

AWS Predicts Solar Activity For Astronauts

SCOTT AFB, Ill. — As the U. S. Air Force extends its range of varied operations higher and higher above the earth's surface, aerospace-environmental scientists of USAF Air Weather Service continue to provide timely environmental support.

Just as AWS weathermen around the world provide weather observations and forecasts for conventional aircraft flights, so must AWS personnel provide space-environmental observations and forecasts to satellite controllers and manned space-vehicle operations.

The sun is the source of almost all of the energy in the solar system. This energy is radiated continuously outward from the sun in a variety of forms. Great "storms" or explosion-like phenomena called solar flares occur frequently on the sun.

At such times, intense x-rays and energetic particles (protons, electrons and cosmic rays), which can be very harmful to men and equipment in spacecraft, are spewed out into space.

Since late in 1962, AWS, a Military Air Transport Service component with headquarters at Scott AFB, Ill., has been developing capability to observe and predict solar activity to help insure successful Air Force operations in a hostile space environment.

Initial success of this newest operational Air Weather Service function, solar prediction, was demonstrated during a very active solar period from September 30 to October 3.

Sharply increasing solar activity was predicted on September 28 by the AWS Solar Forecast Center at Ent AFB, Colo., which issued a "Solar Flare Alert" on September 29 to all operational agencies.

A series of major solar flares began on September 30 and continued through the period of high activity predicted. Special Air Force space systems, called into real-time operation because of the AWS alert, were able to obtain complete and valuable information for use in present and future defense systems. From 1968 onward, these AWS

(Continued on Page 6)

ANG Weathermen Provide AWS Back-Up

BAER FIELD, ANG Base, Fort Wayne, Ind.—The term "reserve" or "back-up" system is heard more and more frequently as space age technology continues to advance. But the concept is not new to Air Weather Service who has used the back-up idea for over 20 years.

AWS's back-up system is the Air National Guard weather flight program.

The Weather Flight concept was first outlined in the late 1940s when it was felt that a reserve of well-trained weathermen might someday be needed. The planners didn't have long to wait to be proved correct.

In 1950 during the Korean conflict and again in 1961 for the Berlin crisis, weathermen were called upon to assist regular AWS units. Currently there are 37 Weather Flights authorized in the ANG. Six of these are assigned to support the Army Reserve Forces and the other 31 support ANG flying units.

A Weather Flight is largely made up of AWS veterans. Typical is the 163d Weather Flight of the Indiana Air National Guard commanded by Lt. Col. Charles E. Billiard, a 22-year USAF and ANG veteran. Lt. John D. Slagle, also an ex AWS man, is assigned as chief forecaster.

Other Guardsmen with AWS experience serving with the 163d are: Duty Forecasters MSgt. James E. Wolff and A1C C. J. Guinan; Chief Observer TSgt. Frederick B. Crow; Chief of Maintenance, TSgt. Kenneth G. Johnston; Duty Observers A1C Karl E. Craig and A1C Glen M. King.

An ANG Weather Flight is

authorized five forecasters, including the commander, ten observers, one maintenance man and one clerk. It trains as a unit two days a month in support of the host base flying unit and also participates in 15 days of field training each year.

Here, emphasis is placed on on-the-job training and proficiency training so that the flight can maintain a high level of operational readiness in the event of recall.

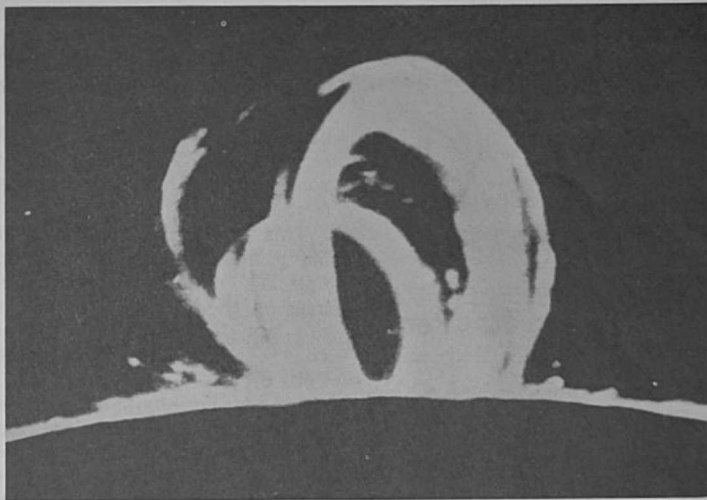
The part-time weathermen take this training seriously. During field training this year, the 163d deployed to the Phelps Collins ANG Base, Alpena, Mich., to support the Ohio ANG's 180th Tactical Fighter Group.

The base weather station at Phelps Collins is better equipped than the 163d's home station; thus, training was received on the additional equipment.

AWS maintains a mobile weather station at Phelps Collins and special training was received on setting up and operating this equipment.

Promotions and schooling opportunities have helped to recruit many weathermen for the ANG program but vacancies are generally still available to qualified people.

Information on AWS's first line back-up team is available through most detachment commanders.



SOLAR ACTIVITY is shown by this loop prominence, a phenomenon associated with solar flares. A major solar flare could disturb the ionosphere enough to cause a disruption of communications for several hours.

