

## OBSERVER

The Weather Component of the Military Air Transport Service

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January 1960

## AWS to Take Part in Big Slam, Big AF-Army Exercise in March

This March, AWS men will take part in operation Big Slam-Puerto Pine, a huge Air Force-Army exercise involving MATS and the Army's Continental Army Command.

As the largest airlift deployment maneuver ever held in peace-time, Big Slam will move about 18,000 Army troops and 12,000 tons of their equipment via 450 MATS aircraft, from stateside posts to Puerto Rico and return. Bases from which AWS weathermen or aircraft will join the exercise include the entire US area.

Those Air Force bases are McGuire, N. J., Dover, Del., Charleston, S. C., Donaldson, S. C., Travis, Calif., McChord, Wash., Larson, Wash., Hanscom, Mass., Pope, N. C., Scott, Ill., Biggs, Connally and Kelly, Tex., Brookley, Ala., Tinker, Okla., and Hickam, Hawaii. Other service bases sending AWS personnel to the training exercise are Ft. Campbell, Ky., Ft. Benning, Ga., Moffett Naval Air station, Calif., and Ramey, Puerto Rico.

Some weathermen will be stationed at the Roosevelt Roads Naval Air station, P. R., during the maneuver.

## A MATS Test

Big Slam is the Air Force title for the exercise. Army calls it Puerto Pine. Lt. Gen. William H. Tunner, MATS commander, will direct the MATS overall activity. It will be a test of MATS' ability to accelerate from its war-readiness training rate to a sustained emergency level of operations.

About 800 MATS support personnel and their equipment will be flown to the two Puerto Rico bases. Weather back-up by AWS (Continued on Page 8)

## MATS Picks The Observer As First in Paper Contest

For the second consecutive year, judges in the MATS annual military newspaper contest have selected the *Observer* as first choice in category 5, and WESTAF Magazine as second place winner. WESTAF Magazine is printed at Travis AFB, Calif.

Other 1959 category winners and runners-up were: Category 2—"Chanticleer," Orlando AFB, Fla. and "Globecaster," Larson AFB, Wash.; Category 3—"Broadcaster," Scott AFB, Ill. and "Port Call," Charleston AFB, S. C.; Category 4—"Global Ranger," Travis AFB, Calif. and "Airtides," McGuire AFB, N. J.

Judging was done at MATS headquarters, Scott AFB, Ill., by Mr. Tom Cole, former assistant managing editor and news editor for the Centralia (Ill.) Evening Sentinel; Mr. James Dailey, chief of MATS publishing division; Capt. T. J. Slaybaugh, MATS Flyer editor, and Capt. A. C. Cochrane jr., MATS Directorate of Information.

## Predictions for the 1960s

by Dr. Robert D. Fletcher, Director of Scientific Services, AWS

- The IBM 7090 transistorized electronic computer will enter meteorological use in 1960 and will be replaced by at least two successively larger computers in the next 10 years.
- Within five years computers will produce automatic hourly weather analyses.
- The 10-year trend calls for increasing machine processing of weather data to produce "finished products" for operational use.
- Within 10 years computers will turn out forecasts of severe storms and local conditions. I give airport terminal forecasts four years, thunderstorm forecasts six years and tornado forecasts eight to ten years.
- Within five years computers will be doing global analyses and forecasts.
- Within two years we shall know specifically how to use satellite cloud observations. Within eight years we shall be using operational satellite data.
- There will be a steady trend toward automation and centralization of technical operations in US meteorology.
- The next five years will see broadening meteorological interest in related geophysical fields, particularly in the "atmosphere" of the entire solar system.
- A "yes-or-no" forecast will become a thing of the past. Through increased use of probability forecasts, weathermen will give the odds on the chance of rain, for example.
- I predict a great deal of research in weather modification. Within three years our airports will be artificially cleared of supercooled fog and stratus clouds on an operational basis.

## Reserve Officers' Records Screened under Controlled Retirement Plan

Records of more than 150 AWS reserve officers will be screened next month under the new controlled retirement program, Project 20-10. A majority of the officers eligible for 20-year retirement who want to stay in the Air Force will be retained.

The new program, announced by USAF early this month, is designed to ease the "hump" in the 20-30 year service bracket. A special MATS board will convene early in February to consider desires of those who want to stay in.

The program calls for retirement of about 2,700 of the 5,000 eligible officers Air Force-wide by the end of fiscal year 1961. Air Force anticipates that 1,000 of these will retire voluntarily.

## Those Affected

Officers affected are those who have, or will have, 20 years' total active service (10 years of it commissioned) by the end of FY 61. A special category includes officers whose normal retirement comes between January 1 and June 30, 1961.

Categories and their definitions: Category I: Eligible officers desiring retention who are considered essential, possess a critical skill, have performed outstandingly or possess specialized knowledge. (Continued on Page 7)

The *Observer* regretfully reports the death of Mrs. Martha N. Adamian, wife of Maj. Parnag G. Adamian, commander of Detachment 12, 12th Weather Squadron, Otis AFB, Mass. Mrs. Adamian passed away on December 14 at the base hospital.

## Changing Status, Technical Advances, Personal Actions Featured in AWS during 1959

Against a background of increasing aerospace support activities, Air Weather Service saw a number of changes in 1959. Greater availability and greater utilization of weather data through electronics heralded further AWS strides toward its future support mission.

In May, the country's first extensive nation-wide high-speed weather facsimile network was inaugurated at five US sites which form its primary circuit. The new weather system, operating at double the previous facsimile speed, supports Strategic Air Command, Tactical Air Command and Air Defense Command. Linking 57 US bases through its subnets, the IR9 facsimile network provides up-to-the-minute weather charts and data from the Global Weather Central at Offutt AFB, Nebr., and the National Weather Analysis Center at Suitland, Md., to SAC, TAC and ADC headquarters throughout the US.

## Weathervision, Awards

Increasing use of television to speed weather knowledge, in June the North American Air Defense Command, Ent AFB, Colo., became the latest command headquarters to use weathervision. Televised weather data is sent from NORAD's combat operations center over closed-circuit and microwave TV to a number of receivers all over the Ent AFB area, as is the case at other weathervision-served bases.

July saw the presentation of various USAF and MATS Safe Flying awards (for 1958) to 29 AWS units scattered throughout the world. The awards, for one- and five-year periods of accident-free flying and for Outstanding Units, represented over 41 round trips to the moon and 96,764 hours of safe flying. Key recipient was 9th Weather group Scott AFB, Ill., which received four awards.

## Numerical Flight Plan

Electronic computation of flight (Continued on Page 8)

## Recon Units Top '58 Record, Fly 13,000,000 Miles in 1959

Bringing 1959 to a very busy end, AWS' five weather reconnaissance squadrons ran up a total of almost 13,000,000 miles in 59,083 hours of flying during the year to better their 1958 record.

The five recon units amassed 3,817 missions in all types of weather conditions in their world-wide weather tracking, clocking 6.7 years of actual time in the air in 1959. Comparative figures for 1958 were over 12,000,000 miles flown on 3,295 missions and 55,307 hours (6.3 years).

Total flying hours logged in by the various units were: 22,646 by 55th WRS, 12,444 by 56th WRS, 9,239 by 54th WRS, 7,643 by 53d WRS, and 7,111 by 59th WRS.

## Unit Records

In addition, two units established excellent late take-off rates. The 53d checked out with a 1.99 and the 56th with a 2.69 per cent LTO rate. Averaged out with the other units the LTO rate for AWS was only 4.43 per cent against an allowable standard of six per cent.

In the abort category for 1959, the 53d WRS registered only 24 and 54th WRS only 27 to lead the five squadrons. This gave a total abort rate of 6.24 per cent

for AWS, against the allowable standard of seven per cent.

## '60 Realignment

By March 31, AWS will lose three of its famed recon units. Three new organizations will partially fill the void left by the loss of the 53d, 54th, and 59th. Creation of Detachment 3 at Kindley AFB, Bermuda, Detachment 1 at Andersen AFB, Guam, and a special mobility detachment at 55th WRS headquarters will help carry out the new world-wide tactical support concept of flying weather units. The latter, stationed at McClellan AFB, Calif., will be available for support of Air Force weather needs anywhere in the world. When not being used in that capacity, it will fly a triangular weather track west from California.



TWO ROYAL DANISH Air Force sergeants work on an AN/GMD-1A under the supervision of TSgt Robert Young, in the 18th Weather Squadron field maintenance shop as part of their five-week course there. The GMD-1A is used globally by AWS to track an airborne radiosonde transmitter to make use of its weather data. The airmen, studying in the Wiesbaden, Germany, unit under the Military Assistance program, are MSgts Paul E. B. Joergensen and Gunnar C. Knudsen.



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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

### A Weather Eye to the Sixties

This month marks the beginning not only of a new year but of a new decade as well. It is a decade which promises to be the most eventful ten years in the history of Air Weather Service.

The Fifties, to which last December 31st marked an end, brought many advances in the field of military meteorology — the Sixties bid fair to overshadow that record. To mention only a few from a long list, the 1950s brought the use of electronic computation methods in weather data storage and processing, forecasting of tornadoes and other severe weather, and the technique of central forecasting. They saw the birth of weathervision and the growth of aerial weather reconnaissance to synoptic coverage of a third of the earth's area.

