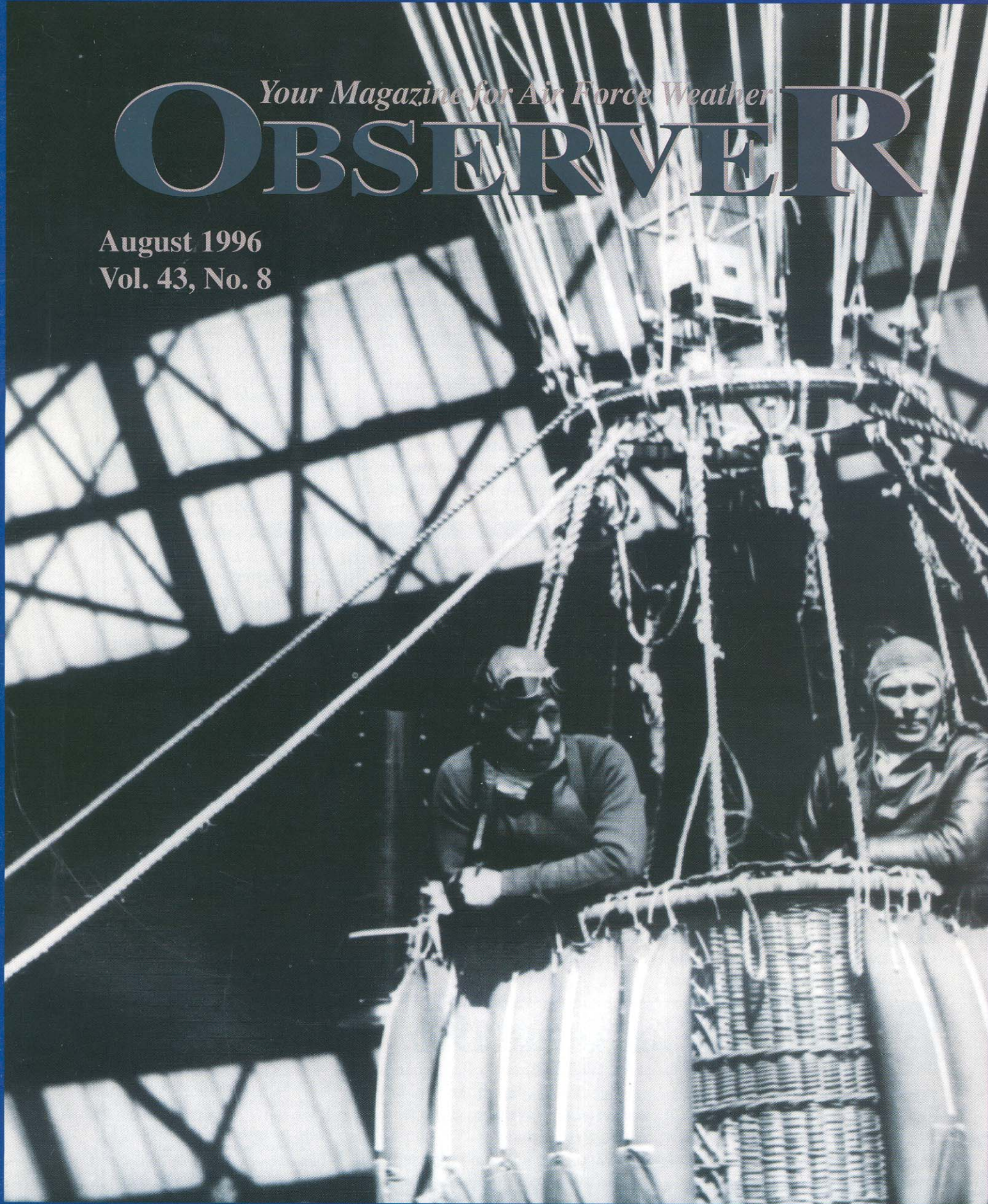


Your Magazine for Air Force Weather
OBSERVER

August 1996
Vol. 43, No. 8



Weather History

The "father" of Air Weather Service, Capt. Randolph P. "Pinkie" Williams (right) in balloon basket at Scott Field, Ill., in April 1935. It was largely due to Captain Williams' efforts that the Army Air Corps Weather Service came into existence in 1937.

Colonel Lewis Becomes XOW, Replacing General Lennon

Col. Fred P. Lewis became the new Director of Weather, Deputy Chief of Staff, Plans and Operations, Headquarters U.S. Air Force, July 8. Colonel Lewis, who has been selected for promotion to brigadier general, replaces Brig. Gen. Thomas J. Lennon who held the position since May 1994.

General Lennon retires from the U.S. Air Force effective October 1 and plans to reside in the Washington D.C. area.

Colonel Lewis brings a wealth of formal education and practical experience to his new position at the Pentagon. After obtaining a bachelor's degree in physics from the University of Arizona in 1971, Colonel Lewis was commissioned through the Air Force Reserve Officer Training Program in January 1972. He attended the University of Utah for basic meteorology training earning a master's degree in 1973 and a Ph.D in meteorology in 1979 through the Air Force Institute of Technology.

In 1973, he was assigned as a computer systems analyst, Air Force Global Weather Central, Offutt AFB, Neb. In 1976 he returned to the University of Utah to complete his graduate work. He was then assigned as the assistant chief, Numerical Forecast Section at Air Force Global Weather Central in 1979. In 1983 he was assigned to OL-B, Det. 15, 30th Weather Squadron, Suwon Air Base, Republic of Korea, as officer in charge. After attending the Armed Forces Staff College in 1984, he became Assistant Chief, Technical Services Division, Directorate of Programming and Policy, Deputy Chief of Staff for Plans,

Military Airlift Command, Scott AFB, Ill. While in that position, he worked funding and manpower issues for Air Weather Service.

In December 1985, Colonel Lewis was selected to be the first Air Force Weather Officer for space shuttle duty, but never flew due to the Challenger disaster. In May 1986, he became vice commander, U.S. Air Force Environmental Technical Applications Center, Scott AFB. In August 1987 he assumed command of the 26th Weather Squadron, Barksdale AFB, La., where his units supported Strategic Air Command's Eighth Air Force. He attended the Air War College and in July 1990 he assumed the duties of Deputy Chief of Staff, Automation Support, Headquarters Airlift Communications Division. In October 1990 Colonel Lewis took command of 1500th Computer Systems Group, Scott AFB. The unit provided computer and communications support for U.S. Transportation Command, Air Mobility Command, and Air Force Communications Command.

From August 1992 to March 1994, Colonel Lewis served as the chief of the Weather Division, Directorate of Operations and Logistics, United States Transportation Command at Scott AFB, Ill.. Colonel Lewis' last assignment before assuming his current position was as the director of the Joint Transportation Corporate Information Management (CIM) Center (JTCC), United States Transportation Command at Scott Air Force Base.



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Integrity, Service, And Excellence

How These Values Are Reflected In Air Force Weather

I'm proud to rejoin the professionals of the Air Force Weather team as the Air Force Director of Weather.

In the short time I've been at the Air Staff, I've been quickly reminded that Air Force Weather's tradition of quality weather support is crucial to the successful accomplishment of military ground, air, and space operations. I've also realized that "teamwork" is the key to our continued success.

While I was at U.S. Transportation Command, I had a first-hand opportunity to see how important quality weather support was to the DoD and to the warfighter.

Clearly, it takes a quality team of people to make this happen and Air

Force Weather people (active duty, reserve components, and civilians) are this quality team.

Your tradition of excellence will continue to be in much demand as we face the many challenges ahead in our business of observing and forecasting the atmospheric and space weather.

As this is my first OBSERVER article, I want to share my thoughts on our Air Force core values — integrity, service, and excellence — and how I see those values reflected in Air Force Weather.

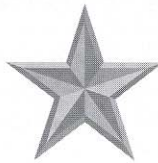
I believe integrity is an absolute must in everything we say and do. As Secretary of the Air Force Sheila E. Widnall said, "We absolutely must

by Col. (Brig. Gen. sel.) Fred Lewis
Air Force Director of Weather

be able to rely on the word of Air Force members."

Applying this to our Air Force Weather team, it means that we can always count on the weather products and service of every team member to be of the highest quality. This will ensure on-target weather support for our many worldwide customers.

"Your tradition of excellence will continue to be in much demand as we face the many challenges ahead in our business of observing and forecasting the atmospheric and space weather."



*Col. (Brig. Gen. select) Fred Lewis
Air Force Director of Weather*

The Air Force's core value of service before self has always been the watch phrase of weather. Our history is replete with examples of this. Our weather teams and its members have always been ready and willing to go where needed, when needed, and to do what's needed.

Today, we continue to uphold that tradition around the world, from Central America to Bosnia to Southwest Asia and in countless other places. In another sense, service before self means we put our customer's needs above our own.



We must all continue to ensure our customers receive the quality weather support needed to accomplish their many missions.

The third value, excellence, is important in everything we do, both personally and professionally. For our Air Force Weather team, it must express our desire to reach beyond our earlier achievements and to continue to improve our ability to provide quality weather support.

All of us in Air Force Weather must continue to focus on excellence in our support to our customers.

There is one ingredient which must be added to tie all of this together to make Air Force Weather the best it can be -- leadership.

Leadership is key at all levels within our organizations. Every member of the Air Force Weather team has a part to play in leading the way to make Air Force Weather the very best.

I look forward to a bright future for Air Force Weather. I believe that our mission -- observing and forecasting -- remains critical to successful ground, air, and space operations. On a more personal note, I look forward to meeting and working with each of you as part of the Air Force Weather team.

In closing, I challenge each of you to apply our core values -- integrity, service, and excellence -- in every endeavor.

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

Personal Observations

Weather Warrior Spirit In USAFE Operations

Let me share a secret: USAFE is where it's at! I recently had the privilege to visit U.S. Air Forces in Europe weather units in Germany, Bosnia, and Hungary, and observe first hand the contributions of Air Force Weather people. I discussed with them the capabilities and limitations of the equipment and supporting structure we've put in place.

In last month's OBSERVER, I wrote about the "Role of the Weatherman." This column will share some personal observations of weather people in action.

Everywhere I saw commitment, dedication, mission focus, teamwork, and spirit that was awe-inspiring. Understaffed units were surging hard to match the requirements of a soaring operations tempo at home and a heavy, unrelenting deployment load. People were stepping up to the challenge of technical and tactical training and working hard to accommodate the rush of new technology that is entering our workplace in a steady stream.

At Tuzla, Bosnia, I saw our comrades dressed in helmet, body armor, LBE, and gas mask, armed and ready to complete their tough mission. Maj. Ted Vroman and his team were building on the extraordinary accomplish-

ments of Maj. Randy Skov's first-in team to bring value-added support to the Bosnia Implementation Forces (IFOR).

I saw a young lieutenant at Tuzla West sharpen her formidable leadership skills where it counts most in our business. She put her mission and people first and her own comfort and personal concerns a distant second. I watched seasoned NCO leaders, two master sergeant selectees in particular, take charge of their subordinates and accept the responsibility that belongs uniquely to our proud NCO corps.

I talked with Staff Sgt. McKinney who had established a limited observing network

by Col. Joseph D. Dushan
Commander
Air Weather Service

that was paying handsome dividends in improved forecast accuracy for the area of operations. When he finishes his 12-hour shifts, Sergeant McKinney augments IFOR security teams traveling the length and breadth of the dangerous sector.

I met two forecasters at Kaposvar Airfield who provided critical weather support under daunting and austere conditions. I saw the same teamwork, spirit, and dedication at Taszar, Hungary.

Elsewhere in USAFE, I visited Air Force and Army weather units and discussed the challenges that occupy their attention. The Aviano weather unit, for example, has just finished eight months of 12-hour shifts. The Grafenwoehr detachment is moving at full speed to implement "Back to Basics."

"The Air Weather Service and AFW team exist solely to support their efforts for war-fighting operating forces. Everything we are as a functional team comes together to help them succeed."



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

Ramstein base weather has heavy deployment taskings and was in the process of integrating AWDS 3.2.

Master Sgt. Dave Smith and his great folks at Katterbach had questions about spare parts availability to keep their FPS-77 radar operating. The Illesheim detachment asked about standardized procedures for calibrating MOS kit items. The Detachment 8 team at Sandhofen was hosting initial training sessions for the deployment of IMETS.

The EMC at Traben-Trarbach was im-



mersed in support for Bosnia forces and simultaneously working with Air Force Global Weather Center (AFGWC) to make regionalization a success. Headquarters staffs at Ramstein and Heidelberg is losing experienced people to PCS moves, but keeping pace with the technical, tactical, and personnel challenges.

The tremendous Weather Warrior spirit I saw displayed in USAFE is not confined to that theater alone. The examples I've listed are repeated hundreds of times every day in other AORs around the globe.

Skilled and professional AFW men and women perform remarkable feats in Korea, Central America, across the Pacific theater, and in CONUS weather units. The Air Weather Service and AFW team exist solely to support their efforts for warfighting operating forces. Everything we are as a functional team comes together to help them succeed.

In closing these personal observations, let me speak to commanders, directors, supervisors, team chiefs, and crew leaders everywhere.

Gen. Dennis Reimer, Army Chief of Staff, made the following observation upon returning from a trip very much like mine. His words should always echo in our minds and actions as we work on behalf of our exceptional people:

"The challenge that we senior leaders face, especially now we've downsized, is that it's too easy to treat the fortitude and can-do attitude of our great soldiers as an inexhaustible resource. It is not."

Every day, in every way, we must seek innovative solutions to accomplish our atmospheric and space weather mission without squandering the precious contributions, dedication, and courage of the fantastic men and women who constitute the AFW team. I cannot adequately express my pride and gratitude for what you all do so very well. For now, simply, Thank You!

