



# AIR WEATHER ASSOCIATION

\*\*\*Serving the Present – Remembering the Past – Air Force Weather\*\*\*



## NEWSLETTER

Volume 13

July 1999

### Air Force Weather Agency (AFWA) Update — (Serving the Present)

It's hard to imagine more challenging or more exciting times for Air Force Weather's field operating agency — AFWA. Brig. Gen. Fred Lewis, the AF Director of Weather (AF/XOW), passed the reins of command from Col. Jack Hayes to Col. Charlie



Col. Charles W. French, AFWA/CC is now accomplished by a combined (DOC/DoD/NASA) facility for DMSP and NOAA polar-orbiting satellites at Suitland, MD.

Implementing AF Weather reengineering, refining the centralized weather product line, and ensuring AF Weather units were organized, trained, and equipped to support operations such as DESERT FOX in Southwest Asia and ALLIED FORCE in the Balkans remain major tasks.

The newly formed staff at HQ AFWA is heavily engaged in standing up the new operational weather squadrons (regional hubs — the linchpins of our new training/support structure); changing the way we train and grow new weather officers and NCOs (career field and schoolhouse modifications); plus acquiring and fielding the new systems that will deliver new capability to the field. Incorporating new science and technology on the fly and meeting ever-increasing requirements for our systems to be secure, protected, free from penetration by unauthorized users and Y2K-compliant are just a few items from a long list of challenges.

**AFWA Update continued on page 2**

French in September 1998, as the transfer of Headquarters functions from Scott AFB IL, to Offutt AFB NE was being completed. The AFWA staff expanded into the Offutt facility previously occupied by 6th Space Operations Squadron responsible for controlling DMSP

satellites. That mission

### AIR WEATHER ASSOCIATION was founded in 1987 by Maj. Gen. (Ret.) John W. Collens III, the 15th Commander of the AWS.

- Your association is alive, well and still growing!
- AWA awards totaling \$500 were again provided to the annual Air Force Weather Outstanding Airman, NCO, Senior NCO, Civilian and Company Grade Officer of the Year (see page 5).
- The membership database is over 5,000. The 1999 Roster is smaller than last year, but the smaller print saved space/money. We promise not to decrease the print size any further for fear of having to mail out magnifying glasses.
- **Steve Walden** answered the call for help in last year's newsletter and is now the AWA locator. It is a very busy volunteer position keeping the member database current and answering queries from an increasing number of people who learn of our association from members and by surfing the Internet. **You can help Steve by informing him of your data changes as soon as possible.**
- **Special Thanks to Freeman Smith** for great voluntary service to the AWA "well above and beyond" for the past 12 years. He started the AWA database by combining lists from squadron and regional alumni groups on his Apple II with no hard disk. He is now up to a 200 mhz PC with plenty of memory. **He continues on as locator emeritus — he says, "it's fun."**
- The deceased list of members/spouses increased by over 100 since the last roster was issued. May they rest in peace and may we continue to remember them and their great contributions.
- **Don Farrington**, our reunion organizer, just completed negotiations with a Las Vegas hotel/casino for AWA Reunion 2000 (see page 3).
- **Cliff Kern**, the AWA Treasurer, enjoys posting funds to the checkbook even at \$9 a member. He also accepts donations, and is pleased to announce we have a balance over \$25,000 to cover mailings and awards for at least two years.

- Editor

## AFWA Update continued from page 1

We found that our reengineered concept of operations fit USAF's Expeditionary Air Force CONOPS perfectly — we've put the right capabilities in the right places to support 21st Century warriors.

Our new concepts met the acid test when the Air War Over Serbia began; the operational weather squadron at Sembach AB, Germany is showcasing many of our new capabilities in support of this contingency, and AFWA people were deployed to Germany to augment and assist their USAFE brethren.

Production continues to evolve; global weather center operations is now constituted by the Production Branch (the old production floor); the Special Support Operations Branch is the hub for special forces ops; the Special Program Support Branch gives direct support to CINCs and National Programs; and the Broadcast Weather Branch is responsible for AFRTS support. The AFWA models shop has become a virtual adjunct to the 24-hour-per-day, 7-day-per-week production operation, helping to deliver vivid, full color, animated, 2D, 3D, and 4D forecasts in more parameters for more levels/locations in finer resolution than we could have imagined possible just several years ago. We've met seemingly impossible warfighter demands for high-resolution weather satellite (METSAT) images with some fast upgrades to our ingest/processing/distribution systems.

AFWA units at Asheville, NC (AF Combat Climatology Center, formerly USAFETAC), Hurlburt Field (Combat Weather Center), and Tinker AFB (Det 7) are upgrading their capabilities to support the reengineered AF Weather. AFCCC completed its move from Scott AFB IL to Asheville, NC. Most members of CWC spent extensive time away from home, augmenting field units and deploying new weather systems. Det 7 continued to serve as our weather comm switch, upgrading many aspects of our data collection/product distribution system.

The future portends no letup in AFWA's opstempo. We're presently fielding the new systems that constitute our reengineered AF Weather architecture; we'll support a new Defense Meteorological Satellite launch late this summer; and we hope to cut the ribbon on our relocated Air Force Weather Historical Display Area at Offutt this fall. It's all part of an aggressive, exciting agenda that makes Air Force Weather Agency one of USAF's leading edge outfits.

- Thanks to Col. Tom Accola,  
Vice Commander of AFWA for this article.

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### AWA Newsletter

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Submit newsletter items directly to the Editor for publication in the next annual edition and/or for the AWA Home Page: <http://www.airweaassn.org>

## HELP YOUR AWA GROW

When you check the new AWA Roster and note someone is not listed, you can help your Association grow by sending a membership application to that person. (Make copies and send it to many.) It is surprising, but many individuals do not yet know the AWA exists. With your urging they may join and attend the September 2000 reunion. If you need more applications, contact the AWA treasurer or download the form from the AWA website. □



## AWA REUNION 2000

Where: **Las Vegas, Nevada**  
"Entertainment Capital of the World"  
and "Open 24 Hours"

When: **20-24 September 2000**

Reunion Hotel: **IMPERIAL PALACE  
Hotel & Casino  
3535 Las Vegas Blvd, South  
Las Vegas, NV 89109**

The Air Weather Association Board of Directors searched the western States for reunion locations as suggested by members. Many hotels that had the rooms and banquet space available were near or above \$100 per night. Thanks to Joe Tucker for his great help in the Tacoma/Seattle area.

Las Vegas hotels were also expensive, but four offered prices near what we paid at previous reunions. The Imperial Palace was chosen for room rates, meeting/banquet space and its center "strip" location. It is within walking distance of many of the major hotels for great sightseeing and a wide variety of casinos, shows, restaurants, buffets, boutiques and specialty shops, and more buffets. Juri Nou calls it, "Buffet City." Juri and Jo Nou will be helping with local arrangements, but they couldn't promise to find the winningest blackjack table or slot machine.

Andy Waters initially recommended the hotel. Andy and Janie have been going there since 1986 hosting reunions of the Greenpark (Tokyo housing area) Alumni Association.

The Imperial Palace has 2,700 rooms, 24-h casino, Olympic-size outdoor pool, health and fitness center, medical clinic, showroom featuring "Legends in Concert" nightly, 10 restaurants (Burger Palace, buffets and gourmet dining) and an Antique & Classic Auto Collection of over 200 vehicles. More information is available on the Internet at <http://www.imperialpalace.com> For more on Las Vegas, surf to <http://www.lasvegas24hours.com>

Surf the Internet to the Las Vegas NWS office <http://www.wrh.noaa.gov/lasvegas> and note that in late September the temperatures should be cooling down. The mean high/low temperatures for August are 103/74; for September 95/66; and for October 82/54. *Of course we thought Saint Louis wouldn't be too warm in June for the 1998 reunion, but John Hope and many others can attest to the record highs experienced — especially in the back of a tour bus with A/C failure.*

**GREAT HOTEL RATES:** Don Farrington, our reunion organizer, negotiated great room rates for AWA members. The Imperial Palace is offering AWA Reunion 2000 attendees:

**\$49 for single/double Sun-Thurs nights**

**\$79 for single/double Fri-Sat nights**

plus county taxes of 9%

Additional persons (beyond 2) in a room will be charged \$15 per night plus tax. Children of ages 5 and under will be free unless they require a roll-away crib or bed. The charge will be \$15 per night plus tax.

For attendees wishing to arrive early and/or stay late, these rates will apply 2 days prior and 2 days following the reunion. Check in time is 3:00 pm and check out time is 12:00 noon.

**The Hotel will not accept Saturday arrivals** because of the usually high weekend bookings.

**YOU CAN MAKE YOUR HOTEL ROOM RESERVATION NOW or anytime before 1 August 2000 — the earlier the better.**

**CALL the "Imperial Palace Convention Desk" at 1-800-800-2981 and identify yourself as part of AIR WEATHER ASSOCIATION REUNION 2000.** Reservations need to be guaranteed with a major credit card or a deposit equal to the first night's room rate plus the 9% county tax.

The hotel will allow reservations to be canceled without charge up to 48 hours prior to arrival.

**The AWA Reunion 2000 program has not been finalized, but will be similar to previous reunions.** Saturday evening, 23 September 2000, will be the main banquet (dinner/dance). Friday night will be an early evening buffet to allow attendees to attend later shows and other activities. Optional events will include a Sunday morning brunch; Thursday evening separate unit/squadron dinners/activities; tours to Nellis AFB and Hoover Dam and a golf tournament. The golf tournament director at Nellis AFB said we would have no problem holding a tournament on Wed, Thurs, or Fri. He expects the completion of the 2nd 18-hole course well before September 2000.

Send all program suggestions to Don Farrington, 4149 Silver Hill Court, Lithonia, GA 30058-6978; e-mail: [Cdfcsf@aol.com](mailto:Cdfcsf@aol.com). The reunion program will be finalized by March 2000 and registration forms sent to all AWA members in April with the Newsletter and Roster. Reunion program updates will be posted on the AWA Home Page <http://www.airweaassn.org>.

## WEATHER AND WAR

When we look at the long and illustrious history of weather within first the Army Signal Corp and then Army Air Forces, and subsequently the Air Force, we see that weather folks have always been in the thick of things. It is ironic that in some cases due to crises around the globe, weather personnel are forecasting and observing for many of the same places, as they were 50 years ago!

Eisenhower, in talking with his Chief of Staff, explained that should a military action come about in the future, weather reconnaissance units would be necessary for the collection of weather reports outside of the continental United States. He believed that foreign nations might experience reduced operational capacity due to the circumstances of war and additional weather information would be required. How profound, since the bombing of Pearl Harbor took place nine days later.

Looking at past experiences shows us how important knowing the environment can be in a time of war. Four Prussian regiments using gas warfare had it all blow back into their faces when the wind shifted suddenly at Armentières. When John Fuller wrote the pamphlet *Weather and War* he explained how the Japanese took full advantage of the storms in the Pacific to cover the approach of their aircraft carriers to Pearl Harbor on that fateful day. According to a long-time Okinawa resident/military historian, fog machines were used on the island of Okinawa during Operation Iceberg [spring 1945], to create ground cover for our troops. In that situation we created the weather for battle.

Receiving a weather report in advance is of paramount importance in determining the when, where, why, and how an airstrike will take place. Those questions and many more are discussed and worked through by military strategists, conferring with weather personnel throughout the planning of each day's activities. In a land operation weather is again a major issue. When troops need to move, or a truck needs to get supplies and equipment to their destination, it is imperative to know what the weather is and will be. Can a jeep, tank, truck, or soldier, make it through in the pre-existing conditions? If not, operations will most definitely be handled with a different strategy in mind. When you know prior to the beginning of the operation what the weather will be, then, no matter what it is, you are prepared for it.

When the raid on the Son Tay prison camp in Vietnam was in the planning stages, Maj Keith Grimes, a combat weatherman was a key member of the team. Although the raid did not yield any prisoners [they had been moved prior to the raid], a Navy POW, later released, said the attempted release gave the prisoners' new hope.

Personnel from within the weather community have participated in every major humanitarian effort, and crisis situation that has come about. They have been to the furthest reaches of the globe and have gone willingly to do their part.

Weather is and will continue to be an invaluable tool for effective warfighting. As long as we have weather people of the highest caliber we will continue to provide top-notch data and personnel when and where they are needed.

- Lillian Nolan

AFWA Historian

**NOTE:** As some of you may already know, the Air Force Weather Agency History Office recently completed its relocation from Scott AFB, Illinois to Offutt AFB, Nebraska. Although this office is still in a bit of disarray, it appears to be coming together quite well and the office will be fully operational before too long. **The new AFWA History Office information is as follows:** HQ AFWA/HO

106 Peacekeeper Drive, Suite 2N3

Offutt AFB NE 68113-4039

Phone: 402-232-8682,

DSN: 272-8682,

FAX: 402-272-8684,

E-mail: Lillian.Nolan@afwa.af.mil

It was great meeting many of you at the Saint Louis reunion. Thank you to all those who have contributed to the AFWA History Office. **PLEASE** keep those letters, photos, stories and artifacts coming!

In 1814, James Tilton, the Army's Surgeon General directed hospital surgeons to record the weather. His successor, Dr. Joseph Lovell continued the practice of collecting reports which outlined the climate, diseases most prevalent in the vicinity, their most probable causes, and the general state of the local weather. Dr. Lovell also suggested the creation of a weather observing system which led to an Army regulation with the first recorded observations being made in 1819. The thermometer and wind vane were the only instruments used at first. In 1836 a rain gauge was added and in 1840 and 1841 barometers and hygrometers were purchased. - *Air Weather Service Our Heritage 1937-1987*, Military Airlift Command Historical Office Special Study by Rita M. Markus, MSgt Nicholas F. Halbeisen and John F. Fuller, July 1987, pg 1.

## **AWA and AFW AWARD WINNERS**

On 20 May 1999, Brig. Gen. Fred P. Lewis, Air Force Director of Weather announced the winners of the 1998 Air Force Weather (AFW) Awards.

The message from the USAF/XO stated, "It is with great pleasure that we announce the winners of the 1998 Air Force Weather awards. Selecting winners was especially challenging this year. All AFW people performed superbly during a landmark 1998 where you all worked hard to rapidly bring the benefits of AFW reengineering to fruition. Thus, this year's award winners typify an 'above and beyond the call of duty' level of effort by all of AFW. The culmination of their efforts has paid definite dividends and has resulted in on-target support for operation NOBLE ANVIL and many other operations and exercises worldwide."