The decade into which we have now set our feet will make history. Ten eventful weather years lie ahead. Weather reconnaissance satellites will greatly augment the vital reconnaissance coverage of the earth now provided by weather reconnaissance aircraft. A semi-automatic weather-observing and forecasting system, already on the drawing boards as 433L, and urgently needed even now, will embrace most of the earth's surface. Research, increasing refinement of the meteorological science, and rapidly increasing use of electronic methods will bring the weatherman's forecasts to new heights of accuracy.

Editorial space limits the cataloging of the future's bright promise — only the limitless reaches of Space bound the promise held out to the military meteorologist by the Sixties. (JDR)



## 1960, Your Year as a 'Pro'

What is a professional? In civilian life we have the professions of law, medicine, etc., and we know that the men who follow them spend years of study before they are ready to practice. But as professionals they never, throughout their careers, stop studying and disciplining themselves to acquire greater skill and knowledge.

What is a professional military man? The answer might be: He's no tyro. He has chosen the service as a career. It is his way of making a livelihood by service to his fellow men, just as the doctor and the lawyer serve in their respective fields.

In Air Weather Service, our pros are the technicians, the scientific types, the administrative specialists who know their job completely and intimately. He is well aware that through thorough knowledge of his assigned duties, he is marking himself as a competent worker.

Think of yourself, then, as a pro in the year ahead. Don't make 1960 a year of vacillation and self doubt.

## 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.

Lt. Col. Lonnie C. Brewer has recently been assigned a Director of Personnel and Administration at 2d Weather wing headquarters, Wiesbaden, Germany. Prior to this, he'd been Chief, Retraining Control and Utilization branch, Deputy Chief of Staff, Personnel at USAF headquarters.

Upgraded to the position of aircraft commander is 1st Lt. Richard C. Chapin, 56th WRS, Yokota AB, Japan. In the same unit, A/2c Clarence F. McCall has won first prize in the squadron's Flight Line safety poster contest. He received a monetary reward from his commander, Lt. Col. Lawrence L. Cometh.

In early December, 1st Lt. Richard C. Roth of Detachment 3, 9th Weather squadron addressed a group of Boy Scouts at St. Augustine school in Spokane, Wash., on elementary aspects of meteorology. This was in conjunction with a TV film entitled "Storm," on the Walt Disney show.

Also Capt. Howard F. Richards, 2d Weather wing HQ; SSgt James J. Thompson, James F. Brannum, and A/3c Elmirck J. Parks III, 56th WRS, and A/2c John C. Gomes III, 25th Weather squadron. Gomes risked his life in a windstorm to help "bring down" a jet aircraft.

A/2c Kenneth G. Bate, Detachment 3, 4th Weather group, Bolling AFB, Washington, D. C., was recently chosen the outstanding observer for the detachment.

AF Commendation Medals have been awarded to the following men for meritorious service for various periods from September 1956 to September 1959: Lt. Col. Leon M. Grisham, 2d Weather group; Majors William M. Cassaboom, Miles P. Johnson, Capt. Boris N. Dobson, Eugene L. Hochstedler, 1st Lts. George R. Davidson, Donald L. Smith, Joseph L. Wejroch, CWO-W-2 Ivan H. Fowler, MSgt Joseph J. Koden, James M. Smith, all 53d WRS; Capt. Eugene B. Jack, Maj. Raymond B. Smisek, 9th Weather squadron; CWO-W-2 George F. Price, 10th Weather group, and SSgt Kenneth Daly, 32d Weather squadron.

ELECTION: Maj. Frank W. Bennett, commander of Detachment 5, 31st Weather squadron, has been elected president of the Toul Rosieres Air Base (France) Rod and Gun Club.

A very successful "Family Day" was held in early December by the 55th WRS at McClellan AFB, Calif. Included in the visitors' treats were hot dogs, cakes, coffee and the film, "Man Into Space" by Walt Disney.

Christmas note: On December 22, Girl Scouts from the 2d Weather wing and Troop 200 staged a Yuletide party for some old ladies at the Haus-Goetz Home in Wiesbaden, Germany.



Airman Gomes  
titled "Storm," on the Walt Disney show.

## Information -- the Essential Link

I believe that this is one of those moments in history that men will look back upon in the years ahead and say "that was the time of crucial decision — that was the turning point."

What we need most now in the Air Force and in our councils that form national policy—and this includes the public consensus—is the wisdom to discern facts and trends and the courage to act on our findings.

Figuratively speaking, in the 1960s we must keep our feet on the ground while we reach out to grasp the stars. Yet, extensive activity far out in aerospace is now so close to actual fact as to be a challenge that puts a new perspective on all we must do in the future.

In the new perspective we see aerospace as a virtually borderless theater of operations for the maintenance of military security as well as for scientific endeavor. This expanded view of our environment is unfortunately colored by the nature of the Cold War being waged on Earth and in aerospace against the Free world by international communism. Therefore, our future is determined by how clearly Americans understand the issues at stake and the relative strengths and weaknesses of the forces in conflict.

Only the most vigorous and unselfishly motivated information program can bring the understanding upon which depends the achievement of national objectives. Information is the most essential link between wise leadership and purposeful action. Every Air Force commander shares the weight of this responsibility to inform people inside and outside the Air Force—just as he shares the promise of mankind's future in aerospace.

THOMAS D. WHITE

Chief of Staff, United States Air Force



## Fast Stopping -- Who's Kidding Who?

You hear a lot of talk from motorists these days about how fast they can stop their cars. "Just like that!" they say, with a snap of their fingers. To the people who really know how fast a car can stop—the police and the safety engineers—this is a lot of nonsense. No motorist can stop his car just like that. There's always a time lapse between the moment you see danger and the time you react to it. Not only that, it takes another split second to slap your foot on the brake pedal.

The distance that you travel after you see a dangerous situation and jam on the brakes to stop your car is what safety people call total stopping distance. A better name for it is DANGER ZONE . . . too frequently . . . DISASTER ZONE.

The reaction time of an alert, healthy American motorist is—now get this—3/4 of a second! When you talk about 3/4 of a second in a speeding automobile, you're talking about life or death. Look at it this way: if you're clipping along at 60 miles an hour, you'll use up 66 feet before you hit the brake pedal. Sixty-six feet! That's about four car lengths! If a youngster 55 feet away darts out from behind a car into your path, what are you going to do? Stop on a dime? No sir, you're going to hit that child, before you can even apply your brakes. So play it safe.

Motorists who "ride tail" on the car ahead are asking for a big dose of trouble, because they're unable to avoid a collision if the car ahead stops suddenly. Now, the distance at which it is safe to follow another car depends on several things: how fast you're going, the type of road you're on, the amount of traffic on that road, the weather, the time of day (whether it's light or dark outside), the condition of your car, and of course, your own alertness.

Despite all these things, you can still apply a general rule to this matter of following the car ahead. Call it the "one to ten" rule. That is, on dry pavement keep one full car length between you and the fellow ahead for every ten miles per hour of speed. If conditions are bad, better allow three, six or even nine car lengths.

## Another 1st! Hanscom Pilots Now Brief Selves on Weather

Another "first" in the Air Force, a self-briefing weather system for pilots, designed by Detachment 6, 4th Weather group, is being tested at Hanscom Field, Mass. Requested by AWS Operations, the novel project was designed and completed by the detachment at Hanscom, home of the Air Force Cambridge Research center.

This marks a startling change in flight-planning procedure, since Air Force regulations normally demand a personal briefing by a weather forecaster before a pilot is allowed to take off.

## General Senter Visits AWS HQ

On January 6, Maj. Gen. W. O. Senter, former AWS commander (1950-54), visited AWS headquarters at Scott AFB, Ill. Often called the father of the functional weather service, General Senter pioneered the successful AWS organization under which AWS units support specific USAF and Army commands. Prior to the functional reorganization of AWS in 1952, weather support was provided on the basis of geographical regions.

General Senter's visit to AWS headquarters was occasioned by a visit to MATS headquarters at Scott. The general is now assigned as Assistant Deputy Chief of Staff for Materiel at USAF headquarters in the Pentagon.

## Late News

Three last-minute news items came into the *Observer* just before printing time which we feel worthy of publication. However, space limitations don't permit details.

Item two concerns the new WRS Crew of the Year, named as 1st Lt. David K. Sellers II and his flying weathermen. The group will vie against the best in 1st Weather wing. If successful, they'll compete for AWS-wide title.

Item two concerns the news AWS headquarters Airman-of-the-Month. He is A/2c Gary W. Grabau of the Scientific Services directorate.

Item three concerns the 3d Weather wing headquarter squadron, named top unit for the fifth time in 1959 at Offutt AFB, Nebr. This is an overall rating on which all base units, including SAC, are judged.



CAPT. ABRAHAM L. RUIZ, right, commander of the weather station at Hanscom field, Bedford, Mass., explains a portion of the pilot self-briefing system to two members of the Fighter branch, Air Force Cambridge Research center. The "do-it-yourself" system, first in the Air Force, is operating at Hanscom for a six-month trial. The jet pilots are, left to right, Lt. Herbert D. Kalen and Lt. Edwin J. Conley Jr.

