AIR WEATHER SERVICE

OBSERVER

In the Nation's Service

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Santa again to reply with AWS help

NORTH POLE — Once again this Christmas, for the 17th consecutive Yuletide season, military and civilian members of all the services can make sure their children hear from Santa.

Lucky kids, thanks to AWS weathermen, will get a real letter from Santa Claus, postmarked "Santa's Official Mail, North Pole, Alaska."

Following success of the past 16 years' Santa letter programs, in which a total of nearly 125,000 letters have been remailed to kids in many lands, members of Detachment 5, 9th Weather Reconnaissance Wing, at Eielson AFB, Alaska, have again volunteered to help make this Christmas an extra memorable one for kids around the world.

These far-north Air Force weathermen will use their free time to forward Santa Claus letters to children everywhere. This year, they are again urging participating parents please to be sure that proper postage is on all letters to be returned, in order to avoid disappointing any Santa fans.

Here is the way it works. Write a letter to your child and sign it Santa Claus. Address the letter to your child and affix the proper return air-mail postage from Alaska. Forgetful parents in the past have made it necessary for unit members to spend as much as $100 in a season for missing stamps.

Place the letter or letters in a larger envelope and address it to Santa's Mail Bag, care of Detachment 5, 9th Weather Reconnaissance Wing, APO Seattle 98737. Add proper air-mail postage and drop it in any mailbox.

A few miles from Eielson AFB is a post office officially called Santa Claus House, North Pole, Alaska. When the volunteer AWS mailmen get your letter, they will remail the Santa letter or letters to your children from this post office.

A few days later, your child will receive his or her personal letter from Santa Claus, complete with authentic postmark. Perhaps you will wish to use this program to reply to a letter a child has written to Santa.

In order to permit receipt of remailed letters by Christmas Day, a deadline of December 10 has again been set for mailing letters to Santa's Mail Bag.

HONORING AWS for assistance to the VNAF weather service, the Vietnamese Air Force Commander, Lt. Gen. Minh (left) decorates the AWS Commander with the VNAF Distingushed Service Order (First Class).

VNAF honors AWS award to General Best

SCOTT AFB, Ill. — On his recent visit to the Pacific and SEA, Brig. Gen. William H. Best Jr., AWS commander, received the Vietnamese Air Force Distinguished Service Order, First Class, from Lt. Gen. Minh, Vietnamese AF commander.

General Best accepted the honor in behalf of all US Air Force Air Weather Service officers and men who have served in Vietnam, and especially those who have helped to organize and train a VNAF Weather Service which will provide meteorological support to the Vietnamese Air Force and Army.

A translation of the award citation reads, "Today awarding the Air Force Distinguished Service Order, First Class (with rosette) to Brigadier General William H. Best, Commander of US Weather Command. An outstanding general who possess extensive professional experience and active morale of service. In the above function since July 1970, B/Gen. Best has actively helped the Vietnamese Air Force to improve the weather branch to be consistent with the improvement and modernization plan.

"Especially, he has directed the US weather units in Vietnam to push forward the turn-over of facilities and equipment to the VNAF combat support squadrons and, concurrently, he has thoroughly guided the Vietnamese specialists in the utilization and maintenance of all types of weather equipment recently received to help us Vietnamese Air Force assume by themselves the operation of weather stations with good results."

The special order was signed by Lt. Gen. Nguyen Van Vy, Office of Minister of National Defense.

AWS people heading overseas unaccompanied who would like their family to receive the monthly command newspaper during their absence have but to ask.

There is no charge for the service. Simply write Editor, Observer, AWS/OI, Scott AFB, Ill. 62225 — a card will do — giving dates on which sponsor will depart and return and address to which the Observer should be sent.

AWS members already serving overseas unaccompanied are, of course, also eligible.

Ginger now entered into record books

RAMEY AFB, P. R. — Hurricane Ginger, who lived for the last three weeks of September, made a number of additions to the record books about the capricious Atlantic storms.

Ginger was the first hurricane in history to be seeded by the Air Force in its new role with Project Stormfury. As reported last month, the storm was seeded on September 26 by AWS WC-130 aircraft, equipped with pyrotechnic racks. Additional seeding of Ginger by AWS took place two days later, in Stormfury's attempts to learn more about how to mitigate the terrific winds which characterize Ginger and her annual sister storms.

In addition to satellite photography of Ginger, high-flying RB-57Fs of AWS's 58th Weather Reconnaissance Squadron took high-altitude photos of the seeded hurricane for data purposes.

By the time Ginger finally went ashore September 30, she had existed as a full hurricane (73 mph winds or better) more days (21) than any earlier storm and had more bulletins (88) issued on her progress.

Hurricane Inga of 1969 still holds the Atlantic record for duration as a storm of at least tropical cyclone strength (39mph), which was 25 days. Ginger missed breaking that record by only four days.

Record or near-record AWS aerial reconnaissance for a single storm was flown on Ginger by men and aircraft of the 53rd WRS — 20 missions by WC-130s, totalling some 195 flying hours.

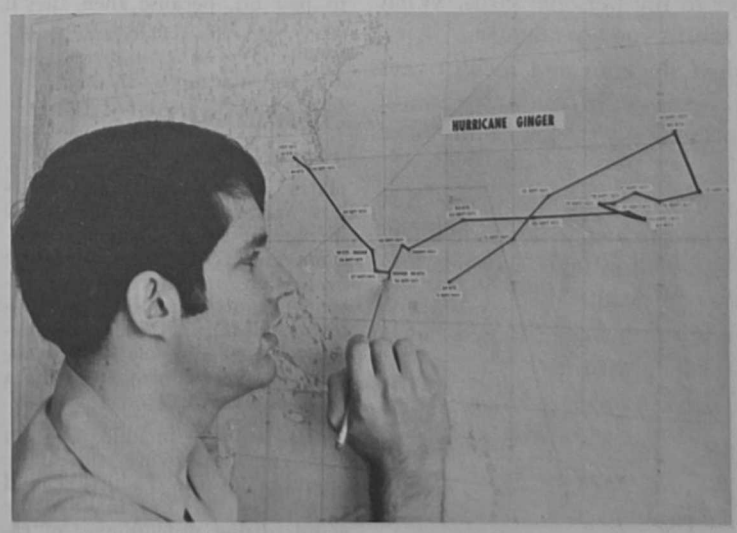
Thus, against Ginger before she blew herself out against the US coast, the USAF Hurricane Hunters flew more than 62,300 statute miles from home base at Ramey and three staging bases — Patrick AFB, Fla.. Lajes in the Azores, and Kindley (the squadron's old home) in Bermuda.

The Observer regretfully reports the deaths of the following Air Weather Service people:

MSgt. Robert R. Appleby, 54th WRS, Andersen AFB, Guam, Sept. 28, of apparent cardiac arrest.

Sgt. David W. Yaw, Det. 3, 16th WSq., Fort Bragg, N. C., Oct. 1, of injuries received in an automobile accident.

SSgt. Willie L. Ware, Det. 11, 7th WSq., Coleman Barracks AI, Germany, Oct. 7, of injuries received in an automobile accident.



"WE SEEDED Ginger here," points out 1st Lt. Robert I. Sax, who holds a Ph.D. degree in cloud physics from the University of London. The weather-modification expert from AWS headquarters Aerospace Sciences flew with the first Air Force crew in history to seed a hurricane with silver iodide in Project Stormfury and earlier participated in rain-enhancement experiments in connection with the Texas drought. (U.S. Air Force Photo)

AWS old-timer receives coveted Order of Sword

HEIDELBERG, Germany — AWS's earliest old-timer still on active duty was inducted into the Order of the Sword here last month by the enlisted men of 7th Weather Squadron, which he commands.

Honoree was Col. Leonard V. Gillespie, who entered meteorology in 1936, the year before AWS was officially born. Enlisting in the US Army Signal Corps, he attended its School of Meteorolgy and studied advanced meteorology later at the University of Hawaii.

Bestowed by special permission of the enlisted men of Military Airlift Command, AWS's parent organization, the Order of the Sword dates traditionally to the early 12th century. Instituted then by Gustav I of Sweden, the order has in later years been modernized by MAC enlisted men to pay tribute to officers whom they hold in the highest regard.

Colonel Gillespie's career in military meteorology has spanned an era from wrap-around leggings to weather satellites. He has held many command and staff positions in AWS, including duty as a weather reconnaissance crewmember on 38 flights over the North Pole.

His reminiscences include the following "I remember whens:"

You saluted the pay officer and received $21 cash, then moved down the pay table and paid for movie tickets (10c), laundry, and 25c for the Old Soldiers Home. If you were lucky, you ended up with $8 for the rest of the month.

You wore brown shoes and khaki belts, wrapped leggings, choke collars and broad-brimmed campaign hats.

Weather Service was transferred from Signal Corps to Army Air Corps on July 1, 1937.

There were 300 people in the entire weather service, headed by a captain.

There were only three overseas locations — the Philippines, Panama and Hawaii.

If one wanted out of the service, it was possible to buy a discharge for $150.

Overseas weather stations closed from 1 to 4 pm for siesta.

