

Your Magazine for Air Force Weather

OBSERVER

April/May 2000

AF/XOW bids farewell

Lewis proud of airmen's on-target weather support

AFW Heritage Center dedication

Weathermen and family honored

1999 AFW Award Winners

USAFE WEATHER OPERATIONS 5
Looking back over a year of changes, USAFE reflects on weather operations

28TH OWS DEVELOPS AND EXECUTES TRAINING MISSION 7

BRIG. GEN. FRED LEWIS' LEADERSHIP 10

WX FLIGHT FOCUS ON STRATEGIC MISSION 12

AFW HERITAGE CENTER OPENS 14
Weathermen and family honored during dedication ceremony

USAFE OWS/CWT 16

DEPLOYED TEAM PROVIDES FIELD CUSTOMIZED WEATHER PRODUCTS 18

AIR FORCE PREPARES FOR SEVERE HURRICANE SEASON 21

WEATHER WARRIOR 22

1999 AIR FORCE WEATHER AWARD WINNERS 23

NEW AIR FORCE WEATHER NCOs 25

ON THE COVER

Ceremonial finale



Members from the Air Force Weather Agency perform the special Flags of Freedom presentation as part of an Offutt AFB Retreat ceremony. The Retreat ceremony culminated a series of day-long activities dedicating AFW's new Heritage Center. The Heritage Center is the new repository of historical items documenting the important role weather has played in military operations.

2 - April-May



OBSERVER

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AFW transitions

Outgoing commander laudes training achievements and troop motivation

By Brig. Gen. Fred P. Lewis
Air Force Director of Weather

I'd like to take this opportunity to pass along some parting words, give you my assessment of AFW as a career field, and offer some vectors for the road

"We have the plan, the organization, the training, outstanding people, the reachback processes, and the technology to provide the warfighters fine-scale, accurate, relevant weather information... from the mud to the sun"

ahead. As my days as Director of Weather and as a career airman come to a close, I take particular pride and great satisfaction in looking back on what you have accomplished over the last several years.

My take: you have all done absolutely outstanding! Right up front — I've said this before, and I must say it again — I'm extremely proud of each and every one of

you for what you have accomplished over the last several years. We have come a long way. Whether you were part of the team that developed our vision for

Air Force Weather; contributed to the design of the reengineering plan; played your part in the stand-up of AFWA, one of the Operational Weather Squadrons, or one of the Combat Weather Teams; or implemented one of our new severe weather warning procedures, you have all done absolutely amazing work. You should take great pride in what you have accomplished for our Air Force—I certainly do!

Without a doubt, my proudest experiences during my tenure were witnessing the way you all performed — as a powerful, motivated, and highly effective team — during Operation ALLIED FORCE and in operations in Southwest Asia, Korea, SOUTHCOM, and in many other locations around the world. During this time, you truly started a new chapter for our career field. As the result of your outstanding performance, my assessment of our career field is that we are right on track for the 21st Century. We have the plan, the organization, the training, the outstanding people, the reachback processes, and the technology to provide the warfighters fine-scale, accurate, relevant weather information...from the mud to the sun. We are fusing air and space weather and leveraging worldwide National Weather Squadron, Navy, and other nation's weather products and technologies to provide the warfighters and operators the IMPACTS OF THE WEATHER on their missions. We have the strong support of our Air Force's senior leadership — up to and including the Chief of Staff, Gen. Michael E. Ryan — and I'm personally, extremely proud of you for providing the on-target weather support to earn that support. In fact, recently General Ryan told me that Air Force Weather "is the best it's ever been" — and this is due to your efforts!

I know you won't stop here, and, by all means, I know you won't slow down. There's still much more to do. You've still got a lot of training to accomplish

See FAREWELL p.4

FAREWELL cont. from p. 3

and you still have many operational process issues to refine. Most importantly, you've got to be ready for the next "ALLIED FORCE" or next "DESERT STORM" or any contingency the future brings to our Nation — and I know you will be!

Of all the many things we have improved over the past few years, I think training tops the list of importance. Our weather schoolhouse at Keesler AFB is doing an absolutely outstanding job training our people. And now the Operational Weather Squadrons are doing the on-the-job training...and doing it very well. It's exciting and encouraging to see our first forecaster apprentices now completing their first phases of training and contributing to OWS production. Over the next few years, they will continuously gain experience and confidence as they take on more and more of our operational tasks and processes. Although we will have to start a temporary and partial pipeline of forecaster apprentices to the CWTs, this is only a temporary measure to get us through these next few transition years to ensure field manning gets to and stays at the 90+ percent level.

Manning and retention issues across the Air Force and in Air Force Weather need to be continuously worked by all of us. I would ask each of you to help us build the future by re-enlisting as many of our airmen as possible. Yes, we've been very successful in leveraging virtually every personnel program available to us to compensate you — our great people. Our re-enlistment bonuses and special duty assignment pays are among the highest in the Air Force. Air Force promotion rates are at historically high levels and AFW percentages will be even higher over the next couple of years. Also, I am encouraged that enlistment bonuses are keeping the pipeline of new weather accessions as strong as ever with more than 70 percent of our enlistees taking the 6-year enlistment option. These incentive programs have been very effective in helping to meet our retention goals and manning numbers are already showing gradual

improvement. But the real key to success of manning and retention in the future lies in our ability to create and maintain high quality working and living conditions for our people. I'm confident that our new structure of Strategic Centers, Operational Weather Squadrons, and Combat Weather Teams, along with the evolution of the Expeditionary Aerospace Force, will bring this to fruition as we reach the reengineered end-state and our Air Force Weather vision in the next couple of years. The operations and training structure we have created, along with improved career paths provides us the most effective mechanism to grow our people the "right way" in the future — the "right way" to support worldwide Air Force, Army, National Program, and other joint operations.

I know you will give Brig. Gen. D.L. Johnson, your new Director of Weather, the same outstanding level of support that you have so professionally given me. General Johnson is a proven senior leader who is the exact right person to lead Air Force Weather through this transition, over the threshold of the new millennium, and into our Air Force's extremely bright future. In our first session with him he told us that he is proud to have been selected as the next Director of Weather. He took ownership for what we bring to the warfighter and expressed his enthusiasm for what we have already accomplished, and his desire to continue to improve the many capabilities we bring to worldwide operations.

As a final message to you from your past Director of Weather, it has been an absolute honor and privilege to have served with each of you. My greatest personal rewards have come from working with each and every one of you. The professionalism and integrity you have displayed in the face of many tough challenges and the sacrifices you and your families have made in the defense of our great Nation — day in and day out — have made me very proud and extremely fortunate! God Bless you all. **STAY THE COURSE and KEEP THE WEATHER ON TARGET!**

Observer Magazine gets new publisher - readership assistance requested



Beginning with this issue the Observer Magazine will be published under a new contract with Reflection Printing. Because of this switch in service provider, the Observer staff is asking any unit that has requested modifications/deletions to their unit address, in the past

three months, to please resubmit them. We're asking your assistance in an effort to deliver better service than provided under the previous contract. Please accept our apologies for any inconvenience this switchover may cause. Please submit all corrections to shawn@reflectionprinting.com.

— A year in review

Col. Paul H. Harris
USAFE DOW

Air Force Weather people worldwide are helping make USAFE weather operations an absolute total success. Just like Combat Weather Teams and the Operational Weather Squadrons work together as one team to accomplish the mission, weather operators everywhere, whether they be in your MAJCOM, AFWA, the Air Staff or from the Guard and Reserves, are part and parcel of our team and need to be recognized for our accomplishments. Having said that, let's review what is happening in USAFE weather operations.

Our USAFE Operational Weather Squadron at Sembach reached what we call Full Operational Capability in August 1999. That means the OWS is putting out all of the forecasts, warnings, and advisories for combat weather teams throughout the entire theater. Let's be truthful, there are still some "rubs" out there, but our AFW operations are second to none. Additionally, our CWT-OWS teams are making things happen. Our AFW people are our greatest assets and are the absolute best!

The OWS cannot sustain operations without some augmentation from the Guard, Reserves, and other active duty units; but there is a

big payoff. We have eliminated at least 31 contingency taskings thus far. What that means for AFW is that if we subtract the current active duty augmentation that we need at the OWS, we benefit by saving 92 deployment taskings per year. Our focus here is to provide the best support possible to our warfighters; while at the same time trying to help reduce your ops tempo.

"Our AFW people are our greatest assets and are the absolute best!"

We are still in Bosnia and the 401st Weather Squadron has been doing a tremendous job supporting the Army and the Multi-National Division-North in perhaps one of the most challenging weather regimes around. They are busy consolidating operations, installing standard fixed meteorological equipment on the airfield, employing Automated Weather Observing Systems at Army airfields and helipads, and even employing some of the more tactical Remote Miniature Weather Systems in strategic locations.

Although we have been there for many years and living conditions on Tuzla are pretty good, let there be no question that Tuzla Air Base, Bosnia is still a combat zone and our weather operations there are absolutely key to mission success. Our 7th Weather Squadron led the

way into Albania supporting Task Force Hawk during Operation ALLIED FORCE and flexed into Kosovo during the initial stages of Operation JOINT GUARDIAN to support Task Force Falcon. The 7th Expeditionary Weather Squadron in Kosovo supports Multi-National Brigade-East and TFF at Camp Bondsteel.

A 9-person team, down from the original 17, went into Tirana, Albania, to support Task Force Hawk, Tirana airfield operations, Humanitarian Relief Operations missions during the Air War Over Serbia.

As in Bosnia and Albania, Kosovo is a data-sparse mountainous region with tough weather, but with great teamwork between the CWT and OWS, weather personnel are providing outstanding support to a very demanding Army customer.

The 7th EWS has just received their third Automated Weather Observing System and has employed RMWS systems to improve data collection efforts. These additions have obviated the need to put additional weather personnel in harm's way. Weather operators have more capability in forward-deployed locations than ever before! Ramstein Air Base combat weather teams and the 86th AW deployed to Africa supporting C-130 paradrop

See REVIEW p. 6

What lies ahead?

missions. This was a huge success using reachback to the OWS and employing INMARSAT, NIPRnet, and various satellite communications systems. Ramstein and Mildenhall are now preparing for a larger scale exercise in Cameroon. Again, two or three people will use reachback to accomplish what used to require twice as many people.

