Commanders Awards Revealed

AIR WEATHER SERVICE

OBSERVER

The Weather Component of the Military Air Transport Service

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World's 1st Space Pirep Filed

HISTORIC PIREP was sent by A1c Luther L. Richardson, AWS observer with 2d Weather group at Langley AFB, Va. The group reports that Airman Richardson was listening to the radio broadcast of Astronaut Shepard's weather summary. The idea to send Shepard's remarks as a pilot report was born and, seconds later, the tape had been cut and fed into the teletype. Richardson, a native of Johnson City, Tenn., who has been in the Air Force for five years, is keeping the teletype tape of the historic pilot report as a memento.

US Astronaut Alan B. Shepard's historic suborbital flight aboard the Mercury capsule Freedom 7 brought another first to annals of US Air Force weathermen. Shepard's comments on cloud cover over the Eastern Seaboard within three minutes after takeoff on the historic 15-minute flight permitted Air Weather Service to file the world's first pilot report (PIREP) from space.

Before the astronaut landed, 2d Weather group at Langley AFB, Va., had sent out Shepard's remarks from space as a pilot report. The message read, "East of Cocoa, Fla., at 9:37 a. m. (Eastern Standard Time): on top, three-eighths cloud coverage, Cocoa, Fla., to Cape Hatteras, N. C. Mercury capsule."

Fed in weather code into USAF weather teletype circuits, Shepard's historic pilot report read: "LFI (for Langley) 1445Z PIREP E COF 1437Z OTP 3/8 CLD COVERAGE COF-HAT MERCURY CAP."

Within minutes, AWS weathermen throughout the United States had their first space pilot's report as an added bit of data for use in forecasting the nation's weather for Air Force and Army.

AWS Study Group Examines Clear-Air Turbulence

Clear-air turbulence, aviation's invisible killer which has already claimed lives of aircrews and passengers, is under close scrutiny at AWS headquarters this month.

AWS's top-ranking reservist, Brig. Gen. Joseph J. George, is on active duty for two weeks to chair a clear-air turbulence study group. In his civilian capacity as Eastern airlines superintendent of meteorology, General George has completed an earlier study of the CAT problem in civil aviation.

General George is aided by AWS reservist Lt. Col. Mansfield I. Lawson of United airlines weather staff, who was also called to active duty to participate. They head a study group of AWS officers and have a number of other civilian and military weather experts as consultants.

Consultants are Lt. Col. Joseph E. French, 4th Weather wing; Lt. Col. Thomas H Lewis 4th, 3d Weather wing; Lt. Col. Jacob P. Accola, 9th Weather group; Silvio G. Simplicio, chief US Weather Bureau forecaster at New York's Idlewild international airport; DeVer Colson, US Weather Bureau; LeRoy H. Clem, former AWS meteorologist now with Traveler's Insurance company's research department; and Eugene M. Darling, Geophysical Research division, AF Systems Command.

AWS headquarters participants include Maj. Stanley E. Pearse,

(Continued on Page 5)

Due to a critical shortage of manpower in the Information directorate, it has been necessary to combine the May and June issues of the AWS Observer. The next issue of the Observer will appear in late July or early August.

1960 Awards Go To Units, Individuals

Fifth annual presentation of the coveted AWS Commanders Awards will bring recognition to AWS individuals and units in Colorado, Bermuda, Texas, Spain, Florida and California. Established by the command in 1956 to honor past AWS commanders and recognize achievement in military meteorology, the six Commanders Awards this year will go to:

Williams Award
Outstanding
Weather Detachment

Detachment 2
8th Weather Squadron
(3d Weather wing)
Homestead AFB, Fla.

Merewether Award
Significant Contribution
to
Military Meteorology

Capt. Guenther E. Luckenbach
Hq, 8th Weather Group
Randolph AFB, Tex.
and
TSgt John C. Kocher
Detachment 29,
8th Weather Group
Kelly AFB, Tex.

Zimmerman Award
Best Application
of Climatology

Maj. Clarence E. Everson
Hq, 4th Weather Wing
Colorado Springs, Colo.

Bassett Award
Efficiency in
Rawinsonde Operations

Detachment 17
21st Weather Squadron
(2d Weather Wing)
Zaragoza AB, Spain

Yates Award
Outstanding Weather
Reconnaissance Crew

Aircrew B-10
55th Weather
Reconnaissance Squadron
(9th Weather Group)
McClellan AFB, Calif.

Senter Award
Excellence in
Weather Reconnaissance

Detachment 3, 55th Weather
Reconnaissance Squadron
Kindley AFB, Bermuda

Homestead Winner

The Williams award-winning outstanding AWS detachment, commanded by Maj. Samuel F. Freeland, was the subject of a Spotlight feature in last month's Observer. Located at Homestead AFB near Miami, Fla., the 8th Weather squadron's Detachment 2 supports SAC's 823d Air Division and 19th and 379th Bombardment wings.

Radar Device Wins

Merewether award - winners Luckenbach and Kocher receive the award jointly for design, development and construction of a device to increase the effectiveness of weather radar. Called a radar iso-contour sensitivity gate (RAISOCON), it permits radar operators to distinguish between strong and weak radar echoes.

Simple to operate and inexpensive to build, the Luckenbach-Kocher device gives the CPS-9

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AWS Papers Addressed by Automation

With this issue, automation comes to the AWS Observer. This and future issues of the command newspaper will be machine-addressed to AWS organizations through detachment level. Other Observer mailing lists will be converted to this process in the near future.

Through the cooperation of the AWS Comptroller's Statistical Services division, a special deck of punched cards has been produced for Observer mailing use. A single card run each month now produces mailing labels for all AWS wings, groups, squadrons and detachments.

This modern method replaces the Ozalid label-making system used by the Observer for the past several years. Under the new automated procedure, administrative work in processing address changes will be greatly reduced, as will the time involved in mailing single copies. For single-copy mailing, addresses will soon be printed directly on special continuous-form envelopes.

Each new label carries the name and address of the AWS unit concerned and a number indicating the number of Observers inclosed. Units which receive more than 15 copies monthly will receive their total distribution of Observers in two or more packages.

Shuptrine and Cash Named

Two top NCOs in AWS have been nominated to MATS to be considered in selection of an Outstanding Airman of the Year. The individual selected will represent MATS at the Air Force association convention in Philadelphia in September.

Nominated by AWS were CMS Homer F. Cash, 4th Weather group, and SMS Billie L. Shuptrine, 8th Weather group. In selecting Sergeant Shuptrine and Cash, an AWS board of officers and NCOs considered 18 nominees from AWS field units and AWS headquarters. Competition among nominees was high.

Sergeant Cash

Sergeant Cash, 36, is NCOIC of the weather editing unit at the Suitland, Md., weather relay station. A native of Arkansas, Cash has 17 years of military service, entered AWS in April 1947.

A MATS NCO academy graduate and honor graduate of the weather observer technician course, Sergeant Cash has served as observer, rawinsonde and dropsonde operator, radar mechanic and in weather research. He and his wife, Vivian, have six children, ranging in age from 8 to 16.

Sergeant Shuptrine, 32, is 8th Weather group's chief observer, assigned to group headquarters at Randolph AFB, Tex. A native of Dallas, Shuptrine has spent all of

(Continued on Page 8)

Sergeant Shuptrine

The Air Weather Service OBSERVER is an official Class 4 Air Force newspaper published monthly on the third Wednesday of the month by and for the personnel of the world-wide Air Weather Service of the Military Air Transport Service under the supervision of the Directorate of Information, Headquarters, Air Weather Service, Scott AFB, Ill. Opinions expressed herein do not necessarily represent those of the Air Force.

BRIG. GEN. NORMAN L. PETERSON
Commander, Air Weather Service
MR. JOHN D. RUGG, Director of Information and Editor

World-Wide Readers Send Kudos To Observer Staff for Job Well Done

This month a letter reached the desk of the AWS Commander of the sort that brings joy to the heart of any editor. From the 4th Weather group commander, Col. Hazen H. Bedke, the letter says, "I consider the *AWS Observer* to be the outstanding publication of its kind in the Air Force. Its comprehensive coverage, diversity and readability are top drawer." In passing the letter on to the AWS information directorate, General Peterson adds his concurrence.

Thanking the *Observer* staff for keeping readers well informed — "an expanding responsibility in this day of integrated strategy and moon-bound, missile-minded men" — Colonel Bedke and his group suggested the above headline.

