This master's program prepares students for positions which involve nuclear weapons and the design of systems to survive nuclear weapons' effects. The program also prepares students for positions involving space and military nuclear power.

Operations Research – This study prepares students for analysis roles to assist decision makers in allocating resources for the planning, development, acquisition and use of military systems. The program is designed to provide an extensive background in mathematics, probability, statistics, simulation, economic analysis, operations research, and related disciplines.

Physics – A broad foundation in applied

physics that combines courses and laboratory practice.

Research and Development Management – The program provides students with an in-depth understanding of the development of new defense products and systems within the Department of Defense and Air Force.

Space Operations – This program is interdisciplinary in nature; all students study subjects spanning the areas of space sciences, operational sciences, and management sciences.

Space Systems – A multi-disciplinary study of the analysis and design of systems intended for use in space environment. Includes the study of space surveillance, space systems integration, structural analysis and electronic warfare.

Space Weather – Space physics studies encompass the mathematics and applied physics of the solar effects on the near-Earth environment and military operations.

Systems Engineering – This program prepares students for assignments in operations research or systems analysis positions within the Defense Department.

**These master's programs are offered in-residence at AFIT.*





First Lt. Jared Wurster, a 28th Operational Weather Squadron officer, Shaw AFB, S.C., gives an Easter basket to a surprised little boy as part of Operation Easter Giving. Members of the 28th OWS provided approximately 70 Easter baskets to children living at the Epworth Children's Home in Columbia, S.C., as part of the operation. Photo courtesy of 28th OWS.

Joy of giving & receiving

by 28th Operational Weather Squadron
Staff Report
Shaw AFB, S.C.

*Unit takes time to
support, give back
to local community*

In addition to the demanding task of forecasting the weather for missions in Iraq, Afghanistan, and the entire southeastern United States, members of the 28th Operational Weather Squadron, Shaw AFB, S.C., also find time to give back to their communities.

During their off-duty time, it is not unusual to find team members supporting numerous projects and events in their local areas. Their dedication and commitment is evident in their support of projects like the local school visit program, participation in the Relay for Life fund-raising campaign, judging science fairs, guiding and mentoring Boy Scouts in pursuit of their weather merit badges, and delivering Easter baskets to local children in need.

The school visit program is especially close to the heart of 2nd Lt. Jody Chevalier, 28th OWS weather officer, who developed the program.

According to Lieutenant Chevalier, the success of the program has been tremendous.

"This program took off a lot faster than I anticipated. Within the first few days of asking for volunteers, my e-mail inbox lit up with 30 volunteers," the lieutenant said.

In less than three months, the squadron completed 11 school visits, reaching more than 1,000 students.

The visit is aimed at teaching children about the weather profession, judging school science fairs, attending career days, and other general Air Force topics.

Local school administrators agree that the program is a big success, and that it is as beneficial for the students as it is for the teachers.

"Lieutenant Chevalier and his team hit the ground running. They have judged science fairs at many of our local schools. We are delighted to have individuals dedicated to the field of science sharing their expertise with

our students. We consider the members of the 28th OWS valuable education partners," said Ms. Lori Smith, Sumter District II math and science coordinator.

The 28th OWS also judged the 49th Annual Central South Carolina Region II Science and Engineering Fair, held March 18, at the Carolina Coliseum in Columbia, S.C. The event had 545 representatives for the individual and team competitions, from nine surrounding counties. Students in grades five to 12 competed in seven categories ranging from physics to mathematics to engineering.

"It's absolutely uplifting to see students as young as 11 years old embrace science in this way," said Master Sgt. Jay Wessendorf, 28th OWS judging team organizer.

However, they didn't stop there. Judging competitions is just one dimension of their total support to their community. When Easter approached, the squadron members jumped in to help those in need. They organized a project called Operation Easter Giving, which provided approximately 70 Easter baskets to children living at the Epworth Children's Home in Columbia, S.C.

"We asked for squadron members to sponsor individual children at the home by providing an Easter basket for each child. The cost was incurred by the unit members. They used their creativity to develop the contents," said 1st Lt. Jared Wurster, project coordinator.

While the response to this program was overwhelming, the contents of the baskets were even more impressive. A group of squadron members delivered the baskets to the Home and had lunch with the children in their new dining facility. The children living at Epworth are victims of

abuse and neglect. The unselfish love and support from the 28th OWS team members is a demonstration of good stewardship. It has also had big dividends, not only for the children but also for the Air Force and the community.

"We were happy to make Easter special for all the children at the home. Without the 28th, they may have had nothing to look forward to on Easter Sunday. Sometimes we take for granted the luxuries we were afforded as children, and the support we have today. I am very happy that we were able to support these needy children," said 1st Lt. Henry Wurster, 28th OWS flight commander.

Next on the agenda was their participation in a Relay for Life event. This is the American Cancer Society's largest non-profit fundraiser in the world. Each year, counties in each state host Relay for Life events and raise funds and awareness for cancer research and advocacy.

The squadron's enthusiasm for helping others is reflected in its leadership. As commander of the 28th OWS, Lt. Col. John Coulter applauds the efforts of his squadron members and their unwavering support to their community. He believes that building a strong rapport with the surrounding community is integral to broadening the experiences of the Airmen as influential members of their community.

"We are extremely proud of our folks who have stepped forward to help the local community. We believe that helping others builds strong Airmen and makes our folks better ambassadors. The 28th is built on the principle of a strong family from within and beyond the squadron, and the Airmen are learning skills in helping the community that will last a lifetime," Colonel Coulter said.

AFRC weather operation adds depth, breadth to AFW mission

by Lt. Col. Lawrence Edger
Headquarters Air Force Reserve Command
Robins AFB, Ga.

Everyday the Air Force moves closer to realizing its goal of seamlessly integrating guard, reserve, active duty and civilian personnel toward accomplishing its Total Force concept. That is also true for the Air Force Weather community, as guardsmen, reservists, active duty members, and civilian weather professionals work hand-in-hand to form a Total "Weather" Force.

One component of the Total "Weather" Force concept is the Air Force Reserve Command Weather Operations. They operate weather teams at five Reserve bases – Dobbins ARB, Ga.; Grissom ARB, Ind.; Homestead ARB, Fla.; March ARB, Calif.; and Westover ARB, Mass.

AFRC also has a weather-observing unit at Niagara Falls Air Reserve Station, N.Y. All AFRC weather team operations are contractor-operated with the exception of Homestead ARB, Fla., which is operated by Department of Defense civilians. The command has a highly experienced weather workforce with many employees having

more than 20 years of weather service experience. Additionally, some employees are current Air Force Reserve, Air National Guard or Navy Reserve members.

Staff weather functional managers provide oversight of the Reserve's weather operations and are a part of the Airfield Operations Branch. The Airfield Operations Branch also consists of air traffic control, airfield management and airspace management functions.

One of the most dramatic examples of Total "Weather" Force occurred with the activation of the 12th Operational Weather Flight associated with the 15th Operational Weather Squadron, Scott AFB, Ill., and the 5th OWF associated with the 28th OWS, Shaw AFB, S.C., in 2004.

The varied backgrounds of the guards, reservists, active duty, civilians, and contract weather professionals at these Reserve OWFs provide a wealth of experience to support the total Air Force mission. Their experience spans the spectrum of military weather services, touches all Air Force units and military components, and provides support to friendly military forces.

This makes AFRC's weather service an example of the Total "Weather" Force concept.

TOTAL FORCE: *The following Reserve weather teams demonstrate the Total Force concept through their day-to-day interaction with the mission and units they support.*



March ARB, Calif.

The March team is a contract operation staffed by a weather services supervisor and seven meteorological technicians, all retired Airmen.

They support the assigned aircraft of the 452nd Air Mobility Wing; the California Air National Guard's 163rd Air Refueling Wing and alert fighter aircraft; and a U.S. Customs and Border Protection unit. They have also provided support to the Civilian Reserve Air Fleet aircraft, mostly wide-body civilian aircraft, engaged in the deployments and rede-

ployments of the 1st Marine Expeditionary Force.



Homestead ARB, Fla.

This team has a vast responsibility. They support the 482nd Fighter Wing; the Florida Air National Guard's alert fighter aircraft; a U.S. Customs and Border Protection Unit; a Coast Guard Homeland Security unit; and Special Operations Command South. They also support an annual, month-long Royal Air Force deployment of Nimrod aircraft to Homestead ARB

for antisubmarine warfare training.



Dobbins ARB, Ga.

In supporting, the Total "Weather" Force, Dobbins Weather Team's primary mission is to support their host, the 94th Airlift Wing with their mission of training C-130 crewmembers and maintaining combat units ready to deploy, on short notice, to defend the nation.

Dobbins ARB has been designated as a hurricane evacuation and refuge base for numerous Air Force, Army, and Navy flying units throughout

the southeastern United States. They support an average of 450 to 500 missions monthly, making them the busiest in the command.



Grissom ARB, Ind.