Synoptic code was in letter form, rather than number.

In order to graduate from Observer School, an observer had to know how to derive and apply Petterssen's formula for movement of low-pressure centers.

(continued on page 2)

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BRIG. GEN. WILLIAM H. BEST Jr.
Commander, Air Weather Service
LT. COL. WILLIAM H. QUELCH Jr., Director of Information
MR. JOHN D. RUGG, Executive Editor
MSGT. ED BURCHILL, Associate Editor

A guest editorial

"I was surprised . . ."

By SSgt. Alan S. Zaruba

When I got to Clark, the last thing on my mind was reenlistment. I had just come from a two-month PCS in Florida and, as far as I was concerned, the Air Force had messed with my family and me long enough.

Naturally, I was scheduled for the same retention interviews as everyone else, and I expected to walk in and fnd some "lifter" sitting behind his government gray desk, mulling over some manual written in 1941.

I was more than mildly surprised to find a buck sergeant with his feet propped up on his desk, reading *Road and Track*. As I took the glass of ice tea he offered me, I wondered what kind of gimmick they were trying to use.

Like most first-timers, I had a distrust of retention NCOs—they all reminded me too much of recruiters.

I soon found out what the gimmick was; this first-term buck sergeant was concerned. First of all, he knew more about me than I thought possible.

He had taken the time to research me, to determine the advantages of a military career in my individual situation. For the first time, someone was interested in me as an individual, not as a number, and not as just another guy the computer said they ought to talk to.

He was prepared to sit down and give me all the pros and cons, relating an Air Force career to my personal goals. What could the Air Force give *me* in return for *my* talents?

In my case, the pros outweighed the cons and reenlistment was the better choice. I am confident that, if reenlisting would have been detrimental to my over-all plans, he would have recommended getting out.

Basically, I was aided in evaluating objectively my past military experiences. Above all, I was treated as an individual. There was no generalization, no catch-all phrases. My relationship with my retention NCO was personal.

He had a lot to say, but I would never have listened had I thought he was talking to me instead of with me.

—Reprinted from Career Advisory News

Gillespie

(continued from page 1)

Weather school was part of the Signal Corps at Ft. Monmouth, N. J.

I stood up in the rear seat of an open-cockpit aircraft to read an aerograph on the wing . . . and fell out.

Everyone slept in open bays, stood inspections, stood daily reveille and retreat, paraded weekly, was underpaid, saluted everything that moved and painted everything that didn't . . . and morale was never higher.

General Best discusses cut in resourses

(Editor's Note: Recently General Best was interviewed at length on many subjects by AWS Historian John F. Fuller. Complete copies of that interview, from which this column is excerpt, have been distributed throughout AWS. Future issues will cover some other subjects, which range from accent on youth and AWS career futures through AWS as a national resource, ecology, colonel assignments, reconnaissance, and so on.)

"I think the biggest problem for AWS in the next couple years will be surviving the cut in resources, of which AWS has to take its share in these austere times, at the same time maintaining a viable AWS support structure.

"I think we could accomplish all the savings if we were willing to give up Air Weather Service and degrade our meteorological support to the Air Force and Army. We would be legally safe by so doing, but I don't think we would be morally justified. I think it would be morally reprehensible for us to allow cuts to gut our capability to provide meteorological and environmental service.

"You know, for years we recognized that the big problem of the 1970s decade was going to be austerity. You can look at speeches I made back in 1967 and 1968 to AWS Commanders' Conferences and elsewhere.

"In these I drew a bead on austerity as the big problem of the future: our resources were going to decrease, but our workload was not. And now it's here.

"I know it sounds trite, but the guy who can figure out how to do more with less in the 70s is automatically going to be a hero.

"A corollary problem, which bears on the first, is to enhance our credibility with the customer. If we can get the customers to really understand what kind of job we're doing — as Secretary Forrestal said, not only must you do a good job, you must convince other people you are doing a good job — if we can succeed in that area, that's really going to pay off, because then they'll go to bat for us when times get tough."

Sgt. makes $$

SCOTT AFB, Ill. — SMSgt. Harry J. Kohler, AWS headquarters, was recently awarded $200 in the Air Force suggestion program for his plan to standardize evaluation procedures for dropsonde and radiosonde instruments. SMSgt. Kohler's suggestions have paid off five other times in the last two years for a total of over $2300.

His awards include $25 in 1969 for improving the daily operation of the Tactical Cloud Height Set, $243.34 in 1970 for standardizing procurement of radiosonde instruments, $200 in 1970 for eliminating repetitious entries on DOD Plotting Charts, $800 in 1970 for reductions in the radiosonde program and $845 in 1971 for joint procurement of meteorolical balloons.

Command Line

Brig. Gen. William H. Best Jr.

We are continually striving to remove career irritants.

Last summer "Youth Study Groups" were formed to assist in identifying problem areas. A major irritant was the PMV team requirement for first-term airmen under the age of 23.

Accordingly, after a review of our safety record for the past two years, I asked MAC Headquarters to waive the PMV Team Program for AWS as a test case. MAC granted that request, as you read in last May's Observer, for one year.

So now for six months we have been on our own. It has been up to us to prove that we can avoid clobbering ourselves and our equipment without a strictly structured and documented program, a program which many of you have told me is overmanagement and counterproductive. It is still up to us to prove.

I have noted no startling improvements to date; the six months which lie ahead may well tell the tale.

I am trusting that each of us will continue to do his best to observe known safety principles and avoid injuries at work and at play. Let's stay alive and healthy so we can do the job we are called upon to do and also eliminate grief for our loved ones and friends.

Each individual airman and officer shares this grave responsibility equally with supervisors and commanders.

ANY INTERESTING PEOPLE out your way? The Observer needs short, pithy, interesting articles about people who are doing interesting things, involved in worth-while activities, pursuing unusual hobbies or usual hobbies in unusual ways, helping people, improving the world, saving lives . . . We also have a continuing requirement to provide such items on AWS people for use in MAC News Service. The emphasis is on people — let us have as many as you can, as often as you can. Remember, the people in your organization are the best way to tell the story of your organization. (JDR)

CMSgt. of AWS

Weather wives at Ft. Rucker sparks POW/MIA campaign

FORT RUCKER, Ala.—Sparked by the wives of its Detachment 9, 16th Weather Squadron personnel set fire to the Fort Rucker's Community Service POW/MIA program recently.

In mid-March of this year they launched "The Forgotten American" day along with the Alabama POW/MIA committee, which featured Major James Rowe, a prisoner of war for five years who survived and escaped. Also appearing on the program were Mrs. Michael McCurstion, wife of an Air Force pilot who has been a POW in North Vietnam for more than four years, and Mrs. Jerry Cherichgno, wife of an Army captain who is being held prisoner in South Vietnam.

In addition, through continuous petition drives, sale of bumper stickers, and a vigorous advertising campaign, the weather wives have collected over $2300 and more than 18,000 signatures for the Alabama POW/MIA committee. They are also encouraging the writing of letters to ambassadors or other interested foreign figures who might be of assistance in obtaining more humane treatment for POWs.

The weather wives participating in this worthwhile cause are Mmes. Jennie McGee, Mary Tilley, Linda Yates, Nancy Williams, Jeany White, Olga Johnson, Theresa Moherman, Delores Oakes and Janet Price.

PRESSING ON with the job at hand is Mrs. Janet Price, wife of Capt. Donald L. Price, Detachment 9's chief forecaster, distributing POW/MIA bumper stickers to Mrs. Vickie Burton and SP4 Roberto Cruz of Fort Rucker.

SIGNING UP is Col. Hubert S. Campbell Jr., assistant commandant of Fort Rucker US Army Aviation Center. He is being assisted by Mrs. Delores Oakes, wife of SSgt. Armando Oakes, a forecaster with the AWS detachment which services the fort with weather support.

ON THE JOB for the POW/MIA program is Mrs. Jennie McGee, wife of Detco Lt. Col. Robert McGee. Here she is accepting a donation for a bumper sticker from SP5 Joel Cortez of Fort Rucker.

New Systems test cell operates at Tinker AF

TINKER AFB, Okla. — New Air Weather Service systems and equipment are getting a "new look" these days. Doing the looking is the newly formed Systems Test Cell of the 7th Weather Wing's Weather Squadron (Mobile), Tinker AFB, Okla. The Tinker-based unit is designed to determine acceptability of new observing equipment from an operational, rather than an engineering, viewpoint.

The Systems Test Cell was organized in December 1970. The 6th Squadron commander, Col. Howard D. Turner, directed the establishment of the new section to satisfy the squadron's mission requirement to "evaluate operational aspects of meteorological systems/equipment."

When asked why the 6th should have a testing capability, Colonel Turner said, "There was a number of reasons. First, a systems testing capability in AWS provides an avenue for operations people to examine and evaluate the systems they will have to use.

"Second, appointing people to full-time testing roles acclimates them to thinking of ways to improve systems and techniques.

Third, our collocation with Oklahoma City Air Material Area, the USAF meteorological equipment manager, gives testers the opportunity to "borrow equipment easily.

In addition, our fluctuating mission requirements provide periods when we have few TDYs and an excess of personnel at Tinker. These personnel can now be productively utilized in the testing program as systems evaluators."

