

Miss AWS, 1960



Pat Young

Representing Detachment 29, 8th Weather group

Climaxing a world-wide vote by AWS members and three top entertainment personalities as final judges, beautiful Pat Young, representing Detachment 29, 8th Weather group, has been selected as Miss Air Weather Service of 1960.

The attractive, 19-year-old brunette, wife of A/2c Robert R. Young, topped nine other finalists from an original group of 45 entrants to take the much-desired title. Among present plans for the young lady is a formal presentation of a lovely lady's watch, suitably engraved, to her, in the very near future.

Her husband is an observer at the Kelly AFB, Tex., weather detachment. She is a 1958 graduate of Burbank High school, San Antonio, Tex. Queen Young lists herself as a housewife and is the mother of a ten-month-old son, Larry Brake. While in high school, she worked as a saleslady for a San Antonio department store.

Singing and designing her own clothes are favorite pastimes of the comely, youthful Texas mother.

Final Judges

Choice of the new Miss AWS was made by three well-known professional entertainers, after Mrs. Young had been chosen by AWS personnel as one of the Top Ten entrants. These final judges were Ronald Reagan and Bob Cummings, screen and TV stars, and Charles Schulz, creator of the famed "Peanuts" cartoon strip.

Giving Mrs. Young close competition in the contest were the four runners-up, also pictured in the Observer. They are Katherine L. Jones, A/2c Lola Moyer, Rusty Cobb, and petite but winsome Susanna Harrison.

The Observer extends its warmest congratulations to the new Miss AWS and hopes that her reign will be a happy and prosperous one. To the runners-up and all those other attractive young ladies who entered the

Miss AWS of 1960 competition, the Observer gives thanks for their interest. The contest was a pleasant one for all concerned, the entrants, AWS personnel who voted for, (and admired) the girls, and the final judges—and it is hoped a similar one will be held in the future.

Scott AFB-St. Louis Air Taxi Available

Air taxi service to and from St. Louis, and Scott AFB is now available to AWS personnel traveling on official orders. However, commanders of those personnel will determine if the air taxi service is advantageous to the government before issuing orders.

One way fare is \$12, round trip \$24. The service between Scott AFB and Lambert Field, Mo., is furnished by Executive Air Transport, Inc., and is available 24 hours a day. Arrangements for flights can be made at the firm's counter at Lambert passenger terminal or at the Scott traffic terminal.

There is no scheduled government transportation between the two points at present. To be acceptable for Air Force financial processing, travel orders must contain the following statement: "Air Taxi Service between Lambert Field, Missouri, and Scott AFB, Illinois, is authorized as advantageous to the Government."



The Weather Component of the Military Air Transport Service

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53d, 54th, 59th Recon Squadrons to be Deactivated by March 1960

Three of the five Air Weather Service weather reconnaissance squadrons will be deactivated by March 31, 1960. The reduction has been directed by Air Force headquarters because of increasing budget demands resulting from missile programs.

Squadrons to be deactivated are the 53d WRS, Mildenhall, England; 54th WRS WRS (Typhoon Chasers), Anderson AFB, Guam; and 59th WRS (Hurricane Hunters), Kindley AFB, Bermuda. Left with the 55th WRS at McClellan AFB, Calif., and the 56th WRS

at Yokota AB, Japan, AWS realigned its program to provide maximum effectiveness of the remaining resources.

With three squadrons to be dropped, AWS anticipates a 40 per cent manpower reduction in its reconnaissance forces. These people will be absorbed by other AWS units, parent command Military Air Transport Service, and other AF commands.

Brig. Gen. Norman L. Peterson, AWS commander, explained that "long before the recent alignment started, emphasis began shifting from routine weather reconnaissance to special mission reconnaissance tailored to meet the specific weather data needs of a wide variety of USAF projects, tests and combat missions."

To meet the most urgent requirements, AWS plans to reduce mission time from 14 to 12 hours, cut normal crew strength from ten to eight, and adopt a more flexible posture through unit positioning.

A major point in the reorganization plan calls for a mobility unit within the 55th WRS. This

(Continued on Page 7)

54th Brings Joyous Christmas To Lonely Pacific Natives

Embodying the true spirit of Christmas, the 54th Weather Reconnaissance squadron again will play Santa Claus this year to thousands of lonely, needy natives scattered over Pacific islands along the unit's weather track.

This is the thirteenth year the Good Samaritans of the 54th WRS have enacted this kindly role. Each year, the Typhoon Chaser squadron completes a para-drop of Yuletide bundles over isolated Pacific atolls, such as Truk, Anguar, Yap and Ulithi, bringing food, gifts and practical articles to the eagerly awaiting natives.

This is accomplished during a regular weather flight on Christmas day. Flying low over the numerous atolls in the vast Pacific Ocean, 54th WRS crewmen push out the welcome parcels by parachute, to the islands below. The parachutes are rejects, salvaged from electronic weather devices used in weather flights. Floating smoothly earthward, the parcel-parachutes land on the sandy atolls, where they are quickly and happily pounced upon by natives.

toys, food, clothing, jewelry, books, magazines, and photographic films. Actually, the Christmas day flight begins in the eerie semi-darkness of pre-dawn. By sunrise, the big gift-laden WB-50 is about 500 miles out on its 3,000-mile round trip.

Then, combining official weather-reporting business with occasional "deviations" for Yuletide happiness, the silvery aircraft flies over the selected islands, and the "parachute party" begins. Down below, excited natives run to the beach or even into the water to give grateful thanks to the AWS weathermen. Circling to make sure of delivery, the WB-50 continues on its heartwarming mission.

Contents

Among the joy-bringers in the bags' contents are candy, cigarettes,

All Cooperate

Though the collection is on a (Continued on Page 8)



HELPING TO MAKE Christmas bright for needy natives along the weather track of the 54th WRS are this officer and two airmen. The gift bundles they're packing at Anderson AFB, Guam, are to be para-dropped on isolated native atolls scattered along the route of the flying weathermen.

SAC Initiates Annual Award to Best Det. In 3d Weather Wing

Starting in January 1960, the Strategic Air Command will present an annual award to the outstanding weather detachment of the 3d Weather wing. Known as "The 3d Weather wing commander's award," it will be in the form of a permanent plaque.

Additionally, a large, rotating plaque, inscribed with the winning detachment's name, will be kept by the top detachment for one year. Then it will be given to the next winner.

A screening committee at Offutt AFB, Nebr., both SAC and 3d Weather wing headquarters, will judge the nominations for the award, using reports, objective analysis by each staff office and the results of the Management Analysis system.

A 3d Weather wing supplement to AWS regulation 900-1 has been prepared, stating the selected detachment will be submitted as the wing's nomination for the AWS annual Williams award.



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BRIG. GEN. NORMAN L. PETERSON
Commander, Air Weather Service

MR. JOHN D. RUGG, Director, Information

LT. R. K. McMILLAN, Chief, Information

TSgt CHARLES MOGENSEN, Editor

US Air Force -- Aerospace Power for Peace

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 about 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 now go even unto Bethlehem, and see this thing which came 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 the 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)

AWS Achieves Fine Holiday Safety Record

For the second time this year, drivers of private vehicles of the world-wide Military Air Transport Service have chalked up a death-free holiday weekend.

Safe driving campaigns, which are stressed the year round in MATS, paid off at MATS bases over the Thanksgiving holiday, which began at sundown, Wednesday, November 25, and ended Sunday, November 29.

AWS has had no holiday deaths since December 26, 1957. MATS has reduced its fatalities resulting from private vehicle accidents from 65 during the period January 1 through the Thanksgiving holidays in 1958, to 53 for the same period this year.

During the Independence Day weekend, the command backed the attack on traffic accidents with driver education campaigns. No fatalities were reported over the July 4th holiday at MATS stateside and overseas bases.

ON THE

skew-T AWS Global Report

From around the world and across the nation come more highlights of AWS personnel at work and at play.