31st Weather Sq. Has Anniversary

RAMSTEIN AB, Germany—This month, the 31st Weather Squadron, currently commanded by Col. Douglas C. Purdy, marks 20 years of continuous service to Air Force and Army units both in the Pacific and in Europe.

Activated on Oct. 1, 1945, at Hickham Field, Hawaii, from units that fought in the Northern Solomons and in the final Japanese Campaign, the 31st Wea. Sq. took part in all major mid-Pacific activities in the post-war years.

It received special mention for its work in the exploitation of the jet stream (Operation Dreamboat) and in the Pacific Atomic Tests.

After seven years of Pacific duty, the 31st was transferred to Landsberg AB, Germany, in May of 1952, where its mission was to furnish support to Army

and Air Force units in Central Europe.

In July 1953, the headquarters moved to Ramstein AB, Germany, its present location, where it was part of the 12th Air Force. In 1957 the unit supported USAFE (ADVON) and in 1959, the 17th Air Force.

Today, the 31st Wea. Sq. has primary responsibility for all aspects of meteorological support to the 17th Air Force, the 233d Air Division (MATS) and the 86th Air Division. It also provides support to the 7th Army and our NATO allies.

The 31st has 23 units in four different countries: France, Germany, Italy and the Netherlands. It also operates the Ramstein Forecast Center which is the only tactical weather forecast center in Continental Europe. It provides weather information for the general military public through AFRS-TV and the "Stars and Stripes."

Following is a list of former 31st Wea. Sq. commanders. (Ranks indicated were those held at the time of command.) The past commanders in order are: Capt. John F. Murphy, Maj. Bernard Pusin, Maj. W. B. Sherman, Capt. Arthur Yorra, Capt. Robert E. Heft, Capt. William S. Nesley, Lt. Col. Norman E. King, Maj. Claude N. Hall, Lt. Col. Wray B. Bartling, Lt. Col. Lawrence Cometh, Lt. Col. Jacob Follmer, Col. Ed Roache, Lt. Col. Paul X. Geary and Col. Everett J. Cartwright.



SETTING UP and using the Mobile Weather Station was one of the highlights of the 163d ANG Weather Flight's field training. Shown from left to right: Lt. Col. Charles E. Billiard, Com-

mander; A2C Stephen Zimmerman, MSgt James E. Wolff, A1C Glen M. King (at table) and TSgt Kenneth G. Johnston. This equipment is vital to field weather operations.

Enlistments Up In All Services

WASHINGTON (AFNS)—Voluntary enlistments in the four branches of military service have increased sharply during the past two months. Slightly more than 50,000 enlistments were reported during September, an increase of some 15,000 more than in July and about 4,000 more than in August.

August was the peak month for the Air Force when 15,511 enlistments occurred. The figure dropped off to 13,838 for September but was still 3,450 more than July.



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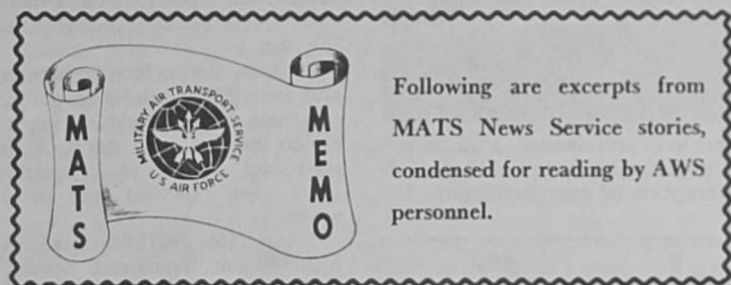
COL. RUSSELL K. PIERCE, JR.
Commander, Air Weather Service

COL. BERNARD PUSIN, Director of Information

MR. JOHN D. RUGG, Deputy Director of Information

1st LT. STEPHEN H. CORNELL, Editor

U.S. Air Force — Aerospace Power for Peace



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

HC-130H Will Do Rescue Work

HQ. MATS, (MNS)—The first of five specially configured C-130 Hercules recovery and rescue aircraft programmed for operation from Lajes Field in the Azores has arrived at the mid-Atlantic MATS base.

Labeled the HC-130H, the big "Herkie" was flown to Lajes from the Lockheed plant, Marietta, Ga., via Charleston AFB, S. C. The 57th Air Recovery Squadron, Air Rescue Service expects to possess five of the recovery aircraft within four months. They will replace the squadron's HC-54 Rescuemasters.

In ceremonies at Lajes, Lt. Col. Walker R. Reynolds, 57th ARS commander, accepted the HC-130H from Capt. Wayne E. Jordan, who, with his crew, received C-130 training in the U. S. prior to piloting the new converted transport to the Azores.

Referring to the HC-130H, Colonel Reynolds said, "It has the latest in navigational equipment, automatic flare launchers, an overhead delivery system and is definitely more suitable for space-shoot recovery work."

He pointed out that two pararescuemen can jump from the Hercules simultaneously; only one man at a time could jump from the HC-54. For search operations, there are positions for two scanners, and the pilot's visibility is also greater with the HC-130H.

Other recovery squadrons which have or are slated to receive the HC-130H are Prestwick AB, Scotland, Goose Bay, Labrador, and Kindley AFB, Bermuda.

