The Magazine for Air Force Weather

OBSERVER

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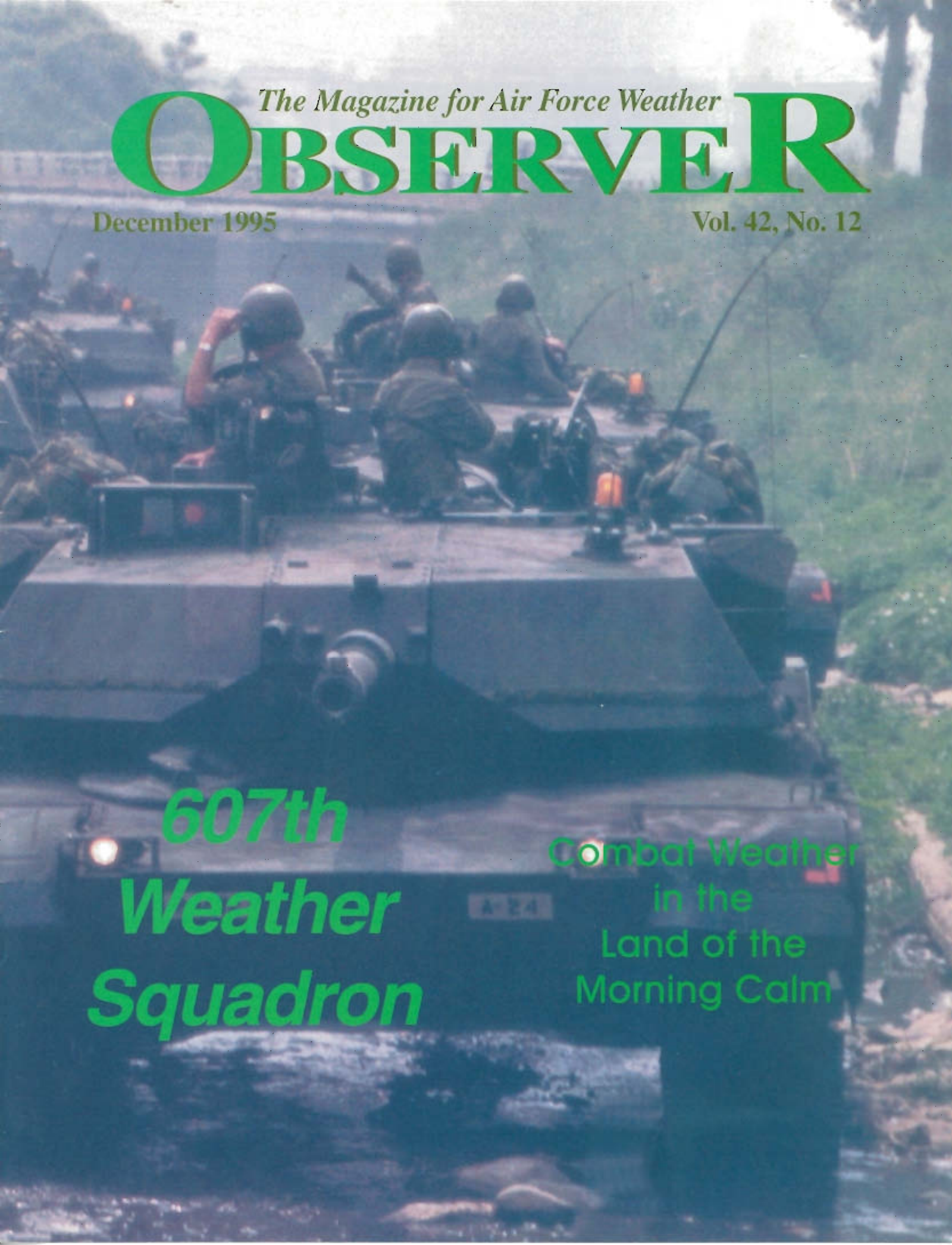

607th Weather Squadron

Combat Weather in the Land of the Morning Calm

What's Inside for December 1995

SPOTLIGHT

The 607th Weather Squadron -- See what weather operations are like in the "Land of the Morning Calm" -- South Korea

... Pages 12-15

Cover Photo and photos on pages 2 and 12-15 courtesy of the 607th WS and the 2nd Infantry Division.

Headquarters Air Weather Service

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Horizons Update

Embrace, Pursue Technical Competency

by Brig. Gen. Thomas J. Lennon
Air Force Director of Weather

In past issues I've talked about a seamless environment in the battlespace from the mud to the sun, tailored information for the warfighter, and the impact of modeling and simulation on Air Force decisions.

I've also emphasized that our unique military application of meteorology is what sets us apart from the National Weather Service and our civilian counterparts.

While we are taking advantage of a lot of research outside the DOD, this doesn't necessarily solve all our technical problems on the battlefield. The complete solution requires new technology coupled with a change in the way we operate in the base weather station to keep our focus on military unique applications.

At the forefront of this effort, there has been a shift from technology for technology's sake towards investing more in our people who must exploit that technology.

Our officer corps, particularly in the base weather station, will refocus on scientific leadership. It's imperative that the officers' role in the weather station be focused on the technical end of our business and that we fully exploit their education and training.

The officers must use their education to teach and nurture our outstanding corps of enlisted technicians. Together, we need to be in the forefront of curbing the "blackbox mentality — if the computer says so it must be right." This dangerous mentality destroys our meteorological reasoning powers as we take computer outputs at face value.

To help us achieve our goal, we are strengthening formal officer meteorologist upgrade requirements. We've also asked the major commands to evaluate which Command Meteorologist positions should be filled with personnel possessing Advanced Academic Degrees (AAD) in meteorology based on unique missions, weapon systems, or weather regimes. Specifically targeting these operational positions as AAD requirements is new to weather operations, and recognizes the importance of technical knowledge.

We also evaluated the role of enlisted technical leadership and one of our major initiatives was a mid-course correction on the single school house. We felt we needed to return to the building blocks approach to the enlisted structure — make sure we get the basics right with our 3-level apprentices before we submerge them in the technician course.

Operations in the weather station require the right people using the right tools. The AFGWC modernization initiatives will better focus our efforts on visualizing theater weather and warrior products.

Neither the meteorologist in the field nor the warfighter has the time or resources to assimilate the thousands of products available on a daily basis. We are evaluating smarter ways to engineer these products and present the information. Again, this is not a substitute for understanding the technical aspects of our products, but a tool to help us smartly apply the information to the warfighter requirements. In addition, AWS has assigned people to provide you regional centers of technical expertise. You should use them and their meteorological enhancement teams to help you understand the tools available, and solve any technology or technique problems you may be experiencing.

In the area of academic training, this is the first semester of new Air Force Institute of Technology graduate students in meteorology at Wright-Patterson AFB, Ohio. This course of study is designed specifically to apply graduate student resources towards operational Air Force problems, particularly in the base weather station.

At the U.S. Air Force Academy in Colorado, there is currently a meteorology track and a proposal is being evaluated which would provide more meteorology exposure to the cadet corps in order to expand weather awareness in the Air Force's future leadership.

"It's imperative that the officers' role in the weather station be focused on the technical end of our business and that we fully exploit their education and training."

Brig. Gen. Thomas J. Lennon
Air Force Director of Weather

Each one of us needs to embrace and pursue the notion of technical competency. I would challenge everyone to spend the time and effort to understand the technology available to you at all levels within the Air Force. Also, take advantage of membership in technical organizations, not for the sake of membership, but to maintain your own personal awareness of scientific and technical developments. If you're already a member, share the information.

It's a technical business and it's dynamic — technical competency will move us toward being the best in the world.

Have a question for General Lennon? Write to: HQ USAF/XOW, 1490 Air Force Pentagon, Washington, D.C. 20

Dramatic Change

Air Force Weather People Make It Happen

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

It must be the season. I'm writing this article on Veteran's Day, as we remember the generations of heroes who swore the same oath we did and served our great nation so honorably throughout history.

Christmas is around the corner and this *OBSERVER* edition will round out another year and bring us to new challenges in a new year. These thoughts lead to who we are today and where we're going in 1996.

First, let's talk about heroes. You've read other articles with a theme about modern heroes in everyday situations. My dictionary defines a hero as "one distinguished by ability and considered a model or ideal." If uncommon dedication, loyalty, and professionalism are hallmarks, look to your right, look to your left, and look in the mirror to see the true heroes.

Here are just a few examples to make the point. We all know observations are key to the AFW business, but consider our computer operators and weather editors at Air Force Global Weather Central, Air Force Combat Climatology Center, and Det. 7, AFGWC. They work around the clock to collect, process, and deliver the data we depend on to do the forecast mission. Their dedication and attention to detail in tough jobs where there is no margin for error are critical to success for AFW.

Consider our Department of the Air Force civilians. They perform daily miracles with administrative, program management, manpower, training, facility and financial management, and technical tasks which enable AFW to make significant contributions to America. For example, a team at AFCCC recently worked through the weekend to deliver high-priority, time-sensitive, high-value products to the Air Staff for use by the Chief of Staff.

Another team at HQ AWS, in partnership with ESC/AVW and OL-B, SSG, worked to hammer out programs and resource plans for the 1998-2003 Program Objective Memorandum (POM).

How about the RAF Mildenhall weather unit? They fought hard to get a StanEval visit to baseline their support capabilities and set a solid course for improvement. Service above self? I certainly see it that way.

How about the folks at Det. 8, 617th Weather Squadron, Sandhofen, Germany? They completed a major weather station self-help project to make their facilities a showcase. Long hours, short manning, high operations tempo, and the rigors of Army support did not deter their focus on improvement.

Heroes? They are in my book.

Let's also look at home to find true AFW heroes. Spouses, children, fathers, mothers and other relatives offer the strength, understanding, and encouragement needed for us to serve so proudly. Too often we forget to tell them.

But heroic deeds are wasted without a clear direction to follow.

We've spent a lot of time at AWS developing a vision for the next 25 years, but where are we headed in 1996? These words from an airline brochure make an important point:

"There is no change unless you change dramatically. This is direct evidence to the customer that we're not the old TWA, but something new and different."

AFW is also facing dramatic change in the coming year and for the same reasons.

You've already heard about changes to the technical training process, decisions regarding satellite communications connectivity, the Back to Basics initiatives, and leveraging on national capabilities to integrate low-cost, high payoff investments into the AFW structure.

"If uncommon dedication, loyalty, and professionalism are hallmarks (of being a hero), look to your right, look to your left, and look in the mirror to see true heroes."
Col. Joseph D. Dushan
Air Weather Service Commander

Here's another example. AFGWC is refocusing and reorganizing to build a more potent regional service posture. Their goal is to deliver higher resolution products in a more flexible, responsive, and easily-accessible manner, and to become the warfighters and AFW supplier of choice.

They will succeed by building a

See COMMAND LINE, continued on Page 23

Airman To Officer

Take advantage of the Air Force's many commissioning opportunities

by CMSgt. Jim Hoy
Air Force Weather
Senior Enlisted Advisor

Many of my articles have dealt with career progression. Here's another one with a slightly different twist — airman commissioning programs.

As I started collecting information for this article, I was amazed at the number of commissioning programs for airmen. These are a couple that caught my eye.

