

After a break of more than two years, aircrews from the 53rd Weather Reconnaissance Squadron — the "Hurricane Hunters" — are back in the air.....Page 3

Navy recognizes two Air Force forecasters for life-saving rescue..... Page 4.



Eareckson forecasters, world wide customers live on balloon raisings.....Page 5.

OBSERVER

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February 1994

USAFE takes 1st in forecast comp

TSgt. William M. Rhodes
AWS Public Affairs

the Terminal Aerodrome Forecast category.

MSgt. Dene A. Tribe, from the 100th Operational Support Squadron, RAF Mildenhall, United Kingdom, and his teammate, SSgt. Klaus Lammers, assigned to Detachment 2, 7th Weather Squadron, Hanau Army Air Field, Germany, were among the 24 weather personnel testing their forecasting ability against three separate deployment scenarios.

"I thought it was really hard,

very challenging making it very difficult," said Tribe.

Tribe entered in the Air Force in August 1981 and completed technical training at Lowry AFB, Colo., as a Weapons Control Systems Mechanic before retraining in the weather career field in June 1986.

Lammers enlisted in August 1982 and completed the Weather Specialist Course in October 1982.

Contestants competed for one of three places in four categories:

terminal aerodrome forecasts, mission forecasts, target forecasts and the overall category.

"I thought it was real educational," said Lammers. "I learned a lot about single station forecasting." The 12-year weather veteran said the challenge of forecasting everyday and working with the pilots is the best part of being a weather person.

"The different scenarios each day and working in a different part of the world each day made this

competition the toughest challenge I've had in weather."

Forecast Challenge got its start when the Air Force Director of Weather, Brig. Gen. John J. Kelly Jr., directed the Program Evaluation Division in the Directorate of Weather to develop a plan to focus attention on the importance of weather forecasting skills in a wartime environment.

In each phase of the competition, team members simulated the first 18 hours of a deployment.

Competition Results

For three days, 24 weather forecasters tested their skills predicting target, mission and terminal aerodrome forecasts for three regions around the world. Each first, second and third place team in each category, plus overall scores received awards. The following is a list of the award categories and the winning teams.



Yates Award — Overall

1st Place: United States Air Forces in Europe, MSgt. Dene A. Tribe and SSgt. Klaus Lammers.

2nd Place: Pacific Air Forces, TSgt. Louis R. Miller and SSgt. Roseanne I. Sinn.

3rd Place: Air Mobility Command, TSgt. Dennis P. Davis and SSgt. Joseph C. Burge.

Lucey-Speer Award — Target Forecast

1st Place: Air Combat Command, MSgt. Paul F. Shirle and SSgt. John J. Cerone.

2nd Place: Air Mobility Command

3rd Place: Air Force Space Command, SSgt. Mark A. Daly and SSgt. Kevin A. Ritzer.

Ellsworth Award — Mission Forecast

1st Place: Air Force Materiel Command, SSgt. Venice J. Washington and Sgt. James D. Dailey.

2nd Place: Air Force Space Command

3rd Place: Air Mobility Command

Dunlap-Weiberg Award — Terminal Aerodrome Forecasts

1st Place: United States Air Forces in Europe

2nd Place: Pacific Air Forces

3rd Place: Air Mobility Command



TSgt. William M. Rhodes

SSgt. Klaus Lammers and MSgt. Dene A. Tribe display their winning form during an awards banquet March 3 at the Hurlburt Field Officers' Open Mess. Lammers, a forecaster with Detachment 2, 7th Weather Squadron, Hanau Army Air Field, Germany and Tribe, a forecaster with the 100th Operational Support Squadron, RAF Mildenhall, United Kingdom, both representing the United States Air Forces

in Europe, teamed to win the Yates Award during the first Air Force-wide wartime forecasting competition, Forecast Challenge 94. The pair also took 1st place in the TAF category. Col. Frank J. Misciasci Jr., Air Weather Service commander, represented the Air Force Director of Weather, Brig. Gen. John J. Kelly Jr., and presented the awards at the banquet. For more, turn to page 6.

Hurricane Hunters are back in the air

TSgt. Michele Rivera
403rd Airlift Wing

KEESLER AFB, Miss. — After a break of more than two years, aircrews from the 53rd Weather Reconnaissance Squadron — the "Hurricane Hunters" — are back in the air.

Reactivated Nov. 1, 1993, the squadron celebrated its activation in a ceremony Jan. 9.

The former active-duty weather squadron was inactivated June 30, 1991. At that time, the weather reconnaissance mission was transferred to the 815th Weather Squadron, an Air Force Reserve unit assigned to the 403rd Airlift Wing at Keesler.

Now, the 53rd WRS replaces the 815th WS as the only military unit flying weather reconnaissance.

"We in the 403rd AW are honored and privileged to have the opportunity to reactivate the 53rd WRS," said Brig. Gen. Joe Campbell, 403rd AW commander.

"The Hurricane Hunters have an outstanding and long history of doing exciting and wonderful things, and we hope we can continue to build on that."

The hurricane hunting squadron is a one-of-a-kind organiza-

tion. It's the only military unit in the world flying weather reconnaissance on a routine basis.

The Hurricane Hunters are responsible for the surveillance of tropical storms and hurricanes in the Atlantic, Caribbean, Gulf of Mexico and Central Pacific for the National Hurricane Center. The unit also flies winter storm missions off both coasts of the U.S.

Originally activated in 1944, the 53rd WRS has performed its critical mission for nearly 50 years. Although its name, home base and some of its duties have changed over the years, the main mission of the squadron has not.

Working with the National Hurricane Center in Coral Gables, Fla., the 53rd WRS is charged with flying into the most violent weather known to man.

Through continuous tracking and surveillance of these storms, up-to-the-minute information on barometric pressure, wind speed and other factors undetectable by weather satellites is relayed to the Hurricane Center. The center, in turn, issues advisories and warnings that can save lives and property.

Lt. Col. Thomas Fell Jr., commander of the 815th WS, is now the 53rd WRS commander.



Looking across the starboard wing and outboard engine of the 54th Weather Reconnaissance Squadron WC-130 aircraft, the camera captures a section of the spectacular inner wall of Typhoon Wynee's eye. The tight curvature of the eye wall cloud

shows across the top of the image. After more than two years, the 53rd WRS was reactivated Nov. 1, 1993 replacing the 815th WS as the only military unit flying weather reconnaissance. (Photo courtesy of Kenneth W. Reese)



Top Dollar: Capt. Robert Hardwick, Manager, Tactical Weather Systems Acquisitions, Directorate of Program Management and Integration at Air Weather Service, receives financial guidance from Diana Melton, AWS Comptroller. Melton was recently honored by the Shilo Chapter of the Air Force Society of Military Comptrollers for "Outstanding Contribution to Air Force Comptrollership." A native of Collinsville, Ill., Melton has been a civil service employee for 25 years and has headed the AWS division since June 1991. (U.S. Air Force photo by TSgt. William M. Rhodes)

TSgt. William M. Rhodes

The Observer is published monthly for personnel of the weather career field. This funded Air Force newspaper is an authorized publication for members of the U.S. military services, both CONUS and overseas. Contents of the Observer are not necessarily the official views of, or endorsed by, the U.S. Government, or the Department of the Air Force.

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ered for publication in the following edition.

Format: Copy done on a computer, double-spaced with a 60-character margin, is preferred. When submitting copy, turn in a printed version and a copy of the file in Word Star, Microsoft Word or ASCII on a 5 1/4" or 3 1/2" disk. The editorial staff will make a copy of the file and return the disk or replace it. If a computer is not available, copy may be typed or neatly hand-printed. Submitter's name and telephone number must be included.

Policy: All copy submitted will be considered for publication based on timeliness and space availability, and will be edited to conform to Air Force and local policy, and newspaper style.

Photos: All photo credits are U.S. Air Force unless otherwise indicated.

Contacts: For questions about publishing news and photos, call the HQ AWS Public Affairs Office at DSN: 576-3350, ext. 334 or 618-256-3350, ext. 334. Stories may be modemed to the Public Affairs Office at DSN 576-6177 or 618-256-6177. When files are uploaded, please leave a message for the editor stating who, what, and where the story is about and the originating unit.

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- Col. Frank J. Misciasei Jr.....Commander
- Col. Gene J. Pfeffer.....Vice Commander
- Lt. Col. Stephen W. Carroll....Director, Resource Management
- TSgt. William M. Rhodes.....Editor

Auto rescue earns AF forecasters recognition

Lt. Vince Giampaolo
U.S. Naval Meteorology and
Oceanography Center

Saved Spanish residents in auto accident; receive letters of commendation from Navy

MSgt. Patrick Rugg and SSgt. Craig Kirwin, both forecasters on temporary duty assignments to the Naval European Meteorology and Oceanography (METOC) Center in Rota, Spain, were awarded Letters of Commendation for rescuing two Spanish passengers involved in a serious automobile accident.

The awards were presented by Capt. Richard G. Simms, Commander of U.S. Naval Activities, Spain, Jan. 28 in a brief ceremony held in his office.

While driving along the perimeter road of the Rota Naval Base on their way to a shopping center in the neighboring town of Jerez, Rugg and Kirwin witnessed a serious automobile accident.

"We were the first ones there," said Rugg. "It happened right in front of us. The roads were slippery and there was probably 40 knots of wind blowing. Everything seemed to happen in slow motion.

"A single oncoming car was blown off the road to its right. The driver, in an attempt to correct, over compensated to his left, throwing the car into a spin just in front of our own car. The oncoming car, then totally out of control, flipped



Navy photo by PH2 Kless

Navy Capt. Richard G. Simms, Commander, U.S. Naval Activities, Spain gives SSgt. Craig Kirwin a Letter of Commendation as MSgt. Patrick Rugg looks on. The two Air Force forecasters received the recognition following the actions they took to save two Spanish nationals after an automobile accident.

several times and landed in a ditch on the side of the road," Rugg said.

Even before Rugg was able to stop the

car, Kirwin found two frightened and frantic Spaniards pounding on their doors trying to get out. Kirwin, with little re-

gard for his own safety, was able to pry the crumpled doors open, pull the injured passengers out of their car and turn off the engine despite the strong smell of leaking fuel.

"We tried to calm the victims with a soothing voice while looking for injuries and treating for shock, Kirwin said.

Not knowing much Spanish, the two sergeants were nonetheless able to gather clothing and blankets to comfort the injured passengers until help arrived.

According to Capt. William Shutt, Commanding Officer of the U.S. Naval European METOC Center, Sergeants Rugg and Kirwin demonstrated remarkable courage and leadership abilities despite the obvious language barrier between themselves, the victims and the rescue workers who arrived on the scene several minutes later.

Their actions helped further strengthen relations with our host country and were in keeping with the highest traditions of the military services.

Rugg and Kirwin are both temporarily assigned from Sembach Air Base, Germany. They, along with other forecasters from various weather units throughout Europe, are sent TDY to Rota for 90 to 179 days each to augment the watchbill during the command's participation as the Joint Theater Meteorological Forecast Unit for Operations Provide Promise and Deny Flight ongoing in the former republic of Yugoslavia.

Obituary

Former AAC WX officer and 'El Nino' scientist dies

Editor's note: The following article was submitted by Lt. Col. (Ret.) Fred W. Decker now a Oregon State University Emeritus Faculty member.

CORVALLIS, Ore. — Memorial services for William "Bill" Hewes Quinn were held at 3 p.m. Jan. 18 at the McHenry Funeral Home chapel. A private burial took place at the Willamette National Cemetery in Portland.

Quinn was born in Syracuse, N.Y., to William and Orpha Hewes Quinn. He died Jan. 12 at Good Samaritan Hospital at age 75.

He earned a bachelor's degree in geology from Colgate University in 1940, a master's degree in geology from the University of Missouri in 1942, and a certificate in meteorology from New York University in 1943.

He enlisted in the Army Air Corps in 1942. He won an appointment as an Aviation Cadet in Meteorology and arrived at

NYU in December 1942. Upon his graduation in September 1943, he was commissioned as a second lieutenant.

Quinn served in the North African campaign of World War II. After the war, he served in Austria, the Middle East, and at the Asian Weather Central in Japan.

He earned a master's degree in oceanography from the University of California Scripps Institution of Oceanography in 1950. He retired from the Air Force in 1964 with the rank of lieutenant colonel.

In 1963, he began his studies in physical oceanography at Oregon State University, and in 1968, earned his Ph. D. Upon graduation he joined the oceanography staff at OSU.

In 1972-73, Quinn served as the assistant director of the U.S. National Weather Service. He retired from OSU in 1980, but continued his research as an emeritus associate professor of oceanography.

He was noted for his research on large scale air-sea interactions, long-range forecasting and cli-

matic changes. He was known internationally for his pioneering work on the occurrences, causes and effects of the phenomenon known as El Nino. His early work on El Nino forecasting stimulated national research programs on climatic changes and forecasting.

His most recent studies concentrated on climatic changes around the world and their correlation with El Nino events as far back in time as 622 A.D.