Have a question for Colonel Dushan? Write to: HQ AWS/CC, 102 W. Losey St., Rm. 105, Scott AFB, Ill. 62225-5206.

Commissioning, Promotions

Facts And Figures For Your Information



by Chief Master Sgt. Jim Hoy
Air Force Weather
Superintendent of Weather

In the December 1995 issue of the OBSERVER, I discussed various programs that enabled enlisted personnel to receive a commission. One of them was the Airman Education and Commissioning Program (AECP).

Recently, the Air Force announced this year's selectees and I want to congratulate three 1WXXX personnel for making the cut: Tech. Sgt. Edward T. Amrhein from Fort Hood, Texas; Staff Sgt. Robert A. Steenburgh from Keesler AFB, Miss.; and Senior Airman Jerome H. Hernandez from Altus AFB, Okla.

All three were selected to pursue degrees in meteorology. We wish you luck and look forward to your return to the weather career field in a few short years.

Here are some statistics for those who might be considering pursuing a similar path.

		AVERAGE SELECTEE	AVERAGE APPLICANT
ACADEMIC APTITUDE		80	70
VERBAL		74	64
QUANTITATIVE		80	70
GPA	SCIENCE GPA	3.75	3.48
	MATH GPA	3.61	3.49
	TOTAL GPA	3.61	3.42
SAT	VERBAL	654.4	604.3
	MATHEMATICS	658.9	625
	COMPREHENS.	1,313.3	1,229.3
ACT	ENGLISH	26.5	25.3
	MATHEMATICS	28.3	26.9
	READING	31	29
	SCIENCE	30.1	27.4
	COMPREHENS.	29.1	27.2

For those that made the promotion cut to master and technical sergeant in June, also, congratulations.

You've probably already seen the 1WXXX statistics, but I want to give you some comparison information. (See chart below)

One last subject, in what probably seems like an unrelated grouping of information.

This month we say "Hello" and "Welcome Back" to a weather warrior — Brig. Gen. (select) Fred Lewis as the Director of Weather. He brings enthusiasm and excitement about leading Air Force Weather. I'm sure you'll get a variety of opportunities to visit with him.

On the other side of that coin, I fielded a call the other day from a retired chief master sergeant asking if we had inducted the retiring Director of Weather, Brig. Gen. Thomas J. Lennon, as an honorary chief master sergeant.

The answer is a bit more complicated. In fact, the chief master sergeants in the weather career field presented General Lennon a special memento on behalf of the weather enlisted corps.

The memento was the inaugural issue of the Order of the Hammer. This award represents Thor, the God of Thunder, and his chosen weapon, the hammer.

The chief master sergeants in the weather career field established the Order, using the symbolism of Thor and the hammer, so that we could honor those weather leaders that take special care of the enlisted force.

The chiefs presented the Order of the Hammer to General Lennon, at a small enlisted dinner at Langley AFB, Va., in May. We are proud that he wears the weather badge, and we wish him well.

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

Year	Promote To	# Select.	% Select.	Years TIG	Years TIS	EPR	Decorations	SKT	PFE	Total
1995	MSgt.	52	20.8	4.78	15.86	132.35	9.38	62.15	66.27	339.74
1996	MSgt.	44	19.13	4.52	15.89	132.08	11.02	66.31	65.15	342.80
1995	TSgt.	57	11.49	7.55	13.14	128.34	7.25	60.60	67.97	343.52
1996	TSgt.	53	11.18	7.83	13.85	129.20	6.85	64.25	69.77	351.13

A "Quality" Cut

For Detachment And Station Chiefs

Station chiefs, like detachment chiefs, hold Air Force Weather's (AFW) most crucial and demanding enlisted position. Not only are they qualified in all weather station core tasks, they also manage station resources, implement operating procedures and provide technical leadership and enlisted mentorship.

To ensure truly qualified AFW senior NCOs fill these vital roles, we have initiated a separate process for detachment and station chiefs — a "quality" cut.

The new selection process separates detachment and station chief positions from other senior NCO assignments and advertises the openings weekly through the Equal-Plus assignment system (instead of quarterly through the Equal assignment system).

The new process also identifies specific background and experience qualifications and requires volunteers to submit application packages indorsed through their rating chain to the colonel level.

Here's how the process works. The owning major command identifies vacancies to the assignments division at Headquarters Air Force Personnel Center (AFPC). AFPC then releases the Equal-Plus ad, normally working projected vacancies six to nine months out. Each ad contains duty location, volunteer date, selection date, reporting date, qualifications, and application procedures. AFPC updates the Equal-Plus list weekly. The list is available on the AFPC Home Page (<http://www.afpc.af.mil>) and at all MPFs.

Qualification and application procedures for detachment/station chief positions are listed in SPECAT #149 (copy following this article). SPECAT, an acro-

by Chief Master Sgt. Tom Klumb
Chief, Weather Operations
Air Force Directorate of Weather

nym for "special catalog," is a special assignment guide maintained at all military personnel flights (MPF)s.

Volunteers submit nomination packages to AFPC. Statements verifying these qualifications should be included with application packages. AFW personnel may volunteer for several Equal-Plus listings with the same application package.

"Not only are they (station chiefs) qualified in all weather station core tasks, they also manage station resources, implement operating procedures, and provide technical leadership and enlisted mentorship."

Chief Master Sgt. Tom Klumb
Chief, Weather Operations
Air Force Directorate of Weather



The chief of AFW enlisted assignments (at AFPC) reviews the application package and last three EPRs to determine a YES/NO qualification. The EPRs are used to verify experience and quality factors but are not used to qualify or disqualify an individual, except for a referral or "less than 3" rating. AFPC selects the most eligible volunteer among those qualified.

Eligibility is based on time on station, overseas duty history, and date of rank. The "rack and stack" eligibility formula along with procedures when we don't have eligible volunteers will be the subject of my next article.

We have always had a "special process" to select detachment and station chiefs. This process of advertising va-



"Choose The Weather For Battle"

cancies along with standardizing and publicizing the selection steps will only make the selection quality better (more volunteers) and the process easier.

SPECAT #149:

Air Force Weather Detachment/Station Chief

A. Qualifications

1. High moral character, records must not contain negative quality indicators such as referral EPR, control roster, UIF, or alcohol abuse.
2. Statement from medical authority stating member's medical records have been screened for emotional stability with no history of psychiatric disorders.
3. A Secret security clearance and be eligible for a Top Secret clearance.
4. No record of military or civil convictions (minor traffic violations excluded) in the past 7 years.
5. Previous experience as a station chief, assistant station chief, or other NCOIC position.
6. Experience with small computers.
7. Experience with supply, safety, security, and training programs.

B. Application

1. A letter/memo, prepared by the applicant, indorsed through his/her rating chain to the colonel (O-6) level stating the applicant was personally interviewed and found to be fully qualified and recommended for duty as a detachment/station chief.

2. Mail package to HQ AFPC/DPAAD3.

For additional information, contact the 1W0X1 Functional Advisor at HQ AFPC, DSN 487-4156 or CMCL (210) 652-4156. For fax copies, DSN 487-4315 or CMCL (210) 652-4315.

Officer Professional Development

Seek Out Advice, Check Out The Almanac



I have been getting a lot of questions from the field about Officer Professional Development. The question is usually: "What exactly is Officer Professional Development (OPD) anyway?"

Simply stated, OPD is the concept of developing well rounded, professionally competent officers to meet the current and future mission requirements of the Air Force. The object of OPD is to emphasize individual duty performance and motivate officers to develop skills that contribute to the Air Force and the Department of Defense.

OPD is critical in supporting the Air Force mission. Officers professionally prepared to assume the responsibilities of promotions and assignments will be more effective in carrying out the mission.

In addition to specific career path philosophies found in AFPAM 36-2630, there are a number of OPD factors that foster professional growth.

They are: professional military education (PME), the Officer Evaluation System (OES), promotion policies, assignment policies, and commander or supervisor involvement.

OPD contains three basic elements:

- assignments that provide depth and breadth of experience,
- training and education that support our career path,
- and counseling that provides feedback on your performance, training, and future assignments.

Depth and breadth of experience improve performance and potential for increased responsibility (the most important indicator of your potential is

by Maj. John D. Murphy
Air Weather Service
Chief of Personnel

the way in which you perform your daily job — your attitude and the quality of your work).

Training and education includes career specific training, PME, and advanced academic degrees (AADs) beneficial to present or projected job performance (these programs enhance your qualifications and help prepare you for greater responsibilities).

"Simply stated, OPD is the concept of developing well rounded, professionally competent officers to meet the current and future mission requirements of the Air Force."



Maj. John D. Murphy
Chief of Personnel, Air Weather Service

Supervisors and commanders use **job and career counseling** to communicate the AF's long-term needs as well as recommended professional development moves, training, and education.

You need to know the expectations for your current job and the type of performance that meets and/or exceeds those expectations. Supervisors and commanders should also consider the types of assignments you have had and the leadership opportunities you have experienced.

Commander and supervisor involvement, and their interaction with you, are the cornerstones to your professional development!

Commanders and supervisors: You play the most direct role in the professional development of your officers.

Each officer's professional development involves an integrated effort of the officer, the commander or supervisor, the military personnel flight (MPF), the major command (MAJCOM), Air Force Personnel Center (AFPC), and Headquarters Air Force (HAF).

Efforts at each level complement each other. The officer should demonstrate motivation and competence; stay abreast of career trends, training requirements, and job openings; and seek advice from you and functional managers.

Commanders and supervisors should provide career guidance, information on job opportunities for professional development, and create a climate that stimulates the officer to consider these factors.

You are in the best position to evaluate and balance duty performance, qualifications, and experience against the officer's professional development needs at particular career phase points.

Your MPF has quick access to all publications, instructions, and guides; they can assist you in learning about OPD. Your MAJCOM is the intermediary in assignment discussions between you and AFPC (*Capt. Tim Hutchison for 15WXs*); they can also assist you.

A key responsibility of AFPC and HAF is to develop and implement policy and procedures that support and/or reinforce OPD.

When changes are required to Air Force policy or procedures, AFPC and HAF ensure changes are in keeping with the spirit and intent of OPD.

AFPC is specifically tasked to distribute officers among the various commands, filling jobs, and ensuring assignment equity.

See OPD,
continued on Page 23

AFW Stan Eval Perspectives

by Lt. Col. Michael Stanley
Chief, AFW Standardization
and Evaluation
HQ AWS, Scott AFB, Ill.

The Air Force Weather Stan-Eval team has completed 12 visits so far in 1996 and has now reached its first anniversary of service. During these visits the team has seen many positive things at the weather stations. People are working hard and attitudes are great.

However, we have seen a few common weaknesses at most of the units. I'll point out some of these key areas, and suggest some ways to not only improve weather station operations, but also improve a unit's chances of doing well on a Stan-Eval visit.

There are five major areas where we in Stan-Eval have consistently seen some weakness.

I'd like to first list these areas, then go over them in detail, offering possible

suggestions to improve these processes.

- Training Programs
- Local Analysis & Forecast Program (LAFP)
- Technical Leadership
- Stan-Eval Preparation
- Checkrides

Training Programs

Initial and recurring training for most unit programs is not being accomplished regularly. Most units we've visited have very little in the way of training programs.

The training programs we do see deal more with how to operate the piece of equipment ("knobology") instead of listing specific procedures or concepts that trainees must learn in order to function in the weather station. Training usually ends up being left to individual trainers with little or no guidance provided by leadership.

The major training programs I'm referring to are METSAT, Radar (NEXRAD and/or conventional), and the technical

portion of tactical training.

Additionally, there is very little in the way of documentation to show that personnel are receiving initial and recurring training. Documentation allows units to track progress and to ensure everyone is receiving the required training. By the way, I don't want to downplay training on the operation of equipment. It is just that this type of training seems to be the only kind taking place with little or no technical training being accomplished.

A. METSAT. We've seen some fine programs on how to use, for example, the Harris Looper, but very little in the way of how to interpret the METSAT imagery. METSAT Imagery Reference Files (MIRFs) are for the most part old (1981-1985), and use imagery from technology that doesn't exist today. MIRFs also do not go into detail describing different types of features that affect the local area.

There are many pamphlets out there that help interpret satellite data, but very few units have used this information and incorporated it into their training program. Even fewer units have integrated satellite imagery into the regimes that affect the local base. HQ AWS/XON is developing a *FYI* pamphlet for distribution by September that will explain how to set up a generic METSAT training program.

In the meantime, our suggestion is to take the Stan-Eval checklist (sections 10 and 11) and expand each of these items. This will be an excellent start. When new individuals enter the unit, the METSAT coordinator can go over this program with the inbound forecaster, test the individual, and document that this initial training (both "knobology" and interpretation) has occurred.

Then, at some designated interval, either quarterly or semi-annually, the METSAT coordinator can conduct recurring, seasonally-based training with each individual as well, test them again, and document (again) that this training has occurred. It is an ongoing process.

B. RADAR. The same holds true here. "Knobology" is an important part of initial and recurring train-

ing, but interpretation and understanding of what the radar (both conventional and NEXRAD) has to offer is just as critical if not more so. As with METSAT, AWS/XON is developing a Doppler Weather Radar training program. We recommend using the Stan-Eval checklist (Sections 15 and 16) as a starting point.

Personnel that are working the counter must be able to use and understand radar products, as there will be times when they'll be on shift by themselves and can not always rely on someone coming in to help. Stan-Eval members include radar knowledge and interpretation on each checkride given to a forecaster. For the NEXRAD, we recommend unit leaders save (archive) data and integrate this data into their training programs. This is an excellent way to show new personnel some "real weather" events for the local area. Document that training is taking place.