Air Force Chief of Staff Gen. Ronald L. Fogleman initiated a program in January to encourage airmen to pursue a commission. The **Leaders Encouraging Airman (LEAD)** Program allows commanders of major commands and field operating agencies the opportunity to select outstanding airmen to attend the Air Force Academy (USAFA) and Air Force Reserve Officer Training Corps (ROTC) programs.

With the Academy's program, commanders may select a total of 50 airmen per year to attend the Air Force Academy Prepararory School. For the class entering USAFA in 1994, only 115 airmen applied for the Academy or Prep School under the program. This year, there were more than 400 applications.

The dramatic jump in applications is a result of the LEAD program. It involves the chain of command in identifying candidates and advocating their candidates through the selection process.

The **Scholarships for Outstanding Airmen to ROTC (SOAR)** program provides one-, two-, three-, or four-year ROTC scholarships.

If you are interested in commissioning programs, read Air Force Instruction 36-2013, Officer Training School (OTS) and Airman Commissioning Programs. While the LEAD program isn't included yet, there are several other options described in the instruction.

The **Airman Education and Commissioning Program (AECP)** provides opportunities to expand your meteorological education as well as several other disciplines.

In 1994, the AECP board reviewed 83 applications and selected 35 airmen. In 1995, 35 more airmen were selected. Of the 35 in 1995, nine of the selectees are now attending college at the Air Force's expense earning degrees in meteorology.

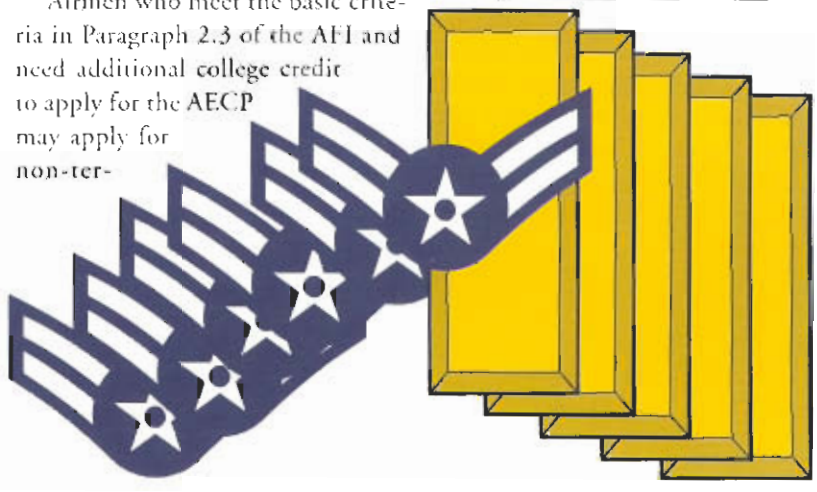
Airmen who meet the basic criteria in Paragraph 2.3 of the AFI and need additional college credit to apply for the AECP may apply for non-terminal Bootstrap TDY.

The Officer Training School (OTS) Commissioning Program is also an option. Airmen who have completed the observer and forecaster courses earn 73 hours of meteorology credits. With a few additional courses in math or advanced mathematics subjects, you may qualify for a weather officer Air Force Specialty Code.

There are two messages here. The first message: contact your base education office and find our if you are eligible. The second: read the regulations. I have included references where I could so that you can read up on the subjects.

The Air Force leadership is serious about providing commissioning programs for airmen. I encourage you to take advantage of the opportunities.

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



Ice In The Russian Pipeline

Experiences in the frozen Canadian tundra

(Editor's Note: This is another in a continuing series of "weather war stories" sent in by our weather warriors of the past. Hope you enjoy it!)

by (retired) Lt. Col. Carl Luder
Commander, 9733rd Air Reserve Sq.
Ft. Omaha, Neb.

When I graduated the New York University meteorology course in February 1943, I was asked what climate and area I wanted to serve in.

One of my requests were granted -- to work in a cold climate. However, my choice of areas -- England or China -- were not. But in the old Army Corps, 50 percent is better than zero!

My area turned out to be on the "Russian Ferry" route in Fort St. John, in northern British Columbia, Canada, where there were a string of weather stations along the route at different air strips.

After graduation, I was sent to Great Falls, Mont., for familiarization with the Western United States and Canada. Most of the Alaskan Division (ALDIV), Air Transport Command weather stations in the 16th Weather Squadron (with its headquarters in Edmonton, Alberta, Canada) were on airfields with a single landing strip along the Alaska-Canadian (ALCAN) Highway, for use of the Ferry pilots and supply cargo planes.

I found myself on an air field with about 40 people, mostly weather types, in a truly desolate part of the world. The closest civilization was a small village -- a Hudson Bay trading post - with about 30 people roughly five miles from us.

The U.S. lend-lease program was sending hundreds of P-39, P-63, A-20, C-47 and C-54 aircraft to Russia. Russian combat pilots were given their form of R&R as ferry pilots for these new planes. The planes were picked up in Great Falls and Edmonton, after cold-weather modification, and then moved along our chain of airstrips to Siberia and points west into Russia via Fairbanks and Nome.

The Alaskan-Siberian route was established to meet the desparate need of planes and supplies on the Russian front and the U.S. defense positions in the Aluetians.

Our weather reports were generated from our sector stations and from ships at sea in the northern Pacific. The reports were very meager, to say the least.

The moose are loose! The mascots of Ft. St. John.

At the time, the Japanese were in the Aleutian Islands chain. They were sending incendiary devices attached to balloons which would land all along the western United States and Canada. These devices started many fires, but were usually extinguished quickly.

Personnel flying along the ALCAN route were not issued parachutes because they stood a better chance of survival going down with the plane and using what remained for shelter and markings. All commercial aircraft flying through the area had their tail sections and about eight feet of each wingtip painted red, so they would be more easily

See WAR STORY, continued on Page 23

Did You Know ...

More on the history of Air Force Weather

by Lil Wilbur
Air Weather Service Historian

Did you know ...

The Air Weather Service history began July 1, 1937 when AWS was transferred from the Army's Signal Corps to the Air Corps?

It's true!! (It was in the last *OBSERVER*) The Air Corps were using most of our products anyway so the transfer made sense. Since then, Air Force Weather has proven its services invaluable time after time.

Did you know ...

When the weather function transferred to the Air Corps so did 40 weather stations, 22 weather officers and 180 enlisted people.

Did you know ...

In September 1937, a special six-month course was developed at Patterson Field, Ohio, for the training of enlisted forecasters. Initially, observers were trained on-the-job until 1939, when Scott Field's Air Corps Technical Training School added a basic weather course to its curriculum.

Did you know ...

Scott Field was a basic training base at that time so it was an ideal location for the weather training course.

Did you know ...

By the end of WW II, through the tireless efforts of our predecessors, AAF Weather Service had become a truly worldwide organization. Consider these statistics:

Year	*# Weather Stations*
1937	40
1941	69
1942 (Jan.)	141
1942 (July)	274
1943	669
1944	878

Did you know ...

The onset of World War II magnified the importance of weather data from areas outside the United States. One of the greatest achievements of the Army Air Corps Weather Service was "the manner in which the AAF Weather Service ... extended its vital activities overseas."

To accomplish this mission, AAF weathermen were shipped off to places like northern Quebec, Baffin (in the vicinity of the Northwest Territories), and the Padloping Islands. They always persevered sometimes finding offbeat modes of transportation such as freighters, fishing vessels, landing barges and even dog sleds (mush)!

Did you know ...

Just nine days prior to the attack on Pearl Harbor, Gen. Henry H. "Hap" Arnold, Chief of the Army Air Corps, advised Brig. Gen. Tooey Spaatz, Chief of the Air Staff, that "undoubtedly, the need for weather reconnaissance units will arise whenever the Army Air Force is called upon to operate outside the continental limits of the U.S.

"The collection of weather reports in foreign departments and allied theaters will be so reduced in the case of war that another source than is now available will be necessary to obtain additional weather information."

As we all know his words proved extremely prophetic. Thus, in August 1942 the AAF's Weather Reconnaissance Squadron (Test) No. 1 was activated.

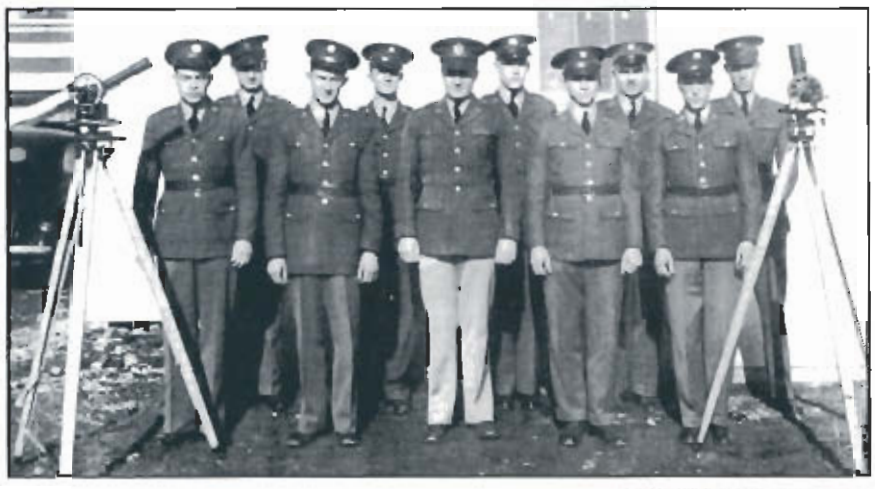


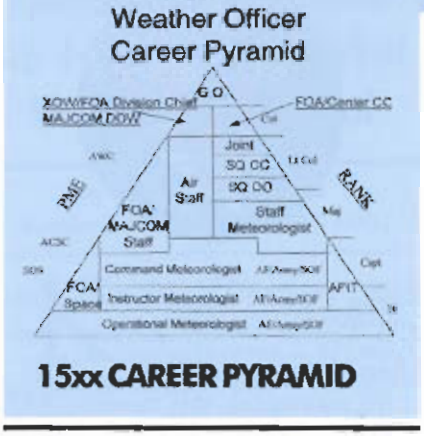
Photo courtesy AWS Historian

Graduates of the first observer course at Scott Field, Ill. In the center of the front row is 1st Lt. Robert E.L. Eaton, a weather officer at Scott, who was responsible for the creation of the course in 1939.

"DidYou Know" is brought to you by your friendly AirWeather Service History Office. If you have any stories, artifacts, old emblems, photos, etc., contact Lil Wilbur by electronic mail "wilburl@hqaws.safb.af.mil" or call (618) 256-5654, ext. 258 or DSN 576-5654, ext. x258.

Professional Military Education

Another essential ingredient for advancement



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

Professional Military Education (PME) is probably the single most important requirement to enhance your Air Force career. It prepares you both personally and professionally for the next steps of leadership and for ongoing promotion opportunities.

The normal sequence in your career is Squadron Officer School (SOS)/Primary Service School, Air Command and Staff College (ACSC)/Intermediate Service School (ISS), and Air War College (AWC)/Senior Service School (SSS).

Even though the Air Force Personnel Plan states "ideally, all officers will attend PME in-residence," limited resources restrict in-residence attendance to those that are "best qualified."