Elected as president of the Torii Toastmasters' club recently was Lt. Col. Paul M. Huber, deputy commander, 10th Weather group, Fuchu AS, Japan.

Capt. Charles A. Pearce, same unit, was interviewed during a 15-minute program over station JOKR, Tokyo. The queries and discussion concerned typhoon forecasting and the cooperation between the 10th WGP and a Japanese weather agency.

Possessor of brand new, shiny master navigator wings is Capt. Everett ("Ike") Eichmann, 56th WRS, Japan. A WW II vet, he has amassed 3,700 flying hours in 18 years.

AIRMEN OF THE MONTH: 56th WRS, A/2c Franklin D. Brooks and A/1c Francis Marmen, both for November (no explanation given!) A/2c Thomas E. Orr, AWS HQ squadron. Airman Achievement award for the 3d quarter of 1959 recently was presented to A/1c Henry W. Drammis, in the 28th Weather squadron, Bushy Park, England.



A/2c Osborn A/3c O'Deen

The honor of being chosen Ent AFB's Woman-of-the-Month went to A/3c Carole O'deen, of the 4th Weather wing HQ unit. She's from Vinton, Ia.

COMMENDATION MEDALS: A/1c Earl D. Stewart, SSgt James J. Thompson, A/3c Elmick J. Parks III, all 56th WRS; Col. Ralph G. Suggs, commander, 5th Weather group; Maj. Robert A. Suarez, Detachment 40, 28th WS; Maj. Albert P. Gsell jr., 9th WGP; and Capt. Winston G. Miller, Detachment 21, 31st WS.

HONORS: A/2c Claude L. Osborn was selected to represent the 11th Weather squadron at the first annual GI-Pal Dinner in Anchorage, Alaska, on November 19. The annual Gerard Gilbert Memorial award, given by the France and Colonies Group, has been awarded to Robert G. Stone, chief of Technical Information and Publications division of AWS Scientific Services, received the award as author of the best article in English concerning French or French colonial stamps. His article appeared in the 1958 Philatelic Congress book.

Col. James T. Seaver jr., AWS vice commander, has passed his FAA flight check to become a full-fledged private pilot. Colonel Seaver, a past president of the Scott AFB Aero Club, is still an active member.

The 33d Weather squadron (HQ) and its Detachment 6, both at Truax field, Wis., were congratulated by the base commander there for their recent blood drive contributions as well as

Commander's Christmas Message

Once again the celebration of Christmas brings families more closely together than at any other season of the year. Our special greetings go to those of you whose families are not with you, with the hope that you may be brought closer to them in spirit during this Yuletide season. It is your loyalty and devotion in particular that makes it possible for all Americans to spend Christmas in peace.

To you and to all in the Air Weather Service family, I extend my sincere best wishes for a very Merry Christmas and a Happy and Successful New Year in 1960.

N. L. PETERSON,
Brigadier General, USAF
Commander

Merry Christmas



The Night Before Christmas

'Twas the night before Christmas,
And all over the nation,
The observers were busy
In each weather station.

The temperature was dropping,
The ceilings were low,
The ground was all covered,
With gleaming white snow.

When on the receivers
There arose such a clatter
The observers all cried
What the H---is the matter!

I went to the door
And gazed up into heaven
As down through the clouds
Came a C-47.

The pilot was dressed
All in khaki so slick
But I knew by his eagles
That he wasn't St. Nick.

He rushed into the station
And gave me a whistle,
Picked up his clearance
And was gone like a missile.

Then I heard him exclaim
As he flew out of sight
"Now what good is Christmas
If you must work all night!"

The above bit of Yuletide humor was sent in by CWO John F. Gaillard of the 11th Weather squadron, Alaska. He has no idea who the original author is. Perhaps some modest weather-watcher still in AWS—if so please write in for your "credit."

their 100 per cent participation in the annual AF Aid association membership drive. In addition, both units gave the highest proportionate amount (\$3 a man) in the United Fund campaign. That's a fine record for one of our newest outfits. Keep it up!

Retirements were featured in incoming tidbits to the Skew-T this month with the news of two 20-year sergeants donning civies at two US bases. Retiring were MSgt Lawrence M. Templeton of the 55th WRS, at McClellan AFB, Calif., and SMS John F. Vail, Detachment 6, 4th Weather group, Hanscom field, Mass.

New squadron operations officer at the 56th WRS is Maj. Robert L. Taylor. He replaces Maj. Raymond Waldrop, now stateside bound after his tour.

SCHOOL NEWS: 369 men from the 56th WRS have attended the 6102d Air Base Airmen and NCO school at Yokota AB, Japan. Capt. Michael Healy, 56th Training officer, says this is 100 per cent of the unit's authorized personnel for the school. CWO Robert W. Aston, Detachment 1, 4th Weather group, enters Mississippi Southern college in January to complete his Bootstrap degree education. He'll receive a BS degree, with a major in mathematics, on graduation.

TSgt Borden W. Smith and SSgt John L. Daniels, 56th WRS will attend the AF's most advanced compass calibration course at Travis AFB, Calif., soon.



HERE ARE THE graduates of the recently completed Forecaster Retrainee program in the 28th Weather squadron, Bushey Park, England. The airmen, volunteers for the AWS-planned retraining of forecasters into weather observers, are all from 28th WS detachments. From left to right, kneeling, are Sergeants Schebel (course engineer), Dittman, Kinsey, Valdemar, Brashier, and Entemann. Standing, left to right, are Sgts Edwards, Witherington, Grexa, Lessard, Rainey, A/2c Schwab (instructor-supply), Sgt. Bertin (instructor-communication), Wilson (instructor communications skills), McDonald (instructor-rawinsonde), Hall, Garvin (instructor-maintenance), A/1c Kuczma (instructor-administration), Sgts Burke, Zarate, Buzzell and Weber. (Further details in story.)

16 Ex-Forecasters Graduate As Observers in 28th WS

Sixteen forecaster-retrainees completed an observer course in the 28th Weather squadron in late November as part of the AWS-wide forecaster-observer conversion program. The airmen, all from the 28th WS detachments, were trained at Bushey Park, England, squadron headquarters.

They are among the 200-odd observers AWS requires to be re-trained from the forecasting field to meet personnel requirements. The sixteen airmen (and their detachments in parenthesis) are:

TSgt Arthur G. Lessard (36) RAF Station Alconbury, SSgt Donald J. Dittman, (3) RAF Station Lakenheath, SSgt Roger E. Kinsey, (8) RAF Station Mildenhall, SSgt Arturo Valdemar, (16) RAF Station Woodbridge, SSgt William C. Brashier (5) RAF Station Sculthorpe, SSgt William Entemann (24) RAF Station Fairford, SSgt Charles W. Edwards (8) RAF Station Mildenhall, SSgt James D. Witherington, (8) RAF Station Mildenhall, SSgt George J. Grexa, (15) RAF Station Wethersfield, SSgt Kenneth R. Rainey, (40) High Wycombe, SSgt Clarence Hall, (12) RAF Station Brize Norton, SSgt John J. Burke Jr., (14) RAF Station Bentwaters, SSgt Albert F. Zarate, (5) RAF Station Sculthorpe, SSgt Howard D. Buzzell, (10) RAF Station Chelveston, and SSgt Eugene M. Weber (17) RAF Station Upper Heyford.

Col. Bartling Speaks

During the course of instruction, 65 hours of intensive training consisting of supply, maintenance, observing and administrative functions of a weather squadron and detachment were given. Prior to the graduating exercises, Colonel Wray B. Bartling, 28th Weather squadron commander, stressed the importance of this retraining program when he stated that this particular type of retraining was extremely beneficial to both the Air Force and the individual in that he would be eligible in both AFSC's for promotion. In addition, he said, the retrainees would be eligible for proficiency pay.

Volunteers

All airmen in this program were volunteers and for the past six months have been taking part in formal on-the-job training at their respective detachments. Upon completion of 12 months formal training, these forecasters will be eligible to take the APT for 25251.