MATS, PACAF Aid Volcano Victims

Working in tandem with Pacific Air Forces, MATS C-124 transports from Hickam AFB, Hawaii, last week airlifted more than 20,000 pounds of donated supplies from Hilo, Hawaii, to Hickam for further shipment to aid victims of the September eruption of Taal volcano in the Philippine Islands.

PACAF C-118 transports shuttled relief supplies gathered from Honolulu, Hilo and other cities to the stricken area in Southern Luzon.

Various civic organizations and military units donated the supplies.

The Hickam-based aircraft were in Hilo in support of the 25th Infantry Division exercise Blue Blazer.

Viet-Nam Helicopter Sets Record

While on a night rescue mission over notorious "Zone D" in South Viet-Nam, the crew of a Kaman HH-43 helicopter earlier this month tallied flying hour number 1,000 for Detachment 6, 38th Air Rescue Squadron.

Operating from Bien Hoa AB, the Det. 6 rescue chopper was flying sortie number 1,960.

The detachment's three helicopters average seven emergency scrambles per day, and have maintained an in-commission rate of 96.5 per cent since the unit became operational last November.

7000 Majors Considered For Promotion

WASHINGTON (AFNS)—The Air Force has issued a temporary lieutenant colonel promotion quota for line and medical service corps majors of 75 per cent of those entering the primary zone of consideration for the first time.

Figures on the number of new eligibles are not complete but officials estimate approximately 7,000 line officers will be considered in the primary zone, 6,000 of them for the first time.

This would produce about 4,500 promotions for line officers. Officials emphasized the figures on the number of eligibles are not firm and will likely change before the board meets Feb. 6.

Line officer eligibility extends to those with promotion list service dates or total active Federal commissioned service dates of Dec. 31, 1949, or earlier. This means that officers in their 16th year of service will be considered as well as those in their 17th year. The phase-point for lieutenant colonel consideration thus is moved up one full year from what it has been. The quota allocation is also up 5 per cent from last year.

The selection board will be allowed to use up to 7 1/2 per cent of the quota to promote officers from the secondary zone.

—AWS—

USAF Policy Affects Those Soon to Retire

WASHINGTON (AFNS)—The Air Force has tempered its strict policy against allowing members with more than 20 years' service to elect retirement rather than accept a permanent change of station assignment.

An interim change to AFM 35-7 now permits certain members who have at least 25 years of active service to apply for retirement after being notified of their selection for a PCS move.

In order to take advantage of the option, the member must meet all of these three conditions:

- Apply for retirement within seven working days of being notified of the PCS.
- Effective date of retirement must not be later than six months from date of application.
- Member must not have a service commitment or obligation extending beyond date of requested retirement.

Retirement applications submitted under the change in policy are unconditional and may not be withdrawn later, the Air Force said in an all major air command message last week.



Command Line

Animal psychologists claim that animals can be trained to accomplish certain desired actions if they are rewarded for success and punished for other than desired results. Training is speeded up if the animal is hungry at the onset, as food is the normal reward.

In the human world, the child starts out learning by praise, enters kindergarten and looks forward to the various colored stars, the ultimate being that gold star on the drawing or painting to take home. Then grades and, on into college, the good report card, honor roll, honor society and attended home benefits, entice — yes, even bribe — one to excel.

Business and career worlds give equal rewards — monetary and position. It's evident to all of us that the rewards for the effort of each day's responsibility cannot be compounded by a monetary or position increase. How, then, is the theory of reward and punishment fulfilled?

Fortunately, man has a conscience and it is to this that we owe our daily efforts and responsibilities. A job well done gives us the reward of clear conscience and service to our country and fellow man. This feeling of accomplishment, rather than the gold stars of reward, is to me the essence of PRIDE.

RUSSELL K. PIERCE JR.
Colonel, USAF
Commander

QUOTE OF NOTE

"... Our Cost Reduction Program has been most productive and will continue to receive constant emphasis. The accelerating operations in Viet-Nam make the closest attention to economy more important than ever. I'm sure we all realize, however, that safety, reliability and effectiveness must never be sacrificed..." (Gen Kenneth B. Hobson, commander, Air Force Logistics Command.)

Director Of Intelligence And Security

COL
FREDERICK A. STINSON

HEADQUARTERS
AIR WEATHER SERVICE
DIRECTOR OF INTELLIGENCE
AND
SECURITY
SCOTT AFB, ILLINOIS.

BORN - GREENWOOD, MISS.

GRADUATED LEE HIGH SCHOOL, COLUMBUS, MISSISSIPPI. ATTENDED MISSISSIPPI STATE UNIVERSITY AND GRADUATED WITH B.A. IN MATHEMATICS FROM STATE UNIVERSITY OF IOWA, 1940.

RECEIVED METEOROLOGY TRAINING AT MASSACHUSETTS INSTITUTE OF TECHNOLOGY AND COMMISSIONED 1942. GRADUATE TRAINING 1944-55. RECEIVED MBA FROM INDIANA UNIVERSITY.

ASSIGNED TO WEATHER SERVICE ENTIRE CAREER, INCLUDING FIVE YEARS IN HQ AWS AS CHIEF, MANPOWER DIV.

DUFFER AT GOLF

GRADUATE OF COMMAND & STAFF COLLEGE, AIR UNIVERSITY - 1949.