School	Grade on Entry	When Eligible
SOS	Captain	4 - 7 years
ACSC	Major or selectee	Selection + 3 years
AWC	Lt. Col. (Sel.) - Colonel	Less than 23 years at graduation

PME is the portion of military education that:

- Provides the nation with military personnel skilled in the employment of air and space power in the conduct of war and in missions short of war (e.g. peacekeeping, humanitarian assistance);
- Provides officers with the skills and knowledge to make sound decisions in progressively more demanding leadership positions within the national security environment;
- Develops strategic thinkers and warfighters.

PME consists of three levels of instruction:

1. PRIMARY -- SOS enhances your abilities as an Air Force officer. Specifically, it prepares you for those command and staff tasks required by the Air Force while providing a foundation for further professional development. Once SOS is complete, your abilities to speak and write; lead and follow; manage people, money and material; and finally to assess the capability of U.S. military forces to perform their assigned missions should all improve. But SOS is just the beginning of your professional military education. Make professional education a continuing process in your career and your life.

2. INTERMEDIATE -- ACSC broadens a field grade officers' understanding of command and staff responsibilities while preparing them for "middle management"-type positions.

Once you complete ACSC, you'll better understand strategic thought/operational art; effective staff communications; Quality Air Force; challenges of command; command resources and quality force actions; historical perspectives of war; advent of modern and total war on a global scale; warfare after World War II; basic aerospace doctrine; aerospace control; force application; force enhancement; and military operations short of war.

Also covered are: contingency operations doctrine; nuclear warfare (history & transition); arms control; space policy, organizations, systems and operations; DOD financial management and acquisition; combat logistics; threat analysis; warfare at the operational level; airpower's contributions to the campaign plan; joint force operations; combined forces operations; JODEX; JOEEX; national security policy; global structures; new international political economy; conflict in the post-containment era; and U.S. interests and global challenges.

As you can tell, ACSC "peels the onion" back several layers more than SOS to provide you with a more in-depth knowledge of the material.

3. SENIOR -- AWC prepares senior-level officers for high-level policy, command and staff responsibilities. AWC is designed to help officers to function more effectively in an increasingly complex and rapidly changing world environment.

AWC's focus is on military leadership and strategy; national security decision making, total quality management, and crises' handling; and general purpose forces, joint arena, and campaign planning.

Nonresident programs are available to all eligible officers and should be completed as soon as possible. Completing nonresident PME programs will not affect your eligibility for resident PME negatively. Complete your PME in either a seminar or correspondence course when you become eligible.

Get it done early!

Is there a topic you want covered here? Contact Maj. John Murphy at DSN 576-4895, ext. 344 or by electronic mail: "murphyj@hqaws.safb.af.mil"

Direction For Stability - How We Get There

Roles And Responsibilities Of Officers In The Weather Station

by CMSgt. Robert F. Brooks
Manager, Weather Operations
Air Force Directorate of Weather

In a recent edition of the *OBSERVER*, you were given information on where Air Force Weather (AFW) is headed in terms of weather station operation.

That article stated the emphasis is being returned to weather officers for providing scientific leadership, while the enlisted force will continue to provide the technical leadership.

In addition to redefining the roles and responsibilities of officers and enlisted in weather station operations, we've also looked at training and career progression.

More importantly, we've combined what initially began as separate efforts to define officer and enlisted roles, training, and career progression into a single program designed to enhance weather station operations. Over the next few months, the various pieces of this vision will be mapped out.

"(Back To Basics) means officers will spend more time during their careers actually working weather operations."
Chief Robert Brooks
Manager, Weather Operations
Air Force Directorate of Weather

In this article, we'll examine officers' roles and responsibilities in tomorrow's weather station.

Several months ago, Air Force Director of Weather Brig. Gen. Thomas J. Lennon directed his staff to develop a plan to use the training and leadership skills of officers assigned to the base weather stations in a more efficient manner. Although the original plan has changed as the entire vision fell into place, the fundamental principles remained the same.

The idea is to tap into the officer's college education and exploit his/her scientific knowledge for the benefit of the weather unit. The weather officer will direct and transform that knowledge into guidance and techniques the unit can use to fulfill its mission.

"We must chart a course for both officer and enlisted training and career progression."
Chief Brooks

The officers in weather stations can expect to exercise leadership in two major ways. The first is to lead the weather warfighters in their unit by example as they always have in the past.

The other method of leadership is through scientific expertise, which is a change in focus on the traditional role of officers in the base weather station.

It means officers will spend more time during their careers actually working weather operations. They will then assume direct responsibility for analysis and forecast programs, technical training, and weather and technology exploitation.

To reflect these new roles, and to better relate to the flying community, the duty titles for officers will change.

The second lieutenant graduating from the Initial Skills Course will be classified a ***Meteorologist***.

An upgrade to ***Operational Meteorologist*** is next, after they learn the basics of weather station operations.

After some additional training, first lieutenants and junior captains will become ***Instructor Meteorologists*** at which time they can lead the unit's technology and forecasting programs.

Senior captains, or the ***Command Meteorologists***, will integrate knowledge of operations and the local mission with knowledge of meteorology and forecasting to lead the unit in fulfilling its mission.

An important part of this is directing the unit's technical training program to exploit weather and technology as a force multiplier. In other words, to exploit weather and technology to enhance the effectiveness of combat forces.

Successfully exploiting weather and technology to enhance combat force effectiveness means we must also look at the enlisted roles in weather operations. A course must be charted for both officer and enlisted training and career progression. Although the officer and enlisted efforts began separately, they have evolved together.

The roles and responsibilities of our enlisted force will be the subjrct of the next BACK TO BASICS article.

Do you have questions about the "BackTo Basics" initiatives in Air Force Weather? Contact Chief Brooks at DSN 696-4390, or by electonic mail at: "rbrooks@pafosu3.hq.af.mil"

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Tech. Sgt. William D. **Lanscomb**, 17th ASOS, C Flt., Ft. Benning, Ga. (3rd OLC)

U.S. ARMY VALOROUS UNIT AWARD

Tech. Sgt. Joshua P. DeBord, CWF, Hurlburt Field, Fla.

PROMOTIONS

Daniel A. Vasenko, 19th ASOS/5th CSOF, Ft. Campbell AIN, Ky.
Robert C. Schadt, 181st WF, Terre Haute, Ind. (ANG)

APPOINTMENTS TO REGULAR AIR FORCE

Capt. Charles Harris, HQ AWS/SYX, Scott AFB, Ill.
Capt. Kay Munoz, HQ AWS/SYA, Scott AFB, Ill.
Capt. Porficio Munoz, HQ AWS/XOR, Scott AFB, Ill.
Capt. Ron Comoglio, AFIT, Wright-Patterson AFB, Ohio
Capt. Allen Rayhada, AFIT, Wright-Patterson AFB, Ohio

Glenn A. King, 105th WF, Nashville, Tenn. (ANG)

Mark R. Mireles, 17th ASOS, C Flt., Ft. Benning, Ga.
Thomas Rick, 210th WF, Ontario, Calif. (ANG)
David W. Shanteau, 120th WF, Buckley ANGB, Colo. (ANG)

Bradford Callaway, 18th ASOS, Kadena AB, Japan
Kathleen S. Jodoin, 18th ASOS, Kadena AB, Japan
Samuel R. Mayfield, 19th ASOS/5th CSOF, Ft. Campbell AIN, Ky.
Roderick P. Coronel, 210th WF, Ontario, Calif. (ANG)
Mark A. Thibault, 156th WF, Charlotte, N.C. (ANG)
Michael G. Chilcott, HQ AFGWC, Offutt AFB, Neb.

Michael Cawady, 18th ASOS, Kadena AB, Japan
Peter J. Batty, 110th WF, St. Louis, Mo. (ANG)
Chad D. Claar, 210th WF, Ontario, Calif. (ANG)
Ronald D. Fiedler, 208th WF, Minneapolis, Minn. (ANG)
Brook A. Foley, 131st WF, Westfield, Mass. (ANG)
Victoria L. White, HQ AFGWC, Offutt AFB, Neb.

Fred Boyd, 45th WS, Patrick AFB, Fla.
Juan Ramirez, Jr., 210th WF, Ontario, Calif. (ANG)
Melanie D. Weger, 116th WF, McChord AFB, Wash. (ANG)

Barry W. Brooks, 412th OSS/OSW, Edwards AFB, Calif.

Philip J. Cordle, 355th OSS/OSW, Davis-Monthan AFB, Ariz.
Joshua Trujillo, 355th OSS/OSW, Davis-Monthan AFB, Ariz.
Robert A. Rock, 412th OSS/OSW, Edwards AFB, Calif.
James E. Green, 204th WF, McGuire AFB, N.J. (ANG)

HAILS AND FAREWELLS

Tech. Sgt. Frank H. Kellnecker -- to Andersen AFB, Guam, from OL-C, 18th WS, Ft. Knox, Ky.
Senior Airman Thomas J. Erhart -- to RAF Mildenhall, U.K., from OL-C, 18th WS, Ft. Knox, Ky.
Airman 1st Class Christopher Ragan -- to Osan AB, Korea, from OL-C, 18th WS, Ft. Knox, Ky.
Senior Airman Wesley D. Mathias -- to 17th ASOS, C Flt., Ft. Benning, Ga.
Senior Airman Thomas Clark -- to Kunsan AB, Korea, from 17th ASOS, C Flt., Ft. Benning, Ga.
Capt. Donald Shannon -- to 18th ASOS, Kadena AB, Japan
1st Lt. Lynda Johnson -- to 18th ASOS, Kadena AB, Japan
Staff Sgt. Kevin Wendt -- to 18th ASOS, Kadena AB, Japan
Staff Sgt. Paul Torres -- to 18th ASOS, Kadena AB, Japan
1st Lt. Richard Bens -- to 17th ASOS, C Flt., Ft. Benning, Ga., from Travis AFB, Calif.
Airman 1st Class Roderic Buen -- to 355th OSS/OSW, Davis-Monthan AFB, Ariz., from Keesler AFB, Miss.
Airman Joshua Trujillo -- to 355th OSS/OSW, Davis-Monthan AFB, Ariz., from Keesler AFB, Miss.
Senior Airman Lonnie Clute -- to Keesler AFB, Miss. from 355th OSS/OSW, Davis-Monthan AFB, Ariz.
Senior Airman Ashleigh Brown -- to 45th WS, Patrick AFB, Fla. ,from Keesler AFB, Miss.
Airman 1st Class Melissa Handley -- to 45th WS, Patrick AFB, Fla., from Keesler AFB, Miss.
Lt. Col. Frederick C. Wirsing -- to HQ AWS, Scott AFB, Ill., from 412th OSS/OSW, Edwards AFB, Calif.
Master Sgt. Eric J. Kowalski -- to 509th OSS/OSW, Whiteman AFB, Mo., to 412th OSS/OSW, Edwards AFB, Calif.
Senior Airman Juan R. Barclaga -- to 412th OSS/OSW, Edwards AFB, Calif., from Keesler AFB, Miss.
Airman Robert A. Rock -- to 412th OSS/OSW, Edwards AFB, Calif., from Keesler AFB, Miss.