C. Technically Tactical. Since definitive O-Plan taskings appear to be a thing of the past, the best way to prepare for tactical operations is (1) work with your customer to try and anticipate where your customer may deploy to or (2) attempt to focus in on "hot spots" around the world. What we're mostly seeing is the "tactical" side of tactical — setting up tents, weather equipment, basically getting ready to deploy to the field.

What we're not seeing (which is what we focus on) is how the unit is preparing technically to go to the field. We're looking at the unit's familiarization packages for any "hot spots" or locations to which unit personnel may deploy. To best prepare for this, familiarization packages, similar to the Forecast Challenge packages, are the best way to prepare technically.

By studying local-area effects, by analyzing data from that area, and by preparing forecasts for the same area, unit personnel can better prepare for that deployment. By combining area of operations familiarization with climatology and topography, personnel can deploy, not be caught off guard, and play catch-up after arriving at the deployed location.

A tactical LAFP, tailored to the August 1996

deployed environment, will give personnel a structured approach to analysis and forecasting.

How do you prepare such a program? Have your tactical specialist set up familiarization packages that focus on forecasting using data from the particular area of interest. Have personnel complete the exercise, and ensure everyone discusses why they forecast what they did.

Save the training packages and document that this technical training occurred. Units have done an excellent job documenting what used to be called Phase 1 and 2 training (in many cases the OSS or ASOS does this), but documentation of technical training in the field is seldom done.

The Combat Weather Facility has put together some excellent packages. Use these to train your people. For those units that backfill weather stations, obtain copies of the TFRN and climatology (AFCCC can help here) for that weather station you may deploy to. Study the regimes that may affect that area and train technically in the event you may deploy to or augment that unit. And again, document this training.

Local Analysis and Forecasting Program (LAFP)

A strong LAFP is critical to a weather station's success. Not only will it automatically ensure that the "knobology" of AWDS training is taking place, but it will also allow forecasters to take a standardized approach to forecasting.

A strong LAFP does not merely describe what the major regimes are that affect the local area, but takes this regime approach one step further by integrating and incorporating it into the LAFP process through tailoring, instead of a one-size-fits-all LAFP. The TAF

AFW Stan Eval Schedule

Aug. 5-9	Holloman AFB, N.M.
Aug. 19-23	Charleston AFB, S.C.
Sept. 9-13	F.E. Warren AFB, Wyo.
Sept. 16-20	Fort Hood, Texas
Sept. 30-Oct. 4	Fort Lewis, Wash.
Oct. 7-11	McChord AFB, Wash.
Oct. 21-25	Shaw AFB, S.C.
Nov. 4-8	Fort Belvoir, Va.
Nov. 18-22	Pope AFB, N.C.
Nov. 18-22	Tinker AFB, Okla.
Dec. 2-6	Fort Benning, Ga.
Jan. 6-17, 1997	Howard AFB, Panama
	Soto Cano, Honduras
Jan. 13-17	Hill AFB, Utah
Jan. 27-31	Homestead ARS, Fla.
Feb. 2-14	Illesheim, Germany
	Katterbach, Germany
Feb. 3-7	Fort Stewart, Ga.
Feb. 24-28	Laughlin AFB, Texas
March 3-7	Robins AFB, Ga.
March 10-14	Travis AFB, Calif.
March 10-21	Eielson AFB, Alaska
	Fort Wainwright, Alaska

worksheet is an important part of this LAFP process. Worksheets should be set up to first help identify the regime/pattern that is affecting the area, and second to zero in on the forecast at hand.

Worksheets that include attachments that deal with rules of thumb, climatology, etc., do this best. Attachments such as those for thunderstorms, fog, winds, etc., allow forecasters to really zoom in on the forecast "challenge of the day."

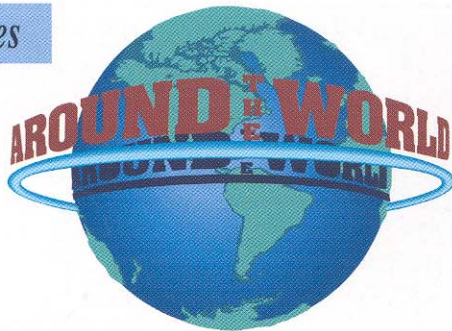
More often than not, we are seeing generic LAFPs and generic worksheets which do little to help the forecaster understand what is actually going on in the atmosphere during their shift.

Technical Leadership

This is what Back to Basics is about. We are looking at what the Command Meteorologists, Instructor Meteorologists, and Station Chiefs are teaching their troops.

We are looking at how involved key leadership is in the learning and teaching process that is required these days for weather personnel to perform at maxi-

See STAN EVAL,
continued on Page 23



AIR FORCE MERITORIOUS SERVICE MEDAL

Master Sgt. Steven R. Adams, 20th ASOS, E Flt., Fort Drum, N.Y.
 Master Sgt. Charles W. Curtis, Jr., ACC AOS/AOW, Langley AFB, Va.
 Capt. Nicholas S. Powell, 21st OSS/OSW, Peterson AFB, Colo.
 Capt. Kevin T. Trissell, HQ USAFE AOS/AOXX, Ramstein AB, Germany
 Capt. Ronald L. Breninger, HQ Air Force Space Command/DOOW, Peterson AFB, Colo.
 Lt. Col. Alan Ronn, HQ AFSPC/DOOW, Peterson AFB, Colo.
 Senior Master Sgt. Kim L. Van Vleet, HQ AFSPC/DOOW, Peterson AFB, Colo. (1st OLC)
 Lt. Col. Karen T. Hofmann, U.S. Transportation Command/J3-ODM, Scott AFB, Ill. (2nd OLC)
 Maj. Dean Brown, 18th OSS/OSW, Kadena AFB, Japan

AIR FORCE COMMENDATION MEDAL

Tech. Sgt. Darren C. Obermeyer, 20th ASOS, E Flt., Fort Drum, N.Y.
 Staff Sgt. Jimmy L. Scott, ACC AOS/AOW, Langley AFB, Va.
 Tech. Sgt. Jeffrey A. Rosbach, 21st OSS/OSW, Peterson AFB, Colo.
 Capt. Trey Cade, HQ AFSPC/DOOW, Peterson AFB, Colo.

ARMY COMMENDATION MEDAL

Staff Sgt. Charles L. Smith, 80th OSS/DOW, Sheppard AFB, Texas

AIR FORCE ACHIEVEMENT MEDAL

Staff Sgt. Sam Moore, 437th OSS/OSW, Charleston AFB, S.C.

JOINT SERVICE ACHIEVEMENT MEDAL

Staff Sgt. Robbie D. Ellis, 80th OSS/DOW, Sheppard AFB, Texas
 Maj. (sel.) William R. George, USTRANSCOM/J3-ODM, Scott AFB, Ill.

AIR FORCE GOOD CONDUCT MEDAL

Senior Airman Jamie Foguth, Det. 2, 50th WS, Sagamore Hill Solar Observatory, Hamilton, Mass.

PROMOTIONS

Jonathon S. Thompson, 355th OSS/OSW, Davis-Monthan AFB, Ariz.

Jeff Dunn, 57th OSS/OSW, Nellis AFB, Nev.
 David Mannarano, 121st WF, Andrews AFB, Md. (ANG)
 George Strohm, 45th WS, Patrick AFB, Fla.
 Kim L. Van Vleet, HQ AFSPC/DOOW, Peterson AFB, Colo.
 Mark Campbell, 354th OSS/OSW, Eielson AFB, Alaska

George E. Ferriter, 126th WF, Milwaukee, Wisc. (ANG)
 Bruce E. Montrose, 208th WF, Minneapolis, Minn. (ANG)
 Charles A. Olden, 113th WF, Terre Haute, Ind. (ANG)
 Phillip D. Richard, 140th WF, Willow Grove, Pa. (ANG)



Mike Brooks, 354th OSS/OSW, Eielson AFB, Alaska
 Marvin "Andy" Million, 18th OSS/OSW, Kadena AFB, Japan



Edward Amrhein, 3rd WS, Fort Hood, Texas (STEP promotee)
 James C. Herron, 3rd WS, Fort Hood, Texas
 Patricia Callaghan, 121st WF, Andrews AFB, Md. (ANG)
 Robert M. Simpkins, 208th WF, Minneapolis, Minn. (ANG)



Eric R. Waugaman, 21st OSS/OSW, Peterson AFB, Colo.
 Jenee McAtee, 3rd WS, Fort Hood, Texas
 Melissa M. Stringer, 113th WF, Terre Haute, Ind. (ANG)
 Kimberly E. Stuart, 126th WF, Milwaukee, Wisc. (ANG)
 Kevin Bourne, 18th OSS/OSW, Kadena AFB, Japan
 Kevin McCormick, 18th OSS/OSW, Kadena AFB, Japan



Brian Bishop, 3rd WS, Fort Hood, Texas
 Danny McKee, 3rd WS, Fort Hood, Texas
 Christopher Conklin, 3rd WS, Fort Hood, Texas
 Justin C. Lincks, 127th WF, Topeka, Kan. (ANG)
 John F. Spangenberg, 126th WF, Milwaukee, Wisc. (ANG)



Jeremy Chambers, 80th OSS/DOW, Sheppard AFB, Texas
 Steve C. Hale, 80th OSS/DOW, Sheppard AFB, Texas
 Jill C. Schweigert, 18th OSS/OSW, Kadena AFB, Japan

HAILS AND FAREWELLS

Senior Airman Timothy Harrell — to 20th ASOS, E Flt., Fort Drum, N.Y., from Keesler AFB, Miss.
 Airman Michael Mazzuci — to 20th ASOS, E Flt., Fort Drum, N.Y., from Keesler AFB, Miss.
 Staff Sgt. Stephen O. Babe — to OL-B, Det. 1, 607th WS, Camp Casey, Korea, from Reese AFB, Texas
 Staff Sgt. Andrew J. Mercer — to OL-C, Det. 1, 607th WS, Camp Stanton, Korea, from Moody AFB, Ga.
 Staff Sgt. Susan S. Miller — to Det. 1, 607th WS, Camp Red Cloud, Korea, from Fort Drum, N.Y.
 Senior Airman James S. George — to OL-A, Det. 1, 607th WS, Camp Stanley, Korea, from Mountain Home AFB, Idaho
 Airman 1st Class Beth A. Perkins — to OL-C, Det. 1, 607th WS, Camp Stanton, Korea, from Shaw AFB, S.C.
 Staff Sgt. James Rogers — to OL-C, 607th WS, Camp Eagle, Korea, from Fort Bragg, N.C.
 Senior Airman Renee Perry — to OL-C, 607th WS, Camp Eagle, Korea, from Fairchild AFB, Wash.
 Staff Sgt. John Lenz — to Fort Carson, Colo., from Det. 2, 607th WS, Camp Humphreys, Korea
 Staff Sgt. Jason Hark — to Altus AFB, Okla., from Det. 2, 607th WS, Camp Humphreys, Korea
 Staff Sgt. Michael S. Gilbert — to Hurlburt Field, Fla., from OL-A, Det. 1, 607th WS, Camp Stanley, Korea
 Staff Sgt. John H. Stevens — to Kelly AFB, Texas, from OL-B, Det. 1, 607th WS, Camp Casey, Korea
 Staff Sgt. Paul A. Phillips — to Tinker AFB, Okla., from Det. 1, 607th WS, Camp Red Cloud, Korea
 Staff Sgt. Phue V. Phan — to Offutt AFB, Neb., from OL-A, Det. 1, 607th WS, Camp Stanley, Korea
 Senior Airman Kenerold Galloway — to Keesler AFB, Miss., from Det. 1, 607th WS, Camp Red Cloud, Korea
 Senior Airman Gregory S. Healy — to Keesler AFB, Miss., from OL-C, Det. 1, 607th WS, Camp Stanton, Korea
 Senior Airman Jason Begley — to Andersen AFB, Guam, from 45th WS, Patrick AFB, Fla.
 Master Sgt. Russell DeAtley — to 57th OSS/OSW, Nellis AFB, Nev., from 57th CRS, Nellis AFB, Nev.
 Senior Master Sgt. Robert O'Conner — to 3rd WS, Fort Hood, Texas, from Keesler AFB, Miss.
 Airman James Kramer — to 3rd WS, Fort Hood, Texas, from Keesler AFB, Miss.
 Airman Daniel Clarke — to 3rd WS, Fort Hood, Texas, from Keesler AFB, Miss.
 Airman Melanie Kytola — to 3rd WS, Fort Hood, Texas, from Keesler AFB, Miss.
 Airman Jonathon Barnes — to 3rd WS, Fort Hood, Texas, from Keesler AFB, Miss.
 Senior Airman Geraldo Jaime — to Keesler AFB, Miss., from 3rd WS, Fort Hood, Texas
 Senior Airman Bryan Davis — to Keesler AFB, Miss., from 3rd WS, Fort Hood, Texas
 Capt. Brian K. Leatherwood — to Stuttgart, Germany, from 3rd WS, Fort Hood, Texas
 Senior Master Sgt. Leonard A. Wells — to III Group Support, Fort Hood, Texas, from 3rd WS, Fort Hood, Texas
 Staff Sgt. Sean C. Morris — to IMETS NETT TEAM, Fort Hood, Texas, from 3rd WS, Fort Hood, Texas
 Airman 1st Class Joshua Gann — to Det. 7, AFGWC, Tinker AFB, Okla., from 80th OSS/DOW, Sheppard AFB, Texas
 Maj. Barry B. Coble — to HQ USAF/OXORR, Pentagon, Washington, D.C., from the School of Advanced Airpower Studies, Maxwell AFB, Ala.
 Senior Airman Robert G. Branham — to 146th WF, Pittsburgh, Pa., from 164th WF, Rickenbacker ANGB, Ohio
 Lt. Col. Nathan Feldman — to Fort Hood, Texas, from 45th WS, Patrick AFB, Fla.
 Lt. Col. Robert Thorp — to 45th SW Reinvention Lab, Patrick AFB, Fla., from 45th WS, Patrick AFB, Fla.
 Capt. Scott Jacobs — to 45th WS, Patrick AFB, Fla., from Peterson AFB, Colo.
 Master Sgt. Louis R. Miller — to Grand Forks AFB, N.D., from 3rd OSS/WE, Elmendorf AFB, Alaska
 Tech. Sgt. Steven D. Pratt — to Fort Benning, Ga., from 3rd OSS/WE, Elmendorf AFB, Alaska
 Airman Joshua Murray — to 3rd OSS/WE, Elmendorf AFB, Alaska, from Keesler AFB, Miss.
 Airman Olivia Burton — to 3rd OSS/WE, Elmendorf AFB, Alaska, from Keesler AFB, Miss.
 Master Sgt. Todd Brandon — to 35th OSS/OSW, Misawa AB, Japan, from Ellsworth AFB, S.D.
 2nd Lt. Herb Keyser — to 35th OSS/OSW, Misawa AB, Japan, from the Airman Education and Commissioning Program
 Capt. Ted Danecki — to Osan AB, Korea, from 35th OSS/OSW, Misawa AB, Japan
 Capt. Scott Jacobs — to 45th WS, Patrick AFB, Fla., from HQ AFSPC/DOOW, Peterson AFB, Colo.
 Capt. Trey Cade — to AFOTC, Det. 805, Texas A&M University, from HQ AFSPC/DOOW, Peterson AFB, Colo.
 Senior Master Sgt. Kim L. Van Vleet — to 50th WS, Falcon AFB, Colo., from HQ AFSPC/DOOW, Peterson AFB, Colo.
 Tech Sgt. Dennis Flanagan — to 21st OSS/OSW, Peterson AFB, Colo., from Kunsan AB, Korea
 Airman 1st Class Tonya Winski — to Yongsan AIN, Korea, from Andrews AFB, Md.
 Airman 1st Class Jamie Gerdes — to Yongsan AIN, Korea, from Whiteman AFB, Mo.
 1st Lt. Matthew Kemp — to Yongsan AIN, Korea, from Randolph AFB, Texas
 Chief Master Sgt. Joseph G. Kisela — to Yongsan AFB, Korea, from Eglin AFB, Korea
 Airman 1st Class Nicole L. Richart — to Camp Casey, Korea, from Canna AFB, N.M.
 Senior Master Sgt. John D. Elliott — to Camp Humphreys, Korea, from AFGWC, Offutt AFB, Neb.
 Chief Master Sgt. Marty Mindnich — to Peterson AFB, Colo., from Yongsan AIN, Korea

