

Ex Chief Of Staff Imprisoned

Among the 11 USAF officers and airmen sentenced to prison terms by the Chinese communist government as "spies" is a former Air Weather Service chief of staff, Col. John Knox Arnold jr., 41, who left AWS three years ago after a long career in weather work.

After serving in various AWS units, Colonel Arnold became AWS Inspector General in August, 1948. He served in that capacity until July, 1950, when he succeeded Col. Lewis L. Mundell as AWS Chief of Staff.

In July, 1951, he was in turn succeeded as chief of staff by Col. Roy W. Nelson jr., present 9th Weather group commander, when Colonel Arnold left the weather service for overseas duty in Korea.

Defense department releases state that Colonel Arnold, who was commanding the 581st Air Resupply and Communications wing of the 13th Air Force, and his B-29 crew were on a routine flight near the Yalu river when they were shot down on January 12, 1953, and imprisoned.

The Chinese communists, the Defense department reports, are holding Colonel Arnold and his crew as political prisoners in violation of international law, the rules of war and the Korean Armistice agreement.

Colonel Arnold, who is married and the father of four children, has received a reported sentence of 10 years. His crewmembers have been sentenced to from four to eight years in prison.

Armed Forces Press Service reports a Communist announcement that the Air Force men were found guilty by a military tribunal in Peiping. Convicted with them were two US civilians, one sentenced to life imprisonment and the other to 20 years.

The Vrabable Fable Reveals Two Eds

Capt. Edward G. Vrabable, deputy chief of the AWS headquarters information services office and victim of last month's nomenclatural mixup wherein he was confused with a motion picture personality, is now looking for another Ed Vrabable.

M/Sgt. Billy B. Gartrell of the Severe Weather Warning center in Oklahoma wrote to OIS last month: "Today I happened to see your name in the Observer. I knew an observer named Ed Vrabable in Port Hieden, Alaska, in 1945."

Captain Vrabable is not the Ed Vrabable in question. If, however, the former Alaska-based Vrabable still exists within the Air Weather Service, Sergeant Gartrell would appreciate a line from him. Gartrell can be addressed at the Severe Weather Warning center, 6th Weather squadron, Tinker AFB, Oklahoma.

By the same token, if anyone within sight of the Observer has lost contact with a former friend in the weather field and wishes to establish contact, he might drop a line to the Observer. If space permits, a meeting by mail of old AWS buddies might be arranged in the future.

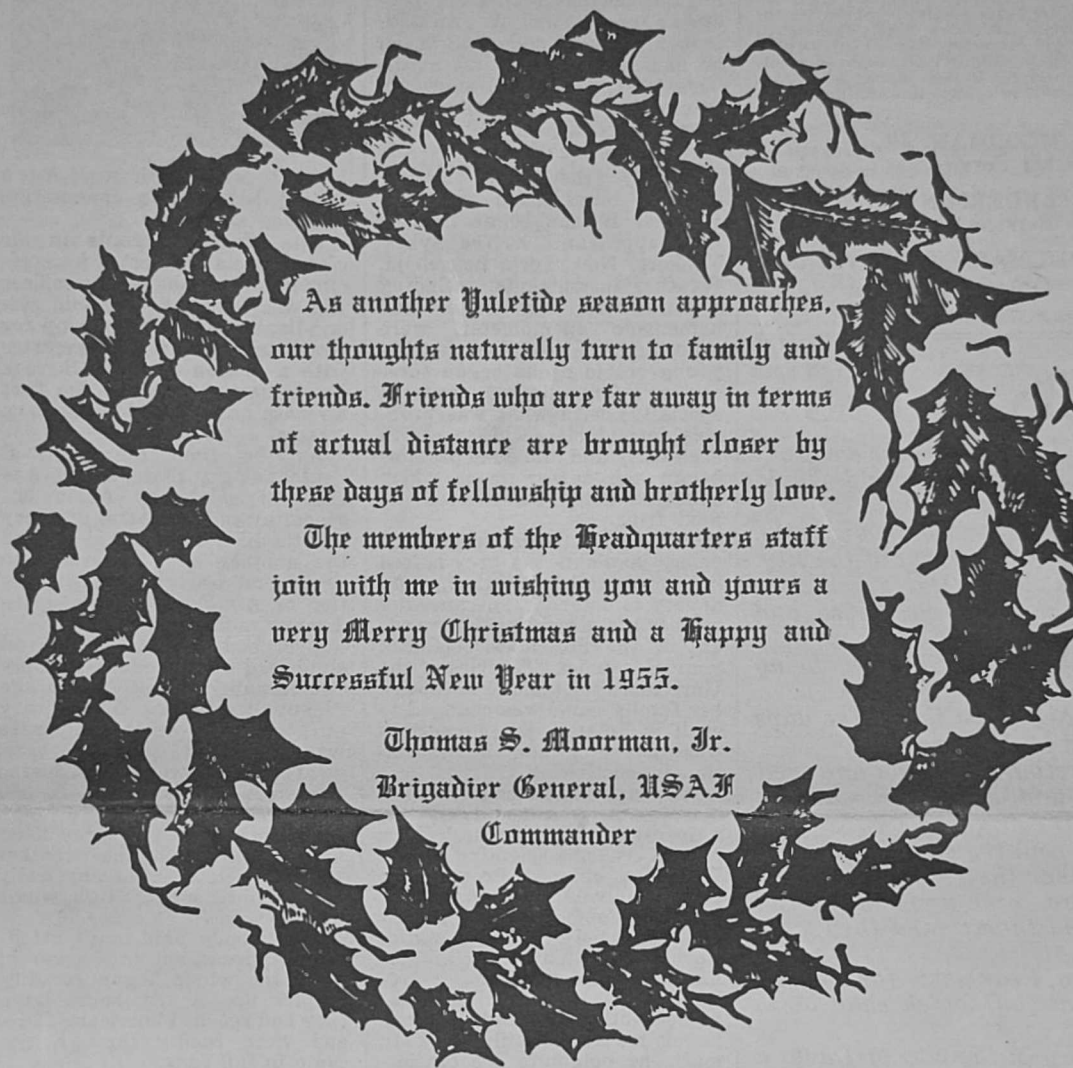
AIR WEATHER SERVICE

OBSERVER

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As another Yuletide season approaches, our thoughts naturally turn to family and friends. Friends who are far away in terms of actual distance are brought closer by these days of fellowship and brotherly love.

The members of the Headquarters staff join with me in wishing you and yours a very Merry Christmas and a Happy and Successful New Year in 1955.

Thomas S. Moorman, Jr.

Brigadier General, USAF
Commander

Recon Men Play Dads For a Day

Fathers for a day—that was the role played recently by several 55th Weather Reconnaissance squadron airmen.

Occasion for the adventure in part-time parenthood was a visit to the California-based AWS squadron by children from the Sacramento Children's receiving home.

Arranged by Capt. T. M. Hines, director of the squadron's United Crusade drive, the visit was intended to show 55th personnel what their Crusade contributions accomplish. According to 55th WRS spokesmen, it did.

Arriving at McClellan AFB in the morning, the children were first treated to a television show in the squadron dayroom. Lunch took the form of a full-scale party in the mess hall, which had been personally decorated by the 55th first sergeant.

The role of "father" took on a real significance at mealtime, since some of the youngsters needed to be hand-fed by the unaccustomed-but-game airmen.

Reported high point of the visit was a trip to the flight line to see one of the squadron's WB-29s. For most of the visiting children, it was the first time aboard an airplane.