Reenlistments

Tech. Sgt. Kevin N. Shindollar, 355th OSS/OSW, Davis-Monthan AFB, Ariz.
Sgt. Carl C. Christianson, 355th OSS/OSW, Davis-Monthan AFB, Ariz.
Senior Airman Lonnie Clute, 355th OSS/OSW, Davis-Monthan AFB, Ariz.
Master Sgt. Scot Hill, 558th FTS, Randolph AFB, Texas
Master Sgt. Michael Boettcher, Det. 1, 335th TRS/CWT, CWF, Hurlburt Field, Fla.

Separations

Senior Airman Douglas C. Kloos, OL-C, 18th WS, Ft. Knox, Ky.
Capt. Debbie Wagner, 45th WS, Patrick AFB, Fla.
Senior Airman Eric Hughes, 45th WS, Patrick AFB, Fla.
Maj. David L. Knapp, Air Force Weather Liaison, Army Research Lab, White Sands Missile Range, N.M.

AWARDS

60th OSS Airman of the Quarter (3rd qtr. 1995)
Airman 1st Class Wendy S. Conklin, 60th OSS/WXF, Travis AFB, Calif.
60th OSS NCO of the Quarter (3rd qtr. 1995)
Staff Sgt. Jay S. Curtis, 60th OSS/WXF, Travis AFB, Calif.
355th OSS Senior NCO of the Quarter
Master Sgt. Michael P. Gilbert, 355th OSS/OSW, Davis-Monthan AFB, Ariz.
57th OSS Company Grade Officer of the Quarter
1st Lt. John R. Spruill, 57th OSS/OSW, Nellis AFB, Nev.
57th OSS Senior NCO of the Quarter
Master Sgt. Jeffrey B. Dunn, 57th OSS/OSW, Nellis AFB, Nev.
Pakistani Parachutist Badge
Capt. Daniel A. Vasenko, 19th ASOS/5th CSOF, Ft. Campbell AIN, Ky.
Jordanian Parachutist Wings
Tech. Sgt. John R. Walsh, 19th ASOS/5th CSOF, Ft. Campbell AIN, Ky.
United Arab Emirates Parachutist Wings
Senior Airman Kenneth E. Harris, 19th ASOS/5th CSOF, Ft. Campbell AIN, Ky.
Indiana Commendation Medal
Staff Sgt. Joseph W. Decker, 207th WF, Indianapolis, Ind. (ANG)
Staff Sgt. Michelle D. Houchin, 207th WF, Indianapolis, Ind. (ANG)
Staff Sgt. Ross A. Davis, 207th WF, Indianapolis, Ind. (ANG)
AFGWC Pacesetter Award
Airman Reginald D. Autry, HQ AFGWC, Offutt AFB, Neb.
Master Sgt. Dean T. Sallee, HQ AFGWC, Offutt AFB, Neb.
Combat Weather Facility NCO of the Quarter
Tech. Sgt. Daniel F. McCabe, CWF, Hurlburt Field, Fla.

EDUCATION

Airman Leadership School
Senior Airman Dianne M. Fay, 25th ASOS/DOW, Wheeler AAF, Hawaii (Distinguished Graduate)
Senior Airman Stephen Horsman, 25th ASOS/DOW, Wheeler AAF, Hawaii
Senior Airman Todd M. Landeche, 47th ASOS, C Flt., Ft. Benning, Ga. (Distinguished Graduate)
Senior Airman Kevin McCormick, 18th ASOS, Kadena AB, Japan
Senior Airman Andrew M. Almstrom, 412th OSS/OSW, Edwards AFB, Calif.
NCO Academy
Tech. Sgt. Jeffrey Gould, 18th ASOS, Kadena AB, Japan (Distinguished Graduate)
Tech. Sgt. John R. Walsh, 19th ASOS/5th CSOF, Ft. Campbell AIN, Ky.
Tech. Sgt. Daniel F. McCabe, CWF, Hurlburt Field, Fla.
Weather Satellite and Photo Interpretation Course
Senior Airman Jason D. Macartney, OL-C, 18th WS, Ft. Knox, Ky.
WSR-88D Operations/Manager Course
Senior Airman Paul M. Walker, OL-C, 18th WS, Ft. Knox, Ky.
Tech. Sgt. Hardy A. Frey, 412th OSS/OSW, Edwards AFB, Calif.
Army Airborne Course
Airman Robert E. Mims, Jr., 47th ASOS, C Flt., Ft. Benning, Ga.
Ranger School
Staff Sgt. Guy Betts, 17th ASOS, C Flt., Ft. Benning, Ga. (awarded U.S. Army Ranger tab)
Community College of the Air Force Degree in Weather Technology
Master Sgt. Michael P. Gilbert, 355th OSS/OSW, Davis-Monthan AFB, Ariz.
Combat Survival School
Tech. Sgt. Samuel R. Mayfield, 19th ASOS/5th CSOF, Ft. Campbell AIN, Ky.
MARWIN Course graduate
Staff Sgt. Brian W. Anderson, 19th ASOS/5th CSOF, Ft. Campbell AIN, Ky.
Joint Special Operations Staff Officer's Course
Capt. Daniel A. Vasenko, 19th ASOS/5th CSOF, Ft. Campbell AIN, Ky.

The following AF Weather officers recently obtained their graduate degrees through the AFIT meteorology program.

Maj. William H. Bauman, PhD, North Carolina State University
Maj. Randy J. Lefevre, PhD, Texas A&M University
Capt. Peter C. Clement, Master of Science, Colorado State University
Capt. Scott A. Hausman, Master of Science, Colorado State University
Capt. Randall S. Kullenbach, Master of Science, Colorado State University
Capt. Gary B. Kubat, Master of Science, Colorado State University
Capt. David T. Lawyer, Master of Science, Colorado State University
Capt. Vincent T. Ries, Master of Science, Colorado State University
Capt. Brent L. Shaw, Master of Science, Colorado State University
Capt. Rodney L. Clements, Master of Science, Florida State University
Capt. Richard A. Austett, Master of Science, North Carolina State
Capt. Kimberly L. Kreis, Master of Science, North Carolina State
Capt. Bryan D. Logie, Master of Science, North Carolina State University
Capt. Thomas C. Moore, Master of Science, North Carolina State University
Capt. Charles A. Ray, Master of Science, North Carolina State University
Capt. Luke D. Whitney, Master of Science, Ohio State University
Capt. Rodney L. Grady, Master of Science, Pennsylvania State University
Capt. Bruce A. Lambert, Master of Science, Pennsylvania State University
Capt. Mark D. Conner, Master of Science, Purdue University
Capt. Louis E. Cantrell, Master of Science, Texas A&M University
Capt. William J. Carle, Master of Science, Texas A&M University
Capt. Gregory M. Giondomenica, Master of Science, Texas A&M University
Capt. David J. Koho, Master of Science, Texas A&M University
Capt. John F. Polander, Master of Science, Texas A&M University
Capt. Anthony D. Moninski, Master of Science, Texas A&M University
Capt. Luis A. Rios, Master of Science, Texas A&M University
Capt. Richard L. Ritz, Master of Science, Texas A&M University
Capt. Scott H. Saul, Master of Science, Texas A&M University
Capt. Michael J. Dwyer, Master of Science, University California Davis
Capt. Robert C. Black, Master of Science, University of Maryland
Capt. Robert T. Swanson, Master of Science, University of Utah
Capt. Steven E. Cahanin, Master of Science, Utah State University
Capt. Jeffrey M. Cox, Master of Science, Utah State University
Capt. Paul C. Gifford, Master of Science, Utah State University
Capt. Richard J. Mueller, Master of Science, Utah State University

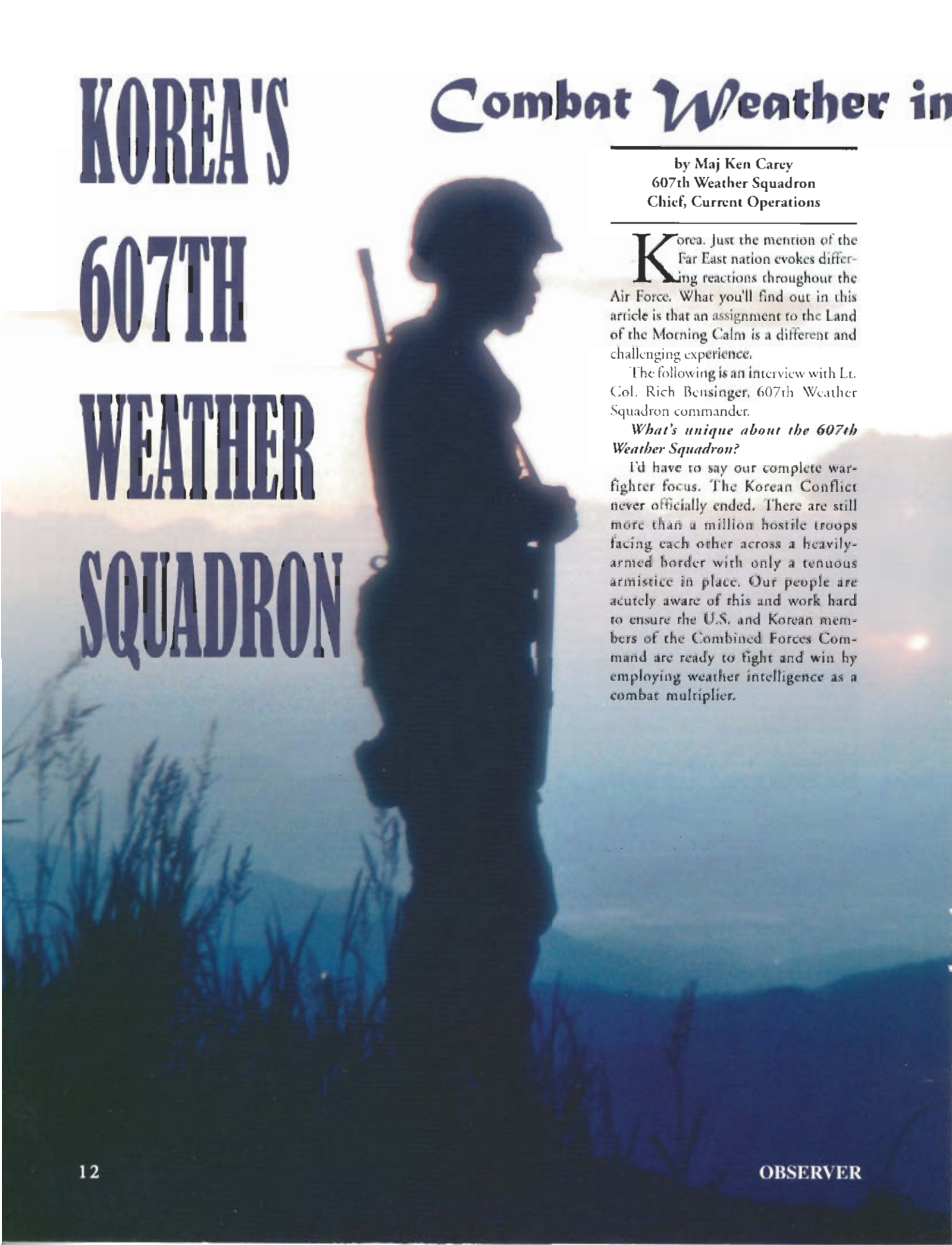
SALUTES, SALUTES ... I NEED SALUTES!