Staff Sgt. Bryan Ray -- to AFGWC, Offutt AFB, Neb., from Yongsan AIN, Korea
 Staff Sgt. Timothy Vasquez -- to Tinker AFB, Okla., from Yongsan AIN, Korea
 Sgt. Generoso Perez -- to Vandenberg AFB, Calif., from Yongsan AIN, Korea
 Staff Sgt. Gregory Spurck -- to AFGWC, Offutt AFB, Neb., from Yongsan AIN, Korea
 Capt. Charles Rogers -- to AFGWC, Offutt AFB, Neb., from Yongsan AIN, Korea
 Tech. Sgt. Michael Clark -- to HQ AWS, Scott AFB, Ill., from Yongsan AIN, Korea
 Senior Airman Jennifer Shields -- to Keesler AFB, Miss., from Yongsan AIN, Korea
 Senior Airman Dusty Lee -- to Fort Carson, Colo., from Yongsan AIN, Korea
 Staff Sgt. Marty Baroni -- to Wright-Patterson AFB, Ohio, from Yongsan AIN, Korea
 Capt. Andrew Reeder -- to AFIT, Wright-Patterson AFB, Ohio, from Yongsan AIN, Korea
 Lt. Col. David W. Rust -- to Eglin AFB, Fla., from Yongsan AIN, Korea
 Staff Sgt. John Natalie -- to Fort Lewis, Wash., from Camp Eagle, Korea
 Staff Sgt. Barry Hunte -- to Luke AFB, Ariz., from Camp Eagle, Korea
 Master Sgt. Timothy Kearns -- to Langley AFB, Va., from Camp Eagle, Korea
 Airman Margaret Cash -- to 18th OSS/OSW, Kadena AFB, Japan, from Keesler AFB, Miss.
 Airman 1st Class Mike McDonough -- to 18th OSS/OSW, Kadena AFB, Japan, from Keesler AFB, Miss.
 Airman 1st Class Jill C. Schweigert -- to 18th OSS/OSW, Kadena AFB, Japan, from Keesler AFB, Miss.
 Airman David Speed -- to 18th OSS/OSW, Kadena AFB, Japan, from Keesler AFB, Miss.
 Capt. Mark Fitzgerald -- to Penn State University (AFIT), from 18th OSS/OSW, Kadena AFB, Japan
 Capt. Scott Magnan -- to Naval Postgraduate School, from 18th OSS/OSW, Kadena AFB, Japan
 Tech. Sgt. Lloyd D. Golden -- to 412th OSS/OSW, Edwards AFB, Calif., from Aviano AB, Italy

DEPLOYMENTS

OPERATION SOUTHERN WATCH, Riyadh AB, Saudi Arabia

Master Sgt. Mark Z. Hildabrand, 3rd OSS/WE, Elmendorf AFB, Alaska

OPERATION DENY FLIGHT, Aviano AB, Italy

Tech. Sgt. Perry D. MacLaird, 3rd OSS/WE, Elmendorf AFB, Alaska

COBRA GOLD '96

Capt. Don Shannon, 18th OSS/OSW, Kadena AB, Japan
 Staff Sgt. Craig Duvall, 18th OSS/OSW, Kadena AB, Japan
 Staff Sgt. Kevin Bourne, 18th OSS/OSW, Kadena AB, Japan
 Staff Sgt. Scott Crutchfield, 18th OSS/OSW, Kadena AB, Japan

BALANCE MINT '96

Staff Sgt. Larry Jones, 18th OSS/OSW, Kadena AB, Japan

COPE THUNDER '96

Staff Sgt. Kevin Wendt, 18th OSS/OSW, Kadena AB, Japan

OTHERS

1st Lt. Lynda Johnson, 18th OSS/OSW, Kadena AB, Japan -- RSO&I, Korea
 Staff Sgt. Paul Torres, 18th OSS/OSW, Kadena AB, Japan -- Tsuicki, Japan

RETIREMENTS

Master Sgt. Charles W. Curtis, Jr., ACC AOS/AOW, Langley AFB, Va.
 Capt. Nicolas S. Powell, 21st OSS/OSW, Peterson AFB, Colo.
 Tech. Sgt. Rene A. Laclelle, 3rd OSS/WE, Elmendorf AFB, Alaska
 Tech. Sgt. Jim Methven, 35th OSS/OSW, Misawa AB, Japan
 Lt. Col. Alan E. Ronn, HQ AFSPC/DOOW, Peterson AFB, Colo.
 Senior Master Sgt. Lee R. Bruce, Camp Humphreys, Korea
 Master Sgt. Walter H. Smith, Camp Humphreys, Korea
 Maj. Dean Brown, 18th OSS/OSW, Kadena AFB, Japan

REENLISTMENTS

Staff Sgt. Larry D. Gold, 21st OSS/OSW, Peterson AFB, Colo.
 Senior Airman John Sosa, 355th OSS/OSW, Davis-Monthan AFB, Ariz.

SEPARATIONS

Capt. Ronald L. Breninger, HQ AFSPC/DOOW, Peterson AFB, Colo.

EDUCATION

WSR-88D Operator/Manager Course

Tech. Sgt. Darren Obermayer, 20th ASOS, E Flt., Fort Drum, N.Y.
 2nd Lt. Brian Schroeder, 437th OSS/OSW, Charleston AFB, S.C.
 Tech. Sgt. Rick Osteen, 45th WS, Patrick AFB, Fla.
 2nd Lt. Randy B. Maraj, 21st OSS/OSW, Peterson AFB, Colo.
 Capt. Steven Sheamer, 3rd WS, Fort Hood, Texas
 1st Lt. Barry L. Crook, 3rd OSS/WE, Elmendorf AFB, Alaska (Distinguished Graduate)
 Capt. Patrick P. Ludford, 12th OSS/DOW, Randolph AFB, Texas
 2nd Lt. Shannon M. Werndli, 412th OSS/OSW, Edwards AFB, Calif.

AWDS Course

1st Lt. Travis A. Steen, 21st OSS/OSW, Peterson AFB, Colo.
 Senior Airman Beate Kinzel, 412th OSS/OSW, Edwards AFB, Calif.

Weather Satellite and Photo Interpretation Course

Tech. Sgt. John Leslie, 20th ASOS, E Flt., Fort Drum, N.Y.
 Senior Airman Michael Bielias, 437th OSS/OSW, Charleston AFB, S.C.
 Sgt. Cassandra Richards-Groff, 19th ASOS/CDW, Fort Campbell, Ky.

Electro-Optics Forecasting Course

Senior Airman Todd Lericos, 20th ASOS, E Flt., Fort Drum, N.Y.
 Staff Sgt. Steve Scudder, 19th ASOS/CDW, Fort Campbell, Ky.
 1st Lt. Joe Benson, 19th ASOS/CDW, Fort Campbell, Ky.
 Staff Sgt. Larry Groff, 19th ASOS/CDW, Fort Campbell, Ky.
 Staff Sgt. Ani Stubbs, 19th ASOS/CDW, Fort Campbell, Ky.

Senior NCO Academy

Senior Master Sgt. Steven W. Ruch, HQ ACC/DOW, Langley AFB, Va. (John Levitow Award)
 Senior Master Sgt. Dale Roth, Jr., 18th OSS/OSW, Kadena AB, Japan

NCO Academy

Tech. Sgt. Scott McDonald, Det. 2, 50th WS, Sagamore Hill Solar Observatory, Hamilton, Mass. (Distinguished Graduate)
 Tech. Sgt. Manuel Carrasquillo, 21st OSS/OSW, Peterson AFB, Colo.
 Tech. Sgt. David Pagillo, 355th OSS/OSW, Davis-Monthan AFB, Ariz.
 Tech. Sgt. Brad Kellaway, 18th OSS/OSW, Kadena AB, Japan (Distinguished Graduate)

Airman Leadership School

Senior Airman Brian P. Hakey, 52nd OSS/WEF, Spangdahlem AB, Germany (Levitow Award/Military Citizenship Award)
 Senior Airman John M. Jones, 21st OSS/OSW, Peterson AFB, Colo.
 Senior Airman James Howard, 3rd WS, Fort Hood, Texas

Classroom Instructor Course

Senior Airman Brian Bishop, 3rd WS, Fort Hood, Texas

Tropical Weather Course

Bill Roeder, 45th WS, Patrick AFB, Fla.
 Senior Airman Tim Sloan, 19th ASOS/CDW, Fort Campbell, Ky.

METSAT Course

Tech. Sgt. Jeffrey A. Marshall, 21st OSS/OSW, Peterson AFB, Colo.

Current Weather Techniques Course

Capt. Scott Saul, 57th OSS/OSW, Nellis AFB, Nev. (Distinguished Graduate)

Master's Degree in Airpower Arts and Sciences

Maj. Barry B. Coble, School of Advanced Airpower Studies, Maxwell AFB, Ala.

Able Forecaster Course/Advanced Weather Course Graduates (Class 960411)

Senior Airman Louie Gonsalves -- to Grand Forks AFB, N.D. (Distinguished Graduate)

Senior Airman James S. Jones -- to Vandenberg AFB, Calif.

Senior Airman Jason C. Simonis -- to Fort Knox, Ky. (Distinguished Graduate)

Staff Sgt. Kimberly E. Edwards -- to 126th WF, Wisconsin Air National Guard

Staff Sgt. Lisa E. Waltenberry -- to 126th WF, Wisconsin Air National Guard

Staff Sgt. Edward G. Williams -- to Maryland ANG

Able Forecaster Course/Advanced Weather Course Graduates (Class 960424)

Airman 1st Class Ryan Adams -- to Indiana ANG

Staff Sgt. Ty Behnke -- to Offutt AFB, Neb.

Senior Airman Setric Blanton -- to Andrews AFB, Md.

Staff Sgt. Tina Brown -- to Indiana ANG

Senior Airman Chad Burdick -- to Fort Rucker, Ala.

Senior Airman Tim Endrulat -- to Ellsworth AFB, S.D. (Distinguished Graduate)

Senior Airman David Palumbo -- to McClellan AFB, Calif.

Senior Airman Dannette Reidl -- to Offutt AFB, Neb.

Senior Airman Ashley Ringo -- to Warner Robbins AFB, Ga.

Senior Airman Samuel Smith -- to Charleston AFB, S.C.

Weather Apprentice Course (Class 960315)

Senior Airman Kevin Ingram (Distinguished Graduate)

Airman 1st Class Samuel Garbiso (Distinguished Graduate)

Senior Airman Shawn Durkin

Airman 1st Class Jennifer Lansford

Airman 1st Class Jason Noe

Airman 1st Class Andree Trask

Airman Kindie Davis

Airman Brian Field

Airman Lakeshad Grayson

Airman Craig Jackson

Airman Raymond Searing

Selected for U.S. Air Force Academy Preparatory School

Airman Brian Simcox, 45th WS, Patrick AFB, Fla.