He was a member of the American Meteorology Society, Sigma Xi, American Geophysical Union, and the National Weather Association.

Survivors include his sister, Marilyn J. Hurley of Tucson, Ariz.; two nieces; and one nephew. Memorials in his name may be made to the Oceanic and Atmospheric Sciences College and Atmospheric Sciences College at Oregon State University, O.C.N. Administration, Bldg. 104, Corvallis, OR 97331-5503.

Product surveys show quality results

Capt. Michelle M. Edwards
USAFETAC

The USAF Environmental Technical Applications Center (USAFETAC) recently compiled and analyzed data from a set of product improvement surveys received between April and August 1993.

This analysis is the first of its kind at USAFETAC. "The management reviews each response as it is received; but this is the first time we've actually combined the results and analyzed for trends," said Capt. Brian Sheehan, USAFETAC's Quality Advisor.

Standard procedures for USAFETAC analysts include sending a product improvement survey with every completed product. The survey focuses on the quality of service received by the customer and questions how well the products and services meet the customers' needs. All responses are reviewed by managers and negative responses are returned to the analysts for follow-up. According to Sheehan, this process helps USAFETAC continually adjust to customers' needs.

During the period of this study,

14 percent of the surveys distributed were returned. Sheehan said the industry standard for voluntary surveys is approximately seven percent. Still, USAFETAC management would like to see a greater response and is researching methods to increase the return rate.

The analysis indicated a solid level of customer satisfaction. Regarding product quality, 78 percent of the respondents gave the USAFETAC an excellent rating. Seventy-six percent of the respondents gave the USAFETAC an excellent rating for both timeliness and overall service.

Sheehan said these analyses will continue and results will be compared over longer periods of time. "We'll use control charts to look for trends and changes in customer focus,"

Sheehan said. He is currently working on surveys received during August through December 1993.

USAFETAC provides climatological data, studies and analyses to customers throughout the Department of Defense. Requests should be submitted to USAFETAC/DOO, 859 Buchanan Street, Scott AFB IL 62225. Contact Dr. Carol Weaver at DSN 576-4024 or (618) 256-4024.

Hungarians size up Spangdahlem weather operations

1st Lt. Muriel Ramierz-Salas
Weather Officer

On Jan. 24, history was made at Spangdahlem Air Base, Germany, when six Hungarian military officers began their week-long visit to the 52nd Weather Flight.

This was the first meteorological exchange between the United States Air Forces in Europe (USAFE) and a former Warsaw Pact nation under the Military-to-Military (MIL-MIL) contact program.

The MIL-MIL program was established to develop positive military relations while providing military members of the Eastern European countries broad exposure to military functions within a democratic and civilian leadership.

The Hungarians were given an overall perspective on how a

weather station conducts business, from customer support and interaction to training requirements and future challenges in meteorology.

Colonel John Haas, USAFE Directorate of Weather, was invited to brief the Hungarians on the organization of the weather support system at the Air Force and USAFE level.

"We wanted to present an overview of weather support operations and the role they play to ensure the success of our mission," said Capt. Kenneth Carey, Weather Flight Commander.

Demonstrations were also conducted throughout the week by Weather Flight personnel on the Automated Weather Distribution System, runway instrumentation, tactical weather equipment, and satellite imagery.

A visit to neighboring Bitburg Air Base allowed the Hungarians

an opportunity to see FPQ-21 weather radar operations.

In addition to visiting the weather station, the Hungarians were treated to a ride on an F-16 flight simulator. Weather parameters were added to reflect typical local winter weather, and gave the team an appreciation of the conditions faced by pilots in USAFE.

Lt. Col. Jozsef Revesz, Directorate of International Relations and the team's translator, aptly described his simulator ride, "I am glad I am neither a pilot nor a weather person. A pilot because it is difficult to fly in this horrible weather, and a weather person because you are often blamed for the constantly changing environment."

Lt. Col. Andor Pap, OIC of Meteorology at the General Inspectorate of Aviation, expressed a different view after "flying" the F-16. He stated, "In my job I must

be sensitive to the effects of the environment on aircraft performance. Today I experienced firsthand what it feels like to penetrate turbulence and thunderstorms, it has increased my understanding of the importance to issue quality products."

Overall, the Hungarian team assessed their visit as productive and informative.

They were particularly interested in the use of computer technology in generating forecast products, transmitting the data to customers, and the interaction of weather personnel with base agencies.

Colonel Sandor Nagy, Chief of Meteorological Services, summed up their visit with these words, "I was impressed with the operation here. I was glad to see weather personnel all over the world face the same problems and challenges

such as dealing with advances in technology, maintaining the proficiency of personnel, and providing valuable support to customers."

Colonel Nagy also noted he would like to see cooperation between the United States and former Eastern Block countries.

"In our business it is crucial to have up-to-date meteorological information. I hope that someday we can help expand the amount of meteorological data available to all users with hopes to improve the quality of products on a global scale."

A reciprocal visit to Hungary for USAFE personnel is scheduled for the end of March. This visit would enhance the understanding of their meteorological organization and promote the goodwill of the MIL-MIL program.



TSgt. William M. Rhodes

Technology Transfer: A weather forecaster with the 1st Fighter Wing, Langley AFB, Va., looks over forecast material used in 1993 by the Air Weather Service's Meteorological Enhancement Team. SSgt. Zoraida C. Bashore, was one of hundreds of Air Force weather personnel who took part in the one-day refresher sessions presented by the AWS's Director of Technology. This spring, METs visits are again scheduled for Air Force and Army installations in the United States as well as in Europe.

Schedules are based on invitations from the major commands. Teams visit geographical regions with tailored-weather information developed for each base. Last year the teams traveled to more than 30 bases, logging thousands of miles. For more information on the MET, contact 1st Lt. Julie Hayes, at DSN 576-4721, ext. 445, or CMSgt. Johnny Kicklighter at DSN 576-4721, ext. 246. The MET is another way that AWS, as the "Center for Air Force Weather Technology" can assist weather units.

ATTENTION ALL AIR WEATHER ASSOCIATION MEMBERS

If you were a member in January 1993, or have moved or changed mailing address since that date, or did not get the 1993 newsletter and separate roster, and have not notified the association of your latest address, please send an address change notice NOW.

The June 1994 newsletter, an enlarged D-Day Commemorative Edition, is about to be mailed and it cannot be forwarded.

At every change of mailing address, send a change notice to:

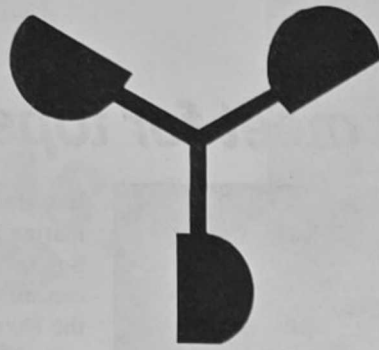
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John W. Collens
Maj. Gen. (Ret.)
Editor

AIR WEATHER ASSOCIATION

Serving the Present
Remembering the Past
Air Force Weather

Weather watchers use Eareckson's data



Capt. William A. Malec
673rd Operations Squadron
commander

EARECKSON AFS, Alaska — "When the balloon goes up" is lingo used by military warriors for armed conflict, but it has a completely different meaning for a small group of people at Eareckson who actually look forward to it.

Weather observers at the 673rd Operations Squadron work day and night to launch eight-foot tall balloons carrying sensors to record conditions in the upper air over Shemya Island. Weather watchers get a lot of mileage from Eareckson's data.

Military flyers in Alaska use the information to plan flight paths and fuel loads before intercepting unidentified aircraft, and during search and rescue missions.

In the lower 48, weather data from Eareckson is used by the Air Force to predict storms and to plan flights and aerial refueling.

Civilians use the information to create weather models for long-range forecasting around the globe. Airlines also use the information on upper-level winds to select the most efficient flight paths, calculate fuel loads and avoid hazardous weather.

"The area around Eareckson

is a spawning ground for much of the winter weather affecting Alaska, Canada and the lower 48," explained Capt. Ken Harding, 11th Weather Flight commander, Elmendorf.

Shemya Island, where Eareckson is located, is near the tip of the Aleutian Islands. Reports from the base on Shemya Island are critical to any successful weather forecast, he added.

"Without the upper air data from Eareckson, we'd be blind to major winter storms coming over Shemya Island," Harding said.

Data is gathered by weather observers using sensors, called radiosondes, attached to helium balloons.

The sensors held by a cord 70-feet below the balloon and rising nearly 20 miles above the earth, stray as far as 50 to 60 miles from the launch pad.

Launching the eight-foot-tall balloons isn't an easy feat, said

MSgt. Bruce David, Eareckson weather flight chief.

Weather observers fight blowing snow, 100-knot surface winds and windchill well below zero. But the launches take place anyway, twice a day, every day.

During the two-hour flights, sensors collect and send data on wind, humidity, temperature and pressure back to Eareckson.

"We analyze and format the data we get from the balloons," David explained.

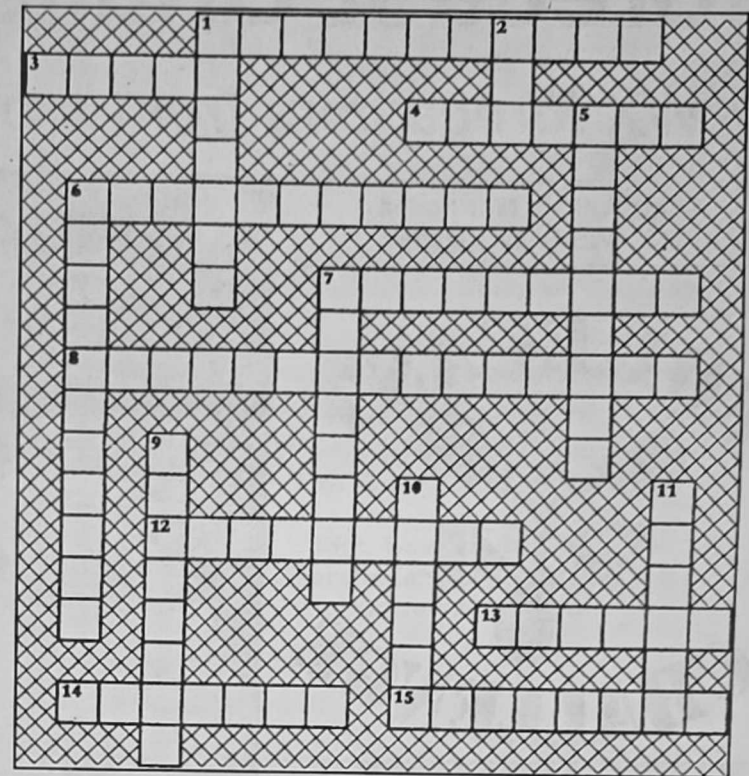
"Then we send it electronically to weather watchers in mainland Alaska and the lower 48."

But the weather reports go far beyond the borders of the United States. Forecasters from as far away as Europe use the information weather observers at Eareckson pull from the upper air over Shemya Island. Research meteorologists use the data to study atmospheric phenomena, such as the ozone hole and global warming.

And when those reports don't reach the customers, they're missed. The weather flight chief at Eareckson remembers a time when several launches were canceled because of equipment problems.

"We received calls from all over the world wondering what happened to our reports," David said. "It's nice to be appreciated."

Weather Crossword Puzzle



Across

1. principal cloud type
3. azimuth and range
4. widespread body of air
6. principal cloud type
7. mountain snow movement
8. adapting to climate change
12. wave's magnitude of displacement
13. point farthest from earth
14. opposite of humidity
15. point farthest from sun

Down

1. liquid free barometer
2. atmosphere
5. transport process in atmosphere
6. fear of thunder/lightning
7. detailed study
9. upward-moving currents of air
10. northern lights
11. reflectivity ratio

Submitted by MSgt. Rello, Detachment 4, Air Weather Service, Hurlburt Field, Fla.

answers on page 20



"Shore Duty?": Four Air Force weather forecasters currently assigned on temporary duty to the Naval European Meteorological and Oceanographic Center at Rota Naval Air Station, Spain are supporting Operation Provide Promise by providing specialized forecast bulletins for the C-130 airdrop missions over Bosnia-Herzegovina as well as air refueling forecasts for the Adriatic Sea. From Sembach Air Base Germany are SSgt. Brian Pearce and SSgt. Craig Kirwin. From Ramstein AB, Germany are MSgt. Patrick Rugg and Sgt. Kari Kennedy. The team also assist Navy personnel by writing tailored forecasts for U.S. Navy, NATO and Merchant Marine ships cruising the Mediterranean Sea.

IMA VACANCIES

The following is a list of Air Combat Command Individual Mobilization Augmentee vacancies:

O-4/O-5, 2nd U.S. Army, Fort Gillem, Ga.

E-5/E-6, 9 OSS/OSW, Beale AFB, Calif.

