



Weather Component of USAF's Military Air Transport Service

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June-July 1965

Hercules Visits Washington To Demonstrate Capabilities For 1965 Hurricane Season

ANDREWS AFB, Md.—A weather-modified Lockheed WC-130 Hercules was in the Washington, D. C., area on June 21 to demonstrate to U.S. Weather Bureau officials its capabilities for securing hurricane data during the forthcoming 1965 season.

Dr. Robert M. White, chief of the Weather Bureau and Federal Coordinator for Meteorology, inspected the aircraft at Andrews AFB, hosted by Col. William S. Barney, AWS vice commander.

Following briefings by Colonel Barney, Dr. George P. Cressman, USWB director of National Meteorological Services, and Lt. Col. Dwight W. Hartman, commander of Det. 1, 53d Weather Reconnaissance Squadron, Ramey AFB, Puerto Rico, Weather Bureau officials and members of the Washington press corps were taken on a two-hour simulated hurricane reconnaissance mission from Andrews.

Five of the weather-modified C-130s are assigned to the USAF Hurricane Hunters (53d WRS) and will fly storm reconnaissance during the 1965 hurricane season from Ramey AFB.

Data secured on these flights is provided to USWB's National Hurricane Center, Miami, Fla., to help make possible advance warnings of hurricane paths and intensities.

—AWS—

29 Warrants Upped to W-4

Twenty-nine of 62 promotions to warrant officer (W-4) in MATS went to weathermen July 15.

Those selected for promotion were:

Hq. AWS

Glenn R. Glass and George E. McGuire Jr.

1st Wea. Wg.

William N. Hinds Jr., Richard H. MacBinder, Palmer H. Oliver and Owen L. Palms.

2d Wea. Wg.

Wayne L. Albright, Joseph Cam-pochiaro, August V. Lechner, C. M. Patterson, John E. Peterson and Don B. Wigington.

3d Wea. Wg.

Herman F. Kimberlin, Joseph Landa Jr., Joseph C. Mangan, Freeman R. Smith, John A. Stowe, Carl E. Weiss Jr. and Thomas E. Yager.

4th Wea. Wg.

W. B. Blankenship, Chancello S. Kibler, Kenneth B. Stotz and Charles H. Wells Jr.

2d Wea. Gp.

James L. Hinds, Michael J. Simpson and Charles E. Townsend.

4th Wea. Gp.

Frederic VanEschen.

8th Wea. Gp.

Alton A. Beck.

9th Wea. R. Gp.

Walter H. Tegler.

Captain Commands AWS Hq. Squadron

Capt. Kaye H. Biggar, formerly assigned as headquarters squadron executive officer, 1090th Special Reporting Group, Sandia Base, N. Mex., has assumed command of the Hq. AWS headquarters squadron. He replaced Lt. Col. Woodrow P. Sheridan, who retired June 30.



DISCUSSING features of latest hurricane reconnaissance aircraft in AWS, the C-130 Hercules, are (l to r) Lt. Col. Marvin E. Key Jr., assistant chief, AWS Washington Office; Col. William S. Barney, AWS vice commander, and Dr. Robert M. White, chief of the U.S. Weather Bureau. The C-130 was in the Washington, D.C., area on June 21 to demonstrate its capabilities for securing hurricane data during the 1965 season.

Tiros 10 Orbits

Tiros 10, first Weather Bureau-funded weather satellite in the Tiros series, was launched July 2 from Cape Kennedy, Fla., by the National Aeronautics and Space Administration.

This latest satellite was launched by a Delta launch vehicle into a sun-synchronous, near-polar orbit. Its two cameras point down from the base of the spacecraft.

Tiros 10 joined three others—Tiros 7, 8 and 9—which are still operating, in photographing storm-breeding areas where hurricanes and typhoons are born.

Officials explained that launch of Tiros 10 at this time was designed to make certain at least one storm-tracking satellite would be working during the 1965 hurricane season. How much longer Tiros 7 and 8 will operate, officials pointed out, is hard to determine.

The new 280-pound spacecraft will take pictures of about 60 to 80 percent of the earth each day.

This is three to four times the coverage of the first eight Tiros satellites. Like the first seven and Tiros 9 and unlike Tiros 8, the new satellite does not carry APT (automatic picture transmission) equipment to provide direct readout to stations around the world.

Additional coverage is possible with Tiros 10 because of its near-polar orbit and a control system which allows ground controllers to change the satellite's altitude with respect to the earth. Thus, it was explained, specific areas of the earth can be selected for observation.

Although it is an interim operational satellite, this newest Tiros is not part of the National Operational Meteorological Satellite System, which begins in early 1966.

It is one of three satellites purchased from the Radio Corporation of America by the Weather Bureau in 1963 to be used to assure continuity of weather-satellite observations for operational purposes.

Silver Hand Supported By 53-Man Task Force

Fifty-three 2d Weather Group airmen and officers recently returned to their respective bases after participating in U.S. Strike Command's Joint Exercise Silver Hand at Ft. Hood, Tex., during early May.

Engaged in the two-division exercise were selected ground forces of the armor-heavy 3d Corps, Ft. Hood, and three fighter squadrons of the 12th Air Force, Tactical Air Command.

In all, some 34,000 Army and Air Force personnel were involved in the exercise.

Prime objective of Silver Hand was to further develop joint operational tactics and techniques to insure that Strike Command's Army and Air Force units could deal decisively with all types of contingencies.

The exercise was conducted in two phases. During each phase, a Joint Task Force (JTF) consisting of an armored division and two F-4C fighter squadrons opposed an aggressor force of one brigade and one F-100 fighter squadron.

In the first phase, the 2d Armored Division participated in a field training exercise, while the 1st Armored Division participated in a command post exercise.

In the second phase, the two divisions exchanged roles in the field with the other headquarters and player units remaining the same.

Second Group, through its Detachment 1 at MacDill AFB, Fla., planned and arranged weather support for the exercise.

The concept of support to all forces was designed to be realistic so that procedures implemented in the exercise would be a true test of weather-support doctrine which would be employed in an actual contingency operation.

A weather facility commanded by Lt. Col. Francis H. Smith, 25th Weather Squadron, Waco, Tex., was established as an integral part of the director headquarters on the Ft. Hood complex.

The facility functioned as a theater weather central and weather relay center. It had the responsibility of transmitting selected weather data, and ground maneuver area forecasts to the JTF headquarters Weather Center (WE-CEN).

Colonel Smith also provided staff weather services to the exercise director's headquarters.

Lt. Col. Arnold R. Menzel, Det. 1, 2d Group, acted as commander of the JTF WE-CEN and as the JTF Support Force commander.

In that capacity he provided staff weather services to the JTF commander—Lt. Gen. Ralph E. Haines Jr., during the first phase. (Continued on page 3)

Joint Chiefs Laud Hurricane Hunters For Dominican Aid

HUNTER AFB, Ga.—The 53d Weather Reconnaissance Squadron was recently commended by the Joint Chiefs of Staff for its role in supporting Dominican operations.

Speaking on behalf of the Washington officials, Gen. Howell M. Estes Jr., MATS commander, personally congratulated the squadron for an "important job well done."

From April 30 to May 28, the unit flew 14 weather missions in front of the main stream of air traffic to the troubled area.

Flying the weather-modified WB-47 Stratojet, the squadron gathered important weather data ahead of the Dominican Republic-bound troop aircraft, and immediately relayed the data to ground weather agencies supporting the operations.

"The weather reconnaissance missions contributed greatly to the overall success of the USAF operations where 2.3 million miles were flown by MATS aircraft without an aircraft accident or incident," said General Estes.

—AWS—

Unit Establishes Safety Record

HUNTER AFB, Ga.—The 53d Weather Reconnaissance Squadron has established an all-time safety record for AWS reconnaissance units.

During the past five years the squadron was accident-free in all flight operations and for over a year experienced a perfect ground safety record.

In recognition of the unit's superior safety record, MATS awarded the unit the command's five-year accident-free flight safety plaque and the MATS annual ground safety Outstanding Unit plaque for 1964, as well as a monetary grant of \$300.



FORECASTERS (l to r) Lt. Col. A. R. Menzel, Captains B. L. Moore and J. R. Zimmerlee, Det. 1, 2d Weather Group, MacDill AFB, Fla., discuss local area surface map analysis in the Joint Task Force Weather Center during Strike Command's Joint Exercise Silver Hand at Ft. Hood, Tex.



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BRIG. GEN. ROY W. NELSON JR.
Commander, Air Weather Service

LT. COL. BERNARD PUSIN, Director of Information

MR. JOHN D. RUGG, Deputy Director of Information

SSGT. ROBERT J. BATTON, Editor

U.S. Air Force — Aerospace Power for Peace

The Facts of Life

BY MAJ. CARL E. GUNDERSON JR.
Chief, AWS Office of Safety

As you read this editorial, 13 people will be injured in automobile accidents. Every 23 seconds, an accident occurs. Every 14 minutes, someone dies in a wreck.

According to a recent survey, if you drive 12,000 miles a year, you have one chance in three of having an accident; one in four that you will damage property, one in 135 that you will be injured and one in 3,000 that you will be killed.

The study also showed that in 600 mishaps involving 837 drivers, seat belts were in their cars. This indicates that people are becoming seat-belt conscious.

Undoubtedly, daily television and newspaper accounts of the rising number of traffic fatalities, numerous safety briefings and increased emphasis by squadron commanders have prompted many to install safety belts.

However, a walk through vehicle parking lots will disclose that a few drivers have invested thousands of dollars in a new or used car, but have neglected to add a small amount to that expenditure for seat belts.

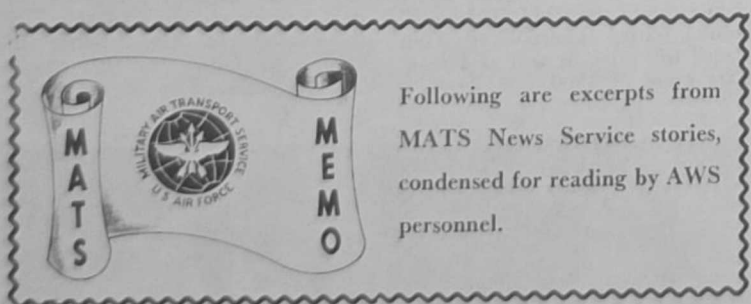
This "quick check" will disclose another fact: many belts are jammed under the seats, gathering dirt. A sure indication that the belts are not being used.

The owners of these cars should visit the orthopedic ward of the base hospital and ask some of the patients what they think of seat belts or the lack of them.

These same inquiries can be made in duty sections. You won't have to look far to encounter someone who has either experienced a serious accident or who has close relatives or friends who have.

Seat belts are the cheapest and most practical form of traffic accident life insurance now available—and it's the only form that pays off while you are still alive.

Buckle up for safety, today.



Following are excerpts from
MATS News Service stories,
condensed for reading by AWS
personnel.

Rescue to be Filmed

Some of the many unsung heroes in Southeast Asian military operations will be the focal point of network television cameras in July. Walter Cronkite, veteran Columbia Broadcasting System newscaster, has received approval from the Defense Department to visit Viet-Nam to secure film documentation of Air Rescue Service operations. Cronkite and his technicians are scheduled to arrive in Saigon early in July.

Strange Reprimand

One of the newest members of the 322d Air Division, Chateauroux AB, France, Lt. Warren P. Hottle, Intelligence officer, also has the distinction of being the first to be promoted to first lieutenant within the headquarters since the unit was transferred to MATS in April of 1964. Brig. Gen. Robert D. Forman, commander, called Lieutenant Hottle to his office for being "out of uniform," then presented him the silver bars of his correct rank.