Recon Adds Mileage

Nearly around the earth at its equator each day for the past 6½ years—this is the record hung up by AWS reconnaissance crews and planes.

Operational statistics recently announced for the Air Weather Service by MATS headquarters reveal that AWS recon squadrons have flown nearly 23,000 miles daily since 1948.

MATS reports 20,938 weather reconnaissance missions flown from June 1948 through October 1954 for a total of 344,279 hours in the air.

During this 77-month period, the squadrons flew 52,544,818 miles to take 583,462 aerial observations.

The receiving home, which provides temporary emergency shelter for children between the ages of 2 and 16 from broken homes, came into being during World War II. It was set up as a temporary measure by the local Rotary club, Junior League and other interested citizens in cooperation with the city and county governments.

War's end, however, found the need continuing, and the home was kept in operation as a permanent institution.

Alaskan Squadron Holds Open House

"We are aware of the important part that wives play in the accomplishment of our mission."

Thus Lt. Col. Fort W. Lipe, squadron commander, welcomed the wives and children of 58th Weather Reconnaissance squadron personnel to an open house at the newly decorated home of the outfit, the "Birchwood Hangar," at Eielson AFB, Alaska.

Colonel Lipe added, "We are continually trying to improve, from an operational standpoint, and in order for our personnel to have a more enjoyable tour in Alaska."

The 58th WRS threw open the doors of the squadron installation on September 10 and in the evening affair provided a three-hour briefing on the squadron's mission.

Entertainment included a concert by the Eielson AF Band, the Eielsonaire choral group, and the movie, "Alaskan Fortress."

Families of squadron personnel were shown through the installation, viewing radar operations and a Boeing WB-29 weather ship, and following a GCA landing as the squadron's Loon Echo flight arrived from the day's mission.

AWS Uses Visibility Aid in DC

A perennially harassed weather observer at Andrews AFB one day last August relaxed and watched an electric eye take over from the human in measuring visibility.

USAF's first operational transmissometer, an electronic instrument for accurately recording visibility, was installed in that month at the Maryland base.

Andrews represents the initial base to be equipped with the device, with approximately 20 more bases in the US programmed to receive transmissometers.

The instrument consists of a projector which directs a beam of light to a photoelectric detector. The intensity of the beam, when measured on a recorder in the weather station, indicates the amount of foreign material in the air in the form of water vapor, precipitation of various sorts or dust.

In other words, it measures how far away objects are visible under prevailing air conditions.

When placed in the landing zones of airports, the transmissometer will materially increase the accuracy of visibility values given to incoming planes.

It will be particularly effective under conditions of low or rapidly varying visibility. However, it is not expected to replace visual observations, since only one quadrant can be measured.

Need Seen

The need for an instantaneous, objective method of measuring horizontal visibility has been apparent to weathermen since before the advent of the modern high-speed airplane.

Moreover, with weather stations often some distance from the touchdown zones of airports, the need was seen for an instrument that could be placed on the scene and remotely controlled.

In the spring of 1949, during the famed Operation Vittles, better known as the Berlin Airlift, Air Force headquarters revealed the urgent need for such an instrument. Pilots who flew lifts in sometimes adverse weather were often forced to land below safe minimums.

When visibilities were low and variable, the observer in the weather station was hard put to give pilots accurate data, when and where needed.

An instrument that filled requirements was at that time undergoing development at the Landing Aids experiment station in Arcata, California. This station is operated under the combined auspices of the USAF, Navy and civil agencies. The transmissometer, which was originally designed by the National Bureau of Standards, had been sent to Arcata for testing and modification.

The USAF installed its first transmissometer at the Air Proving Grounds, Eglin AFB, Florida. Meanwhile the US Weather Bureau and the Air Navigation Development board tested the device at Washington National airport in the nation's capital and at MacArthur field, New York.

Proven of Value

When used in the touchdown zone, the transmissometer proved of value in providing a

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AIR WEATHER SERVICE

OBSERVER

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FIRST CHRISTMAS

And it came to pass in those days, that there went out a decree from Caesar Augustus, that all the world should be taxed.

And all went to be taxed, every one into his own city.

And Joseph also went up from Galilee, out of the city of Nazareth, into Judea, unto the city of David, which is called Bethlehem; (because he was of the house and lineage of David:)

To be taxed with Mary his espoused wife, being great with child.

And so it was, that, while they were there, the days were accomplished that she should be delivered.

And she brought forth her firstborn son, and wrapped him in swaddling clothes, and laid him in a manger; because there was no room for them in the inn.

And there were in the same country shepherds abiding in the field, keeping watch over their flock by night.

And lo, the angel of the Lord came upon them, and the glory of the Lord shone round them: and they were sore afraid.

And the angel said unto them, Fear not: for, behold, I bring you good tidings of great joy, which shall be to all people.

For unto you is born this day in the city of David a Saviour, which is Christ the Lord.

And this shall be a sign unto you; Ye shall find the babe wrapped in swaddling clothes, lying in a manger.

And suddenly there was with the angel a multitude of the heavenly host praising God, and saying,

Glory to God in the highest, and on earth peace, good will toward men.

And it came to pass, as the angels were gone away from them into heaven, the shepherds said one to another, Let us go even unto Bethlehem, and see this thing which is come to pass, which the Lord hath made known unto us.

And they came with haste, and found Mary, and Joseph, and the babe lying in a manger.

And when they had seen it, they made known abroad the saying which was told them concerning this child.

And all they that heard it wondered at those things which were told them by the shepherds.

But Mary kept all these things, and pondered them in her heart.

And the shepherds returned, glorifying and praising God for all the things that they had heard and seen, as it was told unto them. (Luke 2:1-20)

Transmissometer

(Continued from page 1)

continuous, objective measurement of the visibility, where it was needed by pilots. It also kept a machine record of the visibility for climatological purposes.

AWS selected a number of bases which were to receive the instrument, and the first installation was accomplished at Andrews AFB on August 24, 1954.

The transmissometer, AN/GMQ-10, measures

light continuously through a horizontal path in the atmosphere. The projector unit generates a light of 140,000 candle power.

The receiver unit consists of a photoelectric cell and an amplifier. Transmitted light from the projector, which grows dimmer as the density of the air increases, is turned into an electric current by the photoelectric cell.

Amplified and measured by a meter, the strength of this cur-

Interest in Science Typifies 9th Group Deputy CO

By A/3c Sandra Schwartz

At an age when the juvenile imagination is excited by little more subtle than the Good Guys in hot pursuit of the Bad, and youthful horizons extend no further than the nearest bubble gum dispensary, Robert Sykes was already reaching for the stars.

While yet a tender—albeit precocious—five, he was examining the heavens with an astronomer's interest and his own telescope. By the time he was seven he had acquired his first astronomy text, a slim but avowedly fascinating volume called *The Comets*, and a penchant for observing the weather.

Shortly thereafter, daily weather maps from the U.S. Weather Bureau began making their appearance at the Sykes' Yonkers, New York, household. Weather instruments, including a barometer, hygrometer and homemade anemometer, were collected and consulted by the young oracle as he began forecasting (snowstorms were a specialty) with what was probably formidable accuracy. With such early and luminous promise began the career from which time has not yet harvested the final fruit.

"I wanted to be an astronomer," explains the grey-haired but youthful 9th Weather group deputy commander, "because my mother is a direct lineal descendant of the Ptolemies." (Check your files under "Theories of the Universe, Ptolemaic.") Although her family name was changed to spell it Tolemy, the connection was undeniable and the association irresistible.