If Colonel Bedke's remarks are true, the credit belongs to the entire staff of the *Observer* — located throughout the 300-plus AWS wings, groups, squadrons and detachments. Handling information as one of many additional duties, the unit information officers are the real *Observer* staff.

Without their enthusiastic cooperation — and the burning of much midnight oil throughout the world — the monthly *Observer* would not be possible. In indorsing the letter in this manner, the directorate of information adds its thanks to those of General Peterson and Colonel Bedke. (JDR)

FAIR WEATHER for sailing is typified by pretty Metro-Goldwyn-Mayer starlet Maggie Pierce. Maggie's latest is "Where the Boys Are," which is where Maggie is—if the boys are as good at observing as most AWSmen.

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.

Capt. Wayne S. Bullock, 4th Weather wing forecaster for North American Defense Command's combat operations center for the past five years, has been selected for graduate meteorological training. He leaves Colorado Springs in June for two years at the University of Utah in Salt Lake city under the AF Institute of Technology program.

SSgt Lloyd G. Cooper, 3d Wea wg Personnel, was chosen Noncommissioned Officer of the Month for March at Offutt AFB, Nebr. He and his wife, Lida, spent a weekend on the town, courtesy of Omaha merchants, which included meals, taxi fares, a corsage, movie tickets and a free 20-minute long-distance telephone call.

At Tinker AFB, Okla., A1c John L. Wright of 6th Wea sq has been named Outstanding Airman for the first quarter of this year. Wright entered the Air Force in 1956, has been at Tinker since December 1959.

Airmen of the Month for April at 56th WRS, Yokota AB, Japan, are A1c Donald L. Grimm and A1c Wayne L. Wickizer. Grimm is an aircraft mechanic, Wickizer an airborne radio operator with the big WB-50 weather aircraft.

A weather observer at the Fuchu, Japan, AF weather central, A1c Lester E. Swanson, has been named Airman for the Month at 1st Wea wg (Advon). Swanson is an active member of the Kanto Karters, a karting club at Tachikawa, Japan.

AWS Kids Named To Honor Society

At Griffiss AFB, N.Y., all of the AWS dependents who attend nearby Staley junior high school were elected to the Junior National Honor society.

The two honorees are Suzanne A. Welker, 14-year-old ninth grader, and Kirk L. Newren, 13-year-old eighth grader. Suzanne is the daughter of CWO Kenneth P. Welker and Kirk is the son of Maj. Alfred L. Newren, both of Detachment 15, 4th Weather group.

Births

MACDONALD, TSgt and Mrs. Keith I., a daughter, Kim Marie, born April 2 at USAF hospital, South Ruislip, England. Father assigned to 32d Weather squadron's operating location at Douglas field, Charlotte, N. C.

McKENZIE, A1c and Mrs. Roland L., a daughter, Susan Lorayne, born May 8 at USAF hospital, Scott AFB, Ill. Father assigned to AWS headquarters.

CALLAHAN, Mr. and Mrs. Cornelius J., a daughter, Mary Patricia, born May 15 at Washington, D. C. Father formerly a member of the Operations staff at AWS headquarters.

BELCHER, TSgt and Mrs. George W., a son, Paul Richard, born May 18 at USAF hospital, South Ruislip, England. Father assigned to Detachment 40, 28th Weather squadron, High Wycombe AS, England.

C.R. Terror Creator Does It Again!

Funniest book to come off the presses in a coon's age is a slender, soft-cover opus penned with tongue in cheek by an erstwhile Air Weather Service information chief who also flew some weather recon missions. Known from Morocco to McGuire as the father of the MATS Flyer's Maj. C. R. Terror, this latter-day Balzac—Maj. William C. Anderson by name — is presently shuffling news releases at Hq USAF in the Pentagon.

Major Anderson

Anderson's latest claim to fame, published recently by Ace Books, Inc., for 35 cents, is a mirth bomb that blows the lid off the 1958 nuclear tests at Eniwetok atoll. At least, that's where much of the action takes place — the subject is the same old one that has always made the world go 'round.

Titled "Five, Four, Three, Two, One - - Pfftt," the book would be characterized by its author as "the greatest thing that's happened to the AWS reconnaissance program since the modification of the WB-50." And he might be right, at that!

Anderson's "5, 4, 3, etc." tells the flying weatherman's story of "South Pacific," introduces a gaggle of non-UAL Air Force types and is replete with killer clams and golden maidens. In the opinion of this reviewer, it should be standard equipment on all WB-50s.

From the midnight swimming party through the last-page arrival of room service, "...Pfft" is a genuine laugh-sonde. So laughable is it that, although the book has been out for several months, this reviewer has only now been able to stop laughing and begin writing.

"Five, Four, Three, Two, One — Pfft" is on sale where all better pocket books are sold. When his arm was twisted, the reluctant author revealed that prospective readers who are unable to find a copy may order through the Book Department, Army Times Publishing company, 2020 M St., NW, Washington 6, D. C.

Our advice: order two — one to read, one to loan to your friends. (JDR)

What is a Weatherman?

In the comma of life between the cold of winter and the heat of summer, we find the weatherman.

A weatherman is fatigue with a balloon in his hand, humor with his feet on the desk, and wisdom with a thermometer on the wall.

Weathermen come in assorted ages, sizes, weights, and stages of sleepiness. They are found everywhere — riding in airplanes, sitting in restaurants, on roofs . . . and, sometimes, in weather stations.

A weatherman is a composite. He has the changeableness of a woman, the hands of a French maid, the alertness of a watchdog, and the intelligence of a genius.

He likes short balloon runs, overtime, big lunches, and days off.

He is not much for ringing telephones, stupid questions, home barometers, and teachers with assignments on weather.

Nobody else is so slow to answer the telephone . . . or so quick to forecast rain. Nobody else can cram into one pocket a red pencil, a balloon light, a little black book, a page from the local teletype, and the evening's weather forecast.

A weatherman is a magical creature: he will forecast rain on Easter, answer the phone as if he ran a bar and entertained while on duty; but most people trust him...old people live by him...and the sun and the moon protect him.

Might as well give up; he is your friend, your forecaster, your boss — a sleepy-eyed no-account bundle of nothing.

And when you come home at night, with only the shattered pieces of hopes and dreams . . . his forecast tops them all, with the three little words:

NO WHITE CHRISTMAS . . .

(Transmitted on Christmas morning, 1958, by Lubbock, Texas, and forwarded to the *Observer* with the compliments of the 55th Weather Reconnaissance squadron, McClellan AFB, Calif.)

21st Weather Squadron

"To space through knowledge," is the translation of the motto of the 21st Weather squadron. It is an aptly chosen motto, descriptve of the forward-looking squadron.

Originally activated in World War II to furnish weather support to a highly mobile Army Air Corps in the European theater of operations, the 21st squadron was, in fact, the first fully mobile weather squadron in the history of the American forces. First in the field, it developed the art of mobile weather support virtually unaided.

The territory in which the 21st Weather squadron served and fulfilled its mission was on the European continent following D-Day. However, its services prior to that memorable day, in England, can not be overlooked. Forecasters and observers of the squadron helped to map the weather for D-Day's operations.

Today, some eighteen years older, the 21st Squadron again operates throughout much of the area where it "grew up." With headquarters at Torrejon AB, near Madrid, Spain, and detachments in Spain, Morocco, Libya, Italy, Greece, Turkey and Saudi Arabia, the squadron's responsibility extends more than 3,000 miles.

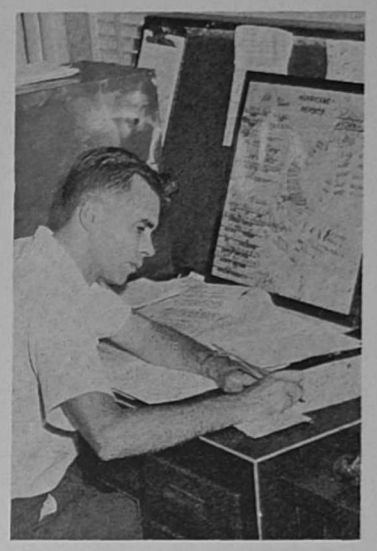
Still flexible, still ready and eager to meet the challenges of any requirement placed on it by the Strategic Air Command, Tactical Air Command, MATS and US Air Forces in Europe organizations it serves, the squadron has proven itself to be alert.