Community College Of the Air Force Graduates (Weather Technology)

Staff Sgt. Craig Duvall, 18th OSS/OSW, Kadena AB, Japan

Staff Sgt. Kevin Bourne, 18th OSS/OSW, Kadena AB, Japan

CCAF graduate (Allied Health Sciences)

Staff Sgt. Mike Cassidy, 18th OSS/OSW, Kadena AB, Japan

Air Command and Staff College

Maj. Michael Kolessar, 140th WF, Willow Grove, Pa. (ANG)

AWARDS

HQ AWS Company Grade Officer of the Quarter (April-June 1996)

1st Lt. Jahna L. Schadt, Scott AFB, Ill.

HQ AWS Senior NCO of the Quarter

Master Sgt. Richard D. Koch, Scott AFB, Ill.

HQ AWS NCO of the Quarter

Tech. Sgt. William A. Franklin, Scott AFB, Ill.

HQ AWS Junior Enlisted of the Quarter

Senior Airman Lisa M. Gray, Scott AFB, Ill.

HQ AWS Senior Civilian of the Quarter

Mr. Mark T. Surmeier, Scott AFB, Ill.

HQ AWS Junior Civilian of the Quarter

Ms. Debra Emig, Scott AFB, Ill.

20th ASOS Airman of the Quarter

Senior Airman Todd Lericos, 20th ASOS, E Flt., Fort Drum, N.Y.

437th OSS Airman of the Quarter

Senior Airman Adam Christian, 437th OSS/OSW, Charleston AFB, S.C.

21st OSS NCO of the Quarter

Staff Sgt. Larry D. Rodgers, 21st OSS/OSW, Peterson AFB, Colo.

Indiana Air National Guard NCO of the Year

Master Sgt. James C. Lane, 207th WF, Indianapolis, Ind.

12th OSS/DOW Forecaster of the Month -- May 1996

Staff Sgt. Andrew Grimm, 12th OSS/DOW, Randolph AFB, Texas

12th OSS/DOW Observer of the Month -- May 1996

Senior Airman Tammie Carroll, 12th OSS/DOW, Randolph AFB, Texas

18th OSS/OSW NCO of the Quarter

Tech. Sgt. Kathleen Jodoin, 18th OSS/OSW, Kadena AFB, Japan

AFCCC Company Grade Officer of the Quarter

Capt. Luke D. Whitney, HQ AFCCC, Scott AFB, Ill.

AFCCC Senior NCO of the Quarter

Master Sgt. Danette R. Peters, HQ AFCCC, Scott AFB, Ill.

AFCCC NCO of the Quarter

Staff Sgt. Rich Slominsky, HQ AFCCC, Scott AFB, Ill.

AFCCC Junior Enlisted of the Quarter

Airman 1st Class William T. Baird, HQ AFCCC, Scott AFB, Ill.

MISCELLANEOUS

Appointed to Air Force Volleyball Team

1st Lt. Judy Konecky, 45th WS, Patrick AFB, Fla.

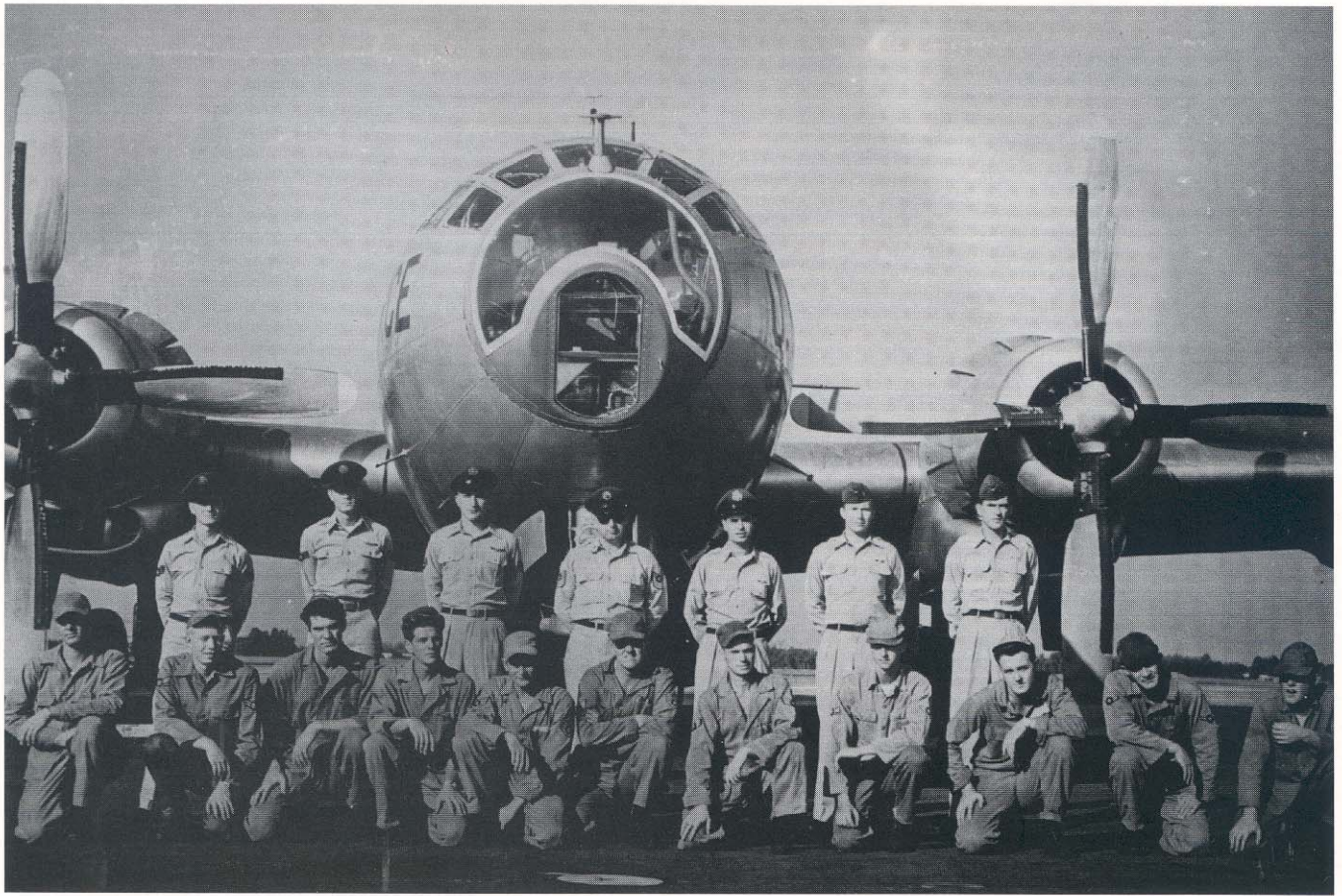
MARRIAGES

Airman 1st Class William Ferguson, 45th WS, Patrick AFB, Fla., to Kathleen Liddle, April 27, 1996

Airman 1st Class Jeremy Chambers, 80th OSS/DOW, Sheppard AFB, Texas, to Kelly L. Chambers

Senior Airman Cheri DeGeyer, 18th OSS/OSW, Kadena AB, Japan, to Senior Airman John McGoogan

Airman 1st Class Kim Phegley, 18th OSS/OSW, Kadena AB, Japan, to Airman 1st Class Joe Robeson



Members of the 59th Weather Reconnaissance Squadron in front of a WB-50 at Kindley AFB, St. George, Bermuda.

Flying Saucers And Falling Dropsondes?

by retired Lt. Col. James M. Thompson
59th Weather Reconnaissance Squadron
August 1959-August 1962

Serving with the 59th Weather Reconnaissance Squadron had its good and bad points. The best part was living in the unique combination of quaint British colonial and Calypso atmospheres that was Bermuda in the late 1950s.

The people radiated a sense of happiness and good humor that was infectious, and the white roofed houses with softly colored walls reflected the good inside them. Liquor

was cheaper than gasoline, and there was always a party going on at one tourist hotel or another.

As the Maintenance Control Officer for the squadron, the bad part was trying to keep seven WB-50s and one C-54 flying so that the air crews could chase hurricanes and fly weather reconnaissance for fighter movements and Mercury space shots.

In those days, the flying saucer scare was in full swing, and Bermuda was a hotbed for sightings. Many saucer theorists were convinced that the infamous "Bermuda Triangle" was populated by alien beings who lived at the bottom of the Atlantic Ocean in vast domed cities and ventured forth every now and then in their round, glowing spacecraft.

One morning, the local paper featured headlines about a fisherman finding a strange object in the reefs just off Elbow Beach. A picture showed him holding a metal canister that had a familiar look about it. Arriving at the hanger that day, I was greeted by a group of guffawing NCOs who were almost incapacitated by laughter over this newspaper article. It seems the man was actually holding a dropsonde! This confirmed my opinion that this was a piece of our weather gear.

The papers waxed eloquently about this item for the next several days while the Air Force tried to attain access to the dropsonde to confirm that it was harmless. One column talked about the strange markings in an unknown language. An-

Weather In History

other described the exotic materials it was made of. Others speculated on the purpose of the device, but the Bermuda police were not letting anyone from Kindley AFB near it for the moment.

Rational heads soon prevailed, and the island's population was disappointed to learn that it was only something an airplane had dropped by mistake. The local press, however, did not give up so easily, postulating the CIA was plotting to spy on Bermuda using devices disguised as weather sensors. Even that theory failed the public's credibility test, and eventually the incident was displaced by the news of lower than usual tourist arrivals for the month.

But it was only a week later that both my neighbor and I witnessed the same green, phosphorescent disk traversing the clear blue skies over the pastel island ...

Death Of A Soldier

In April 1940, World War II was getting into full swing, but the United States was not involved yet.

Capt. Robert M. Losey, the first Chief of the Weather Section of the U.S. Army Air Force (later the Air Weather Service), who was in Europe as a military observer, was in Stockholm on his way back from Finland. There was no military observer in Finland, and the U.S. Minister was a woman, Mrs. Florence Jaffray Harriman. Losey was ordered to accompany Mrs. Harriman in efforts to keep in touch with the scattered Norwegian government. He joined her at a country inn.



Capt. Robert M. Losey and Mrs. Florence Jaffray Harriman.

A few days later, leaving Mrs. Harriman in a safe place, Losey went forward to observe the fighting first hand. While watching a German air raid on Dombas, from the mouth of a tunnel, he was killed instantly by a bomb that struck close by.

Captain Losey was the first American military casualty of World War II.

"I Knew Something Big Was Going To Happen That Day"

by Terry Kosdrosky
The Macomb (Mich.) Daily

Weather forecaster Second Lt. Harold Vartanian thought June 6, 1944, was going to be just another day of briefing pilots on weather conditions.

What he didn't know when he picked up the weather reports was that pilots would use his forecasts to embark on the greatest invasion in history — OPERATION OVERLORD, or D-Day, the Allied invasion of Normandy, France.

Vartanian was a weather forecaster for the 357th Fighter Group stationed at Leiston, England. War aces Chuck Yeager and Clarence "Bud" Anderson flew in Vartanian's group.

Everyone knew something was in the works, said Vartanian, but nobody knew when or where it would come. But after he put together his forecasts for the day, he began to suspect something was up.

"I looked out on the flightline and saw they were painting white stripes on the wings," he said. "I knew something big was going to happen that day."

U.S. planes were painted before major offensives to prevent German pilots

from infiltrating flights using mock-ups of American planes. Allied planes, on D-Day, were painted with black and white stripes.

Then he noticed an odd pattern during his pre-flight briefing. "Instead of the usual briefing of 50 or so pilots, there were only four per group," he said.

"The group weather officer didn't know D-Day was going on until noon and I had been giving briefings all day."

**Harold Vartanian
retired AAF weather forecaster
about his D-Day experience**

"By then, we were all tuned that something was going to happen. They (the pilots) were to fly cover for the invading force.

"There was a low overcast cloud break, about 2,500 feet, and it was not a good day to land or fly. But I understood the invasion had already been put off for 24 hours."

There weren't many secrets during the war, he said, and the effectiveness of

the lid put on D-Day information was surprising.

"I'm surprised to this day that I was not aware," Vartanian said. "In fact, the group weather officer didn't know D-Day was going on until noon and I had been giving briefings all day."

A native of Dearborn Heights, Mich., Vartanian served in the U.S. Air Force as a weather officer until his retirement in 1966. He also served in the Michigan Air National Guard from 1948-1952. After his 22 years in the service, he became a teacher at Eastern Michigan University and Wayne Memorial High School in the Dearborn Public Schools system.

After all these years, Vartanian still relishes his small role in history.

"I'm never one to talk about the benefits of war, but we can learn from everything," he said. "Having D-Day happen on my briefing day was just happenstance. I felt exhilarated we were doing it. I felt in on the action and felt good to have a little part in it. My only regrets were the losses of life."

(Editor's Note: This article was reprinted from the March 6, 1994 edition of the Macomb Daily. Vartanian, who retired as a lieutenant colonel from the Air Force, died August 15, 1994, at the age of 76.)

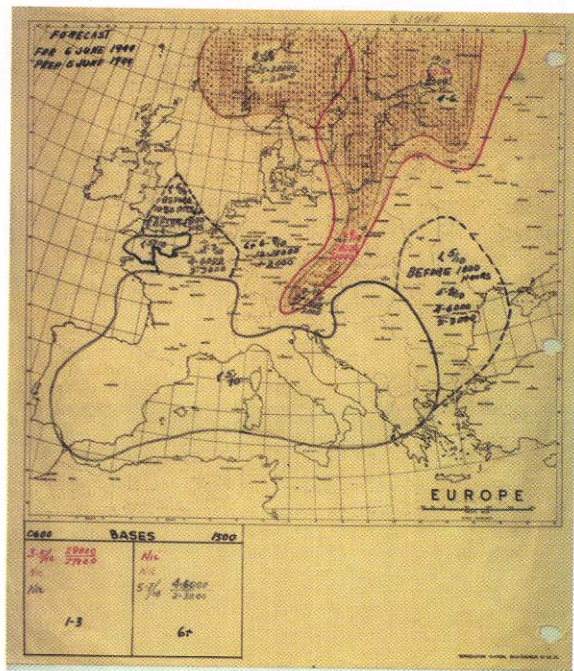
Important Weather Forecasts For The Eighth Air Force

by retired
Lt. Gen. Lewis L. Mundell

On Jan. 1, 1944, the U.S. Strategic Air Forces in Europe (USSTAF) were formed under then-Lt. Gen. Carl Spaatz. The USSTAF's mission was to plan and direct the operation of the Army Air Force's heavy bombers based in the 8th Air Force in the United Kingdom and the 15th Air Force in Italy.