Although high school studies had prepared him largely for a liberal arts college curriculum, he still craved a scientific career. When he entered Providence's Brown university, it was with intentions of becoming a chemical engineer. Mathematics slowed this ambition to a halt his freshman year, and he reverted to weather studies, thereby dodging the difficulty. (Since he claims to be still weak in math, he points to the obvious moral of the story with a wagging let-that-be-a-lesson finger.)

He continued in meteorology, with some studies in geology, throughout his undergraduate career, and left Brown's ivied halls with a B.A. New York university was the next step; and it was while there, working for a master's degree, that he joined the service, entering the first class of the newly created weather cadet course. In 1941

rent gives an accurate evaluation of the visibility.

The indicator, which may be placed as far as 10 miles from the receiver unit, consists of an indicating unit and a recorder. A continuous record is kept on a paper roll by a stylus which is activated by the indicating unit.

Instrument Accuracy

The accuracy of the transmissometer depends upon the uniformity of the light source and the homogeneity of the air. The projector is controlled by a voltage regulator, which delivers a constant voltage to the lamp regardless of voltage variations in the power source.

Because the air is generally not uniform even within small areas, the transmissometer is only accurate for that area between the projector and the receiver. Thus the transmissometer will not replace visual observations, but will aid the observer rather than replace him.



he left NYU with a M.A.; a second lieutenant's commission followed shortly.

One of three people in his class especially selected for cold-weather duty, the young officer (he was then a 24-year-old second lieutenant) boarded ship for Greenland shortly thereafter with a section of the U.S. task forces destined to hew the first air base out of the icy northern wastes.

At the time the youthful lieutenant got there, BW-1 was occupied solely by Army engineering units, coastal artillery and the like. His arrival swelled the number of weathermen to seven and brought the population of Air Force officers up to a round number of one.

Everybody lived either on shipboard or in tents, with only two tarpaper shacks for storage of supplies. Since the solitary purpose for anyone's being there was to build up the base, weathermen were considered parasites.

Nevertheless, the first forecasts were issued the day after arrival, although the weather station itself was not physically set up until later. High winds were predicted.

But nobody paid much attention. At least, not until evening, when the winds began steadily to pick up. A few hours later they had reached hurricane force and were racing through the camp in full fury.

Tents were torn down or into shreds and two of the ships lost anchor, others only narrowly avoiding collisions. When calm again descended, a new attitude was immediately apparent.

Respect for the weathermen rose like a phoenix out of the ashes and the station became the first facility to be housed in anything even resembling a building, although only a tarpaper shack. Weather personnel

were thenceforth excused from any and all extra details.

By 1945 Colonel Sykes had participated or assisted in the development of 16 USAF and 16 Danish weather stations, all radio reporting. For this pioneer achievement he was awarded the Legion of Merit by the U.S. government. He was later saluted by the Danish government, which conferred upon him the singular dignity of the title of Knight of the Order of Dannebrog for developing their part of the weather services during the war.

In the fall of 1950 he went "on loan" to the U.S. Weather Bureau for two years as chief of its Arctic operations project, replacing the civilian chief, Mr. C. J. Hubbard, who had been killed in a paratrooper resupply operation. During that time Colonel Sykes was engaged in coordinating several weather services involving joint Canadian-U.S. and Danish-U.S. operations.

In this capacity he made several ice-breaker trips into the Arctic area. In February 1952 he also participated in a USWB capacity in the survey action leading to the selection of Thule as a base of operations for the U.S. military.

The position of director of the USAF Weather Central at Andrews AFB, Md., became his early in 1953 and he held it until a short time ago, when he became deputy commander of the 9th Weather group.

It is not to be imagined for even a single moment that after years on what the National Geographic likes to call a "vast glacial moraine" the appetite of Colonel Sykes for the frozen areas of this hemisphere is one whit abated. It is now stronger than ever.

In fact, interest in the Arctic atmosphere led to the colonel's adoption of photography as a hobby. While in Greenland, the enterprising colonel found picture-taking a great boon to his work and he now recommends it highly as a creative outlet.

The lofty professional status he has earned in his work is immediately apparent from a glance at the clubs and societies in which he holds membership: the Explorers' club, the Arctic Institute of North America, the Greenland society (Danish), the American Geophysical union and the American Meteorological society. Particularly in the Explorers' club, he is in the company of men whose world-hailed accomplishments have made their names household words.



WOLF-GIRL OF AWS HEADQUARTERS is Miss Betty McCarthy of the office of the AWS deputy chief of staff for personnel. What price Hollywood starlets? (Andrews AFB photo)

Climatology in Action

Air Weather Service Aids USAF Academy Construction

An Observer Feature

By A/1c Mark T. Clevenger

It is written by the early Greeks that when man began to glance upward, Daedalus made two pairs of wings and flew. But his son, Icarus, warned not to venture too near the sun, grew exhilarated with flight and soared high until the sun melted his wings and he plunged into the sea.

Planners of the USAF Academy's academic program do not propose that future Air Force hopefuls will be so unmindful of the sciences of the air through which they fly.

As an integral part of the curriculum, the Academy plans to indoctrinate each cadet thoroughly in the importance of a weather service. With a grounding in chemistry, mathematics and physics, the cadet will go on to study basic meteorology, learning to use intelligently the weather information prepared in the weather station.

But the Air Weather Service has still a bigger stake in the planning of the school.

Climatological Support

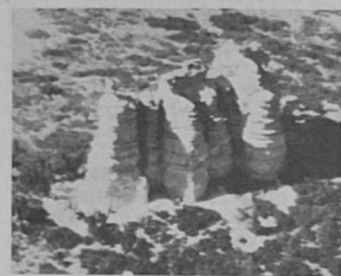
Charged with coordinating AWS support to the Academy project, Capt. Richard D. Burris bears the unwieldy but important title of Meteorological Aide to Air Force Academy Construction.

A climatological consultant at 3d Weather group headquarters, Ent AFB, Colorado, Captain Burris holds a master of science degree from Florida State university.

Last month he journeyed to the nation's capital and in an AWS headquarters staff briefing told of the climatological support given to the Academy construction agency.

Based on information gained from the AWS Data Control division at Asheville, N. C., and other published data sources, climatology has already fore-ordained much of the general layout of the military college, complete to playing fields and runways.

Colorado donated a \$1,000,000 site to the Air Force, right in the center of a famed resort area. Air Force cadets will attend classes on a campus without peer for picturesque scenery. Cathedral Rock towers sky-



Cathedral Rock may well be a focal point of student tradition when the Academy moves to its permanent site, eight miles north of Colorado Springs, Colorado. High atop the rock an aerie rests, home for a family of eagles, symbolizing the hope inherent in the founding of the nation's newest scholastic plant. (USAF photo)

ward in the center of 15,100 acres of valleys and slopes that lie on the fringes of Pike national forest, while a half mile to the west the Rocky mountains begin their climb to 9,000 feet.

Area weather presents an atmosphere conducive to scholastic endeavor, with generally cool summers and moderate winters. The sun shines through on approximately 310 days a year. Captain Burris reports that snowfall for the campus ranges from 45 to 85 inches a year.

Using climatological information, planners have recommended living, playing and study locations.

Warm Area Living

Buildings used only in the daytime can conceivably be built in the valleys, but Captain Burris points out that for com-

fortable living and heating economy, dormitories should be placed on sloping land. This is also true for recreational facilities used at night and in the late afternoon.