### **INDIVIDUAL AWARDS:**

- Outstanding Air Force Weather Company Grade Officer Of The Year: **Capt Kimberly W. Kreis**, 55 OSS/OSW, Offutt AFB NE (ACC)
- Outstanding Air Force Weather Senior Noncommissioned Officer Of The Year: **MSgt Alfredo Dominguez III**, 509 OSS/OSW, Whiteman AFB MO (ACC)
- Outstanding Air Force Weather Noncommissioned Officer Of The Year: **TSgt Douglas P. Anderson**, 354 OSS/OSW, Eielson AFB AK (PACAF)
- Outstanding Air Force Weather Airman Of The Year: **SrA William M. Barnwell IV**, Detachment 5, 10th Combat Weather Squadron, Fort Bragg NC (AFSOC)
- Outstanding Air Force Weather Civilian Of The Year: **Dr. Christy L. Crosiar**, 30th Weather Squadron, Vandenberg AFB CA (AFSPC)

**The five Outstanding individuals above also received the Air Weather Association John and Barbara Collens Annual Awards. The AWA Chairman, on behalf of all AWA members, sent a congratulatory letter along with an AWA check for \$100 to the supervisor of each of the five winners for presentation at a suitable ceremony.**

## **Congratulations and Best Wishes for Continued Success to the AF Weather Technical and Unit Award Winners — TECHNICAL AWARDS:**

- Outstanding Staff Support - Best Award, Officer Category: **Major Jeffery R. Linskens**, HQ USAFE/DOW, Ramstein AB GE (USAFE)
- Outstanding Staff Support - Best Award, Enlisted Category: **MSgt William H. Dennis, Jr.**, 7th Weather Squadron, Heidelberg AIN GE (USAFE)
- Outstanding Staff Support - Best Award, Civilian Category: **Mr. Stanley W. Tkach**, HQ ACC/XOWRO, Langley AFB VA (ACC)
- Outstanding Air Force Weather Forecaster - Pierce Award: **SrA Michele L. Alexander**, 16 OSS/OSW, Hurlburt Field FL (AFSOC)
- Outstanding Air Force Weather Observer - Dodson Award: **SrA Martha B. Exum**, 3rd Weather Squadron, Ft Hood AIN, TX (ACC)
- Most Significant Technical Contribution - Merewether Award: **Capt Robert P. Asbury**, AFRL/DES, Kirtland AFB, NM (AFMC)
- Best Application Of Climatology - Zimmerman Award: **Mr. William P. Roeder**, 45th Weather Squadron, Patrick AFB FL (AFSPC)
- Most Outstanding AFW Individual Mobilization Augmentee (IMA) - Spengler Award: **Major Ann S. Hollis**, 355 OSS/OSW, Davis-Monthan AFB AZ (ACC)

### **UNIT AWARDS:**

- Outstanding Base/Post Weather Station - Williams Award: **30th Weather Squadron, Vandenberg AFB CA (AFSPC)**
- Outstanding Specialized Weather Unit - Moorman Award will be shared by three units:
  - Air Force Weather Agency Global Weather Center Division, Offutt AFB NE
  - USAFE Operational Weather Squadron, Sembach AB GE
  - Alaskan Weather Operations Center (11th Operational Weather Squadron), Elmendorf AFB AK
- Outstanding Tactical Weather Unit - Grimes Award: **62nd Airlift Wing Weather Flight**, 62 OSS/OSW, McChord AFB WA (AMC)



## ESCAPE WINTER ON THIS SOUTH AMERICA CRUISE — FEBRUARY 2000

Working with Karen of "The Cruise People", John and Barbara Collens are offering a February 2000 cruise from Santiago, Chile around Cape Horn to Buenos Aires, Argentina. If you are interested in leaving the U.S. winter for a relaxing cruise around South America during its summer, read on.

Two couples (Bogard's and Collens') have made their refundable deposit (\$500 each person) and reserved cabins on the Marina Deck (Category A) of Norwegian Cruise Line's "Crown". Karen has been on this ship before and praises its quality and offerings. Unlike the megaships appearing today, the Crown has a comfortable 1000+ passenger capacity. Thus you avoid the crowd scene at each port of call and in the public lounges. The cabin block selected is all on the outside. Those on the Marina (Cat A), Laguna (Cat B) and Coral (Cat C) decks have a bathtub with shower!

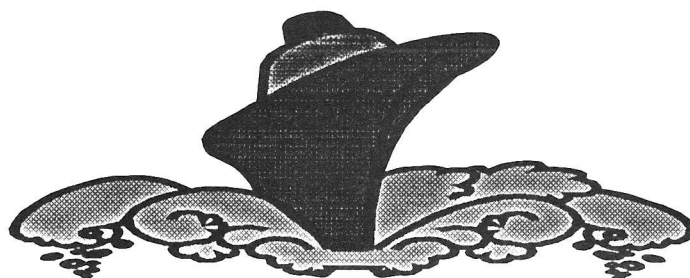
The inclusive itinerary with transfers: 2 nights at a Santiago hotel pre-cruise with a city tour and daily breakfast, cruise South along Chile's coast with a couple of portcalls, cruise past glaciers, around Cape Horn, then a portcall at the Falkland Islands, a portcall midway up Argentina's coast, portcall at Montevideo, Uruguay, then to Buenos Aires and a hotel for 3 nights post-cruise with city tour and daily breakfast. Altogether, 5 hotel nights with breakfasts and 14 nights aboard ship with all meals.

If you wish to breakup the air travel, Karen will arrange overnights at a Miami hotel before leaving for Santiago and upon returning to Miami from Buenos Aires. Those making this arrangement will leave their home on Feb 9 (overnight Miami), depart for Santiago Feb 10, arrive Santiago Feb 11 for 2 nights, then aboard ship Feb 13-26, Buenos Aires Feb 27-29 (yep, it is Leap Year), fly to Miami March 1 arriving March 2 for overnight, fly home March 3. Those who tolerate the hours required for check in and long flights who do not want a Miami break will be gone from home Feb 10-Mar 2.

Costs (5 nights at South America hotels, city tours, 14-day cruise with port taxes included) by Cabin Category are: A - \$3,644 pp, B - \$3,600, C - \$3,556, D - \$3,513, E - \$3,469. Airfare from Miami roundtrip is \$1,199 upgradeable economy, \$891 not upgradeable, and from San Francisco is \$829 not upgradeable, \$1,342 upgradeable. You can also make your own travel arrangements. Karen is working on a

domestic air/hotel package including transfers (your home to Miami and back with hotel).

Want a page from the brochure so you have the itinerary picture? Call Karen at 1-800-642-2469 Mon-Fri, 8 am - 5 pm Eastern. **Better hurry!** If we can get a group of 10 of us we'll get a free cabin which we will take in cash and refund to each person their share.



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## DON'T MISS THE WORLD'S MOST BEAUTIFUL VOYAGE — JULY 2000 CRUISE TOUR OF NORWAY

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John and Barbara Collens are also sponsoring for members and guests of Air Weather, Air Weather Reconnaissance and Tac Recce associations a 15-day Cruise Tour of Norway next summer, **July 11-25, 2000**. It includes 8 hotel nights at Copenhagen, Oslo, Bergen and North Cape, with tours and some meals. It also includes five nights aboard ship, all meals, and visits many fjords from well above the Arctic Circle to Bergen. A descriptive brochure will be sent by the travel agency to those seriously interested in this tour.

If you wish to receive the brochure or to make a reservation, call Grand Circle Travel toll free at: 1-800-866-3297 ext 6598 (e-mail: [twalker@gct.com](mailto:twalker@gct.com)), and identify with Group #967, Service Code GGGF-019, Norwegian Coastal Highlights. **DO NOT PROCRASTINATE**; only 23 cabins are being offered our group with a mix of outside and inside categories.

Price: double occupancy ranges from \$3,495 per person, airfare included, for a Newark departure, to \$3,745 from the West Coast, plus about \$108 in taxes. To upgrade to an outside cabin for the cruise portion, add \$150 to \$350 pp depending upon the deck selected. Single accommodations are \$4,422 from Newark. The brochure lists other departure airport prices. Age-67 or older senior citizens get a discount bonus of at least \$90 pp. All of us will get a rebate if we can book a minimum of 16 people for the group.

Our block of 23 cabins will undoubtedly be sold out by late August. The upper deck category cabins will be the first to go. **DON'T DELAY; CALL NOW!**

## Letters to the Editor

*Thanks to the AWA members who have sent in letters to share their experiences and to help provide a historical record of AF weather activities. After reading Tom Brokaw's The Greatest Generation, a collection of the experiences of many during WW II, I began to think of how many volumes AWA members could fill up if each sent in just one of their "war stories." Ed.*

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### From Bob Osborn on his China experiences —

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Dear Editor,

I would like to add a correction to the article in the 1998 AWA Newsletter on page 24. The correction is in my name. I am an Osborn without the "e" and as you know I served many years after the war, retiring in 1971. (Ed. Bob, please accept my apology for the error.)

Many of the AWA members may not know that Ellsworth AFB is named for Richard E. Ellsworth who was the commander of the 10th Weather Squadron from Aug 43 to Jul 45 at the time I was in China. He was later snapped up by General Lemay to command the B-36 wing at Rapid City AFB. He and I, along with several other of the pilots in the 10th Weather Squadron were awarded Chinese Air Force Wings as honorary members of the Nationalist Chinese Army. That made several of us honorary members of both sides of the fight in China.

The Lieutenant that commanded our weather station, with the first generation of Rawinsondes was Demetrius H. Russell, now deceased. He served both AWS and MAC Headquarters until his retirement. He was the one who told me many years later that I had dined with Zhou Enlai, who was his "drinking buddy".

I commanded the support aircraft, C-47, that took Doug Mackiernan to Tihwa. Our crew waited at an airstrip at Suchow for Colonel Ellsworth to take Doug and his crew to Tihwa. We carried gasoline to get both aircraft back to Lanchow to get gasoline to take us back to Chengtu, our supply source. Tihwa was an important weather observing point in support of the B-29 raids on Japan, both from India/China and from the Pacific.

In support of the "scary" comment in last year's article (regarding the McCarthy hearings), here is another interesting story. I had just completed graduate school and received a letter from the office granting security clearances for civilians under government contract. The request was for my comments on the head of the department where I had been a student, specifically was he a Communist or a sympathizer. He apparently had been a friend of a now known communist during his collegiate days in

the late 1920s or 1930s. The local security experts advised me not to respond. In view of my experience in China, it occurred to me that I might be questioned too. If my friends and associates failed to come to my defense, it could happen. Against the best advice I could get, I responded to the request stating the extent of my association and that I knew of nothing that would support any communist leanings. I've never known whether the security clearance was granted, but have lived with a clear conscience since. Wish I had saved the (communist army) uniform!!

Thank you for your support of the AWA.

- Robert R. Osborn  
Col. USAF (Ret.)

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### Dorothy Hardin with news of Bill Jenner —

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Dear Editor,

I am enclosing an article from the St. Louis Post-Dispatch about Bill Jenner for your next publication. I think he's amazing. *Bill Jenner served the AWS community as Director of Training for years. He like numerous AF weather people also supported the local community in various volunteer roles.*

The newspaper article, written by Valerie Schremp, headlined, "**O'Fallon, Ill., school board veteran will bow out at 84.**" In 37 years on the O'Fallon Township High School Board, Bill Jenner figures he's attended 444 meetings at a minimum. Bill, considered a gentleman and an "elder statesman" by his board colleagues, has decided not to run for re-election. His term continues until November when he will be 84 and attending his last meeting as board president, a position he has held for 20 years. He attended his first board meeting in April 1962, after he beat a School Board incumbent by six votes. At that time, O'Fallon High School had 597 students and was on probation by the North Central Association, an accrediting organization. Now, the school has 1,903 students and has received the U.S. Department of Education's Education Excellence Award. Principal Dennis Grimmer said, "Bill's influence is without compare in the district, but at the same time he's not out there bragging about it." He has consistently supported adding new and extra classes to the curriculum, and he helped to create a program to help students at risk of dropping out. In the early years of that program, he found community sponsors to donate money and donated to the program from his own pocket. Bill received a distinguished service award this year from the Illinois State Superintendent of Schools.

*Bill — Congratulations on doing best for kids!*

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**From Theodore Gibson on radar and 12th WS —**

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Dear Editor,

In November 1942, I graduated from the MIT AAF meteorology class to the 4th Weather Squadron, Dale Mabry Field, Tallahassee, Florida. (I understand it is now part of the University of Florida campus). I wrote the Squadron C.O. suggesting that winds above the cloud deck could be obtained by stuffing foil inside an inflated balloon and tracking it with radar.

Shortly thereafter I received orders to Fort Monmouth, more particularly the Sea Girt Inn, where the first training course was weather equipment including service on the SCR-658 radiosonde tracking gear. Then came the first training course on operating the SCR-584 radar tracking van. Following completion, the assignment was via Saint Louis, to Norfolk and thence to Casablanca on the **Empress of Scotland** with the capacity load of 5,000 military personnel, covering every square inch of the deck, and assigned two meals a day as the chow hall operated around the clock.

From Casablanca it was a quick C-47 flight to Gen. Eisenhower's headquarters in Algiers, assigned to 12th Weather Squadron as the Radar Weather Officer. The responsibility was to train personnel at each ground force artillery unit in the theater on the use of the foil reflectors, inflating balloons using the ML-85 hydrogen generator and relaying the upper-air wind direction/velocity observations for each 1,000 feet to the nearby USAAF weather station. There the data was transmitted on secure teletype circuits every 12 hours to all fixed and mobile stations in the theater.

Capt. Max Woodbury, the squadron (what would be known now as data-processing officer), designed a chart containing arced density-ratio lines. The staff weather officer at each station converted radiosonde upper-air data into **ballistics correction factors** which the ground force artillery men plugged into the gun directors to compensate for density deviations from the standard trajectory data at various levels aloft.

On the Anzio beachhead, one time we worked carefully with the ground force artillery on close-in support fire to front line troops. It was determined that on occasion the correction factors could adjust trajectory by as much as 100 meters — the difference between supporting front line or hitting them. Both British and American ground force units worked closely with the 12th Weather Squadron, in sites at

Oran, Corsica, Sardinia, front line Cassino, and the separate spearhead on Anzio beach.

Later, as the southern France invasion was under way, the Corsica 12th weather station was in continued radio contact with ground force artillery in the Cannes/Nice area transmitting in plain language. They also produced upper-air data at 12-hour intervals, of great value when bombing groups were being briefed on close-in bombing runs on northern Italy and southern France railroad hubs.