This is a contract operation staffed by a weather services supervisor and seven meteorological technicians. The workforce consists of retired or former Marines, Sailors and Airmen. This diverse workforce supports the 434th Air Refueling Wing and represents

a mix of personnel from various services coming together to support one flying mission.



Westover ARB, Mass.

This group, consisting of retired and former Airmen and one retired Sailor, supports the 439th Airlift Wing.

Westover's location in the northeastern U.S. means considerable transient aircraft traffic to and from Europe and points further east. Transient aircraft support has been provided to a wide assortment of military and civilian aircraft,

with one notable type of support being to U-2 deployments to Europe.



Niagara Falls ARS, NY

The weather operation at Niagara Falls is unique. It is a contract weather observing only operation that operates under a cooperative agreement between the Federal Aviation Administration, the owner of the weather observing responsibility at Niagara Falls International Airport, and the 914th Airlift Wing.

Air Force Weather Reserve IMAs

Linking the Total "Weather" Force

by Col. Beth McNulty, IMA to AFWA Commander
Lt. Col. Jeffrey Tongue, IMA Technology Exploitation
HQ Air Force Weather Agency
Offutt AFB, Neb.

Various reserve components help shape the Total Force of Air Force Weather. Reserve components include two new traditional Reserve units in the form of the Associate Weather Flights affiliated with the 28th and 15th Operational Weather Squadrons. Individual mobilization augmentees are affiliated with active duty weather units, while Air National Guard Weather Flights provide primarily Army weather support. The ANG Weather Flights are gradually transforming their mission as the units they support transform to fit the Army's mission.

A more familiar facet of the reserve component in Air Force Weather are personnel serving as IMAs. Most IMAs serve in Air Combat Command, but some augmentees also serve in weather positions within the intelligence community. Eight are assigned to the Air Force Weather Agency, at Offutt AFB, Neb.

IMAs are a seamless part of the unit. They are indistinguishable from their active duty colleagues, as they work side-by-side in a total force environment as part of the Future Total Force concept.

At the Agency, augmentees work primarily with the leadership and the development teams. Their expertise influence physics packages and algorithms used by AFWA personnel to produce models and other products generated for the warfighter. IMAs have influenced the development of many of the visualization tools in JAAWIN. An example of the FTF concept occurred in 1999 when augmentees and members of the Air National Guard were activated to work at AFWA to assist with the increased workload providing forecast models over the Balkans during Operation Allied Force. Today, IMAs are an integral part of the mission at AFWA.

Some IMAs with a background in teaching or technical training also work in the training division, developing and reviewing training packages for the Air Force Weather community. Nevertheless, numerous opportunities are available for active duty and reserve personnel to work together in a total force environment such as in AFWA's Air and Space Science and Operations Analysis directorates. They are involved in technology development, modeling and data assimilation, requirements validation, forecast production support, standardization and training, as well as providing leadership and mentorship.

In the civilian sector, augmentees work in a variety of functions, including research program managers, information technology managers, operational forecasters and trainers, and as teachers.

However, in supporting the Global War on Terrorism, they work side-by-side with their active duty counterparts to provide the best products and techniques available for deployed forecasters and Operational Weather Squadrons.

For more information call the AFWA IMA program manager at DSN: 272-8280 or commercial: (402) 232-8280.

Officials announce Future Total Force initiatives

by Tech. Sgt. David A. Jablonski
Air Force Print News
Washington D.C.

Air Force officials plan to tap into the inherent strength and experience of all three Air Force components to increase overall combat capability.

They announced six test initiatives Dec. 1, 2004 that fall under the Future Total Force plan. The plan puts Airmen from active-duty, Air National Guard and Air Force Reserve units together for specific missions. Each component has unique strengths that together, produce a more effective combat force and efficient peacetime force, officials said.

"For nearly two years, we've been working future total force initiatives that will enable us to meet the challenges of the 21st Century with a smaller, but more capable Air Force," said then Air Force Secretary Dr. James G. Roche.

Secretary Roche also said through the initiatives, officials hope to meet the challenges of a shrinking budget, aging aircraft fleet, and new and emerging missions by improved use of people throughout the total force.

The six test initiatives involve Air Force, Air National Guard and Air Force Reserve units in Arizona, Virginia, Vermont, Utah, Texas, New York and Nevada.

The deputy chief of staff for plans and programs, Lt. Gen. Stephen G. Wood, said he views the three components of the Air Force as equal partners.

"We have taken great pride in our seamless integration of expeditionary operations and feel the time is right to try this integration at home. The test cases will confirm the effectiveness of our future integration activities as we respond to the challenges of modernization and recapitalization and execute the decisions resulting from the [base realignment and closure] process," General Wood said.

Camp Stanley

A new sun rising in the land of the morning calm

by Staff Sgt. Steve Hearing
607th Weather Squadron, Det. 1,
Camp Stanley, Korea

If you have been an Air Force Weather forecaster for a very long time, chances are, you've served in Korea. Perhaps, you have pounded the ground at one of the many camps in Area 1, the land designation between the capital city of Seoul and the Demilitarized Zone. This area is also home of the 2nd Infantry Division and Detachment 1, 607th Weather Squadron. The Detachment currently consists of a staff weather support unit at Camp Red Cloud and Operating Location Alpha at Camp Stanley.

Camp Stanley is located on the outskirts of the city of Uijongbu, approximately fifteen miles north of Seoul. Air Force Weather's presence in this area can be traced back to the earliest organization of Army support during the Korean War, but the Battlefield Weather Team became a fixture at Camp Stanley in 1979 where it has since remained.

It was designated OL-A, Det. 1, 607th Weather Squadron in 1994. The BWT has had more than 300 Airmen assigned since its opening during the Korean War. Currently, OL-A has an extremely high operations tempo, supporting 3,000 flights

a year, and more than 100,000 since its inception.

As weather forecasters, at Camp Stanley, which is located 20 miles from the DMZ, they are the "Eyes Forward" for the 20th OWS. As such, the Airmen of Det. 1 have long boasted that they are, "The most forward-deployed armistice weather unit in the world." Now this is changing.

In 2004, the Department of Defense began restructuring the U.S. Army into multi-functional and self-sustaining units. The effects of these transitions are being seen in Area 1. The Army is deploying many of its aviation assets to bases further south on the peninsula. Since the 607th WS's main priority is to provide support to these units, there is no longer a requirement for the operating locations to remain open. Det. 1 will continue to support remaining 2ID assets.

The Detachment commander, Capt. Brian Schroeder, and a team of seven weather professionals take on roles, not only as forecasters, but as finance, personnel, equipment and supply managers, as well as other administrative duties.

Captain Schroeder summarized

his tour in Korea by saying, "With the task of closing three BWTs, conducting more than a dozen exercises, and the extremely rapid pace of operations, it's been the most logistically challenging assignment I've faced in my 10 years of service.

"This is a truly historic time for Air Force Weather, the Army's 2ID and the Republic of Korea. I'm so proud to have worked with such an amazing team of true Air Force Weather professionals," he said.

Master Sgt. Larry Groff, the detachment NCO in charge said he was proud to work with such high caliber professionals assigned to the team, and that their "can do" attitudes allowed them to accomplish a challenging task.

"I salute each and every one of them," he said.

Whether you chewed dirt in Korea 20 years ago or just recently completed a tour, today, expect the land of the morning calm to be very different.

OL-A, Det. 1, Camp Stanley's 1st Lt. Christopher Chase and Master Sgt. Todd Simmons and Det. 1, Camp Red Cloud's Capt. Brian Schroeder and Master Sgt. Larry Groff contributed to this story.

ANG, Reserves, Defining Total ‘Weather’ Force

by 28th Operational Weather Squadron
Staff Report
Shaw AFB, S.C.

In the continuing tradition of Citizen-Airmen, members of the Air National Guard and Reserves have made, and continue to make, invaluable contributions to the Global War on Terrorism across the full spectrum of operations. As an integral partner in the Total Force, they are embedded into the Air Expeditionary Force construct. The Air National Guard and Reserves routinely provide forces for the Global War on Terrorism, contingencies, and day-to-day operations.

This vital role is reflected in the contributions Guard and Reserve members have made as part of the Total Force weather team. Air Force Weather relied heavily on the total force during the peak of Operations Enduring Freedom and Iraqi Freedom, with the Air National Guard and Reserve components providing almost 25 percent of the combat weather force.

Currently the Reserve component is providing 16 percent of the weather support for both Air Force and Army operations. Mobilized personnel and volunteers often spend 120 to 179 days in theater supporting their customers, with many volunteering to stay for a second rotation.

Additionally, when active duty units are unable to fill a tasking, the Reserve components are always ready to step in. Reserve forces not only provide a critical part of the Total Weather Force in every geographical combatant commander’s Area of Responsibility, they also serve in crucial War on Terrorism support operations here in the U.S.