Command Questionnaire

The word "insurgency" is frequently used today, many times incorrectly. To better understand the meaning of insurgency and the events surrounding it, the MATS NCO Academy has provided the following quiz:

1. An insurgency may be defined as a
 - a. civil war.
 - b. revolt against a government which does not develop into a civil war.
 - c. political uprising inspired by Communists.
 - d. revolt against a government.
2. Castro's successful revolt against the Batista regime was a good example of
 - a. Communism.
 - b. civil war.
 - c. insurgency.
 - d. guerrilla warfare.
3. Insurgency is most likely to appear in
 - a. Southeast Asia.
 - b. Latin America.
 - c. underdeveloped countries.
 - d. Communist governments.
4. Revolting against the British government, our early American colonists wanted to change the type of government. This is known as
 - a. colonialism.
 - b. imperialism.
 - c. capitalism.
 - d. insurgency.

Answers appear on page 7.

The AWS commander regretfully announces the deaths of the following persons:

Lt. Col. John E. Baczuk, who retired Feb. 28 as 6th Weather Squadron (Mobile) operations officer, died of heart attack July 11 at Grand Rapids, Mich.

Maj. Merle G. Lloyd, 116th ANG Weather Flight, Spokane International Airport, Wash., died of heart attack June 1, while training at Hamilton AFB, Calif.

Joseph F. Kowalkowski, son of A2C Anthony J. Kowalkowski, Det. 10, 24th Weather Squadron, Randolph AFB, Tex., died July 3 at Randolph AFB Hospital.

AWS Unit Commander Speaks to Faculty Club

MARCH AFB, Calif.—Col. Paul X. Geary Jr., 9th Weather Squadron commander, was recently guest speaker for the Faculty Club of the University of California at Riverside.

Colonel Geary spoke on "Military Meteorology" and showed the film "Your Air Weather Service."



Command Line

Let's Take PRIDE

We have all heard the old bromide "To err is human..." And, no doubt, sometime in our lives we have lived by it when we made a mistake. Subconsciously, however, we realize that it is the negative approach to any endeavor—it's a crutch. This crutch is about to be taken from our list of excuses for making a careless mistake.

We are about to embark on a program which takes a positive approach toward every endeavor, in which mistakes will be seldom and personal motivation is the by-word. Soon we will become integral parts of PRIDE—"Personal Responsibility in Daily Effort."

Pride is not an unusual word, nor is the quality it describes in short supply in Air Weather Service. We are proud of the work we perform. And, we are proud of the command. The personal approach to our mission is traditional in the weather service.

But, PRIDE, all in capital letters, means something more than the feeling of satisfaction one gets from doing a job well. It stands for a new Military Air Transport Service program to be inaugurated commandwide on July 20, MATS PRIDE DAY.

PRIDE, according to Gen. Howell M. Estes Jr., MATS commander, is a grass-roots program and its success depends on full commandwide participation and involvement.

The program will seek to focus efforts of all MATS personnel on doing every job right, the first time. Listed goals are to help personnel become more strongly motivated, to provide recognition and to develop better teamwork. Other goals are to increase understanding by personnel of their work and the need for quality workmanship. The program also seeks to cut costs by improving quality of workmanship and removing causes of human errors.

The PRIDE program is known as Zero Defects among many of the 300 American industrial organizations which have adopted it. Originated by the Martin Aircraft Co., as a means of improving quality of workmanship in missile manufacture, it has been enlarged in scope and adopted by a number of major commands and USAF itself.

Complete information is on its way to each wing and group commander. MATS Manual 30-1 (MATS PRIDE Program, A Guide for Supervisors), posters and other material will aid in implementing PRIDE at all levels of the command.

Let's all continue to take pride not only because it's a command program, but because we are proud of fine results and proud of the Air Weather Service and its contribution to Peace through Aerospace Power.

ROY W. NELSON, JR.
Brigadier General, USAF
Commander

9th Group Becomes Wing

On July 8, AWS lost a group from its organization, but, at the same time, gained a wing.

This transition involved the 9th Weather Reconnaissance Group, which on that day became the 9th Weather Reconnaissance Wing.

On announcing the redesignation, Brig. Gen. Roy W. Nelson Jr., AWS commander, said in a message, "This first weather reconnaissance wing within Air Weather Service undertakes its global obligations with a great history of mission accomplishment and an enviable flying safety record."

"With continued outstanding leadership and total personal support by all members, our new wing will add greater glory to its own history, while bringing new laurels to the Air Weather Service."

With the redesignation, AWS now has five wings and three groups.

Ten Years Ago in AWS History Sweeping Changes in Weather Career Field

(Editor's Note: The following news item was released July 10, 1955, by the Air Weather Service Office of Information, Andrews AFB, Washington, D.C.)

Sweeping changes in the airman's career field were announced this month by Hq. AWS.

The career program revision became a practical reality with official Air Force and AWS sanction.

The revision is set forth in USAF Manual 35-1—the USAF Warrant Officer and Airman Classification manual. The change will be distributed to USAF units this summer.

Major features of the change include increased rank opportunities for weather observers—up to warrant,

provided grade and space authorizations are available—and the combining of existing career ladders into three job routes.

According to AWS officials, the revision will take effect in November 1955.

Under the new program, three career ladders—observing, forecasting, equipment—will channel specialists and technicians toward superintendent levels in the various phases of weather station operation.

Although USAF has approved the major part of the AWS-proposed program, certain facets are still under study by Air Force headquarters. Paramount among the latter is civilian institution training for forecaster personnel and the development of new technical orders to reflect the career change.

Mobile Unit's Saving Idea Aids USAF in Exceeding Goal

The Air Force will again exceed its Cost Reduction Program goal in fiscal year 1965, according to indications based on the third-quarter report.

The cost-cutting accomplishments form a record of which all Air Force members can be proud.

In 1962 and again in 1963 and 1964—years in which the Air Force accounted for more than half of the total Department of Defense savings—many of the very substantial savings came from the major commands.

In fiscal year 1965 a new trend developed; cost consciousness has permeated to the grassroots level. And a husky chunk of the savings came from the weathermen of the 6th Weather Squadron (Mobile), Tinker AFB, Okla.

The unit found that by eliminating a vehicle on each of its deployments to secure weather data, it could save costs and man-hours.

The mobile unit provides weather support to USAF and Army units throughout the world. In all parts of the world its instrument-carrying weather balloons go skyward, in search of vital weather information from the upper air.

Past operations, using mobile hydrogen generators for balloon inflation, required a 2½-ton prime mover for each location to transport the generators. Now, instead of deploying a prime mover to each site on each deployment, the squadron uses four 25-foot tractor-trailers with necessary equipment mounted in the trailers.

In one recent project, mobile weather support required nine teams to be deployed in New Mexico, Texas and Arizona.

Round-trip mileage between Tinker AFB and the sites totaled 10,530 miles. Gas, oil and vehicle maintenance costs saved by elimin-

ating 2½-ton prime movers totaled \$760.

In addition, the new configuration saved 75 percent of the on-site time which had been needed to set up for operation and to tear down before leaving.

Work which had required 16 hours for eight men now is done in four hours, a saving in manhours worth \$1,550.

Three other recent 6th Squadron projects took the weather teams on a total of 16,800 miles to and from Tinker. Savings in vehicle operation and manhour costs with the newly configured equip-

ment totaled \$2,418—\$1,205 in manhours, \$1,213 in road costs saved.

For these four projects alone, the mobile weathermen have racked up a total cost reduction of \$4,728. Similar cost-avoidance benefits will result from continued use of the present equipment.

And, quicker set-up and tear-down at sites makes all weather teams available sooner for other projects requiring mobile weather support.

So what's a \$4,728 savings? Almost \$5 billion when you multiply it by the number of people in the Air Force. This is nearly twice the Air Force cost-reduction goal for this year.

Next time anyone says little ideas get lost in the giant savings we expect from our Cost Reduction Program, tell him about the 6th Squadron's idea . . . and what it could mean if all of us were as productive.

—AWS—

Spark Plug Honors 'Job Well Done'

AVALON AIRFIELD, Australia—The 57th Weather Reconnaissance Squadron has come up with a novel idea to recognize a "job well done."

A chrome-plated spark plug, inscribed with the recipient's name and the date, is presented to squadron personnel doing exceptional work while performing routine duties.

Lt. Col. Thomas A. Aldrich, squadron commander, feels this award will boost morale and add incentive. He said, when presenting the first award, "I want my men to realize that exceptional work is recognized as a valuable contribution to the effectiveness of the Air Force; routine duties performed in the most thorough manner can eliminate problems, which though small at home, become gigantic here due to our isolated position."

First award was presented to TSgt. Howard K. Helvie for outstanding performance while conducting a routine preflight inspection on an RB-57B aircraft.

Helvie noted unusual movement in an attachment bracket for the right landing gear door in an area uncommon for close visual inspection. Removal of the bracket revealed a fatigue failure and an associated 2½-inch crack in the metal.

Sergeant Helvie was cited for the thoroughness of his preflight inspection, knowledge of RB-57B aircraft systems and airframe and for demonstrating maintenance professionalism.

His action could have very possibly averted a major aircraft accident, squadron officials said.

Oops—Flopped Neg

It was a case of the flopped negative in May's Observer, when SSgt. Jimmy M. Reavis, 57th Weather Reconnaissance Squadron Airman of the Year, had his decorations on the wrong side.

The negative was reversed in error by the printer, and we must agree with Sergeant Reavis that "an individual selected Airman of the Year, wearing his ribbons on the incorrect side, does not present a very good picture."

—AWS—

Petterssen Wins International Prize

GENEVA, Switzerland — The World Meteorological Organization of the United Nations has awarded its international prize to Professor Sverre Petterssen, science attache for Scandinavia at the United States Embassy in Stockholm, Sweden.

The award is made annually "for outstanding work in meteorology and international collaboration." It carried with it a gold medal, diploma and \$1,200.

Petterssen, a former AWS director of scientific services, was professor of meteorology at the University of Chicago from 1952 to 1963.

A former president of the American Meteorological Society, he was chief of the Norwegian weather forecasting service after World War II. He was born in Norway.

Short-Term Airmen Can No Longer Apply For AECF Program

Airmen with less than one year active service no longer can apply for the Airman Education and Commissioning Program. Applicants now must meet requirements outlined in AFM 50-5.

Personnel officials made the announcement while revealing that quotas for the fiscal year 1965 AECF have been filled.

They added that some applications from airmen with less than one year active duty may be held by Armed Forces Institute of Technology until completion of the prerequisite.

Airmen are encouraged to confer with their base education officers for information on this commissioning program.

Three Recon Units Host Third Lieutenants

Three AWS weather reconnaissance units are currently hosting eight Air Force Academy cadets under Operation Third Lieutenant 1965.

This is the second year that USAF Academy second classmen have been assigned on temporary duty to AWS recon units to perform their annual training duties.

The cadets are assigned to the 53d Weather Reconnaissance Squadron, Hunter AFB, Ga.; 55th

WRS, McClellan AFB, Calif.; and 58th WRS, Kirtland AFB, N. Mex.

Their stay at the recon units is for three weeks, during which time they will be given an insight into the everyday operation of an Air Force unit.

For the 58th WRS, this is the second group of cadets this year. Previously, two cadets, John J. Berzins and David G. Ardis, trained at the unit from June 14 to July 9.

The current group of eight cadets will be in training from June 28 through July 23.

Those with the 53d WRS are William E. Kornemann, Michael B. Lombard and Thomas E. Rock Jr. Project officer is Maj. John H. Hug.

Cadets assigned to the 55th WRS are Gary L. Scheimer, James F. Hagey and James H. White. First Lt. George W. White is project officer.

Cadets James E. Steadman and Bruce W. McFadzean are on duty with the 58th WRS. USAF Academy graduate 1st Lt. Thomas T. Walker is project officer.