Studies show that an extreme diurnal variation in temperatures occurs at the site. That is, temperature drops sharply with nightfall, and cold air drains off the hills into depressions in the terrain.

The direction of the slope also plays a part in the selection of building and planting sites.

Captain Burris states that there is almost a month's difference in growing season between 10-degree northern slopes and their southern counterparts. The south slopes, because they receive the direct rays of the sun, are considerably warmer both at night and in the daytime.



Lt. Gen. Hubert R. Harmon is the first Superintendent of the new US Air Force Academy. Graduating from West Point in 1915, he has had a distinguished career in the military, including service to the US United Nations staff and as delegate to the Inter-American defense board. (USAF photo)

A large part of the cadet's airman training will revolve around the planned airfield. Here the climatologists undertook their most important project. The cost of an airport and its usefulness depends entirely upon its relation to weather factors. Which way does the prevailing wind blow? How many days a year will the runways be open? This last is an important question in snow country.

Only One Runway

According to Captain Burris, the Academy airfield will require only one runway, running NNW-SSE, which can be used 96 percent of the time in not more than a 12-knot cross wind. He estimates that the field will be closed possibly one day of the year because of excessive snowfall.

Climatologists have suggested that buildings be arranged so that doorways are out of prevailing winds. They point out that this will reduce snow, rain and cold drafts that would be blown into buildings through open doors.

Weather has a bearing on the architecture too. Roof over-



The new Air Force Academy will sit at the edge of Pike national forest, while a half mile to the west the Rockies begin their 9,000-ft. climb. In the lower right-hand corner of the picture, Cathedral Rock stands out from the surrounding plain. Academy buildings will probably stand in the shadow of the great rock. (USAF photo)

hangs will be constructed so that during the summer, when the sun is high, windows will be shaded. In the winter, when the sun is low, sunlight can penetrate the windows, aiding the heating system.

Tree varieties and planting arrangements depend on weather factors, according to Captain Burris. Deciduous trees, which will shade windows in the summer, lose their leaves in winter, allowing winter sunlight to come through when it is needed. However, for windbreaks, evergreens which retain foliage the year around will be used.

Heating Requirement

Since the rainfall in the area is not sufficient to maintain projected plantings, an irrigation system will be necessary. Again climatologists have been called on—to determine the water requirement. The use of weather data extends as well to the design of the heating plant and the hospital air conditioners.

As a matter of interest, the average noon temperature in July is 79 degrees, while the average noon temperature in January is 36 degrees.

Athletes at the Academy face a conditioning problem that will favor the cadets in home games. Captain Burris estimates that all playing fields will be above 6,600 feet. The altitude, which will aid in developing the lung power of the students in blue, will give visiting teams from lower altitudes considerable difficulty. However, visitors many find the best designed facilities in the US.

The football field goal posts will probably be placed WNW

and ESE. This represents a compromise between the wind and the sun. On a perfect field, the sun and the wind would be perpendicular to the goal posts, presenting no advantage to either side at any time.

The Academy baseball fields will be laid out so the sun is in right field. Players can expect little help from the wind in chalking up homeruns, for the wind will generally blow from third to first base.

Golf Course

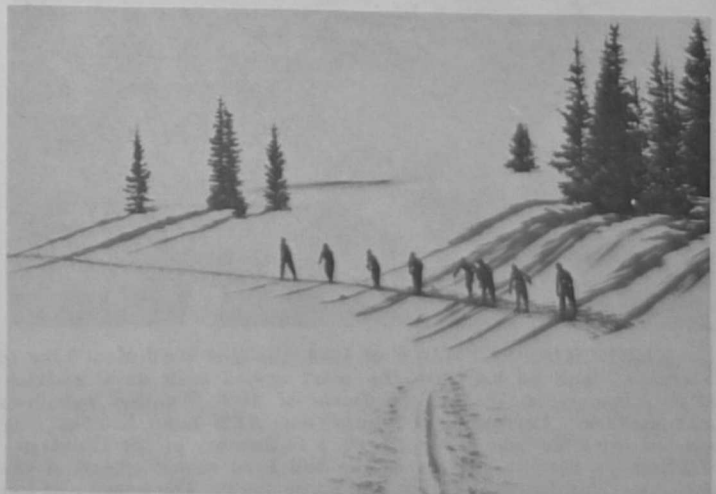
A golf enthusiast, Captain Burris says that he favors a course placed in a wind-protected valley that is relatively warmer than the surrounding land. Thus the turf will stay green over a larger part of the year.

Air Force weathermen have even recommended the scheduling of the cadet's day in accordance with expected weather. For example, there exists a one-in-a-hundred chance that rain will fall on an early summer's day. Chances narrow down to one-in-five for the afternoon. Graduation ceremonies will probably be held in the morning to take advantage of this climatological fact.

From start to finish, weather will affect the Air Force student in all facets of his life, on the ground and in the air. Air Force climatologists in the past have dug up the weather conditions to be expected for airbases, air pollution studies, invasions and training exercises. Now, like all other cooperating agencies, they are joining in the task of building the best facilities possible for the Air Force Academy.



The new Air Force Academy will be built in the center of a famed resort area. Loch Vale in Rocky Mountain national park is typical of the many crystal-clear lakes abounding in this nearby area. Students in blue will attend classes on a campus without peer for picturesque scenery and, although the projected schedule will not allow much off-duty time, cadets may spend free time in one of the West's most beautiful spots. (United Air Lines photo)



Just two hours' drive from the Academy site is Aspen, Colorado, a well-known ski resort. One of its chief drawing cards is the powder snow which coats its slopes from November to June. The proposed list of winter sports includes skiing. The Academy is in a perfect spot for this sport, with established runs near at hand, and the rugged Rockies a short jump to the west. The sports schedule includes a great variety of seasonal, indoor and outdoor athletics. (United Air Lines photo)

Ex-Weatherman Appointed Dean of USAF Academy

A former weather officer, Brig. Gen. Donald E. Zimmerman, has been named Dean of the Faculty at the new United States Air Force Academy, now temporarily situated at Lowry Air Force Base in Colorado.

Veteran of an illustrious career in the Army and the Air Force, the 53-year-old general became a member of the USA Reserve in 1923 and a regular officer in 1929.

General Zimmerman entered the California Institute of Technology in 1935, completing a meteorological course in June, 1936. Serving as a weather officer at Randolph field, Texas, he wrote the text used in Air Corps flying schools, "Weather Manual for Pilots."

Returning to Cal Tech in 1941, General Zimmerman studied long-range forecasting methods. In company with the present AWS commander, Brig. Gen. three other officers (now also Thomas S. Moorman jr., and generals), John B. Ackerman, Harold E. Smith and Milton P. Arnold, he helped to establish a weather research center at Bolling field, Washington, D. C. The group also experimented with radiosondes and other meteorological developments as well as long-range forecasting.

In March, 1942, General Zimmerman was named Director of Weather for AAF headquarters in the nation's capital, serving in that capacity until being assigned to the 3d Bomber command at MacDill field, Fla., in 1943.

From an academic standpoint, General Zimmerman is well qualified to head the new academy's scholastic program.

At the age of 21, General Zimmerman had already received a master of arts degree from the University of Oregon. Having taken ROTC training in college, he was commissioned in the USA Infantry reserve.