## Gen. White Cites MATS for Good Will Mission Aid

AWS units, as part of MATS, were recently cited for their contribution to the successful completion of President Eisenhower's December good will trip by Gen. Thomas D. White, Air Force Chief of Staff.

The general's message was sent to MATS headquarters where it was disseminated to the command's bases. General White said, "Operation Monsoon has been successfully concluded. I wish to extend my appreciation to all personnel who supported the President's trip to Europe, Asia and Africa. Your efforts are in keeping with the best USAF traditions. Please pass to all concerned my appreciation for a job well done."

MATS' responsibilities in the operation were provision of constant weather, communications and rescue support for the Chief Executive.

AWS units concerned with the weather support were the 3d Weather wing, Offutt AFB, Neb., 4th Weather group, Andrews AFB, Md., 2d Weather wing, Lindsey AB, Germany, and various detachments within each parent organization.

## AF Board to Meet On WO Promotion

AWS warrant officers will be among those considered for promotion to W-3 and W-4 at the meeting of Air Force central selection board in Washington on June 7.

As part of this program, Air Force expects to accelerate temporary W-3 and W-4 WO promotions by combining 1960-61 fiscal year promotion programs and substantially increasing 1961 quotas for the two grades.

Eligible in AWS for the new ranks are 92 W-2s and 45 W-3s. For the two-year period, 725 will be promoted to W-3 and 265 to W-4. After mandatory promotions have been made, Air Force figures a warrant officer will have one out of 3.6 chances to make W-3, and one out of 3.2 to make W-4.

## AWS Flying Safety Record Set in '59

Air Weather Service's flying safety accident rate registered only 3.78 per cent in 1959, representing a 26 per cent reduction from the 1958 rate of 5.1 per cent. In keeping with this fine record, AWS chalked up a 36 per cent cut in major aircraft accidents per 100,000 flying hours for a 2.5 per cent rate.

The 1958 figure had been 3.9 per cent in this category. As the lowest rate in the last eight years, the 2.5 per cent figure gave an average of only 3.2 per cent in major aircraft accidents for the past two years.

Previous year's figures had run from 3.8 per cent to 8 per cent in 1952-1957 (inclusive) statistics.



DRESSED in the traditional style of a Japanese bride, attractive Mrs. Hisako Kakiki and her husband, SSgt Hideto Kakiki, enjoy the wedding dinner following the ceremony at Tokyo Koyokan (hall). Among the many guests at the Shinto-style marriage and this reception were members of the 56th Weather Reconnaissance squadron, Sergeant Kakiki's unit.

## Japanese-American Sgt. Weds Japanese Bride in Shinto Rite

A 56th WRS sergeant of Japanese descent took a pretty Japanese girl as his bride recently in the ancient rite of the Shinto wedding ceremony.

SSgt Hideto Kakiki of the 56th Weather Reconnaissance at Yokota AB, Japan, and Hisako Sugano, of Tokyo, were married at the Tokyo Koyokan, a hall reserved for wedding ceremonies, following their legally required marriage at the US Embassy in Tokyo.

The bride wore the elaborate wedding kimono and obi and the traditional "tsunokakushi," a wide brimmed hat that, according to tradition, signifies the bride's willingness to hide her "horns" and to be a patient, even-tempered wife.

During the ceremony, conducted by a Shinto priest, the bride and bridegroom both drank three times from three different sizes of sake cups and invoked the blessings of their ancestors before a small shrine.

### "Go-Betweens"

"Go-betweens" for the couple, who serve in somewhat the same capacity as witnesses in American marriages, were Sergeant Kakiki's sister, Mrs. Sue Iwata, a DAF employee at Camp Zama, and the bride's sister.

After the wedding a banquet and reception was held for relatives and friends. Tributes to the couple were given by chosen spokesmen. Lt. Col. Lawrence Cometh, 56th WRS commander, spoke for Sergeant Kakiki.

At the end of the festivities, Sergeant and Mrs. Kakiki left for a honeymoon at Boppu in Kyushu.

## GI Insurance Dividends Due

Dividends totaling \$234 million will be paid in 1960 to about 4,900,000 policyholders of National Service Life Insurance (NSLI), the so-called "G.I." insurance which originated in World War II.

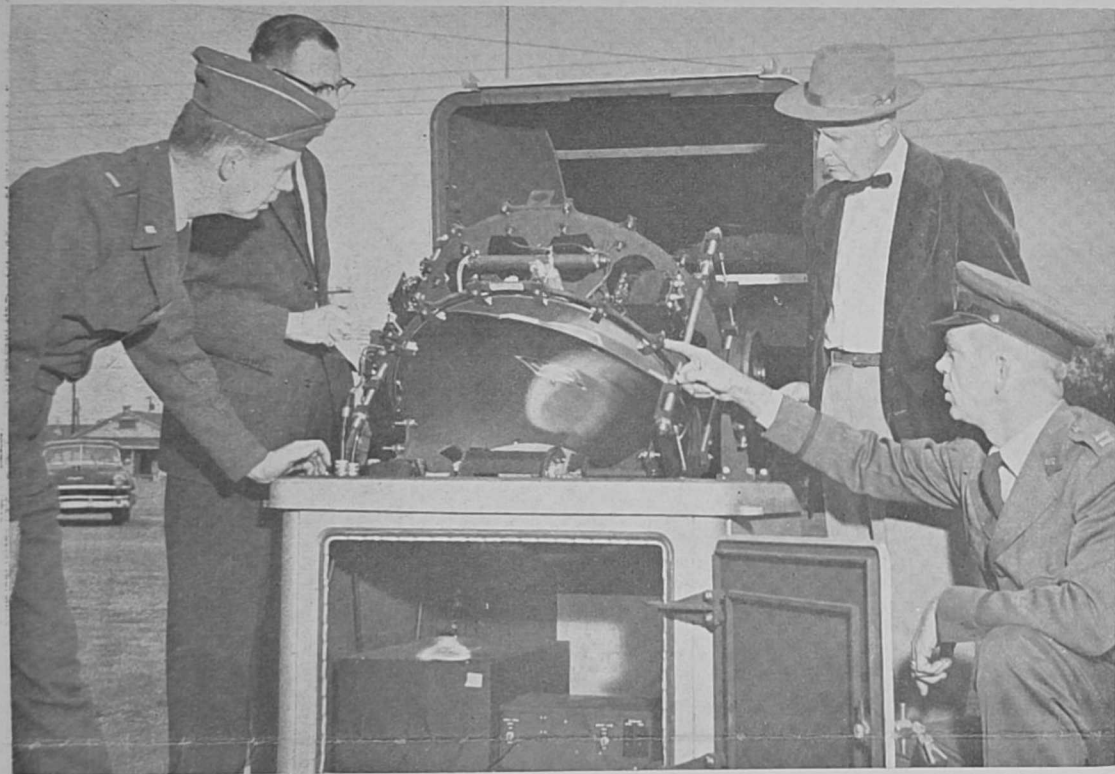
Some \$19.5 million will go to about 273,000 holders of US Government Life Insurance, (USGLI), a World War I innovation. Both term and permanent plan USLI and USGLI policyholders will get dividends.

Payment of the dividend is automatic, a Veterans Administration spokesman said, cautioning that individual inquiry about dividend status tends to slow up payment. However, those who indicated previously that they wanted automatic dividend payment, but who have now decided to allow their dividends to "ride" as advanced payment on policy premiums, must make the change known in writing to VA insurance officials.

# AWS Keeps up with Aircraft by Installing New Equipment

by Captains Ivan R. Frey and Francis H. Miller  
Directorate of Materiel, Headquarters AWS

Since the end of World War II the United States Air Force has progressively developed into what is now an all-weather fighting force. Two factors have entered into this development: the planes and airfields were equipped with precision instrumentation and the pilots were trained to use this precision equipment. Early in this development period, the Air Weather Service recognized that it would play a very important part in determining the degree of success of such a program, for without accurate and precise measurement of weather parameters at each air base, the Air Force's all-weather capability would be limited. This fact became more evident with the advent of the jet aircraft with its high performance



EXPLAINING the rotating beam ceilometer projector to his co-workers is Capt. Roy W. McKissack jr. He is pointing out the dual lamp system transformer on the GMQ-13, to, left to right, CWO Glenn R. Glass, Billy H. Diggs and Howard C. Christian. This projector uses two identical optical systems, each with a high-current lamp as a light source.

and high fuel consumption rate at low altitudes.

To meet the new requirements, the AWS inaugurated a two point program. First, it updated its procedures and made maximum use of the weather instrumentation on hand. This was and still is a continuing process since the all-weather capability of the Air Force is ever increasing. Second, the AWS established a program with the Air Research and Development Command to develop new precision weather instrumentation.

## Showing Results

This second point of the AWS program is just now beginning to bear fruit. The Ground Electronics Engineering Agency (GEEIA), the installations agency of the Air Materiel Command, is presently installing such newly developed equipment as the rotating beam ceilometer (cloud height measuring set), transmissometer (pseudo visibility measuring device), and temperature humidity set.