E-5/E-6, 649 SG/OSW, Hill AFB, Utah

E-5/E-6, 416 OSS/OSW, Griffiss AFB, N.Y.



Separated or are separating from active duty in the near future and interested in becoming a reservist? Contact MSgt. Dave Cramblet, ACC/DOWRJ, at DSN 574-9463 or 804-591-4463.

OOPS!

We printed the wrong zip-code for the Air Weather Association in the December issue. The correct address is:

Air Weather Association
5301 Reservation Road
Placerville CA 95667-9745

Forecast Challenge 94

WX forecasters from around the country meet for tops in weather

TSgt. William M. Rhodes
HQ AWS Public Affairs



□ His primary duties included briefing Gen. Dwight D. Eisenhower, Supreme Headquarters, Allied Expeditionary Forces commander and coordinating the actions of three weather centrals providing the official forecast for Operation Overlord, the Normandy invasion.

D-Day, history's largest amphibious operation, combined with a nighttime air drop of three divisions, would depend on the weather forecast, according to General Eisenhower.

On June 6, 1944, Col. Donald N. Yates, United States Strategic Air Forces weather central (code named Widewing) commander, predicted the weather as marginally operational. The decision to launch on that day, based on a forecast of a tolerable break in the weather between two cold fronts, allowed the allied forces complete tactical surprise because the Germans had expected the invasion to come during good weather.

Yates went on to obtain the grade of lieutenant general by the time he retired.

□ This colonel assumed command of the Tenth Weather Squadron in August 1943. On the same day, the Tenth was shifted to the China-Burma-India (CBI) Theater.

During Richard E. Ellsworth's command, the Tenth greatly expanded the weather observing network in this theater. At one time, at its largest extent, it ranged from 12 degrees South to 44 degrees North, and from eastern China to the Arabian Sea.

In addition, the troops of the Tenth issued forecasts for this data-sparse region for everything from Hump transport pilots to air commando and special forces supporting indigenous ground forces. The weather in this area of the world was extremely hard to predict due to a lack of reporting stations; and, it likely caused some of the greatest impacts to flow of air traffic between India and China.

Ellsworth retired with the rank of brigadier general.

□ This enlisted weather forecaster, a member of the 17th Weather Squadron, landed near Cape Torokina on Empress Augusta Bay (Bougainville, Solomon Islands) on Nov. 18, 1943, just 17 days after



TSgt. William M. Rhodes

Competitors at the first Wartime Forecasting Competition, Forecast Challenge 94 were rewarded these trophies for the first place in the Terminal Aerodrome Forecasts, Mission Forecast, Target Forecast, and the Overall category. Scheduled for permanent display at the Weather Training Facility at Keesler AFB, Miss., each will bear the name of the winning major command and year won.

the initial assault and joined two weeks later by another enlisted weather forecaster.

The mission of Sgts. John A. Lucey and Robert P. Speer was to relay target weather to incoming fighters and dive bombers. They lived with Marines at a forward command post near the front for more than a month

until Bougainville was finally secured on Dec. 31, 1943. The pair comprised the only Army Air Force unit on the island during this time. Both received Bronze Stars.

□ While on detached service from the 2nd Weather Squadron and detailed to Gander on March 9, 1941, in support of the 21st

Reconnaissance Squadron, then an antisubmarine patrol, SSgt. Robert I. Dunlap and Sgt. Erling M. Weiberg were the first American military weather personnel to serve along the North Atlantic ferry route.

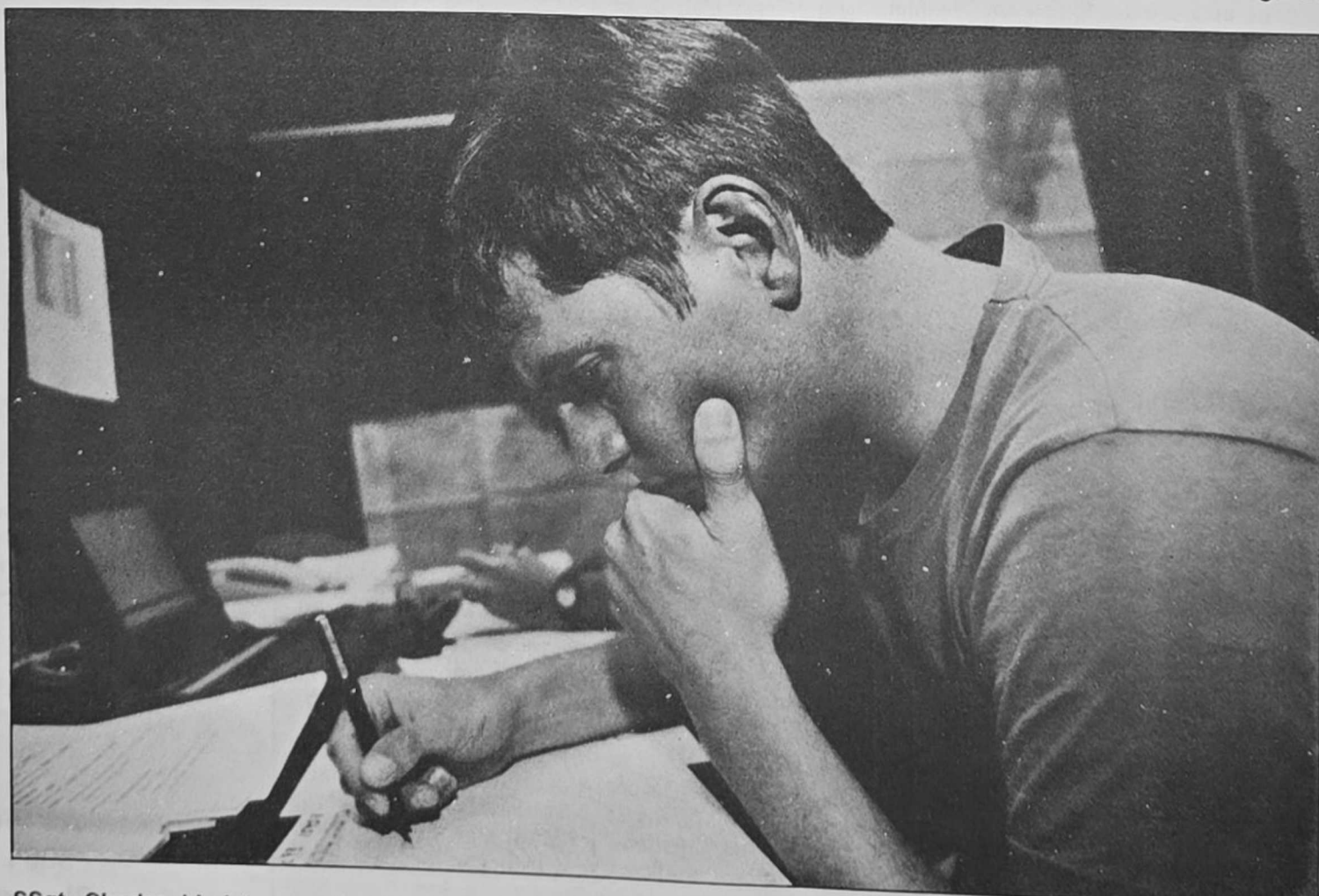
In May, 1941, they drew the first North Atlantic synoptic weather maps — lacking American maps, they used those issued by the Canadians. They were later joined by other enlisted men and continued to work alongside Canadian weathermen using Canadian facilities until American equipment became available. Gander became the largest transatlantic forecast station for the western North Atlantic.

In mid-1992, the Air Force Director of Weather, Brig. Gen. John J. Kelly Jr., directed the Program Evaluation Division of the Directorate of Weather to develop a plan to help focus attention on the importance of weather forecasting skills in a wartime environment. In developing this plan, the division recognized there were certain technical and professional skills used during wartime that are not as often used during peacetime.

Almost 50 years after D-Day, 24 Air Force weather forecasters descended on Hurlburt Field, Fla., putting their forecasting knowledge and skills on the line for the title as best in the Air Force.

The forecasters, representing the Air Combat Command, Air Education and Training

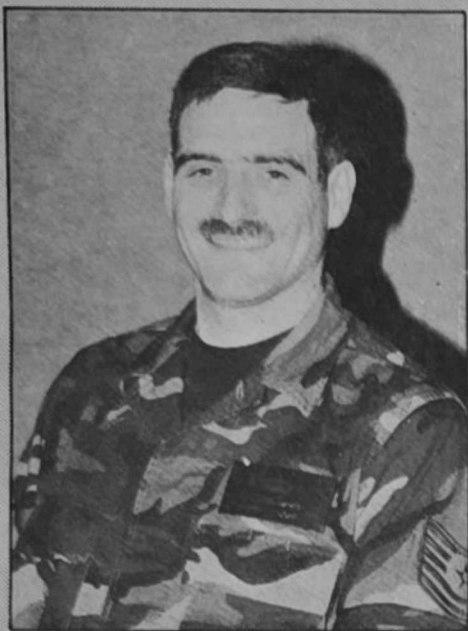
continued on Page 12



SSgt. Charles Lindstrom, a forecaster assigned to Detachment 1, 1st Weather Group, Fort Campbell, Ky., and representing the Air Combat Command, was one of 24 who participated in this first Forecast Challenge.

TSgt. William M. Rhodes

Air Mobility Command



TSgt. Dennis P. Davis

62nd
Operational Support Ssquadron
McChord AFB, Wash.



SSgt. Joseph C. Burge

375th Weather Squadron
Scott AFB, Ill.

Air Weather Service



MSgt. Mark S. Fisher

Air Force Global Weather Central
Offutt AFB, Neb.



SSgt. John S. Turnbull

Air Force Global Weather Central
Offutt AFB, Neb.

Pacific Air Forces



SSgt. Roseanne I. Sinn

Detachment 1,
345th Weather Squadron,
Fort Wainwright AIN, Alaska



TSgt. Louis R. Miller

3rd
Operational Support Squadron
Elmendorf AFB, Alaska

Air Force Reserves (IMA's)



MSgt. Robert G. Chapman

Detachment 10, 1st Weather Group
Fort Benning, Ga.



MSgt. Carlos D. Vasquez

Detachment 1, 1st Weather Group
Fort Campbell, Ky.

United States Air Forces in Europe



MSgt. Dene A. Tribe

100th
Operational Support Squadron
RAF Mildenhall, United Kingdom



SSgt. Klaus Lammers

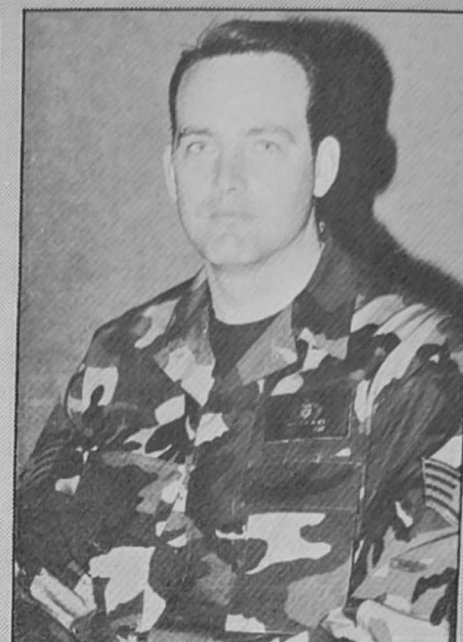
Detachment 2
7th Weather Squadron
Hanau Army Air Field, Germany

Air Education and Training Command



SSgt. James F. Koller Jr.

71st
Operational Support Squadron
Vance AFB, Okla.



SSgt. Warren W. Weyer

47th
Operational Support Squadron
Laughlin AFB, Texas

Air Force Materiel Command



SSgt. Venice J. Washington

652nd
Operational Support Squadron
McClellan AFB, Calif.



Sgt. James D. Dailey

654th
Operational Support Squadron
Tinker AFB, Okla.

Air National Guard



MSgt. Robert L. Gilmore

156th Weather Flight
North Carolina Air National Guard
Charlotte, N.C.



TSgt. Andrews A. Farley

156th Weather Flight
North Carolina Air National Guard
Charlotte, N.C.

Air Force Special Operations Command



TSgt. William E. Andrus

16th
Operational Support Squadron
Hurlburt Field, Fla.



TSgt. Paul A. Strickler

Detachment 2
Special Operations Command
Operations Squadron
Fort Bragg, N.C.

Air Combat Command (Army Support)



SSgt. Charles Lindstrom

Detachment 1
1st Weather Group
Fort Campbell, Ky.



SSgt. Shawn P. Starrs

Detachment 1
1st Weather Group
Fort Campbell, Ky.

Air Combat Command



MSgt. Paul F. Schirle

1st Weather Squadron
Langley AFB, Va.



SSgt. John J. Cerone

1st Weather Squadron
Langley AFB, Va.

Air Force Space Command



SSgt. Mark A. Daly

90th
Operational Support Squadron
F.E. Warren AFB, Wyo.