In 1925 he relinquished his reserve commission to enter the US Military Academy, from which he graduated in 1929. Soon after, General Zimmerman entered flying training, earning his wings in 1930.



He later served as an instructor both at Randolph field and back at West Point.

During World War II, General Zimmerman distinguished himself as a staff officer with various units in the Pacific and with the War department's General Staff. He was appointed chairman of the advanced study center of the Joint Chiefs of Staff in December, 1949.

Assigned to the Far East Air Force in 1950, General Zimmerman became FEAFF's intelligence chief in 1952, remaining in that post until he returned from overseas.

Shortly thereafter, on August 17, 1954, he was designated to fill his present post at the USAF Academy. As dean of the new military college, General Zimmerman will be responsible for the administration of a curriculum that is the result of five years of study by USAF officers and some 60 selected civilian educators.

The academy's course has been divided into two parts. One phase of the program will be concerned with the scientific training of future USAF officers; the other is designed to give the cadets a well-rounded outlook by training them in the socio-humanities.



MEET "MISS SKYWOLF of 1954, the Girl We'd Most Like to Intercept," and on her arm the most envied man on Grandview AFB, Missouri, A/1c Richard Davis of 19th Weather squadron headquarters. Personnel of Grandview AFB near Kansas City selected Miss Marlene Hickman, 20, a sophomore at the University of Missouri, for the title after she had been named queen of the 1954 American Royal livestock and horse show. The queen and her party toured the base and were feted at a luncheon in the mess hall. Miss Hickman was crowned at the coronation ball which signaled the kickoff of the 56-year-old event, one of the midwest's most spectacular fairs. Some 10,600 people saw her accept an admiring ovation before she swept off to the arm of Airman Davis, her escort for the evening. Much has been said and songs have been sung of the valor of AWS men. Here is proof. Need more be said? In the foreground (left to right) are Miss Norma Jane Amos, Miss Hickman, Airman Davis and Miss Carol Ann Detter.

Weathermen Coach German Cage Team To Champions' Spot

In a small gymnasium in Wiesbaden, Germany, more than 30 German basketball enthusiasts are going through the season's initial practice sessions under the tutelage of two airmen of the 18th Weather Squadron.

A/1c Earl Horger jr. of Folsom, Calif., and A/1c John Greif of Seattle, Wash., have been spending their off-duty hours since arriving at the 18th coaching German boys in the American sport.

In the fall of 1952, Airman Horger came to the aid of a small group of German boys who were learning the game of basketball under the guidance of the German Youth activities, which at that time was disbanding.

Horger secured the American dependents' high school gym for the use of the team, formed the Wiesbaden Basketball club and, with the assistance of another 18th squadron airman who has since returned to the US, Leonard LaFave, led the group to the league championship.

Success of the team in its first year greatly stimulated interest in basketball among Wiesbaden youths. Airman Horger was joined by Airman Greif in the following season, and the number of German participants grew to such numbers that three teams had to be formed.

In addition to the regular team, a B team and a boys' team for ages 13 through 15 were also organized.

Interest in the sport grew so keen that several young frauleins began to appear at the gym, and soon were demanding a team of their own. This venture, however, proved unsuccessful, and the girls' team disbanded before the close of the first season.

The first team advanced into stronger competition, winning the majority of its games. Wiesbaden newspapers assigned reporters to follow the team's progress, and prominent men in the city began to attend the games.

Wiesbaden won its second league championship and played the local American high school team during German-American week.

Last summer Airmen Horger and Greif received an invitation to take the team to Luxembourg to represent West Germany against the little principality's best teams. Although the Wiesbaden players were outscored during their visit, spectators report that they won the respect of the opposition and have accepted a return engagement for next year.

With most of the veterans of the past two seasons returning to the floor this year, Wiesbaden anticipates continued success. The basketball club has been invited to join the highest level of competition in West Germany. Their current schedule includes several contests with local American teams.

Neither Horger nor Greif visualizes Wiesbaden leading Germany to an Olympic basketball championship in the near future. However, the 18th squadron reports that the two airmen are enjoying the opportunity to integrate themselves into the life of the local German community and to assist in organizing recreation for the youth of the city.

Polar Flyers Lauded For Safety Records

Forty polar flyers of the 58th Weather Reconnaissance squadron last month received the MATS award for safety in military aviation.

Presentation of the awards was made by Col. Lawrence A. Atwell, 7th Weather group commander, at a special ceremony held in the Ernie Walker theater at Eielson AFB, Alaska.

Distinctive award certificates are earned by MATS flyers for outstanding records of accident-free Air Force flying. Each award is accompanied by a personal letter to the awardee from Brig. Gen. Thomas S. Moorman jr., AWS commander.

In his letter General Moorman states: "Air crew members like yourself are the solid foundation upon which Air Force operations must always rest. Fortunately for the future of the Air Force, this group is not small, a fact which in no way detracts from the honor of being listed there."

Adding his congratulations to those of General Moorman, Colonel Atwell presented the awards to each veteran 58th flyer, the first of whom was Lt. Col. Fort W. Lipe, 58th commander.

Signed by Lt. Gen. Joseph Smith, MATS commander, as well as by General Moorman, the certificate read: "The commander of the Military Air Transport Service awards to Lt. Col. Fort W. Lipe this certificate in recognition of outstanding skill, proficiency and alertness in the operation of USAF aircraft."

"His achievement in the never-ending pursuit of safety in Air Force flying has been a meritorious contribution toward the accomplishment of this command's mission. The sincere appreciation of this command is extended to him for his personal achievement in the realm of flying safety."

Remarking that all 58th personnel could be justly proud of this "well done" on the performance of difficult daily weather flights, Colonel Atwell noted a chief reason for the 58th's continuing record was the logistical support it receives from Eielson's 5010th Composite wing.

His thanks for this support, which recently figured in the squadron's 1300th Ptarmigan flight, went to Col. Cordes F. Tiemann, Eielson's base commander.



Lt. Col. Templeton S. Walker, 57th Weather Reconnaissance squadron commander, has commended the all-NCO promotion board instituted by the squadron in May. According to Colonel Walker, the board is "working exceptionally well," and the airmen of the squadron are satisfied with the set-up. As part of a squadron program for increasing NCO prestige and responsibility, the all-officer board was replaced by the NCO board. The NCO's, Colonel Walker feels, because of close contact with the airmen during off-duty hours, can accurately rate their subordinates not only on AFSC skill but on general merit as airmen as well. Members of the 57th WRS promotion board are (left to right) M/Sgt. Alden M. Stroud, M/Sgt. Dean L. Shuck, S/Sgt. Gerald T. Alberti (recorder), M/Sgt. Paul H. Lankford (president), T/Sgt. Daniel F. Price, M/Sgt. Robert V. Connor and M/Sgt. Vernon J. Villa.

AF to Train Missileers

Officers possessing AFSC's of 1534, 1525, 1564 or 3024 are eligible to apply for entrance into the pilotless aircraft guidance and control officer course, the AWS training division has been advised.

A 130-day course conducted at Lowry AFB, Colorado, it provides instruction in the management, operation, installation and testing of the control system of the B-61 Matador pilotless bomber.

Personnel completing the course will be classified as guidance system officers, AFSC 3221.

Officers who desire to enter the course should consult the USAF training prospectus for application procedures.

McDonnell Announces Completion of Voodoo

The F-101 Voodoo, a supersonic long-range strategic fighter built for USAF by the McDonnell Aircraft corporation, made its initial public appearance last month at the McDonnell plant in St. Louis, Missouri.