Commanded by Lt. Col. Lawrance D. Connally, a recent recipient of the Legion of Merit for his service to SAC, the 21st Weather squadron and its detachments often serve a dual mission. In addition to providing service to USAF organizations, the weather personnel often act as consultants and coordinators to a foreign weather agency. The weather services of Spain, Italy, Turkey and Greece periodically rely on the experience of 21st Weather squadron people assigned to nearby USAF installations.

Such coordination and interchange of weather data and technical information has been in conjunction with the goals of the World Meteorological Organization.

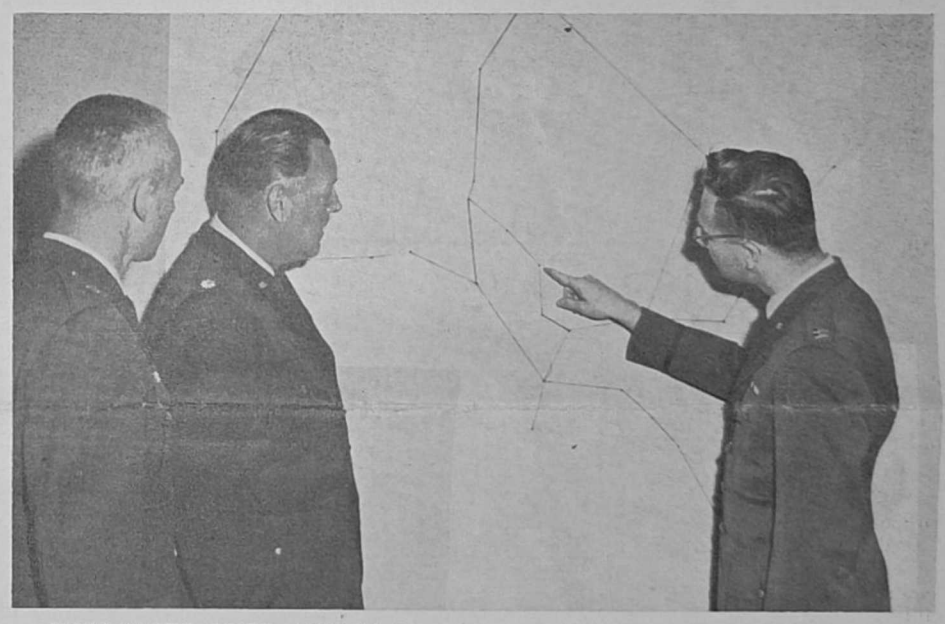
As the USAF aerospace program matures and ever-increasing requirements are levied, the 21st Weather squadron stands ready to serve in accordance with its motto, "To space through knowledge."

EMBLEM of the 21st Squadron, approved by USAF a year ago, is symbolic of the weather support status of the squadron in relation to aircraft. The supporting hand represents the meteorological knowledge necessary to provide accurate upper-atmospheric information for safety of flight. The emblem bears the Air Force colors, ultramarine blue and golden yellow. The motto means "To space through knowledge."



CHIEF FORECASTER John K. Fogg is shown monitoring the progress of Hurricanes Gracie and Hannah during the summer of 1959. Although the picture is old, the work has changed little and keeping track of tropical storms is still an important function.

TORREJON BASE WEATHER station commander, Capt. Morris H. McCutchan, briefs Capt. Jose Garcia Riera, pilot of the Spanish air force's Ala de Caza No. 6 (6th Fighter Wing), located at Torrejon AB, Spain. The Torrejon weather station is one of the detachments of 21st Weather squadron which serve a dual role, supporting USAF as well as providing consultant service to a foreign weather agency.



FORECASTS OVER AFRICA have been supplied throughout all phases of the Congo Airlift by the Torrejon forecast center in Spain. Here Lt. Col. Dale D. Suttle, center, and Maj. Richard D. Crysler, left, discuss weather over Central Africa with Capt. Kenneth E. German, one of the several forecasters who supported the airlift from a TDY position at N'Djili airfield near Leopoldville, Congo.

Cmdrs Awards

(Continued from Page 1)

weather radar new capabilities. Because the RAISOCON permits the radar operator to select a known gain-reduction for the set, he can make an objective measurement of the intensity of the echo from a weather target.

Wind Study Cited

The 1960 Zimmerman award goes to Maj. Clarence E. Everson for applying climatology to lessen a wind-damage problem at the USAF academy. Through field and laboratory experiments, Major Everson, who is chief of 4th Weather wing's climatological section, developed a basis for predicting local high winds and suggested measures for preventing injury and damage to academy personnel and buildings.

During the past year, strong winds had destroyed 33 picture windows and 20 doors at the academy and injured a cadet and a staff member. By measuring and modeling the wind-flow patterns involved, Major Everson was able to design effective baffles to combat wind damage and to suggest various structural modifications for the same purpose.

Averaged 98,335 Feet

The Bassett award - winning rawinsonde section, Detachment 17, 21st Weather squadron, 2d Weather wing, completed more than 99.8 percent of its 1960 obligated runs to an average height of 98,335 feet.

With an average error rate of only 1.46 percent and a lower rate of extra releases than any other AWS R-section, the Zaragoza detachment is less than three years old and is beset with difficult launch conditions in winter.

1960's Top Aircrew

To take the Yates award for 1960, 55th WRS's Aircrew B-10 flew 41 regular and special missions. For this 548 flying hour total, the crew maintained a 98.3 percent officiency record. No late takeoffs and neither late takeoffs nor aborts on special missions marred the crew's year-long record.

B-10 members are Capt. Robert Fitzsimmons, aircraft commander; Capt. James D. Reid, pilot; 1st Lt. Darryl W. Freed, navigator; Capt. William C. Skillman, weather observer; TSgt Robert F. Jacobson, flight engineer; SSgt Andrew J. Vest, radio operator; A1c Donald R. Eiland, radio operator; and TSgt David I. Heisey, dropsonde operator.

Hurricane Hunters Win

The Senter award went to Detachment 3, 55th WRS, the famed Hurricane Hunters, for the best AWS reconnaissance unit flying safety program and high professionalism and proficiency among its aircrew members.

Commanded by Lt. Col. Fellie F. Robinson, the Hurricane Hunters throughout 1960 consistently demonstrated that flexibility of planning and mobility of action is the rule for the Bermuda-based flying weathermen.

Runners-Up

Also nominated for the Williams award were Detachment 5, 8th Weather group, Sheppard AFB, Tex.; Detachment 6, 4th Weather group, Hanscom field, Mass.; Ramstein forecast center, Detachment 21, 31st Weather squadron, Ramstein AB, Germany; Detachment 5, 29th Weather squadron, Minot AFB, N. Dak.; Detachment 9, 16th Weather squadron, Fort Rucker, Ala.; and Detachment 22, 9th Weather group, McGuire AFB, N. J.

Runners-up for the Mereweather award were Lt. Col. Roland Rogers, Hq 3d Weather wing; Maj. James J. Gleason, William C. Spreen and Murray J. Young, USAF Climatic center; Maj. Loyd G. Starrett, Detachment 40, 28th Weather squadron, High Wycombe, England; Capt. Myron K. Cox, Langley, Va.; forecast center; 2d Lt. David M. Taylor, Detachment 6, 4th Weather group, Hanscom field, Mass.; and Capt. Clifford D. Kern, staff weather officer, Hanscom field, Mass.

Also considered for the 1960 Zimmerman award were Maj. Robert J. Calvesbert, 21st Weather squadron; Maj. James J. Gleason, USAF Climatic center; Maj. John T. McCabe, 1st Weather wing (Advon); and Maj. Robert W. Sanderson, 3d Weather wing.

Runners-up for the Bassett award were Detachment 8, 1st Weather wing, Kadena AB, Okinawa; Detachment 13, 8th Weather squadron, Harmon AFB, Newfoundland; and Detachment 24, 4th Weather group, Holloman/White Sands, N. Mex.

Other aircrews nominated for the Yates award were Aircrew 2, Detachment 3, 55th WRS; Aircrew A-4, 55th Weather Reconnaissance squadron; and an aircrew of the 56th Weather Reconnaissance squadron, Yokota AB, Japan.

Considered in selecting the 1960 Senter award winner were the 55th and 56th Weather Reconnaissance squadrons.

Arrangements for presentation of the awards plaques are being made and will be announced in the near future.

Navy Weather Service To Get New Director

New director of the US Naval Weather Service will be Navy Capt. Sherman W. Betts, according to a recent issue of Army-Navy-Air Force Journal.

Captain Betts is presently the director of the meteorological division of the Navy's Bureau of Naval Weapons. He will succeed Capt. John F. Tatom, who is scheduled to retire from active duty in the near future.