Greek Meteorologist Ends Weather Course



Lieutenant Laourdekis

HIGH WYCOMBE AS, England—First Lt. George P. Laourdekis of the Royal Hellenic Air Force, Greece, recently completed four weeks of indoctrination in weather central analysis and prognosis techniques and procedures at the European Weather Central, Detachment 40, 28th Weather Squadron.

Lieutenant Laourdekis has spent seven years in the meteorological service of the Greek Air Force. Prior to that he was assigned to pilot duties in a fighter-bomber unit.

Upon departing from High Wycombe, Lieutenant Laourdekis stated that he was particularly impressed by the detail of the analysis used at the European Weather Central and that the organization and distribution of work both in surface and upper-air analysis was excellent.

—AWS—

Silver Hand . . .

(Continued from Page 1)

and Maj. Gen. Don O. Darrow, during the second phase.

In addition, the JTF WECEN performed as a forecast center and provided meteorological data required by the weather teams supporting the Air Forces Forces and Army Forces.

Maj. L. D. Blanchard, Det. 50, 25th Squadron, Waco, Tex., was commander of the team supporting USAF Forces and Maj. R. L. Clark, Det. 14, 16th Weather Squadron, Ft. Hood, was commander of the team supporting Army Forces.

Weather communications facilities were provided and operated by Strike Command Communications Support elements and the Air Force Communications Service.

Added to weather support provided by 2d Group was that provided by Army Artillery Meteorological Teams, which furnished eight rawinsonde ascents daily in the ground maneuver area.

Information obtained from those observations aided the prediction of weather conditions, determining chemical warfare effectiveness and computing artillery trajectory in the maneuver area.

Acting as a closely coordinated network, this weather-support force structure contributed to the success of Silver Hand.

A parking lot is a place where you pay 60 cents so you won't get fined a dollar while you go in to get a 10-cent soda that costs a quarter.

Supergrade Forecaster Bases Listed

Air Weather Service Personnel officials announced this month that 16 bases in the Continental United States will have possible vacancies for supergrade NCO forecasters (25390) during the third quarter of fiscal year 1966.

At the same time, officials listed 29 bases in the ConUS where supergrade forecaster authorizations exist. Authorizations are according to the Consolidated Military Personnel Document.

Following bases have authorized supergrade forecaster positions:

Andrews AFB, Md.; Bunker Hill AFB, Ind.; Cannon AFB, N. M.; Carswell AFB, Tex.; Charleston AFB, S. C.; Ellsworth AFB, S. D.; Eglin AFB, Fla.; and Forbes AFB, Kan.

George AFB, Calif.; Griffiss AFB, N. Y.; Hamilton AFB, Calif.; Homestead AFB, Fla.; Kirtland AFB, N. M.; L. G. Hanscom Field, Mass.; Little Rock AFB, Ark.; and Loring AFB, Maine.

Maxwell AFB, Ala.; McClellan AFB, Calif.; McGuire AFB, N. J.; Offutt AFB, Neb.; Otis AFB, Mass.; Patrick AFB, Fla.; Scott AFB, Ill.; Shaw AFB, S. C.; and Sheppard AFB, Tex.

Stewart AFB, N. Y.; Suitland, Md.; Washington, D. C.; and Whiteman AFB, Mo.

Possible Vacancies

Andrews AFB, Md.; Carswell AFB, Tex.; Charleston AFB, S.C.; Eglin AFB, Fla.; Forbes AFB, Kans.; Griffiss AFB, N. Y.; Kirtland AFB, N. M.; and Little Rock AFB, Ark.

McGuire AFB, N. J.; Otis AFB, Mass.; Patrick AFB, Fla.; Scott AFB, Ill.; Sheppard AFB, Tex.; Stewart AFB, N. Y.; Suitland, Md.; and Whiteman AFB, Mo.

—AWS—

Son Is Class Salutatorian

MOEHRIENGEN, Germany — Gary L. Ritchie, son of Lt. Col. Robert G. Ritchie, staff weather officer, 7th U.S. Army Corps, has been selected salutatorian for the 1965 graduating class of Ludwigsburg American High School, Stuttgart, Germany.

Ritchie won scholarship awards from the Stuttgart Women's Club and Stanford University. Additionally he has been selected as one of the finalists from the European area in the world-wide competition for 400 Army ROTC four-year scholarships.

He is president of the Student Council and Robinson Barracks Teen Club and treasurer of the local National Honor Society. During his junior year, he was president of the Stuttgart Rocket Club.

He was recently selected for the Student of the Year Award.

—AWS—

20th ATC Anniversary Celebration Scheduled

Air Weather Service personnel who are former members of the Air Transport Command, forerunner of the Military Air Transport Service, will have an opportunity to attend the 20th anniversary reunion dinner of the organization. The event is planned for Oct. 8 at the Waldorf-Astoria Hotel in New York City.

Air Transport Command, a follow-on of the Air Corps Ferrying Command, joined with the Navy Air Transport Service in June 1948 to form MATS.

Weather Support in Viet-Nam is Unified Operation

BIEN HOA AB, Viet Nam—A fighter-bomber pilot picks up the phone and calls base weather for its latest forecast of conditions over his target area. The vital information, which can have a direct bearing on the eventual success of the strike, is immediately relayed to the ready pilot by a Vietnamese or American forecaster.

This exchange happens many times each day in one of the most unified operations in Southeast Asia—the military weather business.

Actually, AWS's 30th Weather Squadron, the Vietnamese Air Force Weather Service and the Royal Thai Meteorological Service cooperate in a combined operation covering all of Southeast Asia.

Typical of this joint effort is Detachment 3, 30th Squadron, at Bien Hoa AB, where eight Americans and 11 Vietnamese share the workload. Similar operations exist at Da Nang and Nha Trang in Viet Nam and at Don Muang and Udorn in Thailand plus other Southeast Asia stations.

The Americans' job at Bien Hoa includes the training of their counterparts in the fine points of observing and forecasting weather conditions for combat air operations. However, both Americans and Vietnamese learn from the other's skill and experience.

"One of the most important aspects of weather operations here is our working with Vietnamese Air Force forecasters," says 1st Lt. Robert E. Dettling. "The more experienced ones really know tropical meteorology—I was wondering who was advising whom during the first two weeks I was here."

Maj. E. V. Loder, detachment commander, thinks that the Vietnamese forecasters compare favorably with USAF forecasters of the same grade and experience. All of the Vietnamese forecasters at Bien Hoa have attended school in the United States.

At this hot spot of counter-insurgency air activity, the weatherman's business is hectic. The Bien Hoa detachment—in addition to its normal pilot briefings and debriefings—presents several "standup" weather briefings daily to U.S.

Prepared by Capt. Michael Holinger, information officer, 34th Tactical Group, Bien Hoa AB, Viet Nam.

Army and Vietnamese Air Force personnel.

Long-Range View

They also give their customers weekly and monthly previews of what to expect in the way of weather. Weather data is also provided to U.S. and Vietnamese Army units throughout the III Corps area. (South Viet Nam is divided into four corps areas.)

USAF and VNAF pilots alike appreciate the job done here by the weathermen. In Viet Nam, varied terrain, violent windshifts and an overabundance of thunderstorms make precise forecasts an important factor in air operations against the Viet Cong.

Bien Hoa's weathermen base their forecasts on information supplied by a large weather center in Saigon, special III Corps reporting points, pilot reports (PIREPS) and their own visual observations.

"There is always so much moisture in the air here that the smallest disturbance will cause clouds," says Lieutenant Dettling. "This is why pilot reports are so important. When a pilot returns from a mission we are interested in his observation of cloud cover, visibility, where the tops and bottoms of the clouds are, and any hazards to flight such as turbulence and thunderstorms."

Major Loder adds, "There is a tremendous variation in the weather in different parts of Viet Nam, even though it is not much bigger than the state of Florida."

"For instance, in the Delta and Saigon plains (southern half of the country) there are 20 to 25 days a month when it rains from May through October and virtually none the remainder of the year.

"However, on the coast, the mountains drain most of the moisture out of the clouds coming up from the south during the Delta's rainy season, then have a reverse effect when the winds shift back. When this happens, the water gets dumped on coastal areas while the interior remains comparatively dry," explained Major Loder.

The 30th Squadron is commanded by Col. Alexander Kouts, and is a unit of the 1st Weather Wing. It, along with the Vietnamese Air Force Weather Service and the Royal Thai Meteorological Agency, serves as Southeast Asia's weather bureau.

The professional framework of close cooperation enjoyed by these units makes a tough job a little easier. Viet Nam's weather is pretty bad. The weathermen who forecast it are among the best.

—AWS—

31st Squadron Holds Reception

SEMBACH AB, Germany—Fifty-five officers and their wives of the 31st Weather Squadron were recent guests at a reception hosted by Maj. Bruce M. Elvin, Det. 20, 31st Squadron, commander, and 1st Lt. Ronald J. Kraus, chief forecaster.

The reception was held in the Texas Room of the Sembach Officers Open Mess.



WEATHERMAN 1st Lt. Robert E. Dettling, Det. 3, 30th Weather Squadron, Bien Hoa AB, Viet Nam, receives important "pilot's-eye-view" report (PIREP) from 1st Lt. M. K. Luyen of the Vietnamese Air Force. Pilot reports are a major important source of valid weather data in Viet Nam's changeable climate.



PRESENTING 1964 3d Weather Wing Commander's Award to Lt. Col. Frank Z. Kamer, commander of Det. 13, 26th Weather Squadron, Little Rock AFB, Ark., is Col. Russell K. Pierce Jr. (left), wing commander. The detachment earned the award for outstanding weather support given a Strategic Air Command base, competing against 50 other wing detachments.

Typhoon Chasers' 21st Anniversary

ANDERSEN AFB, Guam—The Typhoon Chasers of the 54th Weather Reconnaissance Squadron celebrate their 21st anniversary Aug. 9, two months after receiving an aircraft which started a new chapter in the unit's long history.

The new chapter was begun when two new Lockheed WC-130 Hercules aircraft arrived at the unit, which had its beginning in 1944 during World War II.

Originally organized as the 654th Bombardment Squadron, Heavy, Reconnaissance, Special, it was later redesignated the 54th Reconnaissance Squadron, Long Range, Weather, on Sept. 4, 1945.

Until September 1946, the unit was virtually without personnel or equipment. It was then placed under the command of present AWS commander, Brig. Gen. (then Lt. Col.) Roy W. Nelson Jr., with 147 officers, 256 enlisted men and 13 aircraft.

The unit was transferred to Guam in August 1947.

Primary mission of the 54th WRS since 1947 has been typhoon reconnaissance, earning the name of Typhoon Chasers.

Presently commanded by Lt. Col. William H. Rankin, the 54th WRS has in 21 years employed 11 different types of aircraft to perform its missions.

Its reconnaissance force has consisted of the British Mosquito, B-26, P-38, WB-29, C-47, C-54, C-97, WB-50, RB-57, WB-47, and now the WC-130.

Six weather-modified C-130s are slated to be assigned to the 54th WRS for typhoon reconnaissance and will replace the unit's six WB-47s.

The new aircraft is highly versatile, and can withstand hard jolts and jostles of turbulent air, characteristic of typhoons.

The Hercules has four modern turbo-prop engines, each of which develops over 4,000 horsepower. This speed enables the aircraft to reach a storm area more quickly.

SKT Honor Roll

Following AWS personnel, airmen third class unless otherwise identified, scored 95, 90 or 85 percentile on Specialty Knowledge Tests during periods indicated.

APRIL

Observer (25251)

95: Robert W. Cockrell, Fred E. McCoy and A2C Nicholas K. Quaizer, 2d Wea. Wg.; A2C Kenneth A. Knowle, Donald W. Richie Jr., John R. Weaver and William J. Wissman, 3d Wea. Wg.; James M. Wingate, 2d Wea. Gp.; Allen S. Edwards, 3d and Lee O. Webb, 4th Wea. Gp.; A2C Robley W. Mangold, Jonathan R. Burch and William C. Schillinger, 8th Wea. Gp.