Let's not forget Spangdahlem AFB, Germany; Incirlik AB, Turkey; and Aviano AFB, Italy. We are still flying wartime missions. Incirlik is extremely busy supporting aircrews flying missions over northern Iraq (i.e., Operation Northern Watch). They also have another unique opportunity to excel as they jointly support the Combined Air Operations Center and other allied aircrews with a one-person British Combat Weather Team. At Aviano the war has not ended with aircrews (F-16, F-15, EA-6Bs) still flying combat missions over the Balkans. We just finished a MAJCOM IG at Spangdahlem and the team's findings confirmed what we always knew—absolutely outstanding weather operations.

Of course, they can't go anywhere without Ramstein's 37th Airlift Squadron, so the Ramstein CWT and SETAF CWTs are teams who often work together.

Great news at the OWS recently with the arrival of our first 3-level forecaster school graduates in late December and early January. Airman First Class Makishma M. Cabo was the first to arrive. AFW worked miracles in retooling our weather school house at Keesler AFB, and in getting the first graduates through. Thanks to some great work from our outstanding senior NCOs, SAIC civilian contract trainers, and outside help from AFWA, the USAFE OWS training branch is fully operational. Training simulators, instructors, and course materials are all ready. My gut feeling is that our 3-level forecasters will validate our vision and exceed our greatest expectations.

I am afraid that I have missed some of our successes and apologize for those not mentioned...I could go on forever. Det 2, 7WS at Hanau, Germany—outstanding quality of life improvements and technical advancements. Their efforts have produced the best airman's dorms I have ever seen. They've also achieved admirable results in exploiting the use of TVSAT. Capt. Robert W. Trayers, Jr., Det 5, 7WS Katterbach, Germany—Aviation Bde commander, could not say enough good things about our people and their support in Kosovo.

They also demonstrated absolutely great self-help work in their work areas. Det 11, 7WS's tireless efforts in working the Army supply system to field new tents and equipment (leaner and meaner) while

remaining fully integrated into the decision-making processes proved invaluable. Det 10, 7WS—again the pride of the First Infantry Division was truly evident in their work done in Kosovo—absolutely outstanding weather station and facilities; great leadership and unit pride.

What lies ahead? New weather radars are being installed as we speak. Additionally, we're preparing for OS-21 airfield weather sensor replacements, making room for more 3-level forecasters in our OWSs, constantly improving OWS products and processes, continuing to build teamwork between CWTs and the OWS, improving quality of life for our people attached to Army units and then just pressing ahead "to get on with business".

I'd like to highlight five themes for successfully implementing re-engineering. One has already been mentioned—teamwork between OWS and CWT personnel. Open and constant communication, with the CWT being the "eyes forward" for the OWS, is of paramount importance. During the period of OWSs standing up and prior to new Initial School Course graduates accruing valuable training/experience at the OWSs (let's say during the next 2 years or so—at a minimum), a significant key to implementing re-engineering intertwines four themes: (1) man CWTs at/near the absolute minimum essential to maintain operations and wartime readiness, (2) place enough experienced forecasters in OWSs to ensure they are robust enough to take garrison and deployed

Next door to Aviano is Vicenza, home of the Lion Brigade, the US Army Europe's Southern European Task Force, and Det 12's 7WS. Although a small unit, we added a few people and gave them a "P" prefix. Det 12 is a real combat weather team who is "jumping in" everyday with their customers. SETAF recently did a force projection operation in Bosnia as a show of force capability demonstration.

28th OWS develops and executes training mission

By Maj. William Gibbons

28th OWS/WXT

Unit focuses efforts on integrating and balancing weather operations, training, and standardization and evaluation

Operational weather squadrons have two fundamental missions, weather operations and forecaster training. Over the past year, Air Force Weather has stood up many new operational-level squadrons, with initial emphasis on

building weather operations as outlined in the AFW Re-engineering Concept of Operations. Knowing the OWSs will be the first assignment for all personnel entering the weather career field, AFW has been simultaneously gearing up for corresponding changes to the enlisted and officer training and career paths.

While formal training evolved accordingly within Air Education and Training Command, the Air Force Weather Agency Training Division, Major Commands, and OWSs teamed to draft the blueprint for how OWSs will accomplish their training mission. The 28th OWS is and has been an integral part of this dynamic training development process.

February 9 marked an historical moment for the 28th OWS and AFW. On this day, the 28th OWS began its first mission qualification training class for recent graduates of the new AFW Initial Skills Course. Five energetic forecaster apprentices started their professional development journey via classroom instruction, a weather operations simulator, and on-the-job training in the 28th OWS operations centers. Their learning process involves a programmed transition from a new 3-skill level to a 5-skill level over a 15-month period.

The 28th OWS Training and Standards Flight and a team of highly skilled and dedicated contract trainers worked hard to prepare for this monumental day. The planning started more than a year ago when the 28th

OWS was standing up and began pioneering the integration of weather operations, training, and standardization and evaluation to meet its mission requirements.

The 28th OWS has focused on integrating and balancing weather operations, training, and standardization/evaluation. We view these as the three pillars supporting the 28th OWS.

In short, production positions within OWS operations centers are linked (among other things) to the scale of weather features (forecast funnel), level of military operations (tactical, operational, strategic), effective operational span of control, focused scope of operations, and production efficiencies in general.

In turn, training focuses on these positions to ensure they're in-sync with operations, incorporating current AFW training initiatives and all resulting OWS operational training products. Lastly, the standardization/evaluation function applies position-based tests and checkrides to reveal corresponding training strengths and weaknesses and ensure operations are on track. All three OWS pillars, operations, training, and standardization/evaluation, must be in balance.

Operations within an OWS are quite different from what many of us can relate to in a tactical-level unit like a base/post weather flight or a strategic-level center such as the AFWA. An OWS, performing an operational-level mission, has various forecaster production positions at which members must become mission-qualified, (e.g., site support, flight weather briefings, graphics, contingency/exercise, lead meteorologist/synoptician, and flight/crew shift leaders).

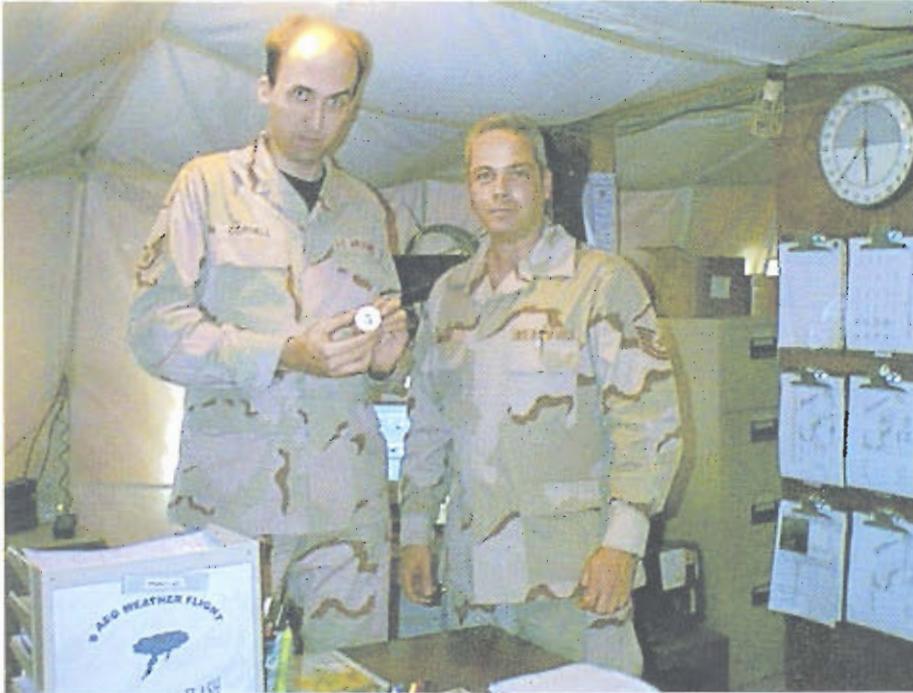
Each position is a separate production entity, yet they are interrelated through information sharing, communications, and a production cycle in applying the forecast funnel. This design allows personnel to become productive forecasters in a more efficient manner. For example, a weather forecaster apprentice learns the site support position and performs the tasks of this position before being qualified on the flight weather briefing position.

In the early stages of standing up the 28th OWS, we conducted initial training much like typical base/post

See 28th OWS p.9

Our weather is your weather

Deployed forecasters link customers through homepage



Staff Sgt. Mark Cornell and Master Sgt. Christopher Imhof take a brief break from their deployed forecasting duties at Ali Al Salem Air Base.

By Staff Sgt. Mark Cornell and Master Sgt. Christopher Imhof

During a deployment, have you ever found yourself wondering what the weather will be like later in the week? Or perhaps how cold it's been this month so far? Maybe you've even wanted to look at what's happening right now weatherwise — well now you can! The Ali Al Salem Base Weather Homepage is open for business.

All of these items, and more, are available right now on the Ali Al Salem intranet with just the click of a mouse. Staff Sgt. Mark Cornell, 9th Air Expeditionary Group forecaster, has used his spare time to create a uniquely comprehensive weather home page. Self-taught in Hypertext Mark up Language, Cornell, permanently assigned to Ellsworth AFB, spent countless hours researching, creating, and finally publishing the base page. Our weather operators extensively use the new homepage to access the world's foremost databases. This additional tool allows forecasters to provide superior environmental support to all organizations of the 9th AEG. Now, you can share in this wealth of information too.

8 - April-May

Local weather conditions are posted once every hour, or more frequently depending on the situation, and can be accessed via the local weather dissemination system. This LWDS database allows the user to toggle to the specific operational flying weather for the base in addition to including the days flying forecast. Can't break the code with that? Not to worry, a 4-day Ali Al Salem AB forecast is also available at the Ali Al Salem 4-Day Forecast link.