HE SERVED AS OPERATIONS OFFICER FOR THE 28th WEATHER SQUADRON BEFORE BECOMING AIR WEATHER SERVICE TOP INTELLIGENCE AND SECURITY MAN.

MARRIED TO FORMER ANNA C. SLEDGE OF MERIDIAN, MISS. - THREE BOYS & A GIRL.

By THOMAS M. BOLKOVAC

SO, I GOT A SECRET AND I'M GOING TO KEEP IT TOO!

YEAH, WE GOT A SECRET!

YEAH, WE GOT A SECRET!

Pressure Suits Protect Crews Of New RB-57F

KIRTLAND AFB, N. M.—Sweeping the skies for high altitude debris is the unique mission of the Air Weather Service's 58th Weather Reconnaissance Squadron. The unit has performed upper air samplings in RB-57s for some time, but a little over a year ago, it added a new dimension to its operation when the first F-model RB-57 arrived.

The most noticeable feature of the new RB-57F is its relatively huge wing span. The wing is 122 feet across, almost double the aircraft's original 64-foot spread. This new wing, together with increased power from two TF33 turbofan and two J-60 engines, make the RB-57F truly an unusual aircraft.

Although astronaut wings are awarded only to those who exceed 50 miles vertically, the environment facing RB-57F crewmen is fully as hostile as that outside a Gemini capsule in orbit. For this reason, good cabin pressurization and reliable full pressure suits are essential for survival.

The full pressure suit keeps a man encased in pressurized air. It is designed to maintain 3.5 pounds per square inch all around him. While this may not sound like much compared to the 14.7 psi man experiences at sea level, it is enough to keep a man alive and healthy until he can return to lower altitudes.

Three and a half pounds of air pressure is equal to being at 35,000 feet where a man can exist if he has enough oxygen pressure.

Each 58th WRS crew member is issued two A/P22S-2 suits, carefully fitted to his individual dimensions. These suits are for his use only. The fitting is done by the 4756th Physiological Training Flight at Tyndall AFB, Florida, which also performs all depot level suit maintenance.

To insure mission accomplishment, it is essential that support for daily operations must be close at hand. The 58th has its own personal equipment section, manned by PE technicians and physiological training spe-

cialists. Their responsibility is to maintain the pressure suits and all other survival gear needed for this high altitude, global operation.

Three flight medical officers make up a special Flight Medicine Section assigned directly to the squadron. Their job is to keep the flyers in the best of health, both before, during and after their missions.

This is done through constant attention to diet, physical fitness and physiological training, and by carefully tending to the medical needs of the crew members and support personnel.

These medical officers are not ground-bound experts. In their own pressure suits, they often accompany crew members on flights simulating operational missions.

During the past year, it was discovered that crewmen flying in pressure suits are nearly twice as subject to upper respiratory problems as other AWS crewmen. In addition, these problems develop more rapidly during pressure flight. Consequently, the medical officers pay special attention to ear, nose and throat conditions during physicals which are given both before and after each flight.

The full pressure suit also undergoes a thorough examination before each mission. First, it is checked carefully by the Physiological Training Section before the crewman arrives. Then, the crewman dons the suit and it is inflated and checked for leaks. A third check is performed aboard the aircraft, where the aircraft systems are hooked up and all connections are inspected for security.

The aircrew member cannot



DRESSED IN FULL PRESSURE SUITS, Capt. Lee A. Mongeon (left) and Capt. Robert C. Yirka (right) walk to their high altitude aircraft. A1C Richard E. Bryde (center) follows, carrying the

life line which plugs into the suit's ventilating system. Heat and fatigue are constant enemies and the fresh air acts as a deterrent, keeping crewmembers alert and ready to react.

put on the suit by himself, so a technician literally dresses him for each mission. An NCO supervises and observes while the crewman is being dressed and while the suit is tested to guard against the slightest omission or improper fitting.

This close-watch procedure is also used when the crew board the aircraft. A technician straps in the pilot and navigator and hooks up the necessary connections. The supervisor, using a written check list, shows the heavily bundled crewman that each connection is properly fastened.

Crew comfort and fatigue are serious problems in pressure suit flying. Body heat is trapped and held by the suit, and any exertion or unnecessary exercise causes profuse perspiration. To combat this, the suit has a ventilating system and an outside air source is plugged in whenever the suit is worn.

Although ventilation helps reduce overheating, crewmen still lose weight during missions. One and a half to three pounds is normal for a five-hour flight, though losses can be greater. One man lost eight pounds; another eventually suffered heat exhaustion.

Prolonged confinement in the cramped cockpit and the relatively heavy workload while flying are real fatigue producers. Because of this, the crewmen receive royal treatment. Proper preflight rest and minimum exertion while wearing the suit are the order of the day.

A separate crew preflights the aircraft, completing the checklists up to just short of starting the engines. The preflight crew then briefs the actual flyers on the status of the aircraft, systems, airfield conditions and local weather.

Obviously, flying in a pres-

sure suit at high altitudes is not a simple "kick the tire, turn the key" proposition. Cabin pressure failure combined with poor physiological training, haphazard use of equipment and a complacent attitude would be serious in any aircraft. In the RB-57F it could be fatal.



SINCE A SUIT MALFUNCTION could easily be fatal, when the suit is out of commission the mission is scrubbed. MSgt. George T. Davidson, a personal equipment specialist, listens carefully for air leaking from an inflated suit. He checks the high altitude gear prior to each flight.