SSgt. Kevin A. Ritzer

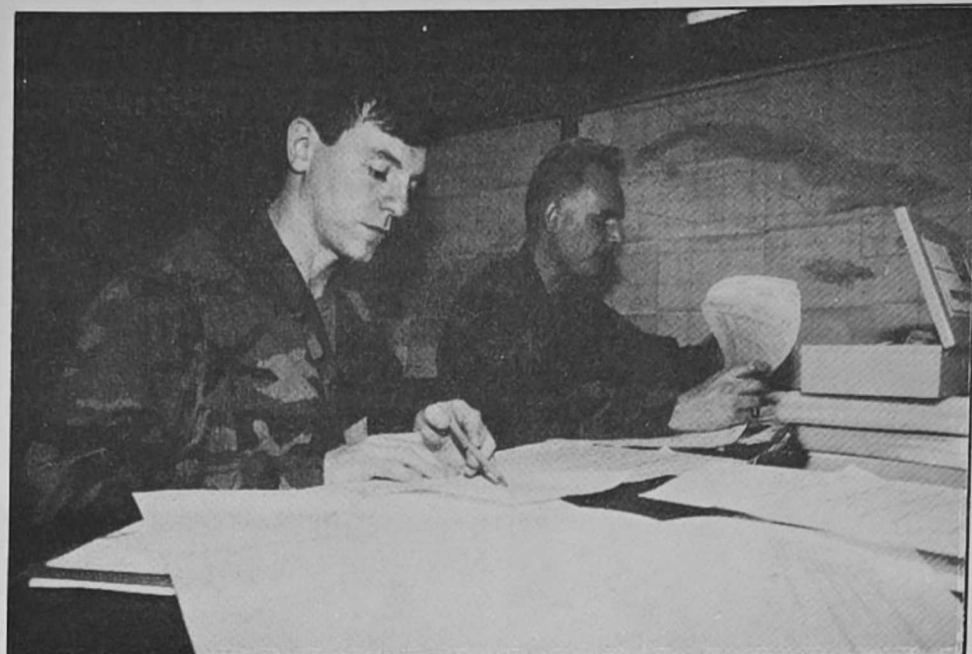
90th
Operational Support Squadron
F.E. Warren AFB, Wyo.

YATES AWARD BEST OVERALL FORECASTING

This award is named for Lieutenant General Donald N. Yates and is given to the first, second, and third place teams with the highest combined scores for all products issued during the competition. This includes Weather Warnings and Advisories, Mission Planning Forecasts, Mission Forecasts, Target Forecasts, and Terminal Aerodrome Forecasts.



Lieutenant General Yates, Colonel Yates at the time, assumed command of the United States Strategic Air Force (USSIAF) weather central (code named Widewing) when Supreme Headquarters, Allied Expeditionary Forces (SHAEF) formed in February 1944. His primary duties included briefing General Dwight D. Eisenhower, SHAEF commander, and coordinating the actions of three weather centrals in order to provide the official forecast for Operation Overlord, the Normandy invasion, history's largest amphibious operation, combined with a nighttime air drop of three divisions. General Eisenhower had indicated that D-Day would depend on



TSgt. William M. Rhodes

MSgt. Dene A. Tribe, 100th OSS, RAF Mildenhall, United Kingdom
SSgt. Klaus Lammers, Det. 2, 7th WS, Hanau Army Air Field, Germany
the weather forecast. On June 6, 1944, the weather was essentially as forecast, marginally operational. The decision to launch on that day, based on a forecast of a tolerable break in the weather between two cold fronts, allowed the allied forces complete tactical surprise because the Germans had expected the invasion to come during good weather.

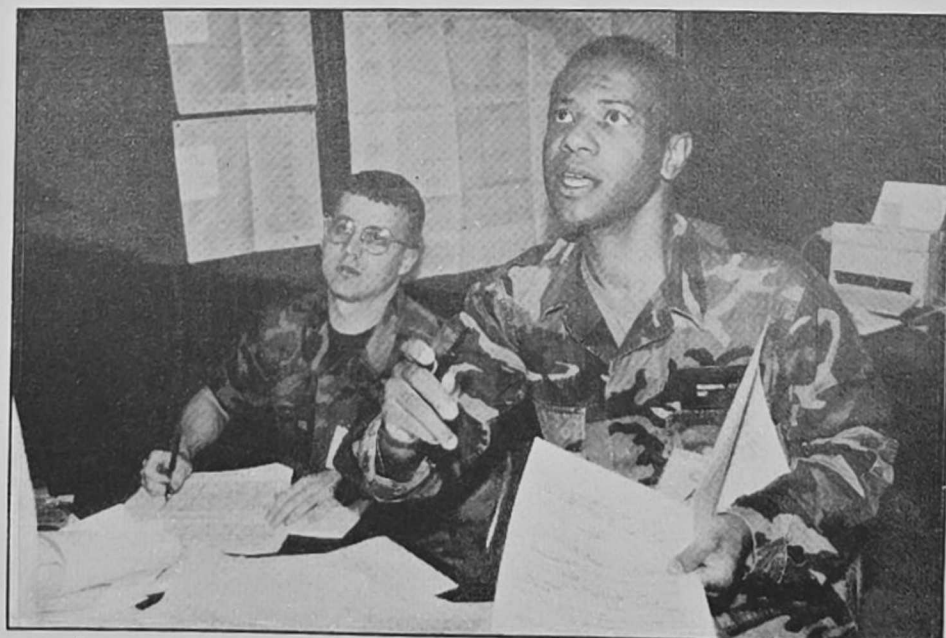


ELLSWORTH AWARD MISSION FORECAST

This award is named for Brigadier General Richard E. Ellsworth and is given to the first, second, and third place teams with the highest combined scores for all Mission Forecasts issued during the competition.



Brigadier General Richard Ellsworth, Lieutenant Colonel Ellsworth at the time, assumed command of the Tenth Weather Squadron in August 1943. On the same day, the Tent was shifted to the China-Burma-India (CBI) Theater. During Ellsworth's command, the Tenth greatly expanded the weather observing network in this theater. At one time, at its largest extent, it ranged from 120 South to 440 North, and from eastern China to the Arabian Sea. In addition, the troops of the Tenth issued forecasts for this data-sparse region for everything from Hump transport pilots to air commando and special forces to supporting indigenous ground forces. The weather in this area of the world was extremely hard to predict



TSgt. William M. Rhodes

SSgt. Venice J. Washington, 652nd OSS, McClellan AFB, Calif.
Sgt. James D. Dailey, 654th OSS, Tinker AFB, Okla.

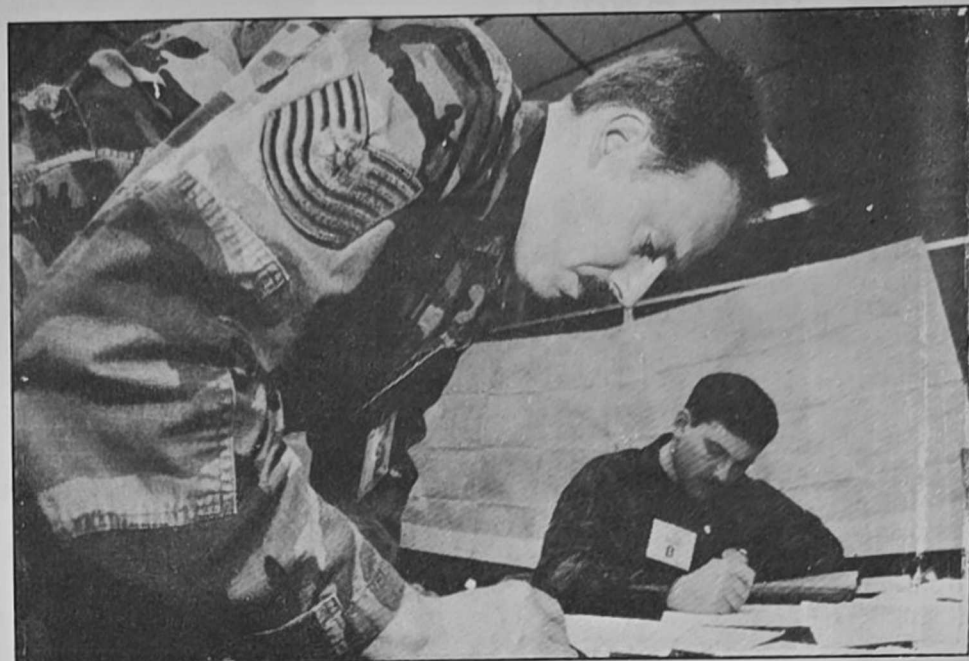
due to a lack of reporting stations; and, it likely caused some of the greatest impacts to the flow of air traffic between India and China.

LUCEY-SPEER AWARD TARGET FORECAST

This award is named for Sergeants John A. Lucey and Robert P. Speer and is given to the first, second, and third place teams with the highest combined scores for all Target Forecasts issued during the competition.



Sergeants Lucey and Speer were members of the 17th Weather Squadron when Sergeant Lucey landed near Cape Torokina on Empress August Bay (Bougainville, Solomon Islands) on Nov. 18, 1943, just 17 days after the initial assault and was joined two weeks later by Sergeant Speer. Their mission was to relay target weather to incoming fighters and dive bombers. They lived with Marines at a forward command post near the front for more than a month until Bougainville was finally



TSgt. William M. Rhodes

secured on Dec. 31, 1943. They comprised the only Army Air Force unit on the island during this time. Both received Bronze Stars.

MSgt. Paul F. Schirle and SSgt. John J. Cerone
1st Weather Squadron, Langley AFB, Va.



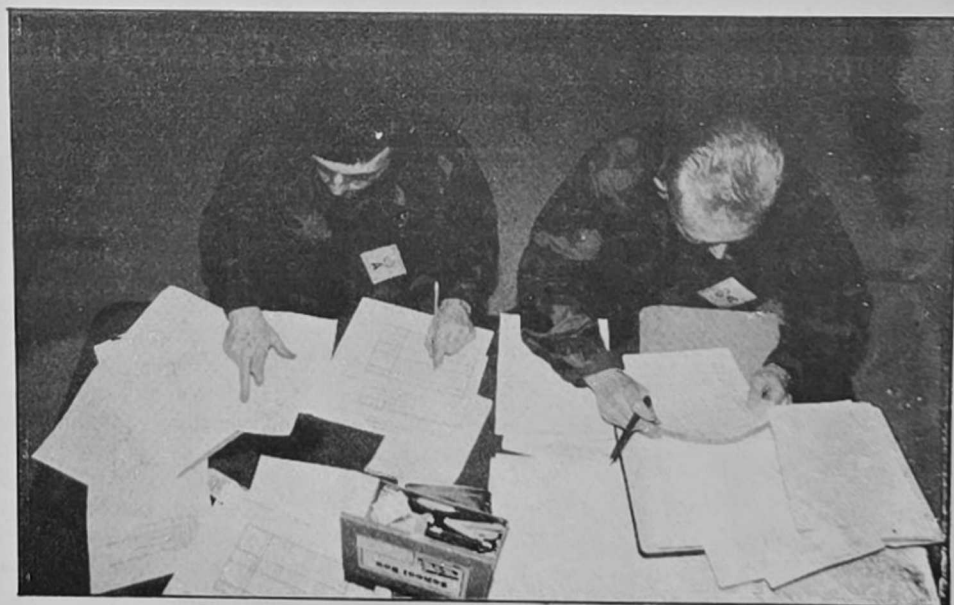
DUNLAP-WEIBERG AWARD TERMINAL AERODROME FORECAST

This award is named for Staff Sergeant Robert I. Dunlap and Sergeant Erling M. Weiberg and is given to the first, second, and third place teams with the highest combined scores for all Terminal Aerodrome Forecasts issued during the competition.



Staff Sergeant Dunlap and Sergeant Weiberg, on detached service from the 2nd Weather Squadron, were detailed to Gander on March 9, 1941, to support the 21st Reconnaissance Squadron, then an antisubmarine patrol. They were the first American military weather personnel to service along the North Atlantic ferry route.

In May 1941, they drew the first North Atlantic synoptic weather maps — lacking American maps, they used those issued by the Canadians. They were joined in July by other enlisted men and continued to work alongside Canadian weathermen using



TSgt. William M. Rhodes

MSgt. Dene A. Tribe, 100th OSS, RAF Mildenhall, United Kingdom
SSgt. Klaus Lammers, Det. 2, 7th WS, Hanau Army Air Field, Germany

Canadian facilities until American equipment became available. Gander became the biggest transatlantic forecast station for the western North Atlantic.

**Yates Award
Overall**



2nd Place

TSgt. Louis R. Miller
3rd Operational Support Squadron
Elmendorf AFB, Alaska

SSgt. Roseanne I. Sinn
Detachment 1, 345th Weather Squadron
Fort Wainwright Army Installation, Alaska



3rd Place

TSgt. Dennis P. Burge
62nd Operational Support Squadron
McChord AFB, Wash.

SSgt. Joseph C. Burge
375th Weather Squadron
Scott AFB, Ill.