Some of the most helpful links for the base populace are also located on our page. Climatology for the region can be found through Ali Al Salem's Climatology link. A monthly climate summary is available through Ali Al Salem's Monthly Climate Summary link. These links provide the user with information on

what to expect in terms of weather from month to month, or encapsulates what we've experienced through the climate summary.

Another very useful resource that's recently been added is the Military NOTAMS site for aircrews. This addition has reduced the amount of time and effort aircrews were required to surf for it. Under the Comprehensive Weather sites link, there is a very extensive list of both military and civilian weather sites as well. Additionally, there are sites for several universities that permitted access to their associated resources. The list is really quite lengthy.

The best part of all this is that with the page foundation complete, and a source of feedback now available, making changes/updates is quick and easy. Simply submit the changes or updates you would like to see to the webmaster Cornell, or his future replacement, and they will be accomplished. Thanks for your help and feedback in making it possible for us to provide Tip of Technology Weather data access for The Tip of the Spear! The website can be reached through <http://www.mil.salem.aorcentaf.af.mil/>. The webmaster's address is: webmaster@salem.aorcentaf.af.mil.

REVIEW cont. from p. 6

workload off the CWTs, (3) CWTs work with the OWS to pass as much workload as possible to the OWS to alleviate the staffing challenges, and (4) procuring and placing automated weather observing systems where possible to replace manual observations. This means we can't necessarily continue to accomplish tasks the way we have in the past.

We must find smarter ways of doing our business and rely on our smart operators in the field to find those solutions. One example of passing workload to the OWS is already occurring throughout 7WS's limited-duty weather stations. Each detachment works one 8-10 hour aircrew-briefing shift, Monday –

Friday. Weather personnel are tied into the aviation planning cycle and work the 8-10 hour shift covering the majority of flights flown by their customers. For flights falling outside this window, aircrews prearrange with the OWS for their flight briefings (the OWS has dash-1s set up in advance).

Each detachment commander personally briefed the new paradigm to the Army leadership they support. Was there resistance? Of course. Was there an alternative? Not really. Is it working? Yes! CWTs, once relieved from the onerous burden of TAF production and 24/7 weather warning responsibility, coupled with only one aircrew-briefing shift per day, rapidly shifted their weather support focus

and day-to-day training from the 5NM terminal to the more critical supported commander's operational area, area of interest, and assigned missions.

Finally, if someone tells you that USAFE is done re-engineering, they are dead wrong. Re-engineering is a continuous process—there is much more to do and we need to continue to focus on our vision of the future. Never before have AFW people had so many opportunities to achieve success than now—our future is brighter than ever. My hat is off to all of AFW for the great progress we have made. Thanks!

28th OWS cont. from p. 7

weather stations. This worked during our spin-up because we had very experienced forecasters. However, with the eminent arrival of ISC graduates, we faced a new challenge. How do we effectively incorporate what the ISC graduates learn at Keesler into a training program that builds upon that knowledge without loading down those charged with operations? Every OWS is faced with the same challenge.

We documented our solution to this challenge through the development of 28 OWS OI 36-1, *Operational Training*. This OI outlines a phased progression of training. It shepherds an ISC graduate through classroom and a weather operations simulator training environment before eventual integration into the operations centers. We cross-fed our OI to other OWSs and AFWA/DNT. An AF-wide training working group was established and weekly teleconferences brought more ideas to the table. Through this forum, AFWA/DNT developed the *OWS Master Training Plan Guidance*. This established the training foundation for all OWSs to follow while developing their training programs. Following AFWA's *OWS Master Training Plan Guidance*, we teamed with the other OWSs to develop a 28 OWS Master Training Plan, a Master Task List for each operations center, a Master Training Outline, and Master Lesson Plans.

The Master Lesson Plans include a Plan of Instruc-

tion for each block of training and a lesson plan for each objective in a block. In 12 weeks, 28th

OWS contract trainers worked with 28th OWS/WXT to develop training materials for ISC graduates. These contract trainers were primed for this endeavor after spending many preceding months in operations centers learning OWS operations processes.

For the trainee, these processes and meteorology are meshed in a complement of knowledge gained in a classroom, communications and systems hand-on gained in a weather operations simulator, and experience gained through on-the-job training. The training will be adapted for new officers, experienced officers, experienced non-commissioned officers, and new contract trainers as they are assigned to the 28th OWS.

Over the next three years, the 28th OWS will face the challenge of training 120 ISC graduates to their 5-skill level proficiency. The training foundation in place will enable the 28th OWS to meet this challenge and ultimately deliver highly trained and skilled weather operators to the weather flights and detachments across the Air Force.

Over the next three years, the 28th OWS will face the challenge of training 120 graduates to their 5-skill level proficiency.

Weather support for America's warfighters

Brig. Gen. Lewis' efforts have helped ensure DoD operators can continue to "Exploit the Weather"

Milestones

Brig. Gen. Fred P. Lewis served 28 years in the Air Force, and throughout his career he has made significant contributions to the Air Force--but none as profound as the re-engineering of Air Force Weather. During his time as the Air Force Director of Weather, Brig. Gen. Lewis transformed Air Force Weather into a visionary force for tomorrow's Air Force. Brig. Gen. Lewis was the driving force behind AFW advances in technology and the infusion of MMS into meteorological information resources.

In addition, he focused weather operations on the warfighter by optimizing the AFW processes, structure, and career path to put experienced people at the tactical level. Listed here are just a few of the many milestones accomplished during his four years as director of weather.

Policy

Brig. Gen. Lewis directed the development of a robust AFW Concept of Operations. His vision



helped facilitate an end-to-end re-engineering of AFW worldwide operations. Expanding on the success of CONOPS, he shepherded the publication of three crucial Air Force directives that implement re-engineering. Air Force Instruction 15-126 defines the roles and responsibilities in a re-engineered end state.

Air Force Manual 15-126 provides specific processes and procedures for conducting re-engineered operations. Air Force Manual 15-111 revolutionizes surface weather observing through the use of automated sensors. Taken together, these policy achievements form the underpinnings for re-engineering in the coming decades.

OPS II/Re-engineering Acceleration

Under tremendous monetary and personnel pressures, Brig. Gen. Lewis provided the leadership necessary to accelerate the stand-up of all planned "hubs" worldwide from an original schedule that stood the last OWS up sometime in Calendar Year 2003 to early-mid Calendar Year 2001. The systems fielded will provide the most advanced/robust model manipulation and product generation capability ever seen in AFW.

N-TFS Acceleration in Support of Kosovo. Under severe time constraints, Brig. Gen. Lewis got state-of-the-art capability to the warfighters in Europe to ensure

quality, state-of-the-art support to tactical operations.

VSAT Program Expansion

Brig. Gen. Lewis took a relatively limited program that just sent satellite and radar data to fixed units in CONUS, and expanded it to allow for any data type to flow to both in-garrison and tactical units in every major theater (except Africa). His vision eventually led to the SCOMP program, ensuring a BIG dedicated communication pipe to AFW units worldwide supporting every facet of the military mission from the strategic to tactical levels.



Schoolhouse and Training

When the standup of the new schoolhouse was in trouble, Brig. Gen. Lewis ensured the monetary and personnel resources were made available to get everything installed

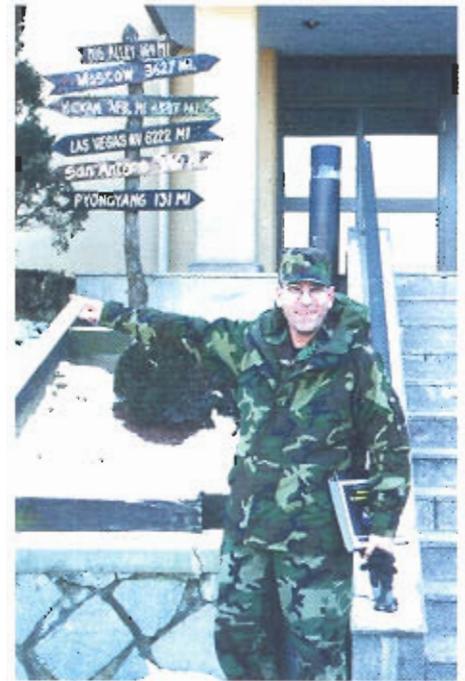
and operational prior to the class start date. He brought the schoolhouse into the 21st century, moving them from paper-based instruction to cutting-edge computer-based training.

He was the driving force behind the schoolhouse acquiring the networked computer system it needed to support the new Initial Skills Course. Brig. Gen. Lewis also orchestrated the strategic vision of Operational Weather Squadrons

as training grounds for new apprentices.

This cooperative effort will give

airmen the time and training they need to learn the art/science of forecasting. In addition, his efforts resurrected the weather career field. As training improves, personnel achieve self-worth. This helps boost belief in their personal contributions



while also improving retention. He convened the officer and enlisted Utilization and Training Workshops and shaped new Career Field Education and Training Plans for officers and enlisted personnel.

AFW Architecture

Brig. Gen. Lewis was the visionary force behind development of a comprehensive end-to-end operations and technical architecture of the Air Force Weather Weapons System. This architecture has become a model to follow for all other Air Force functionals (AF/SC recently requested our assistance in developing their architecture).

Personnel and Manning

Brig. Gen. Lewis championed personnel programs and incentives. He aggressively pursued increased Selective Reenlistment Bonuses, and because of his attention to this issue SRBs are currently 4, 3, and 5 for first term, second term, and career airmen respectively. He completed the implementation of a single career ladder for the AFW enlisted force.



Weather flight focuses ACC path on strategic mission

By Maj. Ted Melton

ACC AOS/AOW commander
and

Mr. James Risher

ACC AOS/AOW Training
Chief

The Air Combat Command Air Operations Squadron, located at Langley AFB, Virginia, is the Department of Defense executive agent for world-wide delivery of Air Force, Navy, Marine, and allied fighter aircraft. The ACC AOS Weather Flight is the designated agency responsible for official Mission Control Forecasts for all ACC and Joint Chiefs of Staff-directed fighter, bomber, and Airborne Warning and Control aircraft movements throughout the world.