90: Micheal A. Royner, 1st Wea. Wg.; David B. Valleau, Stanley E. Hicks, Arthur R. LeClaire Jr. and W. E. Numainville, 2d Wea. Wg.; Charles F. Batcher and John C. Holat, 3d Wea. Wg.; A2C D. V. Schweinebraten, John R. Barch and Nelson W. Gingery, 2d Wea. Gp.; Davis V. Dulgo and Ronald R. Guglielmino, 4th Wea. Gp.; Robert W. Kurimo, 8th Wea. Gp.

85: Gary V. Altizer, 1st Wea. Wg.; Kenneth R. Short Jr., 2d Wea. Wg.; Allan R. Brandes, Norman D. Koekman and Bolin J. Tausch, 3d Wea. Wg.; A2C Ronald G. Schwehr and L. C. Holtzendorff, 4th Wea. Wg.; A2C James F. Blair Jr. and Franklin D. Rombow, 2d Wea. Gp.; Brightmoore Thompson and A. V. Voorhees Jr., 4th Wea. Gp.; R. R. Caimano Jr. and Arlin L. Dillow, 8th Wea. Gp.

Aircraft Radio (30150)

85: A1C Garland L. Hayes and A2C Lawrence H. Covey Jr., 9th Wea. R. Wg.

Aircraft Electronic Navigational Equipment (30151)

85: A2C Gary L. Barcome, 9th Wea. R. Wg.

Weather Equipment (30250)

95: A2C Ralph W. Keil Jr., 1st Wea. Wg.; A2C Francis K. Tamney Jr., 2d Wea. Wg.; TSgt. John M. Schaecher, 4th Wea. Gp.

90: A2C James C. Hefferman, 2d Wea. Gp.; SSgt. Albert T. Bardusch and SSgt. Donald J. Hassenbein, 4th Wea. Gp.

85: A2C James G. Murray, 1st Wea. Wg.; SSgt. Ervin E. Mitchell, 3d Wea. Wg.; A2C Kenneth L. Shapiro, 8th Wea. Gp.

Administrative Specialist (70250)

90: A2C David F. Santos, 3d Wea. Wg.; A1C Charles J. Maceachern, 4th Wea. Wg.

Administrative Supervisor (70270)

95: SSgt. Norbert J. Laine, 2d Wea. Wg.

MAY

Pneudraulic Repairman (42151)

95: David A. Shelton and Arthur Sylvia, 9th Wea. R. Wg.

90: Robert J. O'Keefe, 9th Wea. R. Wg.

85: Charles E. Neston Jr., 9th Wea. R. Wg.

Instrument Repairman (42250)

90: Michael L. Costello, 9th Wea. R. Wg.

85: Ralph L. Dyer, 9th Wea. R. Wg.

Accessories and Equipment Repairman (42251)

95: Gerald E. Starbard, 9th Wea. R. Wg.

Electrical Repairman (43250)

90: A2C William C. Phifer and Patrick A. Scholes, 9th Wea. R. Wg.

Jet Aircraft Mechanic (43151C)

95: Thomas L. Bilz, 9th Wea. R. Wg.

Reciprocating Engine Repairman (43271)

95: SSgt. Thomas O. Rickson, 9th Wea. R. Wg.

Tropical Course Ends at Clark

CLARK AB, Philippines—School is out for weathermen at Clark AB. The end of May brought to a close the last of four classes in tropical meteorology conducted at this base.

Fifty-seven weather forecasters have attended the special course in Tropical Weather Analysis and Forecasting since its beginning on Feb. 8.

Students came from USAF, Navy and Weather Bureau stations throughout the Pacific-Asian area, and from weather agencies in Australia, Japan, Nationalist China, Korea, Thailand and Philippines.

The course, sponsored by 1st Weather Wing, is designed to familiarize students with the best methods of analyzing and forecasting weather in tropical regions. It stresses the practical application of analysis techniques, use of climatology and typhoon-forecasting procedures.

Those attending the course were all working weathermen who face meteorological problems unique to tropical areas.

Instructors for the course—veteran forecasters for AWS—were Captains Barry Harris Sr. and William Dabrock and CMSgt. Raymond Nutt. They are presently assigned to the 3345th Technical School, Department of Weather Training, Chanute AFB Ill.

Hercules, WB-47 Wi

For the 1965 hurricane season, which officially began June 1, AWS will for the first time fly weather-modified Lockheed WC-130 Hercules aircraft into Atlantic storms.

Operating this year from Ramey AFB, Puerto Rico, flying weathermen will provide storm surveillance for the Atlantic east of Puerto Rico and, alternating with the U.S. Navy, locate tropical storms off the entire United States coastline from Texas to Maine, including the Gulf of Mexico.

Weather-modified Boeing WB-47 Stratojets will continue to be used for high-altitude reconnaissance, overflying most of the 1965 hurricanes.

The USAF Hurricane Hunters—the 53d Reconnaissance Squadron, based at Hunter AFB, Ga., and its Detachment 2 at Ramey AFB, P.R.—are now equipped with both types of aircraft.

This season, as in the past, Air Force and Navy weather aircraft will fly daily and special weather reconnaissance over the million and a half square miles of ocean and gulf waters adjacent to the United States.

The Navy area this season includes the Gulf of Mexico and the Eastern Seaboard from St. John's, Newfoundland, south past the eastern tip of Cuba to the coast of Yucatan. Air Force's area includes the Caribbean and the Atlantic east of the Navy area. In the Navy area, Air Force aircraft will alternate storm-position fixes with Navy aircraft. In the Air Force area, on the other hand, responsibility for all storm fixes will rest entirely with the Air Force.

In Miami, Fla., the National Hurricane Center (NHC), staffed by U.S. Weather Bureau specialists, is hard at work on the 1965 season. Knowing that little can be done to lessen the force of the big storms, military and civilian weathermen combine efforts to provide warnings, as early as possible, to civilian populations and military installations in the expected path of any tropical storm, so that precautionary measures may be taken.

Pivot of the military hurricane-warning network is the Military Hurricane Reconnaissance Coordinator, Atlantic (MHRCA). His job is to follow through from the first report of a suspected storm—perhaps from one of America's orbiting weather satellites—to issuance of the season's last hurricane bulletin.

MHRCA, an Air Force officer, is responsible for making sure that aerial reconnaissance by both Navy and Air Force is flown in keeping with the needs and wishes of the NHC.

Stationed at the Miami center, the MHRCA triggers a warning service to Navy, Air Force and Army installations. Warnings for civilian interests and the general public are issued by the Weather Bureau from its NHC.

Military installations and ships at sea receive basic advisory forecasts from the Weather Bureau and tailor them to local needs, without substantial change in content.

Hurricane reports are relayed to the NHC via USAF and Federal Aviation Agency teletype circuits. This data—lifeblood of the hurricane-warning system—collected by reconnaissance aircraft, is combined with reports from satellites, ships at sea, island and coastal stations, radar sites and transport aircraft.

In season and out, the 53d WRS's aircraft probe the skies above the Atlantic, Caribbean and Gulf of Mexico, getting data to fill in blank spots on weather charts. Elsewhere in the world, sister recon units perform the same vital task for other localities, other storms.

During the annual hurricane

season, the Hurricane Hunters receive a daily teletype message from MHRCA, outlining reconnaissance needs for the coming 24 hours. When an immediate report is necessary, a direct telephone request is made by MHRCA. Throughout the season, daily weather missions are flown on fixed routes. Special storm reports are gotten by diverting a routine flight.

Air Force aircraft reports are received at the Miami center by teletype after they have been checked for accuracy by special AWS monitors at Hunter AFB, Ga. Monitors are in direct voice contact with observers aboard WC-130s and WB-47s.

Reports give NHC forecasters temperature, pressure, humidity, winds, cloud structure and other technical information within and outside the storm's eye.

For additional data, the MHRCA may ask AWS ground stations near an interest area to make special surface and upper-air observations. Ground radar sites along the coast and down the Atlantic missile range provide more data, "watching" storms within 200 miles of the coastline. Several radars will accurately fix and follow a storm at the same time.

The U.S. Weather Bureau issues four advisories daily for civilian use, containing forecasts for six hours hence, and provides to the Air Force and Navy four daily bulletins (military advisories), containing 12-hour and 24-hour forecasts, and "outlooks," giving a storm's forecast position and intensity in 48 and 72 hours.

Always alert and watchful, the National Hurricane Center, backed by the men and aircraft of the nation's military weather-reconnaissance force, is America's guardian against the hurricane.

When the violent seasonal storms come, U.S. weather agencies, working together, spread the word to take the precautions which can prevent loss of life and keep property damage to a minimum.

C-130E Gets Its First Taste Of Battling Pacific Storms

ANDERSEN AFB, Guam—Weather version of the C-130E Hercules received its first taste of battling the elements June 14, when it participated in a typhoon reconnaissance mission.

Piloted by Capt. Virgil F. Batten, the Hercules flew a 10-hour mission in probing a tropical depression discovered June 13 by a WB-50 of the 56th WRS, Yokota AB, Japan.

The WC-130 crew approached the depression at 10,000 feet and dropped 1,500 feet to investigate the suspicious area.

Capt. Paul E. Rauch, weather officer aboard the aircraft, said the storm had formed between the surface and approximately 4,600 feet. It was centered some 400 miles southeast of Andersen AFB.

Shortly after the Hercules crew had returned to Andersen AFB, the storm winds decreased and the depression was written off.

Later, however, winds intensified, building up to tropical storm status and then to Typhoon Dinah, with over 120-knot winds.

Further reconnaissance on the storm was carried out by WB-50 crews of the 56th WRS, joined by



NEWEST MEMBER of the Air Weather Service reconnaissance force, the WC-130E Hercules, shown here on the Andersen AFB, Guam, runway, will be probing hurricanes and typhoons during the 1965 season.

Typhoon Alley Opens for Business

By 1st Lt. John T. Gura
Information Officer
1st Weather Wing

Typhoon Alley is about ready to open for business once again: a business which annually costs millions of dollars and hundreds of lives from Guam to Tokyo.

The Pacific spawns more typhoons than any other area in the world. Born close to the equator between the Marshall and Philippine Islands, the monster storms—some have been known to cover an area 1,000 miles wide—initially churn westward toward the China coast or Southeast Asia, then usually curve northward over or around the Philippines and on toward Taiwan, Okinawa, Korea or

Japan, finally heading northeast to die out in the extreme North Pacific. This almost five-million-square-mile area is Typhoon Alley.

The storms have occurred during all seasons; however, a survey of records kept during the past 50 years reveals that 65 per cent of all Pacific typhoons have whirled their destructive way northward during July, August, September and October. Historically the worst month, with 20 per cent of all typhoon activity, is September.

What are typhoons like? Houses, boats, trees and automobiles are smashed, toppled, swamped and crushed by awesome energy said to equal that released by three A-bombs per second. Pieces of bamboo have been nailed through tree trunks. Automobiles have been picked up and moved more than a mile before being put down comparatively unscratched. Boats have been found marooned 35 feet above sea level after a storm has passed.

In the Pacific, it falls to the Joint Typhoon Warning Center on Guam, a combined Air Force-Navy operation, to track and forecast typhoons. In their new, sturdy, block-house analysis and tracking center (Typhoon Karen put the old JTWC out of commission in November of 1962) Air Force and Navy weathermen study meteorological charts and reconnaissance reports, looking for the first sign of typhoon life.

The 1st Weather Wing's Air Force Weather Central at Fuchu, Japan, is the Guam unit's alternate tracking center and major customer.

When a suspect area is discovered, reconnaissance flights are sent to investigate. These crews, from Navy's AEWRON One on Guam, USAF's 54th Weather Reconnaissance Squadron on Guam or the 56th WRS at Yokota AB, Japan, fly their planes in, around and sometimes through the suspect areas, gathering vital data and radar photos. If a storm does turn up, it is continuously stalked until it dies out.