The Test Cell has two permanently assigned people. However, during periods of testing, as many as 19 squadron members have been assigned temporarily.

MSgt. Thomas P. Rivers, NCOIC of the Test Cell since its inception, commented. "This job is one of the most interesting I have ever had. Each new system carries its own unique challenges. I think we are contributing in a very real and direct way toward improving the state-of-the-art within AWS. What we have now is only a beginning that will grow in both scope of mission and personnel."

Sergeant Rivers states his primary objective is to insure the highest possible integrity in AWS's observing systems. "All I do is evaluate the system and submit a report on my findings. What is done with my report is up to AWS."

The Systems Test Cell has been busy since last December. Fourteen projects have been completed and three are pending. Of the 14, 11 systems were tested or evaluated, two were devised and developed, and one new procedure manual was written.

One area which has received considerable attention from the Test Cell is double-theodolite observing. The Test Cell assisted the squadron's "Double-T" expert, MSgt. Richard S. Hathaway, in writing procedures manual. This manual is presently being considered as an addendum to the Manual of Winds Aloft Observations.

The Test Cell also developed, tested and put into use an automatic communications/timer/recorder system which reduced Double-T manning requirements by one man. This new system has already saved the squadron nearly 500 TDY mandays in only three months.

When asked who generates requests for testing, MSgt. Rivers said, "So far, tests have been conducted as a result of requests from AWS, OCAMA and 6th and 7th Weather Wings, as well as those generated within the squadron."

FLYING HIS KITE. MSgt. Thomas P. Rivers tests a parasail which may be used for carrying atmospheric sensing instruments aloft. The parasail would be used in a tethered system which will replace the UMQ-4 Wiresonde Set.

US Treasury cites AWS field units

HQ. AWS — Thirteen AWS units have been cited by the Secretary of the Treasury for attaining and maintaining more than 50 and 60 per cent participation in the U. S. Savings Bond Program.

Citations won by AWS units are 8" x 10" for units ranging in assigned strength from 0 to 399 and attain a 50 per cent or higher participation rate. A 9" x 12" citation is awarded to units of more than 400 assigned strength attaining the same percentages. All citations are signed by the Secretary of the Treasury.

A MAC trophy is awarded for the highest wing participation in MAC.

The 9th WRWg., McClellan AFB, Calif., received a MAC trophy and a 9" x 12" citation. Other units attaining a 9" x 12" citation were 3rd WWg., Offutt AFB, Neb., AFGWC, Offutt AFB, Neb., Hq. AWS, Scott AFB, Ill., 54th WRSq., Andersen AFB, Guam, Hq. 9th WRWg., McClellan AFB, Calif., 53rd WRSq., Ramey AFB, P. R., 55th WRSq., McClellan AFB, Calif.

Those attaining a 8" x 10" citation were Hq. 1st WWg., Hickam AFB, Hawaii, Det. 2, 1st WWg., Andersen AFB, Guam, Det. 1, 9th WRWg., Hickam AFB, Hawaii, Det. 5, 9th WRWg., Eielson AFB, Alaska, Det. 12, 9th WSq., Ellsworth AFB, S. D.

BIRTHS

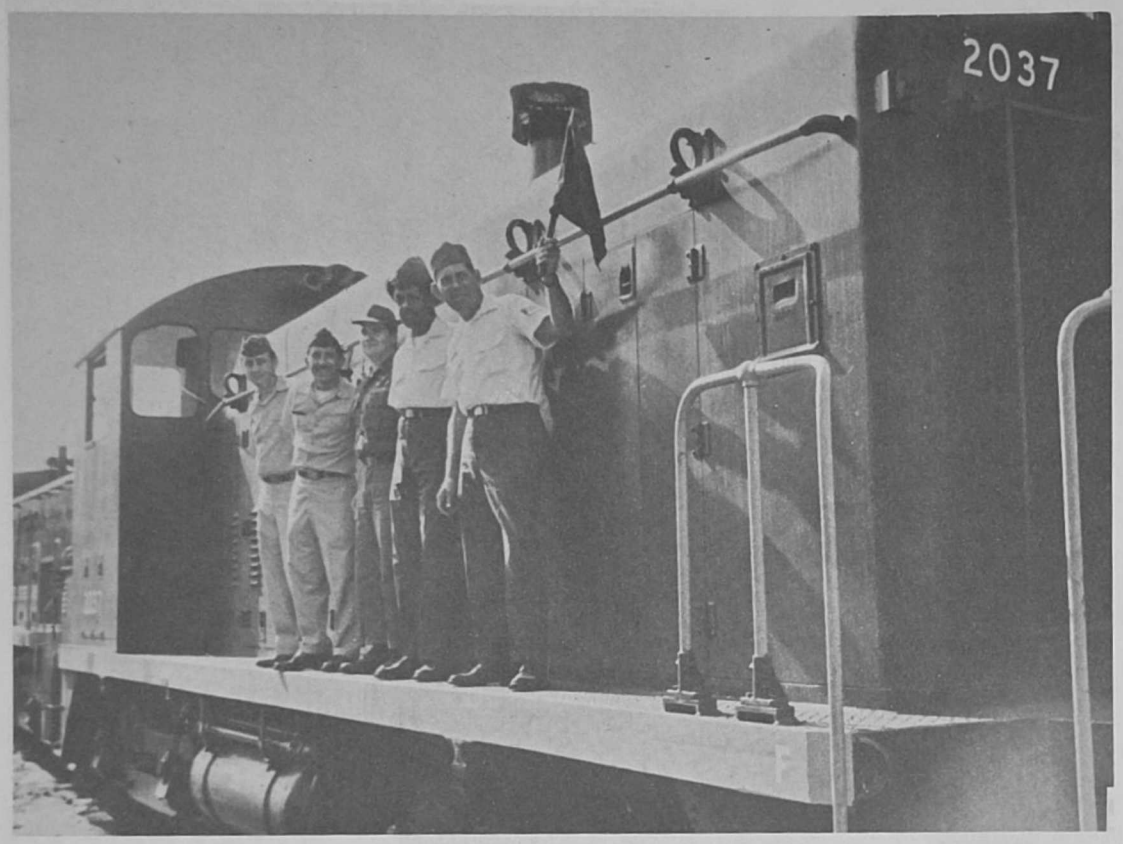
EAGEN, SSgt. and Mrs. Ralph, a son, Donald, Sept. 15, father assigned Det. 3, 16th WSq., Fort Bragg, N. C.

WALDEN, Capt. and Mrs. Stephen C., a son, Christopher Paul, Sept. 28, father assigned to AFGWC, Offutt AFB, Neb.

FAGAN, SSgt. and Mrs. George, a son, Patrick Alexander, Sept. 16, father assigned to Det. 7, 16th WSq., Fort Ord, Calif.

GULLEY, SSgt. and Mrs. Walter W., a son, Mark Allan, father assigned Det. 9, 16th WSq., OL-A, Troy Municipal Airport, Troy, Ala.

KINNEY, Sgt. and Mrs. Ronald D., a son, Brandon Scott, Sept. 8, father assigned Det. 2, 11th WSq., Eielson AFB, Alaska.



AIR FORCE WEATHERMEN visit Army railroad activities at Fort Eustis' Army Transportation Center. Abroad the switch engine are (left to right) TSgt. Ronald Prezio, Capt. Edward Priselac, A1C Ronald Simpson, SSgt. Charles Jordan and MSgt. Charles Berry.

HELICOPTER support is one of the varied support chores of Detachment 13. Here beside some of the whirlybirds at Felker Army Airfield are Detco Captain Priselac (left) and Sergeant Berry.

On the land, on the sea, in the air . . .

Weathermen support the Army

US Army Photos by SP4 Kenneth Hawk

ARMY AIRCRAFT supported by AWS Detachment 13, 16th Weather Squadron, include these varied types of fixed and rotary wing craft, here parked at Felker Army Airfield, Ft. Eustis, Va.

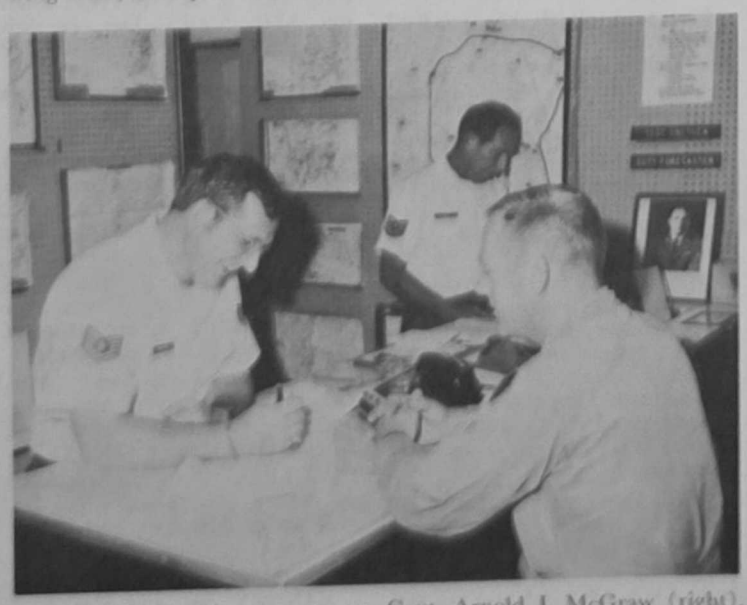
FT. EUSTIS, Va.—Air Weather Service units support many unusual interservice activities, but few can match the diversity offered by the US Army's Transportation Center at Fort Eustis, which is supported by Detachment 13, 16th Weather Squadron, of AWS's 5th Weather Wing.