Instructors were: MSgts Roy J. Schebel, Henry W. Garvin, James D. Collins, TSgt James P. Blackwell, A/1c Robert L. Lawrence, A/2c John Schwab, A/1c Stanley J. Kuczma, SSgts David R. Bertin, Edward Wilson, Raymond L. McDonald, CWO Robert L. Fisher, and TSgt Marvin E. Thomas.

Stress Uniform Purchase, Wear

Although "slightly" unseasonal, both MATS and AWS headquarters remind personnel that Bermuda shorts, knee length socks and bush jackets are part of the mandatory uniform requirements for all airmen.

A recent field-wide letter signed by Maj. Gen. R. J. Reeves, MATS vice commander, indorsed by Brig. Gen. Norman L. Peterson, AWS commander, stresses airmen purchase and wear of authorized uniform combinations, including the above.

In most areas, such warm-weather clothing is not being worn now. However, both letters encouraged buying and readiness of these items for the future.

AWS Consultant Nominated Civil Servant of Year

Leonard W. Snellman, a technical consultant in AWS Scientific Services directorate, has been nominated as "Civil Servant of the Year" in the greater St. Louis area.



Leonard Snellman

As a nominee selected by Scott AFB, Ill., Civilian Personnel office, Snellman will compete against other outstanding Federal career employees in this area for the honor. Basis of selection consists of four main points: performance of official duties, relationship with co-workers, efforts towards self-development and community activities.

Sponsored by the Greater St. Louis Federal Business association and the Federal Personnel council, the career recognition honor is now in its fifth year. An award presentation will be made in the near future, following submission of nominees by January 4, 1960.

E-8, E-9 Promotion List Disclosed; Gives Dec., June Effective Dates

The eagerly-awaited selection list for E-8 and E-9 promotions, featured by six new E-8s in the Climatic center, Washington, D. C., was released December 1 by the AWS Personnel directorate. All six of the master sergeants at the Detachment 3 (AWS Hq) center were promoted to Senior Master Sergeant, possibly establishing an Air Force "first."

Included in the list were promotions effective December 1 and also June 1, 1960. Those AWS personnel selected for promotion to E-9 effective December 1 (Chief Master Sergeant) are: Senior Master

Sergeants Leonard S. Grisham, 25th Weather squadron; James T. Hastings, 33d Weather squadron; Jerome D. Rhodes and George E. Sheldon, both of 5th Weather group.

SMSs chosen to sew on E-9 stripes June 1, 1960, are Ronald W. Jackson, 9th Weather group; Edmund M. Julich, 2d Weather group; Donald W. Lea, 12th Weather squadron; Theodore V. Meigs, 10th Weather group; Arlo T. Petersen, 11th Weather squadron; Lester R. Robinson, 4th Weather group; Ralph D. Thobe, 28th Weather squadron; Warren W. Thom, 3d Weather group; Richard D. Hooten, 8th Weather group; Alvin J. Burgess and Clowney J. Lilly, both of 55th WRS, and Floyd R. Maulik, 56th WRS.

The six master sergeants who were promoted to SMS at the Climatic center are: MSgts Robert C. Cartwright, Carl C. Clay, John F. Dee, Peter L. Koblish, Stanley E. Pemberton and Stanley P. Quick. Sergeant Koblish's promotion was effective December 1, the others will occur June 1, 1960. Sergeant Dee will shortly be reassigned to HQ, 2d Weather wing, Lindsey AB, Germany.

Master sergeants sporting the coveted E-8 chevrons on December 1 were: William E. Anderson, 21st Weather squadron; Thomas B. Barnidge, 9th Weather group; Ralph K. Bennett, 28th Weather squadron; Lorenz T. Bramow, 4th Weather squadron; August J. Briding and Leslie B. Crabtree, 3d Weather wing; Robert L. Emerson, 54th WRS; Earl W. Fisher, 1st Weather wing; John W. Galt, 2d Weather group; Charles G. Gerrish, 4th Weather group; Clibborn I. Gibson, 4th Weather group. (Continued on Page 7)

56th Crew Wins 'Crew of Quarter' Crown in 1st WW

On November 23, Col. Nicholas Chavasse, 1st Weather wing commander, presented the wing's Crew of the Quarter award to Capt. George Nennstiel and his crew of the 56th Weather Reconnaissance squadron. The simple ceremony occurred in the office of Lt. Col. Lawrence Cometh, 56th commander.

Captain Nennstiel and his flying weathermen won the highly competitive contest among about 20 crews of the 1st Weather wing stationed with the 56th at Yokota AB, Japan, and 54th WRS at Guam.

Colonel Chavasse stressed the spirit and performance of the winning crew as demonstrating US overall aerospace supremacy. He added confidently he expected the 56th crew to carry off the top honor in the world-wide Air Weather Service competition.

AWS Author

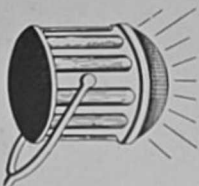
A booklet co-authored by AWS man Paul Lehr has recently sold its 475,000th copy. Called "Weather, a Guide to Phenomena and Forecasts," the booklet has been reprinted six times.

The latest sales figure includes an Italian language edition printed in Milan, Italy. Lehr is assistant chief of Technical Services branch, Scientific Services directorate, at AWS headquarters.



THESE MODEST FELLOWS have learned they've just made E-8 in the 1st Weather wing and want no one to mistake their rank. Stripe-happy "actors," from left to right, are Senior Master Sergeants Earl W. Fisher, Merle E. McDonald and Lynn G. McDonald. Sergeants Fisher and Lynn McDonald are weather forecasters with Detachments 3 and 4, respectively. The other McDonald is the chief flight engineer in wing air operations. Another new E-8 in the wing was SMS John Schumacher, not shown.

The OBSERVER Spotlights



Detachment 5 4th Weather Squadron

Detachment 5, 4th Weather squadron, is located at Hamilton AFB, Calif., situated on a site reclaimed from San Pablo Bay approximately 30 miles north of San Francisco. As such, it enjoys the mixed blessings of the finest climate in the world during the summer months and, in contrast, a very rainy regime during the winter months. This climate contrast lends variability to mode of living, to military operations, and to temper.

Hamilton AFB is, essentially, an Air Defense base and, as such, is the home of Headquarters, Western Air Defense Force (served directly by Hq., 4th Weather squadron), Hq. 28th Air division and two Fighter - Interceptor squadrons. The 4th Air Force, the Western AACS Region and the 41st Air Rescue squadron are also based there. The broad scope of Air Defense planning and operational requirements for weather service, so far as the base is concerned, is provided by a base weather facility; Division-wide service is provided by a weather facility located in the Combat Operations center. Finally, a vast range of Air Force flying activities throughout western United States must depend upon the weather facility assigned to the Military Flight Service center during hours when weather service at points of departure is not available. These facilities support each other to the greatest extent possible, particularly in the gathering and dissemination of weather information from pilots and from AC&W radar sites.

an agile mind and a galvanized duodenum. It is also helpful to have a loyal and efficient crew in the Combat Operations center weather facility. In this respect, Colonel Brown has benefited from the capable leadership of Maj. Robert L. Clark, officer-in-charge of this section. In addition, Captains Coit G. Campbell and Harlow C. Millard boss the Base Weather facility and the facility serving the Military Flight Service center, respectively.

Quality is Vital

The improvement of product quality is the fundamental responsibility of Captain Sam I. Serkin, Advanced Weather officer. To perform the work load generated by all of the organizations served, Detachment 5 maintains a staff of 43 personnel and, as a measure of this work load, prepares more than 3500 DD Form 175 type weather briefings at Flight Service alone, each month. Total weather clearances for the detachment average more than 5000 per month.