DR. HAROLD C. GEORGE (CAPT.), in his individually-fitted A/P22S-2 full pressure suit, is one of three doctors of a special Flight Medicine Section assigned directly to the 58th WRS. He experiences first-hand the cramped confines of an RB-57F cockpit.

Aeromedical Wing Provides Unique Airlift

A United States Marine, wounded in Viet-Nam, requires immediate attention at a specialty hospital in Pennsylvania... An airman in North Dakota is badly burned when he lands on high-tension wires while sky-diving and needs urgent treatment by specialists at the Burn Center in Texas... The 10 month-old daughter of a Navy lieutenant in San Diego, Calif., born with a congenital heart defect, requires specialized care at Walter Reed Army Hospital in Washington, D. C.

These three cases, though seemingly unrelated, are all linked together by a common need—a need for transportation to a specialized medical center. In these instances, that need is filled by a special kind of MATS airlift called aeromedical evacuation.

The movement responsibility belongs to the men and women of the 1405th Aeromedical Transport Wing, commanded by Col. William E. Nix.

The three cases are typical of ones that pass through the highly skilled hands of aeromed personnel each day, although one hesitates to make such a representation when dealing with practically the entire spectrum of medical cases. Patients range from babies in incubators to polio victims in iron lungs.

Aircraft, each marked with a red cross on the tail, are configured to handle patients—both those able to walk and those on stretchers. Stanchions hold the stretchers firmly in place along one side of the aisle while seats line the other side.

Specially trained flight nurses and medical technicians are fully equipped with medical kits, medications, diagnoses and charts on each patient, to provide the necessary medical care while in flight.

Each aeromedical aircraft is a flying hospital ward. It is equipped with all the medical apparatus needed to provide emergency medical care while in flight. Also, qualified medical

personnel are especially trained to use this in-flight equipment and are therefore able to cope with any situation.

An aeromedical movement takes place at the patient's originating hospital, likely to be anywhere in the United States or overseas. When a physician decides his patient requires specialized care in a center equipped to handle such a case, the "aeromed" machinery starts turning.

The required move is reported to the nearest area control center, one of the four aeromedical transport squadrons, and to the 1405th AMTW Command Post at Scott AFB, Ill.

If the patient's ailment is routine in nature, he is scheduled for pickup within 72 hours. If the doctor determines it is a priority case, an aeromed aircraft will make the pickup within 24 hours. And if the patient requires immediate attention at a specialty center, as in the case of the badly burned airman, an aircraft is dispatched within one hour of notification, or is diverted while in flight.

The wing's aeromed flights range into all corners of the nation, including routes in the Atlantic and Caribbean areas from Newfoundland to the Panama Canal Zone.

To aid in this geographically widespread mission, the 1405th AMTW has four squadrons and three detachments located at strategic points throughout the



THIS YOUNG PATIENT enjoys the attention he receives aboard a C-131 "Samaritan" aircraft. The 1405th AMTW utilizes 14 of these

twin-engine craft to provide needed transportation to a medical center from virtually any place in the world.

United States.

The 10th Aeromedical Transport Squadron is at Kelly AFB, Tex., the 11th at Scott AFB, the 12th at McGuire AFB, N.J., and the 13th at Travis AFB, Calif. Detachments are at Lowry AFB, Colo., Andrews AFB, Md., and Maxwell AFB, Ala.

The squadrons operate aircraft while detachments act as centers to process calls for aeromedical airlift.

The squadrons each fly feeder missions to funnel patients in their areas of responsibility into the main stream of patient flow. Further movement of these patients is accomplished by a network of routes connecting major patient terminating points, thus providing maximum area coverage for the aircraft and minimum time enroute for the patients.

Overseas aeromedical evacuation missions, which service all of Europe and Asia, bring patients into the aerial ports of McGuire and Travis for further movement throughout the United States.

Because of the nature of the 1405th's mission, the necessity for precise and timely weather data can bring a life-or-death urgency to weather support of an aeromed mission, which is furnished by Air Weather Service.

For patient comfort and safety, aeromed aircraft often fly special patterns to avoid turbulence. It is part of the normal routine of 1405th AMTW to make as many as eight stops along any flight route, requiring additional weather briefings and forecasts.

Consequently, flight crews must take particular note of pre-flight weather data; not only the general pattern for a long

flight, but the detailed information conditions at any point where the aircraft must land and take off.

Another unique aspect of the aeromed mission can make weather support from AWS a continuing in-flight necessity. Aeromed aircraft often fly into

14 C-131s and 6 C-118s, are maintained with an attention to detail with the knowledge that a successful mission can mean life or death for a human being.

The airlift of Defense Department patients to specialized medical centers has been the wing's mission since June 1, 1964. On that date, the 1405th Air Base Wing at Scott assumed the mission of the 1st Aeromedical Transport Group and was redesignated the 1405th AMTW.

The unit spans the globe in an attempt to reach emergency cases in time to airlift them, swiftly and comfortably, to that medical center which will best help them.

Statistically, the 1405th is annually responsible for the airlift of nearly 50,000 patients from all over the world to more than 600 medical centers throughout the nation.