At Felker Army Airfield, the flying arm of the Army post, there are more than 120 fixed and rotary aircraft assigned, including the high-performance OV-1 Mohawk, the flying crane and the almost minuscule TH-13 Sioux helicopter.

Supporting all of these aircraft and their more than 700 pilots, Detachment 13 briefs the weather for more than 1,000 flights each month. Dedicated on Dec. 7, 1954, Felker was the first military heliport.

In addition to the active aircraft and more than 100 nonflying aircraft used for training purposes, the Army's Transportation Command houses the only railroad in the United States operated exclusively by military personnel.

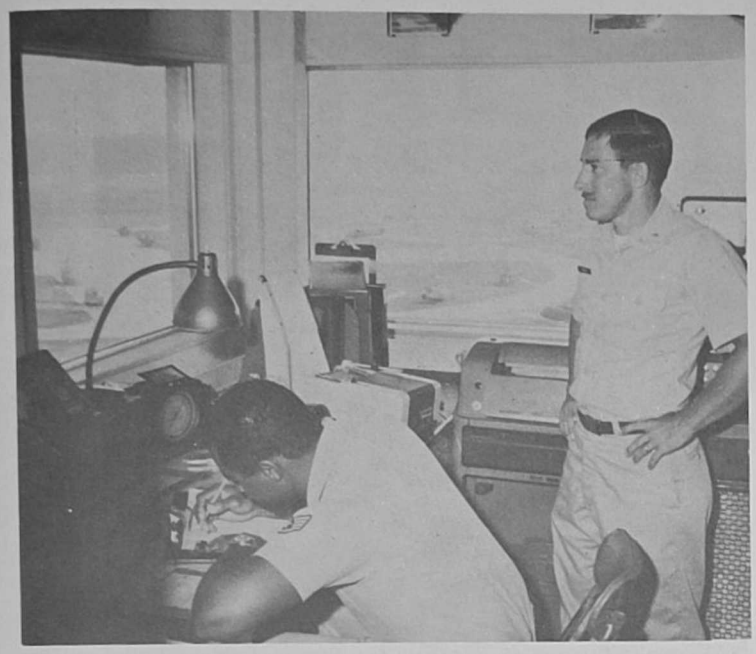
The Army's 714th Transportation Battalion, also supported by Detachment 13, operates both steam and diesel-electric locomotives on approximately 40 miles of track throughout the Fort Eustis complex. The battalion performs post switching services, operational testing of new equipment developed by the Transportation Research Command, and



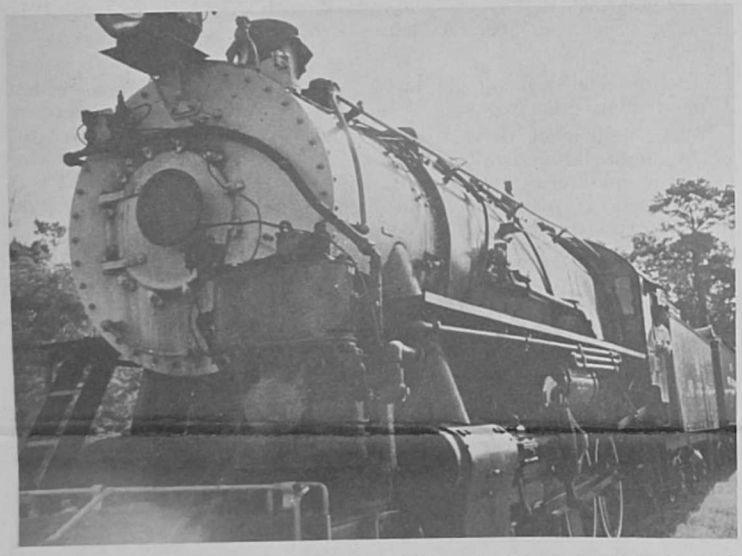
BRIEFING an Army customer, Capt. Arnold J. McGraw (right), is Detachment 13's TSgt. Jack H. Snethen, duty forecaster. MSgt. Charles R. Berry is at work in the background of the picture of Detachment 13's weather station.

FLYING JEEP is "piloted" by Airman Simpson at US Army's Transportation Museum, Ft. Eustis, Va., while another Detachment 13 member, Sergeant Jordan, "flies copilot" in the Piasecki craft.

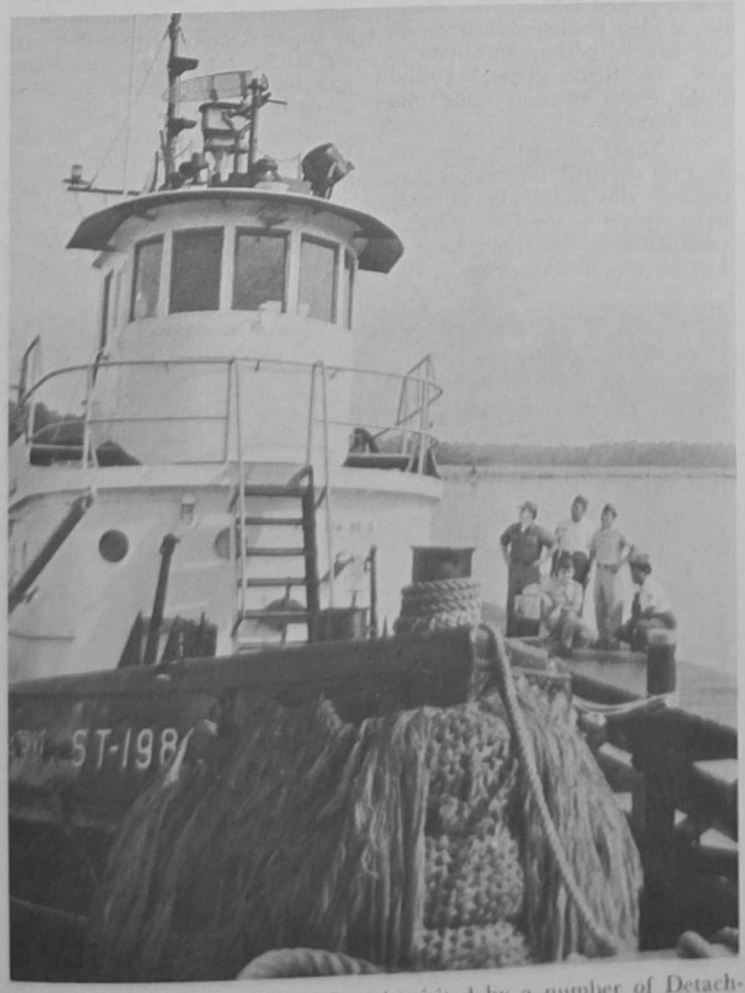
MUSEUM-GOERS from Detachment 13 view an early ground effects "flying saucer" at Ft. Eustis.



OVERLOOKING Felker Army Airfield, Va., is the representative observation site of Detachment 13, here manned by Detco Priselac (right) and SSgt. Edward S. Clark of the Army-support detachment.



ENGINE DRIVER Berry of Detachment 13 tries out in the cab of an Army Transportation Center steam locomotive.



HARBOR TUG at Third Port is visited by a number of Detachment 13 weathermen, who support the Army's "navy."

WEATHER SUPPORT to the seagoing soldiers of Ft. Eustis at the Third Port pier is the subject of discussion by interested parties, Sergeant Jordan (left) and Sergeant Berry of Detachment 13.

supervises students attending rail-transportation courses.