The model's full Air Force designation is the F-101A. Previously produced F-101A's are being flight-tested at Edwards AFB, Muroc, Calif., where the first flight was made this fall.

The Voodoo was developed by the Air Force in conjunction with McDonnell Aircraft corporation.

Designed to meet USAF requirements for a long-range fighter, the F-101 is scheduled to be assigned to the Strategic Air command. It is in the supersonic class and is capable of carrying atomic weapons.

The F-101 is the fourth plane in what has been referred to as the "Century Series" to be placed in production by the Air Force. Others previously announced include the North American F-100; the Convair F-102, which is an all-weather fighter-interceptor; and the Lockheed F-104, an air superiority fighter.

Two Pratt and Whitney J-57 turbojet engines power the Voodoo.

Radar Stars In TV Show

Only radar set ever to be built specifically for use by meteorologists, the CPS-9 Radar Storm-Detection set recently became the star of a televised show.

Telecast over WCOV-TV in Montgomery, Alabama, the program told of how the CPS-9 is increasing the vision of the weather observer and providing a continuous watch on distant weather activity.

Occasion for the telecast was local interest in the radar activities of the 9th Weather group's 7th detachment at Maxwell AFB. Commanded by Maj. Valdo V. J. Moncada, the Maxwell detachment was the first to have an operational installation of the new radar gear.

Narrating the program was former AWS 1st Lt. Joseph Loughlin, who is now employed as an announcer by the Montgomery television station. While on active duty with AWS, Loughlin was information services officer for 9th Weather group headquarters and assistant ISO of AWS headquarters.

Unveiled last June at Maxwell, the CPS-9 was built by the Raytheon manufacturing company of Newton, Mass., under an Army Signal Corps contract to meet AWS specifications.

Earlier radar equipment, built for other non-weather uses, was not entirely satisfactory for weather use, although it has made many contributions to military and civil meteorology.

Overcoming deficiencies in the APQ-13 bombing radar set used by AWS and other weather agencies since World War II, the CPS-9 has a maximum range of 250 miles. Unlike the APQ-13, which has an effective range of only 60 miles, the new radar set is capable of determining the tops and bases of clouds, icing levels and the stability of cloud masses.

Other undesirable characteristics of the APQ-13, such as its inability to rotate its antenna at an angle greater than 45 degrees above the horizon, have been eliminated in the production of the CPS-9 radar as a weather tool.

AF Reports Chapel Attendance on Rise

Chapel attendance of Air Force personnel and their families passed the ten-million mark during Fiscal Year 1954, Maj. Gen. Charles I. Carpenter, Chief of Air Force Chaplains, has announced.

This attendance figure represents an increase of nearly 300,000 over the previous year, despite the fact that there were 30,000 fewer people on active duty during the same period.

A comparable increase was shown in Sunday School and religious education class attendance.

June led all other months in numbers of marriages performed by chaplains, while the fewest were performed in January. A total of 7,241 marriages were performed during Fiscal Year 1954.

General Carpenter pointed out that these statistics do not include the thousands of airmen and their families, particularly in the United States, who participate in church affairs in local communities.

ON THE skew-T AWS Global Report

Many activities engage the interest and energies of Air Weather Service people, individually and collectively. In recent weeks AWS personnel and units were occupied in the following endeavors.

At Williams AFB in Arizona, A/1c Charles E. Magnusson of the 16th Weather squadron's 15th detachment won first prize in the base photography contest. Entering the same photograph in the Air Training Command's contest, Magnusson brought home third-place honors.

Following a 15 to 5-game winning streak at Wright-Patterson AFB, Ohio, the bowling team of the 6th Weather group headquarters advanced from seventh-place standing in the base bowling league to a tie for second place. At last report, the 6th group keggers had won 17, lost 11.

On the West Coast, Capt. Eugene L. Hochstedler, 55th Weather Reconnaissance squadron supply officer, spoke to the Woodland (Calif.) Junior Chamber of Commerce on the subject of weather reconnaissance.

Personnel of Detachment 4, 16th Weather squadron, at Ellington AFB in Texas were cited by the base newspaper as the first unit to reach 100 percent participation in Ellington's 1955 Unit Fund Drive.

Championship laurels in the recent 2nd Weather wing golf tournament at Garmisch, Germany, went to the linksmen of the Wiesbaden-based 18th Weather squadron. Runner-up was the team from 2d wing headquarters, trailing the 18th by 124 strokes. Individual championship honors went to Maj. Horace W. Meredith of the 18th, who tallied a 300 for the 72-hole tourney.

During Fire Prevention Week at Pepperrell AFB in Newfound-land, a float designed, built and transported by members of the 5th Weather group was among those which paraded the base and the city of St. Johns.

Ten percent of the personnel of the 58th Weather Reconnaissance squadron at Eielson AFB, Alaska, a survey revealed, are either taking correspondence courses or attending base night classes in such subjects as accounting, state and municipal government, auto mechanics, photography, English, mathematics, Spanish, aircraft maintenance and repair, and chemistry.



Wives of members of the American Meteorological society who attended the national convention held in Miami, Florida, in November were entertained at tea in the officers' mess at the Miami Air Reserve flying center by Mrs. Wayne E. Bennett, wife of the 26th weather detachment commander at the Miami AFRC. Honor guests (left to right) included Mrs. Grady Norton, widow of the former chief of the U. S. Weather Bureau's Miami office; Mrs. Fritz Rossman, whose husband is a scientist at the AF guided-missile center, Patrick AFB, Florida; Mrs. Arthur Franklin, wife of Major Franklin, USAF reserve; and Mrs. Bennett.

18th Squadron Golfers Take Title



The 18th Weather squadron won the 2d Weather wing annual golf tournament held in Garmisch, Germany, September 21-24, for the second straight year. The team finished the 72-hole tourney 124 strokes ahead of its nearest rival. Lt. Col. John W. Kodis, 18th commander, holds the team championship trophy. Left to right the team members are: 2d Lt. Thomas Naughton, Maj. Horace Meredith who also won the individual championship, Colonel Kodis, A/2c Michael Louis, S/Sgt. Gordon DeWitte and T/Sgt. George Detrick.

Letters of appreciation were received by M/Sgt. Aloysius P. Heaney of the 6th Weather group's 12th detachment at Griffiss AFB, New York, for his weather lecture before the Herkimer (N. Y.) Kiwanis club. Letters were from the Kiwanians and the Griffiss AFB commander.

At Ellsworth AFB, South Dakota, the U.S. Army's 531st Anti-Aircraft Artillery battalion expressed appreciation to T/Sgt. Raymond L. Bush and A/2c John C. Kitteringham for a course of instruction which the two 6th Weather squadron men conducted for the battalion's meteorology section.

Repeating their feat of last year, personnel of the 8th detachment of the 6th Weather group again became the first organization at McClellan AFB, Calif., to reach a 100 percent contribution to the local United Crusade. The detachment reached its goal only two days after the crusade began.

A Safe Driver's award for seven years of accident-free driving went to S/Sgt. Harold Biggs, 55th Weather Reconnaissance squadron. A similar award for 10,000 miles of safe driving was made to M/Sgt. William V. Weiser of the 6th Weather group's Detachment 4.

Safe driving awards also went to the following AWS people for the number of years indicated: Three years—S/Sgts. Alfred A. Payne and Wesley L. Pierce of the 7th Weather group and S/Sgt. Mark D. Carll of AWS headquarters.