Whenever and wherever the need for aeromedical airlift arises in the continental United States, the wing provides "Help From Above" — the English translation of its motto "Desuper Adiumentum."



air bases which do not have military weather stations. This can create a need for AWS support in flight which might be requested on short notice at any point throughout the wing's area of responsibility.

The 1405th AMTW aircraft,



THE AEROMEDICAL TRANSPORT WING has six C-118s in its inventory. Also displaying the red cross on the tail, these four-engined giants, along with 14 C-131s, have been configured to handle any type of patient, even those on stretchers.



AEROMEDICAL EVACUATION AIRCRAFT, sometimes called "Flying ambulances", provide the best of in-flight patient care. Qualified medical personnel are trained and equipped to meet almost any kind of emergency. Here, a nurse and an attendant adjust a patient's oxygen mask while a medical technician sets the gauge for the proper pressure.

Climatic Center Gets Facelift; Renamed ETAC

ANDREWS AFB, Md.—The Climatic Center, USAF, is dead. But the functions that previously made up the Center's unique responsibilities still exist as an integral part of its successor, the Environmental Technical Applications Center or ETAC.

ETAC was born after extensive thought and discussion on what would be the best type of centralized technical facility to support Air Weather Service's long range plans.

With the revision of the Air Weather Services's mission to include the requirement to provide a wide variety of environmental support, AWS undertook plans to realign its forces to meet this new challenge.

Among their considerations was the need for a highly technical center unencumbered by any requirement to support an operational command. And, its operation had to be broad enough to provide technical support across the entire range of meteorology and its applications.

The Climatic Center was asked to study this problem with the view of becoming such an organization.

As the concept of this technical center evolved, it became clear that the name "Climatic Center, USAF" was too restrictive and that not only a new organization but a new image would have to be created.

ETAC became that organization and its image as the technical development and applications center for AWS is slowly becoming a reality.

ETAC is not just a new name for the Climatic Center. ETAC has a new, broader mission that includes not only that of the Climatic center, but these three additional functions as well.

First, ETAC must recommend, evaluate, elaborate and apply aerospace environmental information required to accomplish the AWS mission, as directed by the AWS commander.

Second, it must provide a centralized scientific information and publications service to support the AWS mission.

And third, it must provide a centralized USAF capability to collect, store, retrieve and process historical aerospace environmental data for planning and technical applications in support of the total USAF mission.

Its resources are in part those that were developed through the years by the Climatic Center. Added to these in recent months is a maze of electronic data processing equipment, in particular the IBM 7040 electronic computer.

But ETAC's most important resource is its trained, experienced people who provide the wide variety of support that this centralized support facility is called upon to supply.

Gen. LeMay In New Job

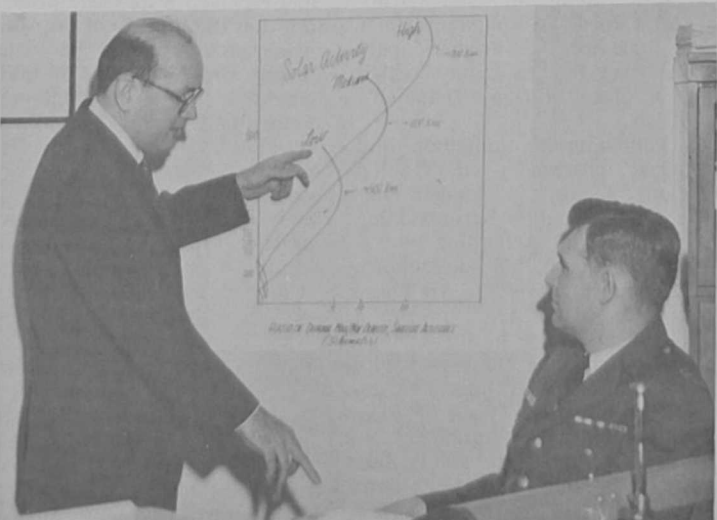
CHATSWORTH, Calif. (AF NS)—Gen. Curtis E. LeMay, who retired Feb. 1, 1965, as Air Force chief of staff, has joined the Networks Electronic Corp. here. General LeMay, will serve as chairman of the board and chief operating officer, functioning as general manager of the company's operations. He and Mrs. LeMay will make their home in the Los Angeles area.



AN ENVIRONMENTAL OBSERVER, SSGT JACK H. JORDAN (left) AND AN ENVIRONMENTAL ANALYST, MSGT. EUGENE R. PRESTON, team to provide a solution to a particular problem given to the ETAC Environmental Analysis Division.



THE EXISTENCE AND MAINTENANCE of a comprehensive reference file is an important asset to a technical facility. ETAC has such a file within the Information and Publications Division. Mr. George Bock (left) and SSgt. Leslie F. Farkas are looking for a particular reference.



CONSIDERING DENSITY VARIATIONS at satellite altitudes is Mr. Roderick S. Quiroz (left) and Capt. Joseph K. Lambert of the Directorate of Aerospace Physics. The development of models realistically reflecting the variations of atmospheric density in all regions of the atmosphere is of concern to several ETAC customers.

Monsoon Winds, Rain Are Still Hitting Portions of Viet-Nam

NHA TRANG AB, Viet-Nam—The monsoon season is just about ended now, at least for most parts of Viet-Nam.