Air Defense Command's requirement for weather service



ON THE DAIS at Combat Operations center are Lt. Richard H. Moore, a weather analyst, A/2c Charles Roache, observer, and TSgt Braydon L. Hassinger, forecaster. Lieutenant Moore is giving a weather briefing for an active ADC mission involving F-104 aircraft while Sergeant Braydon prepares an eight-hour planning forecast. Airman Roache alerts the forecaster of any significant weather changes and also files the latest information.

is a large amphitheatre surmounted by the positions of the battle staff and subordinatedly staffed by technicians required in support of the ADC mission.

Forecaster Key Man

The weather forecaster is positioned near the controller who is in charge of operational activities. The forecaster has at his com-

frontal movements. Among other things, this is referred to as the "Palpitating Front." Especially during the early fall and early spring months, approaching fronts from the north often move with great regularity until reaching this vicinity. After lashing about for a day or two they move off or dissipate, but the interim is often a trying time for both forecaster and observer.

Counter-action

Frequently, there is great variability of conditions surrounding the base. During such instances, there is critical reliance on the weather observer who must constantly observe and report such conditions. For instance, stratus frequently burns off over the base itself but will continue to lie in

the immediate approach zone. Thus, it may be necessary for fighters to penetrate the cloud deck under conditions approximating GCA minimums. For this purpose, our weather observer occupies a temporary vantage point at the approach end of the runway with excellent observational capabilities in all directions. However, with the installation of a special weather observation building, this capability will be even further improved.

This is one of the different features of this weather detachment. And it's just part of the continuously improving service and facilities that are making flying safer for ADC crewmen as well as other base units and transient aircraft, as provided by Detachment 5, 4th Weather squadron.



LT. JACK R. VOWELL demonstrates an ingenious briefing aid for use in weathervision presentations. This aid adds continuity and action to the briefing through use of "flip-flop" charts and transparent overlays. Watching the demonstration are detachment commander Lt. Col. Mark J. Brown jr. and Maj. Robert L. Clark, officer-in-charge, COC weather facility. In the background, A/1c Billie Kroeger files incoming weather data.

Objective, Functions

As prescribed by the 5th's commander, Lt. Col. Mark J. Brown jr., its overall objective is "To provide the best possible weather service based on the firm foundation of utilizing the latest techniques and equipment for weather observing and the most advanced principles of applied meteorology for weather forecasting."

Perhaps the most important of the many functions of the commander is that of Staff Weather officer to the 28th Air division commander. In this function, Colonel Brown must achieve speed of service without compromise of product quality. The prime requisites of this job are

has taken on a new meaning with the recent acquisition by Hamilton based squadrons of F-104 and F-101 aircraft. The general details of ADC operations are old hat to most AWS personnel. It is sufficient to point out that the ADC mission (which involves detection, scramble, interception, identification of the unknown aircraft, and return of friendly fighters, takes place in not more than ninety minutes.

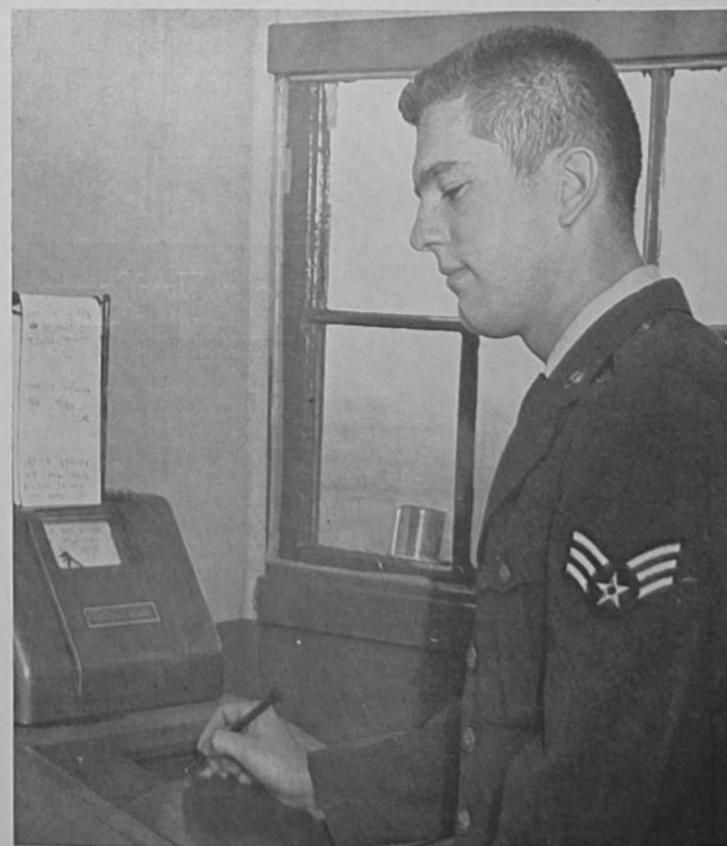
ADC Action

While the ADC mission is effected by the prime direction center, from scramble to recovery, the battle is led by the commander, 28th Air Division from his position in the COC. The COC

mand the means to immediately contact not only the radar sites but any other facility which he serves or from which he may seek assistance. While the forecaster on the dais provides direct service for operations, other forecasters in the downstairs "shop" continually evaluate latest weather information. This is immediately applied as new developments occur.

Problems

Unique forecasting problems arise as a result of sparse data over the maritime regions. While AWS "colleagues" to the north face much the same problem, Detachment 5 men seem to face a more complex chore with



PREPARING to transmit the latest weather observation is A/1c Charles H. Anderson, located conveniently at the approach end of the Ground Control Approach (GCA) runway at Hamilton AFB.

Overseas Alerts Listed For Weather Specialists

Overseas assignments for weather specialists during the months of January, February and March 1960, have been announced by AWS Personnel. The following personnel in the units named have been scheduled:

AWS Headquarters

MSgt John F. Dee, SSgt Robert L. Walsh.

3d Weather wing

SSgt James M. Vernon, A/3c Marcus D. Bailey, William F. Masters, Dale E. Kipple, Gerald S. Capito, TSgt J. A. Vines, SSgt Donald M. Schaefer, A/3c Richard E. Kendall, Robert J. Fraser.

5th Weather group

A/1c Russell L. Durham, Harry F. Petty jr., Richard A. Chat-tick, Lawre J. Augenstern, SSgt Merlyn D. Sander, A/3c Thomas P. Woolley, SSgts Frederic W. Barnes, Ernest R. Barnes, A/2c Richard E. Weyant, Jimmie A. Tomlin, A/3c Morton L. Epstein, Raymond E. King, SSgt Ralph W. Little, A/3c John A. Heath, SSgt George A. McNeil, W-2 Homer Kingdon, TSgt Colo W. Thompson jr., W-2 William W. Plummer, SSgts Frederick E. Blair, John T. Palek jr., Michael K. Nelson, A/1c John F. Hoehn.

9th Weather squadron

A/3c Edmu F. Fennessy jr., Duard G. Bigham, Robert E. Wilt, Perry S. Mann, A/2c Hans

J. Hassl, A/3c Louis Moore jr., John A. Nelson jr., A/2c Bradford Desouza, A/3c Ronald W. Fradel, SSgt Gerald E. Johnson, A/1c Allen V. Moore jr., SSgt Jerry E. Parsons, A/2c Avery E. Fiveash, A/1c Harry L. Bass, Miguel R. Franco, SSgts Robert E. Lockett, Reuben C. Eggers, TSgt John S. Bierwirt, SSgts Roy A. Trayer, Theo. T. Burlew jr., A/1c Gilbert D. Barton, Irwin H. Patience jr., A/2c J. P. Peterson, H. H. Halsey, SSgt C. E. Barnes, A/2c Digiosaffate, MSgt R. B. Eis, TSgt W. E. Clark.

26th Weather squadron

A/3c John T. Dearn, SSgt Roger L. Geer, A/2c Willi J. Pankratius, A/3c Albert L. Custer, Charles V. Denius jr., Curtis E. Story, Sidney P. Patterson, William G. Perry, Ronald A. Groom, Richard R. Rutkowski, A/2c James L. McGee, Alexander J. McLancon, SSgt Elbert C. Howell, A/3c David A. Birchfield, SMS Chancello S. Kibler, A/3v John A. Vaaler, MSgt Harold R. Bowen, A/2c Marvin D. Peterson, SSgt Gerald E. Page.