Watch . . . The OBSERVER Spotlights Detachment 19 26th Weather Squadron *. . . and Brief*

OBSERVER Winslow takes an hourly observation in Detachment 19's new weather observation site. New site gives more representative runway obs with added accuracy and convenience of modern observational instruments. AN/GMQ-10 transmissometer to left of Sergeant Winslow gives accurate runway visibilities under any type of weather conditions.

"Second To None" is the motto of SAC's Second Air Force. This motto is also an appropriate description of Detachment 19, 26th Weather squadron, the base weather station at Barksdale AFB, La., home of Second Air Force.

Barksdale Base Weather is one of the oldest weather stations in the Air Weather Service. Its history goes back to the early 1930s and the days of wooden aircraft and strong men attired in the belted and booted tradition of the cavalry. During the nearly 30 years of its operation, it has had many names and numerical designations. Latest in this long line came on December 15, 1954, when it was designated Detachment 19, 26th Weather squadron, and charged with providing weather support to SAC operations at Barksdale Air Force Base.

Detco Lt. Col. George H. Sickels jr. and his personnel are responsible for weather support to the 4238th Strategic wing and its B-52, KC-135 and KC-97 squadrons, the 3908th Strategic Standardization group (SAC's watchdogs), the 3d Strategic Support squadron's C-124s, Second Air Force support aircraft and the 4th Air Division. This widely diversified support responsibility demands the very best from forecaster, observer and maintenance man alike.

A look at some of the typical jobs in a day at Barksdale Base Weather gives a good feel for what this group of expert weathermen do and how they do it.

Out-of-station briefings and preparation of flimsies (weather folders) comprise the major part of forecast support to the combat elements at Barksdale. Lt. Donald E. Smith, Wing Weather Officer, handles this job of getting the word to commanders and staffs who plan and supervise, to crews on alert and to crews preparing to fly training missions. Flimsies cover a wide range of missions over a sizeable part of the world.

Typical training mission forecasts must cover multiple air refuelings, high-level navigation legs, radar bomb runs and low-level routes across several states. Flimsies for alert crews cover the forecast for Emergency War Order Missions as part of the nation's striking force.

Lieutenant Smith draws on the forecast staff of Maj. Lawrence S. Koenig, Chief Forecaster, for assistance in developing the forecasts from products received over the National Facsimile Circuit and the SAC Facsimile Net. The wing weather officer's days are long, his duties demanding and his functions vital to SAC weather support at Barksdale AFB.

Barkdale's location on a major east-west airway and the presence of Second Air Force headquarters brings a continuing flow of transient aircraft of all types. From all parts of the United States they come, bound for such divergent points as Mexico City, Ramey AFB, Puerto Rico, Hawaii and Alaska. Detachment 19 forecasters soon become proficient at completing DD Form 175 for U-2, B-58 and diverse Army and Navy aircraft bound for well-known or little-known spots.

Support to transients is not limited to DD 175s and weather briefings over the attractive counter in Base Operations. Channel 13 (Barksdale Metro) is a vital source of information for all pilots passing over Barksdale. Pilots bound for the thunderstorm areas of Texas and Oklahoma want and get a last reading on the latest "Black Areas" and radar storm-detection reports.

Pilots bound for bases along the Gulf coast find ready information on the stratus and fog so prevalent in that area. "Barksdale Metro, this is Air Force——" is a frequent sound in Detachment 19.

An Army may travel on its stomach, but weather support to SAC travels on its observations. Here, Barksdale Base Weather is truly "Second to None." MSgt Albert J. Allen's observers operate from one of Second Air Force's new weather observation buildings, recently completed as part of a program to completely modernize weather observations for SAC.

They sit in a comfortable and spacious building located at the mid-point of the runway. Their modern console puts every instrument within arm's reach and eye contact from their seat. As they survey the airfield and approach zones from their glass-enclosed vantage point, they remember not-so-long-ago days when this job was done in the "Observation Shack" which boasted only discomfort and inconvenience.

The latest in rotating-beam ceilometers, transmissometers, temperature-humidity records and wind equipment are installed and serving SAC. Firm programs call for additional equipment to take its place at the opposite end of the runway in a matter of months.

The most prominent landmark at Barksdale is the CPS-9 weather radar, circling atop the 150-foot water tower. Barksdale's location provides for a more than adequate supply of thunderstorms and the CPS-9 is really the long-range eyes of Base Weather.

Policy in 26th Weather squadron demands an "eyeball on the scope" at all times when convective echoes are within 75 miles of the base. This requires a mighty close watch and produces a few sets of tired eyes, but results in terms of support to aircraft in the local area and precise local weather warnings are well worth the effort.

All this equipment must be kept in top operating condition, and MSgt J. F. Palesky's crew of technicians knows no limits of duty hours and ingenuity in keeping the equipment in commission. They get their PT regularly from the 150-foot climb to the radar atop the water tower—and they have very few over-the-shoulder audiences as they work on their lofty perch.

This is a quick look at a few of Base Weather's jobs and the key people who see that the weather support at Barksdale is up to SAC's high standards. They see that the job is done, but it is the dedicated, professional observers, forecasters and maintenance men who really make Detachment 19, 26th Weather squadron, "Second To None."

DUTY FORECASTER Rishel briefs Majors Bondura, Ehlers and Colet of SAC's 3d Strategic Support squadron on en-route and terminal weather for an operational mission.

CHANNEL 13 contact, pilot to forecaster, one of many made day and night, is made at the console of the CPS-9 radar. Duty Forecaster Schmidt (seated) briefs the pilot as Detco Sickels looks on.

The Old and . . .

MOVE from old (left) to new (right) observation site by the Barksdale detachment, as for many AWS detachments, greatly aided the taking of representative and accurate weather obs. The new site is located just off the west edge of the north-south runway at Barksdale.

. . . the New

3d Wing Fills All Posts for AMS Branch

All four new officers of the American Meteorological society's Offutt-Omaha branch are 3d Weather wing members. Some 50 members voted Lt. Col. Clifford A. Spohn, Global Weather central commander, into the branch chairmanship this month.

Other new officers are Maj. Francis E. Murray, vice chairman; Capt. John S. Perry, secretary; and Maj. Warren L. Burns, treasurer.

Speaker for the election meeting was Dr. Robert D. Fletcher, AWS director of scientific services, whose subject was "Space Activities in the Weather Field."

Dr. Fletcher described Air Force efforts to narrow the "meteorological no-man's land" between the maximum altitude of conventional weather - balloon flights and the minimum altitude of weather satellites.

Although sounding rockets powerful enough to reach the ionosphere would be too expensive for routine use, he said, "inevitably we shall see an operational network of weather rockets."

Merewether Applauds Commander's Remarks On AMS Membership

In a recent letter to General Peterson, retired USAF Col. Arthur F. Merewether, former AWS commander who is now American airlines weather service manager, underscored General Peterson's remarks on membership in the American Meteorological society. Colonel Merewether wrote:

"Congratulations on your article under 'Command Line' in the April AWS Observer! I have felt for a long time the same way you do.

"We would not think much of a doctor into whose hands we placed the care of our health and our life if he did not have enough professional interest to join his medical association.

"In like manner, I have always been skeptical of a professional meteorologist who does not have enough interest in his profession to join the Society which is continually working in his interest."

4th Wing Has Boom In AMS Membership

The American Meteorological society membership drive in 4th Weather wing is off to a good start. When the drive began in April, the wing reports, only 23 percent of eligible wing personnel belonged to AMS—mid-May results lead the wing to expect to hit the 70-percent mark, a threefold increase.

Wing airmen lead the officers in membership applications, but three-fourths of the lieutenants do not plan to join. The captains, who are batting 100 percent, lead the officers in AMS applications.

Majors run a close second, followed by lieutenant colonels and warrant officers (who all claim they plan to retire).

EMBLEM of 25th Weather squadron is a light-red disc with a large white cumulus cloud in the form of a Roman warrior. Wearing a gladiator's helmet, he holds a yellow lightning bolt in his right hand, an ultramarine blue shield bearing a gold anemometer on his left arm. From a small yellow aircraft, a caricatured pilot salutes the weather god. The weather warrior symbolizes simultaneously the friendly aspect of weather when properly understood and used and its destructive potentialities when not understood and heeded.