Have you or anyone in your unit been awarded a medal, been promoted, just arrived, received a degree, graduated leadership school? Do you see the names here? Well, then why not?? It's easy! Just send your salutes to the address on Page 2, fax it to DSN 576-2417, or E-mail it to "elliotts@hqaws.safb.af.mil".

KOREA'S 607TH WEATHER SQUADRON

Combat Weather in

by Maj Ken Carey
607th Weather Squadron
Chief, Current Operations



Korea. Just the mention of the Far East nation evokes differing reactions throughout the Air Force. What you'll find out in this article is that an assignment to the Land of the Morning Calm is a different and challenging experience.

The following is an interview with Lt. Col. Rich Bensinger, 607th Weather Squadron commander.

What's unique about the 607th Weather Squadron?

I'd have to say our complete warfighter focus. The Korean Conflict never officially ended. There are still more than a million hostile troops facing each other across a heavily-armed border with only a tenuous armistice in place. Our people are acutely aware of this and work hard to ensure the U.S. and Korean members of the Combined Forces Command are ready to fight and win by employing weather intelligence as a combat multiplier.

the Land of the Morning Calm

How is morale among the weather people?

It's the highest I've seen in my 17 years as a member of Air Force Weather. Many visitors, including Air Force Director of Weather Brig. Gen. Thomas J. Lennon, have commented on the great morale of our people. The mission focus is key, and my folks know they are needed and appreciated by the combat customers. We've also invested a lot of time and money in quality of life improvements.

We purchased new barracks furniture for several of our units last year, built patios and volleyball pits at some barracks, and are planning more for this year. Some people are still surprised that there are accompanied tours here, and you will find several of the fast-food restaurants on some of the posts — just like back home.

We are significantly improving weather equipment which also boosts morale. High-resolution METSAT, WSR-88D, new Pentium-class computers, all make it better to be a weather operator in Korea today.

What are your biggest challenges?

Training comes immediately to mind. The manpower factors here don't permit much flexibility for basic skills training. We need folks to hit the ground running with combat survival skills, good observing and forecasting ability, the ability to operate WSR-88D and AWDS equipment, and know how to issue an electro-optical tactical decision aid forecast. We're working hard with the major commands and Air Force Weather (AFW) to ensure training is accomplished before someone arrives here.

What would you say to someone contemplating an assignment to Korea?

Come on over! You'll get a chance to hone your combat weather skills and be part of the most exciting weather team in the world. You'll take back a feeling of accomplishment and operational focus that will directly benefit the career field as a whole.

Unit Descriptions

The 607th WS team, 93 members strong with the headquarters, two detachments, and seven operating locations, stretches from four kilometers south of the Demilitarized Zone (DMZ) in the north, to Taegu in the south. It has one of the most challenging missions in AFW today. The 607th WS is fully integrated with our customers and provides weather intelligence every day to the United Nations Command, which is chartered to keep the armistice, and combat elements of the Combined Forces Command (CFC), poised to deter any enemy action.

The **607th WS headquarters, located at Yongsan Army Installation in the Republic of Korea (ROK)'s capital, Seoul** is just 40 kilometers (24 miles) from North Korea. The HQ staff plans for new programs, coordinates on exercise plans, and provides field support and assistance to the squadron units. Additionally, daily operational support is provided to CFC intelligence activities and other units assigned to the area. The day-to-day operational arm of the 607th WS headquarters is the USFK Theater Forecast Unit (TFU).

Not surprisingly, Korea's rugged mountain-and-valley topography has a pronounced effect upon localized surface weather conditions and presents a real weather forecasting challenge. As a result, the squadron has successfully pursued access to several types of indigenous data not available via the AWN or AFGWC.

The TFU develops and disseminates theater METOC guidance forecasts for the entire Korean peninsula and adja-

Continued on next page

-cent waters and forms the nucleus of the Combined METOC Forecast Center during wartime. Recently, the TFU increased their mission to include high-definition combat aviation forecasts for takeoff, en route, and target/recovery locations.

The TFU now provides seamless support with forecasts ranging from the very high definition short-range aviation forecasts to 120-hour theater guidance used by senior decision makers. During contingencies, these missions transition intact to several wartime locations. Headquarters personnel, with augmentation from the USN, USAF, and ROK Air Force (ROKAF), deploy to four different locations in theater — Command Post TANGO, Command Post OSCAR, the Combined Rear Theater Operations Center, and the Combined Aviation Force Tactical Operations Center (CAFTOC).

U.S. Air Force photo

Staff Sgt. Kevin Ritzer briefs a pilot at Camp Page.

OL-A, 607th WS at Camp Page is a four-person Mobile Weather Team (MWT) forward deployed by the 17th Aviation Brigade with the 4th Battalion, 501st Aviation Regiment, 17th Aviation Brigade. When they say "mobile," they mean just that — their mission is to support the 4th Battalion and other 17th Aviation combat operations anytime, anywhere. They're in the field with them ten to 12 times a year. They deploy in HMMWVs (or "Humvees") with a full complement of observing and communications gear. Chuncheon, the host city for Camp Page, is roughly 95 kilometers northeast of Seoul and only 45 kilometers south of the Demilitarized Zone.

That makes the 4th Battalion the most forward-deployed helicopter unit anywhere. Camp Page is a remote/unaccompanied assignment, with only 600 or so active duty personnel. Some of the facilities are less than what most people are used to — the Post Exchange is the size of a double-wide trailer and the commissary is half that.

On the other hand, this is Korea's best-known resort area. The surrounding countryside is mountainous and quite scenic, with plenty of small country roads and destinations that are ideal for weekend bicycle excursions. In the winter, the Communities Activities Center sponsors trips to nearby ski slopes. The gym is small but it's packed with equipment, the ball fields are excellent, intramural sports are thriving, and the dorms are among the best you'll find in the ROK.

OL-B at Seoul Air Base (a ROK Air Force air base) employs two weather forecasters at the U.S. Army's compound which is located separately within the perimeter of the base. The proximity of their full-sized military airfield to Korea's capital city gives rise to an aviation mission here which functions similar to that at Andrews AFB. More than 200 briefings every month, many to general officer level customers, cover a broad spectrum of operations — be it just to another base in a C-12 or up to a mountain-top listening post at the DMZ. Taking advantage of being physically collocated with flight operations, OL-B is able to maintain real-time dialog of aviation weather information with those who use our services most — the Flying Dragons!!

Nestled in the mountains surrounding Wonju lies **Camp Eagle**, home to the 5th Battalion, 501st Aviation Regiment (5/501st), 17th Aviation Brigade, and OL-C, 607th Weather Squadron. The most modern and newest installation within the Republic of Korea is home to the other half of the 17 Avn. Bde. fleet of attack helicopters.

Tasked to provide observation, briefing, and staff weather support to these aircraft is a four-person mobile weather team (MWT). Living, working and training side-by-side with their Army comrades, Eagle's weather warfighters really learn what Army support is all about.

In-garrison support to the 5/501st focuses on training for the wartime mission and in general performing the same tasks (observing, flight weather briefings, SWO support) that they will perform when deployed.

A typical field deployment has Eagle rolling out in convoy with the rest of the battalion to begin a one to two week exercise. During this period, the weather team becomes fully integrated into the battalion's mission to move, shoot, and communicate.

Whether it's deploying to support a live-fire exercise or rolling out in full force with the entire battalion, Camp Eagle's weather warfighters live by the 501st motto — "Disciplined Operations is our Watchword, Lightning is our Call Sign, Decisive Victory in Combat is our Goal."

With an operating location just 12 kilometers from the DMZ and enemy forces, one can understand why **Det. 1, 607th Weather Squadron, Camp Red Cloud**, is known as the world's most forward-deployed weather unit. The unit, consisting of three operating locations and a detachment headquarters, serves within the ranks of the United States Army's 2nd Infantry Division (2ID).

To meet the demands of the 2ID, Det. 1 must maintain a very high state of readiness. In fact, Det. 1's successes were recently recognized by winning the 1994 Pacific Air Forces Highest State of Readiness Award.

The Commander (Staff Weather Officer), Division Weather Officer, and Cadre Weather Team are with the division headquarters at Camp Red Cloud. The Staff Weather Officer and Division Weather Officer brief the Division Staff, and coordinate all weather support requirements. This is quite a challenge to support 14 combat battalions consisting of approximately 143 tanks, 200 infantry fighting vehicles, 72 artillery pieces, 110 aircraft and 10,000 infantrymen.

Master Sgt. Don Carey, NCO-in-charge, Cadre Weather Team (CWT), describes his group as "the team that provides training and strives to maintain the detachment's readiness with cohesiveness being a main ingredient." The CWT at Camp Red Cloud maintains the unit's vehicles, requests and prepares supplies and tactical equipment for the detachment, and supports Camp Red Cloud's own Division Main during field exercises and contingencies.

Camp Stanley (OL-A, Det. 1) provides 24-hour observing and forecasting service to the host 2nd Battalion, 2nd Aviation Regiment and all other Army flying operations north of the Han River. The station is the regional briefing station for this particular area, issuing warnings, advisories, and daily forecasts for customers including the 1st and 2nd Brigades, Division Artillery, 2d Aviation Brigade, 5/17 Cavalry, and 1/2 Attack Regiment. The weapon systems supported include M1A1 tanks, Bradley Fighting Vehicles, Multiple Rocket Launch System (MRLS), and Cobra, Kiowa Warrior, Blackhawk , and Huey helicopters.

Closer to the DMZ, and providing a measurable amount of tactical weather support are forwardly deployed mobile weather teams (MWTs) at **OL-B (Camp Casey/Mobile), and OL-C (Camp Stanton).** The members of these operating locations spend a large part of their time in the field with the customers.

U.S. Air Force photo

Airman 1st Class John "Dusty" Lee, 17th Aviation weather team observer, records a tactical observation.

"Det. 1 is leading the way in tactical weather technology. We are the first detachment to use an operational Integrated Meteorological System (IMETS) system", said Capt. Matt Williams, Det. 1 commander. "The leadership and ability of our NCOs keep us together, and the fact we spend a lot of time in the field ensures we remain ready to meet the challenges that lay ahead."

Det. 2, 607th WS, at Camp Humphreys, approximately 95 kilometers south of Seoul, provides 24-hour weather support to the largest and busiest Army airfield in Korea. Det. 2 also has the added distinction of being the first WSR-88D Radar Data Acquisition site in Korea. The Camp Humphreys WSR-88D will serve seven Principal User Processors (PUP) and cover 100 percent of U.S. military assets on the peninsula. **OL-A, Det. 2 at Camp Walker in Taegu** provides observations supporting MEDEVAC missions and operates the theater high-frequency Net Control Station which serves as the high frequency (HF) communication hub for deployed units throughout the peninsula.

Korea -- Where weather warriors support the warfighters on the front line.

AFGWC Delivers New "Visualization" Product Line

by Lt Col. Al Belcher
Chief, AFGWC Product
Improvement Branch

With the drawdown of the rated force, many aircrew members are employed in non-flying jobs — including yours truly. In fact, I am one of two rated officers recently assigned to AFGWC.