4th Weather wing

W-2 Herman F. Kimberlin, A/3c Donald J. Zager, A/1c Robert C. James, SSgt Jerome A. Patrick, A/1c George H. Poulson, SSgt David L. Ramey, A/1c Danny L. Flowers, Ronald R. Winings.

4th Weather squadron

A/3c Dennis T. Omeara, Alan B. Baucom, SSgt Richard L. Durand, A/1c Melvin L. Hover, Zeke Honeycutt, Valois Young jr., SSgts Warren B. Groves, Antonio J. Lacroix.

8th Weather group

A/3c Kenneth G. Bate, Lance P. Johnson, Harvey R. Hurtt, MSgts Rouel D. Hallmark, Richard E. Guerin, W-2 Andrew D. Williams, MSgts Robert E. Conally, C. M. Snyder, TSgt B. J. Vance, MSgts F. Moore, Deane G. Atwood.

4th Weather group

A/3c Kenneth G. Bate, Lance P. Johnson, Harvey R. Hurtt, MSgts Rouel D. Hallmark, Richard E. Guerin, W-2 Andrew D. Williams, MSgts Robert E. Conally, C. M. Snyder, TSgt B. J. Vance, SSgts F. A. Galster, J. L. Haworth, R. A. Wilcox, R. L. Womeldorff, Carl A. Lane, A/1c Michael Merchant, Harold K. Morton, A/2c Donald G. Bryant, SSgts Wayne A. Moore, Deane G. Atwood, A/1c James C. Swann, SSgts Lyle A. Shepherd, TSgt Courtney Kerk, SSgt James A. Dile, A/1c Troy Flud, SSgts Winston H. Franklin jr., Roger A. Bygrave, Herman C. Stephenson, Robert P. Savoie, A/c Charles Minor jr., A/1c John E. Gordon, SSgts Robert J. Belanger, John D. Strange, Thomas Krzenski, A/1c Robert R. Bullock, SSgt Robert F. Thomas jr., A/1c Bobby L. Treace, A/2c George G. Elbe, SSgts William A. Ostermeier jr., William L. McMahon, A/2c Elmer G. Shore, Ova Risner, Ronald A. Gearhart, Warren J. Plantholt, A/3c Edward C. Nelson, A/2c Frederick M. McSpadden, Henry R.

Flight Planner



HELPING to prepare weather route information for the final approved plan is CWO Joseph Mangen. The 3d Weather wing weather specialist is one of many AWS personnel who worked on the overall analysis of weather conditions for President Eisenhower's international good-will trip, which began December 3.

3d Wg Prepared Weather Aid For President's Recent Flight

New glory was added to the fame of the 3d Weather wing as a result of the unit's very recent aid in weather route preparation for President Eisenhower's international good will trip. The 3d, working in conjunction with the 4th Weather group at Andrews AFB, Md., made a combined effort of the over-all planning.

Weathermen at the vital Global Weather central of the Offutt AFB, Nebr., wing provided computer forecasts for this historic flight. The electronic "brain" at the big weather central, using information fed into it at a fantastic pace, can provide weather forecasts for any area in the northern hemisphere's 22,500 mile tour originating

For President Eisenhower, in his 19,500 mile tour originating from Andrews AFB, Md., 3d Weather wing analysts and forecasters provided a complete forecast for both the primary and alternate route to be flown. Basis of the forecasting is a high speed computer used to produce wind forecasts twice a day. These forecasts are made from 29,000 to 55,000 feet for the entire northern hemisphere in support of SAC operations (SAC headquarters is located at Offutt.)

These forecasts are then disseminated by a huge network of teletype, facsimile and radio to bases all over the world supporting SAC operations. Computations are performed in one hour with the "brain" that would require one man working with an electric desk calculator twenty years!

When Washington requested forecasts to support the President's global flight, it was a relatively simple matter to get the desired product. The mechanics of the overall process included hand-plotting the desired route

(taking all factors into consideration), punching this data on IBM cards and preparing additional controlling cards. Together, these cards made up the program "deck" which controlled the operation of the computer while the forecasts were being produced.

After a card deck was test run and its performance assured, the needed wind forecasts were produced and readied for inclusion in the final forecasts. Then, the results of other portions of the complete forecast, some "hand made," were assembled.

This material was consequently final-assembled and checked for consistency. Rechecking and reevaluation followed. Then the final forecast was issued.

But even after the President's aircraft had taken off, the 3d Weather wing men continued to monitor new weather information to confirm the forecast. Instantaneous contact with the big Boeing 707 was always available in case some portion of the vital forecast did not phase out as predicted but this was not necessary.

Two mosquitoes were perched on Robinson Crusoe's arm.

"Well, I'm going now," said one.

"O. K.," replied the other. "See you on Friday."

AF Will Drop 2000 Reserve Officers by March 31, 1960

An early release program that went into effect this week will cut an estimated 2,000 reserve officers from the Air Force by the end of March 1960. Affected will be those officers on extended active duty whose established dates of separation (DOS) fall on or before June 30, 1961.

The new program will not affect judge advocates, chaplains, navigator-observers or electronic warfare officers performing air-crew duties.

Medical service officers also will not be affected by the early release change. However, Medical Service Corps officers will come under the new rules.

Although headquarters, USAF estimates that 2,700 Reserve officers have DOS on or before June 30, 1961, by the time the exceptions have been taken care of, and others move to career reserve status, the overall figure will drop to the 2,000 mark.

The reserves will be released by March 1960 so that the overhang of pay, unused leave and dislocation allowances will be tidied up by the end of the fiscal year in June.

Japanese Filming 56th for 'Typhoon'

One of the largest makers of news and documentary films in Japan, the Toei Film company, is currently filming sequences at Yokota AB, home of the 56th Weather Reconnaissance squadron.

Called "Typhoon," the film will explain in simple terms what a typhoon is, how it develops and what man has done to battle these monsters of nature. Part of the film's story traces the role of the 56th in Far East typhoon defense. The 56th crews are constantly on vigil for weather phenomena which threaten military and civilian populations in that area.

Mr. Saito, picture director, said Japanese children are intensely interested in typhoons but that up to now, there has been no Japanese language film treating the subject.

Retirees Guide

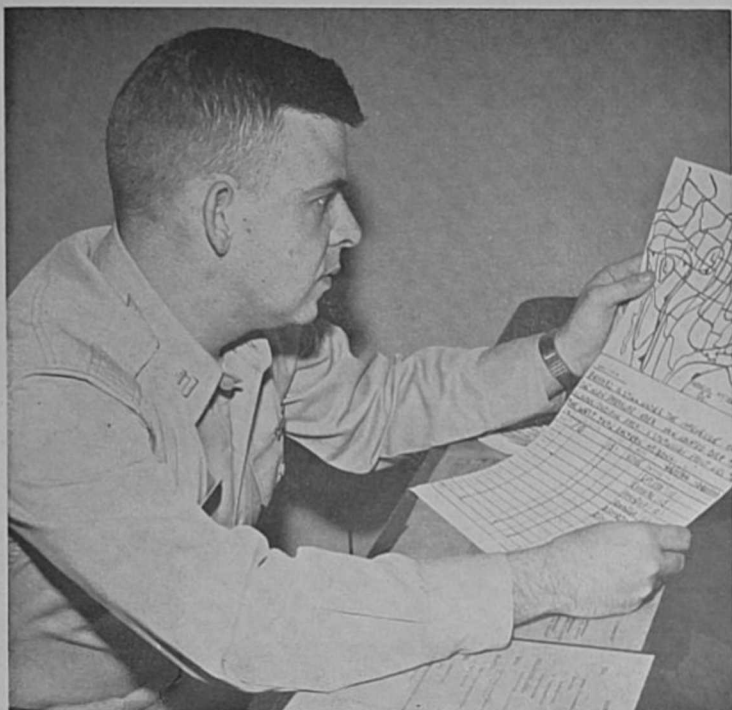
AWS men looking forward to retirement can now obtain the long-expected, completely reworked "Air Force Guide for Retirement." The booklet, AFP 34-4-3, is available at base publications distribution offices.