Continued from Page 6

ing Command, Air Force Materiel Command, Air Force Reserves, Air Force Special Operations Command, Air Force Space Command, Air Mobility Command, Air National Guard, Air Weather Service, Pacific Air Forces and the United States Air Forces in Europe, met at the Battle-field Training School located on Hurlburt Field for the chance to win one of four titles: the Yates Award for Overall Score, the Dunlap-Weiberg Award for Terminal Aerodrome Forecast (TAF), the Ellsworth Award for Mission Forecast, and the Lucey-Speer Award for Target Forecast.

Unlike these weather warriors of the past, the 12 two-person teams simulated their deployments.

Forecast Challenge 94 was designed to enhance the



TSgt. William M. Rhodes

Air Force Reservists MSGts. Carlos D. Vasquez, Detachment 1, 1st Weather Group, Fort Campbell, Ky., and Robert G. Chapman, Det. 10, 1st WG, Fort Benning, Ga., work through weather charts and maps during the final phase of the competition.

weather support force's wartime readiness. Specifically, the wartime forecasting competition established a program where participants from the major commands could test their weather forecasting skills in a simulated deployed environment using limited equipment and data.

"During the initial preparation for a military deployment, weather personnel will take the current weather charts and forecast information available to them. By the time they arrive at the deployed location and make the first forecast, 18 to 36 hours might have passed. To make that initial forecast, all you have is your old charts. Without current weather data, the forecaster is making a limited data forecast," said Lt. Col. Willis D. Shanor, deputy chief, Program Evaluation Division, USAF Directorate of Weather.

This first Forecast Challenge included forecasting for three different climatic regions within an operational environment that challenged participants' organizational and leadership abilities. Each of the forecasters were selected from their perspective commands and many had never worked together before this event.

In mid-1992, the Air Force Director of Weather, Brig. Gen. John J. Kelly Jr., directed the Program Evaluation Division to develop a plan to help focus attention on the importance of weather forecasting skills in a wartime environment. In developing this plan, the division recognized there are certain specific skills — a combination of technical and professional — used during wartime that are not as often used during peacetime.

Due to the rapidly changing world situation, it's even more imperative to emphasize on acquiring and maintaining the necessary skills to support the warfighter at any time, anyplace on a moment's notice.

"What we've done is to compress the first 18 hours of a deployment into four hours for the competition," Shanor said.

Technical ability in forecasting for a variety of climates and missions, combined with teamwork, organizational skills, flexibility, and leadership are all essential to quality performance by Air Force forecasters.

To accomplish this, judges and controllers representing the Air Force director of weather and Air Weather Service control a series of time-phased events simulating an actual deployment.

Each day, the first of two shifts were given a deployment package identifying the time and location of pickup from billeting; estimated time of arrivals and time of deployment were included. Once the forecasters arrive at the BTS, the simulated deployed location, participants were escorted to their individual work cells by the controllers and a time hack was given to each team. Judges then passed out mission packages for each event. Through a series of Laptop computers located in each cell, start and finishing

times were electronically sent to each team.

The networked computer system and the data sent was controlled by Capt. Michael S. Fontaine, a program manager and computer acquisition officer for AWS and TSgt. Gary M. Russell, the headquarters' Local Area Network manager. Both consulted with representatives from the BTS and Detachment 4, AWS also at Hurlburt Field, on system requirements and equipment used for the competition.

"Sergeant Russell is also the official time keeper. Everything is going to work off the file server's system clock. When we say a phase is starting at a certain time, they'll receive a message over the LAN that he'll send. Sergeant Russell will be able to tell when they've started," Fontaine said.

"Each day, there are three phases. On the third phase of



TSgt. William M. Rhodes

MSGt. Robert L. Gilmore, 156th Weather Flight, North Carolina Air National Guard, Charlotte, N.C., works on a forecast.



2nd Place

TSgt. Louis R. Miller
3rd Operational Support Squadron
Elmendorf AFB, Alaska

SSgt. Roseanne I. Sinn
Detachment 1, 345th Weather Squadron
Fort Wainwright Army Installation, Alaska

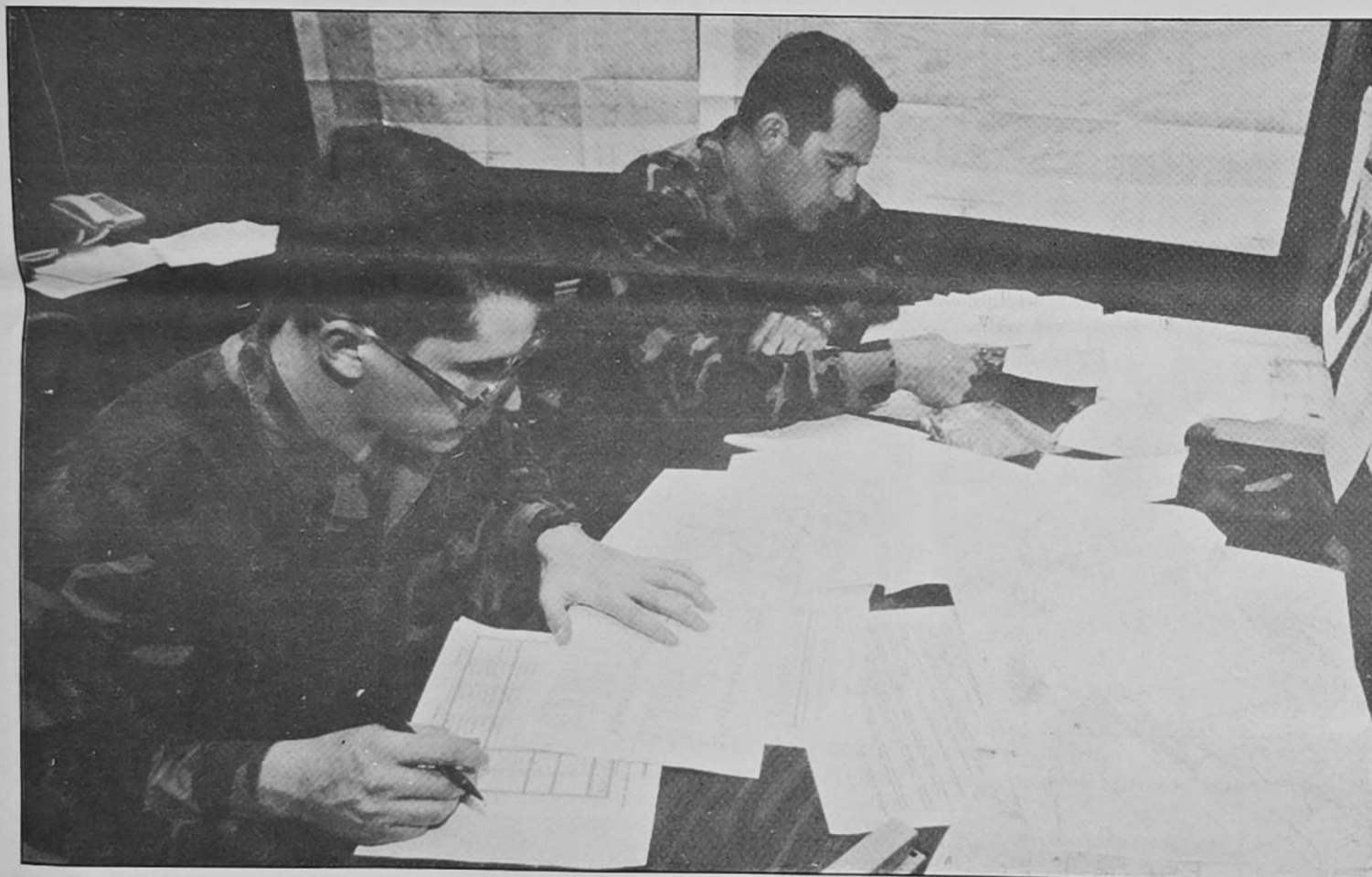


3rd Place

TSgt. Dennis P. Burge
62nd Operational Support Squadron
McChord AFB, Wash.

SSgt. Joseph C. Burge
375th Weather Squadron
Scott AFB, Ill.

Dunlap-Weiberg Award Terminal Aerodrome Forecast



TSgt. William M. Rhodes

SSgts. James F. Koller Jr., 71st Operational Support Squadron, Vance AFB, Okla., and Warren W. Weyer, 47th OSS, Laughlin AFB, Texas, teamed up for the Air Educational and Training Command for Forecast Challenge 94. For many of the teams, the competition was the first time they had worked together.

each day of the exercise, we'll send them all the files they'll be using through the LAN. The first phase simulates initial deployment and they're going to take the climatology and combine it with the new information we're going to give them to set up the initial forecast," he said.

Fontaine explained that during the second phase, the teams are fed more information as if they had been in place for a day and had received information from other sources.

Phase three is similar to a stage when the teams would have had their communications and tactical equipment operational. "The teams are simulating that they are automated and are receiving information

from AFGWC. From that point on they're a tactical weather station for the rest of the time," Fontaine said.

"Scoring was based on the finished forecast product, not the method used to produce it. Each forecast product was judged by an objective set of scoring criteria as specified in the exercise plan, said Capt. David W. Holt, manager, Exercise Operations, AWS. "The maximum number of points a team could earn varied greatly from scenario to scenario. Scores related to the number of weather parameters we could validate through actual weather observations. Points were awarded to teams based on the accuracy of their forecasts and on the

weather that actually occurred, Holt said.

There were four judges for the competition: one head judge plus three others. The head judge was the final authority on issues of arbitration or policy. The other judges assist the head judge as necessary, and ensure all participating team forecast worksheets were handled properly, scored and secured during each event.

Seven controllers were used for the event. These include a head controller, plus six others who were each subject experts in various areas relating to the organization and execution of the competition. During the competition, the controllers administered and executed the competition. Re-



TSgt. William M. Rhodes

Each participant in the competition received this memento from the Air Force Directorate of Weather commemorating the event.

TSgt. William M. Rhodes

sponsibilities included acting as a consultant to the head judge on matters of their expertise, assisting participants by addressing relevant questions, and ensuring necessary administrative procedures are carried out during the competition.

"The competition re-opened my mind to techniques and situations that I had long foregot. Now I have something to take back to my unit to help us in our monthly training sessions," said MSgt. Robert L. Gilmore, 156th Weather Flight, North Carolina Air National Guard, Charlotte, N.C.

"I think in future competitions, we should send our younger forecasters to gain more knowledge and experience.

Ellsworth Award Mission Forecast



2nd Place

SSgt. Mark A. Daly
90th Operational Support Squadron
F.E. Warren AFB, Wyo.

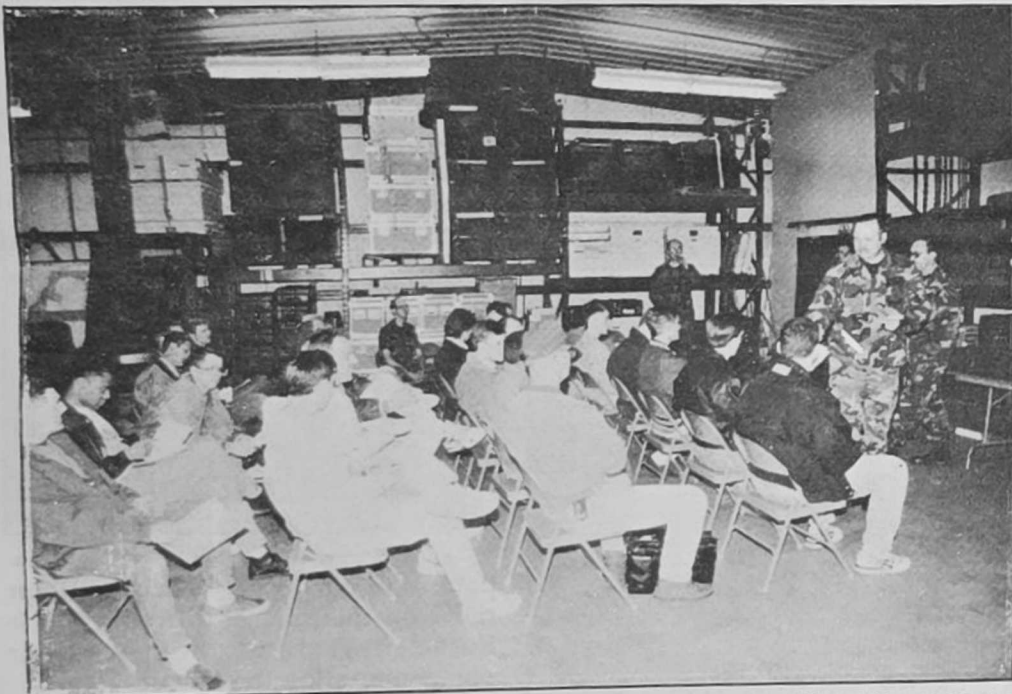
SSgt. Kevin A. Ritzer
90th Operational Support Squadron
F.E. Warren AFB, Wyo.