Col. (later Lt. Gen.) Donald Yates was placed in charge of the weather station in USSTAF to support this effort. His staff included Lt. Col. (later Brig. Gen.) Holzman, Lt. Col. (later Dr.) Irving Krick (formerly the head of meteorology at Cal Tech), and other selected forecasters.

Prior to the creation of USSTAF, then-General of the Army George Marshall said, "Large-scale daylight raids require unlimited ceilings for precise aiming from high altitudes. Days of unlimited ceilings are rare in Europe, and the development of weather forecasting became a matter of extreme importance."



The forecast for June 6, 1944.

On Feb. 17, 1944, the command and operation elements of USSTAF were briefed by Colonel Krick. He stated that beginning February 20, there would be at least three days of clear weather over Leipzig and other desired German targets. General Spaatz ordered the 8th and 15th Air Forces to start preparing immediately for an attack. Actually, there were five days of visual bombing opportunities beginning on February 20.

Much has been written about those five days when up to 2,000 heavy bombers flying out of the U.K. and Italy attacked German factories in daylight. General of the Army Henry "Hap" Arnold later said, "Those five days changed the history of air war."

After the February offensive, the allies made wide-ranging attacks against German targets, and especially continued to hammer the Luftwaffe. Within weeks, the Luftwaffe was no longer an effective warfighting force.

General Arnold knew Colonel Krick before the war, having visited him at Cal Tech, where Doctor Krick and his meteorology unit taught forecasting. General Holzman was one of his many students. It was General Arnold who got

Krick his Army commission and helped him earn the trust of Generals Arnold and Spaatz.

The forecast for the D-Day invasion involved Army and Navy concerns such as winds, tides, beach obstacles, etc., as well as Air Force concerns for aircraft. Again, the Krick-Holzman forecast team gave Supreme Allied Commander Gen. Dwight D. Eisenhower a time period that would permit the invasion to happen. Many other meteorologists were involved, many with dissenting opinions, but the Krick-Holzman forecast prevailed ... with support from General Spaatz. Contrary forecasts

issued by German forecasters, which predicted conditions that would make an invasion impossible, had the effect of greatly relaxing the German defenses.

The excellence of American forecasts can be explained in large part by an action taken during the 1942-43 time period. At that time, I was a member of the Joint Meteorological Committee, an agency of the Joint Chiefs of Staff. General Yates, after much persuasion, got an agreement to produce 40 years worth (1899-1940) of daily weather maps of the Northern Hemisphere. The compilation of this data was a major effort. The files on record, especially those of the U.S. Weather Bureau, had to be researched and the data collated to allow the showing of reports from all stations at the same time.

Finally, the weather maps had to be drawn. Thus it became possible to show atmospheric and weather conditions as they existed simultaneously, by synoptic maps. The final work was done at New York University and Cal Tech.

Many copies of these 40-year maps were printed and distributed to forecasters. They gave them the opportunity to search for and possibly find situations similar to "Today's Weather" or analogues. Development of weather systems and events in the analogues gave strong clues as to likely developments in the current weather. They were very helpful in making good forecasts.

(Author's note: Quotes from Generals Marshall and Arnold are from:

General of the Army George Marshall — *The Biennial Report, Chief of Staff, U.S. Army to the Secretary of War, 1 July 1941 - 30 June 1943.*

General of the Army H.H. Arnold — *The Second Report to the Secretary of War, 27 Feb. 1945.*)

Recommended reading for those interested in more information is the publication "Some Meteorological Aspects of the D-Day Invasion of Europe." It contains the proceedings of a symposium at Fort Ord, Calif., on May 19, 1984, sponsored by four California chapters of the American Meteorological Society.

Orphan Outfit

by Sgt. Carl Neumann
17th Weather Squadron
Army Air Force Weather

The service command major leaned back in his chair. "Beer ration? So you aren't receiving a beer ration, eh? What outfit you in? 17th what?"

17th Weather.

The infantry captain sitting beside him asked, curiously, "17th Weather? ... 17th Weather? What's that — a company or a battery?"

Uh, no ... a squadron detachment.

"New outfit on the island, aren't you?"

He didn't believe it when he was told two weathermen had landed with the

invasion forces when the beachhead was a few hundred yards deep. And all this was more than a year ago!

The infantry captain looked puzzled. "You mean to say you've been living on this island all that time? Where the hell you guys been keeping yourselves? Where's your camp?"

It's alongside a revetment by the bomber strip. You'd have to stumble over it to find it.

The service command major broke in. "I've run into these weather units before. Little-bitty orphan outfits who always have to find some big outfit to feed and clothe 'em. Not even big enough for a sub-PX. They're scattered all over the Pacific Ocean from Hell to gone. A little handful of men on each island."

"Who the hell do you eat with?" asked the infantry captain. "Oh, the Marines

..." "But you can't get any beer, eh?" the service command major said. "Well, we'll try to fix up this matter.

"And #%&*#&* it," he flung at parting, "let's have some rain for a change!"

The infantry captain shook his head for a moment. "Hell, I didn't have any idea there were any Air Corps units left on this island. They must've overlooked 'em and left 'em behind."

"No," said the service command major. "I've stumbled over them before. Little-bitty orphan outfits scattered all over the Pacific from Hell to gone."

(Editor's note: This story was reprinted from the "Weathermerchant," Vol. 1, No. 1, January 1945. This was a monthly Army publication published by and for all Army Air Force weathermen in the Pacific Oceans area. Thanks to James F. Van Dyne for passing this publication along.)



Clockwise from top left:

All pilots reported to the weather office for a briefing on the climatic conditions along their proposed route.

The Army Air Force Weather Service headquarters in Asheville, N.C., in 1945. The Headquarters Division (Washington, D.C.) and Headquarters Weather Wing (Asheville, N.C.) were also consolidated in the same building.

A classroom in the original Air Corps Weather School, Patterson Field, Ohio. This five-month course began Sept. 1, 1937.

All photos courtesy of the Air Weather Service History Office



Aerospace Sciences Division

What Have We Done For You Lately?

When the the Air Weather Service Aerospace Sciences Division was established in January 1996 to support the Air Force Weather (AFW) "Back to Basics" initiative, supporting the Air Force Weather forecasting teams was our number one priority.

In this article, we'll update you on the products and services we've provided since January and discuss some future initiatives.

XON will continue to support the former Technology Training Division's (XOT) mission of applying new science and forecast techniques and helping hone skills where the rubber meets the road — on the forecast counter.

In addition, XON is providing for the technical and training needs of the weather station and major command (MAJCOM) Instructor Meteorologist. We've been challenged with developing and implementing the AFW forecast metric, and monitoring AFW forecasting health.

An Aerospace Sciences network is being created to include Headquarters AWS, its production centers and MAJCOM representatives; and are expanding this network to include the National Weather Service, and professional and academic meteorological groups.

by Maj. Michael Davenport
Chief, Aerospace Sciences
Division

Meteorological Process Reviews (MPRs)

Two-person teams travel to base weather stations to help units improve forecasting processes, exploit weather equipment, insert science into operations and solve local forecasting problems.

We've completed 26 MPRs with 53 more scheduled during the next year. Teaming with tactical experts from the Combat Weather Facility, we'll be offering the first combined wartime/garrison MPR at Fort Bragg, N.C., this November.

If you'd like an MPR visit, and haven't scheduled one — call your major command's directorate of weather.

Meteorological Technical Information Programs (MetTIPs)

MetTIPs Version 1, our computer-based, point-and-click forecaster operational and training aid, was distributed earlier this year. We'll be finishing and distributing regionally-tailored MetTIPs software (to include separate European, Pacific, and Tropical theater versions)

in the coming months, and will begin work on version 2 in 1997.

Version 2 will include more images, and three new sections: severe weather, numerical products, and satellite.

Publications

We produce the *TWO* (AWDS techniques), *ECHO* (WSR-88D techniques), *FYI* (General Topics) and

Check it Out (Science) publications. We've distributed 12 new publications since January on topics such as: the Barnes Analysis Technique, dry line forecasting, METSAT exploitation, tropical rainfall Z-R relationship, and continuation training programs.

We're working to make all publications available via our Internet Homepage and the Air Weather Service Bulletin Board soon. Let us know if there are any particular topics you'd like us to cover in future publications.

XON Homepage

If you haven't visited our Homepage (Figure 1), check it out at: "http://infosphere.safb.af.mil/users/aws/public_www/hqaws/xon/homepage.htm". It's still in its infancy and subject to further changes. Our goal is to have it become your first stop for scientific and regional military weather applications.

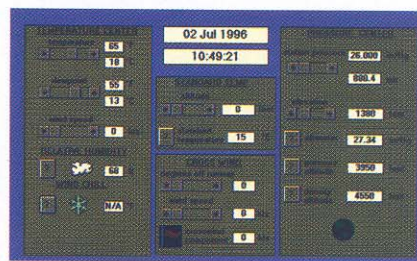


Figure 2. - A screen from the Observer Assistant program.

Observer Assistant (OA)

Observer Assistant program version 1.0a was designed to assist weather apprentices in performing routine computations such as wind chill, density altitude, pressure altitude, etc.

It's MS Windows-based and includes a hypertext version of AFM 15-111 to assist you with recording METAR observations. OA 1.0a will work "stand alone" or can be copied into MetTIPs for one stop shopping.

We recently mailed each unit a copy of OA 1.0a. If you need a replacement, you

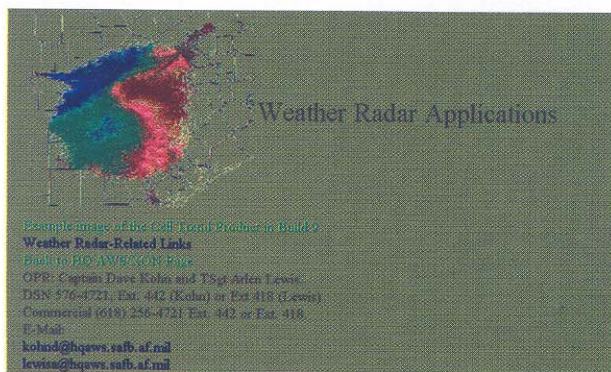


Figure 1. -- An example from the XON Home Page.

can obtain a copy of OA 1.0a from the AWS Bulletin Board in the utilities library, or contact your MAJCOM (Figure 2).

Regional Meteorological Conferences

We're working through the American Meteorological Society this year to encourage joint NWS/DoD regional weather conferences.

We have already sent the MAJCOMs a nation-wide listing of NWS conferences, and are beginning to plan DoD-sponsored conferences for this fall. We'll keep you posted on details through the XON Homepage, the *OBSERVER* and the AWS Ops Digest.

Training Seminars

Our first training package was sent out in June. It consisted of three scripted Powerpoint presentations on base weather station METSAT exploitation.

Accompanying each presentation were tests and supplemental material. The package was designed to be used individually or presented to a group.

As always, your feedback on the usefulness of these training materials is crucial as we decide where to apply our limited resources.

AFH 15-156, Meteorological Techniques

We will begin work on a new Air Force Handbook 15-156 (formerly AFP 105-56). This will be a major effort with a team of functional experts developing three volumes: Severe Weather, Forecasting Surface Weather Elements, and Forecasting Flight Weather Elements.

'Science Hotline'

Yes, literally dozens of advanced degree meteorologists with taped black glasses solving the equations of motion in Eulerian coordinates while sitting by the phones waiting for your questions on Convective Slantwise Instability and the effects of evapotranspiration on RUC model output ... well, not really, but we have challenged our instructor me-

Science Applications Branch (XONA) DSN 576-4721

Science Applications Branch Chief.....	Maj. Jeff Kapolka (DSN 576-4721, ext. 430)
Division Secretary.....	Mrs. Mary Fulton (ext. 447)
Weather Radar.....	Capt. Dave Kohn (ext. 442)
	Tech. Sgt. Arlen Lewis (ext. 418)
Forecasting Applications.....	Capt. Joe Piasecki (ext. 429)
	Tech. Sgt. Gregg Williams (ext. 513)
	Master Sgt. Salinda Larabee (ext. 502)
Weather Satellite.....	Capt. Maria Reymann (ext. 431)
	Tech. Sgt. Mike McAleenan (ext. 227)
	Mr. Arthur Nelson (ext. 245)
Numerical Weather.....	Capt. Fred Meyer (ext. 234)
	Master Sgt. Sue Reyes-Sauter (ext. 504)
	Mr. Ken Hill (ext. 241)

Chart 1

eteorologists/technician teams to become "subject matter experts" in assigned areas.

Their names, phone extensions, and areas of responsibility for personnel in our Science Applications Branch are listed here (see Chart 1).

They stand ready to help guide you to solutions for your technical forecast challenges.

Regional Managers

Many of our technicians are assigned to specific geographic regions, and become very familiar with regional weather forecasting. They are your point of contact for forecasting issues.

We recently realigned our regional as-

signments -- reducing our CONUS regions from six to four, and assigning additional technicians to the Pacific and European theaters.

The names, phone extensions, and areas of responsibility for personnel in our Field Support Branch are listed in Chart 2.

XON is working numerous initiatives that directly support field weather units. If you have any questions, comments, or suggestions, call your regional representative or one of the subject matter experts.