Prevailing winds now begin to blow in the other direction—from the water toward the mountains and Air Force weather stations along the coasts, like Detachment 4, 30th Weather Squadron, are bracing for four months of fast, hard work. The monsoon rains are just beginning here.

"Our job becomes more important now," comments Capt. John H. Haneklau, 29, of St. Louis, Mo., detachment commander. "We will have to provide exceptionally accurate and precise forecasts for the land and air forces."

The little Air Force weather station is jammed into a small room in the passenger terminal at the airfield of this coastal resort town of 18,000.

In addition to the Air Force weather detachment, the Republic of Viet-Nam Department of Meteorology and the Vietnamese Air Force (VNAF) also work there.

One of the VNAF forecasters is Lt. Vo Cong Khanh, who received his commission after graduating from weather school at Chanute AFB, Ill.

"We call this 'Gio Mua', which means the winter season," remarks Lt. Khanh. "To us Vietnamese, it will be very cold, and many of us will wear sweaters. Of course, I was never really cold until I went to Illinois!"

The Air Force officers and airmen at the detachment work 12-hour shifts, with 24 hours off.

1st Lt. Eldon Schmidt, 26, of Liberty, Ill., a detachment forecaster, says: "Our job here is much more exacting than in the States. In peacetime if I bust a forecast the operations can be altered to fit the weather, but here—where we are fighting a war—a bad forecast can cost lives."

"The pressure is really heavy here," insists Capt. Haneklau. "We send airplanes to places that are mere spots on a chart,

places most people have never heard of. And the weather in this mountainous country is often completely different on two sides of a mountain."

So, as they say, the rains came. And for the pilots and foot soldiers in the Nha Trang area, the Air Force weatherman here will provide an important advantage: knowing the weather ahead of time.



Weatherman Eyes AECP

PAINE FIELD, Wash.—A1C Robert R. Haringa, an observer with Det. 5, 35th Weather Squadron, has been selected to attend the Georgia Institute of Technology under the Airman Education and Commissioning Program.

Haringa will be working for a degree in civil engineering.

After graduation he will be sent to Officer's Training School and will be commissioned a 2nd Lieutenant.

Man's Best Friend Gets Needed Aid

McCLELLAN AFB, Calif.—Early this month Maj. Robert Spreacher, 55th Weather Reconnaissance Squadron, found an injured dog near his home. The dog had been hit by an automobile whose driver had cruelly left the terrified animal lying in the street.

Maj. Spreacher and his wife, Betty, took the dog to a veterinarian and later brought the dog home with them and nursed it throughout the night.

After several days the dog's home was located and it was returned to its grateful owner.

The local newspaper, the Sacramento Union, carried a story on the Spreachers and cited them for their act of kindness.

New USAF Policy On Early Release

WASHINGTON (AFPS)—The customary early release for personnel due for separation over the Christmas-New Year holidays will not occur this year, according to officials.

Suspension of the early out was necessitated because of the manpower buildup and the situation in the Republic of Viet-Nam.

Service officials also said that leave policies over the holiday period will be set by local commanders and will depend on operational requirements.

Science, Technology Referral Center In Library of Congress

By John F. Stearns
Chief, National Referral Center for Science
and Technology, Washington, D.C.

Now in its second year of operation, the National Referral Center for Science and Technology was established in the Library of Congress with the support of the National Science Foundation as "a clearinghouse to provide comprehensive, co-ordinated access to the nation's resources of scientific and technical information."

In more simple terms, the Center may be described as an "information desk" to which anyone with an interest in science and technology may turn for advice on where and how to obtain the information he needs.

This function of intermediary deserves emphasis. The Center does not acquire scientific or technical literature, it does not index articles, nor does it process reports.

Most of us think of sources of information in this bibliographic sense, but the Center is concerned with such sources only insofar as it informs someone in search, for example, of a particular report where appropriate document collections are located.

The term "resource" was chosen to indicate not books or pages, but places and people.

To perform its role as a link between users and producers of scientific information, the National Referral Center has established—and continues to develop—a central register of information resources in all areas of science and technology.

Through a continuing survey of professional societies, universities, government agencies, and private industry, data is being gathered on organizations, facilities, or individuals "willing and able to give authoritative responses to scientific or technical inquiries out of an existing store of knowledge or expertise."

An information resource, by this definition, may consist of the background knowledge accumulated in connection with research performed by a government or private laboratory.

It may consist of the information and experience gained by a hospital engaged in study of a particular medical problem, of a collection of botanical specimens typical of a particular geographic area, or of consulting services provided by a professional society through its members.

Included in the Center's register are also, of course, centralized document and data centers, specialized libraries, and other traditional media, but a major effort is being made to locate the many—and often insufficiently known—activities through which specific information needs can be met.

Some 12,000 potential information resources have so far been identified by the National Referral Center and this number is growing steadily at a rate of more than 100 each week.

Some 9,000 have been approached by correspondence, and approximately 4,000 individual responses have been received and catalogued in terms of subject specialization, services performed, and the conditions governing the use of these services.

Drawing on this inventory, the Center has so far responded to 4,000 individual requests for assistance in a wide variety of subject fields, ranging from heat transfer in rocket nozzles to the application of cryogenic materi-



als in the freezing of foods; from fiber optics to ultrasonic techniques for cardiovascular monitoring, and from the care of laboratory animals to sea farming.