3rd Place

TSgt. Dennis P. Burge
62nd Operational Support Squadron
McChord AFB, Wash.

SSgt. Joseph C. Burge
375th Weather Squadron
Scott AFB, Ill.



TSgt. William M. Rhodes

Competitors are given an initial briefing by Forecast Challenge 94 judges and controllers.



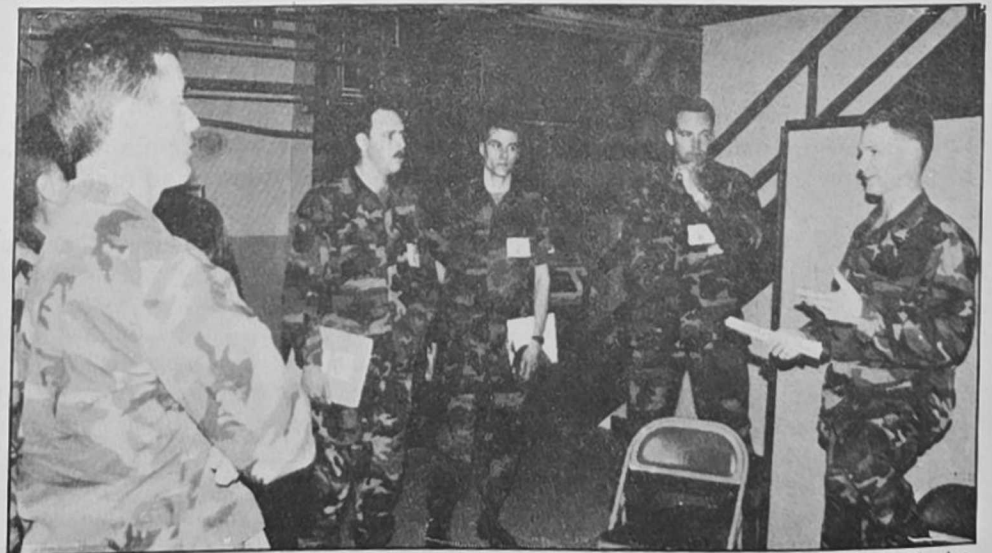
TSgt. William M. Rhodes

Teams were divided into two shifts for the competition. Here, Sgt. James D. Daily, representing the Air Force Materiel Command, pulls another commands selection from Lt. Col. Willis D. Shannor who was the head judge for the event.



TSgt. William M. Rhodes

Forecasters get acquainted for the first time during a reception.



TSgt. William M. Rhodes

Capt. David W. Holt, manager, Exercise Operations, Air Weather Service, explains to the participants of Forecast Challenge 94 the guidelines for the competition. Holt was one of many AWS staff members instrumental in the development of the event.

Lucey-Speer Award Target Forecast



2nd Place

TSgt. Dennis P. Burge
62nd Operational Support Squadron
McChord AFB, Wash.

SSgt. Joseph C. Burge
375th Weather Squadron
Scott AFB, Ill.



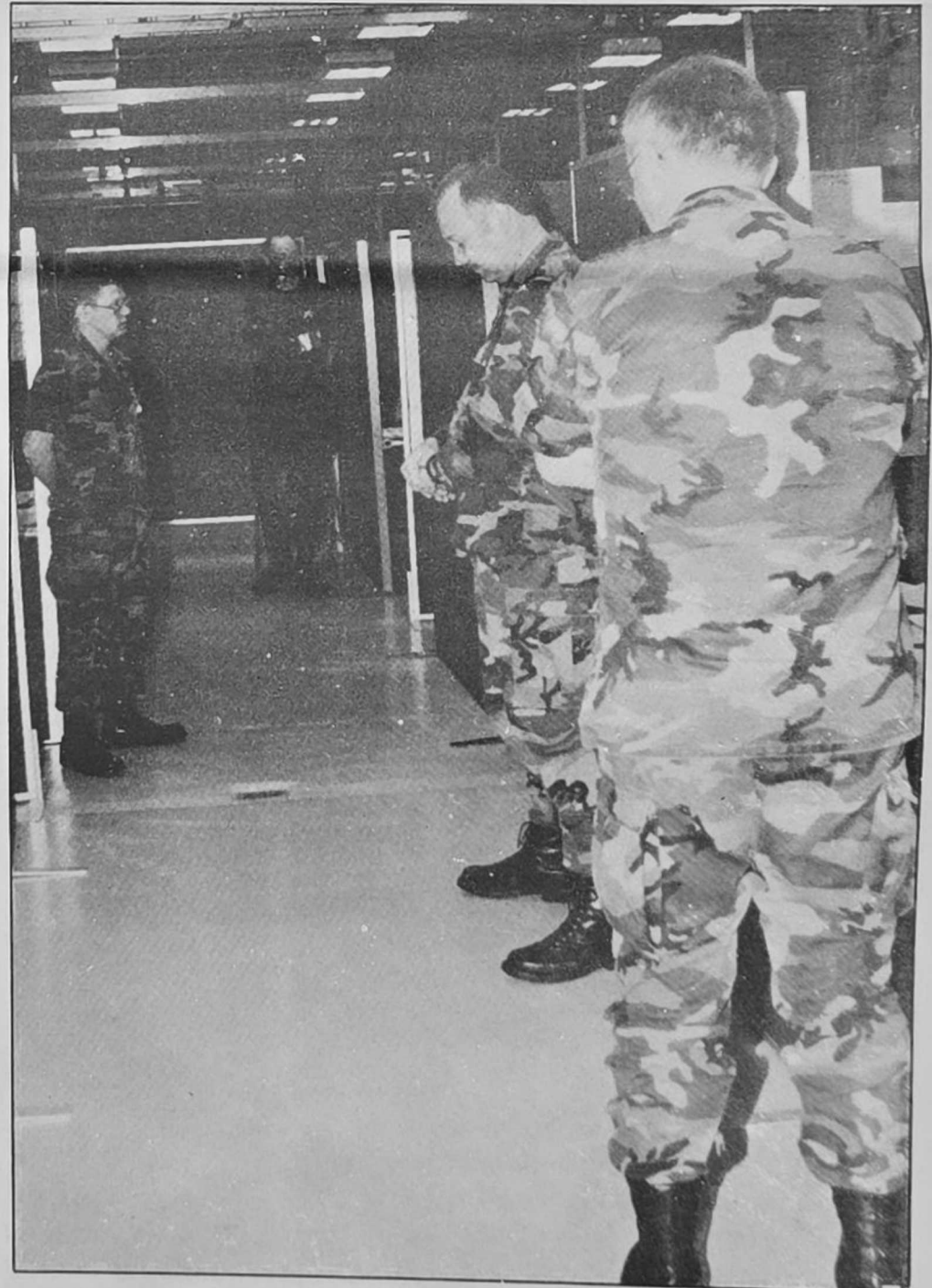
3rd Place

SSgt. Mark A. Daly
90th Operational Support Squadron
F.E. Warren AFB, Wyo.

SSgt. Kevin A. Ritzer
90th Operational Support Squadron
F.E. Warren AFB, Wyo.



The strain of the competition shows on the face of SSgt. Mark A. Daly, representing the Air Force Materiel Command.



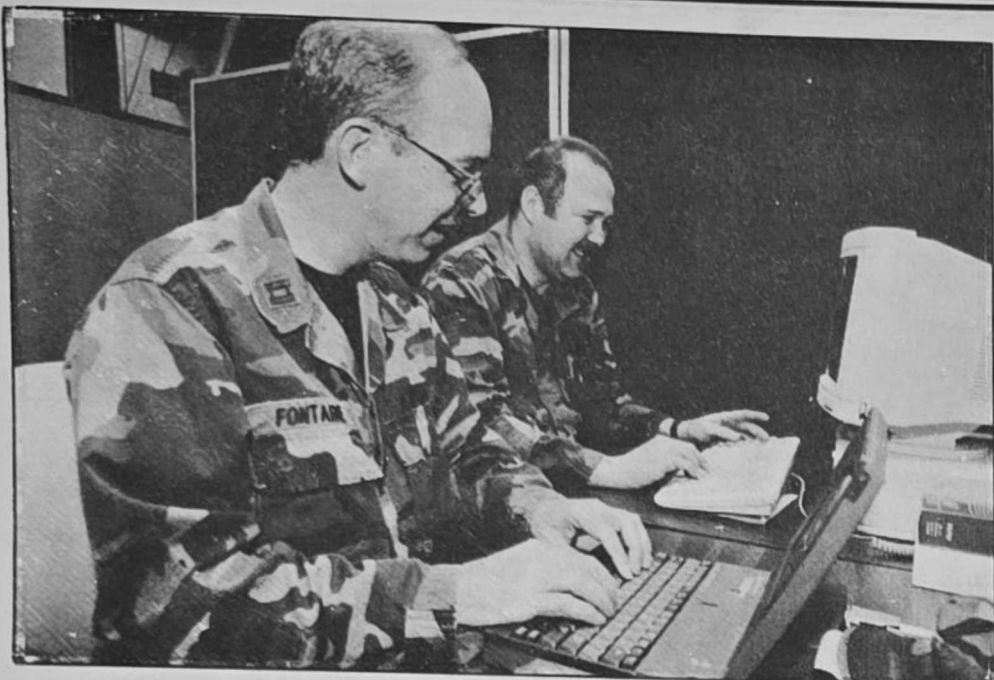
TSgt. William M. Rhodes



TSgt. William M. Rhodes

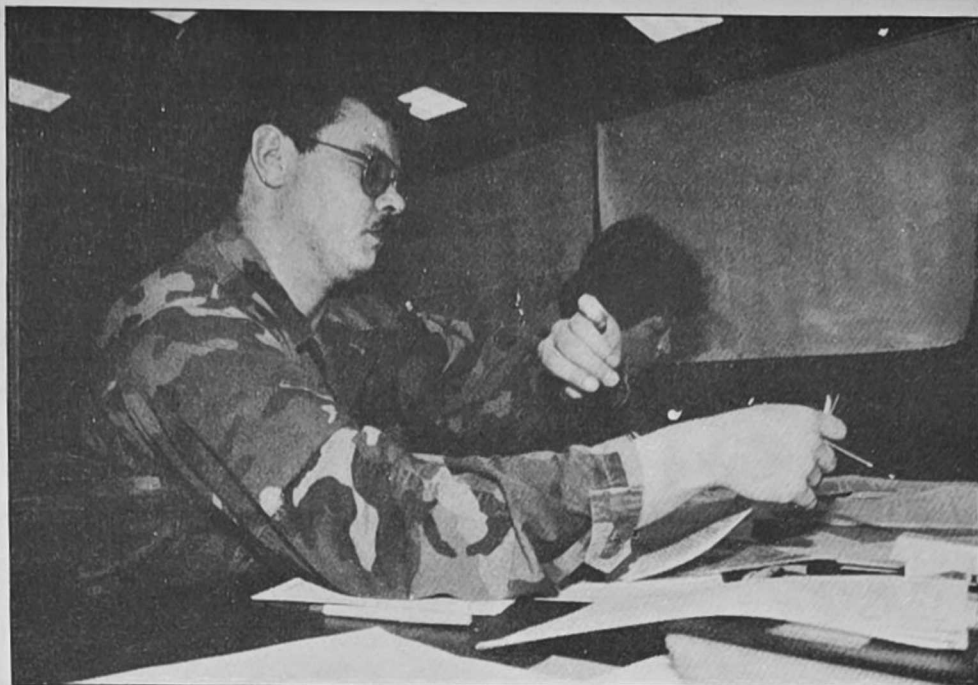
SSgt. John S. Turnbull and MSgt. Mark S. Fisher discuss a forecast.

Controllers wait for the end of one scenario to gather team forecasts. Each team was given the same amount of time to finish each phase. The controllers also gave guidance throughout the competition.



TSgt. William M. Rhodes

Capt. Michael S. Fontaine and TSgt. Gary Russell, used a local area network to control weather data sent to the teams. Russell was also the official time keeper for the event.