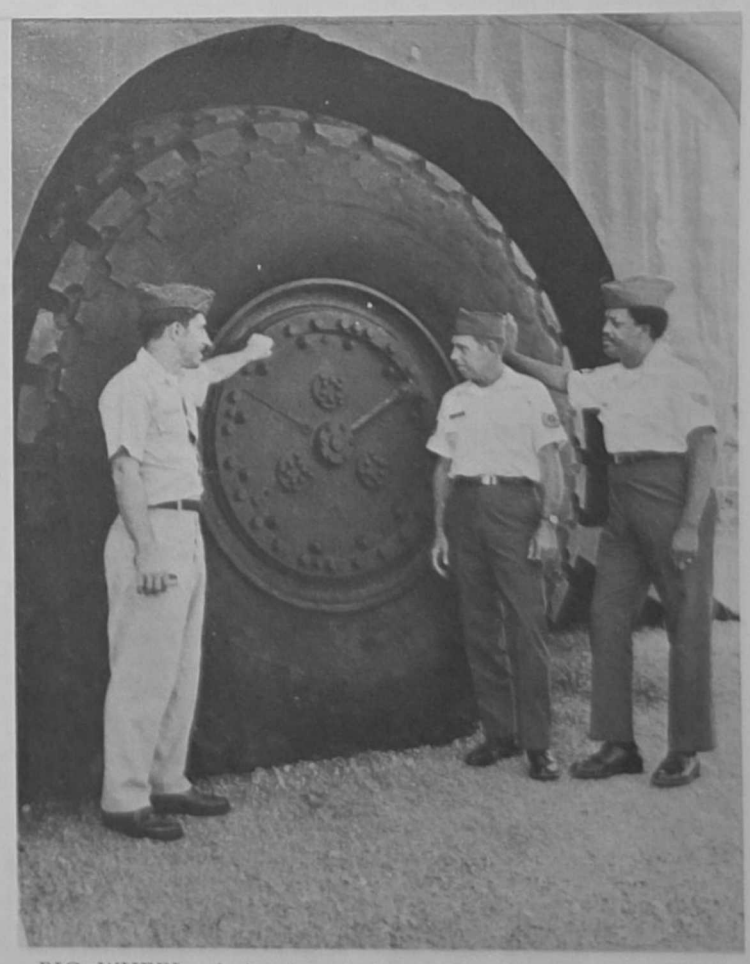
As a part of the Army's operational readiness program, railroaders are trained to operate all types of locomotives for use throughout the world. Specialized weather support by Detachment 13 to the Army railroad includes forecasts of freezing precipitation and icing conditions, critical for braking action on the rails.

Another unusual operation at Fort Eustis concerns the Army's "navy," which is situated along the historic James River. The Army's Third Port and its substation at Fort Story have seagoing ships, harbor tugs and specialty craft, including a huge floating crane.

The Third Port routinely requires tidal data and rainfall statistics from Detachment 13. In addition, the Army "sailors" need early warning of severe storms, in order to harbor their craft in time and "batten down" their vessels to ride out bad weather.

Aside from tht unusual operating units at Fort Eustis, the post also has a complete transportation museum, which draws many civilian visitors. The museum traces Army transportation throughout American history, featuring such unique inventions as early ground-effect machines, a "flying jeep," and an experimental flying saucer.

Detachment 13 forecasters brief elementary and secondary school student visitors on weather and weather support, as well as servicing their regular customers. Since Fort Eustis is on the regular Newport News, Pa., tour, the weather station — commanded by USAF Capt. Edward D. Priselac — is frequently visited by area students of all ages.



BIG WHEEL of the Army's largest amphibian is inspected by Detco Priselac and Sergeants Berry and Jordan.

Diversity of missions—supporting the Army on the land, on the sea and in the air — gives Detachment 13 members, including MSgt. Charles R. Berry, TSgts. Ronald F. Prezio and Jack H. Snethen, SSgts. Edward S. Clark and Charles E. Jordan and A1C Ronald D. Simpson, an interesting and challenging job at Fort Eustis.

Air line is like AWS alumni club

FORMER AWS meteorologists, now weathermen for Delta Air Lines, Richard P. Moss (left) and James H. Archer Jr., discuss analysis of the latest 300-millibar D chart, basic tool of the airline forecaster. (A Delta AL photo)

ATLANTA, Ga. — The Delta Air Lines Weather Analysis section here in Atlanta's airport resembles an alumni chapter of Air Weather Service. Of the 19 meteorologists on Delta's staff, 16 are former AWS people, six of them retired AWS forecasters.

All but three of 16 AWS alumni at Delta report that they got their training as meteorologists in service through the Air Force program. Ranging in former rank from sergeant to lieutenant colonel, the former AWS weathermen have been with Delta since 1959 in some cases.

Joining Delta in 1959 were Earl W. Buchtel, C. L. Chandler who heads the section and Howard Corn. Newest AWS recruit to Delta's ranks is Arlan Ellmaker, who reported in earlier this year.

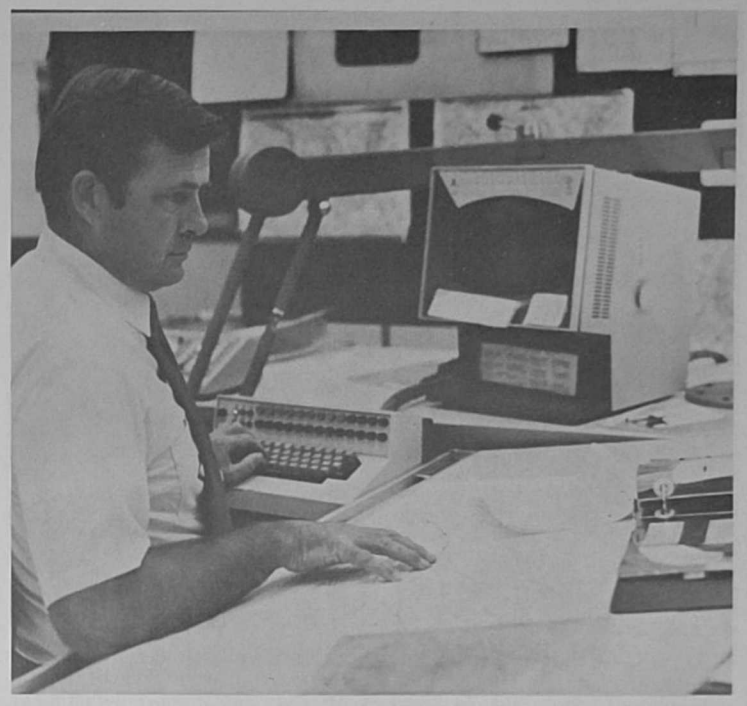
Remaining AWS Delta meteorologists are James H. Archer Jr., Richard Butler, Bobby T. Fowler, Joseph Hall, Steve Hemenway, Reiems McVey, Richard Moss, Richard F. Patton, Robert Pooler, Richard Read, John Tankersley and John White.

Primary function of Delta's AWS-manned weather section is to provide the airline's Flight Control department with flight plans for some 400 daily jet flights by 747s, DC8s and 9s and Convair 880s, plus all-cargo L-100 flights.

Section superintendent Chandler served with AWS from November 1951 through 1953. His weather section must provide for each flight the best route and flight levels between given pairs of cities, based on safety, comfort and minimum cost.

Based on forecast conditions for a given day, a route profile from Atlanta to San Francisco could be 24,000 feet from Atlanta to Kansas City to stay under a strong jet stream, stepping up to 39,000 feet at Kansas City to top the tropopause, thus being in the warm smooth air with decreased head winds and continuing on to San Francisco via Denver.

On the following day the flight plan could be 31,000 feet to Dallas, descending to 24,000 feet at Dallas to avoid moderate turbulence from an upper-air frontal system, and remaining at 24,000 feet for the rest of the flight to take advantage of the maximum tailwind on the south side of a high pressure system, with the route from Dallas being via Las Vegas to San Francisco.



INTO COMPUTER goes a flight plan, entered by Delta meteorologist Richard F. Patton, who served with AWS from June 1947 through December 1965. (A Delta AL photo)

While neither of these routes are minimum ground miles, they could be minimum air distance. The money is made by flying minimum air distance.

A flight plan for each flight is prepared and entered in the computer system by the meteorologist and consists of the route, flight level(s), temperature deviation from standard, wind component for the suggested flight level, next best flight level if for some reason the pilot cannot get the primary flight level, and a remarks section, consisting of location of thunderstorms, expected turbulence and other meteorological information that might be pertinent.

The computer, as utilized by the Weather Analysis section, is a storage and high-speed calculator, storing predetermined routes and aircraft performance data to give the flight dispatcher and flight crews en-route time and fuel burnout.

The flight dispatcher, after adding his required information, can transmit this flight plan directly by computer to the Delta Operations handling this flight, be it in Los Angeles or New York.

The Weather Analysis section plots and analyzes its own upper-air charts, using National Weather Service upper-air data. Twice each day, an upper-air chart is plotted, with 300-millibar level being the basic chart.

Temperatures and winds for the 400, 250 and 200mb levels are plotted below the station model, with tropopause height, temperature and maximum wind height, direction and speed plotted above the station model. The 3-D 300 mb chart is analyzed, based on the Frontal Contour analysis method, which clearly indicates areas of wind shear and temperature changes, thus pointing out areas of expected turbulence.

Surface meteorologists plot and analyze four surface charts daily, providing the Flight Control section and flight operations with an operational weather forecast for some 62 terminals and alternates each eight hours, up-dated as needed.

Other main functions of the Weather Analysis section are to program Delta's jet aircraft for minimum-cost cruise control, provide flight-plan reference cards and keep all routes current, based on latest ATC changes.

Ice checkers drill deep

THULE AB, Greenland — Using an outsized drill, which is five feet long and an inch and a half in diameter, members of AWS Detachment 48, 5th Weather Wing, at Thule AB have the unusual chore of observing ice thickness.

Observed in conjunction with the Canadian weather service and US Coast Guard, a recent drilling bored through 56 inches of ice before sounding water.