Members with 14 or more years of service are authorized a personal copy of the 106-page pamphlet, others may request it as part of general distribution.



NO, SORRY but you can't get this for Christmas! However, you can drool at luscious Barbara Hines, one of the cuties in Columbia Pictures comedy "Who Was That Lady?" We predict a successful future for this forthcoming starlet.

(Continued on Page 8)



CAPT. FRANKLIN A. ROSS, Detachment 5 commander, studies a forecast showing a stationary front in Arizona. This particular front brought needed rain three days later to the Wichita Falls area.

Long-range Charts

Another important source of information is the chart with long-range forecasts which comes weekly from Washington. This month, a strategic facsimile net is being installed which will provide larger charts pertinent to SAC operations. These will be relayed from Offutt AFB, Nebr., through Barksdale AFB, La., to Sheppard.

Weather "Background"

Benjamin Franklin, that amazing American, was the first in this country to study weather and conclude that it was science and not superstition. Weather as a science received further impetus from Napoleon after losing a part of the French fleet during a storm in the Black Sea. On learning that the loss might have been avoided through advance storm warnings, Napoleon commanded his scientists to explore the mysteries of weather.

Personnel Increase

To accomplish the two steps of weather observation and weather forecasting for mission briefing purposes, the 15-member detach-



SECOND LIEUTENANT Richard E. Smith, seated, weather briefs Lt. Joseph C. Lombardo, who is returning to Whiteman AFB, Mo., where he's assigned to the 340th Bomb wing.

Over 700 Bases Report to Det. 5, 8th WGrp. in SAC Support Role

Demonstrating the effectiveness of coordinated effort in Air Weather Service, Detachment 5, 8th Weather group, receives weather reports from 700 US bases at Sheppard AFB, Tex., to make flying safe in the "wild blue yonder."

This detachment is housed in base operations, and is the pulse center of the flight depot.

Capt. Franklin A. Ross is commander of the 15-man group which presently serves Sheppard and supports the 4245th Wing of the Strategic Air Command there.

Like most AWS detachments, Detachment 5 receives weather data, assembles the information, and makes this available to each pilot prior to his departure on flight. Presently, flight clearance is based on a four-hour normal flight from the base. For the 4245th SAC wing with its long-range jets, the forecasts will extend to 24-hour periods from the time of flight.

The specialized weather forecasts demanded by airflight stress ceiling, visibility, turbulence, possibility of ice formation on the aircraft, winds aloft, tops of clouds, and gustiness at the surface.

Pilots in this space age go aloft with minute data for flight at 5,000, 10,000, 20,000 and 30,000 foot levels. The charts resemble tangled spider webs to the layman; the pilot, however, reads the temperature in isotherms, the pressure distribution in isobars, and interprets the coded symbols which indicate wind direction.

Nation-wide Aid

To supply this information, the detachment depends in part on a vast network of reporting bases, over 700 in number, which make reports every four hours round the clock, and upon their own laboratory which receives this coded data for the local group. They also work closely with the United States Weather Bureau located at nearby Kelly Field.

Two teletype machines chatter with coded weather information from both civilian and military bases. Davis-Monthan, Mather, Mountain Home, MacDill, Goose Bay, from all corners of the nation, news flashes in with weather observations. The second or civilian airport reporting machine carries news from such stations as Idlewild, N. Y., and on down from Indianapolis to Memphis, Texarkana, Dallas and beyond.



CODED WEATHER DATA is taken from the teletype machine by SSgt Monte M. Martin, a weather observer. This information is coming in from one of more than 700 US bases which keep Sheppard AFB abreast of developments.



TRANSMITTING a message on the telautograph which automatically sends and receives weather data between Sheppard AFB and the US Weather Bureau at Kelly Field, is A/1c John H. Hirsch, an observer.

ment under Captain Ross will be increased to 20. The added personnel will enable the group to furnish adequate support to SAC when its full complement arrives at Sheppard.

Captain Ross, a graduate of Loyola university with a B.S. degree in mathematics, was formerly engaged as an industrial engineer with United States Steel in Chicago.

His first base of assignment was Williams AFB, Ariz. He is a fighter pilot and, prior to coming to Sheppard, flew with the 57th Fighter Interceptor squadron at Keflavik, Iceland.

Others on "Team"

Next ranking officer is Capt. John J. Moran, a New Yorker who has an engineering degree from Georgia Tech and has taken meteorology (AFIT) at the Uni-

versity of New Mexico, Albuquerque.

Another Chicagoan, 1st Lt. Charles C. Rubey, has an electrical engineering degree from Illinois Institute of Technology, Chicago, and has studied meteorology at the University of Southern California at Los Angeles. The newest member is 2d Lt. Richard E. Smith of West Orange, N. J., who has an electrical engineering degree from Newark College of Engineering and a year of graduate study at New York university.

Other members of Detachment 5 are MSgt Merlin J. Van Dunk, TSgt Weldon G. Morlan, SSgts James R. Walker, Richard W. Nieber, Monte M. Martin, and Russell Thompson; A/1cs John H. Hirsch, Kirby D. Powell, Lehman W. Gould, David W. Caperton, and A/3c Harley R. Graves.

JNWP Computer Making Forecasts for Mats Planes

Using a giant electronic brain to produce weather forecasts for proved successful in over-water flights by the Eastern Transport Air Force (EASTAF) and is now being tested by Western Air Force (WESTAF) at Travis AFB, Calif.

Basis of the program is a huge "704" IBM computer at Suitland, Md. AWS, in cooperation with the National Meteorological center there, has combined weather and navigational data to produce flight plans for MATS routes to Europe.

Following refinement of the original plan, AWS requested EASTAF at McGuire AFB, N.J., to help with operation tests last May. Encouraged by success, the overall program has been expanded at higher levels and more tracks.

WESTAF now uses two flight plans a day from the Joint Numerical Weather Prediction unit (JNWP) at Suitland on its C-124 traffic at 8,000 feet. MATS has accepted the numerical flight planning by the computer and approved the program's cost in the Arliff Service Industrial Fund.

It has also allocated two spaces to AWS to be filled with programmers for servicing the operation.

Deactivation

(Continued from Page 1)

unit would be on call for immediate special reconnaissance anywhere in the world.

Since basic mission requirements are not changed, first-priority missions will occasionally absorb most of the remaining squadrons' effort, it was noted by General Peterson.

"Being flexible is not new to us," declared the AWS commander. The necessity of flexibility was stressed recently, when a Tactical Air Command alert, Operation Spearhead, needed AWS support.

Minutes after the alert was called, WB-50s of the 59th WRS were rerouted from routine missions to reconnoiter critical refueling areas. AWS has also filled similar gaps for Strategic Air Command.

While leaving the two remaining squadron headquarters at their present locations, the "new look" creates Detachment 1 of the 56th WRS at Guam, leaves Detachment 1 of the 55th WRS at Ladd AFB, Alaska, and creates Detachment 2 of the 55th WRS at Bermuda. The plan also creates the 55th WRS mobility unit, headquartered at McClellan.

The 56th WRS will fly three missions a day, covering the entire east coast of Asia and much of the southeastern Pacific. The 55th WRS will fly three missions a day, covering the western Pacific and Arctic (on the oldest AWS track, the Ptarmigan), with Detachment 2 flying one mission daily in the southwest Atlantic. The mobility unit will fly a triangular track west from California when not called elsewhere.



CHATTING during the Air Weather Service Officers' Wives club annual Christmas tea at the Scott AFB Officers' club are these three charming ladies. From left to right are Mrs. William W. Riser Jr., wife of the DCS, Plans, hostess; Mrs. Raymond J. Reeves, wife of the MATS vice commander, guest of honor; and Mrs. Norman L. Peterson, wife of the AWS commander. Over 100 women attended the affair.