By international agreement, storms are given names (some weathermen claim female names are used because of the windy and headstrong nature of the storms) and are classified according to intensity. A storm of less than 35 knots is a tropical depression; 35 knots to 64 knots is a tropical storm; above 64 knots is a tropical cyclone or typhoon.

While modern weathermen have become pretty sharp at predicting what the storm is likely to do, there is nothing that can be done to alter its formation or movement. "The best way to change the course of a typhoon," says one forecaster, "is to pray long and hard."

The storms are born in moist, hot air over the open ocean. When opposing tradewinds whirl about each other, a cyclonic motion is triggered. This twisting (most severe just off the equator) pushes air toward the center of the mass, forcing the moist, hot air there to rise.

This lifting action causes the moisture-laden air to condense. Heat released during condensation further warms the rotating air which, in turn, becomes even lighter and therefore rises more swiftly. A dangerous chain reaction has begun.

As more and more moist, tropical air is drawn in to replace the rising air, more and more condensation takes place. The air inside the whirling mass rises faster and faster and a natural, violent killer has been born.

Besides the Pacific, there are seven areas in which typhoons occur. In many of these areas, the storms are not called typhoons, but they are just as deadly. In the North Atlantic, Caribbean and Gulf of Mexico, a severe tropical cyclone is called a hurricane. In Haiti it is called "taino" and on the west coast of Mexico "cordonazo" is the local name. Other regional names are "baguio" or "baruio" in the Philippines, "cyclone" in the Indian Ocean, and "willy-willy" in Australia.

Command Supports AWS With Newest Instruments

Prepared by Air Force Logistics Command
Office of Information

Air Force Logistics Command (AFLC) came into existence in 1921 when the Air Service's storage and maintenance depots were placed under a Field Service's section set up at Fairfield Air Depot, Dayton, Ohio. By 1926, the command was concerned with all aspects of material. In 1951, research and development were separated from the other material functions of the command—then called Air Materiel Command or AMC.

The command was renamed Air Force Logistics Command in 1961 and was divested of a large part of its procurement responsibility.

Command Emblem

Shield of the command emblem is of Air Force blue and the pair of wings flanking the gear are golden yellow. The colors blue and yellow, together with the wings, are representative of the Air Force.

The gear with the star and red disc is symbolic of the command's logistics mission.

Dual Support

With nearly 200 aircraft assigned to AFLC for mission support, the command relies upon Air Weather Service for weather briefings and forecasts made by AWS weather detachments at AFLC bases.

Primary weather support to AFLC is provided by detachments of the 15th and 24th Weather Squadrons of the 8th Weather Group.

In addition, staff weather support is provided AFLC headquarters with weather input in the planning area and in command post exercises. Staff weather officer to AFLC is Lt. Col. George A. Lockhart, who also commands Det. 15, 15th Weather Squadron, Wright-Patterson AFB, Ohio.

In return for weather support, AFLC provides logistics support to AWS as part of the command's logistics mission.

The "Go" Command

Logistics Command is the "Go" command of the U.S. Air Force. Its mission is to keep the Air Force's aerospace weapon systems at "go"! It must perform this mission, which is constantly growing in size and complexity, at the lowest possible cost to the taxpayers.

Its vital task makes certain that the other commands have the logistics management needed to keep their aircraft, missiles, electronic devices and such items as meteorological instruments at top efficiency.

Meteorological Program

An Advanced Communication Electronics Requirements Program for meteorological instruments needed by AWS is set up by MATS. Upon approval by Hq. USAF, this program goes back to MATS to work out a Communications-Electronics Implementation Plan (CEIP) with an AFLC organization—Ground Electronics Engineering Installation Agency (GEEIA).

If Air Force approves the CEIP, it is published in the Programs Communications Support Program (PCSP) by AFLC, which also issues a program directive.

Item managership for meteorological instruments—Federal Supply Class 6660—has been delegated to AFLC's Oklahoma City Air Materiel Area (OCAMA) at Tinker AFB, Okla.

OCAMA procures the equipment needed for the program and, at the same time, engineering for the job is arranged by GEEIA. When equipment arrives, GEEIA installs it wherever it is needed, anywhere in the world. GEEIA also tests the equipment; then the installation is subject to acceptance by MATS.

Depot-level maintenance of the instruments is managed by OCAMA. The on-site repair is accomplished by GEEIA, which also has provided emergency maintenance of communications cables that link AWS stations.

The logistics service provided AWS is typical of the command's activities in behalf of all weapons systems and communications-electronics equipment.

Airman to Study, Earn Commission

TINKER AFB, Okla.—The Airman Education and Commissioning Program has taken another member of the 6th Weather Squadron (Mobile)—A1C Donald M. Withers, who recently departed for the University of Oklahoma to attend undergraduate training in meteorology.

Born in Detroit, Mich., Withers graduated from high school in Winchester, Mass., and attended the University of Michigan, obtaining 100 semester hours while

working towards a degree in chemical engineering.

While with the 6th Squadron, Withers successfully completed the ECI Air Weather Officer Course and an elementary differential equations course through correspondence study.

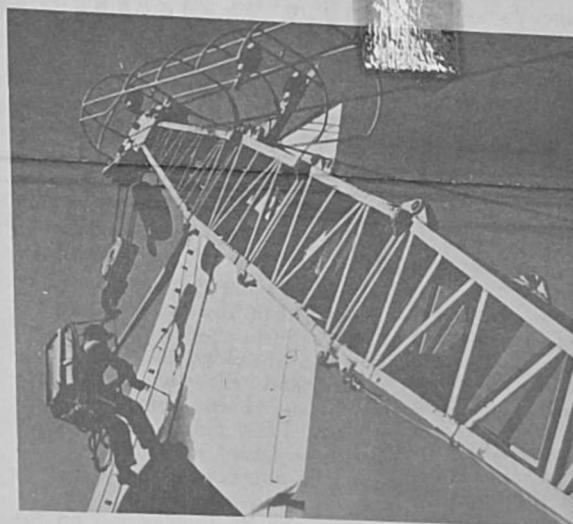
After graduation from Oklahoma University, he will attend Officer Training School at Lackland AFB, Tex., for three months and then be commissioned a second lieutenant.

Logistics Agent

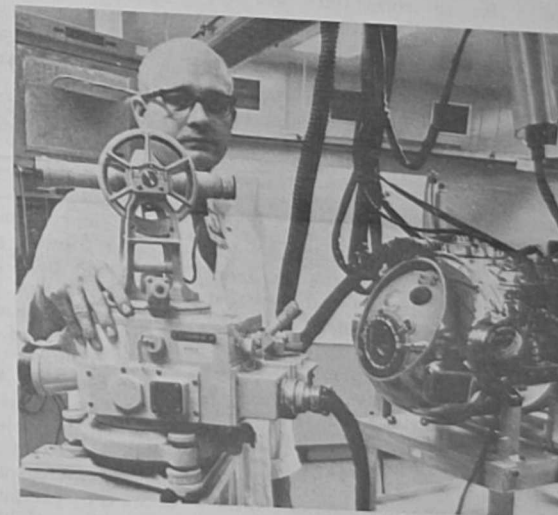


OUTLINED against the desert is San Bernardino. Rocket engine test stand.

Rocket engines overhauled at Norton AFB, Calif., are hot-fire tested at this site by AFLC technicians.



VERTICAL FIN of a KC-135 is removed during Operation Sky Hook held at Oklahoma City Air Materiel Area, Tinker AFB, Okla. A crane hoists a mechanic high in the sky to attach a sling to the fin. Upon removal, the fin will be moved by truck to the Boeing Company, Wichita, Kan., for rudder modification.



PLATFORM CALIBRATOR AND TESTER, Donald Kessinger, makes minor repairs and adjustments to Titan II inertial guidance system during final tests at Newark AFS, Ohio. AFLC's laboratories at Newark calibrate Air Force instruments as well as adjusting missile inertial guidance systems.



MECHANICS (l to r) Nicholas Morena, Conrad Skloss, Herman Krag and Jesse C. Castro work on a

B-52 wing flap in the San Antonio Air Materiel Area's vast maintenance hangar at Kelly AFB, Tex.

AWS Aircraft to Aid In Project Stormfury

WASHINGTON—Air Weather Service aircraft will join those of the Navy and Weather Bureau in a project which involves seeding hurricanes and cumulus clouds this year.

AWS aircraft will not participate in seeding operations, but will fly aerial reconnaissance missions for the project which is aimed at investigating the feasibility of modifying clouds and tropical storms.

Called Project Stormfury, the seeding experiments will be carried out in the western Atlantic on active storms and in the eastern Caribbean on tropical cumulus clouds.

The project will be conducted between July 28 and Oct. 1.

Three types of AWS aircraft will be involved in Stormfury. About 10 missions will be flown with weather-modified Lockheed WC-130 Hercules aircraft to collect information below flight level by dropping dropsondes.

In addition to dropsonde data, the weather aircraft will collect high-level atmospheric data at flight level in its flights over the Atlantic in support of Stormfury.

At least one mission will be flown by a Boeing WB-47 to secure additional high-altitude weather data for Stormfury use.

A Martin RB-57F Canberra will also fly high-level photographic missions to provide horizon-to-horizon photography for Stormfury scientists.

In 1961, the Weather Bureau and the National Science Foundation agreed to sponsor a series of hurricane-seeding experiments.

About the same time, the Navy developed new silver-iodide generators suitable for use in seeding hurricanes and participated in tests during Hurricane Esther.

This year a variety of aircraft with improved instrumentation will be used to measure and record results of the seeding experiments.

In an attempt to produce more pronounced, long-lasting effects, hurricane eyewall clouds will be repeatedly bombarded with silver iodide over an eight-hour period and the results recorded by the aircraft.

The Navy will have three types of aircraft in the project—WC-121N Warning Stars and RA-3B Skywarriors based at Naval Air Station, Jacksonville, Fla., and one A-3B Skywarrior from Naval Ordnance Test Station, China Lake, Calif.

—AWS—

Airman's Contributions Aid Safety Program

MATHER AFB, Calif. — A2C Gerald E. Jones, Det. 7, 24th Weather Squadron, was recently presented an Individual Performance Award for his contributions to the Mather TOPS (To Promote Safety) Program.

Jones won the award in the base flying safety program Support Category by drawing posters and TV slides. One of his posters was directed to Aircrew members, emphasizing the importance of reporting clear air turbulence (CAT).

The award consists of a gold lapel pin or tie tack carrying a replica of the torch on the Air Training Command emblem with a silver star and ruby set in the flames. An embroidered patch to be worn on fatigue or flying clothing is also part of the award.

Mama: That's a good boy, Junior. I'm glad to see you sitting so quietly while Daddy sleeps.

Junior: I'm just watching his cigarette burn down to his fingers.

Thai Weatherman Ends Staff Course



Maj. Paisol Siichaiyo

HICKAM AFB, Hawaii—A detachment commander for the Royal Thai Air Force (RTAF) Weather Service was recently graduated from a Weather Staff Officer's Course conducted by 1st Weather Wing.

Maj. Paisol Siichaiyo was presented a certificate of graduation from Col. Robert L. Sorey, wing commander, during ceremonies in the wing command section. In addition, Colonel Sorey presented Paisol with a cigarette lighter from Brig. Gen. John A. Rouse, commander of the Pacific Air Forces Base Command.

The four-week course provided the weather officer with training in the techniques of providing weather support to military agencies in Thailand. Paisol was also given training and indoctrination in various staff positions at wing level.

Paisol commands the Korat Weather Station in Southeastern Thailand. Prior to his graduation, Paisol gave a presentation to the 1st Wing staff on the organization and functions of the RTAF Weather Service.