During the summer of 2004, seven Air National Guard augmentees began working at the 28th Operational Weather Squadron Weather Station, U.S. Central Command Air Force Weather Operations Center. These individuals volunteered to help the center during a critical period of operational transformation and a severe reduction in manning levels. They were instru-

mental in providing the 28th OWS with the support needed to complete their mission successfully.

“We could not continue the high operations tempo without the help of our ANG brethren. They have been instrumental in ensuring that the 28th has enough experienced forecasters to accomplish the mission. I cannot express in words the gratitude we owe our ANG augmentees for a job well done,” said Lt. Col. John Coulter, 28th OWS Commander.

Additionally, the Air Force relies on its Reserve components in the day-to-day execution of peacetime operations and Homeland Defense. They worked side by side to support the military Emergency Operations Center in St. Augustine, Fla., during Hurricanes Charley, Ivan, Francis and Jean, and provided weather briefings for C-130 missions as they flew dignitaries around the state to tour damaged sites.

Before any force is sent into battle, they must be completely and expertly trained to accomplish their mission. The Weather Readiness Training Center, Camp Blanding, Fla., fills this need by providing hands-on just-in-time-training to reserve, active duty and Navy personnel.

From support of the Global War on Terrorism at home and abroad, to day-to-day peacetime operations and training, the Reserve component remains fully engaged in providing vital weather personnel, resources and training to the Total “Weather” Force team.

It can sometimes be challenging for many in the Guard and Reserves, who are called “Citizen Airmen,” to be ready at any moment to train and deploy alongside the active force, and then return to their lives as civilians.

Nevertheless, they are always ready to answer the nation’s call whenever it comes.



Day two of the four-day hands-on recruiting effort had potential recruits, like Senior Airman Paul Warren, 11th Operational Weather Squadron, Elmendorf AFB, Alaska, free-rappelling from a 40-foot tower on Eglin AFB, Fla. The recruits began the day with a four-and-a-half mile jaunt, carrying 25-pound rucksacks, on the least direct path from their billeting quarters to the tower training area.

T R A I N

Air Force Weather specialists learn what it takes to be part of Special Operations



Day one concluded with Airman 1st Class Patrick Martin, 26th Operational Weather Squadron, Barksdale AFB, La., and his classmates participating in the physical part of the hands-on Combat Weather training. They enjoyed a few hundred flutter kicks in the "PT Stream" on Eglin AFB, Fla. Day one also included sustained airborne training and jumpmaster briefings for inspection procedures and briefings on different types of military freefall and static line jumps. The students also received a crash course on map and compass skills at the land navigation range.

NG DAYS

Potential Combat Weather recruits practice engaging targets using modified M4 rifles during part of the hands-on phase of a joint Air Force Special Operations – Air Combat Command Special Operations/Airborne Weather recruiting effort. The recruits did not actually fire the weapons. The four day training event in late March also included firing 9mm, night firing with an infrared illuminator and mini night-vision sights. For more information, call DSN: 579-2145 or e-mail afsoc.dow@hurlburt.af.mil
Photos and information courtesy of AFSOC/DOW.



After a morning “Jungle Run,” potential recruits experienced military parachuting up close and personal. They were loaded onto a C-130 to watch special operations weather troops conduct static line and freefall jumps from 1,250 and 10,000 feet respectively, using both exit doors and the aircraft’s ramp. On the fourth day of training, the potential combat weather troops had a day full of down-proofing instructions and combat swims in full uniform. The final test was a 1,250 foot step over Fryar dropzone near Fort Benning, Ga. The jump, from a C-130 flying at 130 knots, culminated the training experience. All in a day’s work for combat weather – Go Airborne.

Air Force Core Values begin at home

*NCO learns basic life-lessons,
core values in bathroom,
not classroom*

by Staff Sgt. Nolan Hildebrand
15th Operational Weather Squadron
Scott AFB, Ill.

When we think about the classrooms in life, I'm sure the bathroom is not at the top of the list. However, the bathroom is where I learned my first core value of "Excellence in All We Do."

I was taught "Excellence In All We Do" by my father. My father didn't retire as a chief and he didn't serve in the Air Force, but through his daily actions and his shaving mug, I learned an important life lesson. You see, my father's shaving mug had a motto inscribed on it. It states, "What is worth doing, is worth doing Well."

As a young boy, I frequently stared at that shaving mug, dreaming that one day I too would be lathering up my face and sliding the razor across my budding whiskers.

At that time, I paid little attention to the motto. Now, as a man, I realize that even though I didn't think about the motto, I internalized it as a core value which I lived by.

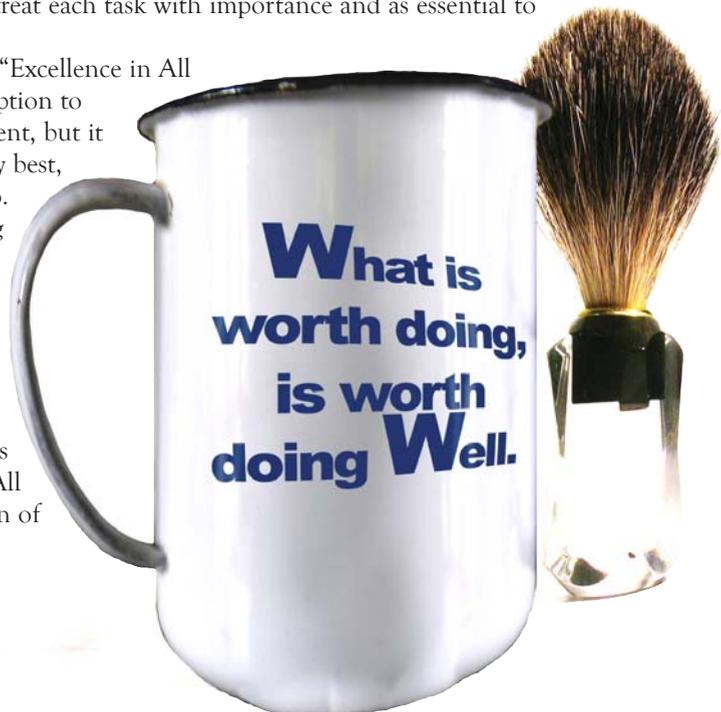
I've been guided by those simple, yet powerful words every day of my life. I strive to do my best with every task entrusted to me and take pride in the successful completion of the job.

We should all feel pride in our jobs. From fuels to finance, from the post office to the Pharmacy, we all have important tasks that are critical to Air Force's mission accomplishment. We should treat each task with importance and as essential to mission success.

The Air Force Core Value "Excellence in All We Do" doesn't give us the option to choose when to give 100 percent, but it demands that we give our very best, every day, in everything we do.

Not everyone has a shaving mug to remind them of what's important and, as the saying goes, "What is worth doing, is worth doing Well."

However, we do have our Air Force Core Values as a guide. Our actions and attitudes must represent "Excellence in All We Do" and shine as a beacon of light to the entire world.





Providing intelligent, tactical weather support

by Master Sgt. Dennis Anglin
HQ Air Mobility Command
Scott AFB, Ill.

The Tanker Airlift Control Center

The Tanker Airlift Control Center Weather Operations Flight employs a three-pronged approach to mitigate weather risk for Mobility Air Forces worldwide. The approach is rooted in the concept of machine-to-machine interfaces. TACC Weather Operations utilizes M2M interfaces to provide timely, accurate, and relevant weather intelligence to support up to 9,000 missions per month.

Weather Operators Command and Control Systems

Weather operators use Command and Control systems to execute Mobility Air Forces missions, mitigate risk, and communicate with and flight follow all sorties. The Integrated Management Tool and Global Air Mobility Advanced Technology are the primary tools used by TACC weather operators.

The IMT

The IMT facilitates integrated flight management by providing a corporate view of all the data elements necessary to meet the information requirements for a mission. Weather is one of 11 distinct IMT user roles necessary to implement Mobility Air Force missions worldwide. The tool displays information necessary to

manage a mission leg or sortie from pre-flight to its destination. IMT provides access to advanced computer flight planning, Windows Global Decision Support System, mission monitoring and management, consolidated aircraft maintenance system for mobility systems, and command and control messenger.

Additionally, an aircraft communications addressing and reporting system interface is embedded. ACARS within the tool allows for an instant messaging concept from weather operators to aircraft, directly from the IMT dashboard.

Global Air Mobility Advanced Technology

Global Air Mobility Advanced Technology fuses weather and flight information from multiple civilian and military data sources in order to provide global mission-oriented weather situational awareness.

Weather Operational Risk Management

Weather Operational Risk Management is an important part of the development of the aircrew flight package. The Weather ORM column within the tool identifies the weather risk by color-coding each mission and displaying the significant weather conditions affecting MAF missions to all users in the TACC.

This enables flight managers to change mission parameters to mitigate

weather risks. After a mission is airborne, aircrews can request weather updates and provide pilot reports, as well as receive critical mission changes via ACARS.