E-8, E-9

(Continued from Page 3)

group; Henry Gill, 16th Weather squadron; Clinton M. Hamilton, 10th Weather group; Clyde L. Hopkins, 3d Weather group; Harold L. Huston, 26th Weather squadron; Peter L. Kobilsek, AWS HQ; and Elro C. Lindsay, 9th Weather squadron.

Also George E. McCall, 8th Weather group; Charles F. Mertenotto, 33d Weather squadron; Martin H. Michels, 12th Weather squadron; Raymond G. Roberts, 3d Weather wing; Thomas W. Russ, 3d Weather group; Robert W. Sedgley, 28th Weather squadron; Merwin L. Snyder, 21st Weather squadron; Neal H. Trent Jr., 33d Weather squadron; Roy E. Vernon, 4th Weather group; Lyle D. Way, 3d Weather group; John S. Wojtiw, 33d Weather squadron; Duaine E. Woods, 3d Weather group; Wesley B. Folk, 59th WRS; Ennis A. Hilbrant, 9th Weather group; Michael F. Scasny, 8th Weather group; Olin C. Brake sr., 5th Weather group; and Elmer G. Ellis, 4th Weather group.

Those master sergeants scheduled to make E-8 on June 1, 1960, are: Dwain C. Duncan, 9th Weather squadron; Thomas A. Filler, 3d Weather group; Hilmer D. Sherry, 3d Weather wing; Herman A. Avery, 53d WRS; John S. Cole, 4th Weather group; Harold L. Dean, 2d Weather wing; William M. Gardner, 4th Weather group; Marvin B. Rivers, 8th Weather group; John F. Schumacher, 1st Weather wing; and Robert F. Walsh, 26th Weather squadron.

Also Edward T. Cochran, 55th WRS; James H. Dilley, 54th WRS; John W. House, 56th WRS; Merle E. McDonald, 1st Weather wing; George L. Nehus, 55th WRS; Clinton B. Roberts, 59th WRS; Loyd G. Peck, 54th WRS; Lewis L. Simpson, 56th WRS; Robert M. Talbot, 55th WRS; Thurman G. Woodbury, 55th WRS; Joseph P. Neville sr., 2d Weather wing; and Arthur S. Thomas, 56th WRS.

Also Stanley Quick, Robert McNamee, John Dee, Robert C. Vartwright, George W. Clary, Carl K. Clay, and Stanley E. Pemberton, all AWS HQ units.

Detachment 2, 31st WS Converts Tower Into Modern Weather Site

Detachment 2, 31st Weather squadron at Ramstein AB, Germany, has come up with the ingenious idea of converting a discarded auxiliary tower into a compact, comfortable, and modern weather observing site located near Ramstein's runway.

What makes Detachment 2's site stand out from many others is that it not only houses the normal equipment used by the observer in accomplishing his tasks but it also has been modified to include teletype transmitting and receiving equipment.

With the installation of the teletype equipment the weather teletype equipment, the weather able to send his own observations out over the teletype circuits instead of relaying the information to the weather station for transmission. The process not only saves valuable time in rapidly deteriorating weather, but it also eliminates the extra work and possible chance of error when the information is relayed by phone to the station.

In addition to sending his weather information over the teletype sequence, the observer also cuts a record of each observation for automatic transmission to such local Ramstein agencies as tower, GCA, alert pads, and the weather station itself. They have only to lift their receiver and, within seconds, the latest observation is

4th WGp. Detachment Ends CPS-9 Course

An 11-month OJT course on CPS-9 equipment, conducted by Detachment 1, 4th Weather group, was completed in November. The 210-hour course, consisting of classroom theory and practical work, was divided into six classes.

Instructors for the 30-day program were TSgt William B. Vest and (Raytheon) technical representative Bernard A. Brenner. A total of 23 men from nine different detachments in the 4th Weather group attended the classes at Detachment 1's home base, Wright-Patterson AFB, Ohio.

AWS Cooperates With TAC, Furnishes Data for Spearhead

Recently a WB-50 assigned to the famous "Hurricane Hunters" of the 59th Weather Reconnaissance squadron, Kindley AFB, Bermuda, was flying a routine 3,000 mile weather reconnaissance flight over the Atlantic Ocean. Early in the afternoon a radio message re-directed the aircraft to an area near the Azores—800 miles distant.

A few minutes earlier, Air Force headquarters in the Pentagon had ordered the immediate deployment of TAC's Composite Air Strike Force (CASF) in an unannounced mobility test called Operation Spearhead.

Normally, TAC sends its own jets a few hours ahead of a CASF 66s were on another exercise, and to determine the best areas for the air refueling needed by supersonic fighters crossing the ocean non-stop. But this time the WB-66s were on another exercise and weather information was needed immediately.

To mark the day the Air Force's supersonic jets, including the F-101, F-102 and the RB-66, "passed in review" over Kitty Hawk, N. C., at 10:30 a. m. on December 17.

TAC Request

TAC shot a request to Bermuda for assistance. The 59th WRS flashed the word to the airborne WB-50, and in less than three hours the first weather reports were radioed back to TAC. Another WB-50 was launched from Bermuda and sent to check a second refueling area 300 miles east of the island. The information reached TAC briefing rooms some three hours before movement of the CASF force.

In addition, AWS turned over operational control of WB-50 aircraft needed by TAC for the duration of Spearhead—the first time an AWS flying unit has received its mission assignments directly from TAC.

Cooperation Not New

Cooperation between TAC and Air Weather Service is not new, however. The AWS supported the return of TAC's Far East Strike Force in December 1958 and more recently received a letter of appreciation from TAC for outstanding participation in "Juno Blue III"—a far north operation in October 1959.

The TAC F-104 deployment to Spain immediately following Spearhead also was supported by the 59th WRS in Bermuda.



THIS MODERN, compact weather observing site at Ramstein AB, Germany, was formerly a discarded auxiliary tower. Converted into a fully operating unit of Detachment 2, 31st Weather squadron, it has improved and sped up the detachment's overall efficiency in its weather duties.



THAT TROPHY being handed to A/1c George L. Carter by Col. Russell K. Pierce Jr., 10th Weather group commander, represents the 1959 light-middleweight championship of the Pacific Air Force, recently won by Carter. Airman Carter, an administrative clerk at group headquarters, has hammered his way to 27 victories in 28 bouts in the US and the Pacific area since beginning his boxing career in the Air Force in 1954.

Alerts

(Continued from Page 5)

Sherblum, Thomas M. Davis, A/3c Eugene C. Biernat, Harry W. Hinkle.

6th Weather squadron

MSgts C. E. Lancaster, E. P. Simpson, TSgt P. J. Melebeck, SSgt Oris Cagle, A/2c G. Vurganov, SSgt Ernest C. Dominy, TSgt John C. Samples, A/2c John Tabonair, Eugene E. Deshaw, SSgt William A. Lovisz, A/3c Jimmy A. McAnally, A/1c Leo F. Lopez, A/2c Ferdie L. Sonnier, A/1c Sidney Meehan, SSgts John E. Vreeland, Meldon White, Thomas E. Davis.

8th Weather group

A/3c Donald A. Labonte, A/1c Douglas B. Atkinson, A/3c Thomas R. Edwards, Charles F. Hatcher, Harold W. Kilgore, Harley R. Graves, William T. Grant Jr., A/1c Eduardo Garcia Jr., Mario Reyes, A/3c Donald L. Fawver, Billy E. Mayfield, An L. McAllister Jr., SSgt Kenneth G. Johnson, A/3c Michael J. Dick, SSgt Richard L. Burris, John K. Reynolds Jr., A/2c Quentin R. Schroeder, SSgt Michael F. Tackett, A/2c Arnold U. Starr, A/1c Norbert Sweeney, A/2c William L. Dorton, SSgt W. Van Wieron, A/2c W. F. De Witt, Donald L. Soderlund, James H. Eason, SSgt William H. Tate.