Although we're a weather flight who's mission is arguably strategic, and don't always fit squarely into the re-engineered Air Force Weather mold- our support is aligned at the appropriate decision making level. Our operations enhance the decision-making process and help delivery controllers make informed go/no-go calls required for mission execution. Finally, our high-profile position allows us the opportunity to participate in a wide variety of ACC and JCS-directed exercises and contingency operations.

The ACC/AOS Weather Flight relies on several premier Air Force Weather systems to create products used by both meteorologists and operators. Like most units, we rely on AWDS/N-TFS, but we've also

been able to harness the capabilities of the Meteorological Information System Terminal. Data redundancy is absolutely critical to our operations, so we also rely on alternative weather resources on the Internet.

Additionally, due to our unique mission, the Naval Oceanographic Data Dissemination System fulfills our requirement to specifically define the data domain so it coincides with flight routes. Rest assured, we are also utilizing the products issued by the Operational Weather Squadrons with forecast responsibility for areas our aircraft are flying through.

Finally, an interface with the Air Operations Squadron's Aircraft Delivery Data System and the Combined Mating and Ranging Planning System allow us to accurately plot planned routes, as well as pinpoint spot winds along a designated flight path.

As stated in Air Combat Command Instruction 15-150, the AOS/AOW mission control forecast for aircraft movements must not be deviated from except when required by immediate operational priority or safety of flight. Our team of non-commissioned officers is comprised of an equal mix of experience and dedication. They take their charge seriously and are committed to the creation of consistently high-quality products.

The actual mission control forecast is a compilation of several products, including a route-specific horizontal weather depiction, text air refueling specific forecasts, and

additional flight-related information on what we call the Form 51. Our key customer is the AOS Aircraft Delivery Control Center. Our support enables the Control Center and the deployed Delivery Control Officer make an informed go/no-go call when it's time to launch aircraft.

We provide the control center with a Form 51 that includes forecasts for departure, destination, and alternates, as well as every air refueling abort base designated in the route planning process. Once a mission is airborne, the Form 51 also serves as the medium to guide and document our flight-following metwatch. Additionally, we provide the controllers with a detailed horizontal weather depiction, concentrating primarily on weather hazards anticipated within direct proximity to the route.

This information keeps them situationally aware of potential show-stopping conditions along the flight path.

Our mission control forecast products serve two important purposes. While helping delivery controllers make informed launch decisions, our products also ensure forecasters at distant locations brief a coordinated forecast. Tankers and receivers often take off from separate locations, and are consequently briefed exclusive of one another.

Our product makes it easier to coordinate forecasts between aircrews for designated air refueling

See MISSION p.27

WEATHER SUPPORT EXPLAINED

"Who does the AOS Weather Flight (ACC Weather Support Unit) support, and what support do they provide?"

Air Combat Combat Air Operational Squadron Weather Flight provides specialized products for ACC and various Department of Defense organizations

- ACC AOS/AOD (Aircraft Delivery Flight)
- Go/No-Go decision assistance for all Coronet Missions/Air Expeditionary Force Deployments
- Updates on all tropical cyclone activity in Northern Hemisphere

USAF (ACC/AMC/AFRC), USN, and USMC Base Weather Stations. Produce and disseminate aircrew briefing products (mission control forecasts and horizontal weather depiction graphics) to ensure coordinated forecasts between base weather stations supporting:

- Coronet Missions
- AEF Deployments/Redeployments
- Global Power Bomber Missions

COMACC/HQ ACC Staff

- Daily CONUS-wide weather updates (ACC/XO SIPRNET Homepage)
- VIP weather support for all COMACC and key staff off station travel (initial forecast only). Once on the road, forecasts will be provided by the weather stations at travel locations
- Climatological support for planning purposes

ACC AOS/AOC (ACC Command Post)

- Severe weather warning dissemination for HQ ACC
- Updates on all tropical cyclone activity in Northern Hemisphere

ACC Crisis Action Team

- Contingency operational weather support
- Exercise operational weather support
- Climatological support for planning purposes

AFRCC

- Weather support for real-time search and rescue mission execution

ACC/XOW

- 24-hour point of contact for High Frequency Radio Broadcast status changes

"Why can't a hub (Operational Weather Squadron), as proposed in Air Force Weather re-engineering, absorb the AOS Weather Flight's functions?"

Under the current AFW Re-engineering Strategic Plan, hubs concentrate on meteorology while weather flights provide mission-specific support to the warfighter.

- ACC hubs will have a distinct regional focus providing area of responsibility specific products to weather flights, to include terminal area forecasts and point weather warnings
- Weather Flights will use the hub's information to provide face-to-face mission-specific products to their customers in direct support of operations, tactics, and weapon systems with the focus on impacts and exploiting potential adversary environmental limitations

The AOS Weather Flight is currently performing some of the envisioned post re-engineering tasks

- The AOS Weather Flight provides information directly to the appropriate decision making level, go/no-go decision assistance to the AOS Air Operations Delivery Flight (AFI 11-207, ACCI 15-150)
- The AOS Weather Flights' mission-following weather update function fulfills the unique requirements of ACC's world-wide aircraft delivery mission
- ACC AOS Weather Flight provides hub-like support to distant base weather stations by supplying the coordinated mission control forecast products required to brief aircrews of both receivers and tankers, but only as a secondary customer
- Under the AFW Re-engineering Strategic Plan and given the global-scale weather support provided, the AOS Weather Flight mission would not be aligned with a hub's regional emphasis

AFW Heritage Center open for viewing

Weatherman and family honored during dedication ceremony

By Jodie Grigsby
AFWA Public Affairs

Capt. Carl E Rimmel, an Army Air Corps weather officer, who died in captivity during World War II, was honored at the dedication ceremony of the Air Force Weather Heritage Center here at Offutt AFB.

With more than 150 combat flying hours, Rimmel left his base on May 29, 1945 to attack enemy objectives, and was not heard from again. Listed as Missing in Action for several months, it was later learned the 24 year-old weather observer was captured by the Japanese and died of malaria.

Rimmel was a committed weather officer who strongly believed that serving
(Below) Brig. Gen. Fred Lewis, AFW commander, bids welcome to the Rimmel family and other distinguished guests during the ceremony dedicating the Heritage Center.



(Above left to right) The Rimmel family (Robert, Theo Marie, Father Leo and Carl) is honored during the official dedication of the Heritage Center. (Below) The Rimmel's stand next to the display honoring their brother Capt. Carl Rimmel.



(Above) Members of the Strategic Weather Operations section brief Maj. Gen. (Ret.) John Collens III, former Air Force Weather commander, on operational capabilities.



his country was a privilege, not a burden. He reaffirmed his commitment in a letter written to a friend who lost a brother in the war: "You and your folks should be proud that he had the opportunity to end his life in a way that counts, instead of meaninglessly as most of us have to, and as you know it counts most strongly in eternity. If I didn't really believe this I wouldn't have flown the 125 combat hours I have behind me," Rimmele wrote.

It was this dedication to service above self which ultimately cost him his life. Rimmele volunteered for his final tragic mission, although his

(Lower left then clockwise) AFWA's flag detail performs Retreat ceremony to conclude Heritage Center's dedication. Staff Sgt. Annette Bowyer, Airman First Class Kristen Tombs and Airman First Class Patrick Mudimbi fold the flag.

Tombs carries flag and presents it to the Rimmele family.

replacement had already reported for duty.

In the many correspondences between the Rimmele family and the United States government during the time he was listed as missing, he was described as one of the foremost weather observers in the China-Burma-India Theater.

"It is men of his type who are carrying forward the finest traditions of the Air Corps, and whose bravery, determination and skills are hastening the day of ultimate victory and peace for the world," wrote Rimmele's Commander, Lt. Col. James Newsome, to Rimmele's mother.

Father Leo Rimmele, Captain Rimmele's brother, said his brother

would have looked differently at honoring his ultimate sacrifice. "Of all the people, Carl would have been the most surprised with all the attention and this honor," he stated. Rimmele never looked for any special attention, his brother said. He was just doing his duty; it was his calling.

Indeed serving his country ran in the Rimmele's family blood, as both of his parents and his brother served in the military. Rimmele came from a long line of service and

See HERITAGE CENTER p.20



USAFE OWS/CWTs -

As a relatively new commander, I set out to determine what were the key ingredients contributing to our squadron's success. It didn't take me long to uncover the secret - teamwork and communication! We are no longer the lone forecaster on duty at a base/post weather station managing multiple tasks. We now have a seasoned collection of weather professionals learning from one another, as we create timely, accurate, and relevant weather products. The teamwork is not limited to the 17 folks on duty at any given moment here within the Operational Weather Squadron. Rather, it is the collective efforts of all of the Combat Weather Teams within the theater. The relationship expands to include routine teamwork and coordination with organizations like Air Force Weather Agency, the Tanker Airlift Control Center, the Air Combat Command Weather Support Unit, other OWSs and many operations customers.

Teamwork and communication are the foundations of re-engineering, and they were combat tested during operation ALLIED FORCE. Here are the words of one of our best. He provides his personal insight as he describes our OWS-CWT relationships.

Lt. Col John Murphy
USAFE OWS/CC

Staff Sgt. Wesley Fillmore,
NCOIC, Central Europe West Desk

I've been stationed at the United States Air Forces Europe Operational Weather Squadron since the light switch was first turned on. I've seen some great accomplishments, as well as learned some valuable lessons.

The overriding *key to success* at the "business end" of re-engineering is *good communication*. With a constant flow of information moving between the Combat Weather Teams and the regional desk forecaster, we are capable of combining the most sophisticated tools in the Air Force with the local expertise in the field.