25th Weather Squadron

The 25th Weather squadron, commanded by Lt. Col. George A. Williamson, is located at Waco, Tex., with Tactical Air Command's 12th Air Force, which it supports. The 25th's dual mission and support role is in a way unique, since it is the only weather squadron supporting America's first supersonic Air Force—12th AF's F-100s, F-104s and new Mach-II all-weather F-105s.

Squadron support operations are tailored to provide specialized tactical weather support to 12th AF and each of its subordinate bases. At the same time, the squadron is an integral part of the world-wide AWS weather network.

Early Years

The 25th Weather squadron was activated in November 1943 as supporting organization for the 25th Weather region — Virginia, West Virginia, Maryland, Massachusetts and the District of Columbia. Under the organizational concept of the day, a weather squadron was assigned to each region, with a regional control officer exercising administrative control. The 25th was redesignated the 74th AAFBU in September 1944 and assigned to Continental Weather wing on October 1, 1945.

Following World War II and numerous organizational and designation changes, the 25th Weather squadron emerged as a numerical entity and unit of 104th Weather group, 59th Weather wing, on June 1, 1948. It became a unit of the present 2d Weather group on April 20, 1952.

During the postwar period, the 25th has moved from Warner-Robins AFB, Ga., to Greenville, S. C., and, in September 1957, to its present home in Waco. Additional detachments were picked up at the time of the Waco move, bringing the 25th to a total of 17 detachments, a tactical weather station and four operating locations supporting Air National Guard weather flights.

This brought an extremely diversified weather role, with support provided to units of Tactical Air Command, Air Materiel Command (now Air Force Logistics Command), Continental Air Command and Continental Army Command.

After the Texas move, the 25th assumed a more prominent role through activation of its tactical weather station in support of 18th AF's air operations center. First major operation for the new TWS was in November 1957, when weather monitoring and briefings were provided 18th AF during its Operation Mobile Zebra.

This deployment of a TAC CASF (composite air strike force) to the Far East began a new role for the 25th Squadron, with TAC deployment/redeployment weather support to become a routine job. Realignment of TAC forces in 1958 brought deactivation of 18th AF and movement of 12th AF from Ramstein, Germany, to Waco.

Current Organization

Realignment last year divested the 25th of detachments not functionally aligned with 12th AF's subordinate bases. Two detachments at bases gained by the 12th were brought into the 25th Squadron fold.

Net effect was streamlining of the 25th's mission and a reduction in the number of detachments and operating locations. At present, the 25th has seven detachments at 12th AF bases, the tactical weather station, and one operating location at Terre Haute, Ind., supporting the 113th Weather flight of the Indiana Air National Guard.

Detachments are in seven different states—Myrtle Beach AFB, S. C.; Seymour-Johnson AFB, N. C.; England AFB, La.; Cannon AFB, N. Mex.; Luke AFB, Ariz.; Nellis AFB, Nev.; and George AFB, Calif. In addition to supporting TAC, two of the 25th's detachments support SAC and ADC tenant units on TAC bases.

Tactical Weather Station

The tactical weather station functions as an operating location directly under the squadron commander's supervision. Capt. Loren L. Lorenzen, OIC, and his assigned forecasters provide daily routine and special briefings for stateside bases and overseas deployment routes.

Central forecast agency for stateside support and overseas deployment/redeployment of tactical aircraft is the Langley (Va.) forecast center. The LFC issues daily planning and operational forecasts, tailored for tactical operations, to the TWS and detachments supporting launch and recovery bases.

Communications Important

Weather communications are important to tactical deployment operations, as to other weather-support functions. Weather data from pertinent US and foreign bases, weather-scout reports from refueling zones and en-route weather reports must be available at the TWS within precise time limits.

The perishable nature of weather advice haunts the TWS forecaster after the vital go or no-go decision has been made and the count-down period approaches launch. In the pre-launch stage, the TWS forecaster is a keyman who must stay abreast of the weather in the area of interest.

Equally important is the up-to-the-minute met watch maintained for en-route alternates and terminals. Terminal weather at mid-ocean island alternates is of vital importance, in case refuelings are missed.

Use of TAC's air-ground single-side-band network permits the TWS forecaster to get the latest weather information. This advanced communications facility lets the forecaster talk directly with WB-66 tactical weather scout aircraft, getting refueling-area scout reports, flight-level winds and en-route reports from remote oceanic areas.

Supported by Langley forecast center and other AWS units, 25th Weather squadron's tactical weather station typifies modern, tailored weather support. Providing mission-control forecasts to 12th Air Force for CASF or exercise deployment, it exemplifies modern weather support to the aerospace power of the United States Air Force.

PLOTTING reconnaissance data from an AWS WB-50 flying over the Atlantic in support of a 12th AF mission is A/3c Henry J. Dahl. A/1c Louis O. Withrow supervises the plotting.

TDY BOUND is 1st Lt. William O. Breedlove (standing), a TWS forecaster about to leave to provide on-the-spot weather support to a 12th AF exercise. With the TWS officer in charge, Capt. Loren L. Lorenzen, Breedlove reviews the mobility checklist.

CAT Study

(Continued from Page 1)

Operations; Capt. Thomas W. Comstock, Plans; and Maj. Carroll L. Hasseltine and Lloyd V. Mitchell, Scientific Services.

The CAT study group is considering many aspects of the problem and has established several tasks:

Determine best operational techniques for AWS to employ in forecasting clear-air turbulence.

Determine best operational concept for employment of CAT-forecasting techniques.

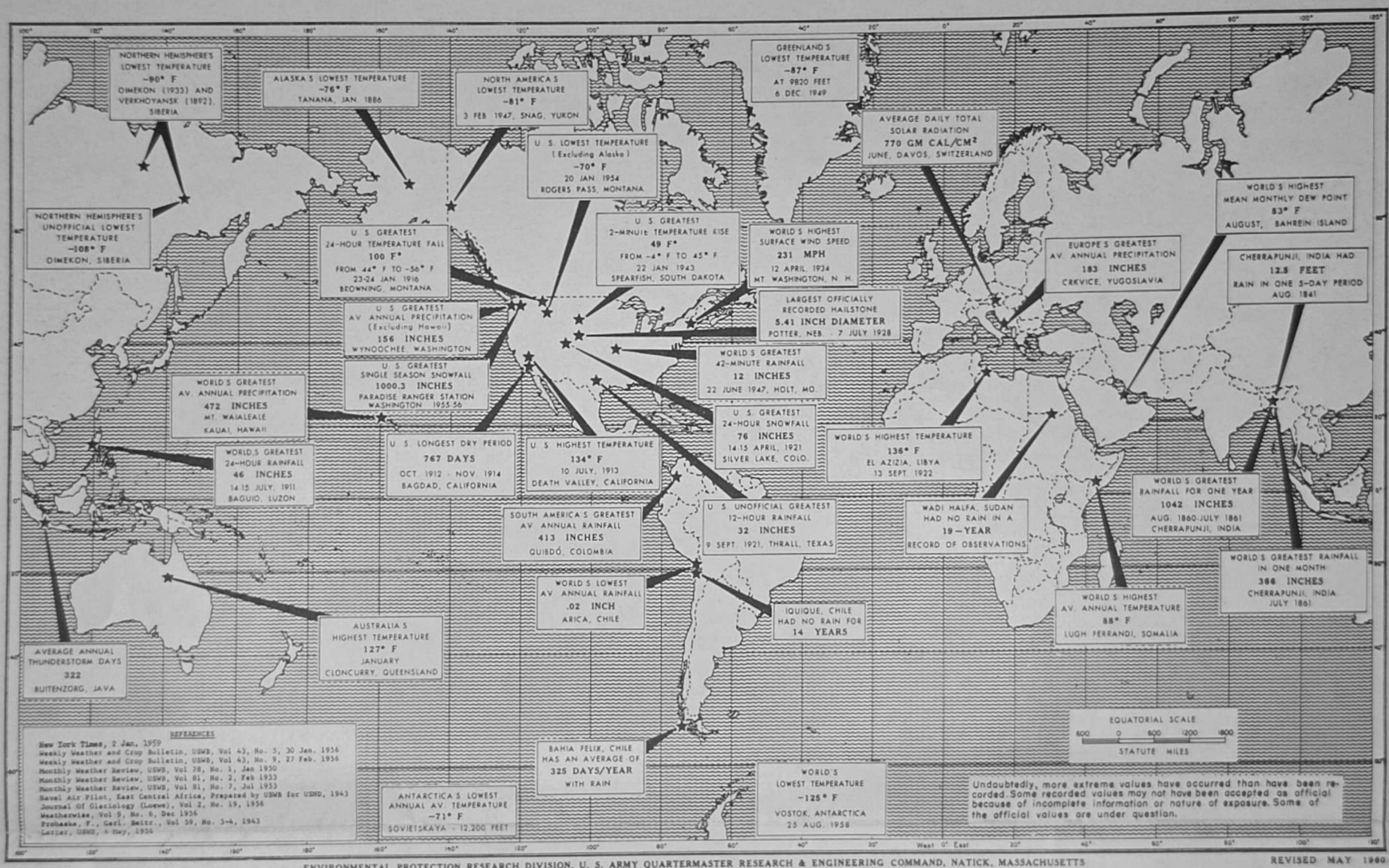
Determine necessary reorganization, manpower and facilities for implementing the concept.