Two years—S/Sgt. Milton R. Maynard, A/1c Joseph M.

Maher, A/2c John W. Milton, A/2c Herbert M. Okugauchi and A/3c Thomas J. Major of the 57th WRS; S/Sgts. Francis E. Patterson and Carroll N. Swain of the 4th Weather group; S/Sgt. John P. Mika and A/1c Ralph B. Raines of the 7th Weather group and A/1c Donald L. Daggett of the 55th WRS.

One year—S/Sgt. Kirby W. Sydnor of the 57th WRS; T/Sgt. Jack Kalish, S/Sgts. Thomas J. Lewis, Ralph P. Nelson and Guy R. Papetti, and A/1c Donald R. Whitman of the 4th Weather group's 21st detachment; T/Sgt. Dan M. Chadwick, S/Sgts. Delmar E. Brooks, Fletcher B. Ricks and John A. Winieski, and A/1c Haywood W. Eason Jr. of the 4th Weather group's 10th detachment.

Also one year—Capt. Billy M. Hodges and Delmar H. Wangsvick; M/Sgts. Francis G. Day and Harold D. Reed; T/Sgts. Robert Q. Ingram and Richard H. Stewart; S/Sgts. Paul R. Dillon and Richard E. Hollers; A/1c Albert L. Ehret, William J. Hickey, David P. Mallingly, William Nelson, Leigh W. Rollis, Herman S. Straffuss and James Vasko; A/2c Gerald H. Bennett, Louis A. Borrego, Richard E. Day, Edward C. Kadlec, Ernest Patton, York Patton Jr., Billy J. Williams and Verlon E. Warren; and A/3c Melfin C. Clay of the 7th Weather group.

Still one year—T/Sgt. A. D. Ailstock, S/Sgts. Curtis E. Hibbard, C. E. Paterson and L. R. Likes; A/1c J. H. Bates, L. Critchfield and F. Plish; A/2c D. P. Kerr and J. E. Noseworthy and A/B E. B. Whittaker of the 54th WRS; T/Sgt. L. C. White and A/3c Henry W. Shorter of the 55th WRS and A/1c Woodrow W. Hahn of the 2d Weather wing.

And from the peripatetic 6th Weather squadron, more one-year awardees—M/Sgts. C. T. Jones, Ellsworth A. Anderson, Johnie M. McPeak and William J. Treadway; T/Sgts. I. J. Daubenspeck, J. J. Eldringhoff, A. E. Berry, F. O. Salts, C. H. Schlittler, D. Brantley, J. H. Gann, James O. Garrison, Donald E. Heggedahl, Eugene L. Lemieux, Benjamin J. Norman and Eugene E. Patin; S/Sgts. V. R. Akers, M. P. Edwards, K. P. McGuire, L. C. Maher, F. D. Killian, W. C. Lipke, Kenneth G. Brodhagen, Delbert E. Confer, Raymond E. Dionne, Warren L. Hansen, James D. Hicks, Fred C. Renneke and Fonza Banks Jr.

Still from the 6th squadron—A/1c P. W. Oakley Jr., H. L. Fontana, W. R. Midgett, Ramon N. Bertolino, Mancel D. Gibson and Aquillar F. Robertson.

GLOBAL Postmark

(The following letter represents a milestone, since it is the first of what we hope will be a long series of letters from our readers. Praise we like, being human, but criticism which will assist us to improve the paper is the lifeblood of our editorial activities. Let's hear from more of our keen-eyed readers. The Editors)

Flight A, 53d WRS—It was with a great deal of pleasure that members of this organization read the first edition of the Observer, especially since it was our good fortune to have the unit's name in so many places.

However, as in all publications, there are a few errors which I would like to correct. Also a few remarks about our "glamorous" trips into hurricanes.

The trip taking Edward R. Murrow into Hurricane Edna did not involve any TV cameras. It was all recorded on 16 mm movie film, as all who saw his show must have realized. (Editor's Note: This was simply an exercise of poetic license.)

Next is the article about the crew which stayed in the eye of Edna for nine hours. As copilot on that crew, I can verify the flight was on September 11 rather than the 14th as your article stated. Mr. Murrow's show was on the 14th and that was about the flight of September 9th. (We blush to admit . . .)

In the article "Eye in the Sky:" "Part of the 53d WRS herds Atlantic hurricanes—" Even though we still bear the number of the 53d, we have no connection with the 53d at Burtonwood, England, except as a sister unit. We have our own commander, Maj. Joseph C. Gallick, and our own complete staff. Actually our status is unique among the weather recon outfits. We are too small to be a squadron and too large to be a flight, so the exact designation is a problem.

Another minor error in the same article, but noticeable, is the picture of the WB-29 at the head of the article. We recently exchanged the plane in the picture, 5281, at the Oke City depot. The picture has been printed backwards. (Excuse: the picture was purposely printed backwards, in order for the 29 to fly into the page, drawing the eye with it. An old journalistic trick that went wrong because we didn't realize the plane's lettering would be large enough to read.)

You mention the glamour-filled dangerous flying in the hurricanes, for which we have received much publicity. Naturally, since it is out of the ordinary, some reporter is going to do his best to publicize such units and build his own reputation at the same time. A good example is the article on the nine-hour flight into Edna as distributed by International News Service. Some of the things in that article were not given by our PIO officer, but were the reporter's own ideas. (Please, the Observer has no quarrel with the well-deserved public notice of AWS recon squadrons; more power to them, we say.)

We have a regular track we fly from June 1 through November 30 each year called Gull Lima. To us, this is a miserable track. The first leg of 1,200 miles is at 1,500 feet, as are some other tracks throughout

(Continued on page 8)

Observer Deadlines Set For Future Contributions

When Air Weather Service headquarters went into the newspaper business last month, bringing the new command-wide Observer into being, notice of the new publication came from many sides. Problems, too, became apparent, chief among them being that of securing sufficient varied material to present a well-rounded picture of global Air Weather Service activities.

Many comments were made to the Observer editorial staff in relation to the preponderance of reconnaissance items in the first issue. Statistically speaking, these comments were well founded: roughly 170 column-inches were devoted to reconnaissance, 30 to ground activities and some 156 inches to items which fell into neither of the two categories.

Best answer to this comment, since the two-man Observer editorial staff must use what information is available, is for ground unit personnel particularly to submit material for possible use in the AWS newspaper.

People are interesting, the editors believe, no matter where they may be stationed or what their duties may be. Lacking a staff of foreign correspondents, the Observer depends largely upon its readers to fill its columns each month.

Publication Date Announced

Monthly publication of the Observer has been geared to the schedule of the Printing House of James C. Wood in Washington, D. C., which prints the paper.

Because a first-of-the-month publication date would throw the AWS paper into needless competition with other Wood-printed news periodicals, a press date nearer the 10th of each month was considered more practical.

Due to various factors, the printer's schedule is less tight early in the week than it is as the weekend approaches. Taking all this into consideration, the editorial staff made the decision to publish the Observer each month on the first Thursday following the 3d of the month.

For the forthcoming January, 1955, issue, this reckoning would place the publication date on January 6. In view of the hectic nature of the holiday season, however, it has been decided to postpone publication of the January Observer one week—until the 13th of the month.

Deadline Set

Using this variable publication date as a base, deadlines have been established for the submission of material for use in the newspaper. Material received in the Observer office 10 days before the publication date will be considered for the following issue.

Material received after that deadline may or may not be considered for use in the current issue, depending upon space limitations and the timeliness and importance of the item.