The first hurdle in the way of effective communication, especially during severe weather, is the ability to quickly and accurately convey the required information. The second hurdle is two-pronged and magical: you must have empathy for the person on the other end of the phone and you must trust that person. When these challenges have been met, I have seen a regional desk forecaster and two observers at different CWTs, all with two years experience, flawlessly work a severe weather event for their separate locations. I've also seen experienced forecasters and CWT personnel fail during these stress periods because communication broke down and vital support was not up to par.

Using *the forecast funnel process* is a natural and positive byproduct of producing so many theater products under one roof. If the regional desk forecaster and a CWT decide that a freezing precipitation event will not occur at their base of responsibility the hazards forecaster is immediately notified.



— *Teaming for Success*

The forecaster can then produce a hazard chart that's more detailed/consistent to the customer's needs. To better understand this process requires a look back at operations before re-engineering efforts began.

Prior to re-engineering, forecasters for the European theater shared information about the day's severe weather threat through telephone conferences. At the same time, the forecasters from Aviano, Naples, Rota, Incirlik, and the remainder of the Mediterranean have the same discussion. This conversation would be repeated before each hazard chart is sent from the floor of the OWS. Today, this process involves a continuous circle of communication, eliminating the bottleneck situation and fostering constant communication between regional desk forecasters, CWTs, hazards forecasters, and flight briefers. If at any time someone calls with an inquiry, it's immediately examined and evaluated on a horizontal scale: flight hazard charts to theater area forecasts to 175-1s.

Responsiveness is another integral part of successful OWS/CWT teamwork. Building on the preceding example, an aircraft departing Tuzla during a freezing precipitation event is talking to the aircrew briefer at the OWS. A flurry of communication is set in motion the instant the precipitation becomes rain. The CWT calls the regional desk forecaster informing them of the change. The forecaster, while canceling local resource protection products and amending the TAF, informs the hazards forecaster and the flight weather briefer of the changes. The hazards forecaster amends the charts to bring them in line with local and regional products while the briefer updates the 175-1 to include the new departure forecast as well as a new hazards forecast. The timeliness for this is quick, and continues to become even quicker as we gain experience and better learn our customer's needs.

The cornerstone of the actions mentioned above is *teamwork*. Communication takes place at several internal levels of the OWS, but the most important communication occurs between OWS and CWT weather personnel. Information from the CWT is vital; it must be clear, concise, and accurate, and must be given appropriate weight within the OWS. Information to the CWT must be timely, accurate, and relevant. The

challenge to all is clear: The CWT must provide information and useful local guidance needed to "build" weather products at the OWS. This flow of information allows the CWT to be able to "apply" those products to their customers' mission requirements.

Both the OWS and CWT have pride of ownership in the product, as well as a shared responsibility to operators and customers. I've seen countless forecasters, some on temporary duty and others permanently assigned, work at the hub for the last two years. I'm always amazed at how the 20 or so forecasters on the floor can agree on the weather, five forecasters at a CWT agree on the weather, but two individual forecasters on the phone can't agree. I believe this is due to a different working relationship and a lack of trust (i.e., I can't see you or know you so I don't value your input).

The best communication seems to occur when a CWT member knows an OWS member from the past. These two people have a commonality that breeds trust. Although we may not all know one another personally we all have a commonality; we produce the best products possible. As we move ahead with re-engineering objectives, it is most likely all weather personnel will work at CWTs and hubs. If we foster CWT and OWS relationships, we will combine the strengths of both to produce the best weather products ever.

As Staff Sgt. Fillmore points out above, the cornerstones to OWS-CWT success are solid teamwork and effective communication. His personal insights concerning OWS-CWT relationships should be viewed as those coming from someone "in the trenches"— someone who has done the job from the beginning. I fully endorse his comments and wish him luck as he transitions to the 26th OWS — our loss, Barksdale's gain.

Lt. Col. John Murphy
USAFE OWS/CC

Deployed team provides field customized weather products



The EWR-400P antenna.

Master Sgt. Rudy Tingelhoff
Chief, Tactical Weather
Programs, 25th OWS

The Vigilant Hunters have taken on a new look over the past two deployments, adding a hint of blue to their Army green – a U.S. Air Force Combat Weather Team. This was my second deployment with the 204th MI Battalion, initiating and validating the weather support on the November -December 1999

mission along with the Kansas Air National Guard's Master Sgt. Ken Lindquist. Staff Sgt. Pedro Gonzalez, a forecaster from the 27th OSS/OSW, Cannon AFB, NM, joined me on the most recent Aerial Reconnaissance Low January - February 2000 deployment to provide DD Form 175-1 weather briefings.

Although we provided DD Form 175-1 flight weather briefings to RC-7B (DASH 7), C-12, and additional transiting U.S. aircraft, our

According to the pilots, who generally don't mince words, it appears we did our job well

main focus was operational mission support for the DASH 7s. Our days began 2-3 hours before the first mission briefing by gathering data from both SIPRNET and NIPRNET to formulate an accurate operational forecast for take-off, landing, and mission area weather. According to the pilots, who generally don't mince words, it appears we did our job well.

We briefed the pilots in person on specific critical flight weather elements prior to the mass briefings, where we briefed the remainder of the crew.

Using state-of-the-art enhanced infrared satellite imagery, MM5 weather models, and strategic level products from the Air Force Weather Agency, Offutt AFB, Neb., we were able to provide "first in" forecasts in theater. Then, through the NIPRNET and SIPRNET homepages of the 25th Operational Weather Squadron's Southern Command Theater Weather Flight, Davis-Monthan, Ariz., we were able to access flight weather hazard products hand-tailored for the SOUTHCOM area of responsibility. The horizontal weather depictions, thunderstorm coverage, and turbulence/icing products gave us a theater look to begin our forecast

process, eventually leading to the classified mission execution forecast briefed to the ARL aircrews.

A big part of the weather puzzle



Master Sgt. Tingelhoff and Staff Sgt. Gonzalez with one of "their" 204th DASH 7s at their field location somewhere in Columbia.

missing in the previous deployment was the Ellason EWR-400P tactical weather radar. In a total team effort, the 204th MI BN purchased a customized data/power cable to replace one lost in Equador. The cable was the missing component, and when replaced, brought the radar to full operational status. With a range of approximately 240 miles, we were able perform meteorological watch throughout the DASH 7 missions and give the pilots a SATCOM radio "heads-up" on weather that could affect them.

On eight occasions we were able to get at least a two-hour lead-time on weather approaching the airfield, and get word out to the necessary agencies. Staff Sgt. Gonzalez coordinated the antenna installation and received the necessary permissions from the numerous Colombian Air Forces agencies to site the 30-foot antenna mast near their helicopter landing area.

Their curiosity peaked, the Colombian weather office and pilots were soon requesting the radar products. We frequently saved

satellite and radar data to diskette, transporting the data to the Colombian Flight Operations office to brief them on approaching weather. By thorough radar interrogation and dissemination, we were able to enhance flight safety for all forces operating at Gomez-Nino

AB. In addition to forecasting, we took hourly airfield weather observations during our hours of operation each day.

Our observations were annotated, archived, then transmitted via NIPRNET to the global database maintained at AFWA. The dissemination to AFWA allowed our observations to be made public so that forecasters briefing aircraft into our location would have current airfield conditions. The Colombian airfield does not transmit observations outside of the country, so our data filled a large gap.

We also provided solar, lunar, and climatological data to deployed personnel. Some of the elements we provided on the mission briefings were daily times for sunrise, sunset, moonrise, and moonset. Climatological briefs, including seasonal temperatures, precipitation amounts, and thunderstorm potential, as well as flight weather elements, were also



204th MI Battalion aviators operate with a higher degree of safety knowing the 25th OWS continually monitors rapidly changing weather conditions in the SOUTHCOM area of responsibility.

made available. Studying past weather patterns aids in future forecasting, which leads to the question, "What does the future hold for continued support to the deployed Vigilant Hunters?"

The future looks bright as we plan to continue our on-site support for the deployed 204th MI BN. Lt. Col. Robert Hamilton, 25th OWS commander, has taken the lead in support issues and guaranteed the Vigilant Hunters will always have an experienced forecaster to fill the noncommissioned officer in charge position.

We offer the additional forecaster position to only a handpicked few that meet our stringent criteria. The 25th OWS commitment is to ensure that the Vigilant Hunters get the "best of the best" for their high-visibility mission. Our goal is to continue Army-Air Force total team integration from start to finish - an unbeatable force in the war on drugs.

NEWS BRIEFS

Opportunities available with the 207th Weather Flight

The 207th Weather Flight of the Indiana Air National Guard is looking for qualified observers and forecasters to fill several immediate openings! If you are separating from Active Duty soon, and will be returning to the Indiana area, we would love to hear from you!

The 207th is based in Indianapolis and our mission is to support the 38th Infantry Division, Indiana Army National Guard. For just one weekend a month and two weeks per summer, a person can continue to use his training and experience in the weather career field, while additionally qualifying for continued educational benefits, including the Indiana National Guard Supplemental Grant which guarantees 100 percent payment of certain tuition costs!

Why throw the above mentioned training and experience away when you can continue to provide valuable service to the overall Air Force Weather Program on a part time basis?! Interested personnel can contact Master Sgt. Britt King at DSN 369-2269 or Master Sgt. Vince Delaney at DSN 369-2404 or, you can e-mail us, at vincent.delaney@interr.ang.af.mil

Hill AFB job transfers

Hill Air Force Base, Utah - Preparations are being made at Ogden Air Logistics Center, Hill Air Force Base, Utah, Space and C3I Directorate, for the workload transfer of the Air Force Weather Systems Support Office currently located at Sacramento Air Logistics Center, McClellan AFB, Calif. The transfer will modify how business is conducted with the Weather Systems Customers. For additional information contact Fred Giffen at DSN 777-4239.

HERITAGE cont. from p. 15

his parents were proud of their son, Rimmele's brother said. They were of course deeply saddened by the loss of their beloved son, but understood the sacrifices and danger any airman faces when serving their country.