In addition, GEEIA is relocating many of the wind measuring sets. Under the present concept, the equipment is being located on the air field complex at the points which will yield to the pilot the information which he most desires. Thus, the wind set and the transmissometer will be located adjacent to the touchdown point of the primary instrument runway; the rotating beam ceilometer will be located in the approach

area approximately below the point where the GCA glide slope meets the GCA minimum altitude; the temperature humidity set will be located at a point which is most representative of the conditions that a jet aircraft will encounter during takeoff.

## Improved Data

The equipment mentioned above will yield information that is more accurate, current, and relative to a pilot's needs than he has ever received in the past. The rotating beam ceilometer takes a cloud height measurement every six seconds rather than every six minutes as did the old fixed beam ceilometer. The measurement of low clouds will be more accurate because the distance between the projector and receiver has been shortened under the new installation criteria.

After the installation of the rotating beam ceilometer, it might be expected that the familiar vertical shaft of light associated with the old fixed beam ceilometer will be replaced by a rotating one. It won't! The RBC operates with infra-red light, hence the shaft cannot be seen.

## A New Item

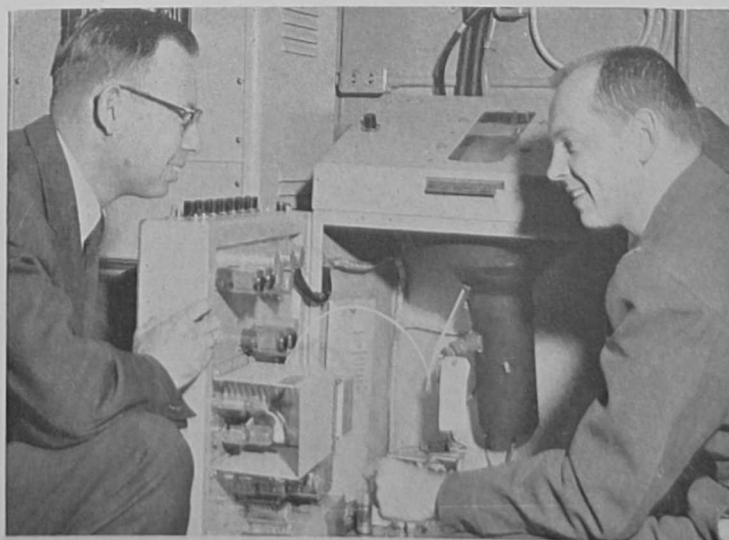
The transmissometer is a new piece of equipment. The sensing elements consist of a horizontal light projector and a light sensitive receiver. The two elements are installed 500 feet apart and as near parallel to the runway as possible. The amount of light reaching the receiver from the

projector indicates the visibility in the intervening air.

Assuming that the air in the vicinity of the airfield is homogeneous, this visibility value is considered valid for the entire airfield.

## Tests

Recent tests, though inconclu-



KNOWING their weather equipment intimately is part of the job of the technicians. Here, Billy H. Diggs, Chief of the Meteorological section, Air Defense Systems branch, examines the power supply of the ceilometer, with CWO Glenn R. Glass, Chief, AWS E-1 Liaison Agency.

sive, due to limited data, have indicated that not only will the transmissometer give visibility measurements at the point of touchdown, but it will also con-



INKING SYSTEM of the transmissometer indicator-recorder is discussed by Capt. Roy W. McKissack jr., officer-in-charge, Field Maintenance shop, and Howard C. Christian, Chief, Meteorological Installation Engineering Section, Navigational Aids branch, Central GEEIA region.

sistently give information which is more accurate than a human observer can give.

It must be pointed out, however, that when the air inside the range of visibility is not homogeneous, as in patchy fog conditions, the transmissometer will not give accurate visibility measurements.

## "Temp" Set

The temperature-humidity set is an electromechanical, remote-indicating, temperature and humidity sensing device. It presents to the weather observer an accurate and up-to-the-second indication of the temperature and humidity in the runway complex. This data is invaluable to the jet pilot. It might be pointed out that during the test of this set it was found that if the set is properly orientated it will yield an accurate indication of the runway temperature. Thus the old rule of thumb of adding three degrees to the field temperature reading to obtain runway temperature will no longer be valid.

## Future Plans

Sufficient equipment has been bought to weather-instrument the primary precision approach at each Air Force base during the next 12-18 months. Much of this equipment is now being installed by GEEIA.

stall the equipment. The Rome Air Materiel Area has been monitoring the program very closely through the Meteorological Equipment Management group, chaired by Edwin Buckley, to assure that equipment and cables will be ready at the proper time. The major air commands have been supporting the program to the fullest extent.

All in all, the ever-increasing efficiency of new weather equipment installations is making life easier and safer for flying personnel in the Air Force, as well as simpler and faster for ground operating personnel. The ultimate goal of such precise, modern equipment is to assure perfect data and conditions for all crewmen at all times and help achieve a spotless safety record.

## AF Will Publish Wholly Revised Airman Manual

A cover-to-cover re-do of the Airman Classification Manual (AFM 35-1) is now rolling off the presses, and changes made in the "Book" will become effective February 29, 1960, according to a November 20 Headquarters letter alerting commands and providing a preview of things to come.

The revised manual contains full details for reclassification of warrant officers from superintendent specialties. The AF headquarters letter emphasized that warrant officers are to be converted to the most nearly related officer specialty and skill level that identifies their experience, knowledge, education, and training.

The revamped manual contains instruction on a "9" skill level for superintendent specialties to be used to identify position requirements and airmen in pay grades E-8 (SMSgt); and E-9 (CMSgt). Members in this category with an "8" skill level can be converted directly to the "9" skill level.

Some superintendent specialty descriptions have been rejiggered in the new version of the manual and additional superintendent specialties added in career fields requiring additional skill identification at the "9" level.

Additional precision approaches will be weather-instrumented during fiscal year 1962. GEEIA people are working very hard to get engineering completed to in-



CATCHING and preparing wild life for chow is part of the school's "curriculum." Skinning a snowshoe rabbit which got caught in a "hare" raid, are, left to right, TSgt A. Fontana, TSgt L. J. Hickman and 1st Lt. Richard A. Mollicone. At left, on the pole, are feathered victims.

## Brr! 55th WRS Hardies Get Snow Job at Survival School

"Make Do With What You Have" could well be termed the theme of the training currently being received by the 55th WRS aircrews at Arctic Indoctrination school (AIS), Fairbanks, Alaska.

Each week one 55th WRS aircrew, along with other members of the Air Force, and other military services, checks into Ladd AFB to experience whatever the Alaskan Air Command and Mother Nature has in store.

The first two days of instruction are given in the classroom. All information is vital and deals with how to survive in the north country.

At 8 A.M. on the third day, the time has arrived to "quit talking and to start doing." The survival site is located 12 miles from Ladd. The first night is spent in individual shelters constructed by the crew members. Parachute silk and small tree trunks and branches serve as building materials.

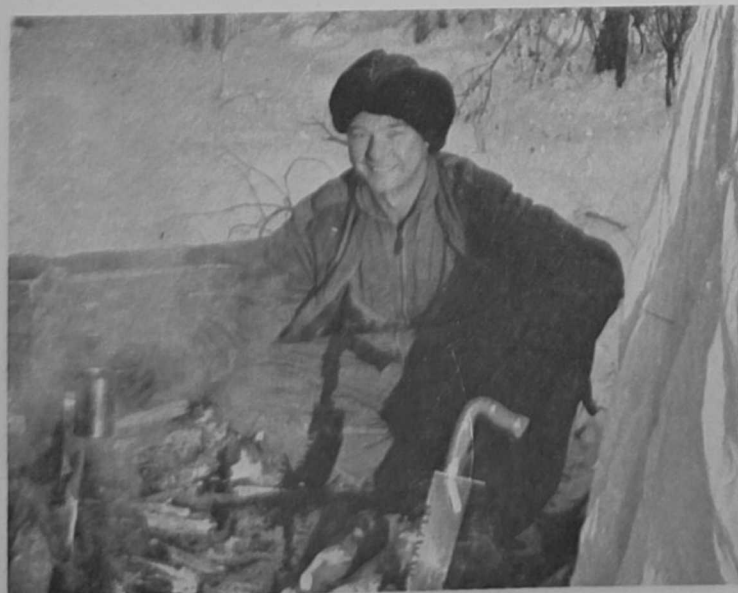
The second night is spent in a "teepee" shelter, which is a community type affair which houses three crew members. It's also constructed of the parachute and tree branches, but more elaborately.

Each of the two days in the field is taken up by more academic training. All students learn by doing. Demonstrations are given in the use of flares, the laying out of signals for medical aid,

food drops, catching of wild game by the use of snares, starting of fires by the use of flint, types and merits of the kindling wood available, etc.

It is generally agreed that survival training is valuable to the 55th aircrews who daily fly over vast areas of the Arctic. The Ptarmigan weather reconnaissance mission is a 13-14 hour triangle flown from Ladd AFB to a point 250 miles from the geographic North Pole. Also, the various weather reconnaissance flights from Hawaii into Alaska and from Alaska to California cover many hundreds of miles of Arctic terrain, which is all part of the 13,000 miles flown by the organization each day.