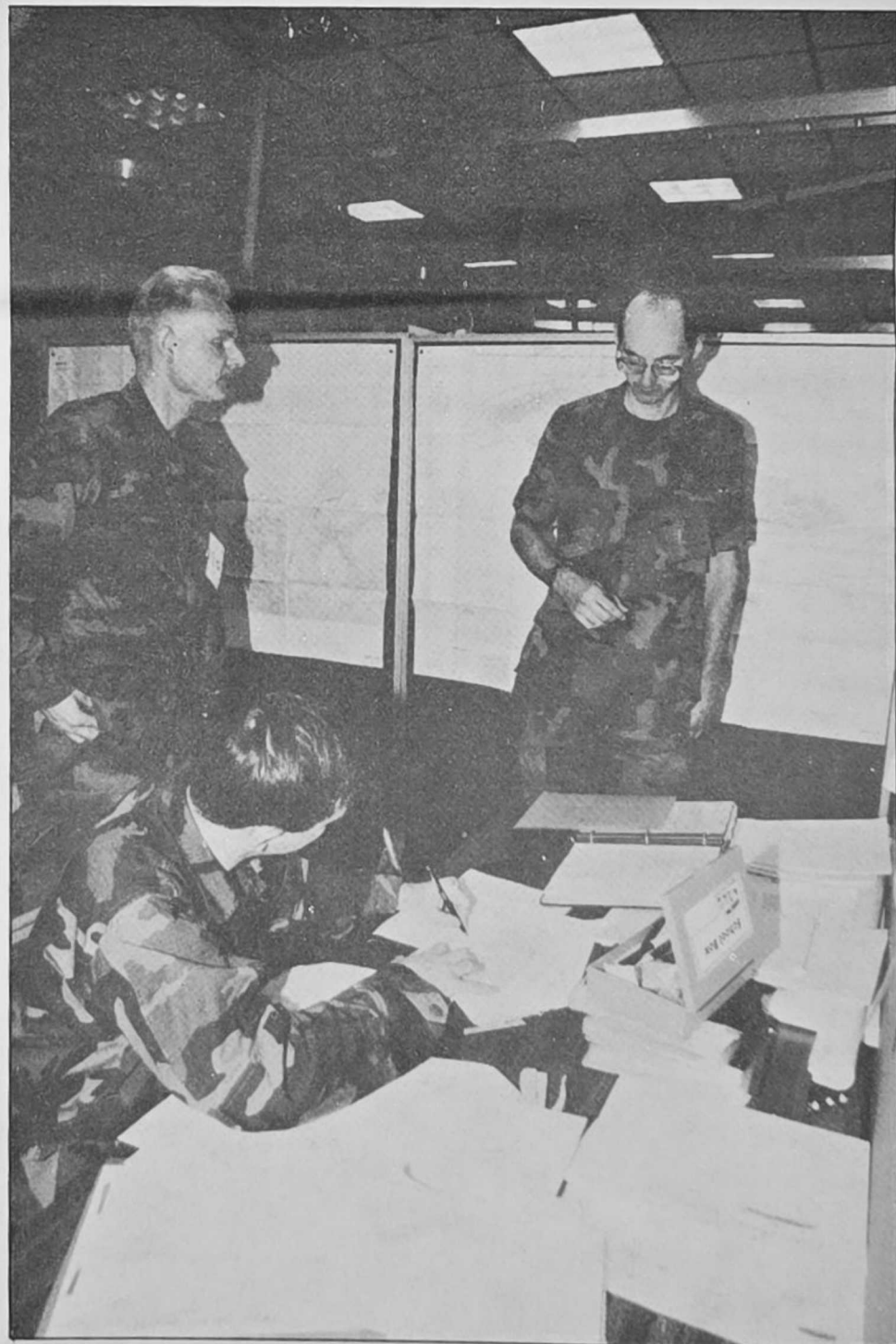
TSgt. William M. Rhodes

Since each of the three phases of each scenarios was timed controlled, many teams divided certain functions to avoid duplication of effort.



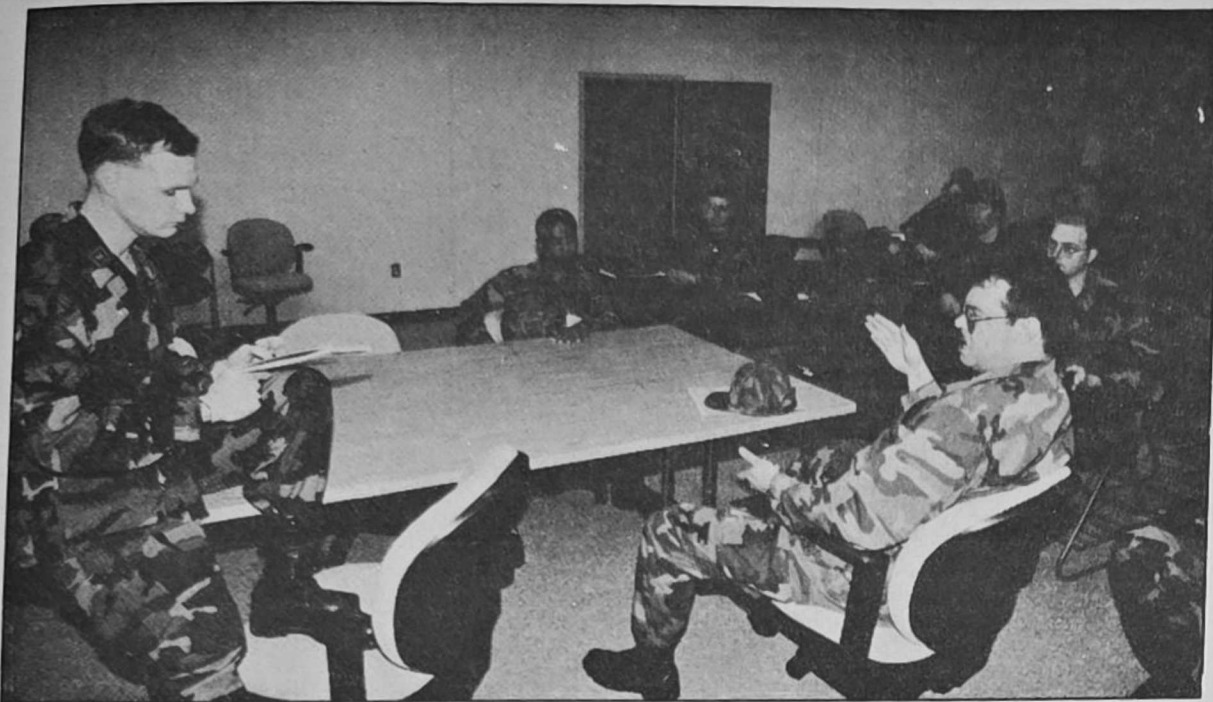
TSgt. William M. Rhodes

SMSGt. Robert F. Brooks and Ken Hill talk about team scores after the first scenario. Hill developed the scoring system used during the competition.



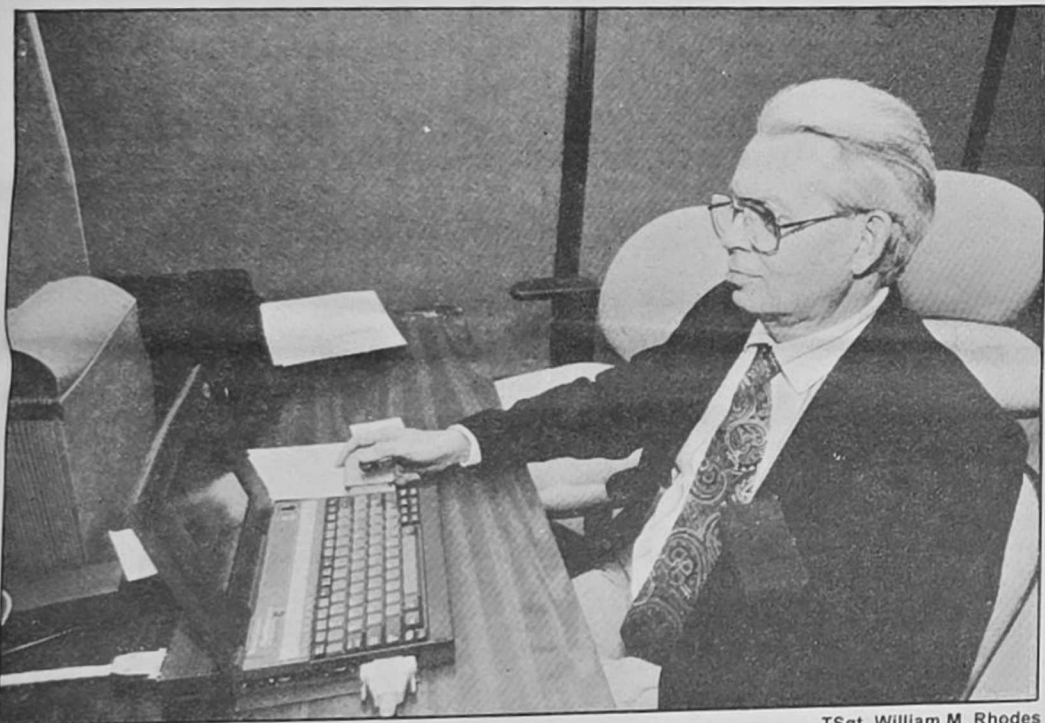
TSgt. William M. Rhodes

Forecasters signed each forecast worksheets prior to handing them to the controllers for scoring.



TSgt. William M. Rhodes

After each shift, forecasters were debriefed on the last scenario.



TSgt. William M. Rhodes

Ken Hill, a civilian staff member at Air Weather Service, inputs forecast data into a spreadsheet scoring system he developed.



Forecasters check out the up-to-date scores which were posted each day.

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Q u o t a b l e Q u o t e s
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Throughout Forecast Challenge 94 new teammates and some older acquaintances put their knowledge and pride on the line for themselves and the commands they represented. There were moments, however, when in the heat of the battle to make that "perfect" forecast, competitors were overheard uttering a few choice words to themselves and their partner. The following are some of the most treasured phrases collected by the staff of the competition.

"There's no weather here. They're trying to trick us. Look again!"

"Do we have to put it in current TAF code?"

"Which one we doing first, the target or the orbit? I don't know. Aren't they the same?"

"If we get thunderstorms, we're gonna get screwed!"

"Do we have to forecast for all the targets?"

"THIS IS STRANGE!"

"I wish we didn't get this chart."

"Are you sure you did ALL OF THEM?"

"IS IT TOO LATE TO GET A NEW PARTNER?"

"The front stalled.... What else is new?"

"I'm tired of what if?...What if? Let's make a decision."

"THIS IS UNBELIEVABLE!!"

"My partner is ready to blow a head gasket."

(During Debrief) "So, is that to increase the level of UNCERTAINTY?"

"I feel like I tested for master again."

"Where is the 'X' for You Are Here?"

"I think this is a new way to encode a TAF?"

"Wait'll you see what we put out, you'll be laughing."

"Their observer's hosed."

"Just make them ALL Green."

"Oh, that's the chart that is easy to misplace."

"If we screw one up, we screw them all up!"



Forecast Winners: SSgt. Klaus Lammers, Maj. Marilyn M. Clouden and MSgt. Dene A. Tribe show off the awards won for the United States Air Forces in Europe by the two enlisted weather forecasters at the first wartime forecasting competition called Forecast Challenge 94. The team of Lammers and Tribe took first place in two categories: the Dunlap-Weiberg Award (Terminal Aerodrome Forecast) and the Yates Award (Overall Category). Lammers is assigned to Detachment 2, 7th Weather Squadron, Hanau Army Airfield, Germany. A native of Sussex, Wisc., he enlisted in the Air Force in August 82. Following technical training at Chanute AFB, Ill., in January 1983, he has been assigned to the following locations: Det. 1, 7th WS, Feucht AAF, Germany; Operating Location-C, Headquarters, Air Weather Service, Chanute AFB, Ill.; Weather Technician Course, Chanute AFB; Det. 13, 5th WS, Fort Eustis, Va; Det. 1, 7th WS, Feucht AAF; and at his present location since May 1992. Tribe is stationed at the 100th Operational Support Squadron Weather Flight, RAF Mildenhall, United Kingdom. This native of Colorado Springs, Colo., enlisted in 1981 as a Weapons Control Systems Mechanic. Following his technical training at Lowry AFB, Colo., in February 1982 he has been assigned to the following locations: 57th Component Repair Squadron, Nellis AFB, Nev.; 81st Aircraft Generation Squadron, RAF Bentwaters, UK; Weather Specialist Course, Chanute AFB; Det. 15, 9th WS, Grand Forks AFB, N.D.; Weather Technician Course, Chanute AFB; 416th OSS Weather Flight, Griffiss AFB, N.Y.; and at his present location since December 1991. Major Clouden is a staff weather officer assigned to Headquarters, USAFE.





Across the Board: Col. Thomas P. Walters, Director of Weather, Air Mobility Command, poses with TSgt. Dennis P. Davis and SSgt. Joseph C. Burge after the awards ceremony for the first wartime forecasting competition. The pair were the only team to win an award in each of four categories at Forecast Challenge 94. Davis is assigned to the 62nd Operational Support Squadron, McChord AFB, Wash. A native of Rushville, Ind., he enlisted in 1980. His assignments include Pease AFB, N.H.; Offutt AFB, Neb.; Chanute AFB, Ill. (forecasting school); Offutt AFB, Neb., where he was assigned to the Air Force Global Weather Central; Osan Air Base, South Korea; and at his present location since 1991. Burge is assigned to the 375th Weather Squadron, Scott AFB, Ill. A native of Mansfield, Ohio, he enlisted in 1984. His assignments include Norton AFB, Calif.; Fort Wainwright, Alaska; Chanute AFB (forecasting school); and at his present location since 1990.