If you don't know who to call, just dial DSN 576-4721, ext. 447, or E-mail us at "hqawsxon@hqaws.safb.af.mil" and we'll point you in the right direction.

Field Support Branch (XONS) DSN 576-4721

Field Support Branch Chief.....	Chief Master Sgt. Johnny Kicklighter (ext. 246)
	Senior Master Sgt. Phil Abel (ext. 239)
CONUS	
East.....	Master Sgt. Joe Reel (ext. 221)
South.....	Master Sgt. Brad Townsend (ext. 426)
West.....	Master Sgt. Gary Justice (ext. 227)
Central.....	Master Sgt. Mark Minard (ext. 502)
Pacific.....	Master Sgt. Fizal Hosein (ext. 250)
	Mr. Mike Jimenez (ext. 250)
European.....	Master Sgt. Pat Fleig (ext. 502)
	Master Sgt. Rod Rabenneck (ext. 511)

Chart 2

OBSERVATIONS FROM THE FIELD

"Happy" To Be An American

Russian-born boy adopted by Robins weather flight commander becomes naturalized citizen

by Chris Zdrakas
78th Air Base Wing
Robins AFB, Ga.

Waving an American flag and decked out in a red, white and blue outfit emblazoned with stars, stripes and "USA," 13-month-old Jack Sergei Hardwick looks like he is ready to become an American citizen. It's a detail his new parents, Robins AFB (Ga.) weather flight commander Capt. Robert E. Hardwick and his wife, Karen, have already arranged.

For the Hardwicks, Jack is a dream come true—the blond-haired, blue-eyed baby they wanted. Jack bears a striking resemblance to his new father when he was a child.

The Hardwicks traveled thousands of miles, endured tons of paperwork, and learned the value of patience in their quest to adopt Jack. He was born in Russia.

Their journey began in October 1994 with a call to the Ohio-based European Adoption Consultants. In general, overseas adoptions are quicker, and couples can expect fewer "movie of the week" type problems with the birth parents in the future, Hardwick said.

Captain Hardwick, commander of the 78th Operations Support Squadron

weather flight, said he and his wife selected Russia for their child because the captain once visited that country.

"It is such a poor country," he said. "We wanted to try and help a child who didn't have the many advantages of being a U.S. citizen. There's nothing better you can give a kid than U.S. citizenship."

The couple completed the paperwork in February 1995 and were placed on a waiting list. They didn't specify the baby's gender, but they did want a child under a year old. The call leading to Jack came nine months later. Adoption officials told the Hardwicks the child had a cleft lip. They asked the agency for a photo. Within weeks, the Hardwicks were off to Russia on whirlwind 48-hour visit. Their destination was an orphanage 150 miles from Moscow. The trip entailed six hours on snow and ice-covered roads the government had

no money to clear.

"We knew when we saw him that he was the baby who was meant for us," Mrs. Hardwick said. But sadly, the couple couldn't take their

new son with them. They had to wait for a government moratorium to end before the adoption could be completed. The government lifted the moratorium two days before Christmas, and then "things started flowing," Hardwick said.

The couple returned to Russia January 12 and went about completing the paperwork. All three Hardwicks flew

home to Georgia January 18. Within days, doctors in Atlanta scheduled surgery to correct the cleft lip. They performed the surgery March 13, and progress has been "remarkable," Hardwick said.

"He has been a happy baby from the get-go. He's really unbelievable," Mrs. Hardwick said. To the neighbors, the little boy is known as "Happy Jack."

The Hardwicks retained Jack's middle name, Sergei, to remind him of his Russian heritage. They will give him traditional Russian gifts on birthdays and other special occasions to help him remember.

"His adoption will not be a secret," the captain said. "He lives here now and that's what counts."

A neo-natal intensive care nurse, Mrs. Hardwick said she loves being a mother—"It's my favorite thing I have ever done. It has definitely lived up to my expectations."

When the Hardwicks adopted Jack, he was small for his age, falling in the fifth percentile for height and weight. Four months later, he had gained eight pounds and was in the 50th percentile. He is walking and has started talking—"Mama, Dada, and Norda" for the family's English Springer Spaniel, Georgia.

Jack became one of the country's newest naturalized citizens at 1:30 p.m. June 21 at the Immigration and Naturalization Office in Atlanta.



"He has been a happy baby from the get-go. He's really unbelievable."

*Mrs. Karen Hardwick
about her adopted son, Jack*

Chilling Out In Antarctica

Guard Weather Troop Works At South Pole For Five Months

by Tech. Sgt. Ken Wheeler
202nd Weather Flight
Otis Air National Guard Base, Mass.

Master Sgt. Susan A. Smith will go to the ends of the Earth to do weather forecasting.

The member of the 202nd Weather Flight and resident of South Berwick, Maine, recently did just that, spending five months at the Amundsen-Scott South Pole Station working as a meteorologist.

Events started about two years ago, when "my husband, Dan, saw an advertisement in *Earth* magazine and he urged me to send in a resume. We had to undergo an incredible physical. And if we had signed up to stay for a year, we would have to undergo a psychological evaluation."

Smith worked as a civilian for the Antarctic Support Association of Denver, Colo., which was under contract to the National Science Foundation to provide logistical support for the project.

Before Smith headed south, she was "adopted" by a fourth-grade class in Wells, Maine, which "gave me a flag with penguins and a hand with a thumbs-up on it. The whole class also signed the flag. I carried it everywhere and flew it on the South Pole for them. When I returned to Maine, I gave it to the class. That class became a mini-country and I was its envoy to Antarctica. That gave the trip a special purpose."

During her trip, Smith also stayed in contact with science and health classes at Wells High School through electronic mail and sent them several stories and photos that the school incorporated into its web page on the Internet.

"We were first taken to Christchurch, New Zealand, for in-processing and to get our extreme cold-weather gear," she said. "You lived in four layers of clothing, from thermal underwear to parkas, goggles and thermal sunglasses. With around-the-clock sunlight during the

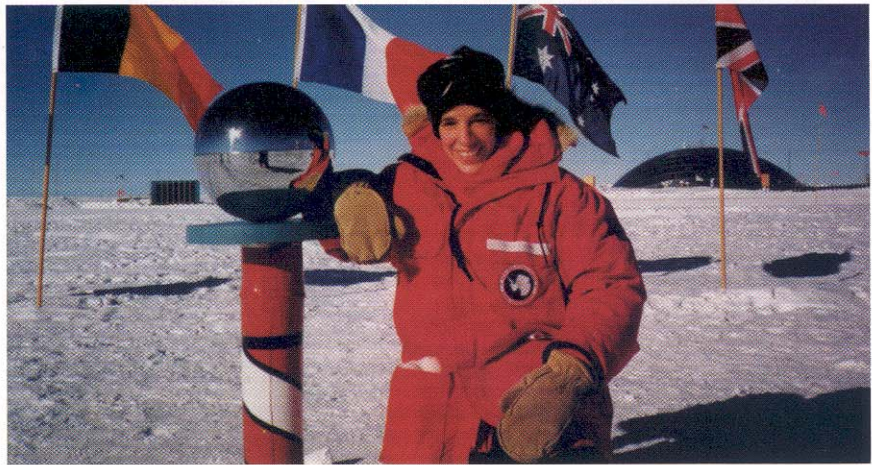


Photo courtesy Otis ANGB Public Affairs Office

Master Sgt. Susan A. Smith poses at the South Pole. Smith, a member of the 202nd Weather Flight, worked as a civilian observer and forecaster.

summer, you need them. The sun can even cause cataracts."

Smith said being in the Antarctic involved a multitude of dangers. "You can get frostbite in the summer when the temperature can hit minus-50 degrees Celsius, with wind chills of minus-90.

"There is such a small envelope of safety. Minor things can develop into big problems easily. One person fell off a dog sled, injured his spleen and had to be evacuated.

"There was also the problem of dehydration," she said. "The humidity is 20 percent and extremely dry ... in fact, the Antarctic is called the 'Crystal Desert.' We had to drink a gallon of water a day in addition to what we had during meals. Water was made by melting the ice.

"The base is located 9,301 feet above sea level, and a lot of people were prone to mountain sickness because the air was extremely thin," she said. "Luckily, I only got a few headaches. That's something you can't test for in advance."

Despite the obstacles, Smith said construction workers and crane operators often worked outside in eight-hour shifts, coming inside only on breaks. Smith's job was to make hourly weather observations.

Smith lived in a Jamesway tent, which is an insulated dome tent with a wooden floor. "I had a heater inside blowing hot air all the time. It was comfy about two

feet above the ground, at bunk level, but if I left my water bottle on the floor, it would freeze.

"The tents weren't completely weather-proof," she said. "The snow there is very fine. One time I came in from making a weather forecast and there was a mini-snowdrift on my bed. I had thought to sweep it onto the floor, but if it didn't melt on my bed, it sure wasn't going to melt on the floor."

Smith said what made the trip even more special was that the 150 workers and scientists made up a cross-section of the world—and 12 of them were from New England.

"You could get as much science as you wanted. Each Sunday, someone would give a lecture about his or her work, which might involve astronomy, micro-meteorite collection, or ice-core sampling. You would hear someone from Sweden speaking in broken English to someone from Russia."

Despite being thousands of miles from home, Smith said she was always just a "phone call" away from family and friends via the Internet and E-mail. "I sent E-mail to my husband every day, so I didn't feel

See ANTARCTICA,
continued on Page 22



National Weather Service Needs 'Co-ops' In Illinois

The National Weather Service is looking for volunteer observers in several areas of Illinois.

Observers are needed in Harlen County, within six miles of Grant City; and in Smith County, within six miles of Sterling. For more information, contact Tom Benning at (913) 322-4450, ext. 345.

Minnesota ANG Weather Flight Receives National Recognition

by Senior Airman Nicole Mitchell
208th Weather Flight

After an extensive nomination process, the National Guard Association of the United States has recognized the 208th Weather Flight, Minnesota Air National Guard, with the 1995 Distinguished Mission Support Award.

Competition for this award is nationwide and is open to all Air National Guard (non-flying) units which provide mission support. The 208th WF's contribution to Air Force Weather over the past year included deployments to Guatemala, Panama, and Kuwait, as well as providing weather support to the 133rd Airlift Wing, 440th AW, 934th AW, 88th (Reserve) Army Command, and the 34th (National Guard) "Red Bull" Infantry Division.

The flight receives the award at the National Guard Association's Annual Conference in Washington, D.C., in September.

August 1996

Staff Weather Officer's Army Indoctrination Course

The 326th Military Intelligence Battalion at Fort Huachuca, Ariz., will host the next semi-annual Staff Weather Officer's Army Indoctrination Course (SWOIC) from Oct. 21-Nov. 1.

There are currently 17 student slots open and the breakout for each major command is as follows: PACAF, 4; AFSOC, 1; AWS, 1; ACC, 5; ANG, 4; HQ District of Washington, 1; Element Joint Command, 1.

The SWOIC is designed for staff weather officers and NCOs filling, or expected to fill, management positions at an Army Support Unit. The course prepares students to effectively interact with the units they support. The students are provided two weeks of classroom instruction and hands-on training by Army instructors.

Blocks of instruction include the following: Army operations, Army intelligence, tactical decision-making process, division communications, intelligence preparation of the battlefield, collection management, Army supply and equipment, map reading and land navigation, and weather requirements and resources.

For more information, contact your unit's training manager. Questions about course content can be directed to either Maj. Mike Corbett or Master Sgt. Bill Buttner at DSN 879-6472/6493.

Air National Guard Weather Jobs Open

The Air National Guard has openings for officers and enlisted, observers and forecasters.

104th Weather Flight, Baltimore, Md.: two forecasters, two observers.

105th WF, Nashville, Tenn.: one forecaster.

107th WF, Selfridge ANGB, Mich.: one forecaster.

110th WF, St. Louis, Mo.: one forecaster.

116th WF, McChord AFB, Wash.: two forecasters, two observers, one officer.

120th WF, Buckley ANGB, Colo.: one officer, three observers.

123rd WF, Portland, Ore.: two forecasters.

125th WF, Tulsa, Okla.: two officers, three forecasters.

127th WF, Topeka, Kan.: one forecaster.

131st WF, Westfield, Mass.: one officer.

146th WF, Pittsburgh, Pa.: one forecaster.

154th WF, Little Rock, Ark.: one forecaster.

164th WF, Rickenbacker ANGB, Ohio: one observer.

195th WF, Fort Hueneme, Calif.: one officer, four forecasters, one observer.

199th WF, Wheeler AAF, Hawaii: one officer.

202nd WF, Otis ANGB, Mass.: one officer, three forecasters.

208th WF, Minneapolis, Minn.: one officer.

210th WF, Ontario, Calif.: two forecasters.

For more information, contact Ted Houghton at DSN 278-8285.

Weather Award Winners Can Wear Air Force Recognition Ribbon

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

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

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

New Cockpit Weather System Enhances Airline Transport Safety, Efficiency

A NASA-developed system that can provide pilots with up-to-date and easily accessible weather information is taking to the air.

NASA, United Airlines and McDonnell Douglas are evaluating a DC-10 equipped with an experimental cockpit weather system and other innovative technologies. The DC-10 flew a "show and tell" flight in the San Francisco area in mid-July and will fly normal passenger-carrying service around the nation through September.

Weather plays a significant role in the efficiency of transportation aircraft. Timely routing around hazardous weather increases the margin of safety between airplanes and potentially dangerous conditions, leading to significant operational cost savings, increased safety, and improved passenger and crew comfort. To efficiently route aircraft around such conditions, pilots need the up-to-the-minute status of the weather along an aircraft's intended flight path.