Ed. Note: The following pictures were taken during a recent outing by a crew of the 55th WRS, the most experienced Arctic flyers in the Air Force. The average outside air temperature during the period was 22 degrees below zero!



LOOKING QUITE ADJUSTED to his frigid surroundings is Capt. Lester I. Mounic, 55th WRS navigator. Training at the Arctic Survival School near Ladd AFB, Alaska, is somewhat rough but may result in saving lives some day.

## 77 Start New Year Happily, Get Promotions to Captain

Seventy-seven former first lieutenants in AWS had real reason to start the new year off happily, for they learned they'd been promoted to captain effective January 1. Among the new officers were four in AWS headquarters.

The new temporary captains and their units are:

### Headquarters AWS

William R. Brooksher, Orie O. Jones Jr., Pallas L. Tye Jr., Detachment 3 AWS; and Louis E. Velez.

### 1st Weather wing

Robert A. Ackermann, Joseph C. Bracewell Jr., Allen Byspiel, Jimmie R. Clark, John A. Doglione, Lewis F. Downey Jr., 56th WRS; Robert W. Fredrickson, 54th WRS; Charles H. Given, 56th WRS; Stanley J. Maciolek, 10th Weather group; John G. Moss, 54th WRS; Robert T. Schneidembach, 56th WRS; Donald W. Tallman, 54th WRS; Frank E. Wencel, 10th Weather group; John J. Yacalavitch, 56th WRS; Henry M. Tilmans, 54th WRS.

### 2d Weather wing

Also George R. Davidson, Loren J. Fox, 53d WRS; John C. Greve Jr., 21st Weather squadron; Robert S. Hinshaw, 31st Weather squadron; Delbert W. Litton, 18th Weather squadron; Houston F. Mathes, Gerald D. McCright, 21st Weather squadron; Richard H. Mischke, 18th Weather squadron; Joe R. O'Neal, 21st Weather squadron; Paul Ruscica, 18th Weather squadron; Jerry M. Sullivan, 28th Weather squadron; Joseph E. Tucker, 31st Weather squadron; James L. Wise, 28th Weather squadron.

### 3d Weather wing

Charles W. Dickens, 9th Weather squadron; Donald R. Gibson, 5th Weather group; Robert A. Neff, 26th Weather squadron; John F. Ridge Jr., 5th Weather group; Richard C. Roth, 9th Weather squadron.

### 4th Weather wing

Hal W. Brown, Jack L. Buckingham, James E. Estes, 11th Weather squadron; Frank G. Johnson, 33d Weather squadron; Harold G. Kloberdanz, 29th Weather squadron; Peter N. Micale, 12th Weather squadron; Clarence M. Sakamoto, 33d Weather squadron.

### 2d Weather group

Daniel A. Ball, 3d Weather squadron; Gordon A. Beals, 2d Weather group; Roy W. Jamesen, Lee E. Main, 25th Weather squadron.

### 4th Weather group

Joseph P. Kastigar, Cooke H. Leutwyler, Charles L. Marak, Wayne E. McCollum, Joseph A. Sutorik, 4th Weather group.

### 8th Weather group

Joyce H. S. Kealoha, Augusta L. Shumbera Jr., Taylor F. Stem Jr., Morton S. Webb, 8th Weather group.

### 9th Weather group

William L. Beam Jr., Rex W. Bennett, 9th Weather group; James E. Berns, 55th WRS; James F. Brown, 9th Weather group; Raphael F. Ciniglio, 55th WRS; Robert Fitzsimmons, 55th WRS; Marvin P. Harm, 59th WRS; Lester J. Johnson, Virgil P. Kocher, Charles R. Lewis, 55th WRS; Charles G. McLean, John W. Meek, Roger L. Payne, 59th WRS; Gerald J. Perren, 55th WRS; John R. Powell, 59th WRS; Gerald F. Regan, James D. Reid, 55th WRS; John O. Schuller, 59th WRS; John P. Shanahan, E. J. Slemmons, Earnie A. Yates, 55th WRS.

## Summer Blues Approved

The Air Force has officially approved a new blue summer uniform for its members but it will not become a mandatory item for officers until summer 1962 and airmen May 1, 1963.

Status of the "505" uniform will not be affected. The new shade 84, lightweight uniform consists of a coat and trousers and can be worn as an optional, year-round outfit.

It will be included in the airman's initial clothing allowance as soon as stocks are available through normal procurement channels.

## France, Germany Kin Travel "Iffy"

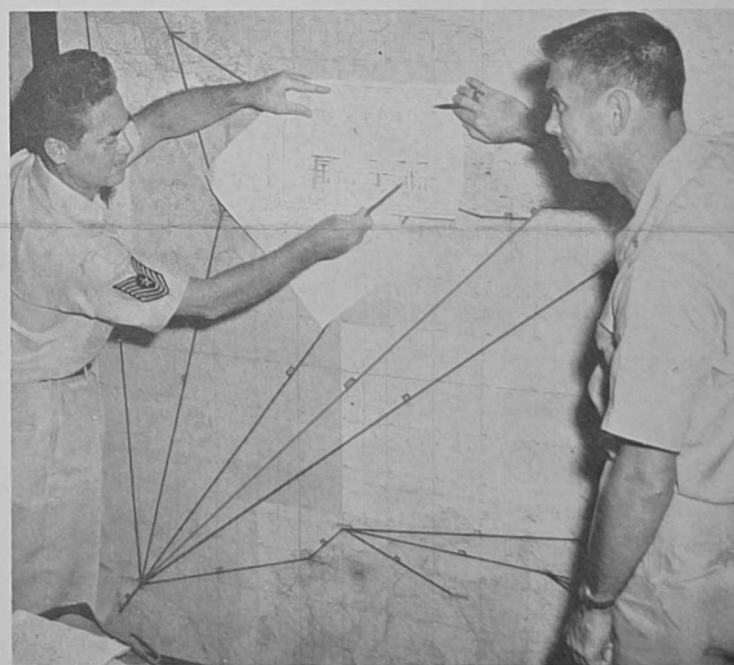
Dependent travel for AWS men to certain air bases in France and Germany is likely to remain on a restricted basis for quite some time, AF headquarters states.

Dependents will be allowed to join military or civilian personnel at Toul-Rosieres, Etain-Rouvres, and Chamont, all in France, or Spangdahlem, Germany, only when the sponsor will have a continuing assignment to the base, and family housing is available.

According to the time-table set up in AFP 34-9-1 (Dec. 1, 1959), Toul-Rosieres AB presents the brightest scene. There is no wait for government quarters for officers and NCOs there. Wait for private rental is estimated at 12 weeks.

Wait at the other bases mentioned vary from 16 to 60 weeks for either NCOs and officers or both, depending on the base.

## Flying Forecasters in Canal Zone Get Latin American Weather Data



JUST BEFORE BOARDING his aircraft for a South American flight, MSgt Michael A. Fradel checks his route with Maj. Dee G. McCrary, commander of Detachment 31, 8th Weather group. The flight from Albrook AFB, Canal Zone, Panama, will acquaint Sergeant Fradel with the terrain around fields for which he will be forecasting weather. Favorable comments have been made on the program by both military and civilian airlines.

Maj. Dee G. McCrary, commander, Detachment 31, 8th Weather group, Albrook AFB, Canal Zone, recently began a unique new program with the approval of Col. Arthur P. Hurr, base commander, to acquaint all weather forecasters assigned to Albrook with weather conditions throughout Latin America.

All weather forecasters assigned to Albrook AFB, Panama, will fly on the east or west coast military supply flights one way, returning

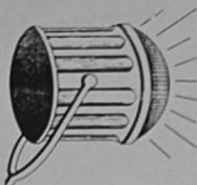
This is an entirely new program which started in November 1959. It has been highly successful, according to Major McCrary. He said, "The information compiled to date has proven invaluable for use during the past month in forecasting the weather."

The new program is supported by the commercial airlines which fly the South American airways. They give space available to Air Force weather forecasters participating in this activity.

### Successful, Useful

Forecasters will gather data from the local weather stations during their trips throughout Latin America.

# The OBSERVER Spotlights



## Detachment 17 18th Weather Squadron

Whenever a MATS aircraft enters or leaves the European Theater, it does so with weather support and guidance provided by Detachment 17, 18th Weather Squadron. Detachment 17, commanded by Lt. Col. Eugene T. Early, is located at South Ruislip, England, in the western suburbs of London. It is the centralized source of weather support for all MATS trans-Atlantic flights in and out of the United Kingdom, France and Germany.

The 18th Weather Squadron, commanded by Lt. Col. Robert B. Hughes, and with headquarters in Wiesbaden, Germany, is responsible for weather support to MATS in Europe. When MATS centralized its flight planning and flight progress functions at South Ruislip in the form of the Eastern Atlantic Area Transport Control center, the 18th centralized its MATS weather support functions by establishing Detachment 17, first as an operating location in April 1956, then as a full fledged detachment in July '56.