Intelligent Agent Technology

Intelligent agent technology embedded into the software continuously monitors flight routes and weather for pre-determined criteria. In addition, intelligent agent technology enables users to create and monitor areas and situations of special interest on the fly.

Automatic alerts generated by the intelligent agents increase situational awareness and allow rapid notification and quicker resolution of weather-induced problems. Weather operators can stay focused on tailoring weather versus compiling data from multiple platforms. The Global Air Mobility Advanced Technology dramatically reduces decision cycle time by enabling TACC Weather Operations to provide decision-quality weather information to flight managers and TACC leadership.

The tools discussed above enable TACC operations to make weather a force multiplier on a daily basis within the Air Mobility Command's Air Operation Center. The operator-centric interface and situational awareness provided by GAMAT, along with the C2 integration throughout IMT, provide mature M2M capabilities that are arguably the standard for all current and future mission planning and execution systems in the AOC.

Sergeant rescues boy from dog attack

by Tech. Sgt. Mona Ferrell
U.S. Air Forces in Europe Public Affairs
Ramstein AB, Germany

A sergeant assigned to Detachment 1 of the 7th Weather Squadron in Würzburg, Germany, was honored with the Bavarian Rescuers Medal on May 7 for rescuing a young boy being attacked by two dogs.

Tech. Sgt. Sean Hansen, a combat weather forecaster, is being credited with saving the 7-year-old German boy's life Jan. 11 when he saw the dogs attacking the boy outside his home.

"This [receiving the medal] is an incredible honor," Sergeant Hansen said. "I'm an ordinary person who acted ordinarily in an extraordinary situation. To be recognized for something that I felt was my civic duty is very humbling."

Sergeant Hansen's "civic duty" began after he heard his wife screaming from their balcony around 11 a.m. that day.

"On the street below, I saw these two Rottweilers attacking a small boy, and I immediately kicked into 'dad' mode," said Sergeant Hansen, who has a 7-year-old boy of his own. "I immediately ran down to the street to help."

When Sergeant Hansen arrived at the scene, one dog was locked onto the hip of the boy while the other one was biting into the child's leg. An older man was already trying to hit one of the dogs with a piece of wood. A woman was hitting the other one with a handbag, and the mother of the boy was also there holding her younger son while trying to kick the dogs — but the animals were not giving up.

"I realized those methods wouldn't be effective toward two large Rottweilers," he said. "So I immediately dropped to my knees and started punching the dogs as hard as I could. It seemed like it lasted about 15 minutes, and I remember getting really mad at the dogs because they weren't letting go."

Eventually, through repeated punches, Sergeant Hansen was able to get both dogs off the boy, allowing the mother to carry her son to safety.

The boy was hospitalized and has been through several surgeries because of the attack. Aside from extensive scarring, he seems to have adjusted well, said Sergeant Hansen, who has since formed a bond with the child's family.

"It's a great feeling seeing him as a normal 7-year-old boy again," he said. "I've always wondered if I would act appropriately in this type of situation. This answered some questions of my own character."

While Sergeant Hansen's heroic act may have answered a few questions for himself, his supervisor said he has always known the depth of his subordinate's core values.

"Without a second's hesitation, Sergeant Hansen jumped into a very dangerous situation in which he could have easily lost his own life," said Master Sgt. Scott Mazur, who

is in charge of the combat weather team, "Not everyone would jump into a fray with two full-grown attacking Rottweilers barehanded, but that's who Sean is.

"I would equate his actions to service before self — both on and off the job," Sergeant Mazur said. "If someone is in need, he is there for them no matter what or when the need arises. He doesn't consider himself to be heroic, but in my book his actions define what a hero is."

And Sergeant Hansen's village mayor agrees.

"I am more than proud to have such an exemplary American citizen living here," said Peter Stichler, mayor of Höchberg.

"Sergeant Hansen showed extraordinary moral courage and engagement, even at the risk of his own health and life. We couldn't be more proud of him receiving the award."

Courtesy of U.S. Air Forces in Europe News Service.



Tech. Sgt. Sean Hansen, a Det. 1, 7th Weather Squadron, Würzburg, Germany, receives the Airman's Medal from Master Sgt. Robert H. Foglesong, Feb. 3, 2005.





er Squadron weather specialist, Wurzburg, U.S. Air Forces in Europe Commander, Gen. courtesy of 7th WS.

Hansen receives medal for heroism

by 7th Weather Squadron, Det. 1
Staff Report
Wuerzburg, Germany

Tech. Sgt. Sean Hansen received the Airman's Medal from U.S. Air Forces in Europe commander Gen. Robert H. Foglesong in a ceremony, Feb. 3, 2005.

This is only one of many medals, accolades, and expressions of appreciation that Sergeant Hansen has received for his heroic act. A combat weather forecaster, assigned to Detachment 1, 7th Weather Squadron in Wurzburg, Germany, Sergeant Hansen was honored for his heroic actions when he saved a 7-year-old German boy who was being attacked by two dogs, Jan. 11, 2004.

Besides receiving the Airman's Medal, Sergeant Hansen also was presented with the Silver Medal of Municipality from the local city mayor. He also received a scroll of appreciation allowing him to take a boat ride on the Main River with the German police, and a special drawing from the boy who was attacked.

His quick thinking and unselfish actions were credited as the reasons the boy is still alive today.

Sergeant Hansen said he appreciated all the nice words and the formal appreciations he received, but he still thinks about the tragic event and the personal satisfaction he feels that he was able to do something about it before it got worse.

"Had that not all come into play, I probably would have been hearing about a dead kid outside my house," he said.

The Airman's Medal

This decoration, one of several Air Force awards established by Congress on July 6, 1960, takes the place of the Soldier's Medal for Air Force personnel. This medal can be awarded to any member of the Armed Forces of the United States or of a friendly nation who distinguishes himself or herself by a heroic act, usually at the voluntary risk of his or her life but not involving actual combat.

This medal was designed and sculpted by Thomas Hudson Jones of the Institute of Heraldry. On the

obverse of the circular medal is the figure of the Greek god Hermes, son of Zeus, resting on one knee. He has just released from his open hands a falcon, shown rising into flight. Within the raised rim of the medal, is the inscription "Airman's Medal" in raised letters. The reverse of the medal has a raised outer edge and bears the inscription, "For Valor" above a space for the recipient's name, which is within a stylized laurel wreath open at the top and tied at the bottom.

The Airman's Medal is unique in that its shape does not follow the octagonal shape of its counterparts, the Soldier's Medal, Navy and

Marine Corps Medal and the Coast Guard Medal. It is an established practice to design military decorations with a distinctive shape, so that they would not be confused at a distance with service or campaign medals, which are always circular in shape. The reason for the shape is because the design was originally approved for use as The Air Force Distinguished Service Medal.

The ribbon is based on that of the Soldier's Medal but uses different colors. In the center are alternating thin stripes of gold and dark blue, seven gold and six dark blue, bordered at the edges with wide stripes of pale blue.



Operation **DEEP**

FREEZE

Reservists fly final C-141 mission in support of Operation Deep Freeze

by Tech. Sgt. Joe Zucarro
4th Combat Camera Squadron
March ARB, Calif.

Another chapter – a frigid one – in the storied history of the venerable C-141 Starlifter came to a close Feb. 4, as a select crew of Air Force Reservists powered aircraft number 152 away from the South Pole for the final time.

For 39 years, active-duty and Reserve crews flew C-141s loaded with personnel

and equipment to Antarctica in support of the National Science Foundation and its research efforts there.

This year, C-141s from the 452nd Air Mobility Wing at March Air Reserve Base, Calif., delivered more than 2.7 million pounds of cargo and about 3,000 passengers from Christchurch, New Zealand, to the massive ice continent as part of

Flying to the “Bottom of the World”

by Ms. Kathy Skipper
Air Force Weather Agency Historian
Offutt AFB, Neb.

On Aug. 20, 2004, aircrews from the 62nd Airlift Wing, McChord AFB, Wash., began flying from Christchurch, New Zealand, to McMurdo Station, Antarctica, in the first stage of the 2004 to 2005 Air Mobility Command's seasonal participation in Operation Deep Freeze.

The Air Force airlift community has been a part of this re-supply mission for 45 years. The National Science Foundation scientists in Antarctica are the primary customers of the annual Deep Freeze airlift operation. The NSF is the United States government agency responsible for promoting the progress of science. The agency operates several scientific research facilities on the continent where various experiments and research projects are conducted in conditions found nowhere else on the planet.

The Air Force's participation in Operation Deep Freeze began in October 1956 when C-124s and crews from the 52nd Troop Carrier Squadron airlifted equipment for construction of facilities that would later become a vast complex of buildings at McMurdo Station, Antarctica, a major operating base for the NSF. The transportation require-

Operation Deep Freeze, according to Arthur Brown, NSF representative at Christchurch.

“Highly skilled crews flying the C-141 to the ice were key assets in the quest for knowledge in the most extreme environment on Earth,” said Lt. Col. Steven Strader, command C-141 pilot for Headquarters Air Force Reserve Command, Robins Air Force Base, Ga.