Recommend courses of action leading to further improvement in CAT-forecast quality.

Official conference host is Dr. Robert D. Fletcher, AWS scientific services director. Welcoming committee included Lt. Gen. Joe W. Kelly, MATS commander, and Brig. Gen. Norman L. Peterson, AWS commander.

TWS BRIEFING for Brig. Gen. Ivan W. McElroy, 12th AF operations deputy, is given by Capt. Loren L. Lorenzen of the 25th's tactical weather station. Occasion is a routine deployment of Fox Able 115, a flight of F-104s, from Lajes in the Azores home to the US. Lt. Col. Francis H. Smith, 25th Squadron operations officer, and Capt. Wayne Jenkins, 12th AF duty officer, look on.

Weather Extremes Around the World



ENVIRONMENTAL PROTECTION RESEARCH DIVISION, U. S. ARMY QUARTERMASTER RESEARCH & ENGINEERING COMMAND, NATICK, MASSACHUSETTS REVISED MAY 1960

First Measure Taken Of Upper-Air Density

The first direct measurement of atmospheric density between 70 and 130 miles above the earth was made recently by the Geophysics Research directorate of AFRD's Air Force Cambridge Research Laboratories.

Conducted at Eglin AFB, Fla., the test employed a nine-foot inflatable spherical balloon released from a two-stage Nike-Cajun rocket. Density was determined from measurements of the aerodynamic drag force experienced by the free-floating balloon.

Both the rocket and test packet functioned perfectly and the balloon was ejected 76 seconds after the rocket firing. It coasted to an altitude of approximately 100 miles on the same trajectory as the spent rocket, then fell back toward earth, transmitting signals which permitted density calculations.

This experiment was an extension of an earlier measurement in which a seven-inch aluminum sphere probed the atmosphere up to 60 miles.

GRD scientists directing the experiment were Gerald A. Faucher and Lt. Richard Procunier. The ejection system was designed by Nealon C. Stark of GRD.

CLASS 22021 graduates, Modern Weather Techniques course at Chanute AFB, averaged higher on the final exam than any previous class. Pictured are (front row, left to right) Capt. J. P. Jenrette, TSgt J. R. Tankersley, Capt. S. T. Lee, Capt. J. K. Kim, SMS T. W. Russ, CMS R. D. Thobe and Maj. A. S. Kalmos; (back row, left to right) Capt. W. R. Chronk, TSgt B. J. Ewing, TSgt C. R. Grove, TSgt O. N. Sanders, TSgt G. E. Platt, MSgt H. M. Doods, MSgt D. E. Matlock, MSgt C. H. Koepke, Capt. D. B. Miller and Capt. B. E. Harris. MSgt Matlock, one of the honor grads, attained the highest grade yet recorded on the final exam. Captains Lee (an honor student) and Kim, both from Korea, will become instructors in the "Chanute of Korea" at the weather branch of the C&E School, ROKAF Technical Training wing, Taejon, Korea.

Weatherman Says Velocity, Not Cold, Discomfort Factor

This year's severe winter in many parts of the country has people, as usual, bemoaning the cold weather.

"But," cautions a man who should know, "don't let the temperature fool you. It may be warmer than you think. Keep posted on the real culprit — the wind — and dress accordingly."

"It's wind velocities that are responsible for widespread ideas about how cold it is," adds Maj. Abraham L. Ruiz, commander of the Air Weather Service Detachment at Hanscom AFB, Mass. "A windless cold really isn't uncomfortable."

Supporting his view is a chart showing the result of military research into the field of human exposure to various temperatures combined with different wind velocities.

The chart's scientific conclusion is that a 10 m.p.h. wind at 38 degrees Fahrenheit has the same effect on human skin as a temperature of 27 degrees below zero with no wind.

"The wind," explains Maj. Ruiz, "will blow away the normal layer of heat covering exposed skin and permit cold temperatures to react rather severely."

Critical skills in the Air Force now include meteorology, radar, physics and electronics.

Long Pass Support By 56th WRS Praised

Praise from the MATS commander, Lt. Gen. Joe W. Kelly, for outstanding weather reconnaissance provided during Exercise Long Pass was recently received by the 56th Weather Reconnaissance squadron, Yokota AB, Japan.

Commanded by Lt. Col. Eugene D. Wallace, the AWS weather squadron flew 17 special weather reconnaissance missions in support of the exercise, obtaining spot winds and cloud coverage.

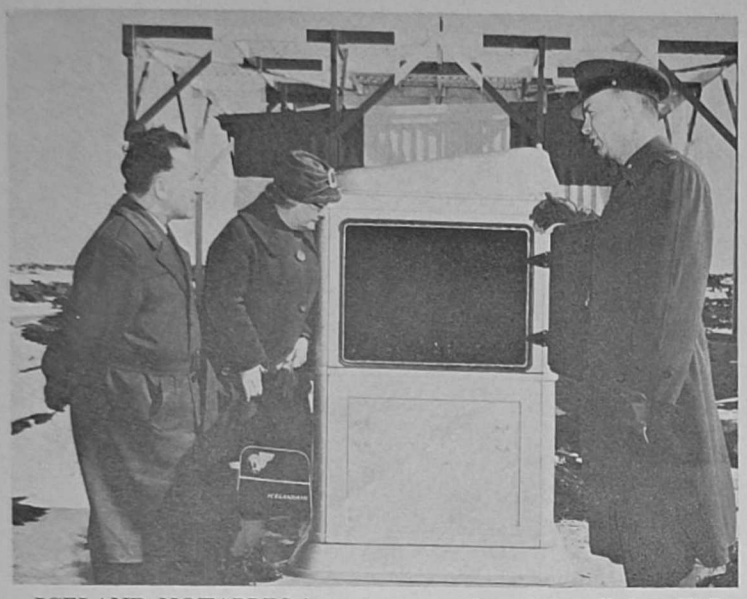
The largest number of these missions were flown out of Guam, supported by Detachment 1, 56th WRS, located at Andersen AFB.

General Kelly, through the 9th Weather group, Scott AFB, Ill., stated that "weather reconnaissance resulted in the decision to implement several important operational diversions which made possible substantial savings in aircraft and aircrew utilization.

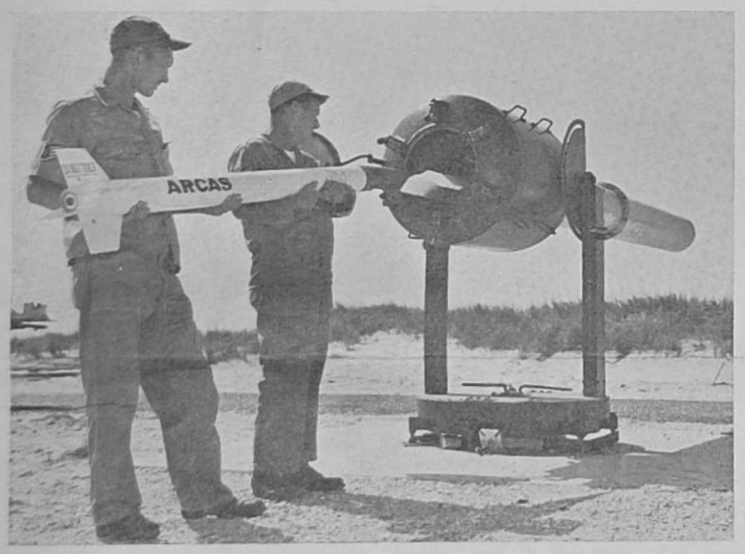
"It also allowed for the increase in cabin loads over routes where wind factors were historically critical, but which reconnissance revealed to be otherwise," the MATS commander added.