As an ancillary service, S/Sgt. Edward C. Hill was assigned to an M.E.W. (Microwave Early Warning) [200-mile range] site just south of the front lines, north of Florence, Italy during a full winter season. He was assigned a PPI radar position with the responsibility of reporting cloud cover and movement over Northern Italy.

One practical application comes to mind. Capt. Hughes, weather officer at Cagliari, Sardinia, briefed pilots for a bomb run on the Gulf of Genoa. He was able to describe the cloud cover, and the clear air break to the trailing cloud deck. He was able to give the pilots the exact time they were to be over the target and how many minutes they had to line up, make their bomb runs and peel off, while the targets were clearly visible.

S/Sgt. Hill had time off, of course, during days of clear skies. He would commandeer a motorcycle and would drive to Rome and visit Betty Brill (a Red Cross aide whom he later married in Naples — he once showed me some silver dollars he had brought over from the US, which he had melted down and recast into wedding rings).

In order to drive the motorcycle (source not questioned), he would fill out the trip ticket (I didn't know until years later that I could have had a permanent address in prison) and would sign my name as dispatcher.

- Theodore W. Gibson,  
former Capt., USAF

**IF YOU HAVEN'T ALREADY, PLEASE TAKE THE TIME NOW TO ✓ YOUR PERSONAL DATA IN THE JUNE 1999 AWA ROSTER.** If any changes are required, even if it is just an area code or ZIP code change, please send them as soon as possible to Steve Walden, the AWA locator. His snail mail and e-mail addresses are on the Roster's front cover. In addition, if you know any of the missing members, please ask them to check in with Steve. Thanks in advance for your help in keeping our locator file current. 📧



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**From Jim Van Dyne, 17th WS Association —**

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Dear Editor,

When we trained as Air Force Meteorologists during WW II, we never dreamed of the many diverse and unusual work conditions that would be required in order for us to provide the best, most accurate weather information to our many diverse combat units. As an example, we recently received this Internet inquiry from a Marine radio operator —

During the battle for Okinawa, The Japanese Kamikazi raids were so effective in knocking out our picket radar and weather ships, destroyers ringing Okinawa, it was decided to place radar and radio crews with a weather man on small islands which could not be sunk.

I was a radio operator with Marine Air Group 43. Our team was taken out of that hellish battle and sneaked in the night to a tiny uninhabited rock island called Tori Shima about 100 miles north of Okinawa. There we operated for three months, 120 of us, (Radar teams, controllers, radio teams, some infantry and the weather man), talking our corsairs, (which flew out each night from Okinawa) into contact with the Kamikases on their flights toward Okinawa.

Our island was about three hundred yards long and about fifty yards wide of straight up and down rock. The radio equipment was wedged into vertical rock crevices and we climbed up and down to operate and maintain the equipment. There was no shelter. We ate a lot of raw fish. I weighed less than 100 lbs when we got off of that island and I am a pretty big guy.

But the privation and barren rock were not bad, strangely. There was a peace after the unbelievable hell of Okinawa. Our environment was only rock, sea, and sky — nothing else. All else became abstraction. Some of us saw the flash of the Nagasaki Atom bomb and had no idea of what we had seen. We knew nothing of Atom bombs. Our vagueness was so great by then we did not discuss what we had seen and when the war ended a week later, it took a day for the news to circulate around the island of 120 men.

Now the why of why I am writing to you. I'm looking for the Army Air Force weatherman on Tori Shima with us — just one. He was a quiet self-contained man and I don't recall his name or where he was from. Several times a day he would climb down from his station on top of the rock with a weather message for us to send, a dozen enciphered code groups. One of our radio team took his message and sent it out in Morse code. His messages were acknowledged immediately but there were never any messages for him. He must have been very lonely. One day I climbed up to his station and he was sitting there all alone with his small array of instruments, a barometer, anemometer, and a couple of other weather tools. A couple of times a day he sent up a weather balloon.

Will you look around your reunion and see if he is there — or someone like him who was on one of those lonely outposts in the Ryuku Island Group around Okinawa?

- George Orick,  
The Marine Inquirer

*Jim wrote back to George —*

We will do better than that George. The following is a picture of that quiet, self-contained weatherman formally of the 17th Weather Squadron and the Tori Shima Rock Group. He is Edgar Boucher and you can write to him at BOX 334, Mackinaw, Illinois 61755. He is one of our best.



Edgar Boucher, The Tori Shima Weather Man.

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**From Dick Fitzpatrick on Elmendorf in 50's —**

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Dear Editor,

I have found seven guys I was stationed with in Alaska with the 11th Weather Squadron at Elmendorf AFB in the early 50's. Would like a note in the Newsletter for anybody interested in a get-together — contact me and I will set up a meeting. Most of the other seven are interested. If you are not with the computer bunch my regular mailing address is: Dick Fitzpatrick, 836 Bernard Ave, Findlay, Ohio 45840; e-Mail: dickjofitz@juno.com. I hope the ones I sent member applications to have responded. Here is a list: Dean Fout, Findlay, Oh.

\*James Call, Huntington, Va.

Harvey Langenderfer, Findlay, Oh.

\*Roy Groat, Hamilton, Oh.

\*Conley Reasor, Wheelersburg, Oh.

\*Kenneth Watson, Grandhaven, Mi

\*Everett Litka, Collegeville, Pa.

\*Steve Gatrell and \*John Quillen were already AWA members, also career Air Force. [\*denotes Alaska people]

Thanks for any help and the Newsletter is very informative — wish I had learned about it sooner. □

## THE YUGOSLAVIA CAPER (in 1940's) by Charles T. Hight, Lt. Col. USAF (Ret.)

When I volunteered for Weather duty with the Office of Strategic Services (OSS) in Yugoslavia, I was a member of the 19<sup>th</sup> Weather Squadron<sup>1</sup>, and in command of the Base Weather Station at John Payne Field.<sup>2</sup> Several of the people who had volunteered for service in Yugoslavia, including Capt. Cecil Drew and myself had opened the WX station at John Payne Field in mid Oct. 1943. The fact that I kept losing good people to the OSS-WX project, and that several of them were good friends, was my chief motivation for volunteering.

For OSS to get personnel from the 19<sup>th</sup>, was a steal — we all were seasoned forecasters or observers, all had security clearances of Secret, or higher, and all were familiar with the types of cryptography used to transmit coded WX messages. Many had been overseas for two years or more.

Once accepted, we were assigned to U. S. Forces in the Middle East (USAFIME), who shipped us to Palestine to be trained at a British Jump School, near Haifa, Nazareth, and Mt. Carmel in Palestine. Major Orval N. Burroughs was in jump class designated #91, which graduated 15 Jan 1944. He was the ranking officer in the project, and the one who had been knowledgeable about the project from the beginning. Several 19<sup>th</sup> WS personnel and I attended the class designated #99, which lasted Feb. 9-23, approximately 2 weeks. During that time, we made 5 jumps, one at night at minimum altitude. Since we were flying in an under-powered British Bomber, "Wimpy", I felt that it was as safe to jump, as it was to land in one.

When our parachute training was completed, we went back to Cairo, where the OSS gave us tips on personal combat.

About 10 March 1944, I arrived in Bari, Italy, accompanied by 6 other 19<sup>th</sup> WS Personnel.<sup>3</sup> At that

time my plans were to check in with Maj. Orval Burroughs, the CO, to find out how soon I, with my team of a weather observer and a radioman, would be joining the Partisans in Yugoslavia. When I met the Maj., he told me that he was planning to drive to Brindisi that afternoon, and he asked me to join him. From Brindisi, he planned to depart for Yugoslavia to visit the Partisans forces. The Brindisi Airfield was used by both the U.S. and British Forces as a supply base and departure point for flights, dropping personnel and supplies to the Partisans in Yugoslavia. At this time there were mostly nighttime missions. US Forces used C-47s exclusively for personnel & freight.

After a good meal at the Officers' Mess, Maj. Burroughs and I departed for Brindisi in a jeep. He had his parachute and a backpack. On the way, he told me the purpose of his trip to Yugoslavia. He was going there to discuss with the Partisans plans for future expansion of our Weather Reporting Network in Yugoslavia. At the time we had 2 teams in Yugoslavia, and 2 awaiting transportation.

When asked how soon I might expect to be dropped into Yugoslavia, Maj. Burroughs responded that it would not be before his return. As Senior Captain, I would be in command of the WX Detachment in Bari while he was gone. He planned to be in Yugoslavia for about a week, after which he was going to Washington, D.C. He gave me a few general instructions and the key to the safe, and told me that he would see me when he returned. I drove back to Bari, thinking that I would learn more later. That turned out to be the shortest OJT I have ever had. When Maj. Burroughs returned from Yugoslavia, he immediately took a flight to D.C. That was the last we ever heard from him.

The Headquarters for the Strategic Balkan Services of the OSS in Italy was located in a 4 or 5 story Bank Bldg. in downtown Bari. There were offices for OSS: Operations, Communications, Supply, Transportation, and one for our use. The Mess Hall in the building had excellent food. There was a Roof Garden and Bar, where Saturday night dances were held. The Motor pool was nearby. Their Radio Intercept Station was located away from the center of town. Messages were delivered by Courier.

<sup>1</sup> The 19<sup>th</sup> WS had jurisdiction over Africa and the Middle East. It had two lead weather stations: one at Accra, BWA on the Gold Coast, and the other at John Payne Field on the outskirts of Cairo, Egypt.

<sup>2</sup> John Payne Field, an American Air Base, built from the desert up, was activated mid Oct. 1943. Prior to the completion of J. P. F. the American AAF had shared the use of the Heliopolis Air Field with the British. If you have ever landed at Cairo International, you have landed at John Payne Field.

<sup>3</sup>WOJG Harold F. Guth, WOJG Roy C. Dudley, WOJG Raymond A. Algatt, SSgt. George Hadfield, SSgt. Frank L. Shurter

Our office consisted of a room approximately 15' x 20', with a table or two, a few chairs, and our safe, with a key lock. The safe was used to store several cipher books (used to communicate with our units in Yugoslavia). It also contained the locations of all of our stations, and the personnel assigned to each. In addition, there was a bag of gold British Sovereigns. The gold was to be used by our men for whatever emergencies might occur, while with the Partisans. I don't remember how many people we had in Bari at the time, but I would guess a total of 8-10 people.

The function of our unit was simple:

1. To supply personnel and equipment for new WX teams.
2. To receive the WX transmissions from our Teams in Yugoslavia, to decipher them, and to make them available to 12<sup>th</sup> WX Central in Bari, for their use. They were glad to get all of the reports they could.
3. To communicate with and respond to the requests of our people in Yugoslavia.

My main functions, as I understood them, were:

1. To keep the unit in readiness to send new Teams to Yugoslavia
2. To coordinate our activities with OSS in Bari, the 12<sup>th</sup> WS Weather Central, and the 19<sup>th</sup> WS.

When I visited the 12<sup>th</sup> WS Central attached to 15<sup>th</sup> AF, I found that a classmate of mine at Cal Tech, Maj. Gordon Weir, was chief forecaster in charge of the Center. Maj. Weir assured me that they would be happy to have all the information from Yugoslavia we could give them, and that they would treat the info as secret. At that time, Maj. Roy W. Nelson was Staff Weather Officer to the C. G. of the 15<sup>th</sup> AF

Lt. Col. Joseph A. Miller, the RCO of the 12<sup>th</sup> WS, was another classmate at Cal Tech. When I told Col. Miller that I was working with the OSS to put WX teams in Yugoslavia, he cut me off abruptly, but politely. He said that he already knew too much classified information, and that he neither wanted nor needed to know any more about our operations. He assured me that Maj. Weir would be glad to receive any observations we might be able to provide. That was the last time I saw Col. Miller.<sup>4</sup>

The following is a fairly accurate account of the dates our teams arrived in Yugoslavia and the people who manned the teams:

27 Feb. Capt Cecil Drew's Team, including SSgt Joseph Conaty and a Radio Operator, parachuted into an area near DRAVAR, and were a part of a group of British and Americans, attached to Marshall Tito's Headquarters.

13 March. 1<sup>st</sup> Lt. Robert J. Schraeder's team,<sup>5</sup> SSgt Ralph Baker and SSgt. Joseph Newmeyer, parachuted into Yugoslavia, without Lt. Schraeder, who had an ear infection. Lt. Schraeder was able to join his team on 14 June. I recall that they were near the Austrian border.

? March. WO (jg) Harold Guth's Team of MSgt Mallen D. Ragus and SSgt Gordon Bremer established a station on Vis. They arrived by boat. SSgt John C. Gaffney replaced SSgt Bremer who rotated to the USA approximately 9 Jun 1944.

9 May. Capt James Armstrong's Team, including SSgt James W. Anderson and a Radio Operator, after several attempts, parachuted into Yugoslavia.<sup>6</sup> (My memory says in Montenegro.)

Each team was provided with a rather standard set of weather instruments for taking surface weather, and upper wind observations. The most portable of these instruments were a hand-held anemometer, aneroid barometer, and a sling psychrometer. The mercurial barometers must have been well packed for them to survive the drop in all cases. The hydrogen generators for balloon runs were very cumbersome. These items were selected and packed by the 19<sup>th</sup> WS Supply.

Each day after Lt. Schraeder left for Yugoslavia, we checked our messages to see if he had joined his Team. Several days passed before we heard from him. It was a written message, not a WX report. Slowly the message was decoded, a word or a letter at a time. It went something like this: "Urgent! Please send A S C O R B I C Acid tablets next drop." His Vitamin C Tablets were sent to Brindisi promptly, for shipment.

We all celebrated on June 6, when we learned that the Allied Forces had landed in France, and later, that the invasion had been a success. (With our support of Tito, in Yugoslavia, we had speculated that perhaps

<sup>4</sup> Thor's Legions, Page 74: "Col. Miller was killed in action on Oct. 21, 1944, as an observer, aboard a B-26, destroyed by flak, on a bombing mission over Northern Italy."

<sup>5</sup> See "Guerilla Observer" by Sgt. T.A. Graham in Weather Service Bulletin, AAF Headquarters Weather Wing, Asheville, N.C. June 1945

<sup>6</sup> See Maj James H. Armstrong's "Yugoslavia", as told in WW 19, dated Nov. 1944.



the invasion would be through the Balkans. Perhaps our sending out weather reports was part of a diversionary plan to keep the Germans guessing.)