“Scientists transported on these missions were leaders in their fields and expanded our knowledge in areas such as particle and space physics, astronomy, and biology, as well as mankind’s impact on the environment.”

Colonel Strader has three seasons of experience flying Operation Deep Freeze missions and has been the C-141 deputy mission commander.

The final Starlifter to lift off from the Pegasus runway at McMurdo Research Station officially ended C-141 involvement in the mission.

McMurdo Station is on the southern tip of Ross Island, which is next to the McMurdo and Ross ice shelves.

The runway comprises rolled and pressed snow on top of a permanent ice shelf, which reportedly shifts

about 115 feet per year.

The 62nd Airlift Wing, McChord AFB, Wash., which flies the Air Force’s newest airlifter, is taking over responsibility for Operation Deep Freeze from the 452nd AMW, which was in charge of the C-141 airlift missions for the past four years.

Deep Freeze is different from any other mission due to weather,” Major Harrison said. “The weather is cold and harsh. But, it’s also unpredictable. Visibility is a huge hindrance because of low clouds, fog or blowing snow. The snow is like dust, the consistency of sand, very dry. You can compare it to flying inside a ping pong ball.”

“The successes of these scientific support airlift missions over the last 39 years were the result of exceptional teamwork,” said Colonel Strader, one of the pilots on the final mission. He was accompanied by Reservists from the 452nd AMW as well as 4th AF.

“Over the years, missions involving other aircraft and crews ended tragical-

ly,” he said.

The crews receive a weather report prior to reaching the “point of no return” (an hour out of Antarctica). They have a few minutes to decide whether to continue to the ice cap or turn around and fly back to New Zealand. Once they commit to flying on to Antarctica, they can’t turn around because they don’t have enough fuel to get back to New Zealand.

“Thankfully, C-141 crews never had to leave an ‘aircraft monument’ in Antarctica. This was no accident, but proof of effective teamwork between aircraft maintainers, weather forecasters, aircrews, life support personnel and many others.

The C-141’s perfect safety record in the most extreme environment on Earth was due to the dedication of those supporting the mission as well as those flying the planes.”

ments of the construction materials could only be accomplished by U.S. Air Force C-124s, the primary heavy airlifter of the time. The C-124 crews skillfully landed the loaded aircraft on runways made of packed ice. Incidentally, ice runways are still used today. This first airlift mission set the stage for what would become a yearly re-supply operation to the bottom of the world.

This year Operation Deep Freeze’s continuing re-supply to the Antarctic marks only the second time C-17s have been used to transport personnel and equipment for the annual initial assessment and rebuilding of the Pegasus Airfield after the first official sunrise in August. This first stage of operations, known as WINFLY, usually includes three to five missions in August, with the main airlift operation following in October and running through February.



The LC-130 pictured in the background is a long way from Kansas, according to the signpost holding an American flag at the South Pole in 1970. Photos courtesy of AFWA/HO.

Simulation Software: *New weather technology shapes battlefield*

by Lt. Col. Tina Smith
U.S. Air Force Weapons School
Nellis AFB, Nev.



Environmental factors play a crucial role in shaping the battlefield and the necessary tactics needed to meet objectives of the mission.

Our warfighters' increased use of precision guided munitions demand an array of mission planning tools to maximize their effectiveness.

One of these sensor performance predictors is the Target Acquisition Weapons Software. TAWS increases the overall situational awareness for aircrews by predicting the optimal time and axis of attack to maximize sensor and PGM detection and lock-on capabilities. The Air Force Research Laboratory developed a new software tool, the Infrared Target-scene Simulation Software, which expands upon this capability by displaying a visualization of the target scene area.

IRTSS is a mission-planning tool that generates a "through the sensor" target scene prediction in the thermal IR waveband. This prediction includes the effects of weather and time of day on a specific weapon system. IRTSS translates information dominance into readily assimilated situational awareness by fusing tactical intelligence with weather intelligence. The visualizations incorporate target location and type with weather effects in a form that a non-meteorologist can easily grasp. The displays show what the scene will look like on the pilot's sensor or multi-function display.

Have you heard the saying, "A picture is worth a thousand words"? IRTSS does not only show a still picture of the target-scene area, but you may select a circular orbital view or a horizontal fly through movie of your targets as well. This new tool provides two main operational benefits.

First, it allows weather to be a part of the mission planning process and to determine a mission profile such as time over target, ingress and egress, and weapons selection.

The second operational benefit is enhanced aircrew situational awareness during mission execution. Before flying the mission, aircrews can view a physically accurate representation of the target position and contrast relative to broad geographic features in a given waveband. This helps with long-range detection and positive target identification.

IRTSS requires high-resolution, multi-spectral imagery

to drive its scene predictions. The data sets are pre-processed satellite images of bounded geographic regions and are generated in a semi-automated fashion from digital terrain elevation data and high-resolution imagery. Multi-spectral imagery facilitates classification of the surface into different material types for thermal modeling.

The Research Laboratories generate the sensor models for each weapon or target acquisition system. Currently, the program includes five modeled sensors. Visualizations are generated by running IR thermal, atmospheric, and sensor models over a user-specified geographic data set populated with user-specified target types and locations, based on the latest weather forecast for the target area.

IRTSS comes pre-packaged with geographic and target data sets. Target representations are derived from knowledge of target geometry and material composition. More than 50 US and foreign targets are modeled ranging from buildings and bunkers to SAM sites and tanks. The target library continues to expand with requirement requests.

IRTSS can read a route file from a portable flight planning system and render still-frame images from initial point to target. More commonly used, the custom option allows you to select your view geometry. Each geo-data area lists specific targets modeled so the "target data type" display will be different depending on the selected area. The circular Movie provides a 3-D MPEG animation of an orbital flight plan, while the horizontal Movie provides a 3-D MPEG animation of a straight flight path on the ingress heading you choose. Once the IRTSS models have executed, the output is made available on the Web page. The Web page allows users to review, copy, print, email, and insert the output into briefings.

Specific requirements must be met to include high-resolution imagery of your range or area of operations, target data modeling, sensor modeling, and a weather forecast. Requests for the commercial high-resolution multi-spectral and panchromatic imagery should be made via Coliseum. The 480th Intelligence Group then provides the imagery and terrain categorizations processed from the imagery to ARFL. As for the target and sensor models, the lab continually updates and adds targets and sensors as requests and specification data become available. Night Vision Goggle prediction capability is projected for fall 2005.

IRTSS is a user-friendly mission-planning tool that generates realistic 3-D sensor prediction imagery that takes into account weather and time of day. Bottom line, mission rehearsal tools such as IRTSS allow mission planners to plan attacks more effectively and increase situational awareness while minimizing threat exposure.

Hurricane Hunters fly first operational WC-130J mission

Air Force Print News
Keesler AFB, Miss.

The first storm of the 2005 hurricane season came a little early this year appearing in the Pacific off the coast of Central America. Hurricane Adrian also marked the beginning of a new era in weather reconnaissance for the 53rd Weather Reconnaissance Squadron's "Hurricane Hunters" at Keesler AFB, Miss.

When thunderous winds threatening El Salvador formed Tropical Storm Adrian in the Pacific, the National Hurricane Center called on Air Force Reserve Command's Hurricane Hunters to get a fix on the storm's location.

This mission was the first operational tasking in which the crew flew a WC-130J Hercules into an active hurricane.

While Hurricane Hunters were determining the location of Tropical Storm Adrian, it was immediately upgraded to a hurricane during the first leg of their reconnaissance mission. During the 11-hour flight, winds reached 105 mph at flight-level and

eventually forced up to 20,000 residents to flee their homes before weakening as it moved inland.

The crew said the aircraft allowed significant improvements in their operational awareness during the mission.

The J-model features a "glass" cockpit packed with the latest in computer-assisted flight and navigational controls allowing crews to focus on their in-flight tasks.

"The plane performed very well. The biggest difference was our increased situational awareness," said Lt. Col. Dave Borsi, aircraft commander. "Because of the new computer system, we were better able to see where we were in the storm. While we were there, data we provided led to the [hurricane center] upgrading it to a hurricane, giving the people along the coast a more accurate picture of what to expect."

"The WC-130J and the 403rd [Wing] team were vital in our ability to provide the people of El Salvador and Honduras advanced warning of Adrian's landfall and potential impacts in El Salvador and neighboring countries," said Mr. Max

Mayfield, National Hurricane Center director. Aerial reconnaissance weather officers, who collect and transmit information from the aircraft directly to the hurricane center, said it has taken some time and patience to develop software and to adapt computer systems to the unique needs of the storm reconnaissance mission.

"It has taken six years to create the best system possible to produce the most accurate data for the meteorological analyses during flight," said Lt. Col. Steve Renwick, the mission's weather officer instructor.

"Our first evaluation occurred during Hurricane Lenny six summers ago. We've come a long way since."