—AWS—

Gear-Up Landing Earns 'Well Done'

Professional airmanship in the handling of an in-flight emergency situation has won an AWS aircrew a "well done" from MATS commander Gen. Howell M. Estes Jr.

An RB-57C aircrew at Avalon Airfield, Australia, was cited for skillful handling of a "gear-up" landing. Members of the 57th Weather Reconnaissance Squadron at Avalon, Captains Leo B. Rice and Arnold E. Lasher were on a local proficiency flight when the emergency occurred.

Returning to base, they found the gear door would not open. "Their airmanship in making the gear-up landing minimized the damage to the aircraft and prevented injury to themselves," General Estes reported.

Retirees

Following AWS personnel retired on dates indicated. Listing is by unit and rank.

MAY 31 Hq. AWS

Maj. Henry J. Kreiensieck.

1st Wea. Wg.

Lt. Col. Harold A. Bedient, Lt. Col. Carl C. Rabe, Maj. Otis H. Knudson and TSgt. Samuel S. Fischell.

3d Wea. Wg.

Lt. Col. Kessler Jr., Maj. Albert B. Hollinden, CWO Robert H. Gordon and MSgt. Albert L. Simonds.

4th Wea. Wg.

Lt. Col. Clarence E. Everson, Lt. Col. George R. Grisham, CWO Angelo C. Stella and TSgt. Oliver T. Leirimo.

9th Wea. R. Wg.

Lt. Col. George B. Myers, Maj. Donald C. Sidak, SMSgt. Robert L. Donovan, MSgt. James L. Kelley, MSgt. Clive A. Wynne Jr., SSgt. William S. Gould and SSgt. Forrest G. Day.

2d Wea. Gp.

Lt. Col. Frank W. Bennett, Lt. Col. Frank W. Breitling Jr. and Lt. Col. Eric H. Phinney.

4th Wea. Gp.

Lt. Col. Ames W. Walker and SSgt. Charles H. Thompson.

8th Wea. Gp.

Lt. Col. William P. Letstwich, Lt. Col. Fred A. Martin, TSgt. Wayne E. Lind and TSgt. Dominick Venezian.

JUNE 30 Hq. MATS

Lt. Col. George W. Fleischman Jr., Lt. Col. Lamar C. Peterson and Lt. Col. Charles J. Rexon Jr.

Hq. AWS

Lt. Col. Woodrow P. Sheridan.

2d Wea. Wg.

Lt. Col. Wilfred B. Jones, Maj. Donald N. Thompson and Capt. Elmer L. Whitmire.

3d Wea. Wg.

Lt. Col. Alfonso H. Butera, Lt. Col. Kneeland S. Durham Jr., Lt. Col. James H. Jack, Lt. Col. Melvin Weinstein, Lt. Col. Sebastian Zappala, Maj. Julian M. Voss, CWO Michael R. Lorusso, CWO Francis E. Wallis, CWO Andrew R. Wray, MSgt. Kenneth L. Keeney, MSgt. Oliver H. Pilati and MSgt. Robert Kirkpatrick.

4th Wea. Wg.

Lt. Col. Parnag G. Adamian, Lt. Col. Thomas Beauchamp, MSgt. Edward J. Doyle and MSgt. Dean L. Ritchie.

9th Wea. R. Wg.

Lt. Col. Clyde R. Wilson, Maj. Ora H. Watson Jr., Capt. Jack H. Clark, TSgt. Lenard A. England, TSgt. R. T. Gordon, TSgt. Charles E. Neiderman, TSgt. Johnny S. Pena, TSgt. Melvyn E. Prough and TSgt. Allin S. Vaughn Jr.

2d Wea. Gp.

Lt. Col. George J. Newgarden Jr., Lt. Col. Thomas A. Prizio, Maj. John A. Fullerton, CWO Robert E. Houmes and SSgt. (as Major) Harold C. Bulks.

4th Wea. Gp.

Maj. Milton Ginsburg and CWO Whitmal W. Hill Jr.

8th Wea. Gp.

Maj. William R. Cameron, CWO Frank Amadris and TSgt. Paul P. Sarnik.

Marriages

BEESON-JOSEFEK — Christine Josefek, North Riverside, Ill., to A3C Patrick J. Beeson, Det. 20, 24th Weather Squadron, Laughlin AFB, Tex., on June 19 at North Riverside, Ill.

QUIZ ANSWERS

1-b; 2-c; 3-c; 4-d.

Air Materiel Chief

By Tom Bolkovac

COLONEL

JAMES A. HOGG

AWS DCS MATERIEL.

SCOTT AFB, ILL.

BORN IN PORTLAND, ORE., GRADUATED FROM HIGH SCHOOL, ASTORIA, ORE., IN 1933. ATTENDED WILLIAMETTE UNIVERSITY, SALEM, ORE.

ENLISTED IN U.S. ARMY IN NOV. 1938. COMMISSIONED SECOND LIEUTENANT IN 1940 THROUGH AVIATION CADETS AT KELLY FIELD, TEX.

IN NOVEMBER 1940 ASSIGNED TO 9th BOMB GROUP IN CARIBBEAN THEATER.

FLEW 24 COMBAT MISSIONS AS MEMBER OF 458th BOMB GROUP FROM JANUARY 1944 TO JUNE 1945 WHILE TAKING PART IN OFFENSIVE OF NORTHERN FRANCE.

AS COMMAND PILOT, HE HAS FLOWN MORE THAN 15 DIFFERENT TYPES OF AIRCRAFT INCLUDING THE B-24, P-51 AND F-102.

NOW HAS A JOB OF KEEPING 69 RECON AIRCRAFT OF 6 TYPES IN COMMISSION.

MARRIED TO FORMER RITA J. LE BAILLY OF POCATELLO, IDAHO. THEY HAVE 3 CHILDREN.

GRADUATED FROM AIR WAR COLLEGE IN 1954. PRIOR TO AWS ASSIGNMENT IN AUGUST 1962, WAS DIRECTOR OF MATERIEL FOR 30TH AIR DIVISION (SAGE), TRUAX FIELD, WIS.

DECORATIONS INCLUDE DISTINGUISHED FLYING CROSS WITH ONE OAK-LEAF CLUSTER & AIR MEDAL WITH THREE OAK-LEAF CLUSTERS.

ON THE

skew-T

Highlights of Air Weather Service personnel at work and play.

AWS Global Report

HUNTER AFB, Ga.—Maj. H. K. Good recently departed the 53d Weather Reconnaissance Squadron to attend the Aerospace Safety Officers Course at the University of Southern California. Upon graduation from the 10-week course, he will return to the 53d WRS and later be assigned to the 9th Weather Reconnaissance Wing, McClellan AFB, Calif., as Wing Director of Safety. Maj. V. R. Blankenship, 53d WRS, recently returned to his duties as Squadron Flying Safety officer after graduating from the safety course.

FUCHU AS, Japan—The 20th Weather Squadron has a new emblem. Recently approved by USAF, the insignia was designed by A2C William D. Marvin, a weather observer at Detachment 18, 20th Squadron, Seoul, Korea.

BARKSDALE AFB, La. — Lt. Col. William J. Landsperger, 26th Weather Squadron, recently completed the Air War College Correspondence Program. He received his diploma from Col. Paul E. McAnally, squadron commander.

ENT AFB, Colo.—CWO John F. Gaillard, 4th Weather Wing training officer, has been awarded the Air Defense Command Certificate of Outstanding Educational Achievement. Gaillard has accumulated 40.4 education points during off-duty study through the ADC Education Services Program.

LARSON AFB, Wash. — SSgt. Knud B. Jacobsen, Det. 18, 9th Weather Squadron, recently graduated with top honors from the weather equipment repairman school, Chanute AFB, Ill. Jacobsen is a retrainee from the aircraft maintenance field.

Two officers of Det. 1, 55th Weather Reconnaissance Squadron, Eielson AFB, Alaska, have been awarded the MATS 5,000-hour Flying Safety Lapel Pin. Recipients were Majors Ronald G. Russo and Robert E. Lee.

ANDREWS AFB, Md. — Maj. Dwight R. Stoffer, commander of the 121st Weather Flight (Mobile), District of Columbia Air National Guard, was recently transferred from Washington, D.C., to Cincinnati, Ohio, with the U.S. Weather Bureau. His replacement as commander is Maj. Allen D. Pearson, head of the USWB Emergency Warning Branch, Washington, D.C.

PAINE FIELD, Wash. — A2C Richard B. Wixom, Det. 5, 35th Weather Squadron, recently received a \$15 check for his suggestion to use mirrors to allow obscured visibility markers to be seen without climbing to an elevated platform. The suggestion is expected to save local weather observers time and steps in coming months.

WESTOVER AFB, Mass. — CWO Carl E. Weiss, Det. 9, 8th Weather Squadron, has completed bootstrap training at the University of Omaha, receiving a Bachelor of General Education degree with a major in military science.

LARSON AFB, Wash.—1st Lt. Edwin C. Dobkowski, weather officer at Det. 18, 9th Weather Squadron, recently became president of the Larson AFB Junior Officers Council. Besides performing his duty as weather officer and participating in the Junior Officers Council, Lieutenant Dobkowski finds time to preside over the base ski club.

Varied Awards Presented To AWS Units, Personnel



OUTSTANDING weather reconnaissance crew of AWS for 1964, Aircrew 7, 54th Weather Reconnaissance Squadron, Andersen AFB, Guam, receives Yates Award from AWS commander, Brig. Gen. Roy W.

Nelson Jr. The AWS Commanders Award was presented to crewmembers (l to r) Captains Willie C. Ballard, navigator; James F. Ster Jr., copilot; and Capt. Davy L. Winkle, aircraft commander.



MATS Outstanding Unit Award is presented to Col. Carl H. Morales, 9th Weather Reconnaissance Wing commander, by Brig. Gen. Roy W. Nelson Jr.,

AWS commander, during a recent visit to McClellan AFB, Calif. The unit earned the award during 1964 as the 9th Group for its accident-prevention record.



OUTSTANDING weather reconnaissance squadron in AWS for 1964, the 56th Weather Reconnaissance Squadron, Yokota AB, Japan, recently received the Senter Award. AWS Commander Brig. Gen. Roy W. Nelson Jr., presented the Commanders Award to Col. Robert V. McKibban, squadron commander, in behalf of the entire squadron during a recent visit to Japan.

Observer Is Honored

ELMENDORF AFB, Alaska—A1C George I. Hiss, Det. 4, 11th Weather Squadron, has been selected Airman of the Month for April at Sparrevohn AFS, Alaska. Commenting on Airman Hiss' achievement, Col. David M. Sweeney, 11th Squadron commander said, "Airman Hiss is typical of our remote site observers who, with a minimum of direct supervision, are performing a highly essential job in support of the Alaskan Air Command and the Air Weather Service."

HOMESTEAD AFB, Fla.—A1C Thomas B. Lancaster Jr., Det. 2, 8th Weather Squadron, has been chosen as 8th Squadron Airman of the Quarter for January-March. In the past year, he has completed ECI Courses in Management and Personal Counseling. He is currently enrolled in the NCO Academic Course from ECI.

CHAUMONT AFB, France—A1C Douglas E. McWilliams, Det. 8, 31st Weather Squadron, has been cited as the Outstanding Airman of the Quarter for the 31st Squadron. He was cited for out-

standing conduct and performance of duty, superior military bearing, appearance, courtesy, leadership potential and self improvement.

SCOTT AFB, Ill.—A2C Norman L. Folson, 8th Weather Group, Scott AFB, Ill., has been named 8th Group headquarters Airman of the Quarter. Folson performs duties as a stenographic specialist.

ELMENDORF AFB, Alaska—SSgt. Paul F. Schidal, presently assigned to Detachment 25, 4th Weather Group, Alexandria, Va., recently received a plaque recognizing him as the 11th Weather Squadron Outstanding Remote Site Weather Observer for the preceding half-year. While with the 11th Squadron he was NCOIC of the weather station at Tin City AFS, Alaska.