Pointing out that an iceberg is the size of a ship, a bergy bit as big as a small cottage and a growler grand-piano sized, the AWS men provide a typical observation: "Bay ice motionless. First year est. 56 ins. Slight ridging at shoreline with hummocks SW-NW with large cracks and numerous puddles from pier to Dundas Mount. Ice blocking entrance to by approx. 15-18 miles out.

"20 growlers, 5 bergy bits in SW quad. 4 growlers, 13 bergy bits and 12 icebergs in NW quad. Water temp minus 1 degree C. Air temp minus 1 degree C. Visibility 25 miles."

Fewer forecasters will enter training in fiscal year 73

Hq. AWS — Fewer NCO observers will be entering forecaster training in FY 73 than originally planned. Hq. AWS has recently requested USAF to reduce quotas to the airman forecaster course (Course 3ALR 25330) to about 100 spaces per year for FY 73 and FY 74. Original USAF plans called for about 280 quotas for FY 73 and approximately 220 for FY 74.

The smaller training quotas take into account the projected AWS drawdown. With fewer training spaces competition for selection to the course should be greater. AWS/DOT expects to be able to exercise greater selective and select only the best qualified applicants. Airmen possessing CAFSC 25251/71 in grade E-5 and above, as well as sergeants who have been selected for promotion to SSgt., are eligible for this course.

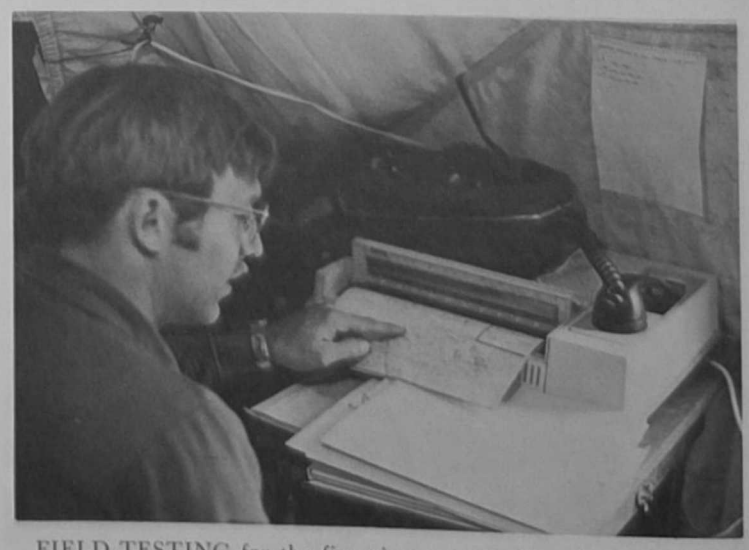
MILITARY DRILL? Thule-based SSgts. Jack Abdon and Leroy Hancock, observed by Bob Carchia, technical advisor, prepare to take an ice observation.

Some AWS men to get VN Cross

SCOTT AFB, Ill. — Former members of Det. 22, 30th WSq., who served with that unit between Sept. 1, 1968 and Oct. 9, 1970 are eligible for the award of the Vietnam Gallantry Cross with Palm, which was awarded to the 35th Tactical Fighter Wing (TFW) on Feb. 25, 1971.

As a direct support unit, Det. 22 was included in this award.

Those eligible for the award may write to Maj. Kenneth J. Van Hulla, present commander of Det. 22, for a copy of the award order. Because the ribbon cannot be purchased in many locations, the detachment will forward one to each AWS member, however, personnel are asked to include 40 cents with their request to offset the purchase of the ribbons.



FIELD TESTING for the first time a new telecopier near Galena, Alaska, is Sgt. William E. Drake, a combat weather team member from Operating Location L, 11th Weather Squadron. Sergeant Drake's team was in support of the 171st Infantry Brigade in recent joint Army-Air Force Exercise Punchcard XV. Signal for the tests was relayed from Elmendorf AFB's weather center via satellite to the AWS combat team's field position. (A US Army photo by SP Gary Breed)

Awards and decorations

Legion of Merit

Col. Dale J. Flinders, Hq. AWS.

Distinguished Flying Cross

Maj. Ryland R. Dreibelbis, (1st oak leaf cluster), Hq. AWS.
Capt. Daniel B. Ahern, 56th WRS.
Capt. Arthur C. Coulter, (1st oak leaf cluster), Hq. AWS.
Capt. Arnold R. Moon, 56th WRS.
Capt. Jon D. Pries, 56th WRS.

Bronze Star

Lt. Col. Charles M. Dunn Jr., Hq. AWS.
Maj. John A. Lasley Jr., Hq. AWS.
TSgt. Kenneth M. Ford, 30th WSq.
TSgt. Charles R. Nabors, Det. 75, 5th WWg.

Meritorious Service Medal

Col. Frank Z. Kamer Jr., (1st oak leaf cluster), 2nd WWg.
Lt. Col. James S. Kennedy, Hq. AWS.
Capt. John W. Diercks, Hq. AWS.
Capt. James S. Thomas, 56th WRS.
SMSgt. Charles M. Lagneaux, Det. 75, 5th WWg.

Air Medal

Lt. Col. Charles K. Lansdale, (3rd oak leaf cluster), 56th WRS.
Capt. Daniel B. Ahern, (1st through 3rd oak leaf clusters), 56th WRS.
Capt. Charles D. Catoe, 54th WRS.
Capt. Bernard A. Frakes, 54th WRS.
Capt. Arnold R. Moon, (6th through 8th oak leaf clusters), 56th WRS.
TSgt. Richard C. Roush, (1st oak leaf cluster), 56th WRS.