GRADUATES of the Weather Observer Technician course at Chanute AFB on March 28 were: (standing, left to right) T. J. Rowland, S. A. Maze, A. E. Thum, W. R Detwiler, J. L. Basher, C. H. Kelleher, J. J. Wood, C. D. Morris, C. D. Powell, N. Williams, G. W. Carpenter, G. S. Wood, D. R. Martin, E. T. Corbin, R. G. Holloway, T. C. Jones, W. J. Scott, J. R. Stone, L. F. Gillam and E. L. Smith; (kneeling, left to right) J. J. Richards, E. L. Wenger, J. C. Machtley, J. P. Witerski, C. R. Martin, A. A. Consigny, K. W. Benson, R. H. Lajoie, B. A. Jenkins, C. H. Thompson and V. R. Ridgeway. These NCOs have successfully completed the 25-week course covering a wide variety of subjects pertaining to the weather career field.

Icelandic Visitors



ICELAND NOTABLES inspect new equipment installed at Keflavik airport by the 9th Weather group's Detachment 13. Mr. Bjorn Jonsson, chief of air traffic control for Iceland's Civil Aviation agency, and Mrs. Theresa Gudmundsson, director of the Icelandic weather bureau, were taken on a tour of the new weather equipment by Lt. Col. Lamar C. Peterson, Detachment 13 commander.



LOADED FOR LAUNCH at APGC's Santa Rosa island launch site, near Florida's Ft. Walton Beach, is one of the 24 Arcas-Robins fired in 24 hours recently.

HIGH-FLYING BALLOON which the Arcas-Robin rocketsonde carries to an altitude of some 43 miles is examined by research scientists. Left to right are Miss Theresa Fricke of Dayton, Ohio, university's research institute, John B. Wright of USAF's Cambridge, Mass., research laboratory and 1st Lt. Donald Puddy, APGC project officer for the Arcas-Robin research program.

Rapid Fire Rockets for Weather

A record number of Arcas-Robin upper-air sounding rockets flashed skyward from Florida last month — 24 rocketsondes in 24 hours. Rapid-fire launching was from the Air Proving Ground center's Santa Rosa island launch site.

First of the slender eight-foot Arcas rockets was sent aloft with its self-inflating balloon-type meteorological payload at 6:30 one evening. The other 23 rocketsondes followed into space at the rate of one every 60 minutes throughout the night.

Serving a dual purpose, the Arcas-Robin system provides vital information on upper-air weather conditions while the system is being developed as an operational rocketsonde for Air Weather Service use. Arcas is the rocket; Robin is the payload it carries aloft.

Robin goes aloft aboard Arcas to an altitude of 225,000 feet (about 43 miles) where it is released and allowed to inflate to spherical form. It retains this shape until it has fallen to about 90,000 feet (17 miles) where increasing air pressure causes it to collapse.

Data on wind speed and direction and air density is obtained by tracking the Robin's internal radar target from ground stations. Data is forwarded for analysis to USAF's Cambridge, Mass., research laboratory.

Arcas-Robin systems have been fired in a continuing test program at APGC since last October. Although the present test series is at or near completion, an additional 100 Arcas-Robins are scheduled for launching later this year.

A modified payload will be used in this scheduled series, including several instrumented packages capable of telemetering weather data to ground statioons.

Chateauroux Men Register Claim for Obs Accuracy

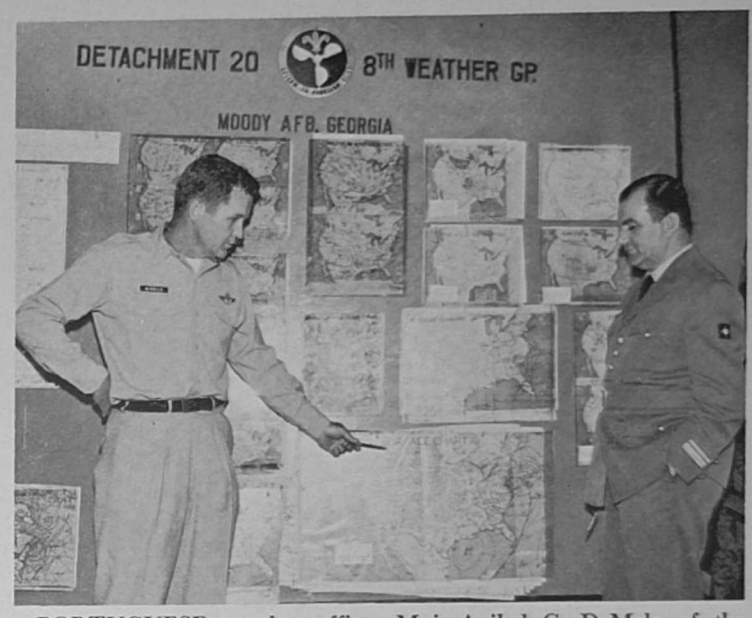
Four AWS observers at Chateauroux AS, France, have racked up a total of nearly 6,000 weather observations without an error. When the total reached 5,704 on April 24 and was reported to the Observer, the four were still maintaining their skill.

On that date, A1c Charles R. Nabors had taken 1,800 errorless observations since June 5, 1960; A1c Danny E. Goins had 1,324 to his credit, since August 26, 1960.

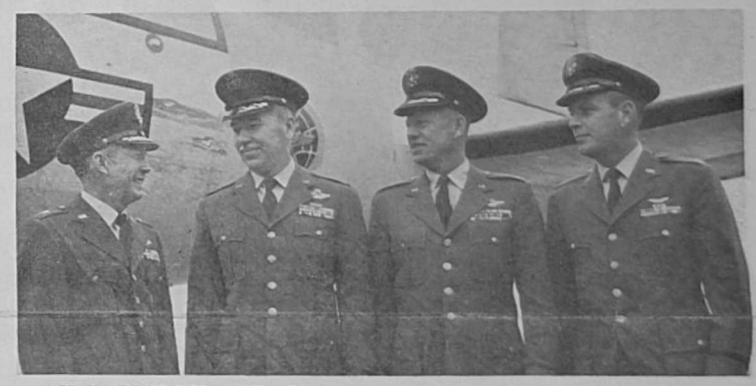
A2c Thomas R. Sells was running a close third with 1,303 since August 30, 1960; and A2c Cecil D. Sapp had 1,277 since August 25, 1960.

Maj. Rolla E. Griffith, who commands Detachment 22, 31st Weather squadron, at Chateauroux, reports no doubt in his mind that Detachment 22 has the finest group of observers in the Air Weather Service.

Portuguese Visitor



PORTUGUESE weather officer Maj. Anibal C. DeMelo of the Portuguese air force visited Moody AFB, Ga., last month. Here discussing the weather situation with Maj. Harold E. Minnick, who commands 8th Weather group's Detachment 20 at Moody, Major DeMelo served from 1946 to 1960 as forecaster at Lajes field in the Azores. He visited Moody as aide-de-camp to General DeFreitas, chief of staff of the Portuguese air force.



AT LANGLEY AFB, Va., four ranking officers from AWS and 2d Weather group meet at planeside. Brig. Gen. Norman L. Peterson, AWS commander, left, and Col. Roy W. Nelson jr., vice AWS commander, second from right, are greeted by Col. Nicholas H. Chavasse, 2d Group commander, second from left, and Col. Alvin B. Buck, deputy group commander.

LAUNCHER containing the Arcas-Robin rocketsonde for obtaining high-altitude weather data is aimed skyward at Air Proving Ground center's Santa Rosa island launch site. The aimers are SSgt Robert L. Basius (left) and SSgt Charles L. Herron of APGC's high-altitude test probe branch.

Far-North Champions

CHAMPION KEGLERS at Eielson AFB, Alaska, are the officers' bowling team of Detachment 2, 11th Weather squadron. After leading their 16-team league for the last 22 weeks of the 30-week season, the far-north weathermen topped their nearest rivals by two points with an 82½ to 37½ won-lost record. Left to right are Capt. Floyd Cordner, team captain, 1st Lt. Gayle Heckel, 1st Lt. Walter Jenkins, Maj. Norman Hellmann, 1st Lt. Douglas Jonas and Maj. Dale West. Not present was team member Capt. Robert Drake, who transferred before the pin-toppling season closed.

Bowling Awards Made To Noontime Keglers

Up at Elmendorf AFB, Alaska, 11th Weather squadron's Nooners bowling league wound up last month with a luncheon to present trophies to winning teams and outstanding individual bowlers of the league's first season.

Ten two and three-man teams made up the league, bowling two games during the noon hour each Friday throughout the 20-week season.