As a former Weapons System Officer flying the F-111 Aardvark, RF-4C, and British Tornado aircraft, I have first-hand experience with weather and its impact on mission success.

Looking back, I didn't always heed the advice of the formal DD Form 175-1 weather briefing. More often than not, I would take my chances ... I always had a good backup mission, an alternate destination, and my weapons systems officer experience and skill in my pocket.

When Brig. Gen. Thomas J. Lennon (the first rated officer to head Air Force Weather in quite some time) assumed his position, he sensed that many members of the flying community shared my attitude.

He also knew weather people were top-notch meteorologists, who often experienced difficulty convincing aircrews and other customers that they added real value to air/land operations.

That's where my new job comes in. As AFGWC's Chief of Aircrew Weather Products, I was asked to help design a weather product suite which could be understood by a non-meteorologist; for example, a "visualization" look and feel.

"By early next year, we plan to have these visualizations available on a new AFGWC Defense Weather Information Network (DWIN) home page."
Lt. Col. Al Belcher
Chief, Air Force Global Weather Central
Aircrew Weather Products Division

In addition, this product line must be useful to the weather community. I am looking forward to displaying and asking for comments on these new products when I visit major commands and their weather staffs in the near future.

My branch, the Product Improvement Branch (AFGWC/DOA), has been working on visualization products for almost a year. Using SUN workstations and a sophisticated graphical programming language, we have quickly developed and disseminated new "warfighter" visualizations into the AFGWC Dial-in System (AFDIS).

These products are primarily based on AFGWC's Relocatable Window Model (RWM), a regional model of the atmosphere that provides a more detailed, more accurate picture of the weather than the hemispheric models of the past.

We are presently disseminating visualizations for the continental United States, Europe, Southwest Asia, and Korea windows. Valid times are for the 24- and 36-hour time periods, based on 00Z and 12Z model runs.

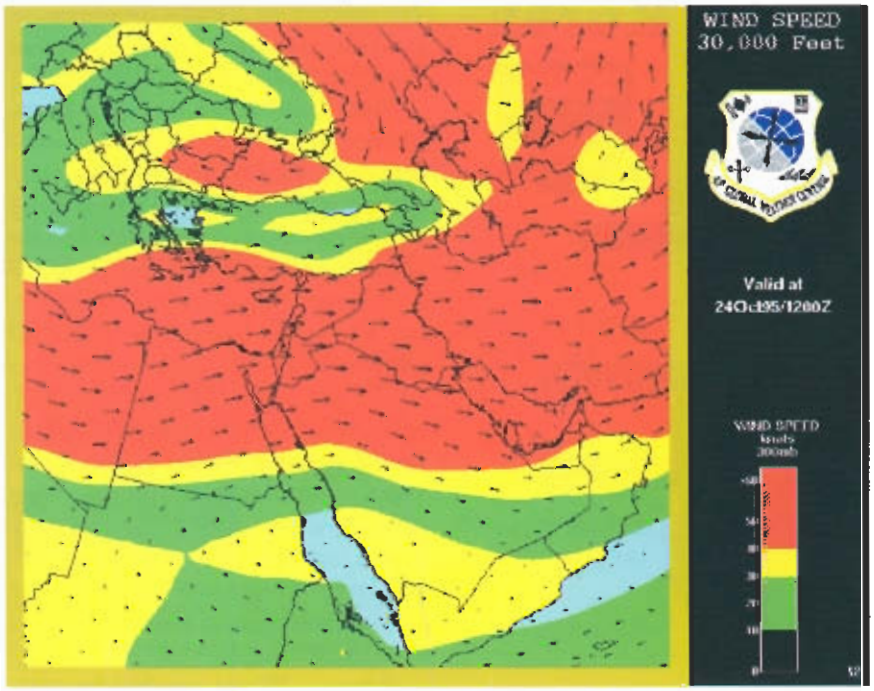


Figure 1. -- Wind speed at 30,000 feet

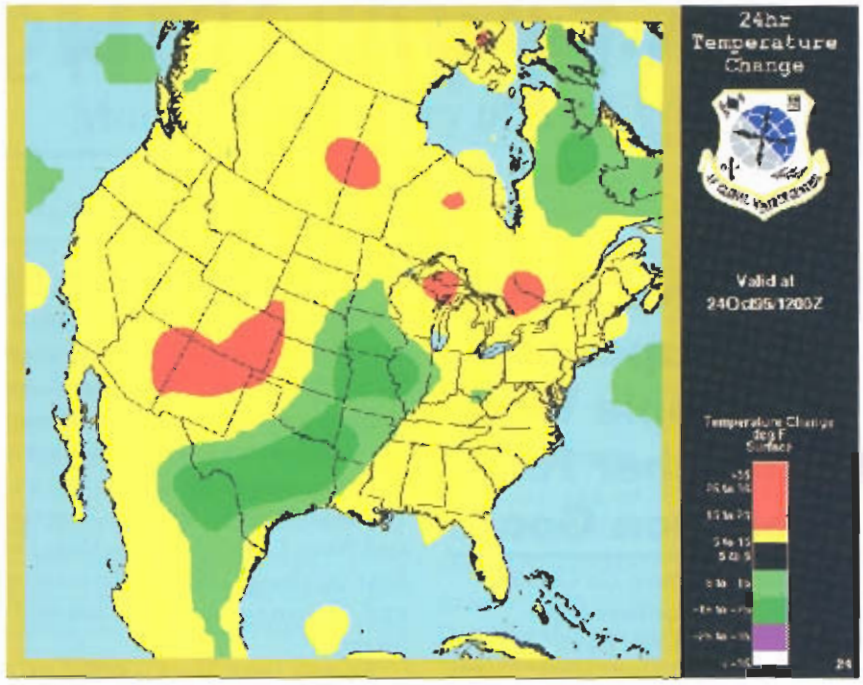


Figure 2. -- 24-hour temperature change

At the moment, all the visualizations are automated. They are designed for planning purposes, displayed in vivid colors, and quickly focus on "hot-spots" or problem areas.

Eventually, we will introduce man-machine mix visualizations, after our regionalization initiative provides the infrastructure, architecture, and resources required, tailored to meet specific theater/command needs.

Our current suite of products include flight-level winds at 10K, 24K, and 30K ft MSL, icing at 10K ft MSL, thunderstorm probabilities, upper level winds, surface temperatures, 24-hour temperature change, low and middle cloud ceilings, low-level wind shear, heat index, and contrail potential.

Figures 1 through 3 show examples of our 30K ft winds, 24-hour temperature change, and low-level wind shear products, respectively. In the future, we will be adding other products such as cloud tops, wind chill, winter precipitation, freezing level, turbulence, and surface visibilities.

The products are designed to supplement the DD Form 175-1 briefings given to aircrews, but can be used as stand-alone products during staff weather officer briefings.

By early next year, we plan to have these visualizations available on a new AFGWC Defense Weather Information Network (DWIN) home page. Similar to an Internet home page, any DOD user will be able to access these products, both in an unclassified and classified mode.

We are also working out details to get these products delivered to units having the Automated Weather Distribution System. Then these units can get the products automatically, rather than "pulling" them from the AFDIS or DWIN systems.

Most importantly, we need your comments on the quality of these products. We will do our best to design products that satisfy your needs, as well as your customers' needs. Just give us a call.

If you'd like access to or information about these exciting new products, please contact your MAJCOM weather officer, AFGWC/DOO (DSN 271-1626), or AFGWC/DOA (DSN 271-1690).

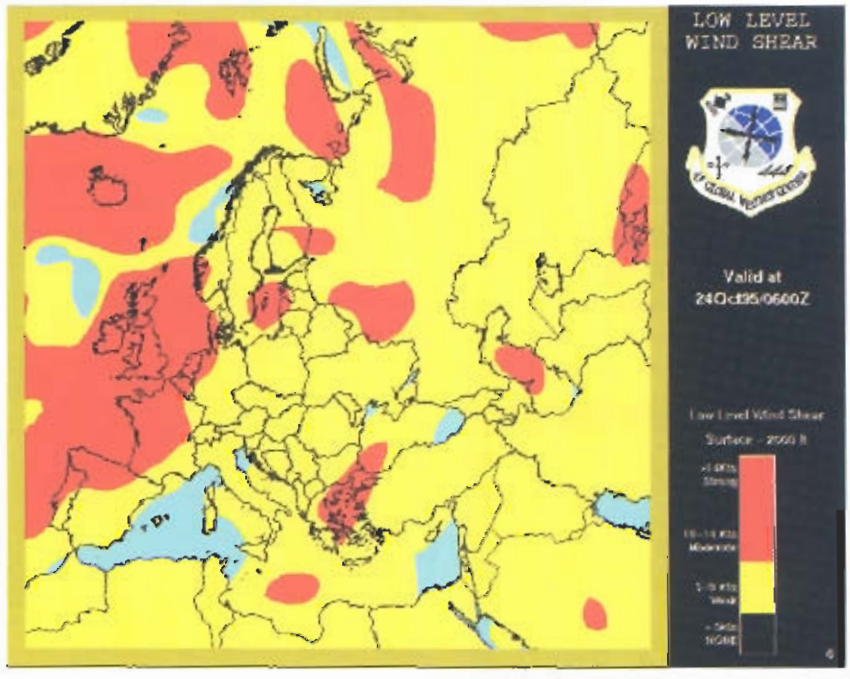


Figure 3. -- Low-level wind shear

OBSERVATIONS

Romanian, Albanian Air Force Leaders Visit Keesler WX School

by 2nd Lt. Sean Flynn
Keesler News, Keesler AFB, Miss.

Keesler AFB's weather and air traffic control training facilities were a hit with Romanian and Albanian air force leaders on a visit Sept. 13 to the 334th Training Squadron.

"It is hard to think of such a training center as you have at Keesler," said Maj. Gen. Ion Sandulesco, Romanian air force and air defense chief of staff.

He and Col. Ylli Dimraj, Albanian airspace control commander, and their delegations were on a tour of U.S. Air Force bases.

The age, expertise and opportunities of Keesler's students and instructors also attracted the attention of the visitors.

"We are impressed with the young age of the instructors and commanders at the base," said General Sandulesco through a translator.

Expressing surprise that the specialists had attained such high levels of proficiency at such young ages, the general said, "The philosophy of teaching (at Keesler and the U.S.) is better than that of the rest of the world."

The Keesler visit had special significance for both delegations as their countries try to upgrade their own defense systems.

"It (the visit) is useful because we are in the first steps of improving our own aerospace capabilities," Colonel Dimraj said. "The process (of improvement) is tough, but we're learning a lot."

Colonel Dimraj described the trip to the U.S. as a "rich experience" that fosrered good relations for training and development because it helped him compare Albanian and American technology.

Air Force, Navy and Japanese WX People Work Together For Common Goal

by Senior Airman Liz Grandin
Editor, Northern Light
Misawa AB, Japan

At Misawa AB, Japan, if you don't like the weather, just wait a minute and it'll change!After speaking with the Air Force, Navy and Japan Self-Defense Force (JADSF) meteorologists here, you gain a new appreciation for this old axiom.