BITBURG AB, Germany—A1C Thomas J. Presby, Det. 1, 31st Weather Squadron, recently received the USAFE Educational Achievement Certificate for outstanding work in off-duty education. Col. Everett J. Cartwright, squadron commander, presented the certificate.



WILLIAMS AWARD for 1964, given to the outstanding detachment which performs as a weather station with an observing and/or briefing function, is presented to Maj. Eugene B. Jack, commander of Det. 2, 4th Weather Group, Andrews AFB, Md. Making the presentation is Col. William S. Barney, AWS vice commander.

June 1 Stripe Recipients Announced by AWS Units

Following names of AWS airmen promoted to master, technical and staff sergeant and airmen first and second class June 1 were received by the Observer in time for publication.

1st Wea. Wg. To MSgt.

Cecil F. Dowell, William T. Koch Jr., John C. Samples and Donald E. Thurmon.

To TSgt.

Lynwood James and Malcomb O. MacDonald.

To SSgt.

Louis A. Bienvenue, James D. Black, Michael E. Coffin, William J. Hause, Robert F. Walker and Michael B. Wetzstein.

To A1C

William M. Fleshood, Robert A. Magne and John P. Wilson.

To A2C

Eric R. Bolling, John P. Cox, William J. Drasky, Kenneth K. Igawa, William T. Marks, Charles W. Peterson and Bobbie G. Nesiba.

2d Wea. Wg. To MSgt.

Joseph Wade, William E. Varnum, Donald J. Robarge, Kenneth R. Walters and Buddy L. Wilson.

To TSgt.

Thomas A. Carnes, Robert W. Ripley, Edward Fields, Thomas M. Case and Edward J. Havrila.

To SSgt.

Michael J. Hubert, John L. Kiketra, Douglas E. McWilliams, George F. Hamilton, James M. Rawls, William S. Grady, Theodore E. Trout and Gilbert L. Ash.

To A1C

Johnnie W. Woems, Donald C. Fosso, Leon W. Elkins, Michael A. Leco and Jose A. Lopez.

To A2C

Larry A. Torkison, Raymond J. McDermott, Jerry W. Gillmore, William A. Hager, Robert J. Talley, Ronald S. Larsen, David G. Snodgrass, Willey Myrick Jr., William R. Buckingham, Thomas L. Biederman, John B. Williams Jr., John J. Soldano Jr., Spencer A. Lewis, Ronald D. Thompson, Phillip J. Kaster, Ronald D. Kagan, Michael H. Handraff and Gary J. Tien.

3d Wea. Wg. To MSgt.

Erwin L. Whitley, Donald L. Savidge, Kirby C. Nickell, Roy H. Wisinski and Wilbur C. Nickson.

To TSgt.

Phil J. Murphy, Charles V. Fields, Danny L. Flowers and James V. Taylor.

To SSgt.

John Viochita, Charles E. Kahoe, Larry M. Means, Thomas B. Lancaster, Robert T. Daniels, James D. Vibbert and Stanley W. Anderson.

To A1C

John A. T. Browning, Robert V. Mayo, George J. Mecko, William F. Smith, Charles N. Eoyring, William H. Siefken, Jerry P. Wagenhals and Wesley R. Waldo.

To A2C

Robert M. Cook, Daniel H. Barbour, Wayne A. Bishop, Robert B. Leming, Dennis M. Fortune, Donald S. Bastura, Howard E. Haroldson, Donald W. Richie Jr., Joseph C. Glass 3d, David A. Fortier, Billie D. Duree, Robin J. Tausch, Ronald L. Austin, Raymond G. Valles, David W. Hogan, Edgar A. Reinfeld, Earl L. Kauffman, John P. Johnson, Jan E. Swanson, John C. Holst, Gary J. Hensley, James M. Jacobson, Robert C. Horton and George R. Rapin.

Also David F. Bolles, Paul W. Crimmins, William J. Robel Jr., Gene A. Bryant, Thomas G. Bassler, James J. Bowyer, William J. Wissman, Danny L. O'Harold, Allen F. Davis, Theodore C. Eichholz, Leigh G. Fossen, William L. Burkett and William C. Hill.

2d Wea. Gp. To MSgt.

Jimmie A. Christie, William R. Martin and George R. Sabins.

To TSgt.

Dan G. Hern, William S. Lamar and Leo A. Smith.

To SSgt.

David A. Birchfield, Wayne L. Golding, Melvin P. Johnson, Ova Risner, Alvin E. Romick and Genady Yurganov.

To A1C

David M. Ahrendt, Robert H. Horton Jr., Gerald L. Rhoads and James L. Wiser.

To A2C

John C. Bales, John R. L. Bartch 2d, James E. Bryant, William R. Folts, Michael O. Frank and Lucien J. Freilach Jr.

Hq. AWS To TSgt.

Kenneth L. Cox and Gerald E. Daugherty.

8th Wea. Gp. To MSgt.

Ralph D. Miller, John R. Pagliaro, Larry D. Plant, David H. Batts, Seymour F. Kantor and Edwin L. Whitley.

To TSgt.

William E. Bolden, Wanless J. Scott, Douglas Argo and Robert G. Richardson.

To SSgt.

Jerry T. Martin, William J. Bernatavich, Robert L. Hagan, Marcus D. Bailey and Bobby G. Rogers.

To A1C

Thomas R. Wilkerson, Normand J. Goyette, Peterus L. Maesen, Eddie W. Shelton, Maurice J. Poel, Robert A. Van Cleef, James R. Moyer Jr. and William C. Leiser.

To A2C

James E. Burlingham, Charles R. Flemming, Roger C. Galbreath, Edward P. Regnier, John H. Depew, Franklin F. Gould 3d, Phillip A. Rellinger and Wilfred U. Verge.

Also Richard J. McFarland, John K. Coolidge 2d, Richard E. Rhodes, Ronald P. Zuti, Jerry A. Johnston, Richard A. Sickinger, Charles A. Beyer, James E. Sweet, Kenneth A. Burgerson, Julian M. Ybarra Jr., James Doughly Jr., Thomas E. Fraser, Robert T. Olesrud, John E. Fox, Richard S. McGovern and Sanford B. Weber.

USAF Changes School Criteria

Method of selection and eligibility criteria for attendance at professional military education schools have been changed by a recent Department of Air Force letter.

Changes to a previous letter from DAF, dated Sept. 11, 1964, were: Line officers, except Judge Advocate General officers, may attend the squadron officer school course in residence through age 31.

Commendation Medals

U.S. Air Force Commendation Medals for the time period listed have recently been awarded or approved for presentation to the following AWS personnel.

Lt. Col. Claude L. Ball, Global Weather Central, from Jan. 6, 1961 to April 30, 1965.

Lt. Col. George R. Grisham, 28th NORAD Region and 28th Air Division, from Sept. 20, 1964 to May 11, 1965.

Lt. Col. Hubert E. Harvey, Det. 6, 28th Weather Squadron, from July 8, 1962 to June 15, 1965.

Lt. Col. William P. Leftwich, Det. 42, 8th Weather Group, from April 1, 1961 to May 11, 1965.

Lt. Col. Fred W. Pope, Hq. 2d Air Force, from Sept. 6, 1961 to June 5, 1964.

Lt. Col. Woodrow P. Sheridan, Hq. AWS, from Sept. 19, 1960 to June 23, 1965.

Lt. Col. Sebastian Zappulla, 3d Weather Wing, from Oct. 20, 1957 to June 14, 1965.

Capt. Chester C. Lukasiewicz, 9th Weather Squadron, from March 13, 1961 to May 11, 1965.

Capt. Norman F. Rauscher, Det. 1, 9th Weather Squadron, from July 12, 1963 to May 8, 1965.

Capt. Marvin T. Travis, Hq. AWS, from Dec. 6, 1961 to Oct. 1, 1964.

CWO Angelo C. Stella, Det. 1, 4th Weather Wing, from Aug. 16, 1961 to May 11, 1965.

CMSgt. Larry S. Holland, Hq. AWS, from June 8, 1964 to June 7, 1965.

CMSgt. Charles D. Morris, 1370th Photo Mapping Wing, APCS, from May 3, 1964 to Oct. 11, 1964.

MSgt. Richard C. Ferguson, Det. 1401, 16th Weather Squadron, from Nov. 10, 1962 to April 5, 1965.

MSgt. Roy A. Glenn, Det. 30, 4th Weather Group, from Jan. 2, 1964 to Jan. 2, 1965.

MSgt. Carl E. Jernigan, 56th Weather Reconnaissance Squadron, from Jan. 18, 1962 to Jan. 30, 1965.

MSgt. Myles M. Mitchell, Det. 10, 4th Weather Group, from March 29, 1963 to Nov. 30, 1964.

MSgt. Paul D. Nichols, 1st Weather Wing, from June 1, 1964 to June 16, 1965.

TSgt. Larry D. Crumley, Hq. AWS, from Jan. 30, 1961 to June 11, 1965.

TSgt. Cloyas D. Mustain, Det. 28, 26th Weather Squadron, from Sept. 2, 1960 to May 31, 1965.

TSgt. Emil J. Vande Walle, 54th Weather Reconnaissance Squadron, from Dec. 24, 1962 to June 10, 1965.

TSgt. Buddy L. Wilson, Det. 10, 31st Weather Squadron, from July 15, 1963 to March 10, 1965.

SSgt. Alfred Hill, 301st Bombardment Wing, from Nov. 16, 1958 to May 1, 1964.

A1C Ronald F. Munson, 55th Weather Reconnaissance Squadron, from March 20, 1964 to Jan. 20, 1965.

Weathervision Makes 100,000th Broadcast

LOS ANGELES AFS, Calif.—Space Systems Division's weather-vision facility made its 100,000th telecast recently when Maj. Gordon G. Gilmore received a weather briefing from SMSgt. Stanley W. Marczewski and MSgt. Donald W. Taft.

The briefing was for an operation training flight in a T-39 aircraft to McClellan AFB, Calif. Major Gilmore's crew included Majors Carleton B. Latimer and Harold J. Eberle. On hand to witness the milestone was Col. Roy D. Russell, Los Angeles AFS commander.

Weathervision is operated by the division's meteorology office (Det. 50, 4th Weather Group) under the deputy for Test Operations. It is a closed-circuit television system which relays up-to-the-minute weather information by microwave from the Weather Bureau Forecast Center, Los Angeles International Airport, to 6592d Support Group flight operations.

Lt. Col. D. E. McPherson, staff meteorologist, said weathervision operation began on trial basis in July 1957 when the military pilot population was rapidly growing during the Atlas development.

It replaced the system of long-distance telephone calls to the military flight service center. Weather-vision became a permanent operation in January 1958.

"Since that time we have given weather information to 100,000 pilots," said Sergeant Marczewski, weather-vision facility NCOIC.

"The system not only is an advantage in permitting the pilots to study the televised weather maps and reports, but has saved the Air Force a large amount of money."

Perhaps more important than its economy has been the contribution of the system to the enviable flying safety record which the 6592d Group has built.

The sending station is located in the USWB's airport station, where USAF weather-vision operators en-



WEATHER BRIEFING information to pilots of Los Angeles AFS, Calif., is broadcast by SMSgt. Stanley W. Marczewski (seated) and MSgt. Donald W. Taft of the Space Systems Division meteorology office, while Mr. George W. Kalstrom (right), USWB Forecast Center, assists. The weather-vision recently made its 100,000th briefing broadcast.

joy the full cooperation of the Weather Bureau staff.

"The continuing success of weather-vision is due mainly to the splendid cooperation of Mr. George Kalstrom, meteorologist-in-charge of the USWB forecast center, and Mr. John H. Aldrich, supervisor of aviation forecasting," Colonel McPherson said.