Developed by Dr. Charles H. Scanlon at NASA's Langley Research Center, Hampton, Va., the Cockpit Weather Information (CWIN) system can provide flight crews with up-to-date graphical weather data in a more timely and easy to understand manner than current methods. Flight crews now receive in-flight weather updates in the form of voice or printed data, leaving them to assimilate information into a mental picture of the conditions near their intended path. This is time consuming and may not present a clear or accurate picture. Also, current radar readings can be limited by distance and blockages.

"CWIN is like having an interactive mobile weather channel," said Scanlon. The system receives information, including surface observations, terminal forecasts, radar summaries and lightning strike data, from a satellite data link. The system can also provide weather trend in-

formation and has zooming capabilities that enable the user to see information from the entire nation or to focus on specific areas.

The CWIN system can construct color graphic, moving and textual displays, as well as other tools to aid in weather-related decisions. The aircraft's intended path also can be plotted and seen in relationship to the weather. All of this is displayed on a 10.4-inch multi-color liquid crystal display with a touch panel overlay that allows the desired information to be easily selected. Data is continually received and stored by the system, allowing for instantaneous access to the latest information.

The up-to-date information provided by this system will allow pilots to plan enroute weather avoidance more effectively. The system can enable pilots to fly shorter routes, use less fuel and clear storms by greater distances, thus improving safety and comfort. In CWIN simulation studies conducted in 1993, a five-percent decrease was shown for both distance flown and amount of fuel burned. Clearance of storms was increased as pilots were able to triple the distance between their planes and danger.

CWIN is one of a number of applications that will be shown on the experimental Electric Resource System (ERS), a smart information terminal in the cockpit. "United is excited to host CWIN on our ERS evaluation," said Dave Witchey, CWIN program manager for United Airlines. "CWIN is an elegant example of information that enables pilots to collaborate on making earlier, safer, more efficient decisions."

Both CWIN and ERS are steps towards the free flight concept envisioned for the future. Today airplanes follow designated, and sometimes congested, flight paths. With free flight, pilots would be free to choose their own routes, with restrictions only as needed. "CWIN gives you a better tool to pick your route and optimize your flight," Scanlon said.

McDonnell Douglas is the primary contractor for the project, under a contract which runs from May 1995 through

oh, by the way news you can use

December 1996. McDonnell Douglas has been responsible for the implementation of the system's hardware and software and is facilitating the evaluation. United Airlines and Computing Devices International are sub-contractors on the project. Astronautics Corp. of America and several other companies have contributed to the program, donating equipment, facilities, time and money.

National Weather Association meetings

by Dr. W. Dale Meyer
HQ Air Weather Service

Throughout the 20-year history of the National Weather Association, service to operational weather forecasters has always been emphasized.

This emphasis was evident in the last NWA annual meeting, held in December 1995 in Houston. Presentations and workshops focused on a wide variety of forecasting problems -- ranging from new techniques for using GOES-8 imagery in forecasting fog in Florida, to new procedures for forecasting aircraft icing.

Many presentations were given by operational National Weather Service and Canadian weather forecasters. These annual NWA meetings offer a good opportunity for Air Force Weather professionals to meet their counterparts from the various weather services in the U.S. and Canada and learn about new techniques and products. The meeting also provides a forum for forecasters to exchange ideas on how to exploit new weather analysis and forecasting techniques to improve the service they give to their customers.

The next annual NWA meeting is scheduled for December in Cocoa Beach, Fla. Technical presentations for the NWA meeting are encouraged. For more information about the NWA, call DSN 576-5631, ext. 444; CMCL (618) 256-5631, ext. 444; or E-mail "meyerw@hqaws.safb.af.mil".

ANTARCTICA, *continued from Page 19*

like I was at the end of the world.”

Maybe not at the end of the world, but she could see it from where she was. Smith’s living quarters were only about 30 feet from the true South Pole.

“Antarctica is a special place ... sort of addictive ... you can’t imagine not going back ... I want to go back, but I try not to say that in front of my husband. It makes you appreciate things so much more. It’s about as close as you can get to visiting another planet without being in the space program.”

Besides her husband, Smith said what she missed most was fresh milk. “What we had was nasty powdered stuff, sort of gray and lumpy.”

Smith said she is also an admitted “choca-holic.” She often received gifts from her husband and friends in Maine. But instead of packing the goodies in foam “peanuts,” the gifts were packed in bite-sized candy bars which she shared with her friends.

Even with the cold and isolation, the scientists and workers made their own fun. “We celebrated Amundsen Day—when the Norwegian explorer made it to the South Pole. A scientist read from Amundsen’s diary and we planted the Norwegian flag at the South Pole.

“On Christmas Day, we had a race around the world,” Smith said. “It’s a three-mile race around the South Pole. Some people had some pretty respectable times. I think one finished in 18 minutes. Despite the cold, some people actually jog every day.

“On New Year’s Day, we planted a new pole (to indicate the South Pole).” Since the South Pole is located on a glacier, she said, “it moves about 30 feet each year. The U.S. Geologic Survey team comes in to locate the pole. Someone makes a new pole in advance and we each get a turn to hammer it into place. You can see a line of all the old poles, until they are buried in the snow. There are eight inches of accumulation each year that never melts.

“I couldn’t have done it without the support of co-workers (in the weather flight), and my friends,” Smith said.

Air Force Weather Technical Sergeant Selectees



<u>NAME</u>	<u>BASE</u>	<u>COMMAND</u>
Nathan L. Adcock	Offutt AFB, Neb.	AWS
Shawn P. Ambrisco	Falcon AFB, Colo.	AFSPC
Eric H. Apple	Scott AFB, Ill.	AMC
Patrick Barcelona	McChord AFB, Wash.	AMC
Bruce R. Bellairs	Offutt AFB, Neb.	AWS
Jorge C. Benavides	Howard AFB, Panama	ACC
Lee T. Benson	Offutt AFB, Neb.	AWS
Raymond W. Bigler	Vandenberg AFB, Calif.	AFSPC
Michael Bocchicchia	Shaw AFB, S.C.	ACC
Timothy G. Bondy	Minot AFB, N.D.	ACC
Thomas J. Boss	Malmstrom AFB, Mont.	AFSPC
Gary L. Bucher	RAF Mildenhall, U.K.	AFSOC
Stephen Burkholder	Kunsan AB, Korea	PACAF
Daniel E. Choplick	Keesler AFB, Miss.	AETC
Michael L. Chrisman	Keesler AFB, Miss.	AETC
John A. Clum	Heidelberg, Germany	USAFE
Jay S. Curtis	Travis AFB, Calif.	AMC
Shawn Dahl	Ramey AB, Puerto Rico	AMC
Michale K. Dubrule	Fort Bragg, N.C.	AFSOC
Roger Duff	Traben-Trarbach, Germany	ACC
Wendell A. Foreman	McDill AFB, Fla.	ACC
Eric D. Friedrich	Kunsan AB, Korea	PACAF
Daniel L. George	Scott AFB, Ill.	AMC
Leslie G. Hall	Hurlburt Field, Fla.	AWS
Lance D. Halsey	Langley AFB, Va.	ACC
Dale M. Hill	Keesler AFB, Miss.	AETC
Richard G. Hittner	Offutt AFB, Neb.	AWS
Deborah L. Howey	Offutt AFB, Neb.	AWS
David L. Johnson	Keesler AFB, Miss.	AETC
Kevin O. Johnson	Charleston AFB, S.C.	AMC
Dexter L. Johnston	Keesler AFB, Miss.	AETC
Larry T. Jones	Kadena AB, Japan	AFSOC
Robert A. Kane	Patrick AFB, Fla.	AFSPC
Molly A. Kreuzer	Keesler AFB, Miss.	AETC
Stephen A. Lebrun	Ramstein AB, Germany	USAFE
Harry F. Lind, Jr.	Keesler AFB, Miss.	AETC
Karl W. Lumbra	Fort Hood, Texas	ACC
Ernest J. Luoma	Howard AFB, Panama	ACC
John W. McClellan	Beale AFB, Calif.	ACC
Patrick T. McGuffin	Ramey AB, Puerto Rico	AFSPC
Brad A. Medlin	Katterbach, Germany	USAFE
James M. Moffitt	Keesler AFB, Miss.	AETC
Jonathan K. Morris	Ellsworth AFB, S.D.	ACC
James N. Ozgunduz	Fort Carson, Colo.	ACC
Daryl J. Pegram	Fort Knox, Ky.	ACC
James R. Pickard		
Marcella L. Purdy	Fort Rucker, Ala.	ACC
Robert J. Segreti	Stuttgart, Germany	EUCOM
Roger M. Smith	Wiesbaden AB, Germany	USAFE
Robert Steenburgh	Keesler AFB, Miss.	AETC
Todd I. Stephenson	Offutt AFB, Neb.	AWS
Gary L. Stevenson	RAF Lakenheath, U.K.	USAFE
Carl R. Wetterberg	Ramstein AB, Germany	USAFE
James B. Weimann	Fort Bragg, N.C.	AFSOC
Charles F. Wood, Jr.	Fort Bragg, N.C.	ACC

OPD,

continued from Page 7

AFPC validates a MAJCOM's requirements, seeks volunteers through the electronic bulletin board (EBB), and makes a "best match" selection. When a MAJCOM declares that a job must be filled and there are no volunteers, AFPC

STAN EVAL,

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num levels. We are seeing strong leadership at some units, as key personnel are fully integrated into the day-to-day activities of weather station operations. Strong leaders are imparting scientific and technical meteorology into daily operations, and it readily shows.

However, at some units, key leaders tend to stay in the back office and work on administrative details. This also shows and is evident during limited inputs during daily forecast discussions as well as through weak LAFPs and AWDS exploitation.

a. *Forecast Review Program.* Strong leaders have outstanding forecast review programs. It starts with the OI/SOP which states that the review program will focus on weather events and the learning process and not necessarily on busted forecasts. Every unit has unique weather challenges. The unit's leadership needs to identify weather events requiring reviews, and ensure forecasters put together a sound meteorological review. There is no minimum number required here, but there is a systematic process.

Leadership identifies the weather event requiring the review (as quickly as possible, as data can be lost). Forecasters then write the review for leadership comments. All key leaders then review what the forecaster put together and incorporate meteorologically significant comments that add quality to the review — not just a "good job" or "way to go" but significant comments that add to the learning process. Upon completion of this phase (and possibly after some rewrites), the review is passed on to other forecasters for their review (and initials) and comments. The last step is

will then pursue a non-volunteer.

Officers: Don't sit back and expect good things to happen. Take responsibility for your career and motivate yourself to develop those skills that contribute to the Air Force mission (they also make you more competitive for promotions).

Make sure you are professionally prepared to assume increased responsibility.

to incorporate significant reviews into the seasonal seminar program.

b. *Seminar Program.* The seminar program is also a key leadership initiative. Seminars must focus on the weather for the upcoming season. All too common are seminars on how to read rain gauges or how to make barometer comparisons, but many times they do not focus on weather challenges for the upcoming season.

We look to see if there are seminars accomplished at some pre-designated interval, if training is documented (who attended the seminar and when), and if the seminar incorporates significant reviews that have been accomplished. A strong seminar program charts what upcoming seminars will be presented and when, and who the seminar leaders will be.

Stan-Eval Preparation

Remember the old Self-Inspection Kits (SIKs)? We're finding that units that have brought back the SIK using the Stan-Eval checklists and the Standardized Approach for Evaluators (SAFE) List are much better prepared for our visits. Of course, it can't be a pencil-whipped exercise, but instead a thorough analysis of the checklist items.

Technical leaders who take the self-inspection seriously, assign areas to key personnel, and then follow up on self-inspection discrepancies, fare much better than those who simply read the checklists prior to a Stan-Eval visit.

Preparation for a Stan-Eval visit takes many months. Waiting until 3 months prior will probably not allow sufficient time for fixes. Start early and implement a thorough Self-Inspection Program.

Checkride Your People

With the new AFI 15-180 having reached the field, the Air Force Weather Proficiency and Upgrade Program

Do the best job you can in your current assignment ("bloom where your planted"), do your PME as soon as you're eligible, get an advanced academic degree (whether through the Air Force Institute of Technology or on your own), pursue assignments that provide depth and breadth of experience (don't let location be your driver), and seek out the advice of your commander or supervisor.

(AFWPUP) is alive and well.

The flying community performs checkrides on their people all the time. However, this is something new to us.

Right now, the first checkride most forecasters or observers experience is when the Stan-Eval team comes to visit. This really puts a lot of pressure on our young troops. As part of the AFWPUP, unit leadership will be required to perform evaluations on their people.

The best way to do this is to actually perform checkrides, just like the flying community does, in order to ensure personnel are proficient at their job.

Checkrides are now also required for all skill-level upgrades. Use the same checklists we do, and tailor them to add any site specific requirements.

Stan-Eval now has checkride forms available for your use. (Checkride forms identify the same checklist items we use, but are compiled in an abbreviated, easier-to-use format).

The bottom line is, prepare your individuals by performing your own checkrides. There is no better way for key leadership to assess the performance of their troops and also prepare them for when the Stan-Eval team comes to visit.

I hope this clearly identifies some of the weaker areas we have seen on our visits and offers some helpful hints. Review and improve processes early -- long before a Stan-Eval visit.

We're finding that strong technical leadership is the key to success. Those units that have strong, technically-oriented leaders tend to perform better day-to-day, and as a result have done well on Stan-Evals.

Please don't hesitate to call DSN 576-3240 ext. 350 or e-mail at stanleym@hqaws.safb.af.mil if you have any questions.

FORECAST
FOR 6 JUNE 1944
PREP 5 JUNE 1944



0600	BASES	1500
3-5/10	29000	NIL
NIL	27000	NIL
NIL	5-7/10	4-6000
		2-3000
1-3		6+

The most important forecast in history—June 6, 1944—The D-Day Invasion