Rimmele's name was added to a plaque honoring other fallen weather comrades, which now hangs in the Air Force Weather Heritage Center at the Air Force Weather Agency, located in Building D.

Additionally, retired Gen. Leon Johnson, one of 22 original Air Corps weather officers, was honored for his dedication and service.

Johnson was awarded the Medal of Honor in 1943, for his contribution in the success of an air raid on the Ploesti oil fields in Rumania, with significant risk to his own life. His medal citation commends his "gallant courage, brilliant leadership, and superior flying skill," during the August 1, 1943 mission.

Johnson, then a colonel, was the commanding officer of a heavy bombardment group during World War II, with the mission of destroying important oil refining plants and installations. Although he had a reduced force, and had lost the element of surprise, he led the formation in the total destruction of the oil refineries.

Johnson, who retired in 1965 with 39 years of service, was then the only active duty general officer wearing the Medal

of Honor.

"When Capt. Rimmele gave his life in service to his country, and Colonel Johnson continued on to his target, despite having lost the element of surprise, they showed what courage our people are capable of possessing. We should always remember and be proud," said Col. Charles French, Air Force Weather Agency commander.

This two-year project was conceived as a means of maintaining artifacts while educating weather people about their heritage. People want to know their roots, where they came from and what weather people have accomplished, said Air Force Weather Historian, Lillian Nolan.

"This ceremony lets us recognize the courage and professional dedication of those who have gone before us and allows us to focus our efforts on providing America's warfighters the absolute best weather information for operations worldwide," said Brig. Gen. Fred Lewis, Director of Weather.

"Air Force Weather will be a better place for a long time to come for having taken this occasion to showcase our rich, proud past," said Lewis.

"The Heritage Center will serve to provide each individual an opportunity to reflect on their past and look forward to their future," Nolan said

Air Force prepares for severe hurricane season

Forecasting technology helps save both lives and property

By Staff Sgt. Cynthia Miller

Headquarters United States Air Force

WASHINGTON—If predictions are true, Air Force bases located in the Eastern United States’ “Hurricane Alley” may expect to evacuate people and aircraft more frequently this hurricane season. The average hurricane season (June 1 through Nov. 30) has nine named storms and six hurricanes, with two classified as Category 3 or higher. But due to the La Nina effect, a weather cycle producing colder than normal waters in the Pacific, experts predict the 2000 season will produce 11 named storms and seven hurricanes, with three classified as Category 3 or higher.

There are five categories of hurricanes associated with the maximum wind speeds present in the storm’s eye wall. A storm is classified as a hurricane when wind speeds reach 75 miles per hour. A hurricane is classified as a Category 5 storm when wind speeds exceed 155 mph.

Although it’s impossible to track the cost of evacuation, Air Force financial management specialists confirm it costs less to evacuate a base than to lose a life or incur damage to aircraft. “One life lost is too many, and in the case of aircraft, a single aircraft may cost between \$15 and \$150 million,” said Col. Michael A. Neyland, Air Force deputy director of weather. “On the other hand, it might only cost \$1 million to evacuate a base, certainly much less than the

cost of replacing an airplane.”

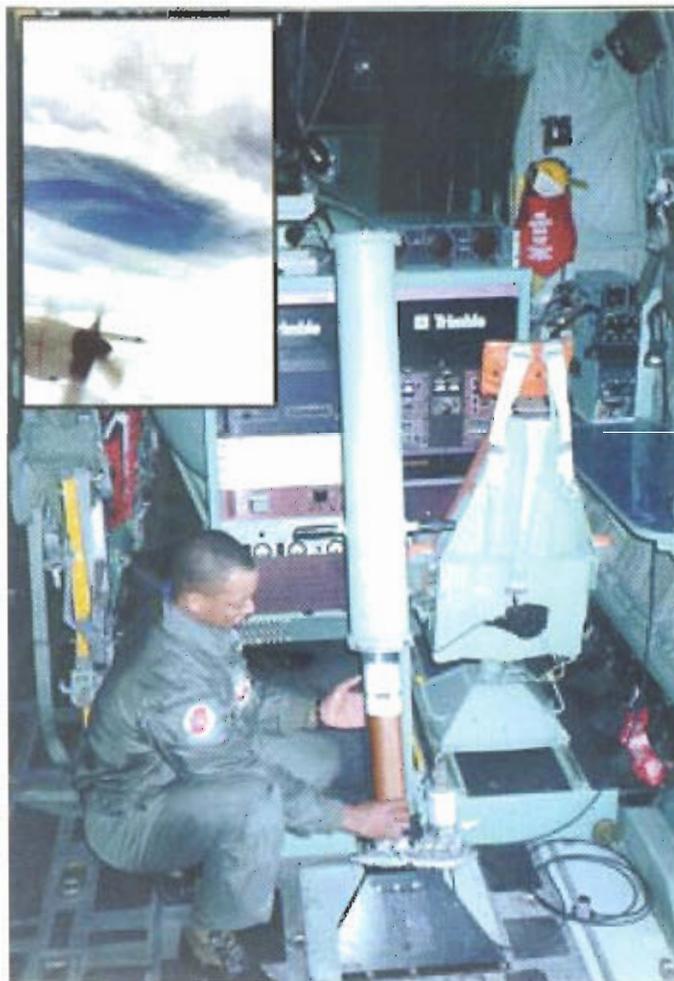
In 1999 the Air Force evacuated people and aircraft from 25 bases located in Hurricane Floyd’s path along the Atlantic coastline. Evacuations may protect people and save replacement costs for aircraft; however, protecting a base’s infrastructure requires a different approach. “You can’t move buildings,” Colonel

Neyland said, “but there are protective measures taken that minimize potential damage and safeguard resources.

One of the most important elements of defense against hurricane damage is very accurate weather forecasts, provided to the bases far enough in advance to allow the best decisions to be made about evacuations and facility preparations.”

Floyd, a Category 4 hurricane with wind speeds up to 155 miles per hour, caused \$2 million in damage to the infrastructure at Seymour Johnson Air Force Base, N.C., and typifies the threat to Air

Force operations. “Hurricanes pose a significant threat

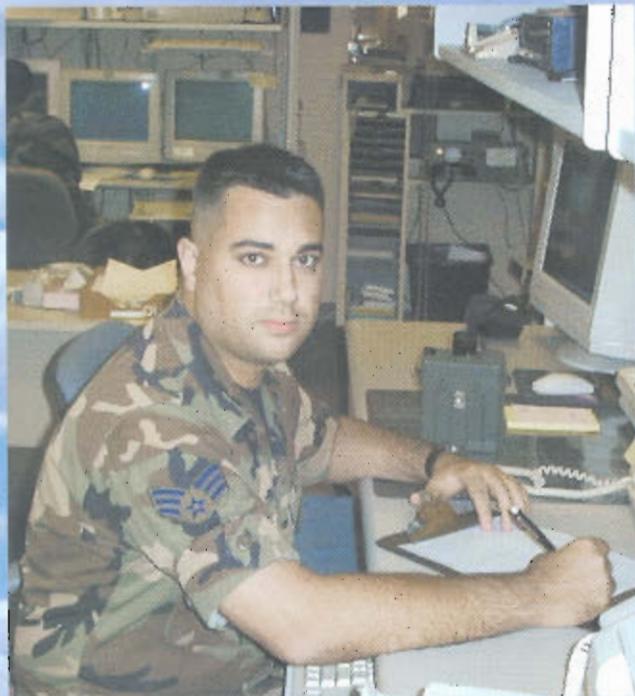


A hurricane hunter prepares to launch a dropsonde wind finding system. The system senses pressure, temperature, humidity and wind speed during descent. Inset: The hurricane's eye seen from the window of Hurricane Hunter's aircraft.

See SEVERE WEATHER p. 22

AIR FORCE (AFSOC)

WEATHER WARRIOR



NAME: Daniel Michael Jones, Senior Airman
UNIT: 16th OSS/DOW, Hurlburt Field Fla.
JOB TITLE: Weather Observer
YEARS IN SERVICE: 3.5
HOMETOWN: Bronx, New York
FAMILY STATUS: Married to Jennifer E. Jones
HOBBIES: Trying to improve on my golf game (that will never happen)
REASON JOINED THE AIR FORCE: To attain the discipline, drive, and focus to accomplish my college degree and become the best leader I can be.
PERSONAL MOTTO: Life is supposed to be hard. If it weren't, we would live a boring and monotonous existence. The "hard" is what makes it good.
MOST MEMORABLE AIR FORCE WEATHER EXPERIENCE: Deploying to Ali Al Saleem, Kuwait for Operation Desert Thunder. It was there that I realized the importance of AFSOC Weather and the impact we have on the mission.

SEVERE WEATHER cont. from p. 21

because of their size," Lt. Col. Harold A. Elkins, chief of weather operations division at the Pentagon, said. "They affect broad areas and a number of bases near the coasts of Florida, Georgia, the Carolinas, and the gulf coast."

According to Colonel Elkins, there are four damage factors to consider from hurricanes. "People think of the wind when they think of hurricanes," he said. "But, most damage occurs from the flooding created by storm surge or the heavy rainfall from a slow moving system.

"Finally, people don't associate this with hurricanes, but the conditions are ripe for tornado development. In fact, Hurricane Andrew's devastation of South Florida, including Homestead AFB, was worsened by tornadoes spawned by the hurricane." Predicting the size, strength and movement of hurricanes is a key element to evacuation planning and minimizing hurricane damage.

The Air Force has flown hurricane reconnaissance

missions into storm centers providing valuable data to weather forecasters since 1944. The 53rd Weather Reconnaissance Squadron, also known as the Hurricane Hunters, at Keesler AFB, Miss., became an Air Force Reserve squadron in 1993, and is now the only Defense Department unit that flies into hurricanes.

Working closely with the National Hurricane Center, they gather crucial data, such as storm position, wind speed, temperature and humidity levels, to be analyzed and used to predict a storm's intensity and movement. According to a fact sheet on the Hurricane Hunters, the data they provide has led to a 25 percent increase in the accuracy of weather forecasts.