The new weather console is significantly improved from its predecessor's configuration – the WC-130H. The weather officer can now see simultaneous displays of the weather data as well as instruments monitored by other crewmembers that are vital to performing the job.

The new system places the weather officer in the cargo area rather than on the flight deck allowing immediate observation of sea-surface winds, a critical part of storm assessment.

"All the software and hardware worked as advertised," said Lt. Col. Jon Talbot, also an aerial reconnaissance weather officer. "Situational awareness is much improved over the H-model."

The Hurricane Hunters are ready to complete the transition to the new aircraft this season, said Brig. Gen. Richard Moss, 403rd Wing commander.

"This mission is the culmination of a lot of work [allowing] the WC-130J to perform its mission," he said.

"Increased situational awareness of the crew and the increased safety of the J-model's performance enhance the unit's ability to locate and pinpoint these dangerous storms. These same capabilities also allowed the unit's sister squadron to recently complete a highly successful tour in Southwest Asia. This simply goes to show that the C-130J will be a great asset to the Air Force."



The "Hurricane Hunters" from Keesler Air Force Base, Miss., flew their first WC-130J Hercules operational mission into a storm May 20, gathering data about Hurricane Adrian off the coast of El Salvador. U.S. Air Force photo.

Weather squadron protects shuttle, crews

by Tech. Sgt Lisa Luse'
45th Space Wing Public Affairs
Patrick AFB, Fla.

Predicting snowfall or blinding sandstorms are not on the checklist for the 45th Weather Squadron, who methodically calculate and determine if the weather will threaten a future shuttle launch.

However, rain, lightning, wind and cloud coverage are at the top of the “be on the look-out list” for any shuttle, missile or rocket that is destined for space.

Weather forecasting is one of the

most significant tools used to calculate ideal conditions for a safe launch for both the crew and the shuttle. The 45th Weather Squadron spends countless hours planning and predicting the “hot spots,” because bad weather can instantly delay or “scrub” the launch.

The typical weather restrictions for a launch include wind, rain, high or low temperatures, and lightning. “We have temperature, wind and rain constraints due to the height of a vehicle,” said Capt. Mike McAleenan, launch weather officer. “All launches have the same constraints.”

High or low temperatures can cause a delay in a launch. Temperatures that go as high as 99 degrees Fahrenheit for more than thirty consecutive minutes are considered too high to launch a vehicle. On the other hand, temperatures that are 48 degrees Fahrenheit or lower also require an evaluation of the wind as a combined concern for the vehicle.

Sometimes, the experts are looking for more than one condition that could cause problems for the launch. “More complicated is the combined effect of the temperatures that involve wind, temperature and rain that have



Tech. Sgt. Janel Uiterwyk stands in front of Space Shuttle Endeavour which is mounted on a modified Boeing 747 here. The 747 is used to ferry the shuttle to its original landing site if forced to land in another location. Sergeant Uiterwyk is assigned to the 45th Weather Squadron at Patrick AFB, Fla. Photo by 1st Lt. Michael Jennings.



to be determined,” said Kathy Winters, shuttle launch weather officer. “We use a table to evaluate these conditions and average the results.”

Natural and triggered lightning restrictions include evaluating clouds and weather inside ten nautical miles of the launch pad. Along with lightning, rain can damage the shuttle as it increases in speed through the atmosphere. As rain hits the outside of the spacecraft, beads of water can hit like small rocks pelting the side. As rain freezes, ice forms on the craft’s surface. In the event the spacecraft’s surface is damaged or changed, the difference in the surface could affect the structure enough to dangerously change direction and turn it off course.

“Any cloud within 10 nautical miles is closely monitored,” Ms. Winters said. “We have all of these different measurements to standardize all launches. The focus is within the 10-mile range. The peak wind constraint is 23 to 34 knots, depending upon the direction of the wind.”

Heavy cloud coverage can adversely affect the visibility of the cameras that are designed to keep an “eye” on various parts of the shuttle. Space shuttle Discovery has new cameras that can be affected by bad weather, Captain McAleenan said. The cameras are used to view and detect any debris that falls off or around the shuttle during flight.

There is a new external tank design for Discovery that officials will watch closely. Abysmal weather would prevent them from making those observations. Officials have also added more ground cameras to watch the shuttle as it lifts off. Cameras are set up along the coast, just north and

south of the launch pad. In addition, two aircraft will fly to 55,000 feet to take photos from their perspective.

After a shuttle launch, the external tank of the orbiter is released into the ocean. Once it is retrieved, it travels on a barge up the Banana River to the Vehicle Assembly River Basin. The tank is offloaded and transported to the Vehicle Assembly Building. Recovery operations include the External Tank Transports from Michoud, Miss., to port. “We also do post-launch work, such as the arrival of the external tank,” Ms. Winters said. “We give them an idea of what kind of weather to expect.”

It is critical to have the weather forecast and to understand the current conditions of the ocean during an external tank recovery. “The sea state, wind and other effects of the weather are faxed to the ship that is to recover the external tank,” Captain McAleenan said.

If the shuttle does not land at Kennedy Space Center, a “ferry flight” is scheduled to bring the shuttle back.

To transport the shuttle, the “ferry flight,” a modified Boeing 747, also known as the Shuttle Carrying Aircraft, is flown back to KSC with the shuttle on top. Weather conditions for this flight are also critical.

“We also have a Department of Defense Manned Spaceflight coordinator providing weather information to DDMS concerning the possibility of using the Transoceanic Abort Landing site,” the captain said. There are three TAL sites where weather

forecasters take complete surface and upper-air observations and forward the information to DDMS. The three sites are located at Istres, France, and Zaragoza and Moron, Spain.

Air balloons are frequently used to gather weather updates.

“Observation of the upper air with balloons will check the wind, temperature and rain of the area,” Ms. Winters said. “We also provide weather updates to the DDMS to coordinate any search and rescue that may be necessary.”

Before they pass their forecast to officials, the weather team gathers bits of information from many sources to develop their idea of a picture-perfect successful launch.

“Whenever any spacecraft is exposed to the elements, we will make sure the weather is compatible for the flight,” Ms. Winters said. “We provide 24/7 weather resource protection.”

Salutes

RETIREES

Senior Master Sgt. Michael Sis,
HQ AFWA, Offutt AFB, Neb.
Master Sgt. Bradford Kellaway,
HQ PACAF, Hickam AFB, Hawaii
Master Sgt. Francis Mango,
HQ AFWA, Offutt AFB, Neb.
Tech. Sgt. David Batchelor,
HQ AFWA, Offutt AFB, Neb.
Tech. Sgt. Gary Eshelbrenner,
HQ AFWA, Offutt AFB, Neb.

AWARDS AND DECORATIONS

DEFENSE MERITORIOUS SERVICE MEDAL

Capt. Gabriel Hunninghake,
56th OSS, Luke AFB, Ariz.
Tech. Sgt. Phuoc Phan, 26th, OWS,
Barksdale AFB, La.

AIR FORCE COMMENDATION MEDAL

1st Lt. Mindy Chavez, 607th WS,
Det. 2, Camp Humphries, Korea
1st Lt. Travis Longmire, 45th WS,
Patrick, AFB, Fla.
Master Sgt. Brad Riffle, AFCCC,
Asheville, N.C.
Tech. Sgt. Martha Horner, 325th
OSS, Tyndall AFB, Fla.
Tech. Sgt. James Jones, 45th WS,
Patrick AFB, Fla.
Tech. Sgt. Mark Kuttner, 56th OSS,
Luke AFB, Ariz.
Tech. Sgt. Yasmeen Wilson,
325th OSS, Tyndall AFB, Fla.
Staff Sgt. Nicholas Ruiz, 56th OSS,
Luke AFB, Ariz.

ARMY COMMENDATION MEDAL

Tech. Sgt. Sylvain Grippon, 45th WS,
Patrick AFB, Fla.

AIR FORCE ACHIEVEMENT MEDAL

1st Lt. Audra Goldfuss, 325th OSS,
Tyndall AFB, Fla.
Tech. Sgt. Gheri Daly, AFCCC,
Asheville, N.C.
Tech Sgt. Janel Uiterwyk, 45th WS,
Patrick AFB, Fla.
Staff Sgt. Stoney Bair, 325th OSS,
Tyndall AFB, Fla.
Staff Sgt. Kasie Chang, 56th OSS,
Luke AFB, Ariz.
Staff Sgt. Timothy Faircloth, 45th
WS, Patrick AFB, Fla.
Staff Sgt. James Funkhouser, 325th
OSS, Tyndall AFB, Fla.
Staff Sgt. Cameron Kehler, 51st OSS,
Osan, Korea
Staff Sgt. Jacob Williams, AFCCC,
Asheville, N.C.
Staff Sgt. George Zambrana, 56th
OSS, Luke AFB, Ariz.
Senior Airman Daniel Alexander,
325th OSS, Tyndall AFB, Fla.
Senior Airman Jeremiah Jolliff,
56th OSS, Luke AFB, Ariz.
Senior Airman Erik Neu, 56th OSS,
Luke AFB, Ariz.
Senior Airman Travis Rieken,
USAFE OWS, Sembach AB,
Germany

EDUCATION

WEATHER OFFICER COURSE

Capt. John Anderson, 26th OWS,
Barksdale AFB, La.
2nd Lt. Kristin Dowd, 26th OWS,
Barksdale AFB, La.
2nd Lt. Lindsey Fennewald, 28th
OWS, Shaw AFB, S.C.
2nd Lt. Matt Hemingway, 28th
OWS, Shaw AFB, S.C.
2nd Lt. David Hiatt, 25th OWS,
Davis-Monthan AFB, Ariz.
2nd Lt. Joshua Meister, 28th OWS,
Shaw AFB, S.C.