Air Force Commendation Medal

Lt. Col. Donald E. Barbarick, (1st oak leaf cluster), 9th WSq.
Lt. Col. Ben F. Hicks, (2nd oak leaf cluster), 26th WSq.
Lt. Col. William E. Rodger, Det. 35, 25th WSq.
Maj. Jerome P. Ashman, ETAC.
Maj. Lowell T. Cooke, (1st oak leaf cluster), Det. 1, Hq. AWS.
Maj. Theodore E. Johnson, (2nd oak leaf cluster), 54th WRS.
Maj. Gary A. Leach, 58th WRS.
Maj. Constantine S. Panos, (1st oak leaf cluster), 25th WSq.
Maj. Patrick E. Pickett, Det. 8, 20th WSq.
Maj. David Richardson, (1st oak leaf cluster), Det. 15, 20th WSq.
Maj. Jack I. Sanders, Det. 1, 17th WSq.
Maj. William F. Schwening Jr., (2nd oak leaf cluster), 4th WWg.
Maj. Gordon L. Tucker, (1st oak leaf cluster), Det. 30, 6th WWg.
Capt. Bruce Ackert, 55th WRS.
Capt. William E. Ayen, Det. 5, 15th WSq.
Capt. Larry E. Baker, 58th WRS.
Capt. David M. Booth, Det. 30, 6th WWg.
Capt. Kenneth F. Champagne, Det. 34, 26th WSq.
Capt. Glenn M. Curtis, 56th WRS.
Capt. James A. Finbraaten, 55th WRS.
Capt. Robert Y. Foerster, 53rd WRS.
Capt. Francis O. Gantt, Det. 19, 15th WSq.
Capt. Joseph B. Hooten, Det. 3, 15th WSq.
Capt. Robert T. Horner Jr., Det. 5, 6th WSq.
Capt. George G. McCulley, Det. 3, 3rd WSq.
Capt. Alan M. Mitchell, 54th WRS.
Capt. Thomas L. Rish, 5th WWg.
Capt. Robert U. Roberts, 58th WRS.
Capt. Albert A. Rocca, Det. 11, 21st WSq.
Capt. Gary H. Wallace, (1st oak leaf cluster), Det. 4, 17th WSq.
Capt. William A. Wisdom Jr., OL-3, 1st WWg.
Capt. Phillip D. Wood, Det. 10, 6th WWg.
Capt. Peter R. Zook, 11th WSq.
1st Lt. John E. Guiliano, 54th WRS.
1st Lt. Charles C. Olsen, Det. 23, 25th WSq.
1st Lt. Ronald P. Sumner, Det. 14, 4th WWg.
CWO Richard A. Biery, AFGWC.
CWO Leo F. Hamik, 11th WSq.
CWO Thad F. Jennings, 4th WWg.
CWO Malcolm G. Prentice, 55th WRS.
CWO Lawrence F. Sanders, 1st WSq.
CWO George S. Theisz, Det. 10, 4th WWg.
CMSgt. Furman L. Dotson, Det. 5, 9th WRWg.
SMSgt. Robert E. Baird, (1st oak leaf cluster), Det. 9, 15th WSq.
SMSgt. Archie D. Carpentiere Jr., 3rd WWg.
SMSgt. Robert P. Fry, (4th oak leaf cluster), AFGWC.
SMSgt. Rouel D. Hallmark, Det. 22, 26th WSq.
SMSgt. Richard F. Kohls, Det. 19, 15th WSq.
SMSgt. King Tanigawa, Central Pacific Forecast Center.
MSgt. Jack G. Anderson, 56th WRS.
MSgt. Ronald T. Anderson, 53rd WRS.
MSgt. Ralph A. Bevis, (1st oak leaf cluster), 20th WSq.
MSgt. Jerome J. Booker, (1st oak leaf cluster), 55th WRS.
MSgt. Hubert J. Casner, ARGWC.
MSgt. James Davis, (1st oak leaf cluster), 6th WSq.
MSgt. Leland E. Glenn, Det. 23, 6th WWg.
MSgt. Walter W. Hagan, 9th WRWg.
MSgt. Harold D. Hanson Jr., 7th WWg.
MSgt. Richard S. Hathaway, 6th WSq.
MSgt. William A. Hueller, (1st oak leaf cluster), Det. 48, 4th WWg.
MSgt. Courtenay Kirk, (1st oak leaf cluster), ETAC.
MSgt. Calvin J. Lawrence, Det. 5, 9th WRWg.
MSgt. Joseph E. Majors, (2nd oak leaf cluster), 20th WSq.
MSgt. Kenneth E. Masterson, 54th WRS.
MSgt. Robert E. Moore, AFGWC.
MSgt. Claude R. Morris, (3rd oak leaf cluster), DaNang Airlift Control Element.
MSgt. Paul W. Persian, Det. 15, 20th WSq.
MSgt. Charles W. Priest, (1st oak leaf cluster), Det. 5, 26th WSq.
MSgt. Donald M. Schaefer, AFGWC.
MSgt. Joseph N. Sealey, Det. 15, 20th WSq.
MSgt. Billie D. Slate, 54th WRS.
MSgt. Jack R. Stone, (1st oak leaf cluster), Det. 15, 20th WSq.
MSgt. Ralph E. Strickland, (1st oak leaf cluster), 6th WWg.
MSgt. Franklin A. VanHemert, (1st oak leaf cluster), 53rd WRS.
MSgt. Thomas N. Walker, Det. 36, 28th WSq.
MSgt. Dennis W. Dixon, Det. 5, 17th WSq.
TSgt. Elwine Adams, (3rd oak leaf cluster), Det. 15, 20th WSq.
TSgt. Shelton T. Appleton, (3rd oak leaf cluster), 5th WWg.
TSgt. Conliff C. Blankinship, AFGWC.
TSgt. Robert J. Cunningham, 53rd WRS.
TSgt. Fidel D. Figueroa, (1st oak leaf cluster), 7th WWg.
TSgt. Richard J. Fletcher, (2nd oak leaf cluster), Det. 9, 15th WSq.
TSgt. John A. Gelbuda, (1st oak leaf cluster), Det. 8, 17th WSq.
TSgt. Richard E. Hancock, (1st oak leaf cluster), 7th WSq.
TSgt. Isiah E. Hargrove, (1st oak leaf cluster), Det. 30, 6th WWg.
TSgt. Vincent J. Hogan, Det. 10, 15th WSq.
TSgt. Clarence J. Hoppis, 54th WRS.
TSgt. Roger A. Johnson, 56th WRS.
TSgt. Gerard J. Kenefic, 9th WSq.
TSgt. Joe L. Markham, (1st oak leaf cluster), Det. 10, 20th WSq.
TSgt. William J. Mockabee, 54th WRS.
TSgt. Clifford A. Saunders, Det. 20, 3rd WSq.
TSgt. William E. Scanlon, 3rd WSq.
TSgt. Donald J. Webb, (2nd oak leaf cluster), 58th WRS.
TSgt. Charles R. Zachary, (2nd oak leaf cluster), 58th WRS.
SSgt. Kenneth L. Beador, 56th WRS.
SSgt. William W. Blalock, 56th WRS.
SSgt. William H. Burke, (1st oak leaf cluster), Det. 22, 25th WSq.
SSgt. Thomas R. Claflin, Det. 4, 3rd WSq.
SSgt. Bobby L. Cook, 7th WWg.
SSgt. Thomas F. Dunn, 9th WRWg.
SSgt. Allen L. Fine, 54th WRS.
SSgt. George F. Gall, (2nd oak leaf cluster), 2nd WWg.
SSgt. Emerson E. Hadley, (1st oak leaf cluster), 6th WSq.
SSgt. Floyd T. Henson, Det. 5, 9th WRWg.
SSgt. Robert L. Hermann, Det. 8, 20th WSq.
SSgt. John E. Justice, AFGWC.
SSgt. Charley Lindsey, (1st oak leaf cluster), 2nd WWg.
SSgt. Richard D. Marshall, Det. 13, 25th WSq.
SSgt. Jimmy N. Morris, OL-B, 4th WWg.
SSgt. Rolland D. Rhoades, (1st oak leaf cluster), 55th WRS.
SSgt. Fred B. Santos, 9th WRWg.
SSgt. Donald E. Sherrod, 56th WRS.
SSgt. James R. Stevens, Joint Typhoon Warning Center.
SSgt. Bruce D. Vansyckle, 56th WRS.
SSgt. Douglas A. Walters, (1st oak leaf cluster), 58th WRS.
SSgt. Bertis L. Watford, (1st oak leaf cluster), 54th WRS.
Sgt. Joseph A. Abate, 26th WSq.
Sgt. Oscar W. Atwell, Det. 48, 4th WWg.
Sgt. Jackson L. Brown, Det. 38, 25th WSq.
Sgt. Steven C. Dell, 54th WRS.
Sgt. Richard L. Sowell, 54th WRS.

MSgt. Crawford prepares flimsies for Casey OI

By SSgt. Chris Allen
3rd Weather Wing

OFFUTT AFB, Neb. — Master Sergeant William A. Crawford of the 3rd Weather Wing's Base Weather Division at Offutt has a most unusual forecasting job. He is Weather Aide to Strategic Air Command's Commander-in-Chief (CINCSAC).

Sergeant Crawford is responsible for briefing the SAC Command Air Crew each time they fly, thereby helping to assure the passengers on Casey Ol (CINCSAC's aircraft) a safe and comfortable journey.

In addition, he advises pilots and aides to other general officers at Offutt of potential weather problems on the day before any planned flight.

On the day of a Casey 01 mission, Crawford arrives at the weather station four hours before takeoff time. He prepares weather flimsies showing surface systems, significant flight-level weather and weather conditions at destination.

Occasionally he goes along on the flight, but more often monitors the flight's progress from Offutt.

Sergeant Crawford, as his assignment attests, is a highly talented member of 3rd Weather Wing's nation-wide team in support of Strategic Air Command. Since joining the Air Force in 1954, he has served in Morocco, Alabama, Bermuda, Illinois, Oklahoma, Georgia and, most recently, Turkey.

He and his wife, Mamie, both natives of Florida, have two daughters, Debra, 13, and Yvonne, 11. In Crawford's limited off-duty time, he enjoys spectator sports, keeping in shape by jogging.

ON THE skew-T AWS Global Report

Highlights of Air Weather Service people at work and play

Fuchu AS, Japan

Capt. Chester E. Lewis 2d, of Asian Weather Central is the sixth man from that unit to receive a master's degree in the past year. All attended a minimum of two years of night courses at Tachikawa AB. Capt. Lewis received his degree in Systems Management from the University of Southern California.

Others receiving their master's were Maj. Takeo Maruyama and Capt. J. Montesi, in Business Administration from the University of Hawaii, and in Systems Management from USC, Capt.. Theodore F. Napolitano, Captain Charles E. Vadakin 2d, and CMSgt. Arthur St. Pierre.

Offutt AFB, Neb.

Sgt. John T. Robinson, AFGWC, recently received the Airman's Medal for Heroism at the Avery Feed Lots, Omaha, Neb. On April 3, 1971, Sergeant Robinson, although injured himself in a cave-in, saved a fellow airman's life by uncovering him and valiantly attempted to rescue another victim. Presentation was made by Col. Newton R. Galligar, AFGWC vice commander, during commander's call on August 27.

McClellan AFB, Calif.

TSgt. Ray L. Snodgrass, 55th WRS, recenly received the Airman's Medal for heroism from Maj. Gen. William W. Veal, commander of Sacramento Air Material Area, at ceremonies held in the 9th Wing headquarters.

In February, Sgt. Snodgrass was witness to a collision between a motorcycle and an automobile accident outside McClellan's gate four. The motorcycle came to rest on top of its driver and immediately burst into flames as the gas tank ruptured. With complete disregard for his own safety, Sergeant Snodgrass rushed into the inferno and pulled the incapacitated rider clear of the wreckage. Using his field jacket, the sergeant smothered the fire which still enveloped the driver whose gas-soaked clothing continued to burn. He removed the remains of the victim's crash helmet so that he could administer first aid and continued his humanitarian efforts until an ambulance and medical authorities arrived. Medical reports later indicated that, due to Sergeant Snodgrass's quick actions, the victim was spared his life.

Aviano, Italy

Three AWS personnel of Det. 7, 31st WSq., were recently awarded a Master of Arts Degree by the College of Education of Wayne State University. The three, Maj. Thomas H. Howshar Jr., Capt. Arthur Carrizales and Sgt. Joseph D. Tiano, completed a 45-credit course in Guidance and Counseling. Mrs. Thomas H. Howshar Jr. also received her Master of Arts degree.

Eielson AFB, Alaska

After 30 years of distinguished service, CMSgt. Furman L. Dotson, Det. 5, 9th WRWg., retired from the Air Force. He was also presented with the AF Commendation Medal.