9th Weather group

A/3c Herman H. Ludewig, TSgt Maximilli J. Korona, A/2c Clyde L. Morris, SSgts Arthur R. Iagulli, Luther T. Adkins Jr., TSgt Claude B. Masters, MSgt Robert E. Webb, SSgt Ralph G. West, MSgt Arthur D. Booth, A/1c R. T. Daniels, SSgt Levi Didley.

12th Weather squadron

A/1c Herman McCathern, A/2c D. J. Tavenier, A/3c Harold F. Butler Jr., SSgt Glen R. Allen, A/3c Edward Dong, Hans L. Klint, Thomas A. Reynolds, A/2c Raymond R. Kowrack, A/3c Thomas R. Sells, Isaac L. Jones, SSgt Robert T. Kinnear, A/3c Gary E. Swanson, TSgt Paul R. Sarnik, SSgt Alois C. Hunkler, A/3c Wilham J. Decker Jr., SSgt Joseph A. Tomko, A/2c Jere P. Norman, Wayne M. Rykoskey, A/1c Charles F. Stein, A/2c Lloyd W. Mitchell, SSgts Charles W. Mays, Roger G. Flacklam, A/2c Wm. H. Cole SSgts Edgar

W. Taylor, Wm. H. Bushelman, A/2c Donald D. Montgomery.

19th Weather squadron

A/3c Cecil H. Myers Jr., Arthur F. Sammartino, Gary R. Sheffer, Leroy Chimenz, Max B. Burton, Donald E. Bircher, Ronald L. Brunner, SSgt Harry R. Burns, A/1c Peter Wogh, SSgts Bennie M. Jackson, Tollie W. Coakley.

33d Weather squadron

A/1c Earl L. Blackwell.

2d Weather group

A/2c William S. Dunlap, SSgt Junior R. Taylor, A/1c Ralph R. Palumbo, Thomas E. White, A/2c Gorm B. Pederson Jr.

3d Weather squadron

A/3c Sidney R. Decker, A/2c David O'Neal, A/3c Frederick G. Joost, SSgts Andrew F. Starinsky, Delos A. DeForest, TSgt James L. Bailey, A/3c Robert G. Christophel, A/2c Robert W. Overby, SSgts Paul W. Crecelius, Philip L. Gerster, William D. Gay, Albert G. Long, William E. Flowers, Cecil H. McGregor, MSgt Allen B. Borne, R. R. Neville.

16th Weather squadron

SSgt George K. Brant.

25th Weather squadron

A/2c Willard M. Eisert Jr., A/3c Leopo J. A. Lenaerts, Jaroslav V. Vesely, Richard L. Miller, SMSgt Leonard S. Grisham, TSgt Charles D. Wilson, A/2c Harry L. McCrane, SSgts Fred Day Jr., Richard L. Masterson, A/2c Michael L. Golden, SSgts Herbert G. Sherman, Egbert L. McFatrige.

Yuletide Plans Aplenty in 56th

Christmas plans to make both members and outsiders joyous are rampant in the 56th Weather Reconnaissance squadron. Among the pleasant schemes of the Yuletide "Operations" section are these: a party for about 80 children of the Home of Affection Orphanage (near the Yokota air base), another party for Mizuho elementary school youngsters and "Operation Takusan Turkey," which will bring over 200 single enlisted men into married officers' and NCOs' homes for Christmas dinner.

AF Drops 4 Sports From '60 Schedule

AWS sportsmen interested in competing in AF-wide tournaments are advised that the Air Force has dropped four of its world-wide championships for the 1960 lineup of sports and activities.

Out are judo, baseball, swimming and diving, and the talent contest. In are basketball, boxing, bowling, volleyball, track and field, tennis, golf, softball, model airplanes and photography.

In announcing its 1960 sports calendar, Special Services revealed which activities had been discontinued.

The cutback came as a result of a major command survey. Reduced manpower and general money austerity had prompted Headquarters to trim some of its world-wide tournaments, and the commands were asked which should go.

Based on its own interest and participation, each command reported back which events should be kept, in order of preference.

NASA Weather Prophecy

"The applied areas of meteorology, communications, geodetics and navigation should realize notable success in the next decade. It seems possible that a fully operational meteorological satellite system having world-wide coverage will be in operation. The presently conceived elements of the complete system include stabilized satellites in polar orbits of 500 to 1,000 mile altitude and 'stationary' satellites in equatorial orbits of 22,000 mile altitude, all feeding information into a national weather center. The satellites would make use of radiation detection equipment, including television, infra-red detectors and radar to measure temperature, wind direction, heat balance and water vapor. A world-wide tracking and telemetering network will be required."

A quote from "Space, the new frontier," a new booklet issued by the National Aeronautics and Space Administration.

Births

STINE, A/1c and Mrs. Harry, a son, Harry T. Jr., October 30, at Scott AFB Hospital, Ill. Father assigned Headquarters AWS.

MAIO, Lt. and Mrs. Armand, a son, Stephen M., October 14, 7520th USAF Hospital. Father assigned Detachment 17, 18th Weather squadron.

VAN HULA, Lt. and Mrs. Kenneth, a son, Curtis J., October 21, South Ruislip USAF Hospital, England. Father assigned Detachment 2, 28th Weather squadron, Hillingdon Center, England.

AMS Group Tours 4th WW Hq. Base

On November 14, some 60 weather experts, members of the Denver chapter of the American Meteorological society toured Ent AFB, Colorado Springs, Colo., as guests of the 4th Weather wing. The group observed weather reporting and data gathering facilities used by the wing.

Col. Kenneth A. Linder, 4th Weather wing commander, briefed the group on the mission of the wing to furnish weather support to NORAD and ADC, illustrating how this mission is accomplished under the present system.

The weather experts were then briefed by the NORAD battle staff in the Combat Operations center on the NORAD activities during a simulated enemy attack on the United States.

54th Gift-drop

(Continued from Page 1)

year-round basis, actual concentration on the Christmas gift drive comes in November. The activity occurs at Anderson AFB, Guam, where base personnel contribute whatever they can spare. This year, the Trust Territories of the Pacific and the Girl Scouts of America worked in conjunction with the Typhoon Chasers to assure a super crop of toys and useful items for the natives.

The Trust Territories supplied a list of the most needed goods and locations of the neediest atolls. Through local publicity generated in the 54th's Information office, the base heard of the drive and contributions began pouring in. In addition, Girl Scouts made a door-to-door canvass of the base housing units, requesting donations required. "Santa's helpers" in the 54th not only picked the donations up but got them into usable shape for the recipients.

"Willy" Delivers

Meanwhile, the supply officer rounded up all the outdated and salvageable parachutes he could and prepared them for "Operation Christmas." The next phase of the Yuletide gift para-drop was to load appropriate and useful gifts in each bag, which is well-insulated to absorb the bundle's impact when striking the ground.

Then, the loading and take-off of the WB-50 occurs. Into the bomb bay of "Willy the Red-Tailed 50," the toys will be loaded to be "special delivered" to hundreds of joyfully waiting islanders along "Willy's" weather route.

Miss AWS Runners-up



Katherine L. Jones
8th Weather group HQ



A/2c Lola E. Moyer
Det. 9, 19th Weather sq.



Susanna Harrison
4th Weather group HQ



Rusty Cobb
Det. 16, 3d Weather sq.

59th WRS Is Top Recon Unit

The 59th Weather Reconnaissance squadron achieved an overall rating of 98.2 for the month of October to take first place for Air Air Weather Service reconnaissance units.

During the January 1-October 31, 1959 period, the 56th and 53d Weather Reconnaissance squadrons both checked in with a top-notch 96.5 overall rating average, and the 55th WRS just missed tying, with a 96.3 mark.

Fourth place was captured by the 54th WRS with a 94.3 record, just .1 ahead of fifth place 59th WRS, with a 94.2 entry.