2nd Lt. Devon Plesco, 17th OWS,
Hickam AFB, Hawaii
2nd Lt. Jessica Williams, 28th OWS,
Shaw AFB, S.C.

NCO ACADEMY

Distinguished Graduate
Tech. Sgt. Martha Horner, 325th
OSS, Tyndall AFB, Fla.

AIRMAN LEADERSHIP SCHOOL

Distinguished Graduates
Staff Sgt. Kasie Chang, 56th OSS,
Luke AFB, Ariz.
Staff Sgt. Anthony Fountain, 325th
OSS, Tyndall AFB, Fla.
Staff Sgt. George Zambrana, 56th
OSS, Luke AFB, Ariz.
Senior Airman Jeremiah Jolliff, 56th
OSS, Luke AFB, Ariz.

COMBAT WEATHER TEAM COURSE

1st Lt. Makishma Cabo, Det. 7, Camp
Red Cloud, Korea
Staff Sgt. Jason Mai, 39th OSS,
Incirlik AB, Turkey
Staff Sgt. Benjamin Vogelsang,
Det. 1, Wurzburg AIN, Germany
Staff Sgt. Erika Whittier, 100th
OSS, RAF Mildenhall, England
Staff Sgt. Kimberly Wilcox, 25th
OSS, Davis-Monthan AFB, Ariz.
Senior Airman Alan Horton,
Det. 2, Camp Humphries, Korea
Senior Airman Thomas Howser,
Det. 3, Fort Carson, Colo.
Senior Airman James Kamphaus,
341st OSS, Malmstrom AFB, Mont.
Senior Airman Rachel Marshall,
20th OSS, Shaw AFB, S.C.
Senior Airman Patrick McGinley,
20th ASOS, Fort Drum, N.Y.
Senior Airman Lesley Meseck, 7th
OSS, Dyess AFB, Texas
Senior Airman Richard Skelly,
Bradshaw AAF, Hawaii
Airman 1st Class Joshua Laster,
Det. 3, Illesheim AIN, Germany

WEATHER FORECASTER APPRENTICE

Master Sgt. Lanny Jones Jr., 28th
OWS, Shaw AFB, S.C.
Tech. Sgt. Christian King, 28th OWS,
Shaw AFB, S.C.
Staff Sgt. Kelly Adkins, 110th FW,
Battle Creek, Mich.
Staff Sgt. Matthew Divelbiss, 25th
OWS, Davis-Monthan AFB, Ariz.
Staff Sgt. Michael Rivera, 136th AFW,
Fort Worth, Texas
Senior Airman Kristin Midiri, 18th
FW, Springfield, Ill.
Senior Airman Christopher Tarr,
15th OWS, Scott AFB, Ill.
Airman 1st Class Rachel Alkire,
25th OWS, Davis-Monthan AFB,
Ariz.
Airman 1st Class Mark Case,
17th OWS, Hickam AFB, Hawaii
Airman 1st Class Tyrome Conyer,
26th OWS Barksdale AFB, La.
Airman 1st Class David Green,
USAFE OWS, Sembach AB,
Germany
Airman 1st Class Brandon Griffith,
17th OWS, Hickam AFB, Hawaii
Airman 1st Class Michael Nelson,
28th OWS, Shaw AFB, S.C.
Airman 1st Class Kyle Norton, 15th
OWS, Scott AFB, Ill.
Airman 1st Class Nicholas Steininger,
17th OWS, Hickam AFB, Hawaii
Airman Tobias Conn, 25th OWS,
Davis-Monthan AFB, Ariz.
Airman Adam Cook, 17th OWS,
Hickam AFB, Hawaii
Airman Illya Crawford, 17th OWS,
Hickam AFB, Hawaii
Airman Christian Culque, 15th
OWS, Scott AFB, Ill.
Airman Austin Dartz, 17th
OWS, Hickam AFB, Hawaii
Airman Alex Eudy, USAFE OWS,
Sembach AB, Germany
Airman Johnathan Foulkrod, 25th
OWS, Davis-Monthan AFB, Ariz.
Airman Nick Franklin, 28th OWS,

Shaw AFB, S.C.

Airman Grant Kiekaefer, 15th OWS,
Scott AFB, Ill.

Airman Matthew Parkins, 15th OWS,
Scott AFB, Ill.

Airman Matthew Renkosiak, 15th
OWS, Scott AFB, Ill.

Airman Ryan Sandford, 25th OWS,
Davis-Monthan AFB, Ariz.

Airman Brandon Schmitt, 25th OWS,
Davis-Monthan AFB, Ariz.

COMBAT WEATHER TEAM OPERATIONS COURSE

2nd Lt. Laura Grossman, 3rd OSS,
Elmendorf AFB, Alaska

Staff Sgt. Thomas Quates, Det. 2, 607th
WS, Camp Humphries, Korea

Staff Sgt. Steven Strickland, 26th OWS,
Barksdale AFB, La.

Senior Airman Catherine Brandon,
Det. 2, 607th WS, Camp
Humphries, Korea

Senior Airman Roderic Jackson, OLA,
607th WS, Seoul Korea

Senior Airman John LaCroix, Det. 11,
7th WS, Heidelberg, Germany

Senior Airman Randy Madden, 8th
OSS, Kunsan, Korea

Senior Airman Joseph Newlon, 607th
WS, Yongsan, Korea

PROMOTIONS

The following AFW Warriors
were selected for promotion:



TO COLONEL

Brian Bjornson, 15th OWS, Scott AFB, Ill.
Charles Corpman, AWC, Maxwell AFB, Ala.
John Egentowich, HQ AFMC, Wright-
Patterson AFB, Ohio
Thomas Frooinckx, Pentagon,
Washington, D.C.
Michael Kelly, HQ AFWA, Offutt AFB, Neb.
Ronald Lowther, AFIT, Wright-
Patterson AFB, Ohio
Robert Mahood, Pentagon, Washington, D.C.
Scott Vanblarcum, MacDill AFB, Fla.

TO MAJOR

Bradley Armstrong, 720th OSS,
Hurlburt Field, Fla.
William Bagby, Det. 1, Learmonth
Solar Observatory, Australia
Elizabeth Boll, ESC, Hanscom AFB,
Mass.

Kathleen Campbell, 7th OSS, Dyess AFB,
Texas

Mark Coggins, 28th OWS, Shaw AFB, S.C.

Michael Darwin, 50th OSS, Schriever AFB,
Colo.

Chad Deal, HQ AFMC, Wright-Patterson
AFB, Ohio

Robin Delavega, NASIC, Wright-
Patterson AFB, Ohio

Robert Dominguez, 32nd AOS,
Ramstein AB, Germany

Robert Edwards, 55th OSS, Offutt AFB, Neb.

Todd Fine, 3rd OSS, Elmendorf AFB,
Alaska

Gregory Fox, Kirtland AFB, N.M.

Elton Gray, 6th OSS, Hurlburt Field, Fla.

James Hanamean Jr., 4th OSS, Seymour
Johnson AFB, N.C.

Jose Harris, HQ AFWA, Offutt AFB, Neb.

Christopher Hogue, 21st OSS, Peterson AFB,
Colo.

Christopher Hollinger, 21st OSS, Peterson AFB,
Colo.

Michael Holmes, Pentagon, Washington, D.C.

Thomas Holts, AFSPC, Peterson AFB, Colo.

Jeffrey Jarry, Monterey, Calif.

Aaron Kinser, AFFSA, Andrews AFB, Md.

Tricia Kobberdahl, 56th AOS, Hickam AFB,
Hawaii

Michael Krauss, Fort Drum, N.Y.

Jason Mercer, 28th OSS,
Ellsworth AFB, S.D.

Stephen Phillips, 28th
OWS, Shaw AFB, S.C.



Thomas Renwick, 43rd OG, Pope AFB, N.C.
Frederick Sapp, Fort Huachuca, Ariz.
Jon Saul, 45th WS, Patrick AFB, Fla.
Wendy Seaman, Randolph AFB, Texas
Charles Spicer II, HQ AFWA, Offutt
AFB, Neb.

Bruce Stansbury, 30th SS, Maxwell AFB, Ala.
Harmen Visser, 19th ASOS, Fort Campbell,
Ky.