Pictorial matter, such as photographs, cartoons, etc., which can be used alone or which are submitted for use with written material sent in earlier, will be considered if received not less than one week prior to the publication date for the next issue.

Favorable Notice

Favorable comment of the type that gladdens the editorial heart was received last month over the signature of Lt. Col. Bernard Peters, chief of the Information Services office of the

Military Air Transport Service.

Colonel Peters wrote: "The initial issue of the Air Weather Service Observer has been noted with approval. The Observer's readability, conformity with good journalistic principles and attractive format are of particular interest."

"The publication should provide very worthwhile coverage on matters of interest to personnel of the Air Weather Service and other components of the Air Force."

"The congratulations of this headquarters are extended to you and your staff for this contribution."

From such quarters, the Observer staff feels, expression of approval of the AWS newspaper is doubly desirable.

Notice of the new publication was also taken by the Andrews AFB Ambassador, the fine and long-established base paper published at the Maryland base.

"AWS, with its headquarters at Andrews," said the columns of the Ambassador, "made a successful journalistic debut November 5 with the first edition of the AWS Observer, a six-page paper."

"The Observer, to be published monthly, is distributed to approximately 5,000 (Editor's Note: 12,000) personnel at over 320 separate bases. The first issue, complete with news stories, features, and pictures, is regarded as a top-notch production."

What is it molds the life of man? The weather.

What makes some red and others tan? The weather

What makes the Zulus live in trees,

And Congo natives dress in leaves,

While others go in furs and freeze?

The weather.—Anon.

Theo D. Lite: "How is your wife getting along with her reducing diet?"

Sgt. Pibal: "Fine. She disappeared completely last week."

Postmark

(Continued from page 5)

the world. But outside of the "Typhoon-Chasers" I will wager there is no leg of any track more miserable to fly. From the time we take off until we make the first turn and climb to 10,000 feet, the temperature inside the plane will range from 95 degrees to 115 degrees, with humidity rarely below 85 percent. The average crew member will make fifty of these "sweat box" runs for each hurricane flight they get into. So actually hurricanes are a relief to fly once in a while. Not only do they break the monotony, but the individuals will not lose several pounds from sweating.

If you continue to have worldwide coverage as you did in the first issue, and in such a readable manner, your success is won.—1st Lt. Kenneth E. Mears.

(Thanks for the kind words, Lieutenant Mears; let us hear from you again. The Editors.)

AF Academy Opens Doors to Airmen

It is Monday, July 11, 1955, and 300 Air Force cadets are participants in history. The first class of the new United States Air Force Academy, selected from thousands of America's finest young men, is being admitted to a four-year course in the arts of living, citizenship and airmanship.

The class is to enter school at the temporary location at Lowry Air Force Base, Colorado; but with the scheduled move of the Academy in 1957 to its permanent site eight miles north, this first class will graduate as the first to use the facilities of the nation's newest college.

Meanwhile, on the mile-high campus, the shadow of Cathedral Rock moves in a solitary journey across an empty plain. From an aerie on the crest, an eagle chides an eaglet on his initial adventure in the sky.

As if coming events cast a portentous shadow play on the mountain stage, the human equivalent of the drama of untried wings is acted out. Ghostly legions march across an unbuilt parade and stand in the great rock's shadow, arms uplifted to space, the only limitless frontier.

It is possible that some day the granite mass called Cathedral Rock will rival Tecumseh's figurehead on the Annapolis grounds or the tall Battle Monument at the citadel on the Hudson. The rock may well serve as a focal point of student tradition when the Air Force Academy stands on its selected site in Colorado.

There is still time to join this historic first class, for men between the ages of 17 and 22 as of July 1, 1955, who are citizens of the US, of good moral character and on active military duty any place in the world.

The deadline for entrants through the military quota is past, but all other nominating channels will not close until February 18, 1955.

A legal resident of any state or territory of the United States should write to his congressman, senator or delegate to Congress. The letter should contain information pertaining to educational, physical and moral qualifications.

A son of a member of a regular component of the US armed forces who is still in the service, retired or who died while in the service does not need to be nominated. He should write to the Air Force Academy appointment branch at USAF headquarters, Washington 25, D. C., requesting permission to enter the competition.

The son of a member of the land and naval forces who was killed in action, or who died from disease or injury received while on active duty, also does not need to be nominated, but may enter a competition reserved for sons of deceased veterans.

A son of a Medal of Honor winner will be admitted to the Academy on a noncompetitive basis, provided he can pass the entrance examinations.

If any airman can qualify for appointment through any of these channels, he should act now. He may consult the USAF catalogue or see his unit commander.

Somewhere in the Air Weather Service there may be a man who might some day command the Air Force.

Airman Gets Citizenship

A 58th Weather Reconnaissance squadron radar mechanic, A/2c Warwick K. Gregson, became a United States citizen last month in a special ceremony at Fairbanks, Alaska.

English-born Airman Gregson came to the US when he was 14. His home is now in Glendale, Calif., where his father is an engineer. Before enlisting in the Air Force, the new citizen attended Glendale junior college.

Applying for his citizenship papers while stationed in Biloxi, Miss., Airman Gregson had the unusual experience of being granted his citizenship while serving outside the continental limits of the United States.

In an elaborate ceremony sponsored by the American Legion on Veterans day, Airman Gregson was welcomed into the ranks of US citizenry and was presented with an American flag as a memento of the occasion.

AWS Reservists Plan UC Course

Air Weather Service reserve section has announced that a 1955 West Coast weather orientation program will be held from January 30 to February 13, 1955, at the University of California at Los Angeles.

This 15-day active duty tour is designed to bring reservists abreast with the latest weather techniques. AWS reservists from the western portion of the United States are eligible to apply.

Presented by the AWS in cooperation with the department of meteorology and the department of conferences and special activities of the university, the course will be under the direction of Reservists Lt. Col. Gordon B. Weir, Lt. Col. Louis L. Kolb and Capt. Howard Zuck.

The group of reservists will be

Talbott For Pay Boost

USAF Secretary Harold E. Talbott urged a pay raise of 25 percent for skilled airmen in an address before the National Security industrial association in New York on November 19.

The Secretary pointed out that present pay scales do not reward airmen who have received the training and experience necessary to perform their highly skilled jobs.

Mr. Talbott stated that the skill level necessary to adequately perform technical duties is normally reached only in the last year of a four-year enlistment.

Air Force authorities have been highly concerned in the past few years by the loss of badly needed technicians, which decreases the effectiveness of the service.

The secretary said, "The decision of a year ago to continue the expansion of the USAF clearly emphasizes the fact that the Air Force is the keystone upon which the military might of the free world is based."

"The program I am supporting," the secretary continued, "is to get an across-the-board pay raise and other improvements for members of the Air Force."

The secretary also indorsed a pay raise for officers, providing increased rewards for increased responsibility.

addressed by officials and faculty members of the university, as well as by officers of AWS, including Col. Norman L. Peterson, deputy AWS commander.

The orientation course is a continuation of a program to keep AWS reservists proficient in their military weather specialty. Other active duty training courses in the past eight months have been given at the University of Chicago in August and at New York University in June.



LESSONS IN CLOUDS: notice the delicate patterns of the stratocumulus which, as any weatherman knows, do not produce rain. The girl? Oh, yes, she's Canadian-born Dianne Foster, currently appearing in the Columbia Pictures production, "Three Hours to Kill," with Dana Andrews and Donna Reed.