"As we learn more (about hurricanes and weather systems), it's going to help when it comes to anticipating the impact to operations, and that's really the focus of the Air Force weather community," Colonel Elkins said. "But having stood up in front of senior leadership and made predictions (about the hurricane season), it'll be interesting to see how the season actually progresses."



1999 Air Force Weather Award Winners

INDIVIDUAL AWARDS

OUTSTANDING AIR FORCE COMPANY GRADE OFFICER OF THE YEAR

Capt. Thomas J. Goulter, Jr., 12th OSS/OSW, Randolph AFB, Texas (AETC)

OUTSTANDING AIR FORCE WEATHER SENIOR NONCOMMISSIONED OFFICER OF THE YEAR

Master Sgt. Ricky G. Keil, AFWA/XOGP, Offutt AFB, Neb. (AFWA)

OUTSTANDING AIR FORCE WEATHER CIVILIAN OF THE YEAR

Herr Harald Strauss, USAFE OWS, Sembach AB, Germany (USAFE)

OUTSTANDING STAFF SUPPORT-BEST AWARD, OFFICER CATEGORY

Maj. Carolyn M. Vadnais, HQ USAFE/DOW, Ramstein AB, Germany (USAFE)

OUTSTANDING STAFF SUPPORT-BEST AWARD, ENLISTED CATEGORY

Senior Master Sgt. Charles G. Vinson, HQ AFMC/DOW, Wright-Patterson AFB, Ohio (AFMC) and Staff Sgt. Ian S. Phillips, IIQ ACC/XOWO, Langley AFB, Va. (ACC)

OUTSTANDING STAFF SUPPORT-BEST AWARD, CIVILIAN CATEGORY

Mr. Mark T. Surmeier, HQ AFWA/DNX, Offutt AFB, Neb. (AFWA)

OUTSTANDING AIR FORCE WEATHER FORECASTER-PIERCE AWARD

Staff Sgt. Valerie A. Smith, 92nd OSS/OSW, Fairchild AFB, Wash. (AMC)

OUTSTANDING AIR FORCE WEATHER OBSERVER-DODSON AWARD

Senior Airman Tomika N. Redmond, OL-A 607th WS, Yongsan AIN, Korea (PACAF)

MOST SIGNIFICANT TECHNICAL CONTRIBUTION-MEREWETHER AWARD

Lt. Col. Mary G. Lockhart and 1st Lt. James C. Weaver, 57th OSS/OSW, Nellis AFB, Nev. (ACC)

BEST APPLICATION OF CLIMATOLOGY-ZIMMERMAN AWARD

Capt. Matthew K. Doggett, Capt. David A. McDaniel, and Mr. Michael S. Squires, AFCCC/DOC, Asheville, NC (AFWA)

MOST OUTSTANDING AFW INDIVIDUAL MOBILIZATION AUGMENTEE (IMA)-

SPENGLER AWARD: Lt. Col. David I. Knapp, HQ AFWA/DNXT, Offutt AFB, Neb. (AFWA)

UNIT AWARDS

OUTSTANDING WEATHER FLIGHT-WILLIAMS AWARD

48th Weather Flight/Combat Weather Team, Royal Air Force Lakenheath, England (USAFE)

OUTSTANDING SPECIALIZED WEATHER UNIT-MOORMAN AWARD

45th Weather Squadron, Patrick AFB, Fla. (AFSPC)

OUTSTANDING TACTICAL WEATHER UNIT-GRIMES AWARD

DETACHMENT 3, 10th Combat Weather Squadron, Fort Carson AIN, Colo. (AFSOC)

OUTSTANDING OPERATIONAL WEATHER SQUADRON (OWS)

USAFE Operational Weather Squadron, Sembach AB, Germany (USAFE)

OUTSTANDING AIR NATIONAL GUARD WEATHER FLIGHT - COLLENS AWARD

104th Weather Flight, Maryland Air National Guard, Baltimore, Md. (ANG)

Salutes

UNIT ANNUAL AWARDS

ACC Williams Award

57th OSS/OSW, Nellis AFB, Nev.

AFMC 1999 Best Award

Maj. Mathew Williams, 46th WS, Eglin AFB, Fla.

AFMC 1999 Dodson Award

Senior Airman Jennifer Shields, 46th WS, Eglin AFB, Fla.

Det 1, 18th WS 1999 NCO of the Year

Technical Sgt. Kyle Jeter, Fort Eustis, Va.

Det 1, 18th WS 1999 Amn of the Year and 18th WS 1999 Dodson Award

Senior Airman Edward Durst, Jr., Fort Eustis, Va.

46th WS 1999 Amn. of the Year

Senior Airman James Lagger, Eglin AFB, Fla.

104th OG 1999 Senior NCO of the Year

Master Sgt. Jeffrey Soja, 131st WF, Westfield, Mass.

325th OSS 1999 CGO of the Year

2nd Lt. Cassandra C. Kirk, Tyndall AFB, Fla.

325th OSS Forecaster Technician of the Year 1999

Mr. Daniel Sheldon, Tyndall AFB, Fla.

325th OSS Observer Technician of the Year 1999

Senior Airman Timothy W. Bolde, Tyndall AFB, Fla.

North Carolina National Guard 1999 Outstanding NCO of the Year

Staff Sgt. Candace JongetJes-Pursel, 156th WF
Charlotte, N.C.

Air Force Sergeants Association (Nellis Chapter 1252) 1999 Amn of the Year

Senior Airman Richelle Bigata, 57th OSS/OSW, Nellis
AFB, Nev.

NGB 1999 Minuteman Award

Master Sgt. William Jones, OL-A, AFCWC

UNIT QUARTERLY/MONTHLY AWARDS

46th WS NCO of the Quarter Jan-Mar 00

Technical Sgt. Mickey Hayes, Eglin AFB, Fla.

46th WS Airman of the Quarter Jan-Mar 00

Senior Airman Helen Dollar, Eglin AFB, Fla.

57th OSS/OSW CGO of the Quarter Jan-Mar 00

1st Lt. Steven Storms, Nellis AFB, Nev.

57th OSS/OSW NCO of the Quarter Jan-Mar 00

Staff Sgt. Rickie Davis, Nellis AFB, Nev.

57th OSS/OSW Forecaster of the Month January 2000

Senior Airman Huan Duong, Nellis AFB, Nev.

57th OSS/OSW Observer of the Month January 2000

Airman First Class Johanna Peltonen, Nellis AFB, Nev.

325th OSS Forecaster Technician of the Quarter Jan - Mar 00

Staff Sgt. Preston L. Gibson, Tyndall AFB, Fla.

325th OSS Observer Technician of the Quarter Jan - Mar 00

Airman First Class Clint N. Long, Tyndall AFB, Fla.

Reenlistments

Staff Sgt. Jose Cortez, 9th OSS/OSW, Beale AFB,
Calif.

Senior Airman Brown, Deidra L., Det I 607th WS,
Camp Red Cloud, Korea

Senior Airman Loline Djidade, 305th OSS/OSW,
McGuire AFB, N.J.

Senior Airman Fambro Knight, Det 1, 18th WS Ft.
Eustis, Va.

Senior Airman Regan G. Leighton, 305th OSS/OSW,
McGuire AFB, N.J.

Retirements

Master Sgt. Dale Russett, 9th OSS/OSW, Beale AFB,
Calif.

Master Sgt William A. Jones, OL-A, AFCWC, Camp
Blanding, Fla.

TO MASTER



Jon D. Adams, Davis-Monthan AFB, Ariz.
Todd R. Allen, Sembach AB, Germany
Robert E. Baker, Keesler AFB, Miss.
Gary R. Bannick, Davis-Monthan AFB, Ariz.
Patrick Barcelona, Yong San AB, Korea
Jorge C. Benavides, Sembach AB, Germany
Lee T. Benson, Barksdale AFB, La.
Ian M. Bohnen, Aviano AB, Italy
Thomas J. Boss, Illesheim AB, Germany
Max R. Boulton Jr., Yongsan AB, Korea
Paul E. Boyd, Peterson AFB, Colo.
Christopher Buchanan, Sembach AB, Germany
Gary L. Bucher, Bad Kreuznach, Germany
Daniel E. Choplick, Keesler AFB, Miss.
Jimmy R. Clark, Fort Polk, La.
John A. Clum, Sembach AB, Germany
William Courtney, Schriever AFB, Colo.
Jay S. Curtis, Kelly AFB, Texas
Shawn D. Dahl, Ramey, Puerto Rico
Thomas D. Dahl, Offutt AFB, Neb.
Paul F. Dufresne, Fort Belvoir, Va.
Festus A. Etienne, Fort Hood, Texas
Wendell A. Foreman, Randolph AFB, Texas
Stephen D. Foster, Asheville, N.C.
Michael L. Freund, Spangdahlem AB, Germany
Jerry D. Gaunt, Fort Bragg, N.C.
Daniel L. George, Wheeler AAF, Hawaii
Mathew L. Gonyea, Hill AFB, Utah
Todd A. Grebel, Sembach AB, Germany
Gregory T. Hall, Offutt AFB, Neb.
Paul A. Hay, Vandenberg AFB, Calif.
Andrew Henderson, Asheville, N.C.
James C. Herron, Pearl Harbor, Hawaii
Dale M. Hill, Scott AFB, Ill.
Bradley N. Hopkins, Malstrom AFB, Mont.
Jeffrey E. Johnson, Fort Bragg, N.C.