David Vollmer, AFTAC, Patrick AFB, Fla.
Christian Wohlwend, USAF Academy, Colo.

TO CHIEF MASTER SERGEANT

Timothy Todd, 45th WS, Patrick AFB, Fla.

TO SENIOR MASTER SERGEANT

Thomas Boss, USAF OWS,
Sembach, Germany

Peter Buzynski, Pentagon,
Washington, D. C.

Daniel George, HQ AFWA,
Offutt AFB, Neb.

David Haney, 28th OWS,
Shaw AFB, S.C.

Robert Lowe, Yongsan AB,
Korea

Charles Monk, Jr., TACC, Scott
AFB, Ill.

Joseph Nichols, Jr., Fort Hood, Texas
Raymond Pelletier, 354th OSS, Eielson
AFB, Alaska

Robert Steenburgh, Fort Hood, Texas
Carl Wetterberg, Jr., Ramstein AB, Germany

Thomas Zipprich, HQ ACC, Langley
AFB, Va.



2004 Air Force Weather Awards

Barney Award - Outstanding Air
Force FGO

Maj. Christopher Finta, 17th OWS,
Hickam AFB, Hawaii

Grisham Award - Outstanding Air
Force CGO

1st Lt. Robert Branham, 374th
OSS, Yokota AB, Japan

Gardner Award - Outstanding Air
Force Weather SNCO

Master Sgt. Joseph Nichols Jr., 3rd
WS, Fort Hood, Texas

Jenner Award - Outstanding Air
Force Weather Civilian

Mr. Daniel Sheldon, 325th OSS,
Tyndall AFB, Fla.

Pierce Award - Outstanding Air
Force Weather Non-Commissioned
Officer

Staff Sgt. Patricia Ford, 3rd ASOS,
Fort Wainwright, Alaska

Dodson Award - Outstanding Air
Force Weather Airman

Staff Sgt. Timothy Faircloth, 45th
WS, Patrick AFB, Fla.

Zimmerman Award - Best
Application of Climatology

AFCCC Web Team, AFCCC,
Asheville, N.C.

Merewether Award - Most
Significant Technical Contribution

Machine-To-Machine Weather
Initiative

Lt. Col. Lucy Lee, HQ ACC,
Langley AFB, Va.

Maj. David Bacot, HQ USAF,
Washington, D.C.

Maj. Scott Jacobs, HQ USAFE,
Ramstein AB, Germany

Maj. Steve Renner, HQ AFWA,
Offutt AFB, Neb.

Capt. Jeff Brittig, ESC, Hanscom
AFB, Mass.

Capt. Dean Carter, 26th OWS,
Barksdale AFB, La.

Capt. Stephan Johnson, HQ ACC,

Langley AFB, Va.

1st Lt. Jonathan Wilson, 26th
OWS, Barksdale AFB, La.

Master Sgt. Lee Benson, 26th OWS,
Barksdale AFB, La.

Mr. Christopher Andrejciak, 505th
EXS, Hurlburt Field, Fla.

Mr. Harry Druckenmiller, 26th
OWS, Barksdale AFB, La.

Mr. Jim Reardon, HQ AFWA,
Offutt AFB, Neb.

Best Award - Officer Category
Outstanding Staff Support

Capt. Stephan Johnson, HQ ACC,
Langley AFB, Va.

Best Award - Enlisted Category
Outstanding Staff Support

Staff Sgt. Miguel Rosado, 18th WS,
Pope AFB, N.C.

Best Award - Civilian Category
Outstanding Staff Support

Mr. Stanley Tkach, HQ ACC,
Langley AFB, Va.

Spengler Award - Most Outstanding
AFW Individual Mobilization
Augmentee

Maj. Sean Nolan, 1st U.S. Army,
Forest Park, Ga.

UNIT AWARDS

Grimes/Williams Award -
Outstanding Weather Flight
3rd WS, Fort Hood, Texas

Moorman Award - Outstanding
Specialized Weather Unit

Air Force Operations Group,
Weather Operations Division,
Pentagon, Washington, D.C.

Fawbush/Miller Award -
Outstanding Operational Weather
Squadron

USAFE OWS, Sembach AB,
Germany

Collens Award - Outstanding Air
National Guard Weather Flight
208th Weather Flight, Saint Paul,
Minn.

Where in the weather world is ...

by 505th Exercise Control Squadron
Staff Report
Hurlburt Field, Fla.

When he got tired of selling suits to businessmen and doctors, Mr. Chris Andrejcik started looking for a more exciting profession. That's when he made a decision that would change the rest of his life. He dropped out of college and joined the Air Force, and on Jan. 12, 1977, he traded in the comforts of home and headed for his new challenge ... basic military training.

"I really did not know what I wanted to do with the rest of my life. I worked a mundane job selling suits for a while, and then I got the idea that the service might be an interesting experience," then Airman Andrejcik recalled.

Not wanting to get stuck doing a boring and mundane job anymore, then Airman Andrejcik said he wanted to do something different.

"The military fit that bill," he said.

However, when he left his hometown in Pennsylvania on that snowy day in January, he did not know that one day he would return to that snow ... as a forecaster.

"I enlisted as an 'open general,' without a guaranteed job. I ended up as a Korean linguist in the U.S. Air Force Security Service for my first three years," said Mr. Andrejcik.

At that time, assignment opportunities for Korean linguists were very limited and therefore his stint as a linguist ended.

"They weren't sure what to do with me. On the list of options, I was offered a chance to cross train. Since I was always interested in science I chose the weather career field from the list of available jobs," he said.



Now, Mr. Chris Andrejcik operates the LEADS at 505th EXS, Hurlburt Field, Fla. Photos courtesy of Mr. Chris Andrejcik.

As he moved through the weather world, he held various positions. He worked as weather observer, Fort Campbell Ky.; Far East Network television weather broadcaster, Clark AB Philippines; Assistant Chief of Range Support and RAWIN, Eglin AFB, Fla.; Chief of Weather Station Operations, Eglin AFB, Fla.; a U.S. Air



Then Airman 1st Class Andrejcik at the Weather Specialist Observer Course, Chanute AFB, Ill., in 1979.

Forces in Europe Enlisted Weather Functional Manager, Ramstein AB, Germany; and as the Solar Observatory Detachment Chief at Holloman AFB, N.M.

With this knowledge and experience, now retired Chief Master Sgt. Andrejcik said he has seen great changes in the weather career field.

"I started out as an observer with completely analog or manual equipment, tearing and filing miles of printed teletype data, coloring fax charts with markers and grease pencils, and writing all the observations on a Form 10 with a No. 2 pencil," he said.

"Now airmen start out as forecasters, use a computer to analyze, manipulate and produce virtually all aspects of the weather data pouring in and out of an OWS," he continued.

Twenty-six years later, the now retired chief master sergeant is back in weather as a weather manager at the 505th Exercise Control Squadron, Hurlburt Field, Fla. Retired on Jul. 1, 2003, his varied career path and experience has prepared him for his life after the Air Force.

"I have seen the kinds of impacts weather can have on various military missions from 'the mud to the sun.' Now I'm able to apply that experience in my current job creating weather scenarios for command and control exercises, to make sure our future leaders consider the weather in their battle management processes," he said.

Reflecting on his professional success in Air Force Weather, the Chief has this advice for success to weather professionals.

"Weather is both an art and a science. You will never be a perfect forecaster, but you can enjoy weather's challenges and savor your occasional victories over Mother Nature. You are essential to the success of our military," he concluded.



Staff Sgt. Christine Collins

12th Operations Support Squadron Forecaster
Randolph AFB, Texas

Years in Service: 6 years

Hometown: Eureka, Mont.

Role Model/Why: My Mom! She has given me so much love in my life and sacrificed 23 years to help me grow in the world. I would like to take this opportunity to say, "Thank you," to her.

Hobbies: My hobbies are traveling, hiking, fishing and self-education.

Most Memorable Air Force Weather Experience: Deploying to the United Arab Emirates and forecasting the onset of a major sandstorm, 400 miles wide and 23,000 feet high, in the first days of

Operation Iraqi Freedom. Our aircraft's ability to launch, execute their combat missions, and recover were impacted. I worked directly with the vice wing commander to adjust plans, re-route missions and identify divert bases across the theater.

Weather Warrior

Staff Sgt. Christopher Caughill

46th Weather Squadron Weather Technician
Eglin AFB, Fla.

Years in Service: 3-1/2 years

Hometown: Fairmont, N.C.

Role Model/Why? My father. He served as a Green Beret in Vietnam and his dedication to service and family would make him a role model for any person.

Hobbies: My hobbies are motorcycling, boating, playing guitar, and spending time with family.

Most Memorable Air Force Weather Experience:

Providing weather support at the busiest and largest forward-deployed base in Iraq in support of Operation Iraqi Freedom. We averaged 30 briefings daily supporting more than 200 Air Force, Army and Coalition forces aircraft.