### Beaucoup Duties

In addition to providing weather information to the South Ruislip TCC for route selection, flight planning, and flight progress, Detachment 17 provides all the weather information and charts needed for the weather detachments at Prestwick, Scotland; Mildenhall, England; Rhein Main, Germany; and Orly and Chateauroux, France, to support scheduled MATS flights from their bases. Other Air Force

passengers, many of whom are dependent wives and children; C-133 turboprop aircraft carrying from 20 to 25 tons of cargo at 30,000 feet; and VC-137's (Boeing 707) carrying President Eisenhower and other VIP's. TCC Duty Officers receive a weather briefing at the start of each shift and then are immediately notified by the duty forecaster of all significant changes in the terminal and enroute weather over and on both sides of the North Atlantic. The weather station and TCC are located immediately adjacent to each other so that all briefings and advisories are delivered in person.

### Chiefs

Detachment 17's forecasters are under the supervision of Maj. William L. Dodge, operations officer, while supervision of the observer section is the responsibility of TSgt Ernest A. Ziefler, chief observer.

Compactness is the keynote when describing both Detachment 17 and the installation on which



LT. COL. EUGENE T. EARLY, Detachment 17 commander, left, and Maj. Richard J. Warner, OIC of South Ruislip TCC, discuss weather affecting a MATS flight enroute to Harmon AFB, Nfld.

tions and flight planning purposes are direct products of the JNWP prognostic charts. The 12, 24, and 36 hour JNWP 500 MB (20,000 feet) prognoses are plotted and analyzed and used to construct corresponding 700 MB (10,000 feet) and 400 MB (24,000 feet) "progs." From these charts, wind factors, zone winds and optimum flight planning charts are obtained for use by the TCC. Tracings of charts are made and transmitted over the USAF European weather facsimile circuit. Two transmissions each day provide upper air prognostic charts used by Detachment 17, 21st Weather Squadron at Torrejon, Spain, to support the MATS North African Area Transport Control center. Other upper air progs are transmitted for use by the South Ruislip satellite bases for crew briefings and inclusion in flight folders.

### AIREPS a Tool

Sharing equal status with the JNWP progs as a forecast tool, are the many AIREPS (aircraft reports) received from both military and civil aircraft. Up to 600 reports a day are received and plotted on the four 500 MB and four 700 MB charts accomplished each day. Each report is carefully screened by detachment forecasters for wind, temperature, icing, turbulence and cloud data. If unforecasted hazardous weather conditions are reported, advisories are sent to the other aircraft which will be flying in the same area and forecasts are amended accordingly.

### Four HWDs Daily

Four times daily Horizontal Weather Depiction charts (HWD) portraying vertical as well as the horizontal weather picture over the entire area of forecast responsibility are prepared. This chart is based on an 18 hour surface prog and is based on consideration of all data utilized in the operation. All available terminal forecasts are scanned, AIREPS are perused and the JNWP progs are taken into consideration. Upon completion, the chart is transmitted to other detachments where, with proper interpretation, forecasters are able to brief flights on any route for thickness, type, and amount of clouds; type and intensity of icing; intensity of turbulence, and frontal positions.

### Map Happy

Twice daily, Detachment 17 becomes a true "map factory" with maximum observing and forecaster workloads, when the teletypes emit the North Atlantic data computed by the "electronic brain" at the Joint Numerical Weather Prediction (JNWP) unit at Suitland, Md. The upper wind forecasts for MATS route selec-

### Tailor-made Plans

Under the centralized TCC weather system, each MATS crew departing European terminals receives a tailor-made flight plan from the South Ruislip TCC. Detachment 17 furnishes wind factor and icing forecasts to the TCC so that the best aircraft routing can be determined. TCC navigators compute optimum, or best-time, tracks for flights to Newfoundland, Labrador and the US on the JNWP prog charts. Forecasters then furnish winds, temperatures, and icing information for each five degrees zone of longitude which the aircraft will transit.

### TCC Computer Plan

TCC navigators then compute a complete flight plan for the aircraft and transmit it to the departure base TCC via the MATS facsimile circuit. The local TCC provides a copy of the flight plan to the crew; the local forecaster provides the crew with copies of the upper air prog for their altitude, the HWD, forecasts for the destination and alternate terminals, and an appropriate briefing; and the aircrew is well prepared for the flight.

### "Insurance"

To insure the safety of each flight, inflight forecasts are provided each aircraft coming in or

going out of the South Ruislip area. Departing aircraft receive a revised wind forecast for the remainder of their flight. Incoming aircraft receive winds to their destination, plus terminal forecasts for the destination and alternate, as soon as they enter the Ruislip area. Both TCC officers and weather forecasters then maintain Met Watch over the destination and alternate current weather to insure the forecasts are going to remain valid. Should the weather go below landing minimums, the forecaster will advise the TCC officer on the selection of a new destination and/or alternate, and an appropriate advisory will be sent to the aircraft via Croughton Airways or TCC UHF radio facilities.

### More Chiefs, Some Indians

Other personnel at Detachment 17 are, Forecasters: Capts. Richard H. Mischke and Allen E. Staver, 1st Lts. Keith L. Mackie, Armand D. Maio and Glen A. Michael, 2nd Lt. Layton R. Raun, WO Willard T. Martin, MSgts Howard M. Bock, Robert A. Hughes, Morris C. Smith. Observers: TSgt Alice L. Hill, SSgts Robert E. Curle, Dolors J. Gauthier, A/1cs Mary L. Konecke, Dewey Peters, Kenneth R. Trammell, Eugene E. Wood, A/2cs Joe A. May, James P. Phillips. Clerk: A/1c David G. Robbins.



WEATHER OBSERVER SSgt Robert E. Curle prepares to transmit a Horizontal Weather Depiction chart (HWD) on the facsimile transmitter before sending it over the European weather facs circuit. The HWD shows weather conditions between 6,000 and 20,000 feet over the Atlantic.

bases in Europe clearing unscheduled flights across the Atlantic also receive the necessary data from South Ruislip for altitudes up to 30,000 feet.

### Coordination A Must

Close coordination between the personnel of Detachment 17 and the 1602-5 MATS Detachment, which operates the TCC, is a must. The TCC controls every MATS flight within an area which stretches north to Iceland, south to the Azores, west halfway across the Atlantic to 30 degrees west, and east to the Iron Curtain. These flights include cargo carrying C-124 Globemasters at 8,000 feet; C-118's and C-121's at 18,000 feet carrying up to 80



INSTANTANEOUS VOICE CONTACT with Air Force agencies on both sides of the Atlantic is available to both Detachment 17 and South Ruislip TCC in their communication sharing. Here, Maj. William L. Dodge, detachment operations officer, left, and Capt. Eric H. Phinney, tech services officer, talk over the situation with McGuire and Torrejon air bases, respectively.



**HARD AT WORK** on a special weather problem, these three meteorologists use grease pencils, acetate overlays and weather maps to come up with a solution. Left to right are MSgt Kenneth L. Demars, 10th Weather group headquarters; Lt. (j.g.) George Bernstein, Fleet Weather central at Pearl Harbor, and Capt. Walter D. Kemmitzer from the Kunia Forecast center, T.H.

## Tropical Meteorology Class Graduates at U. of Hawaii

After eight weeks spent with grease pencils and complex weather maps, eight AWS men recently graduated from the Advanced Tropical Meteorology course at the University of Hawaii.

The men and their units were Lt. Col. Don H. L. Anderson, Detachment 2, Capt. Glen Lingenfelter, Detachment 3, TSgt Carl Shuff, Detachment 5, and 1st Lt. William T. French, Detachment 2, all 10th Weather group; Capt. William C. Hill and MSgt Kenneth W. DeMars, 10th WGP headquarters; Maj. Clarence C. Hardin and Capt. Walter D. Kemmitzer, both Detachment 3, 1st Weather wing.

### Reserves

(Continued from Page 1)

edge of a particular project.

Category II: Eligible officers desiring retention who do not fit Category I criteria.

Category III: Eligible officers desiring retirement during FY 61.

Category IV: Those officers who will reach 20-year retirement between January 1 and June 30, 1961, and elect to retire voluntarily.

### MATS Board

Reports from the field telling each eligible officer's desires concerning retirement were due in AWS headquarters January 20. This information will be forwarded to MATS January 26 for consideration by the special board.

Approximately 100 AWS reservists are eligible for Categories I, II and III (primary zone). Over 50 others fit the Category IV criteria (secondary zone.).

### Next Screening, 1964

Another special board at USAF headquarters will review major command recommendations in March. Officers retained should not be screened again until 1964. Category III and IV officers will be retired during the quarter they prefer, if possible. Some officers in Category II may be forced to retire.

The program is expected to continue for 10 years.

"Forced retirement does not reflect adversely on the officer," stressed Col. W. H. Neal, AWS Personnel DCS. "Officers forced to retire under Project 20-10 have contributed substantially to the mission of the Air Force and Air Weather Service."

"Do you sleep with the window up or down?"

"I don't sleep with the window at all!"

The course offers experienced weather forecasters a specialized study of the peculiar weather phenomena of tropical oceanic areas such as the Pacific. Students, from the military services as well as the US Weather Bureau attend these classes, coming from bases all over the Pacific area.

Sponsored by the Air Force Institute of Technology, the course is headed by Mr. Colin S. Ramage, Professor of Meteorology at the university, and Capt. Carl J. Weideranders of the 1st Weather wing. AWS has been one of the prime backers of the weather course.

The present class is the eighth to graduate from the course since its inception in November 1956.