Late in June, Col. Harold H. Bassett<sup>7</sup> arrived, unannounced, from the Air Weather Service. He asked some rather direct questions, as follows:

- What were we 19<sup>th</sup> WX personnel doing in Italy, supporting OSS?
- Who had authorized the operation?
- Who was in command?
- Who did we receive our orders from?
- Who decided where to establish new WX Stations?
- When would the operation end?

In answer to who had authorized 19<sup>th</sup> WS personnel from Egypt to be operating out of Italy, in Yugoslavia, I had to tell the Col. that I honestly did not know. I had never been told. I had assumed it had come from AWS Hqs. I explained that I had a short briefing from Col. Burroughs, when he left for Yugoslavia. I also explained that it was my understanding from Col. Burroughs that we were to establish as many new stations as we could, consistent with the assurance that they would be able to operate for a reasonable time. I was the one, along with the OSS Operations Officer, who decided where the stations were to be located. These were to be with a fairly strong partisan group or OSS Personnel. (I am sure Col. Bassett thought this was a loose cannon, or a very loose operation, which it was! Everything had been verbal orders, since we left Cairo.) Col. Bassett thanked me and indicated he would take care of it when he returned to Washington.

The next significant event was the German bombing and paratroop attack on Gen. Tito's Hqs at Dravar. It was 16 days after the attack that Capt. Drew, SSgt. Conaty, and their Radio Operator returned to Italy. Capt. Drew had lost about 20 pounds. They were returned to Cairo to the 19<sup>th</sup> WS almost immediately. SSgt. Conaty was hospitalized briefly before being returned to the States.

About 1 August 1944, I had a message directing me to return to 19<sup>th</sup> WS Hqs. in Cairo, Egypt. Lt. Col. Donald C. House, the CO, told me that the project was ending. We discussed what needed to be done in Bari to close out the project, and return classified documents and other property to OSS.

I returned to Bari and coordinated with OSS the permanent closing of the WX stations. None of our people who were still in Yugoslavia objected to being returned to Italy and then to 19<sup>th</sup> WS in Cairo, Egypt.

To the best of my knowledge, the enclosed transcript of Special Orders, Number 92, issued by Headquarters, 19<sup>th</sup> Weather Squadron, Office of the Commanding Officer, includes most of the 19<sup>th</sup> WS personnel who were assigned for duty in Italy and/or Yugoslavia. The only exceptions are Maj. Orval N. Burroughs, Capt. Cecil E. Drew, and SSgt. Gordon B. Bremer.

#### HEADQUARTERS

#### 19<sup>TH</sup> WEATHER SQUADRON

Office of the Commanding Officer

Special Orders APO 788, U. S. Army  
Number 92 17 August 1944

PAC Ltr O, HQ USAFIME, dtd 5 Aug 44, the following named O, WO and EM, this orgn, **erroneously placed on DS with Office of Strategic Services**, USAFIME, Cairo, Egypt, are eff 21 July 44, placed on DS, HQ USAFIME, and eff 5 Aug 44, are reld fr DS, HQ USAFIME:

MAJ CHARLES T HIGHT	0428115 AC
CAPT JAMES H ARMSTRONG	0436626 AC
1 <sup>ST</sup> LT WOOLSEY M KANE	0856250 AC
1 <sup>ST</sup> LT ROBERT J SCHRAEDER	0856277 AC
1 <sup>ST</sup> LT ROBERT H ZARTH	0856292 AC
WOJG RAYMOND A ALGATT	W2127232USA
WOJG ROY C DUDLEY	W2127228USA
WOJG HAROLD F GUTH	W2127221USA
M SGT MALLEN D RAGUS	6300616 AC
S SGT JAMES W. ANDERSON	35411129 AC
S SGT RALPH C BAKER	33182769 AC
S SGT ARCHIE D. BURFORD, JR	18065113 AC
S.SGT JOSEPH J CONATY, JR	31091780 AC
S SGT JOHN C GAFFNEY	19063575 AC
S SGT HARRY J. KOEHLER	15337198 AC
S SGT FRANK L SHURTER	12028405 AC

WP HQ, Payne Fld, Egypt. Travel by govt MT atzd.  
By order of Major MOONEY

J.C. BENDLER, 2d Lt, Air Corps  
Asst Adjutant

Submitted to the AWA Newsletter on 12 April 1999  
by: Charles T. Hight, Lt. Col., USAF (Ret.)

*He thanks Johnny Reid for his encouragement to write this report. Col. Hight continues to gather material on this subject and to search for members of this group.*

<sup>7</sup> At that time, Col. Bassett was the ranking officer in the AAF Weather Service, serving on General Hap Arnold's staff.

## **AF Combat Climatology Center Update**

Leaving the flatlands of Scott AFB behind, the Air Force Combat Climatology Center settled in the shadow of Mount Pisgah in scenic Asheville, North Carolina. AFCCC-Asheville officially stood up in July 1998 after more than four years of planning, transitioning, and moving. The AF Weather Technical Library also made the move to Asheville bringing nine full-size moving trucks filled with over 500,000 volumes. The new Director of the Library is Mr. John Gray who transferred from Offutt AFB, Nebraska.

The new AFCCC home should not come as a surprise to military history buffs. Asheville has historically been associated with military weather units. In 1943, the Army Air Forces' Weather Wing headquarters was moved to Asheville. On 1 July 1945, the AAF Weather Wing was redesignated as a new command, the AAF Weather Service. In 1946, the HQ moved to Langley Field. In 1952, Air Weather Service's Data Control Unit (the heart of its climatological function) moved to Asheville from New Orleans and was redesignated Data Control Division, HQ AWS with a mission to process and store military weather data. They had the distinction of bringing the first electronic computer into operation (an IBM 705) in 1956. Over time, the Data Control Division evolved into USAFETAC OL-A, then AFCCC OL-A and now the full consolidation of AFCCC is at 151 Patton Avenue, Asheville, NC 28801-5002.

The new AFCCC is a merger of missions and personnel. It employs over 120 personnel; a mixture of DoD civilians and military members; 60% of the slots in Asheville are meteorological specialties, while the other 40% are systems and information management specialties. The personnel moving from Scott AFB bring with them the mission of producing climatological products for the field, the library function, and the modeling and simulation role. The majority of the military personnel are new to the organization with the notable exception of the **AFCCC commander, Lt. Col. Virginia Dillon**, who served as the AFCCC vice commander at Scott AFB.

The new site offers the benefit of collocation with NOAA's National Climatic Data Center (NCDC) and a unit of the Naval Meteorology and Oceanography Command. The move facilitates additional cooperation and coordination between the nation's major climatic data centers which will help the three organizations

provide better data, products, and services for their customers.

In conjunction with the move, numerous technological upgrades have been made. AFCCC and AFCCC OL-A were previously operating on two dissimilar mainframe systems, an IBM 3090 and a UNISYS 2200, respectively. Now AFCCC has moved to a Sun workstation environment to take advantage of a more efficient client/server architecture which adheres to the open systems architecture mandated by DoD. The impressive climatological database contains more than two terabytes of data. The first part of this database is on-line, and the format has been improved from the standard ASCII format to a more accessible, user-friendly, Oracle relational database. The second part of the database was previously stored on nine-track reel tapes, which were difficult and time-consuming to use. That portion of the database is now being ported to 36-track tapes, which hold eight to ten times as much data. The installation of a new tape silo with a robotic arm significantly improves access to the near-line tape data since it automatically selects and loads the proper tape for the analysts. Lastly, the communication lines have been upgraded to be faster and more robust. These upgrades provide the necessary platform for the reengineered, downsized, and relocated AFCCC to streamline its processes and continue to proudly offer quality products and quick, responsive service to its worldwide customers.

Several different efforts are currently underway to improve existing products and services. These efforts include the exploitation of new web technologies to improve the AFCCC Internet site and also the publication of the Southern Africa, Caribbean, and Southwest Asia/Northeast Africa volume three Theater Climatic Files on CD-ROM. Furthermore, AFCCC is focusing on working closer with the intel community in order to better anticipate customer needs. New products are also being developed including a high resolution, modeled climatic database from a project known as the Advanced Climate Modeling and Environmental Simulations (ACMES). In addition to observations and modeled analyses of atmospheric parameters, the mesoscale model incorporates effects from topography, soil type, bodies of water, and vegetation. The end product will be a realistic, global climatic picture at 10 km resolution for any time of day, month and location. □

## **GOLDEN ANNIVERSARY OF THE FIRST TORNADO FORECAST**

### **Remembering another AF Weather First**

A Celebration of the 50th Anniversary of the First Tornado Forecast was held on 23-25 March 1998. It was hosted by NOAA's National Weather Service (NWS) and National Severe Storms Laboratory (NSSL), in cooperation with the University of Oklahoma and the US Air Force in Norman and Tinker AFB, Oklahoma as a tribute to the past 50 years of tornado forecasting.

On Monday, 23 March, NOAA hosted an Open House at its facilities in Norman. Thank goodness severe weather was minimal across the country, for most if not all employees of the Norman NWS Forecast Office, WSR-88D Operational Support Facility (Air Force and NWS), Storm Prediction Center and National Severe Storms Lab were leading tours, giving briefings, explaining their storm chasing vehicles and equipment, providing refreshments, selling T-shirts and coffee mugs, and escorting VIPs. Air Force weather personnel from Tinker AFB were also at the open house demonstrating their field equipment. The Tinker AFB band supplied the musical background.

On Tuesday, the local chapters of the AMS and the NWA sponsored a Golden Jubilee Symposium on Tornado Forecasting at the University of Oklahoma. To start off the symposium, a tribute to Air Force Colonel (Retired) Robert Miller was paid by Dr. Robert Maddox, who also discussed the first tornado forecast of Miller and Fawbush. Nine other invited speakers discussed the past, current and future of tornado forecasting, storm spotting, public awareness, mesoscale modeling and field research.

Larry Wilson, who worked with Col. Miller for six years at the Kansas City warning center as a military forecaster and later as a NWS forecaster, wrote a poem for the occasion and presented it at the symposium (see page 15).

On Tuesday evening, a Commemorative Dinner was held at the University of Oklahoma. Speakers included Dr. Richard Anthes, President of UCAR; Brig. Gen. (Ret.) Jack Kelly, NWS Director; Dr. (Col. Ret.) Joe Friday, Director of Oceanic & Atmospheric Research, NOAA; Dr. James Baker, Administrator of NOAA; and Dr. John Snow, Dean of the College of Geosciences and Director, Oklahoma Weather Center, who hosted the event.

On Wednesday, 25 March, a special ceremony was held at Tinker AFB to commemorate the first tornado forecast. A three-ton monument carved in Oklahoma red granite was dedicated to this successful operational weather forecast. A luncheon at the Tinker AFB Officer's Club followed where Brig. Gen. Fred Lewis, USAF Director of Weather, presented the Fawbush and Miller family members with plaques containing the words on the historical monument (*the first ever to a weather forecast*) which reads:

### **FIRST TORNADO FORECAST MARCH 25, 1948**

THIS MEMORIAL IS DEDICATED TO THE FIRST OPERATIONAL TORNADO FORECAST ISSUED ON MARCH 25, 1948 BY MAJOR ERNEST J. FAWBUSH AND CAPTAIN ROBERT C. MILLER AT TINKER AIR FORCE BASE, OKLAHOMA.

ISSUED SEVERAL HOURS BEFORE A TORNADO STRUCK TINKER AIR FORCE BASE, THIS FIRST FORECAST PROVED SEVERE WEATHER COULD BE ANTICIPATED WITH A REASONABLE DEGREE OF ACCURACY. THIS FOCUSED NATIONAL ATTENTION ON FORECASTING TORNADOES AND WARNING THE PUBLIC OF THEIR POTENTIAL DANGER.

SEVERE WEATHER PIONEERS, MAJOR FAWBUSH AND CAPTAIN MILLER, DEVELOPED TORNADO FORECASTING TECHNIQUES STILL IN USE TODAY. THE 1948 TORNADO FORECAST WAS THE FORERUNNER OF TODAY'S NATIONAL SEVERE WEATHER FORECASTING AND RESEARCH PROGRAM THAT PROTECTS LIVES AND SERVES THE AMERICAN PEOPLE.

**DEDICATED MARCH 25, 1998**

Lt Col Fawbush died in 1982. He was represented by his daughters, Frances McCraley and Cynthia Goff, and grandchildren, Tim and Tia McCraley and Beau Goff. Col Miller was at home in Laurel, MD suffering from Parkinson's disease. He was represented by his daughter, Kristin Worcester and grandson, Ian.

After the ceremony most attendees stood in line at a booth set up by the US Postal Service to have stamped envelopes processed with a special cancellation stamp commemorating the 50th anniversary event. Maury Pautz who worked with Bob Miller in the Tinker AFB forecast center initiated the request for this special cancellation stamp. His hard work and perseverance got it approved.



## **IT'S MILLER TIME ... 1998**

There once was a time in the '40's  
when the Air Force just focused on Sorties!

No need to upset the balance of nature  
with things like severe storm nomenclature.

All efforts were primed just to win the Big War,  
So forecasting weather was akin to folklore.

In 1947, tornadoes come and tornadoes go.  
Some are destructive, and some spin for show.

No reason to panic, no need to excite  
for forecasting tornadoes would stir public fright.

So I'm writing a poem and getting it polished,  
but just like Woodward, I'm getting demolished.

As time moves on in forty-eight...  
Spring arrives, and so does fate.

The Ides of March, they come and go  
only to signal, a really big show.

It's warm and humid, and dust aplenty  
as Oklahoma wakens to March the twenty.

But no reason to worry, no need to run  
for the sky is so blue, under a noonday sun.

But look to the West, an ominous sign  
something is swelling along the old dry line.

As daylight fades, the sky grows darker  
and thunder is heard like a bulldog barker.

With rushing winds and bouncing hail,  
the storm spins up, as sirens wail.

With reckless response, like Nolan Ryan's sinker  
a tornado descends and devastates Tinker!

The base is in ruin, the damage is great  
and forecasters are challenged to begin a debate.

So Fawbush and Miller review all the charts  
and wonder if forecasting beats throwing the darts.

With quickness and toil, they took on the hunt.  
Was the research worth it? --- or should they just punt?

The questions were answered on March twenty-five,  
as parameters galore all came alive.

The moisture was there with southerly wind  
and dryness was evident across the Big Bend.

For all the parameters to get in a tangle,  
the winds aloft must come from the right angle.