These three distinctively different units, through interrelated tasks, provide the Misawa community and all transient aircrews the information pilots need in order to fly safely.

The JADSF weather technicians provide the observations, Air Force weather personnel provide the forecasts, and the Navy technicians take from both, add their oceanographic twist and provide support to the Naval aircrews.

"We work mostly with the Japanese meteorologists," said Capt. Brian Maves, chief meteorologist at Misawa. "The difference between us and other bases is that we are truly a joint weather operation."

Misawa AB is the only base in Pacific Air Forces where the weather station has this joint aspect, Maves said.

"Our primary mission is to forecast the weather for all Department of Defense operations on this installation," he said. "Any plane that comes into Misawa under an American flag uses our forecast. One atmosphere, one forecast."

It wasn't always like this, however, said Navy Lt. Michael Rochleau, officer in charge, Naval Meteorology and Oceanography Detachment, Misawa.

"Before 1984, the Air Force would put out their forecast, and the Navy theirs for their (respective) units," Rochleau said. "This would cause a lot of discontent because no two forecasts were the same, since no two forecasters analyze a chart the same way. For the most part, however, they'd come up with close to the same answer — which was redundant.

"Now, the Air Force weather troops forecast the weather, and we focus on anti-submarine warfare oceanography in support of the P-3 Orion," Rochleau said.

Navy technicians take the Air Force forecast and convert it into information for the tactical crew of the P-3, or the "backseaters".

"One thing in common about meteorology and oceanography is that you can't see them. It's not like physical things such as rocks and trees and such," Rochleau said. His job is to take the information from all the different sources and paint a picture, or model, of the environment the crew will be flying into so they can optimally tune their systems for the best possible performance. Through constant inputs, never-ending adjustments to predictions and a vigilant eye on each cloud, gust and wave, this

information is collected, analyzed and dispersed to their customers.

More than two million observations, every 12 hours or so, go to Det. 7, AFGWC, and then to the Fleet Numerical Meteorology and Oceanography Center (FNMOC) at Monterey, Calif. That does not include all the observations the computer automatically weeds out for failure to meet criteria. FNMOC is the Navy's main weather and oceanographic data collection and processing center — the equivalent of the Air Force Global Weather Central, Offutt AFB, Neb.

These central collection points take information from military observations, fishermen, research vessels, satellites, buoys, and more.

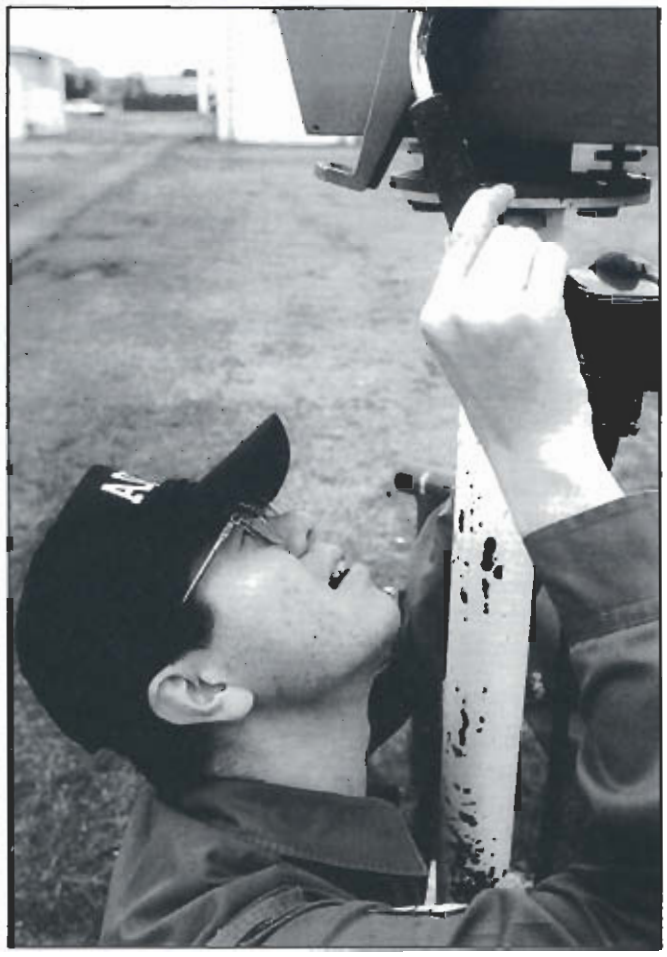


Photo by Airman 1st Class Paul Holcomb

Hiroshi Sato, Japan Air Self Defense Force weather technician, resets electronic tracking equipment for a weather balloon.

"Our job is kind of funny," Rochleau said. "It's a lot of work to get a two-minute answer — 'Yes, it's going to rain,' or 'No, it's not going to rain.'

"That's the frustraring part," he said. "We expend a lot of energy to not only collect the data, but also to look at it and check the models."

A model is a horizontal and vertical chart that depicts information from around the world, Maves explained.

"The information describes the physics of the atmosphere, computing everything that's going to happen in the atmosphere over a prescribed period of time (such as every 12 hours). A model is a two-dimensional picture of our three-dimensional atmosphere."

Access to JADSF systems gives U.S. Forces weather people constant updates of forecasts and observations around Japan.

"We also get computer models from them (the JASDF) to use for our forecasts on a daily basis," Maves said. It's a great working relationship. We really depend on them. We discuss things with them everyday, and amazingly, despite the language barrier, we're usually in close agreement."

The Air Force's dependency on the Navy is in a much different way.

"When I got here, we were doing a morning weather briefing three times a week for Navy P-3 crewmember," Maves said. "They would ask me questions and I didn't know what they were asking. Once Rochleau and I started working together, he would take what we did and tailor it to the need of the backseaters. He and his staff have been my arm to support the Navy and now it's being done better. Oceanography and meteorology can't be separated, since the winds drive the waves."

"All three of us have the potential on the meteorology level to do the entire job for the entire base," Rochleau said, "but we don't duplicate work here. The significance of having the individual units is that Maves speaks Air Force lingo, and understands his aircraft and mission much better than I could and the same applies the other way around.I know the Navy better than Maves, and of course, with the JASDF, the same would apply."

Through the interrelated work of these three units, Misawa weather is under constant watch ... even if it does change every five minutes!

Have any interesting stories about what your unit is doing for Air Force Weather? Send them to HQ AWS/RMA, 102 W. Losey St., Rm. 105, or e-mail to "elliotts@hqaws.safb.af.mil".

Get on 'BOARD' with new pubs, programs from Combat Weather

by Lt. Col. Gary Sickler
Commander

Not only is the Combat Weather Facility (CWF) the Air Force center of excellence for battlespace weather issues, we're now "Ground Zero" for hurricanes!

Since 1994, six systems of tropical storm or greater intensity have made landfall within 50 miles of Hurlburt Field, Fla..

Three of these (Tropical Storm Alberto in July 1994, Hurricane Erin in August 1995, and most recently, Hurricane Opal in October 1995) were direct hits! The good news is the base cleanup is nearly complete, beach reconstruction is well underway, and FORECAST CHALLENGE '96 (FC '96)is on schedule for Feb. 5-9, 1996.

FC '96 is an Air Force-level competition designed to test your ability to forecast in ***realistic, deployed scenarios using limited data and equipment.***

In essence, it is Air Force Weather's equivalent to RED FLAG, TOP GUN and READINESS CHALLENGE.

Despite improvements in weather and communications technology, you will eventually find yourself in a situation where equipment is lost or broken, or communications links are not established. This is when your operational forecast savvy will be challenged to operate effectively and fully support the needs of your customers.

Weather Forecasting Proficiency Exercises (WFPEs) help you refine your skills for forecasting with limited data. Current WFPEs are available from your major command directorates of weather. The MAJCOM DOWs will also be selecting their representatives for FC '96 soon. Do you have what it takes to forecast with the best of the best?

The CWF is gaining momentum and attacking our mission to improve AFW's wartime readiness. Here are a few initiatives to look for soon:

The BOARD

The Battlespace Operations, Applications, and Readiness Digest (BOARD) is our way of getting essential battlespace information to the people who really need it -- those on mobility status and cadre weather teams throughout AFW.

Our objective is to provide a single source of all battlespace weather information, techniques, and procedures. In the tradition of FYIs, T-TWOS, and ECHOES, BOARD publications will be short, easy to understand, and easy to integrate into your operations.

The BOARD itself is not a pamphlet -- it is a library, a place to keep all of the battlespace-related pamphlets we will produce at the CWF. Each series of BOARD pamphlets deals with specific topics ranging from data-denied/data-sparse forecasting techniques to equipment troubleshooting procedures. Each product type will be color-coded for easy organization and retrieval.

The first BOARD pamphlet series is the Compact Library of Information and Procedures (CLIPs). CLIPs are quick references that focus on procedures not often practiced in the field.

Each CLIP is published as a full-size document to post into the BOARD binder, and a reduced-size copy to be reproduced and inserted directly into flight crew checklist binder to carry in your BDU cargo pocket. Units should provide these binders for their people. They are less than $5 at your base supply.

The good news is we'll provide the first BOARD binder. It should arrive in the mail soon!

By the way, we're always looking for good topics for the BOARD, so fax your ideas to DSN 579-5503. For more information, contact the CWF at DSN 579-5700.

Photo by Staff Sgt. Steve Elliott

Who will be hoisting the winner's trophy at FORECAST CHALLENGE '96? Last year, USAFE took their second straight crown.

Weather Warrior Internship Program

Have you ever had a good idea for a way to improve wartime weather operations? Or a better way to forecast difficult weather phenomena but never had a way to follow it through? The Weather Warrior Internship Program can help!

This program can mean a trip to our beautiful Emerald Coast! This initiative is an opportunity to directly inject your ideas into AFW's everyday combat business.

We want to learn better ways to forecast difficult weather phenomena in the field and we want you to come to us with your ideas.

The CWF will fund one to two weeks here to work on your project -- without the worries of deployments, constant phone calls or aircrew briefing! We hope to receive enough good ideas to award semiannual internships.

Look for details in future editions of the OBSERVER, and always remember, your real mission is our wartime mission. Be combat ready!

OBTW
Oh, By The Way

NASA Satellite Detects Space Disturbance Before Reaching Earth

A NASA spacecraft detected a huge interplanetary disturbance which struck the Earth's protective magnetic field on Oct. 18, producing a magnetic storm and auroral displays, or "Northern Lights" that persisted for two days.

The phenomenon was visible in the United States as far south as Denver, according to scientists at NASA's Goddard Space Flight Center, Greenbelt, Md., who reported critical satellite data to other government agencies and scientists around the world.

The information was relayed electronically to the U.S. Air Force and to the National Oceanic and Atmospheric Administration's Space Environment Laboratory, in Boulder, CO, where evaluators issued an updated "space weather alert" to commercial satellite operators, electrical utilities and other organizations worldwide.

The disturbance, called a "giant magnetic cloud", was 65 million miles across and speeding toward the Earth at over 2.1 million miles per hour when it was detected at 3 p.m. EST on Oct. 18 by NASA's Wind spacecraft. Wind is an unmanned spacecraft patrolling interplanetary space 662,000 miles from Earth, pointed toward the Sun.