### Know Your Money

If you don't know a lek from a krona, you can get some guidance from a new pamphlet issued by Personnel Services, USAF. The 15-page booklet, Foreign Exchange Guide (AFP 34-10-12), gives the monetary unit names of more than 150 countries throughout the world, from Aden to Zanzibar.

The pamphlet is provided for the convenience of families and US Air Force members traveling in foreign areas. It contains the latest currency information and rates as of October 1, 1959. The pamphlet also lists the amount of currency the traveler can take in and out of a country.

## Bolling's Det. 3 Gets 3 Awards

The Bolling Weather Station, Detachment 3, 4th Weather group, recently received three awards for outstanding observer proficiency during the past year. The awards won were, the Annual award, the 4th Quarterly award, and a Certificate of Merit for observing proficiency during the month of September 1959. The awards were presented to Maj. Ralph G. Wallace, detachment commander, by Col. Hazen H. Bedke, commander 4th Weather group at a ceremony in Colonel Bedke's office at Andrews AFB, Md.

The yearly award presented to Detachment 3 was the first annual award presented within the 4th Weather group. Detachment 3 also won the first quarterly award ever presented in the 4th Weather group in December 1958.

The detachment provides weather support for the 1100th Air Base wing and the 1299th Air Transport squadron at Bolling, AFB, home of Headquarters Command, USAF.

## Chanute Weather Class Graduates

The 34th class of Modern Weather Technique course students recently graduated at the 3345th Technical Training school, Chanute AFB, Ill. Among the subjects studied were mathematics for dynamic forecasting, theory and application of the vorticity concept, and severe weather forecasting.

Maj. Hugh M. Curran, of headquarters, 25th Weather squadron, at Waco, Tex., assigned to the 3345th Technical training squadron at Chanute, was the honor graduate. Other graduates and their units are:



Major Curran

Capt. Lionel D. Blanchard, Detachment 18, 4th Weather wing; Capt. Henry B. Allen, Detachment 5, 4th Weather squadron; Capt. Robert J. Lake, Detachment 26, 8th Weather group; Capt. Alma E. McKemie, Detachment 12, 3d Weather squadron; Maj. Walter F. Gonske, Detachment 6, 26th Weather squadron; CWO-2 William W. Plummer, Detachment 11, 5th Weather group; CWO-1 Wilbur Sunday, Detachment 6, 8th Weather group; Capt. John D. Taylor, Detachment 3, 8th Weather group; Maj. Richard O. Bomhard, 3345th Technical Training squadron, Chanute AFB, and Lt. Edward M. Morris, unassigned at present.

### Record

On Friday, December 18, a WB-50 of the 56th WRS passed a milestone in the unit's proud history when the aircraft flew the 1000th Buzzard Hotel weather track.

## Detachment 2 Boasts a 'First' in Observing Sites in Alaska

"Ultra-modern" is the term to describe the new weather observation site at Eielson AFB, located on a tundra covered plain 26 miles south of Fairbanks, Alaska. Observers of Detachment 2, 11th Weather squadron, commanded by Maj. Norman L. G. Hellman, man the site around the clock, gathering weather data needed by the 5010th Air Base wing and other organizations at Eielson. During the winter



**WHILE** A/3c Benjamin A. Halstad checks the temperature, A/2c Howard L. Moneypenny measures the snow depth at Eielson's new observing site. In the building, other Detachment 2 weathermen busy themselves with various duties of the outpost.

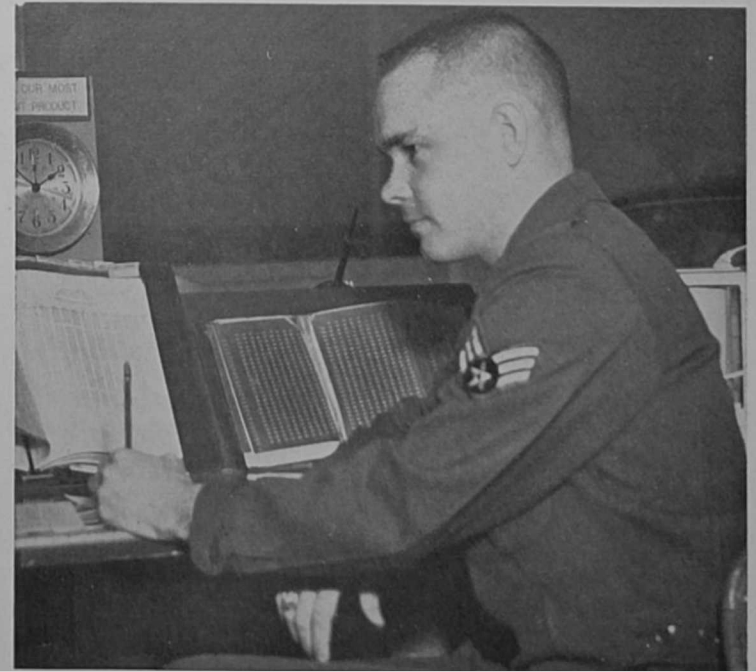
months, these observations are also used by Air Research and Development Command's Cold Weather Test operations.

Installed earlier this year, the new observing building is the first of its kind in Alaska, and one of the first to be placed in operational use Air Weather Service wide. The new building is a great improvement over the frigid van from which Detachment 2 observers worked in previous years. No longer is it necessary for observers to wear parkas, mukluks, and heavy flying gloves while maintaining their continuous weather watch. Located near the south end of the three mile long runway at Eielson, the new observing post is a compact building with large tinted thermopane

windows in all four walls. Electric panel heaters are recessed into the walls to provide the warmth needed when the outside temperature dips to 50 below zero.

### Quality Workers

In keeping with their motto "Service is our most important product," Detachment 2 observers strive for perfection in their work. Accuracy is the keynote of the observing operation, as attested by the record of A/1c Donald McCandless, who in the sixteen month period June 1958 to September 1959, established the record of 3,881 consecutive observations without error. Since his one slip on September 27, McCandless has extended this record to 4,055 observations with only one error.



**SURROUNDED** by wide-visibility, tinted thermopane windows, A/1c Donald McCandless computes data for a weather observation. Behind him in the weather site is the telautograph, used for disseminating observations to various units on the base.

## March of Dimes Fund Helps Many Armed Forces Families

Many armed forces families, including AWS personnels', are being aided by the March of Dimes fund, in the constant battle against polio, birth defects and arthritis, the National Polio Foundation revealed recently.

The Foundation, now requesting voluntary contributions for its 1960 March of Dimes campaign (January 2-31), estimates that one out of every four persons treated in hospital's today for polio is a member or dependent of military personnel. Even more benefits will be brought to such personnel in 1960, officials say.

The battle against polio, birth defects and arthritis will be waged on three fronts. Patient aid, research (from which the Salk vaccine was developed) and professional education will be the mainstays of the National Foundation program.

### 3,010 Hospital Cases

In polio patient care, hospital care alone defrayed by National Foundation chapters cost more than \$100,000 to aid stricken members of the Armed Forces or their dependents in the period covered by the study. During this period, veterans of the Armed Forces and their dependents accounted for 3,010 hospital admissions for polio treatment. The average expenditure was

more than \$300 per case for polio patients directly connected with the Armed Forces.

The impact on the Armed Forces of the expanded program of The National Foundation against birth defects and arthritis is indicated by the large portion of our population afflicted by these cripples.

One out of every 16 children in the United States is born with a significant birth defect and a total of 11,000,000 Americans suffer from arthritis or rheumatic disease in one form or another.

AWS personnel can do their bit to combat and conquer these and other diseases by contributing whatever they can, by mail, or at the many March of Dimes collection boxes scattered in public places. Foundation officials say no donation is too small — or too large, in this ceaseless struggle against these dread killers.

## Can You Top This?

With this issue, the *Observer* continues printing records claims of AWS individuals, detachments and units begun in the November issue. This column is open to all claimants in AWS.

However, all claims must be officially checked and verified by the detachment or unit commander. Following are the latest claims received:

**CONSECUTIVE TELETYPE TRANSMISSIONS**—2,396 made by A/1c Giroud McDaniel, with no major errors and only one minor error. Claimant in Detachment 4, 3d Weather squadron, Shaw AFB, S. C.

**OBSERVATION ACCURACY** — For one month. Rate of .001 established by Detachment 4, 3d Weather squadron, Shaw AFB, S. C.

**OBSERVATION ACCURACY** — For six-month period. Rate of .003 was established by Detachment 4, 3d Weather squadron, Shaw AFB, S. C. (23 errors in 8,142 surface observations.)

**NORTH POLE FLIGHTS**—An estimated 70 flights by Capt. John J. Yacalavitch, 56th WRS. Missions were made in 58th WRS, a former AWS unit.

## Big Slam

(Continued from Page 1)

Slam are the C-133, C-124, C-118 and C-121, all strategic airlifters, capable of flying either cargo or troops.

McGuire and Ramey are primary weather centers for support of the operation. Overseas portions of weather forecasts will be furnished by detachments at McGuire, Dover, Charleston, Donaldson, Hanscom, Pope, Ft. Campbell, Ft. Benning, and Brookley.