Fawbush and Miller prepared for the forum,  
the briefing each morning for General Borum.

With parameters in place to dazzle the eye,  
the General inquired if his planes should fly.

Fawbush and Miller, remembering the past  
recalled it was similar to Tinker's last.

The briefing was given, and as one might figure  
the General inquired if there really was a trigger.

The forecasters were stunned and quickly replied:  
"Yes, Sir! Yes, Sir! ... and find someplace to hide."

"My base! My base!" the General exclaimed!  
"Get the planes hangered, before we get maimed!"

Miller went home and tried to relax,  
but rumbles of thunder became louder cracks.

As hard as it is, to simply construe  
the sky turned black after being so blue.

A ringing of phones soon brought the big news!  
"TORNADO HITS TINKER...AND NO PLANES WE LOSE!"

'Twas the greatest of forecasts, as many now know  
and 50 years later, we're tinkering to grow.

So, hats off World!...after 50 long years,  
"It's Miller time now with many good cheers!"

Larry F. Wilson  
1998



*At the monument for the first tornado forecast are from left to right Ed Dickson, Maury Pautz, Larry Wilson and Charlie Crisp. They each worked in severe weather forecasting with Bob Miller either at Tinker AFB, Kansas City or at the Air Force Global Weather Central, Offutt AFB NE. Charlie Crisp is now at NOAA/NSSL and is gathering and organizing historical information on Fawbush & Miller. He would appreciate any information sent to him at 1313 Halley Circle, Norman OK 73069.*

*Golden Anniversary continued from page 15*

## **"Right people, who were in the right place, at the right time."**

Dr. Bob Maddox in his tribute to Colonel Miller used this headline quote. He and others at the Golden Anniversary celebration brought out the facts that Tinker AFB was hit with a tornado on 20 March 1948 that was not forecast. In those days, tornadoes were considered unforecastable — many people were afraid the forecast would cause more panic than the storm itself. On the 21st, a board of General officers flew in from Washington DC to investigate the damage. They recommended that the meteorological community consider methods to alert the public to these storms and that Base Commanders develop safety precautions and plans to minimize personnel and property losses.

General Fred Borum, the Commanding General of the Oklahoma City Air Material Area, directed that the Tinker AFB weather station investigate the feasibility of forecasting tornadoes. So Major Fawbush and his personnel began a highly concentrated effort analyzing past occurrences. At the same time, General Borum directed the base agencies to prepare a detailed base warning system and disaster plan.

On the morning of 25 March, just five days after the Tinker tornado, Major Fawbush and Capt Miller briefed General Borum that weather conditions were similar to those of the 20th. They agreed to go out with a forecast of heavy thunderstorms for later that afternoon. This would also serve to alert the base and start phase A of the new base warning system.

In the early afternoon as echoes appeared on the radar, General Borum went to the weather station and was briefed on the rapid development of the squall line. According to Colonel Miller, General Borum stood up and looked us (Major Fawbush and Capt Miller) in the eye and asked if we were going to issue a tornado forecast. We briefed that the situation sure looked like the last one, but "no one has ever issued an operational tornado forecast." General Borum said, "You are about to set a precedent." Major Fawbush composed the historic message and Capt Miller typed it and passed it to Base Operations for dissemination at 2:50 pm.

The tornado hit just after 6:00 pm as expected and left \$6 million in damages which was \$4 million less than the first storm and there were no personal injuries. General Borum's Tornado Disaster Plan had been just as successful as the first operational tornado forecast. If not for this coming together of the right people, at the right time, at the right place, and the proof and acceptance that the forecast provided, severe weather forecasting and warning programs would probably have developed much more slowly.

Ernie Fawbush and Bob Miller continued to study and develop techniques for severe weather forecasting and received national recognition.



*Lt Col Fawbush (left) and Maj Miller being presented the American Meteorological Society's Meisinger Award in 1956 for their contribution to the science of severe weather forecasting. Between them is AMS President, Dr. Robert D. Fletcher, who was also HQ AWS Director of Scientific Services.*

After the Golden Anniversary celebration, Bob Maddox, Charlie Crisp and others sent many mementos to Colonel Miller. Beverly, Col. Miller's wife, mentioned that they both were extremely elated and thanked everyone for this great recognition. Col. Miller passed away six months later.

### **< IN MEMORIAM >**

**COLONEL ROBERT C. MILLER, USAF RET (1920-1998)**, a renowned pioneer in operational tornado forecasting, died 13 September 1998 in Laurel, Maryland. On 25 March 1948, he and his partner, the late Ernest J. Fawbush, issued the first operational tornado forecast at Tinker AFB OK. Their work was instrumental in the establishment of the first Severe Weather Warning Center (SWWC) for the USAF in February 1951. The U.S. Weather Bureau opened its own Severe Local Storms (SELS) Unit in Washington, D.C. in March 1952. In January 1956, The Colonel moved with the SWWC to Kansas City, Missouri where it became collocated with the Weather Bureau's SELS Unit, which had moved there in 1954. After a number of assignments, Col Miller moved back to Kansas City in 1961 and retired from the USAF in 1966. He stayed on as a civilian to become the Chief Forecaster of the USAF Military Weather Warning Center and helped move the function to AFGWC, Offutt AFB NE in January 1970. In 1967, he published the famous Air Weather Service Technical Report 200 describing the techniques pioneered by himself and Ernie Fawbush. He revised it in 1972 and it is still in use today. □

## **UNIT/ASSOCIATION REUNIONS**

**Air Weather Reconnaissance Association (AWRA)** will hold its 1999 reunion at the Town & Country Resort Hotel, in San Diego, CA from 15-18 September 1999. David & Maureen Magilavy are reunion managers. Contact David at (949) 631-7835; Fax: (949) 631-4110; e-mail: davidmagilavy@compuserve.com. If you are a compuserve subscriber contact David directly at compuserve via ID 71360,642. Regular mail address is 1405 Clay St., Newport Beach, CA 92663. If you need membership information contact David or AWRA VP for Membership: Glen Sharp, 306 Sunset Lane, Belton, MO 64012; Tel: (816) 331-2039.

At the last general meeting of the AWRA (September 1998 - Kansas City) the membership voted to join the AWA at its next reunion in 2000.

**6th Weather Squadron (Mobile) Alumni Association** just had their annual reunion from 24-27 June 1999 in Oklahoma City. The date and agenda for the 2000 reunion will be confirmed within the next few months. For further information, contact Don Garbutt at: 204 W Ercoupe Drive, Midwest City OK 73110; (405) 737-3285.

**18th Weather Squadron** will hold a reunion with the 8th Air Force Historical Society at Savannah, Georgia 27-31 October 1999. Savannah is the location of the new Mighty Eighth Air Force Heritage Museum. This museum, now three years old, was visited by over 100,000 people in its first two years, with attendance increasing by thirty percent each year. The museum's 18th Weather Squadron exhibit includes a small mockup of a WWII weather station. The museum needs additional weather artifacts, particularly a weather map of England and Europe and an anemometer. If any AWA members know where these artifacts can be obtained they can contact Art Howe, 508 Johnston St, Savannah GA 31403. His phone number is (912) 354-6880. I'm sorry I missed the St Louis reunion, but was recovering from hip replacement surgery—I hope to make the year 2000 AWA Reunion! Arthur W. Gulliver, 5119 S. 81st Street, Omaha NE 68127; (402) 331-4032.

The reunion for **1st Weather Wing Korean War Veterans (50's to 60's)** will be in Omaha, NE, from 26-28 September 1999. Most of the people attending were stationed at Offutt during the 50's and 60's. We have reserved 25 rooms at the Ameristar Casino Hotel in Council Bluffs for a rate of \$74.00/nite. We will have tours of Omaha that will include the SAC Air Museum, Offutt AFB and HQs Air Force Weather Agency. Any interested parties can contact Ed Rehberg at (319) 393-9339, e-mail: rehberg@fyiowa.infi.net or Bill Whatley at (281) 488-6883, e-mail: bwhatley@gghg.net. We are looking forward to joining in the AWA Reunion 2000.

**15th & 20th Weather Squadrons Association** reunion will be held with the AWA Reunion 2000. Their 1999 reunion was held in April in Manassas VA and the following officers were elected for the next 2 years: Hal Todd, President; Robert Erickson, VP; Jack Reed, Secy/Treas. Trips to visit Congress and the Pentagon were planned, but the NATO 50th Anniversary closed the "Federal Triangle" so, spontaneous substitute trips were taken. We visited the Civil War Manassas battleground and George Washington's Mount Vernon Plantation. A great time was had among the 30 attendees. For questions regarding the 15th and 20th Weather Squadrons Association contact: Hal Todd, 909 Woodlane Avenue, Rockford IL 61107-3732; (815) 399-4529; e-mail: HAJE1@aol.com.

**WW II 17th Weather Squadron Association — Weather Merchants** will have their next reunion with the AWA reunion. A squadron dinner is planned. For information contact, Jim Van Dyne, 725 N. Hawkins Ave, Akron, OH 44313-5662; (330) 867-3754.

**3349th Technical Training Squadron**, Dept. of Weather Training. This group is made up of weather forecaster and observer course instructors and support personnel assigned to Chanute from the mid-40s through mid-50s. They will hold their next reunion with AWA Reunion 2000. For further info and/or to be added to their mailing list, contact: Paul W. Schlotterbeck, 3349th TTS Reunion Coordinator, 1130 Ashley Way, Susanville CA 96130-6013; (530) 251-2462; schlotterbeck@thegrid.net.

**ROWF — Retired Old Weather Friends** The Washington, D.C. area retired weather officers are still holding bi-monthly meetings at the Fort Myer Officers' Club — a tradition that has continued for several years now. The gathering normally begins at about 5:30 PM on the second Thursday of odd numbered months. For more information contact Dave Pace (703) 490-6894, DPace@jnpcs.com; or John Lasley (410) 229-7524, lasley@awi-smi.com.

**21st Weather Squadron, 40th Mobile Comm Squadron**, AAF, WW II are planning their next reunion for late in October 1999 in the State of Florida. For details as they unfold, contact: Irv Kirch, 34 Hoss Road, Indianapolis, IN 46217; (317) 786-6858; e-mail: IRV8@juno.com

*Please send in any reunion news and/or future plans to the Newsletter Editor at anytime: AWA Newsletter, 6704 Wolke Court, Montgomery AL 36116-2134; e-mail: AirWeaAssn@aol.com. Unit and association reunion updates will also be posted on the AWA website at <http://www.airweaassn.org>.*



## **ROLL CALL — HICKAM FLD 1944 on Petterssen's 250 mph forecast**

Bob Bundgaard is looking for AWA members stationed at Hickam Field in October 1944 and remembering something about the following event. It centered on a weather planning session on how to forecast for the upcoming strategic bombings of Japan. It was headed up and run by Col. William Sebastian Stone, a friend to many AWA people and a no-nonsense weather commander greatly respected by all. (At Hickam in '44, Bill Stone commanded the First Provisional Weather Group, including its Tropical Weather School.) Participants in this session were Army Air Corps weather officers and a few USN aerologists from Pearl Harbor's Fleet Weather Central (a Comdr. N. R. Beers being one). Sverre Petterssen, a Norwegian, was an invited "resource-contributor" to the session (Beers acting as his host officer). Petterssen was a pre-eminent WWII forecaster in the European Theater of Operations and Stateside the inspirational teacher for many in AWA.

As he later wrote about in his Norwegian autobiography, Petterssen said that he had suggested to the planners there, that they would have to expect wintertime westerlies at flight level at 250 miles per hour. Back then and for the Western Pacific, 250 mph was an astounding and surprising upper-wind speed. It was then not only a totally unexpected value, but also one heretofore never foreseen by any planners, neither weathermen nor airmen. (Today, one might tend to forget that, back in 1944, B-29s were brand new and classified aircraft; an unknown, so to speak, as was the yet unidentified task to forecast their 27,000 to 30,000 foot flight-level winds.)

In his memoirs, Petterssen acknowledged, somewhat parenthetically and aside to his readers, that this 250-mph value came handily to him and without much technical analysis on his part. At this weather planning session, to himself he had remembered two significant points. Only months before, he had observed 200-mph winds in his forecasting endeavors for the RAF bombings of the Nazi controlled mainland of Europe. So, in preparing his remarks for this weather-planning get-together at Hickam Field, all he did was to add 50 mph to the European observed wind-speed. Just as a rough guess, this increment, he thought, could reasonably account for effects of the stronger meridional (or, north-south) temperature

gradient of the air along the east coast of Asia, a gradient already having been observed and generally known to be stronger than in Western Europe. So, as a consequence, Petterssen suggested also that, in such conditions, the westward bound Superforts attacking Japan should then fly in at a low level, rising to their bombing altitude and then higher aloft escaping out and eastward on strong tailwinds.

Much later he had somehow found out that the weather officers who had been there felt that they had been listening to just a college professor who had come up with some fancy theory but had no practical experience. At the time, however, the silence that had followed his 250-mph remark and proposed flight tactic had reflected, thought Petterssen, more the politeness, kindness and hospitality of the weather officers who had been there than their skepticism as to flight-level winds of 250 mph.

After the session Petterssen returned to Dunstable and his Weather Central in England. In mid January he received a radio message via the American Embassy and the Air Ministry. The message, which came from a Lt. Gen. Millard F. Harmon (the Commanding General of the Army Air Forces, Pacific Ocean Areas), had evidently been initiated, surmised Petterssen, by Bill Stone, who was also the Director of Weather Services for "Miff" Harmon, a position additional to those other duties already mentioned. It just said that in a recent bombing mission to Japan, the B-29s had encountered 247-mph westerly winds at bombing levels. *[Misprints in Petterssen's published Norwegian memoirs identify Comdr. Beers as "Steers," Col. Bill Stone as "Bill Strong;" and, its omits Harmon's name.]*

A post-scripted memory jogger: On the evening following the 250-mph forecast, Petterssen and three weather officers went off Hickam Field, into Honolulu and on-the-town. Returning later to the Field gate, they were stopped by the guard because they had missed their 2200 hours curfew. And so, they were each ticketed a \$10 fine. Next day they protested to the provost marshal, who then reduced their punishment to just that for the host officer.

**Can anyone flesh out Petterssen's story here?** Are there any of you who attended that remarkable session at Hickam? What might be the date of the 247-mph mission? Today, there is a growing interest in delving into the origin and history of the "Jetstream." I'd be grateful for your comments and contributions.  
- Bob Bundgaard

## SAINT LOUIS REUNION — 1998

Over 550 members, spouses and guests attended the 1998 Air Weather Association reunion from 24-28 June 1998. The reunion headquarters was at the HENRY VIII Hotel in Saint Louis, Missouri.