"The rapid response to the Wind observations and the prompt issuance of the alert were made possible by advanced data systems, technology and networks," said Dr. Keith Ogilvie of Goddard, NASA's Project Scientist for Wind. The central processing and distribution systems were developed and implemented by NASA and supported by the Wind science teams, NOAA, the Air Force, and international partners.

Invisible to normal telescopes and to the human eye, the cloud was composed of magnetic fields and electrified subatomic particles ejected from the outer atmosphere or corona of the Sun.

About 30 minutes after the front edge of the giant cloud passed over the Wind probe, it swept over Japan's GEOTAIL satellite, which was located on the sunward side of the Earth in its 120,000 X 40,000 mile elliptical orbit. GEOTAIL also gathered important scientific data. Minutes later, the disturbance struck the outer limits of the Earth's magnetic field, which acts as a protective buffer. The impact compressed the magnetic field on the sunward side of the Earth and stretched it out away from the Sun on the night side, triggering the magnetic storm and aurora.

"It was detected with instruments on Wind that sense the magnetic fields, particles and waves in interplanetary space," said Dr Ogilvie. "This is a good example of what we had been expecting since Wind was launched Nov. 1, 1994. This wonderful observation is a great first birthday present from Wind."

A complete analysis of the Oct.18 Wind data, and data from other spacecraft and instruments, may take months or years, but is expected to tell scientists much about how interplanetary disturbances propagate through space and affect the Earth's environment.

Future disturbances are anticipated as the 11-year sunspot cycle is expected to peak shortly after the year 2000, according to NASA scientists.

What's New on the Air Weather Service Bulletin Board

The publications are coming fast and furious out of the Air Weather Service XO directorate recently.

FYI # 30, *The Air Force Weather Bulletin Board System* Update: We appreciate the positive feedback we've received on our new FYI format. We're glad to see it enhances the readability and grabs the reader's interest.

You can now access the AFW BBS files through the Internet via FTP (File Transfer Protocol). The latest *Air Weather Service Ops Digest* discusses how to access this new capability.

A new directory has been added for the Standardization and Evaluation team. The latest in Stan/Eval pubs and crosstalk are available in that library.

New Publications: A new FYI is being written for the Internet and weather sources on the World Wide Web which should be available in early winter.

There are three publications, two Echoes, Operational Use of VIL (Ver

See OBTW, Continued on Page 22

CrossFeed

Got a hot tip on how to do something smarter, easier, faster? Why not share it with the rest of your weather bretheren?

Send your submission to the Air Weather Service Public Affairs Office. We'll check it out with our technical folks, and if it looks good, it'll get published in a future OBSERVER or OPERATIONS DIGEST, with a credit to you. The AWS/PA address is on page 2.

Oh, By The Way, cont. from Page 21

tically Integrated Liquid), and Clutter Suppression, and an FYI, MOS (Manual Observing System), at the printers and should be in the mail soon.

Other publications in the works include *Non-Convective Winds, Alternative Sources of Weather Data* (an FYI #1 update), *Freezing Drizzle*, and *Turbulence*.

For more information about publishing FYI's, TTWO's, and Echoes, call Arthur Nelson at DSN 576-4721, or contact by electronic mail at: "nelsona@hqaws.safb.af.mil".

What happens To Old TAFs?

Have you ever wondered what happens to your TAF (Terminal Aerodrome Forecasts) after 24 hours?

You may be surprised to know your TAF has a long life even after it expires. Each month the AWN folks at Det. 7, Air Force Global Weather Central, Tinker AFB, Okla., collect all the TAFs on tape and ship them to Operating Location-A, Air Force Combat Climatology Center, Asheville, N.C.

Your TAF is decoded and included as part of the TAF Verification (TAFVER II) data base for a period of 10 years. Your TAF is then sent AFCCC, Scott AFB, Ill., to compute verification statistics.

Compiling TAFs is normally a very efficient process but it has had its problems. Since July 1993, the decode process has eliminated over 65,000 TAFs because they were undecodable. We believe this 10-20 percent (sometimes higher) monthly failure rate is much too high in one of the areas where weather folks should excel. Obviously, if you remove this much data from the verification process the statistical results are suspect and open to question. TAFs are being eliminated from the TAFVER II program by simple errors that are correctable by following proper coding procedures.

You can help decrease the failure rate by doing the following:

- Quality control each TAF prior to transmission to reduce the typographical errors.
- Review TAF encode procedures to ensure they agree with the instructions in AFMAN 15-124.

The following is a list of the most common TAF coding errors:

1. Interchanging the letter "O" and the integer "0" (zero). This is most common in the altimeter group.
2. Misspelling the cloud amounts (SCT, BKN, OVC).
3. Use of the "/" instead of the "G" in the wind gust field.
4. Allowing the valid time of a forecast group to be "out-of-bounds." For example, you can not start a BECMG, TEMPO, or FMGG group prior to the valid beginning time of the TAF. The same applies to ending times. You cannot end a forecast group after the valid ending time of the TAF.
5. Omitting one or more of the required groups in the FMGG and BECMG lines. Leaving the altimeter group out is the most common example of this error.
6. Failure to transmit a correction (COR) after issuing a TAF that contains an obvious error(s). When this happens there will be no TAF for this verification hour.
7. Gusts not exceeding the mean speed by 5 knots or more.
8. Improper encoding of the weather group. This caused over half of the 65,000 TAF failures. Table 1.5 spells out how to encode the weather (w'w') group, whereas the intensity is first, followed by the descriptor, then the precipitation, etc. Note 3 spells out that precipitation and "other" phenomenon will be encoded in separate groups.
9. Failing to append the AMD and COR times.
10. Failure to properly encode limited forecast service indicators. Units put various twists and changes in this specific entry and add other information in the REMARKS section. For example, one unit places their DSN number in the REMARKS section.

Although that information may be useful to get an updated forecast, such information, especially numbers, can be mistaken for new "groups," thus causing a "good" TAF to fail.

Forecasters reading the operational TAFs can understand the forecast and quickly read around the error(s). We know the forecasts 27010G14 or TSSHRABR don't comply with proper procedures, but we still understand the forecast.

However, if we are to decode thousands of lines of code in an automated fashion, and offer professional data, we must reduce these mistakes. You can help us make the difference. Feel free to contact Chief Schieb, AWS/XOO, DSN 576-4110, ext. 213 if you have any encoding questions.

(submitted by Vann B. Gibbs, Jr., OL-A, AFCCC).

Air National Guard Weather Vacancies

Officer and enlisted vacancies for weather people exist at numerous locations throughout the United States, according to the latest information from the ANG Weather office.

They are listed here by unit, base and/or location, and DSN phone number.

Officer vacancies:

202nd Weather Flight; Otis ANGB, Mass.; 557-4907.
207th WF; Indianapolis, Ind.; 369-2404.
122th WF; New Orleans, La.; 457-8424.
125th WF; Tulsa, Okla.; 956-5272.
159th WF; Camp Blanding, Fla.; 960-3449.
199th WF; Wheeler Army Air Field, Hawaii; 456-1232.

Enlisted openings:

146th WF; Pittsburgh, Pa; 277-7435.
123rd WF; Portland, Ore.; 638-4566.
156th WF; Charlotte, N.C; 583-9137.
164th WF; Columbus, Ohio; 950-3361.
209th WF; Austin, Texas; 954-5109.
202nd WF; Otis ANGB, Mass; 557-4907.
140th WF; Willow Grove ARS, Pa.; 991-1320.
207th WF; Indianapolis, Ind.; 369-2404.

For more information on exactly which weather flights have openings at any given time, contact Ted Houghton at DSN 278-8285 or send electronic mail to: "thoughton@angrc.af.mil".

IT'S BACK!!

'*OPERATIONS DIGEST*' Returns From Three-Year Hiatus

by Tech. Sgt. Ron Sinnard
Managing Editor,
Air Force Weather
Operations Digest

"We're back!"

That was the word from Col. Clifford Matsumoto, Director of Plans, Programs, and Technology at Air Weather Service, in pronouncing the return of the Air Force Weather *OPERATIONS DIGEST* after a prolonged absence.

"The *OPS DIGEST* has returned to bring you, the weather professional, a forum for operational issues," the colonel said. "The *OBSERVER* will continue to be your source for non-operational weather information. In-depth technical publications will be produced by the Air Weather Service XOT branch in the form of *FYIs*, *TTWOS*, and *ECHOES*. The *OPS DIGEST* will bridge the gap between these two publications."

As you read through the upcoming editions of the *OPS DIGEST*, please remember that it is YOUR publication.

If you would like an issue addressed, disagree with an article, or even write an article yourself, all you have to do is contact me. My DSN number is 576-4110, ext. 223. The commercial number is (618) 256-4110, ext. 223.

To submit an article, send it by fax to DSN 576-6300 or (618) 256-6300; by electronic mail to "sinnardr@hqaws.safb.af.mil", or to the Air Force Weather BBS to "sinnardr".

The *OPERATIONS DIGEST* will be published on a quarrerly basis. As with any official publication, the views and opinions expressed in the publication are those of the individual author, unless otherwise specified. Final selection of the material used is based on suitability, timeliness, and space availability. The editorial sraff reserves the right to make editorial changes to submitted manuscripts.

WAR STORIES, continued from Page 6

There were so many wrecks in a nearby rugged valley, it was nicknamed "Million Dollar Valley". That was when a million dollars was a really significant amount!

One experience I'll never forget happened one late night when we were returning from Fairbanks in a C-47. The co-pilot was flying the aircraft while the pilot was taking a nap. We were about to land at the Whitehorse, Yukon strip which was cut out of the side of a mountain, about 70 feet from a river and the town. Suddenly, the pilot jolted awake, pulled the wheel yoke into his stomach and rammed the throttles into the instrument panel. We were below the end of the runway at the time, but he was able to hop us onto the runway. Our landing gear was probably full of pine tree branches after that. The good Lord was flying with us that night or I probably wouldn't be here.

Part of our recreation was hunting bear, deer and some small game. One day, however, a couple of our enlisted fellows were out hunting and brought back two very young (and alive!) moose.

Recording observations at Fort St. John's weather station.

At first, they were bottle fed and later would hang around the mess hall for handouts. They matured rapidly into full-grown moose and were still there when I returned to the States.

Got a good war story? Send it to HQ AWS/RMA, 102 W. Losey St., Rm. 105, Scott AFB, IL 62225 or by e-mail to "elliotts@hqaws.safb.af.mil".

COMMAND LINE, continued from Page 4

new suite of products and creating a new support structure to *augment and enhance* (not replace) the capabilities of base and post weather stations.

In concert with other initiarives, this "new AFGWC" will be a major step toward our goal of a 15 percent improvement in forecast accuracy so battlefield commanders can "anticipate and exploit, then own the weather". Ambitious and dramatic for sure, but achievable with the continued hard work and dedication of the weather heroes I mentioned before.

Thank you all for your daily contributions to the AFW team. Whether in Special Operations, an AWS center, base or post weather station, space observatory, laboratory, or headquarters, you make the difference.

We are ready to turn the corner in 1996 and demonstrate to our combat customers a new truth: "We're not the old AFW, but something new and different!"