Kevin O. Johnson, Kadena AB, Japan
Larry T. Jones, Langley AFB, Va.
Theodore K. Junge, Ellsworth AFB, S.D.
Robert A. Kane, Heidelberg AB, Germany
Karl N. Kleinbeck, Hurlburt Field, Fla.
Gary R. Koble, Wright Patterson AFB, Ohio
David W. Lappie, Spangdahlem AB, Germany
Stephen A. Lebrun, Ramstein AB, Germany
Karl W. Lumbra, Dover AFB, Del.
Ernest J. Luoma, Fort Lewis, Wash.
William D. Malcomb, Fort Benning, Ga.
Patrick McGuffin, Offutt AFB, Neb.
Mathew D. Mcad, Hanscom AFB, Mass.
James M. Moffitt, Patrick AFB, Fla.
Daniel A. Moran, Charleston AFB, S.C.
Jonathan K. Morris, Katterbach, Germany
Ronald E. Neubauer, Scott AFB, Ill.
Norma T. O'Brien, Offutt AFB, Neb.
Dennis G. Ohm, Osan AB, Korea
Raymond M. Perez, Fort Hood, Texas
Steven D. Pratt, Fort Benning, Ga.
Scott A. Price, Offutt AFB, Neb.
Frank O. Robertson, Keesler AFB, Miss.
Adrian Roper, Hurlburt Field, Fla.
Raymond Secession, Hurlburt Field, Fla.
Robert J. Segreti, Vance AFB, Okla.
Ronald B. Sharp, Lajes Field, Azores
Paul W. Shelley, Scott AFB, Ill.
William J. Simcox, Fort Campbell, Ky.
Jairam Singh, Hickam AFB, Hawaii
Rodger M. Smith, Peterson AFB, Colo.
Joey A. Soria, Illesheim AB, Germany
Robert Steenburgh, Davis-Monthan AFB, Ariz.
James A. Sullivan, Fort Campbell, Ky.
Thom Targaszewski, Fort Lewis, Wash.
William Tevebaugh, Offutt AFB, Neb.
David Vandenheuvel, Barksdale AFB, La.
Clifford T. Walton, Robins AFB, Ga.
Jay G. Wessendorf, Shaw AFB, S.C.
Carl R. Wetterberg, Offutt AFB, Neb.
James B. Wiemann, Sembach AB, Germany
Myron G. Winters, Scott AFB, Ill.
Glenn P. Zilkenat, Andrews AFB, Md.

Salutes

TO TECHNICAL



Cassandra Ableiter, Wheeler AB, Hawaii
Michael S. Albanese, Classified location
Dennis A. Anglin II, Andrew AFB, Md.
Sven H. Atkins, Elmendorf AFB, Alaska
Terry L. Avery, Tinker AFB, Okla.
Steven O. Babe, Lakenheath, United Kingdom
Willis G. Bearden, Scott AFB, Ill.
Russell S. Black, Shaw AFB, S.C.
Ronald S. Bouchard, Fort Bragg, N.C.
Craig S. Bouchillon, Patrick AFB, Fla.
Scott J. Bradley, Keesler AFB, Miss.
Alice T. Brunette, Schriever AFB, Colo.
John E. Burton, Kelly AFB, Texas
Richard H. Carden, Luke AFB, Ariz.
John A. Carroll, Torri Station, Japan
Michael N. Cassady, Heidelberg AB, Germany
Michael D. Compton, Lakenheath AB, United Kingdom
Fred S. Cookerly, Sembach AB, Germany
Kevin E. Copeland, Laughlin AFB, Texas
Jose A. Cortez, Beale AFB, Calif.
Mark A. Cowley, Keesler AFB, Miss.
Daniel Culbertson, Fort Benning, Ga.
James W. Darlow, Katterbach AB, Germany
Scott A. Davis, Offutt AFB, Neb.
David A. Dawson, Nellis AFB, Nev.
Garrigues A. Dejean, MacDill AFB, Fla.
John T. Dick, Seymour Johnson AFB, N.C.
Joshua N. Dickson, McChord AFB, Wash.
Wilson P. Dupre, Fort Lewis, Wash.
Robbie D. Ellis, Lakenheath, United Kingdom
Louis L. Escamilla, Sembach AB, Germany
Greg C. Espinosa, Kadena AB, Japan
James M. Fashing, Beale AFB, Calif.
Timothy J. Fields, Fort Rucker, Ala.
William E. Figgins, Schriever AFB, Colo.

Richard D. Fry, Columbus AFB, Miss.
Kurt A. Garmendia, Puerto Rico
James S. George, Offutt AFB, Neb.
James A. Gies, Yongsan AIN, Korea
Michael S. Gilbert, Hurlburt Field, Fla.
Terri L. Grebel, Sembach AB, Germany
Andrew J. Grimm, Sembach AB, Germany
James K. Haavisto, Davis-Monthan AFB, Ariz.
Paul F. Harper, Dover AFB, Del.
William H. Hennix, Incirlik AB, Turkey
Stephen M. Heywood, Palehua, Hawaii
Charles R. Hoffman, Hanscom AFB, Mass.
Rich Hollingsworth, Yokota AB, Japan
Robert L. Honadle, Kunsan AB, Korea
Laura Jean Howard, Offutt AFB, Neb.
Alexander Hubert, Sembach AB, Germany
Girard L. Hunter, Offutt AFB, Neb.
Richard D. Jacobsen, Holloman AFB, N.M.
Michael L. Jennings, Fort Benning, Ga.
Kevin A. Josephson, Keesler AFB, Miss.
Robert J. Joyce, Schriever AFB, Colo.
Chris W. Kim, Fort Belvoir, Va.
James C. King, Yongsan AIN, Korea
John S. Kovachich, Asheville, N.C.
Gabriel A. Lacayo, Hurlburt Field, Fla.
Craig J. Lacy, Tinker AFB, Okla.
Thomas P. Lane, Schriever AFB, Colo.
William A. Lane, Keesler AFB, Miss.
Kimberly J. Lester, Wiesbaden AB, Germany
Travis L. Longmire, Hickam AFB, Hawaii
Jeffrey S. Lovejoy, Tinker AFB, Okla.
Paul F. Lucas Jr., Keesler AFB, Miss.
Richard T. Lucio Jr., USAF Academy, Colo.
James D. Maddox, Altus AFB, Okla.
Wesley D. Mathias, Fort Benning, Ga.
Jeffrey T. Mitchell, Robins AFB, Ga.
Todd E. Morris, Pearl Harbor, Hawaii
David S. Naros, Camp Stanley, Korea
Deborah A. Northern, Cannon AFB, N.M.
Scott M. Obrien, Hill AFB, Utah
Daniel W. Oien, Patrick AFB, Fla.
Brian E. Pearse, Keesler AFB, Miss.
Jeffrey J. Peterson, Offutt AFB, Neb.
Paul A. Phillips, Tinker AFB, Okla.
Michael J. Pietrzak, Camp Stanton, Korea
Karl S. Poff, Keesler AFB, Miss.

MISSION cont. from p. 12

tracks along the planned route of flight. Our MCFs provide field units with everything they need to brief enroute weather, including flight level hazards, significant clouds/visibility, and winds. The MCF also contains a brief forecast discussion. The MCF is entered on our home page no later than six hours prior to launch. The Web address is: [<http://www.acc.af.mil/weather>]. If you can't access the home page at this address, try [<http://www.acc.af.mil/weather/pub>]. This address will require a user ID and a password. If your unit does not already have an account established with us, we will open one upon notification.

For classified missions or other special requirements, MCFs will be issued via standard message channels (SIPRNet, etc.). Classified mission forecasts will not be available on our homepage. The HWD and text can be faxed if needed to all departure base weather units including all fighter/bomber and tanker support bases (LOA with TACC).

We are always open to discussion on ways to improve our products and service to the field. Please call us if you have suggestions or need assistance. We can be reached using any of the following methods: DSN 574-2007/2008
Commercial: (757)764-2007/2008, (FAX: 574-5506) E-Mail: aos.aow@langley.af.mil.

ON THE BACK COVER

Forecasting the Past

This page is dedicated to the vision and leadership provided by outgoing Air Force Director of Weather, Brig. Gen. Fred Lewis. This collage of photos represent some of the memorable moments throughout Lewis' career.

Photos courtesy of the AF/XOW staff

AFWA recognized for operational support

The Air Force Weather Agency has been selected as the winner of the Air Force Association 2000 Theodor Von Karman Award. Named after famed scientist and aeronautical engineer Dr. Theodore von Karman, the award

is given to the organization making the most significant contributions to national defense in the field of science and engineering relating to aerospace activity. AFWA is being recognized for its superior weather support during Kosovo and Bosnian

operations and its transitioning of the 55th Space Weather Squadron from Air Force Space Command to AFWA. The presentation will be made during the AFA convention Sept. 8-12.

Stay tuned for a more detailed article in the Sept. issue of the Observer.

Frederick Reynolds, Hanscom AFB, Mass.
Ronald L. Richards, Hurlburt Field, Fla.
Kevin A. Ritzer, Fort Benning, Ga.
John D. Robertson, Eielson AFB, Alaska
James E. Rogers Jr., Scott AFB, Ill.
Loren J. Rudd, Wright Patterson AFB, Ohio
Howard L. Sand, Classified location
Patrick w. Shannon, Peterson AFB, Colo.
Robin L. Sharpton, Katterbach AB, Germany
Ricky J. Shaw, Andrews AFB, Md.
Mark A. Sheldon, Keesler AFB, Miss.
Samuel T. Simmons, Whiteman AFB, Mo.
Charles L. Smith, Keesler AFB, Miss.
Valerie A. Smith, Fairchild AFB, Wash.
Anthony G. Soots, Schriever AFB, Colo.

Gregory J. Spurck, Offutt AFB, Neb.
Rodney L. Stovall, Illesheim AB, Germany
Gary F. Sweet, Hurlburt Field, Fla.
Claude G. Tranter, Osan AB, Korea
Daniel Tucker, Fort Eustis, Va.
Wallace L. Tumblin, Fort Wainwright, Alaska
David M. Tyler, Fort Wainwright, Alaska
Angela Olson Uribe, Keesler AFB, Miss.
Huy M. Vu, Yokota AB, Japan
Kelly M. Watren, Hurlburt Field, Fla.
Erik R. Waugaman, Lajes Field, Azores
Kevin E. Wendt, Grafenwoehr, Germany
David K. Wilson, Shaw AFB, S.C.
Alan J. Wortkoetter, Davis-Monthan AFB, Ariz.
Christopher Yeazell, Illesheim AB, Germany