Members came from 39 States with California and Illinois topping the list with 52 attendees each. Florida was next with 47 closely followed by Colorado, Texas and Arizona. Chong Lee traveled the greatest distance to attend — from South Korea. Ed and Janet Boselly, our local host members, lived the closest, and we thank them again for great work before, during and after the reunion to ensure local arrangements were taken care of.

Skies were clear to partly cloudy, BUT THE TEMPERATURES WERE MUCH HOTTER THAN EXPECTED. A number of air conditioners failed in the hotel and on the tour buses. Don and Carol Farrington, our reunion organizers, raided the local food stores of bottled water for attendees to take on tours. HOWEVER, AS USUAL, AWA MEMBERS MADE THE BEST OF IT AND ENJOYED THE CAMARADERIE, BANQUETS, TOURS and the wide variety of sights and activities in the greater Saint Louis area.

On the first day of the reunion, 60 members participated in a golf tournament at the Forest Park Golf Course. The heat was unbearable for a few especially this golf cart that was evidently in dire need of water. Bob Julian is trying to coax it back with Alice Martin in the background saying, "what break?".



## 1998 AWA REUNION GOLF TOURNAMENT PRIZE WINNERS

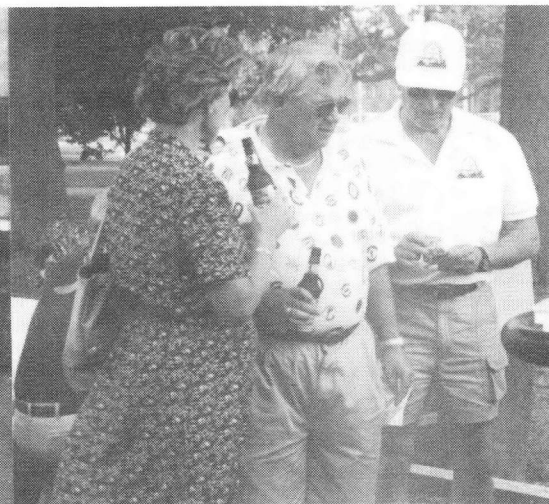
Low team Score	(65)	Dick Stonemark Dick Brett Garthel Brett John Spiegle
High team Score	(>65)	Russ Pierce Andy Anderson Joe Stewart
Closest to the Pin (ladies)		Dorothy Thomas
Closest to the Pin (men)		Luke Campeau
Longest Drive (ladies)		Dot Julian
Longest Drive (men)		Walt Alex
Wettest Drive		Bob Julian

*Thanks to Ed Boselly for setting up the arrangements for the tournament and follow-on barbecue. Thanks to Gerry Riley for organizing the tournament. Thanks to the participation of 60 AWA golfers and joined by spouses and guests later, totaled 90 who attended the barbecue at the Forest Park Golf Course.*



↑ Gerry Riley and George Frederick on the left and Mary Ann and Chuck Stephens on the right getting ready to lead the pack.

*Janet and Ed Boselly are enjoying a popular Saint Louis beverage while Ron Brown counts his winnings? ↓*









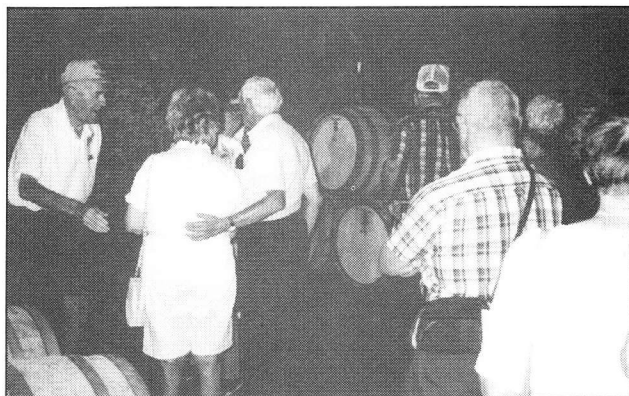
## St. Louis Reunion 1998 continued

On Thursday, reunion attendees toured the Missouri Wine Country & Daniel Boone Home; St. Louis City Highlights; Riverboat-Station Casino St. Charles, and separate squadron dinners were held in the evening. On Friday and Saturday, tours were offered to the Anheuser-Busch Brewery; Grant's Farm; Botanical Garden and the St. Louis City Highlights. On Saturday morning, BGen Fred Lewis, the AF Director of Weather, gave an update briefing on Air Force Weather activities. It was amazing what worldwide weather products were obtainable on his laptop computer from the AFWA at Offutt AFB. During the reunion, Lillian Nolan, the AFWA Historian, and members of the AFWA Public Affairs office had a booth to demonstrate current and planned weather service products and to discuss past, current and future events with reunion attendees. It was great to hear how AF Weather has advanced and to see the enthusiasm of AFW personnel.

A buffet was served to all on Friday evening and a dinner/dance was held on Saturday evening. On Sunday morning before departures, a breakfast buffet was served.

Over 175 members, spouses and guests continued on a three-day tour to Branson, Missouri.

The critiques indicated it was another successful reunion. Thank you for your suggestions, your AWA Board of Directors will use them to help plan the next reunion. Thanks again to all members, spouses and guests who participated and the many who helped at the registration/information and refreshment tables, those that arranged activities and to Don Farrington, our reunion organizer, and the other members of the Board of Directors.



*On the winery tour in Augusta, Missouri.*



*On one of the many bus tours.*



*At the Daniel Boone home in Defiance, Missouri.*



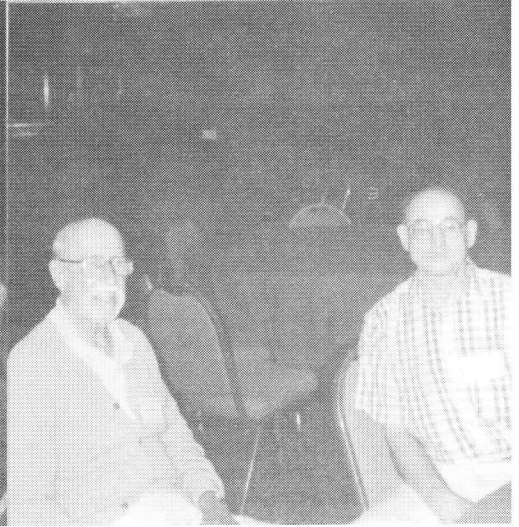
*Dottie & Don Sakanich won the drawing for a free hotel room.*

St. Louis Reunion 1998 photos



*Don Farrington →  
reunion organizer  
continually working  
in the background.*

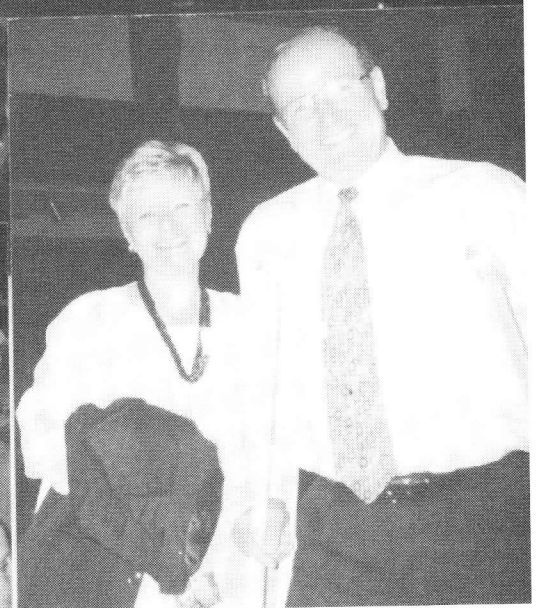
*← Irv 'Jorgy' Jorgenson  
(right) the photographer  
and friends.*





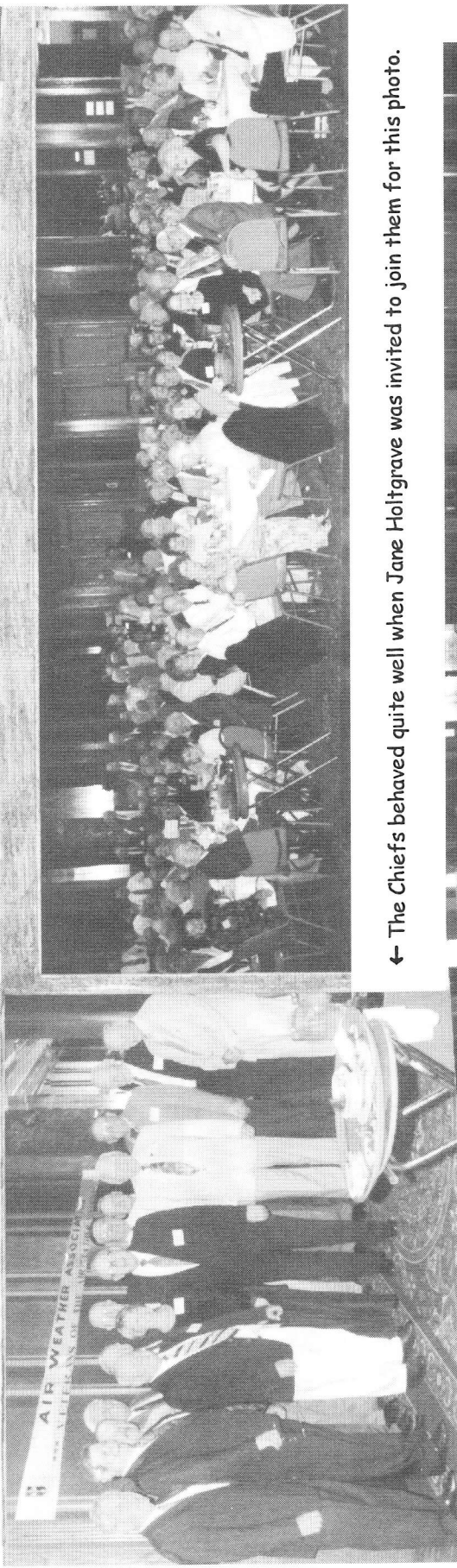








Thanks to Irv "Jorgy" Jorgenson for many of the reunion pictures. At the Saturday evening banquet, he attempted a panorama from the stage and did quite well as the photos show below. Thanks also to John Collens for sending in photos.



← The Chiefs behaved quite well when Jane Holtgrave was invited to join them for this photo.



## St. Louis Reunion 1998 continued

At the Saturday evening dinner/dance, Col. (Ret.) Dale Flinders, the poet laureate of the Air Weather Service, entertained the attendees with —

### The Way We Were

When we first heard of AWA's Reunion for June of 98  
We thought, well now, why not? It really should be great  
To see old friends of yesteryear from places near and far;  
To probe the depths of Weather Service, and to find out  
how things are;  
To enjoy conviviality and reminisce a lot  
About the good days gone by, of which we've not forgot.  
But -- I never, ever, thought we'd see the fateful day  
When things we cherished would be doomed to fade away;  
When our beloved Air Weather Service, of whom I  
proudly speak  
Would be forced into oblivion by Merrill A. McPeak!  
We realize, of course, that through the by-gone years  
Changes have been made that must have caused some  
tears!  
When I was in Observer School back in '42  
Things were different then, well, I am telling you!  
We had the World divided into massive Weather Regions;  
Each Region had a Squadron to man its weather legions.  
The commanders of the Squadrons had to wear two hats:  
They were also RCOs\* -- they were truly autocrats!  
When I was commissioned back on D-Day '44,  
That's the way things were when I went off to War.  
We'd grown then, fast and furious, with units world-wide.  
Our 18,000 Weather Men all did their part with pride.  
And when the War was over, we kept going firm and  
strong,  
Helping in the Airlift, and whatever came along--  
Flying over boundless oceans, seeking out Typhoons;  
Working in Tornado Alley, sending up balloons;  
Seeding clouds, dispersing fog, and other derring-do;  
Helping out the Army -- an important mission, too;  
Korea, Southeast Asia, Grenada, Panama, Desert Storm --  
Our Weather guys were always there, professionalism was  
our norm.  
We exploited new technology to help perform our mission.  
We brought in blue-suit scientists with limitless ambition;  
We programmed great computers to do our very will,  
And probed the sun's phenomena with near uncanny skill.  
We worked with weather satellites, which looked down  
from the sky,  
And sent back weather data for our computers to apply.  
We centralized our talents and our capability,  
To maximize our service and improve its quality.

We thus got Global Weather and its brother known as  
ETAC;

We've had them many years and hope we'll never give  
them back!

A major structure change took place in 1952;

You ask who was the guy that did it? General Senter, that  
is who.

He organized Air Weather in a functional alignment,  
Whereas before, you may recall, 'twas geographical  
assignment.

He organized Air Weather to support specific commands;  
To know their operations and pay heed to their demands.

Basically, it worked like this: 3rd Wing supported SAC,  
5th Wing had TAC and Army, 7th Wing supported MAC,  
The 6th supported Log Command and AFSC,  
The 4th Wing wasn't formed yet, but later on helped  
ADC.

The 1st supported PACAF and the 2nd, USAFE.

The 9th flew Weather Recce and they did it with esprit.  
We had that early basic framework for over forty years;  
And we know it will endure no more, or so it now appears.  
I actually joined Air Weather Service back in '44;  
And I've known all chiefs of Weather since the Second  
World War --

Don Yates and Oscar Senter, Tommy Moorman, and then  
came Pete;

A little stint by Harold Bassett, and then a Pete repeat.  
Roy Nelson, Russell Pierce, and then of course, Bill Best;  
Tom Aldrich and John Collens, also passed the test.  
Next came Berry W. Rowe; and A.J. Kaehn did fine;  
George E. Chapman and John J. Kelly continued with the  
line!

Then Kelly went to Air Staff up in Washington,  
While Frederick stayed behind to be Air Weather's  
number one.

He was followed by Frank Misciasci, and then came Joe  
Dushan;

The wrap up man was John L. Hays, and no one else would  
carry on.

We've been briefed on what will happen now and we know  
in any case,

That memories of THE WAY WE WERE nothing can erase.

Dale J. Flinders

June 1998

\* Note: RCO -- Regional Control Officer.