Medals

Meritorious Service Medal

Capt. John D. Murphy, Headquarters Air Weather Service, Scott AFB, Ill.
 Capt. Robert H. Tippet, United States Environmental Technical Applications Center, Scott AFB, Ill.
 Capt. Mark W. Seifert, USAFETAC, Scott AFB, Ill.
 MSgt. Bruce E. Bronsema, USAFETAC, Scott AFB, Ill. (1st Oak Leaf Cluster)
 Lt. Col. Alfonso J. Mazurowski, HQ AWS, Scott AFB, Ill. (2nd OLC)
 Maj. Richard H. Blackmon, HQ AWS, Scott AFB, Ill. (2nd OLC)
 MSgt. William M. Spaulding, HQ AWS, Scott AFB, Ill. (2nd OLC)
 CMSgt. William M. Scheib, HQ AWS, Scott AFB, Ill. (3rd OLC)
 SMSgt. Susan K. Floyd, HQ AWS, Scott AFB, Ill. (3rd OLC)
 Maj. Michael D. McAtee, HQ Air Force Global Weather Central, Offutt AFB, Neb.
 MSgt. Sam Liberto III, HQ AFGWC, Offutt AFB, Neb.
 TSgt. Harry L. Druckenmiller Jr., HQ AFGWC, Offutt AFB, Neb.
 MSgt. Thomas A. Bailey, 1st Weather Group, Fort McPherson, Ga.
 MSgt. Mark Sanders, Detachment 11, 1st WG, Fort Sill, Okla.
 SMSgt. Stephen L. Rosemier, 1st WG, Fort McPherson, Ga. (1st OLC)
 Capt. James E. Walker, 1st WG, Fort McPherson, Ga.

Air Force Commendation Medal

Capt. Fawn R. Lemay, HQ AFGWC, Offutt AFB, Neb.
 MSgt. Chevarria R. Benito, Det. 7, HQ AFGWC, Tinker AFB, Okla.
 SSgt. Dana R. Becker, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Chris C. Childress, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Joseph K. Cruz, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Samuel G. Dolinger, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Linda B. Lindsey, HQ AFGWC, Offutt AFB, Neb.
 SSgt. David L. Robbins, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Paul C. Teff, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Scott D. Mahan, HQ AFGWC, Offutt AFB, Neb.
 Sgt. John C. Bondi, HQ AFGWC, Offutt AFB, Neb.
 Sgt. Kenneth A. Ferguson, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Daniel H. Byrd, Det. 4, 1st WG, Fort Drum, N.Y.
 SrA. Michael Carter, Det. 3, 1st WG, Fort Bragg, N.C.
 TSgt. Robert L. Fuller, Det. 1, 1st WG, Fort Campbell, Ky.
 TSgt. David Jarvis, Det. 8, 1st WG, Fort Riley, Kan.
 SrA. Ruby D. Thomas, Operating Location-A, 1st WG, Fort Irwin, Calif.
 SSgt. Lawrence R. Bynon III, 52nd OSS, Spangdahlem AB, Germany
 TSgt. William J. Murtagh, 673rd Operations Squadron, Eareckson Air Force Station, Alaska

Army Commendation Medal

MSgt. Daniel M. Toomey, HQ AFGWC, Offutt AFB, Neb.
 TSgt. Timothy P. Blair, HQ AFGWC, Offutt AFB, Neb.
 SrA. Kerry Malchose, Det. 3, 1st WG, Fort Bragg, N.C.

Joint Service Achievement Medal

SSgt. Jose R. Rodriguez, HQ AFGWC, Offutt AFB, Neb.

Air Force Achievement Medal

Capt. Stephen B. Allen, HQ AFGWC, Offutt AFB, Neb.
 1st Lt. Kenneth W. Camp, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Kenneth P. Alaire, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Terry L. Barnes, Det. 11, HQ AFGWC, Hickam Weather Switch, Hickam AFB, Hawaii
 Sgt. James R. Guillemette, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Laura J. Howard, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Frank R. Simpson, Det. 11, HQ AFGWC, Hickam Weather Switch, Hickam AFB, Hawaii
 Sgt. Victoria L. White, HQ AFGWC, Offutt AFB, Neb.

SrA. Joy E. Eapon, Det. 7, HQ AFGWC, Tinker AFB, Okla.
 SrA. Nicolas A. Reisen, HQ AFGWC, Offutt AFB, Neb.
 A1C Marc R. Anderson, Det. 7, HQ AFGWC, Tinker AFB, Okla.
 A1C Seth T. Farnsley, Det. 7, HQ AFGWC, Tinker AFB, Okla.
 SSgt. James D. Anderson, 1st WG, Fort McPherson, Ga.
 SSgt. E. Jon Hubbell, Det. 58, 1st WG, Fort Carson, Colo.
 SrA. Shannon Miller, Det. 4, 1st WG, Fort Drum, N.Y.
 SrA. Adam L. Taylor, 673rd OPS, Eareckson AFS, Alaska
 A1C Tiffany L. Northrop, 673rd OPS, Eareckson AFS, Alaska

Army Achievement Medal

SSgt. Bruce A. Suntych, HQ AFGWC, Offutt AFB, Neb.
 SrA. Stanley Derrick, Det. 31, 1st WG, Fort Polk, La.
 MSgt. Brenda Paprocki, Det. 3, 1st WG, Fort Bragg, N.C.
 SSgt. Thomas J. Targaszewski, Det. 1, 1st WG, Fort Campbell, Ky. (2nd OLC)

Air Force Good Conduct Medal

MSgt. Christopher Andrejick, Det. 5, 1st WG, Fort Knox, Ky. (4th OLC)
 SrA. Richard R. Cote, Det. 5, 1st WG, Fort Knox, Ky.
 SrA. Michael P. Bielas, 673rd OPS, Eareckson AFS, Alaska
 SrA. Daniel B. Ritch, 673rd OPS, Eareckson AFS, Alaska

Promotions

To Captain

John A. Coover, HQ AFGWC, Offutt AFB, Neb.

To First Lieutenant

Robert P. Asbury, Det. 21, 1st WG, Fort Stewart, Ga.

To Master Sergeant

Thomas M. Simon, 673rd OPS, Eareckson AFS, Alaska

To Technical Sergeant

Donald G. Carson, HQ AFGWC, Offutt AFB, Neb.
 Sheryl J. Nichols, HQ AFGWC, Offutt AFB, Neb.
 Paul D. Pierce, HQ AFGWC, Offutt AFB, Neb.

To Staff Sergeant

Jeffrey A. Bigsby, 123rd Weather Flight, Portland, Ore.
 Greg Cobb, 105th WF, Nashville, Tenn.
 Germaine D. Garner, 207th WF, Indianapolis, Ind.
 Shelby L. Smith, 110th WF, Bridgetown, Mo.
 Thomas W. Usry II, 159th WF, Camp Blanding, Fla.
 Gary W. Kinney, HQ AFGWC, Offutt AFB, Neb.
 Don N. Howell Jr., Det. 9, 1st WG, Fort Rucker, Ala.

To Senior Airman

Brain P. Burgin, 165th WF, Louisville, Ky.
 Edward R. Douglas, 120th WF, Aurora, Colo.
 Robert V. Hathaway, 140th WF, Willow Grove, Pa.
 Marshall D. Casey, HQ AFGWC, Offutt AFB, Neb.
 Joy E. Eapon, Det. 7, HQ AFGWC, Tinker AFB, Okla.
 Carl R. Garcia, Det. 11, HQ AFGWC, Hickam Weather Switch, Hickam AFB, Hawaii
 Ryan D. Giles, Det. 11, HQ AFGWC, Hickam Weather Switch, Hickam AFB, Hawaii
 Allan Clay, Det. 4, 1st WG, Fort Drum, N.Y.
 Angela S. Parrucci, Det. 6, 1st WG, Fort Lewis, Wash.
 Thomas S. Prochazka, Det. 58, 1st WG, Fort Carson, Colo.
 Lena M. Brock, 673rd OPS, Eareckson AFS, Alaska (Below-the-Zone)
 Michael M. Wimmer, 673rd OPS, Eareckson AFS, Alaska (Below-the-Zone)
 Daniel B. Ritch, 673rd OPS, Eareckson AFS, Alaska
 Ashleigh B. Brown, 673rd OPS, Eareckson AFS, Alaska
 Adam L. Taylor, 673rd OPS, Eareckson AFS, Alaska

To Airman First Class

Kenneth D. Gagne, 131st WF, Westfield, Mass.
 Scott C. Morgan, 154th WF, North Little Rock, Ark.
 David J. Stout, 207th WF, Indianapolis, Ind.
 Ryan D. Turner, 107th WF, Selfridge ANG Base, Mich.
 Jon D. Wicklund, 208th WF, St. Paul, Minn.
 Sean P. Carlisle, HQ AFGWC, Offutt AFB, Neb.
 Rudy Scott, Det. 11, 1st WG, Fort Sill, Okla.
 Starla Simpson, Det. 1, 1st WG, Fort Campbell, Ky.
 Richard A. Lopes, 722nd Operational Support Squadron, March AFB, Calif.

Reenlistments

TSgt. Rick L. Avery, HQ AFGWC, Offutt AFB, Neb.
 TSgt. Russell H. Tomlinson, Det. 11, HQ AFGWC, Hickam Weather Switch, Hickam

AFB, Hawaii
 Sgt. Erik D. Rabes, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Roma Biagas-Duressequ, Det. 31, Fort Polk, La.
 SrA. Daniel B. Ritch, 673rd OPS, Eareckson AFS, Alaska

Retirements

MSgt. Edgar E. Vachino, Det. 13, 1st WG, Fort Eustis, Va.

Badges

Egyptian Parachutist Wings

SrA. Kenneth E. Harris, Det. 1, 1st WG, Fort Campbell, Ky.
 SrA. Travis L. Longmire, Det. 1, 1st WG, Fort Campbell, Ky.
 SSgt. Thomas J. Taragaszewski, Det. 1, 1st WG, Fort Campbell, Ky.
 Capt. Billy R. Venable Jr., Det. 1, 1st WG, Fort Campbell, Ky.
 TSgt. Robert L. Fuller, Det. 1, 1st WG, Fort Campbell, Ky.

Education

Bachelor of Arts Degree in Business Administration

SrA. Robert G. Ebel, Det. 9, 1st WG, Fort Rucker, Ala.

Airman Leadership School

SrA. Brian H. Landtroop, Det. 1, 1st WG, Fort Campbell, Ky.

NCO Academy

TSgt. Brenda S. Huebner, 52nd OSS, Spangdahlem AB, Germany

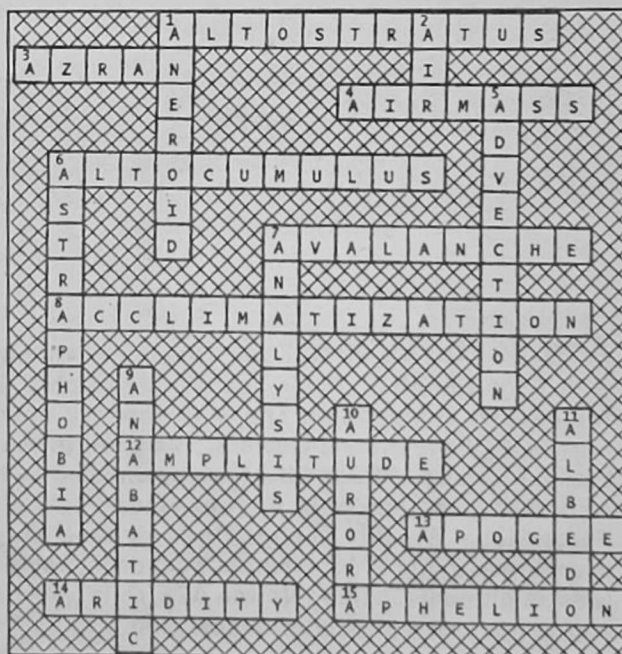
Combat Survival School

TSgt. Rodney J. Hull, Det. 3, 1st WG, Fort Bragg, N.C.
 A1C Alton Donne Prayer, Det. 3, 1st WG, Fort Bragg, N.C.
 AB Erik V. Ronse, Det. 3, 1st WG, Fort Bragg, N.C.
 Amn. Ryan L. Schramling, Det. 3, 1st WG, Fort Bragg, N.C.
 Amn. Gregory J. Strong, Det. 3, 1st WG, Fort Bragg, N.C.
 SrA. Carter F. Wirtz, Det. 3, 1st WG, Fort Bragg, N.C.

Stork Report



SSgt. Randy and Bobbie Miller, a boy, Kyle Kerrigan, HQ AFGWC, Offutt AFB, Neb.
 SSgt. Patricia A. and Patrick Mumford, a boy, Garrett, HQ AFGWC, Offutt AFB, Neb.
 TSgt. Richard W. and Annette Nieman, a boy, Jacob Franklin, HQ AFGWC, Offutt AFB, Neb.
 Sgt. Gary R. Watson, a boy, Jeffrey, 722nd OSS, March AFB, Calif.



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