First-place team trophy went to the Maple Shakers, captained by TSgt John Sapp of the field maintenance shop. SSgt Harold R. Price and A1c James T. Rhame of unit supply filled out the three-man team.

Finishing in second place were the Cates, composed of Capt. James E. Estes and A3c Victor D. Hamilton of the flight section and headed by Lt. Col. Eugene A. Carter, 11th Squadron commander. The Splitniks (CWO John F. Gaillard, communications and training officer, and MSgt Richard T. O'Donnell of field maintenance) wound up in the third-place bracket.

Most Improved Bowler trophy went to SSgt Martin A Powers for improving his league average by 10 pins during the season. SMS Paul R. Peaslee took the trophy for high individual scratch series with a 415-pin two-game series.

Capt. Josiah E. Cook, administration chief, rolled high scratch game—a 223. High individual series honors with handicap went to Airman Rhame for a two-game series of 446. Sergeant O'Donnell, with a 250 game, took home the trophy for high individual game with handicap.

Five splits made good during the season garnered a trophy for most splits converted for CWO Gaillard.

The two-man Eightballs, Capt. Vernon M. Robbins of operations and Sergeant Peaslee, took team honors with the highest two-game team series—727. To the Yorgors, A2c Thomas W. Gwaltney and MSgt Roy L. Killgrove of unit supply, went the high team series with handicap award for an 804-pin series.

A special trophy was presented to the Nooners league secretary, Maj. Vernon W. Windell, by appreciative team captains for his services to the league.

All squadron bowlers agreed that the first season was highly successful, 11th Weather squadron reports, and league officials are planning a bigger and better season for the fall.

Two Units Clash On Softball Field As Detco Umpires

A familiar sound on the softball field at RAF Woodbridge in Suffolk, England, every spring is "You're out!", reports A1c Charles V. Fields of Detachment 16, 28th Weather squadron.

Doing the calling is Maj. Joseph R. Barron, who commands both Detachment 14, 28th Weather squadron, at RAF Bentwaters, and Detachment 16 at RAF Woodbridge.

Every spring for the past three years, Detachments 14 and 16 have lined up against each other for a softball duel. Invariably, the umpire's job has fallen to the double detco.

Players report that it is a good idea to be in the winning detachment—the losers must buy the refreshments enjoyed during and after the game. So far, the Bentwaters nine have bought only once—and this season was not it.

Woodbridge weathermen, however, vow to even the score at two-all next spring.

Plaques Go To 12 Safe AWS Units

Twelve AWS unit flight sections this month received MATS plaques recognizing accident-free operation during calendar year 1960. This is 80 percent of all AWS flight sections.

Leading the group is 4th Weather group headquarters, which has been accident free for 11 consecutive years. Other 4th Group flight sections accident free for 1960 include Detachments 1, 5 and 13.

The 9th Weather group and Detachment 29, 8th Weather group, received plaques for the sixth consecutive year of accident-free operation. A five-year award went to 2d Weather group.

Other plaques went to 1st Weather wing and 1st Weather wing (Advon), 4th Weather wing, 11th Weather squadron and Detachment 3, 55th WRS.

Safety Pins

Down at Kindley AFB in Bermuda, four members of the famed Hurricane Hunters are sporting new lapel pins for 5,000 hours of accident-free flying.

Detachment 3, 55th Weather Reconnaissance squadron, members wearing MATS 5,000-hour pins are Maj. Robert K. Wickstrom and SSgts William L. Doane, Jerry C. Payne and Francis J. Salvidio.

Outstanding

(Continued from Page 1)

his 14 years of service with AWS.

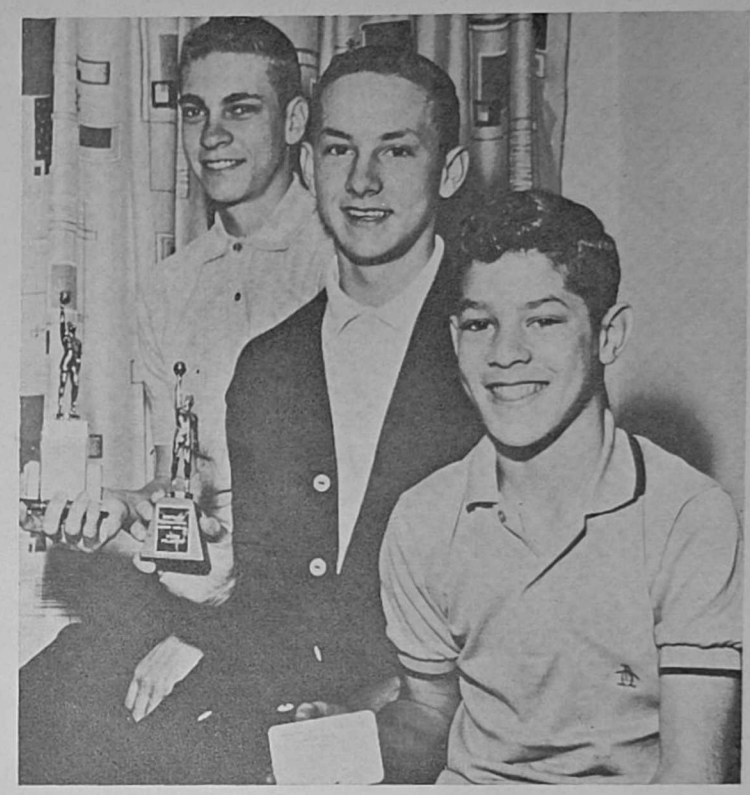
Also a MATS NCO academy graduate and honor graduate of the weather observer technician course, Sergeant Shuptrine has served as observer, forecaster, weather analyst and inspector. He and his wife, Charlene, have three children, two boys and a girl.

With selectees from other commands, the airman selected to represent MATS will attend the AFA convention as an honored guest of the association. Travel to and from Philadelphia, hotel accommodations and tickets to official functions of the September 20 to 24 affair will be provided for the selected individual and his wife.

Other nominees considered in naming the two AWS Outstanding Airmen of the Year were MSgt Vernon J. Freeman, 1st Weather wing; CMS Leonard S. Grisham and SMS Allen B. Borne, 2d Weather wing; TSgt William J. Yuscinsky, 3d Weather wing; CMS Warren W. Thom and TSgt George E. Cramer, 4th Weather wing.

MSgt Ervin N. Yawn, 2d Weather group; SMS Dan M. Chadwick, 4th Weather group; CMS Ernest Rose, SMS Robert M. Talbot and A/3c Robert L. Mankin, 9th Weather group; TSgt Cloid J. Sowell, 2150th Air Weather squadron; and TSgt Donald R. Copeland, SSgt Henry D. Smith, A/1c Gerald D. Hordin and A/2c James D. Tarbox, AWS headquarters.

Jack's Are Better



THREE PELANDERS—Bill, Jim and Jack (front to rear)—had proud moments last month when each received special recognition for ability. Bill was elected to the Junior National Honor Society at Hudtloff junior high school, Jim received Hudtloff's inspirational award for basketball and Jack got the inspirational award for basketball at Clover Park high school. Proud father of all three is Lt. Col. Jack H. Pelander, who commands the 35th Weather squadron at McChord AFB, Wash. Needless to say, Mrs. Pelander is proud, too — she's their mother. (Times photo)

So Both Reenlisted Again

Two master sergeants at Yokota AB, Japan, reenlisted in the 56th Weather Reconnaissance squadron last month, six years to the day that both had reenlisted in 1955.

MSgts Paul W. Vorhes and James T. Dodson last reenlisted together when both were members of the 46th Air Transport squadron at Kelly AFB, Tex. That was on April 26, 1955.

Since that time, Vorhes has become noncommissioned officer in charge of the 56th WRS operations administration section. Dodson is now a WB-50 aircraft mechanic technician with the 56th's maintenance quality control section.

Together, the two weather reconnaissance sergeants have amassed a total of more than 40 years of US military service.

BLUE SKIES and blue suit make it a generally good day for Cy Weatherman, television puppet. Cy recently became "Colonel Cy, seer 1st class," when designated an honorary AWS observer by Maj. Abraham L. Ruiz, commander of 4th Weather group's Detachment 6 at L. G. Hanscom field, Bedford, Mass. Occasion was an hour-long salute to the Air Force and Hanscom field over Boston's WHDH-TV. Here, Colonel Cy issues orders of the day to "Captain Bob" Cottle, his creator and voice, as Major Ruiz looks on.