### Detachments Busy

Although the additional load of weather activity will put a burden on the "stop-over" detachments, efforts will be made to maintain normal weather work. Met Watch will not be affected.

Streamlined weather procedures will be used for through-processing aircraft. This means that only the most necessary and basic information will be given pilots. As a result of Big Slam, high density traffic is anticipated at Campbell, Pope, Charleston, Ramey and Roosevelt Roads installations.

### Army Pickups

Main Army personnel pickups by MATS will occur at Campbell, Ft. Lewis, Wash., Ft. Bragg, N.

## How's That?

A weather forecaster is a person who passes as an exacting expert on the basis of being able to turn out with prolific fortitude an infinite series of maps and forecasts calculated from incomprehensible formulas with infinitesimal precision from vague assumptions based on debatable figures taken from alleged observations made with instruments of problematical accuracy by persons of dubious reliability and questionable mentality for the avowed purpose of annoying and confounding a hopelessly chimerical group referred to all too frequently as pilots.

C. and Ft. Devens, Mass. The three phases of the exercise will be the airlift to Puerto Rico, simulated regrouping there for further airlift, and a return to the US, simulating an airlift to the combat scene.

Through this exercise, MATS hopes to better predict its maximum wartime capability, evaluate its sustained wartime operations and gain more data on the problem of quickly airlifting many fully-armed combat troops.

Further news of Big Slam will be printed in the *Observer* as it is received in the future.



**WE INCLUDE OURSELVES** among those who would like to see more of angelic Joanne Moore, a starlet of Universal Pictures. And we agree she certainly is a sight to start the new year right. Check?

## AWS in 1959

plans became an operational reality in October. The Joint (Air Force-Weather Bureau-Navy) Numerical Weather Prediction Unit at Suitland, Md., near Washington, D. C., then began to provide numerical flight plans for MATS Atlantic routes. Machine-produced NWP's combine navigational data with weather data in the huge IBM 704 computer at Suitland. JNWP since 1955 has been providing computer-produced weather charts for use by AWS and other forecasters. Further use of numerical flight planning is programmed, beginning with operational testing of the new technique on MATS trans-Pacific routes.

On October 31, Maj. Gen. H. H. Bassett, AWS commander, retired and was succeeded by Brig. Gen. Norman L. Peterson. General Bassett had commanded AWS since November 13, 1958 and was also Army Air Forces Director of Weather in 1943 and 1944.

### Drop Recon Units

During December, AWS men learned that increasing budget demands of the nation's missile program will result in March 1960 in deactivation of three of the present five AWS weather reconnaissance squadrons. Slated to disappear are the 53d, 54th and 59th Weather Reconnaissance squadrons at Mildenhall RAF Station, England, Anderson AFB, Guam, and Kindley AFB, Bermuda, respectively. Remaining AWS reconnaissance squadrons, the 55th at McClellan AFB, Calif., and the 56th at Yokota AB, Japan, will fly shorter missions with smaller crews and establish detachments at Guam and Bermuda.

After the March 31 deactivation date of the three AWS recon units, the following units and detachments will comprise AWS' flying weathermen:

55th WRS—Detachment 1, at Ladd AFB, Alaska; Detachment 2, Hickam AFB, Hawaii; Detachment 3, Kindley AFB, Bermuda, and 55th WRS mobility unit and 55th HQ squadron at McClellan AFB, Calif.

56th WRS—Detachment 1, Andersen AFB, Guam, and 56th HQ squadron at Yokota AB, Japan.

## 59th WRS Athletes Capture Base Commander's Trophy

Highlighting a season of hard work, confusing schedules, and brilliant competitive spirit, the 59th Weather Reconnaissance squadron was recently awarded the Kindley AFB Commander's Trophy, after taking first place honors in athletic competition over the six-month period ending in October.

At the semi-annual Athletic awards presentation and dinner held in the NCO Club, Lt. Col. Felle F. Robinson, commander of the famed Hurricane Hunter squadron, received the Commander's Trophy, plus individual athletic trophies, and certificates, from Lt. Col. T. J. Connair, jr., Chief of Administration of the 1604th ABW.

## Marriages

**BROWN-BASHAW** — Miss Emilie Bashaw of Dayton, Ohio, to A/2c Kenneth L. Brown, of Crawford, Ga., and Detachment 1, 4th Weather group, Wright-Patterson AFB, Ohio.

**MOHR-SLAVINOSKI** — Miss Carol A. Slavinoski of Washington, Pa., to A/2c Paul E. Mohr of Washington, Pa., and Detachment 1, 4th Weather group, Wright-Patterson AFB, Ohio.

**RICE-SCHULTZ** — Miss Marion Schultz of Madison, Wis., to CWO Samuel Rice of Texarkana, Ark., and Detachment 6, 33d Weather squadron, Truxfield, Wis.

**ADAMS-JOHNSON** — Miss Anne D. A. Johnson, of High Wycombe, England, to A/2c James Adams of Milwaukee, Wis., and Detachment 40, 28th Weather squadron, High Wycombe Air station, England.

**NOTE:** Standard items such as marriages and births are published in the *Observer* on a space available basis. Often dates on such items go back several months but this is unavoidable due to the importance of news value stories.

Contributors to these two columns are requested to send in items using the *Observer* style shown, as it will increase their chances of publication.

### Support, Tests

In 1959, AWS provided weather support to a number of special flights and maneuvers, including President Eisenhower's 11-nation good will flight, Vice President Nixon's flight to Moscow and TAC's unannounced mobility test, Operation Spearhead.

AWS participation in aerospace research continued in 1959, through AWS cooperation in testing semi-automatic weather observing and forecasting systems, hurricane homing beacons, fog-dispersal techniques, weather satellite instrumentation, portable visibility lights and other areas.

### Plays Santa Role

Ending the year on a festive note, far-north AWS men played Santa Claus to hundreds of children throughout the world. For the fifth year, youngsters received Christmas letters postmarked "Santa Claus House, North Pole," through the efforts of Detachment 1, 55th WRS, at Ladd AFB, Alaska.

The Santa letters were actually written by the child's parents and sent to the Arctic weathermen for mailing. An estimated 5,000 letters were processed by the Ladd detachment during the 1959 season, bringing the five-year total to over 12,000 letters.

### In Pacific, Too

In the Pacific meanwhile, other Christmas-minded weathermen were at work, carrying the holiday season to Pacific islanders in the Trust Territory. Men of the 54th WRS and their wives, for the 13th straight year, collected hundreds of practical and luxury gifts for lonely natives isolated on far-flung atolls. The gifts

The margin of victory was a scant 195 to 187 and the outcome wasn't decided until the handball competition had been completed. Here MSgt Bill Wesnor, airborne weatherman, took second place in singles, then teamed with A/2 Don Skelton, to take second place in doubles.

### Strong Wind-up

In competition against 16 other squadrons, the Commander's Trophy is awarded for total points achieved in the following sports: track and field, softball, badminton, tennis, and handball. With a score of 165 points, the members of the Hurricane Hunter track and field team scored more points than the next two teams combined and far outdistanced the rest of the field. Stawarts of this fine team were Lt. Terry Martin and A/2 Florida Bell, who scored a total of 60 points between them.

## Births

**McKENZIE**, A/2c and Mrs. Roland, a daughter, Cathy Ann, November 24, at Scott AFB hospital, Ill. Father assigned headquarters AWS personnel.

**MONTGOMERY**, TSgt and Mrs. William, a son, William G. jr., December 30, at Tripler Army hospital, Hawaii. Father assigned 1st Weather wing Headquarters, Wheeler AFB, Hawaii.

**DOOLITTLE**, Lt. and Mrs. J., a daughter, Audrey Mae, December 3, at USAF hospital, South Ruislip, England. Father assigned Detachment 40, 28th Weather squadron, High Wycombe Air station, England.

**VICROY**, Capt. and Mrs. C., a daughter, Terese Gay, on November 8, at USAF hospital, South Ruislip, England. Father assigned Detachment 40, 28th Weather squadron, High Wycombe, Air station, England.

**REID**, SSgt and Mrs. Levi, a son, Keelan, October 15, at Andrews AFB hospital, Md. Father assigned 4th Weather group headquarters, Andrews AFB.

**GOLAND**, SSgt and Mrs. Paul, a son, Phillip Russell, November 23, at 836th Tactical hospital, Langley AFB, Va. Father assigned 2d Weather group headquarters.

**SMITH**, SSgt and Mrs. Herbert, a daughter, Linda Lee, November 12, at Nellis AFB hospital, Nev. Father assigned Detachment 31, 25th Weather squadron, Nellis AFB.

**ALBRECHT**, A/1c and Mrs. Leon, a son, Leon III, October 19, South Ruislip USAF Hospital, England. Father assigned Detachment 40, 28th Weather squadron, High Wycombe AS, England.

**McCAFFERY**, MSgt and Mrs. Bernard, a son, James, August 1, Walter Reed Hospital, Washington, D. C. Father assigned Detachment 3, AWS Hq., Washington, D. C.

**RAINEY**, SSgt and Mrs. Kenneth, a son, Kyle R., South Ruislip USAF Hospital, England, October 19. Father assigned Detachment 40, 28th Weather squadron, High Wycombe AS, England.