His military career covered 11 years in the Navy. He served as a torpedo bomber gunner while stationed aboard aircraft carriers in the Mediterranean and Caribbean during WWII. After 19 years of flying duties, Chief Dotson transferred into the maintenance field. His most current duty was as Maintenance and Quality Control Superintendent with Det. 5.

Chief Dotson's immediate plans are to spend a year travelling throughout Alsaka with his wife Helen.

Charleston, W. V.

The 167th Weather Flight (M/F) was awarded the West Virginia Distinguished Unit Award on October 3 by Maj. Gen. Jack W. Blair, the adjutant general, for Exceptionally Meritorious Achievement during the period July 1968 through June 1970. During this period, members of the unit attained and continued a training and operational readiness level which resulted in the unit receiving commendations and awards from AWS; selection by the National Guard Bureau as the ANG Outstanding Weather Flight for FY 69 and 70, and recognition by the National Guard Association of the US attesting to the superior operational readiness standing in the nationwide competition.

CALLING AHEAD to Casey Ol's destination, MSgt. William A. Crawford, AWS weather aide to CINCSAC, checks on weather conditions for the SAC Commander's arrival.

AWS men assist disease spraying

LANGLEY AFB, Va.—A Special Operations Weather Team (SOWT) recently returned home to Detachment 75, 5th WWg., Hurlburt Field, Fla., after supporting a spray operation called "Combat VEE."

The operation was launched by the 1st Special Operations Wing, in response to a request by the US Department of Agriculture (USDA). The mission was to eradicate mosquitoes which were spreading Venezuelan equine encephalomyelitis (VEE), a disease which threatened the lives of horses and humans in Texas and adjoining states

Combat VEE involved ten C-123s and nine C-47s which flew in formations at altitudes of 150 to 300 feet above ground level and sprayed insecticides over approximately 3.2-million mosquito-hatching acres in Texas.

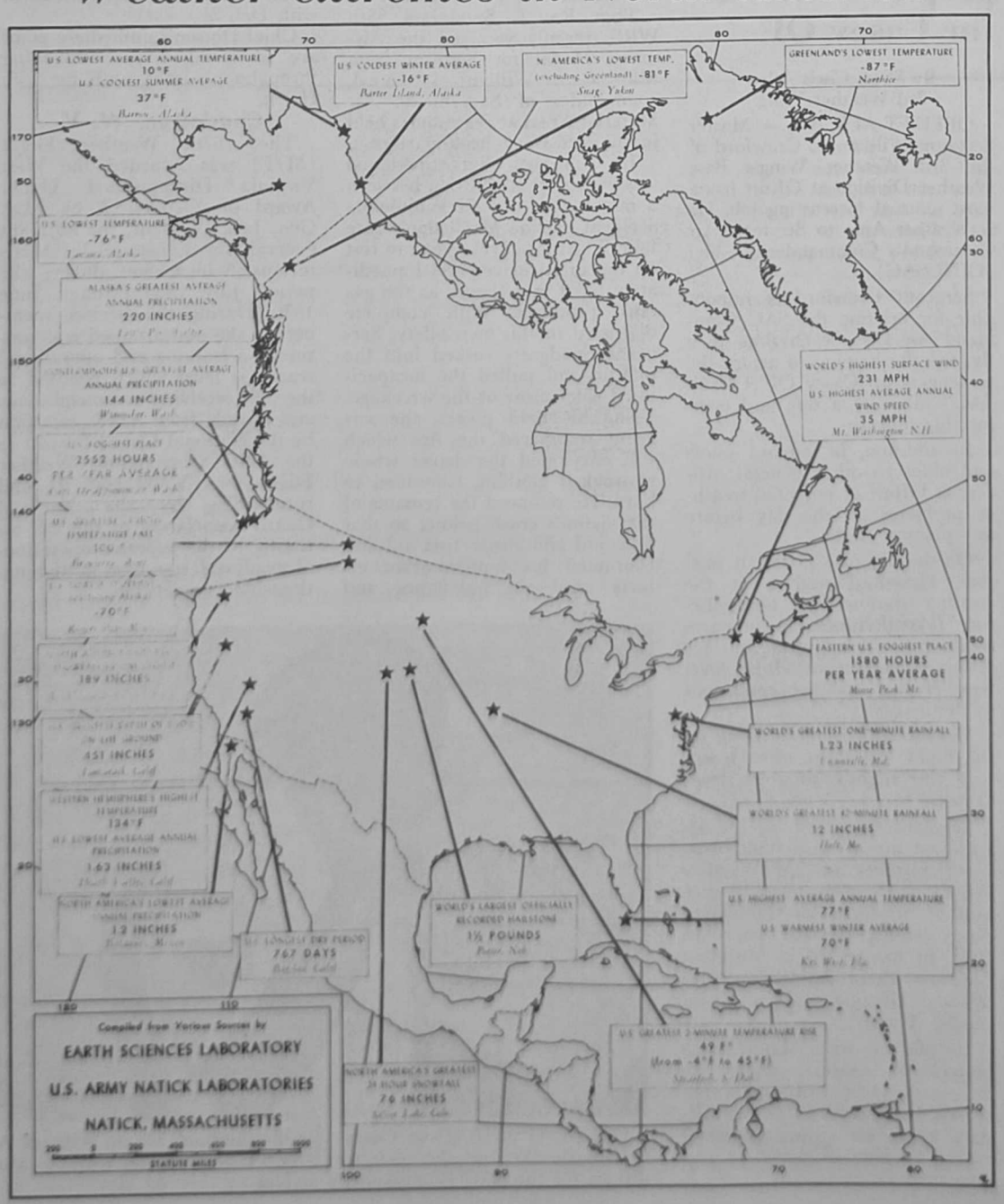
Success of the spray missions was very sensitive to weather conditions. Winds from surface to spray altitude had to be less than 10 knots and the temperature had to be less than 85 degrees. For complete success, no heavy rain could be tolerated six hours before, during and after the spraying. Aircraft minimums used in the mission were 500 feet and five miles visibility.

Supplementing the support of Detachment 28, 25th Weather Squadron, Ellington AFB, Tex., the SOWT was comprised of one forecaster and two observers. TSgt. Charles W. Spears served as staff forecaster. SSgt. Charles S. Irby and A1C James A. Hoy provided field observations in spray areas and radioed surface and low-level weather information to Sergeant Spears and the oncoming lead aircraft.

The three weathermen worked an average of 13 hours a day for 19 days. Their forecasts and observations were considered critical factors to the "spray or no spray" decisions made by the Combat VEE mission commander.

DISCUSSING SEA weather support with AWS Commander, Brig. Gen. William H. Best Jr., is Capt. Charles W. Kuykendall, base weather station commander at Udorn Royal Thai AFB, Thailand.

Weather extremes in North America



Bowling

EDWARDS AFB, Calif. — TSgt. Richard Pilcher, Det. 21, 6th WWg., rolled a 665 series with games of 199, 200 and 266. His high game consisted of 11 strikes with an open in the seventh frame. He bowls in the Monday Nite High Point League and currently supports a 184 average.

Volleyball

FORT CARSON, Colo. — Det. 58, 16th WSq., a unit only 23 strong, faced the challenge of 20,000 Fort Carson army troops and emerged victorious in the company level volleyball championship. Out of 86 teams entered in the tournament, Det. 58 was the only team to go undefeated.

Team members were Bruce E. MacKay, Daryl R. Scott, Denis Welliver, Glen L. Nelson, Jacob F. Herty 3rd, William C. Gray, William Folden, Stephen H. Holets, Louis R. Schunk and Elbert L. Toombs.

Aerobics

WIESBADEN AB, Germany—SMSgt. Fred Schlemmer, 2nd WWg., takes off on a five-mile run to vigorously celebrate his 42nd birthday on September 2. A staunch supporter of the wing's 100-mile run club, he has run more than 60 miles since September 1.

A weather equipment maintenance supervisor, Sergeant Schlemmer professes "top shape is a must" both for the weather equipment and the body.

PACING AN AIRCRAFT — No — SMSgt. Schlemmer begins his own takeoff roll on a five-mile run at Wiesbaden AB, Germany.
U.S. Air Force Photo by SSgt. George Campbell

AECP needs applicants for meteorology training

WRIGHT-PATTERSON AFB, Ohio (AFNS) — Air Force has 131 Airman Education and Commissioning Program vacancies for fiscal year 1972, most of which are in the technical and scientific areas.

Officials at the Air Force Institute of Technology report vacancies in nontechnical areas are open only to airmen chosen for pilot or navigator training. There are 13 pilot and 27 navigator AECP vacancies. Other nontechnical vacancies for the current fiscal year are exhausted. Airmen are encouraged to make applications for AECP consideration during fiscal year 1973.

In technical areas, there are 64 openings in the electrical, aeronautical industrial and astronautical engineering areas. There are 27 vacancies in scientific areas, 20 of which are in the meteorology field.

There have been 199 airmen accepted for commissioning under the fiscal year 1972 AECP program.

For more information on the AECP program airmen should contact base education offices.