Dale also led the reunion attendees in the AWS Song. *Dale and Nadine -- thank you both very much for helping to make the 1998 AWA Reunion extremely successful. Best wishes in your new abode in San Antonio!*



## MODERN DAY DEPLOYMENTS

*In the June/July 1999 issue of the Observer magazine, there are many success stories regarding weather support to recent operations and deployments. The new Operational Weather Squadrons (OWS) acting as hubs are successfully supporting Combat Weather Teams on Army and AF installations and forward deployed. Here is a great example:*

**AFRICAN EAGLE** by TSgt David Jenkins, 31OSS/OSW, Aviano AB, Italy)

I have had absolutely no complaints. I deployed to Morocco as the sole weather person for AFRICAN EAGLE 98. For equipment, I brought a Micron laptop computer and an HP Deskjet 320 printer. For backup, I brought a 9315TRT, but as it turned out it was never needed. The 1st Combat Communication Squadron was able to provide me with (NIPRNET) Internet connectivity on the second day after their arrival. With this, I had much more information than I thought possible. I briefed the pilots verbally before each of their missions and even provided some planning input when Lt Col Goldfien was deciding when would be the best time to fly down an extra F-16D. I also provided metwatch for the main operating base (Sidi-Slimane) and 5 alternates (Casablanca, Rabat and Meknes in Morocco and Rota and Moron in Spain). While prepared to issue weather advisories and warnings with the assistance of the United States Air Forces Europe Operational Weather Squadron (OWS) in Sembach AB, Germany, we never needed to do so.

Before deploying, I arranged for the OWS to make a bulletin for me to use — a bulletin entitled AFRICAN EAGLE 98 Weather Support. I collected weather requirements from the flying squadron and requested that the bulletin fulfill their specifications, in addition to some personal requests. The bulletin was the backbone of my support. Since we were living in a hotel 45 minutes from the base, we had to ride a bus to work each day. The pilots wanted their first briefing at 0600L but the earliest I could get to work was by 0530L. So each morning I would download the bulletin and verify it with satellite data and a quick look at the forecast model displays (all straight from the OWS home page via NIPRNET). Then I would be ready to brief. The operational forecasts on the bulletin were very accurate except for a few small details like temperatures or (non-operationally significant) visibilities, but I was easily able to adjust these to actual conditions for the final mission execution product.

This experience was great for relations with the host nation. The Moroccan forecasters had no satellite data and received some charts over a facsimile machine (similar to the GM). They hand plotted the upper air and used something similar to EURMEDS to get other information like observations, TAFs, SIGMETs, or raw upper-air data. I gave a Moroccan forecaster and observer a tour of my work area and they were impressed with the wealth of information I had. They especially appreciated the satellite pictures, so I printed an extra copy each morning and carried it over to them. One thing that would make the creators of the AFRICAN EAGLE 98 Weather Support bulletin at the OWS happy was that the Moroccan forecaster read with great interest the extended outlook

discussion and I'm sure took it into consideration for her own forecast.

The deployment commander, Col Eberhart, was very impressed with the weather operation. When the commander of the Moroccan fighter squadron came by to see our flight operations, he brought him by to see the weather shop. I had the model charts, satellite pictures, and some other forecast hazards products hanging from the wall for quick reference. Col Eberhart remarked "All this from just a laptop computer!"

## SRA JASON MORGAN FUND "taking care of our own"

*One can never forget that terrorist activities, equipment failures and accidents can occur at any moment around the world. Most recent example — SrA Jason Morgan is an airborne-qualified weather forecaster assigned to OL-A, 10th Combat Weather Squadron, Hunter AAF, GA. In June 1999, he was deployed on a real-world mission in Ecuador supporting the 160th Special Operations Aviation Regiment (SOAR). While deployed he was involved in a line-of-duty accident. Two US Army soldiers and SrA Morgan were riding in a vehicle that overturned and seriously injured all three. SrA Morgan was face down in a contaminated ditch for an unspecified period of time and was diagnosed as a "near drowning victim." He ingested a lot of contaminated water into his lungs that only compounded the problem. One of the soldiers and SrA Morgan also sustained severe back injuries. Those two were medevac'd to Wilford Hall in San Antonio TX. On 29 June, Jason had surgery for stabilizing his spine. Jason has feeling down to the belly button area, however, the doctor thinks that's as good as it will get.*

SrA Morgan has a wife and three very young children (3 yrs old, 1 1/2 yrs old, and 6 mos old). All are currently in San Antonio at an apartment near Jason's hospital. As you can imagine, this family is in for an extremely difficult financial bind. Please keep the Morgans in your prayers.

The AWA Chairman learned of this news on 14 June from Johnny Reid of the Weather Parachutist's Association. He was deployed in Kuwait and heard the news from others in AFSOC. Since then, e-mail messages have been spread through many commands by AF Weather Chiefs, AFSOC and others and it has been posted on the AWA Internet website.

The 10th CWS has set up a not-for-profit fund for the Morgans and donations have already exceeded \$6,000. Any and all donations will be accepted and greatly appreciated.

Account Name: Jason Morgan Fund  
Account Number: 0174556  
Routing Number: 063206207  
Bank: First National Bank and Trust  
29 Eglin Parkway, P.O. Drawer 1327  
Fort Walton Beach, FL 32549

The last two items, Routing Number and Bank, will be necessary if anyone wants to wire money directly into the account. If you want to send donations to the 10 CWS, make your donation payable to the "Jason Morgan Fund" and mail to:

10 CWS  
210 Bennett Avenue,  
Hurlburt Field FL 32544-5706.

## JOINT TYPHOON WARNING CENTER MOVES FROM NIMITZ HILL, GUAM TO PEARL HARBOR, HAWAII

The Joint Typhoon Warning Center (JTWC) began full, 24-hour operations and officially became part of Naval Pacific Meteorology and Oceanography Center (NPMOC) Pearl Harbor, Hawaii on 1 January 1999.

The transition to Pearl Harbor began in October 1998 with the flow of equipment and personnel to NPMOC after the 1995 Base Realignment and Closure (BRAC) legislation directed the relocation. By 2 November 1998, Capt. Donald Schiber had stood the first JTWC Typhoon Duty Officer (TDO) watch at Pearl. At that time, the watch rotation consisted of four sections, three of which operated from the Naval Pacific Meteorology and Oceanography Center West (NPMOCW) Guam, and one that ran from NPMOC Pearl Harbor.

With the official move of JTWC on 1 January, the four-section watch shifted to NPMOC, and full operations began. Each watch section, consisting of a TDO, a Satellite Analyst, and a Typhoon Duty Assistant, monitors the northern and southern hemispheres of the Western Pacific and Indian Oceans for tropical development, and issues warnings and forecasts as necessary. Forecasters on NPMOC's Ops floor will continue to coordinate and issue Department of Defense hurricane warnings for the Northeast, Central and South Pacific Oceans, east of the International dateline.

Lt. Col. Wendell Stapler, the Director of JTWC, has been very pleased with the transition. "Thanks to the diligent efforts of the staffs at NPMOCW and NPMOC/JTWC, we're happy to report that JTWC operations have been successfully shifted to Pearl Harbor as of 1 January 1999. We look forward to continuing to provide the same level of outstanding support to our customers," he stated.

The Air Force and Navy personnel of JTWC continue the proud tradition started in 1959 when JTWC was first established. Although the faces of JTWC have obviously changed over the years, the job hasn't; monitoring tropical cyclone development over a 53-million-square-mile area, from the East Coast of Africa to the International Dateline is still the function. No easy task, but JTWC plans to continue doing so, and leading the weather community in tropical cyclone forecasting into the next millennium.

JTWC's suite of products can be viewed on the Internet home page at <http://www.npmoc.navy.mil>, then selecting JTWC on the navigation bar.

As the JTWC moved to Hawaii, other NPMOCW functions moved to Yokosuka, Japan. The NPMOCW on Guam after 54 years of service to the fleet was disestablished in a ceremony on 7 April 1999 with Rear Admiral Kenneth E. Barbor, Commander, Naval Meteorology and Oceanography Command officiating. □

## NECROLOGIES (remembering the past)

Letter to the Editor:

I have just received the (1998) Air Weather Association roster and newsletter and spent some nostalgic moments reading through it. I regret to inform you that my husband, Brig. Gen. Harold L. Smith, passed away in March 1996.

Your newsletter brought back a lot of memories. Some of the men you wrote about -- Generals Moorman, Yates, Senter, Zimmerman, Mundell, Holzman and Dr. Irving P. Krick -- were my husband's friends and colleagues. Like many of them, Hal was a West Point graduate who went on to pilot training and then in 1938 obtained a Masters Degree in Meteorology from CalTech. I am assuming some of them, including my husband, were the first Air Corps Weather men.

Another article caught my eye. I was so pleased to note that Lt Col Ernie Fawbush and Col Robert Miller were honored at Tinker Field in March 1998 for making the first accurate tornado forecast, in 1948. Hal was their CO for some years at Tinker Field and was very much aware of the uncanny forecasting ability these two men had, and tried to get recognition for them. He would have been gratified to know that Miller and Fawbush were remembered 50 years later.

Thanks for including me.

Sincerely, Karine R. Smith

**BRIG. GEN. HAROLD L. SMITH (1904-1996)** A native of Washington, Pennsylvania, Brig. Gen. Harold L. Smith died at his home in Seattle, Washington, on 24 March 1996. He graduated from West Point with the Class of 1930, and then went on to earn his pilot's wings at Kelly Field. In 1937, he became interested in Meteorology and obtained a masters degree from the California Institute of Technology.

Hal was a member of the small group of Army Air Corps officers who in 1937 were slated to provide weather services and became known as the "Army Air Corps Weather Service." Among his assignments were as Base Weather Regional Control Officer at March Field 1938-1941; Commanding Officer of the 11th Weather Squadron, in Alaska, principally along the Aleutian Chain, 1942-1945; Commander of the Continental Weather Wing at Tinker Field, Oklahoma, 1946, and again 1949-1952. In 1947 he was a member of the first class of National War College, Washington, D.C., and then served as Deputy Commander of Air Weather Service under General Donald Yates, 1948-1949. In 1952, Hal left the Weather Service and became Commander of U.S. Forces Azores. While there he was awarded two medals from Portugal for "exceptional representation of the United States Air Force and United States Government." In 1957 he negotiated the Azores Base Agreement, which remained in effect for over 20 years. His final assignment with the USAF was as Deputy Commander of AACS at Scott Air Force Base, under Maj. Gen. Dan Doubleday. He retired in 1960 and spent many happy years with his wife, Karine, in Seattle, WA. □

### 50 Years Ago —

15 March 1949, Global Weather Central organized at Offutt AFB NE, to support Strategic Air Command.

23 September 1949, U.S. confirmed that Russia had exploded its first atomic bomb. An AWS RB-29 discovered the radioactive debris.

**LT. COL. (Ret.) HERBERT EDSON (1924-1999)**, died on 6 January 1999 in Denver, Colorado. He spent over 45 years as a weather forecaster and meteorologist, first as a military weather officer for almost 30 years, and then as an environmental consultant. He started his career in meteorology in the M.I.T. and Chanute Field Weather Schools of the U.S. Army Meteorology Program during World War II. He received a MS in Meteorology from NYU in 1956. As a successful career AF Weather Officer he held such positions as Chief, Aerospace Sciences Division 3rd Weather Wing; Commander, USAF European Forecast Center; and Chief of the Development and Numerical Prediction Divisions, Air Force Global Weather Central (AFGWC). He supported meteorological and environmental requirements throughout the US, in England, Japan, Asia, and the European continent. As a scientist, he participated in many technical projects including the development of the first successful numerical cloud prediction model during the early days of AFGWC. He also did pioneering work in the application of meteorological satellites for real-time analysis and forecasting and wrote one of the first AF manuals for weather prediction techniques over Japan and northeastern Asia. As an environmental consultant, he designed and developed automated techniques to maintain air quality assurance for nuclear and fossil fuel power plants. He prepared numerous environmental impact assessments for coal mining, uranium mining and milling operations. And, he was a key player in the \$1B+ environmental cleanup of the Rocky Mountain Arsenal. □

**SMSGT (Ret.) PATRICK GERALD LEE (1942-1999)**, was born in Chicago on February 7, 1942 and died on 25 May 1999 at home in Eugene, Oregon at the age of 57 from non-Hodgkin's lymphoma. He married Deborah Carter in LaGrande, Oregon on 14 August 1971. Raised in Illinois and Wisconsin, he graduated from Abbott Pennings High School in DePere, WI in 1960. He enlisted in the Air Force in 1961. A weather forecaster and observer, he was stationed in 10 states and 3 foreign countries, including an 18-month tour of duty in Vietnam. During his 26-year military career, he received numerous citations, commendations and awards. Lee retired from the Air Force in 1987 and moved to the Eugene/Springfield area. He was employed as a letter carrier for the U.S. Postal Service. His family remembers his compassion, courage, sense of humor, gifted story- and joke-telling ability and love of all things Irish. Survivors include his wife; a son, Kevin of Eugene; two daughters, Kirstin of Colorado and Meghan of Eugene; a brother, John of Illinois, and a sister, Mary Eder of Michigan. □

David Magilavy of AWRA learned from Dolly McCartan that **COL. (Ret.) ART MCCARTAN** passed away in his sleep on 27 February 1999. He was interred in Arlington National Cemetery. David says, "I feel a great personal loss here as our initial meeting was in 1943 in Sri Lanka (Ceylon) and we have since had periodic contacts with Dolly and Art until just a few months before he passed away. He was one of the pioneers in weather recon. I served in his command when he organized and took the 57th Weather Recon Squadron from Tinker AFB to Kwajalein to the A-Bomb tests and thence to Hickam AFB with an intervening tour in Dhahran Saudi Arabia." □

**BRIG. GEN. ROY WILLARD NELSON, JR. (1916-1998) Eleventh Commander of Air Weather Service.** Born in Tacoma, Washington, on 20 September 1916, Roy Nelson attended Lincoln High School in Seattle. He married Helene Snow and they raised three children. In 1934 he entered the University of Washington and in 1940 he graduated from West Point. He was commissioned a second lieutenant on 11 June 1940 after receiving his pilots wings at Stockton, California. He was promoted to first lieutenant 10 October 1941, and soon thereafter entered the California Institute of Technology to study meteorology.

During World War II he served in the Mediterranean theater of operations as staff weather officer to the North African Coastal Command and to Major General Nathan W. Twining's Fifteenth Air Force from its activation until V-E Day.

In 1947 he was transferred to Guam where he commanded the 514th Reconnaissance Squadron, Very Long Range, Weather, which was the first B-29 weather reconnaissance squadron overseas. In January 1948 he became Deputy Commander, 43d Weather Wing in Tokyo, Japan. In July he was promoted to lieutenant colonel.