"They not only provide the Air Force with room for the weather-

vision console and our three Air Force weather teletype circuits, but allow us full utilization of all their weather charts and data."

Resources of the forecast center include current weather observations received on 11 domestic and international circuits, three weather facsimile map circuits, weather radar, and a staff of weather experts on 24-hour duty.

(Continued on page 10)

Wife Honored by Scouts

RAMSTEIN AB, Germany — Mrs. Murray O. Jones, wife of Lt. Col. Murray O. Jones of the 31st Weather Squadron, was recently honored in two separate ceremonies for her Girl Scout work.

At the annual Girl Scout awards banquet on May 26, Mrs. Jones was presented the Girl Scout Thanks Badge, highest award given to an adult in the scouting program. Presentation was made by Brig. Gen. Loren G. McCollom, member-at-large, North Atlantic Girl Scouts.

In his speech, General McCollom pointed out that "Mrs. Jones had, in four years at Ramstein, held every position in the Scouting program and had performed her duties thoroughly, enthusiastically and successfully, thereby truly proving that scouting is indeed a way of life."

Later at an annual Leader's Recognition Coffee, Mrs. Jones was recipient of another high honor. On this occasion, she was presented the Canadian Thanks Badge which is the equivalent of the American award.

Presentation of the Canadian award was made by Mrs. Patrick D. Ledgerwood, division commissioner of the Canadian Girl Guides in Germany.

In presenting the pin, Mrs. Ledgerwood stressed the high degree of cooperation that existed between the Guides and the Girl Scouts at Ramstein.

"Mrs. Jones provided many of the opportunities for the Canadian Guides which would otherwise not have been available to them due to small numbers and lack of facilities. In so doing, Mrs. Jones has made international friendship a reality," said the Canadian leader.



By SSgt. Robert J. Batton

The Fort Sill Little League Association is in the capable hands of weathermen of Detachment 11, 16th Weather Squadron. A1C Thurman V. Chambers is executive vice-president of the league association and is the only enlisted man on the board of officers.

His duties include helping in player and manager supervision, arranging game schedules and implementing nation-wide Little League policies.

Chambers was highly instrumental in the growth of the Fort Sill Little League. In 1963, he and a handful of Army officers organized the association.

Maj. Robert H. Johns is manager of one of the major league teams in the association, the Cardinals. His coaches are two detachment airmen, A1C Daniel F. Shelly and A2C Marlin J. Marth.

Honored by Trophy

SSgt. Pete Meadows, formerly of the 57th Weather Reconnaissance Squadron, Avalon Airfield, Australia, has a trophy named in his honor. Meadows, who recently returned to the United States, coached swimming, basketball and baseball while in Australia.

The trophy, to be presented by the Lions Club, cites Meadows for his outstanding contributions to youth through sports. The trophy is to be awarded each year as a personal tribute to Sergeant Meadows and is the first of its kind honoring a U.S. Air Force sergeant in Australia.

On the Lanes

The Detachment 3, 1st Weather Wing Bowling League came to a close recently with a roll-off at Wheeler AFB, Hawaii, with the title going to the Wheelerites. Participants were Detachment 4 and Detachment 4 Operating Location at Wheeler. Six games were played in the roll-off and when the dust had settled, Wheeler bowlers won with a slim 35-pin margin.

Bowlers of Detachment 13, 26th Weather Squadron recently took second place in the Little Rock AFB City Association Tournament by rolling 2964 with handicap in competition with 31 other base teams.

The detachment team is currently in second place in the base intramural league with three weeks of competition remaining.

TSgt. Owen B. Addington, TUSLOG 154, recently rolled a 693 series, highest at the TUSLOG lanes. In the May Observer we said incorrectly that his high series was 639.

Detachment 40, 28th Weather Squadron, High Wycombe, England, has a few hunters among its personnel. Four members of the unit recently bagged ten ducks and eight pheasants during a two-day hunting trip in northern England.

Hunters included SSgt. Bill Hatcher, A1C Ronald Whitley, A1C Luke Cousins and A1C Bill Marschke.

Five Under Par

Another golfer has been singled out for an outstanding victory at Detachment 13, 16th Weather Squadron, Fort Eustis, Va. He's A1C Peter M. Hunt, who shot a five-under-par 66 in the Military Police Association-sponsored International Golf Day 1965 tournament at Fort Eustis.

4 Medals Won In Rifle Match

KELLY AFB, Tex.—A2C James E. Brady, Det. 35, 8th Weather Group, captured four medals in a recent National Rifle Association match held at the Bayou Rifle Club, Houston, Tex.

A member of the Kelly AFB Rifle Team, his top achievement in the match was best overall score for the short course event in the marksman class.

He received honors for first place in off-hand shooting at 200 yards, first place in rapid firing in the sitting position at 200 yards, and first place in rapid fire in the prone position at 300 yards.

Roadrunners Capture Etain Bowling Crown

ETAIN, France—The Roadrunners of Detachment 13, 31st Weather Squadron, held off a late surge by four other teams in the 12-team Etain Base League to capture the base bowling crown for the second straight year.

The weathermen rallied in the final game to close a 120-pin gap in four frames, but did the job with thirty pins to spare.

The team's 62-38 record was one better than that of the second-place team.

For their efforts, team members will receive 14 trophies this year, which, added to the 22 received last year, makes a total of 36 trophies for two years' bowling.

High-average trophy went to A1C Francis Skidmore with a 182. He also took a trophy for the year's high series.

Skidmore along with A2C Glen Dwinells collected 600 patches from the Eastern France City Association.

Team captain was SSgt. Ronald Madsen.

Weather Bowlers Base Champions

EIELSON AFB, Alaska — Detachment 2, 11th Weather Squadron bowlers recently won the base intramural bowling championship and the Commander's Trophy.

The team's victory was highlighted by a 300 game rolled by CMSgt. Jess Hickson. Hickson's game went this way—he threw ten strikes in a row. On the 11th ball, he had a solid 10-pin tap, which gave him a scratch 289. With a handicap of 11 pins added—a 300 game.

Hickson also captured high series honors with a 646.

Capt. Carl Perkins had second high league average with a 182.

The weathermen took the title from the 1995th Communications Squadron in a playoff, after each team had won its respective division flag.

—AWS—

Maxwell AWSmen Beaten by Visitors

FORT BENNING, Ga.—Weathermen of Detachment 10, 16th Weather Squadron, journeyed to Maxwell AFB, Ala., to play Detachment 9, 15th Weather Squadron in a softball match.

The game, marked by substitutions, was won by the Fort Benning unit 5-3.

—AWS—

U.S. Baseball Squad Wins 'Down Under'

AVALON AIRFIELD, Australia — The 57th Weather Reconnaissance Squadron recently teamed with Detachment 3, 1957th Communications Group to take second place in the Victorian Summer Baseball League.

Called the United States Air Force Team, it was the only American team competing against 15 Australian teams in the all Australian rule baseball league.

After the season closed, members of the team visited many Australian towns and cities playing good-will exhibition games.

Optimism is a cheerful frame of mind that enables a teakettle to sing even though in hot water up to its nose.

Doctor: "How is the child that swallowed the 50 cent piece?"

Nurse: "No change yet, doctor."

Squadron, Olmstead AFB, Pa.; and MSgt. William R. Spoon, 3d Weather Squadron, Shaw AFB, S. C.

MILITARY AIR TRANSPORT SERVICE

Accent on Bars

1st Lt
Charles L
NICHOLS

57 WEATHER RECON SQ
VICTORIA, AUSTRALIA

NAVIGATOR IN WEATHER
RECONNAISSANCE UNIT

DEVELOPED INSTRUMENT APPROACH
AND DEPARTURE PROCEDURES FOR
AVALON AIRFIELD, AUSTRALIA

HOLDS 2nd
FULL-TIME JOB
AS WEATHER SQUADRON
ADMINISTRATIVE OFFICER



ESTABLISHED AND MANAGED
FIRST U.S. BASE EXCHANGE
IN AUSTRALIA

Detachment Garners Second Carbine Title

WHEELER AFB, Hawaii—Detachment 3, 1st Weather Wing, recently out-shot 18 other teams to win the Pacific Air Forces Base Command carbine championship for the second consecutive year.

The weathermen compiled a team score of 765-34V out of a possible 800 points to take first place and establish a new team record for the local meet.

Team members included SMSgt. William Montgomery, TSgt. King Tanigawa, TSgt. Edward N. Tidwell and A1C James E. Young.

—AWS—

Ends Academy Class In Top Ten Percent

ORLANDO AFB, Fla. — MSgt. Eugene A. Murdock, Det. 2, 4th Weather Group, Washington, D.C., finished in the top ten percent of his class at the MATS NCO Academy June 18.

Other AWS NCOs graduating in the academy's 77th class were MSgt. Hubert W. Davidson, Hq. AWS; MSgt. Earl J. Dinsmore Jr.,

Births

ANDREAE, Capt. and Mrs. C. T., a son, Scott David, born June 2, at Ranocas Valley Hospital, Willingboro, N. J. Father assigned to Det. 15, 20th Weather Squadron, Osan AB, Korea.

LAME, Maj. and Mrs. Charles W., a son, John Andrew, born May 18, at USAF Hospital, Scott AFB, Ill. Father assigned to Hq. AWS.

STARK, TSgt. and Mrs. Raymond R., a boy, Raymond R. Jr., born May 3, at USAF Hospital, Sembach AB, Germany. Father assigned to Det. 20, 31st Weather Squadron.

ZINK, A1C and Mrs. William R., a boy, Ward Robert, born July 9, at USAF Hospital, Scott AFB, Ill. Father assigned to Hq. AWS.

Det. 9, 8th Weather Squadron, Westover AFB, Mass.; MSgt. William H. Frazell Jr., Det. 5, 24th Weather Squadron, Kelly AFB, Tex.; and MSgt. Anthony D. Gallant, Det. 50, 12th Weather Squadron, McEntire Air National Guard Base, S. C.

Also TSgt. Arthur G. Lessard, Det. 15, 9th Weather Squadron, Walker AFB, N. Mex.; MSgt. Carl J. Smelgus, Det. 12, 15th Weather

Pope Detachment Shares AF Award

Detachment 20, 3d Weather Squadron, Pope AFB, N. C., is a component unit sharing in award of the Air Force Outstanding Unit Award to the 464th Troop Carrier Wing (TAC), cited for exceptionally meritorious service in support of military operations from Nov. 28, 1961, to May 1, 1963.

Award authority is DAFSO GB-152, 19 June 1964, as amended by DAFSO GB-144, 18 June 1965.

Personnel who believe they are eligible for the award should contact their CBPO for processing in accordance with paragraph 12, AFR 900-13.

Upon returning to her sixth grade class one day, a teacher found the children sitting quietly at their desks. Since this was unusual, she asked them for an explanation.

Rather hesitantly, a girl replied, "Well, you once told us that if you ever left the room and came back to find everyone sitting perfectly still, you'd drop dead."

Weathervision . . .

(Continued from page 9)

In a ceremony commemorating the occasion of the 100,000th briefing, Maj. Gen. Ben I. Funk, Space Systems Division commander, presented Mr. Kalstrom a special plaque to express the appreciation of the division for the outstanding support of the forecast center.

Using the capability of the forecast center, weathervision personnel have provided weather briefings for flights to Hawaii, Alaska, Canada and Mexico, as well as daily cross-continental flights.

To receive a weathervision briefing, a pilot speaks into a microphone at the TV receiver at flight operations. At the transmitter one mile away, either Sergeant Marczewski or Sergeant Taft projects the latest weather maps off the weather facsimile machine and explains the current and forecast conditions the pilot may expect along his planned flight route.

Like commercial TV, weathervision is not free of commercials. Sergeant Taft always adds a "commercial" for flying safety.