In December 1949 he returned from the Far East to attend the Armed Forces Staff College, from which he graduated in June 1950. Reassigned to Air Weather Service headquarters, he served as Director of Plans and Organization until August 1951 when he became AWS Chief of Staff at the rank of colonel.

In 1951 he was appointed commander of MATS activities supporting the Operation Ivy nuclear bomb tests in the Pacific. When he returned he was assigned as commander of the newly activated 9th Weather Group at Andrews AFB, Maryland.

In 1955 Colonel Nelson entered the National War College. After his graduation in 1956, he went to Europe to command the 2d Weather Wing at Wiesbaden, Germany. He departed there in July 1960 to become the Vice Commander, Air Weather Service at Scott AFB. Promoted to brigadier general on 26 February 1963, Nelson became Air Weather Service Commander on 18 March 1963. In October 1965 he was reassigned to Travis AFB as Deputy Commander of MATS' Western Transport Air Force.

Significant events during General Nelson's tenure as AWS Commander include the first of 34 WB-47Es equipped with AN/AMQ-19 meteorological system delivered to AWS on 20 March 1963; JCS decision to develop weather support concepts for the Worldwide Military Command and Control System (WWMCCS) on 2 April 1963; receipt by 3WW of the first operationally ready automatic picture transmission (APT) weather satellite readout on 20 August 1963; first of 19 RB-57Fs delivered to AWS on 18 June 1964; redesignation of the Washington D.C. Climatic Center as the Environmental Technical Applications Center on 15 December 1964; opening of the Automated Weather Network (AWN) to link Fuchu AS, Japan, RAF High Wycombe UK, and Global Weather Central, Offutt AFB NE, through the Tinker AFB OK switch on 1 July 1965; first day of continuous operation of AWS' Solar Observing and Forecasting Network (Athens, Sagamore Hill MA, Sacramento Peak NM, Hawaii and Manila) on 1 September 1965; and first AF DMSP weather satellite launched on 10 September 1965. □



## Necrologies continued

**LARRY RICHARD JOHNSON (1944-1998)**, died in Herndon, Virginia, on 30 July 1998 of cancer. He was born in Klemme, Iowa, on 6 May 1944. His contributions to operational meteorology spanned over thirty years in careers with the U. S. Air Force and Litton PRC Inc. Larry served 23 years in the USAF Air Weather Service. His many accomplishments included rawinsonde observer, Tinker AFB OK; Command Briefer, Udorn AB and Nakhon Phanom AB, Thailand; Plans and Manpower Staff Officer, HQ AF Systems Command, Andrews AFB, MD; Chief, Computer Graphics Section and Mission Applications Branch, Assistant Operations Officer, and Special Projects Forecaster, Air Force Global Weather Central, Offutt AFB, NE; Chief, HQ USAF Weather Assignments Office, HQ AF Military Personnel Center, Randolph AFB, TX; and Director, Weather Systems Acquisition, HQ Air Weather Service, Scott AFB, IL. Larry retired with the rank of Lieutenant Colonel on 1 August 1988.

Larry worked for 10 years at Litton PRC Inc. He served in a variety of positions on the Advanced Weather Interactive Processing System (AWIPS) program, the integrating element of the \$4.5 billion National Weather Service Modernization Program. He served during the Definition, Development, and Deployment phases as Principal Applications Scientist, Department Manager, Executive Manager, and Deputy Program Manager. Known at PRC as "Mr. AWIPS", Larry's tenure on the program was longer than any other person, and his contributions to the success of AWIPS stand out among all others. He also was a leader in supporting professional associations. The National Weather Association has named an annual award after Larry to recognize unique events or extraordinary accomplishments that significantly contribute to operational meteorology. Litton PRC Inc., in partnership with the American Meteorological Society has established the Larry R. Johnson Memorial Minority Scholarship.

Larry was buried in Arlington National Cemetery with full military honors on 11 August 1998. He is survived by his wife Laurel of Herndon, Virginia; his mother Minnie of Prescott, Arizona; his children Julie of McComb, Iowa, and Heather of Herndon, Virginia; his brother Roger of Prescott, Arizona; and his grandson Nicholas. □

**FAYE W. GAYIKIAN**, married for 40 years to Col. Hyko Gayikian passed away on April 24, 1998 from cancer of the colon. Faye met Hyko at Offutt AFB where she was stationed as a nurse in the Air Force. She immediately became involved with the AWS family and was always active in Weather Wives' clubs. She helped Hyko in 1986 when they organized and conducted the AWS reunion called WX-86 at Cocoa Beach, FL. Faye and Hyko continued for years hosting annual activities for the Space Coast - Central Florida region AWA.

Faye's cancer was first diagnosed in 1995 and surgeries to the colon in September and to the liver in February 1996 were successful. However in 1997 and 1998 it metastasized to the lungs and lymph nodes. Faye was always active physically, a jogger from the early 1970's, later a walker, 3 - 5 miles five times a week. She enjoyed meeting people, and never knew a stranger. In addition to Hyko, she is survived by a daughter, Tami, who is a trial attorney in Ft. Lauderdale, FL. □

**HELEN "TOOTIE" G. SEVERIT (1921-1999)**, was born in Belleville, Illinois on 5 October 1921 and died of cancer on 22 March 1999 at the Four Fountains Nursing Home in Belleville. She was a long-time secretary at Air Weather Service Headquarters at Scott AFB. George Horn wrote that Helen loved golf and she even enjoyed the occasional horseplay at AWS — she was especially appreciative of Hammer's more memorable performances as the official "AWS Lightening Up Monitor." Helen was preceded in death by her husband Clyde. She is survived by a son Dennis, a daughter Beverly Clark both of Belleville; two grandchildren and three great-grandchildren.

**PAUL JANOTA** died on 21 May 1999 in Lexington, Mass., at the age of 62. He was born in Chicago Heights, Ill. He received a bachelor's degree from Butler University in Indianapolis in 1957, a masters degree in meteorology from Saint Louis University in 1959 and a Ph.D. from M.I.T. in 1972. He served in the United States Air Force for 20 years, gaining the rank of colonel. Prior to his full retirement in 1996, Paul held a position at Environmental Research Technology, The Analytic Sciences Corporation, Systems Research Company, and was a private consultant. Paul had a strong interest in art and enjoyed singing, wood carving and building model airplanes. He was particularly proud of singing the lead tenor in many amateur production companies. He sang tenor with the Savoyard Light Opera Company with leading roles in "My Fair Lady" and "Iolanthe". He sang with the North Reading and Lynnfield Theatre groups as well as the Lexington production of "Madame Butterfly". and "Lil Abner". He also sang tenor solo for the First Parish Church. Col. Janota leaves his wife, Carol, four sons: James of Cambridge; Daniel and wife Rowena of Dublin, Ireland; Michael and David; and a daughter, Mollie Janota, all of Lexington, Mass. □

**LT. COL. (Ret.) ROY A. WEIDMAN (1916-1997)**, was born on 11 Sept. 1916 in Akron, PA and died 14 December 1997 at the Grand Strand Regional Medical Center in Myrtle Beach, SC. He lived in Myrtle Beach for the last 31 years. He was a retired Air Force pilot and served in World War II and was a staff meteorologist in the Korean War. He graduated from Lebanon Valley College in Annville, PA in 1939, and did graduate work at New York University. After retiring from the Air Force, he taught at Socastee High School from 1967 until 1984. He is survived by his wife, Bernice Fripp Weidman; a son, Roy Andrew Weidman Jr., of Laurens; a daughter, Frances Fripp Kokowicz of Sarasota, Fla., and three grandchildren. □

**LT. COL. EDWARD R. DVORAK**, 78, died April 13, 1999 in Colorado Springs. Colonel Dvorak enlisted in the Army Air Corps in 1939, attained the rank of Master Sergeant, then was commissioned in 1943 and served continuously until his retirement in 1974. He was born on 11 August 1920 in Allison, Co. His 35 years of service took him to major Air Force bases across the United States, in Europe and the Far East. His senior positions included Vice DCS Plans at Headquarters Air Weather Service, Executive Officer of the 4th Weather Wing and commander of the 30th Weather Squadron in Vietnam. For several years prior to retirement he was a representative to NATO, on behalf of the Air Weather Service and the Joint Chiefs of Staff, as an expert in weather operations and

communications matters. He was married in 1959 to Mary Ellen Stegall who preceded him in death in 1996. Col. Dvorak is survived by one brother, George F. of Melbourne, FL, and a sister, Anne R. Dederick of Portland, Oregon. □

#### **THEODORE L. "TED" WHITAKER, MSGT. (Ret.)**

**(1931-1998)**, I met Ted Whitaker in February of 1974. I had just left the snows of northern Michigan to arrive at the Phelps Dodge copper smelter in Douglas, Arizona, where I was interviewed for the quite new position of meteorologist. In the evening I was taken to dinner where I would meet the three other meteorologists who had also just recently been hired by Phelps Dodge and who, like me, had once been weather forecasters in the Air Force's Air Weather Service. The meteorologists were to staff the Emission Control Department that was then being formed to control sulfur dioxide concentrations being emitted by the Douglas copper smelter. Ted Whitaker stepped forward to greet me. Extending my hand, I said, "I'm Ted." To which Ted Whitaker replied, "Anyone with a name like that can't be *all* bad." I learned that he was from Kansas where his dad had run a grain elevator. We had both been introduced to meteorology at Chanute Air Force Base's weather schools and had attended weather courses at Chanute several times in the succeeding years, but we never met there. My wife's name was "Marie," his was "Maureen." His middle initial was "L." My middle initial was "L." As you might guess, being meteorologists, Ted Whitaker and I immediately appreciated the statistical significance of our having the same first name and middle initial. The idea that might have made us kind of special occurred to us when we looked at the AWA roster. There were 4,642 names on that list and only eleven of them were named Ted or Theodore. Only three of us also had a middle initial of "L." Ted and I were two of the three, and we knew that third entry had to be a typographical error. While in the military, Ted was stationed in the Azores, the Aleutians, Ft. Sill, OK and in Greenland. While serving in Vietnam, he had been standing immediately beside a man who was killed by an incoming rocket. He was there during the Tet offensive. We worked together for Phelps Dodge in Douglas and then Morenci Arizona until 1985 when, with permanent closure of the smelter, Ted retired to take on environmental responsibilities at Davis Monthan Air Force Base. Ted could always be counted on to help others. After he settled permanently in Tucson, it was completely within his character that he began volunteering his time to deliver meals to shut-ins. Ted Whitaker's sense of humor was ever-present. He could see humor in almost anything, and had a talent for getting the people around him to join in his optimistic outlook. If, despite all your efforts, something you were doing kept going bad, he'd say: "It's a rule." And then would bring up a light-hearted change of subject to get your mind on happier things. People simply enjoyed being in his company. For more than twenty years in the military our paths had come close. When they finally did meet, we had nearly 25 years of fun-filled times at work and on the golf course. He will be sorely missed. Now, the golf course can never be the same.

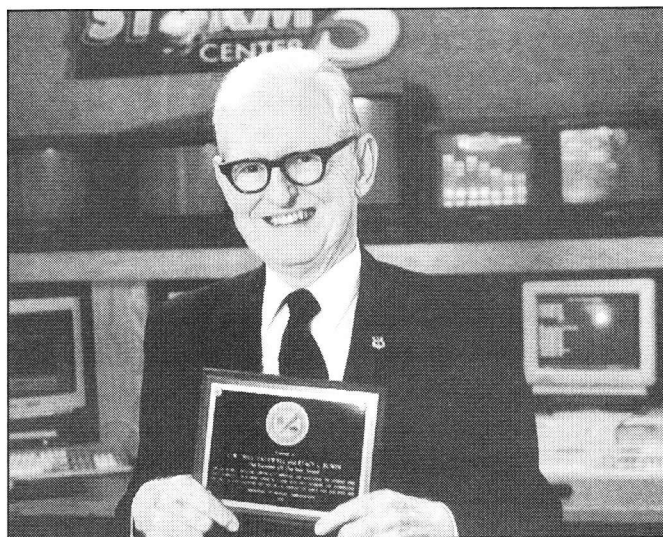
- *Excerpts*

*from the Eulogy by Theodore L. "Ted" Cogut, CWO (Ret.) The full text is on the AWA home page under biographies.*  
[Necrologies printed above were sent in by families or friends.]

## **AWA ON THE INTERNET** **<http://www.airweaassn.org>**

The Air Weather Association Internet home page was created in 1995 by webmaster **Bill Tazewell** as one of the many home pages he voluntarily initiated on his own website. He prides himself on supporting Air Weather Service from the beginning — he enlisted in 1937. His military career involved weather service, computers and communications. Read his interesting career highlights in **BIOGRAPHIES** on the AWA website.

Bill also voluntarily initiated a home page for the National Weather Association (NWA) in 1995 and received the 1998 NWA Member of the Year Award.



Now as the Patriarch of the Internet (being over 80), Bill is the webmaster emeritus for AWA and **Jim DeCarufel** has taken over the maintenance chores since 1997. In 1998, The AWA Board of Directors approved the purchase of a domain name ([airweaassn.org](http://www.airweaassn.org)) for better presence and continuity on the Internet and contracted with a reliable server provider. Jim is always updating and experimenting with the home page to make it current and easier to use. Just last month, he updated the entire website. He also added a SEARCH capability. Click on SEARCH and you will be able to find articles on the AWA website based on name or any keyword. He also added a JOBS page MESSAGE BOARD and GUESTBOOK. Prospective members can also click on ABOUT/JOIN to learn about the AWA and download or copy the application to join.

If you haven't viewed the AWA home page, please check it out and provide Jim any comments or suggestions for further improvement. If you have information to add to the AWA web page, please send it to Jim or any of the AWA Board members for coordination, approval and posting. You can reach Jim DeCarufel, Bill Tazewell, Steve Walden - the locator, and any of the AWA Board members by e-mail via the AWA website (<http://www.airweaassn.org>).



The wartime years that tested our nation during World War II, Korea and Vietnam are behind us now but far from forgotten. I was shot down over France during WW II, flew photo reconnaissance missions over Korea, was briefly an FBI Agent, then CIA field officer in Vietnam and Laos, and, finally, DEA Agent in Thailand. Retired, I wrote this book for family, friends, children and grandchildren that they might better understand the events that have shaped America from Pearl Harbor to the drug wars in Southeast Asia.

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