In these cases, as in all others, the Center provides the names and addresses of appropriate resources, describing briefly the particular capabilities of each resource to indicate to the inquirer the nature of the assistance he may expect.

In addition to its referral activity, the Center has also begun a publication program which will consist of directories and listings of information resources in various fields. The first—*A Directory of Information Resources in the United States: Physical Sciences, Biological Sciences, Engineering*—will be available early in 1965 and a second volume in the social sciences is in preparation.

Future plans also include the exploration of information resources abroad, where, to judge from the letters and inquiries received by the Center, the information problem is of as great concern as it is in our own scientific and technical community.

The services of the National Referral Center are offered without charge to anyone with a scientific interest, and inquiries may be submitted by telephone—202-967-8265—or by writing to the National Referral Center, Library of Congress, Washington, D.C. 20540.

New Policy For S.E. Asia Tours

WASHINGTON (AFNS)—Airman volunteers for Southeast Asia may now be reassigned without regard to base and stateside residency requirements.

This means that airmen may be sent to Southeast Asia without having to spend a minimum of 12 months at a new station or 18 months in the United States following a previous overseas tour.

The new policy does not apply to personnel whose movement would necessitate payment of a dislocation allowance twice in one fiscal year.

The policy applies to airmen of all grades.

SOLAR FORECAST

(Continued from Page 1)
forecasts will help protect U. S. Air Force men in space.

The Solar Forecast Facility is a unit of the 4th Weather Wing at Ent AFB.

Colonel Charles K. Anderson, who holds a Ph.D. degree in astro-geophysics, directs the facility—composed of a Solar Forecast Center and five operational observing sites around the globe.

Operational solar observing sites provide data to the Solar Forecast Center 24 hours a day. In turn, the center prepares and issues solar alerts, warnings and forecasts to a variety of users.

Although many have felt that useful solar prediction was impossible, AWS scientists are demonstrating that it can be done by doing it.

—AWS—

AWS Colonel Has Army Son

FUCHU, Japan — Lt. Col. F. C. Eckmann, the 20th Weather Squadron's Assistant Staff Weather Officer to 5th Air Force and United States Forces Japan, recently had an uncommon experience of enlisting his son, Lawrence J. Eckmann, into the U.S. Army.

Mrs. Eckmann and Army Maj. Gen. E. A. Chapman, Chief of Staff for U.S. Forces Japan, observed the ceremony which took place in Gen. Chapman's office.

Following his induction and initial processing at Camp Zama, Japan, the younger Eckmann departed for basic training in the U.S. According to Lt. Col. Eckmann, his son's choice of the Army over the Air Force was due to the Army offering a technical course in fix ciphony repair which is concerned with installation, operation, and repair of various types of electronic and radar equipment.

In a unique first, young Eckmann became the Army's newest holder of the Black Belt in Judo, being able to finish final requirements for this degree of proficiency in Tokyo's Kodokan on the last free day available to him prior to returning to the U.S.



MRS. RUSSELL K. PIERCE, (second from left), wife of the new Air Weather Service Commander was recently honored at a Welcome Coffee by AWS wives, at Scott AFB, Ill. In the receiving line, from left to right, are: Mrs. Arthur W. Anderson, Mrs. Pierce, Mrs. William S. Barney, Ms. Walton L. Hogan, and Mrs. Onial A. Thomas. Ms. Anderson and Mrs. Hogan hosted the coffee planned by wives of the 7th Weather Wing.

Weathermen Spot Re-Entry Of Satellite

LAON AIR BASE, France — Weather observers Staff Sergeant Marion D. Jones and Airman Second Class Ronald L. French, Det. 7, 31st Weather Squadron, reportedly were the first Air Weather Service personnel to sight the fiery re-entry of an American satellite and confirm the Air Defense Command's Aero Spacetrack Center's predicted burn-in time and area since Project Burn-In began in July 1964.

The two observers spotted the satellite, a bright object with a mile-long tail, as it streaked through the atmosphere from the south-southeast.

Under Project Burn-In, the Spacetrack Center at Ent AFB, Colo., is responsible for predicting and specifying as accurately as possible the actual impact time and area for certain U.S. satellites. The Air Weather Service maintains a watch for decaying or re-entering satellites in predicted burn-in areas during periods specified in alerting messages from the Spacetrack Center.

The base detachment at Laon had received a message predicting that the burn-in of an American satellite would be visible in this area (350 miles on either side of a line from Algiers to Marseille, France, to Frankfurt, Germany, to Copenhagen, Denmark) during a 10-minute period.

The local weathermen observed the glowing satellite for one minute and 40 seconds before it moved from sight. The sighting, made with the naked eye, was immediately reported by phone to the Spacetrack Center.

Although the actual impact was not observed, a Center official stated that this was the first positive report they had received and congratulated the weathermen for confirming the predicted burn-in area.

Base weather observers frequently are requested to watch for re-entering satellites, but that low ceilings usually hinder observation.

Former AWSmen Get Promotions

In addition to the 22 AWS officers promoted to colonel last month, five former AWS officers also donned eagles. They are: Thomas A. Aldrich, Willard T. Brannon, Hayden P. Mims, Felix A. Rodgers and Eugene C. St. Clair.

Weatherman Aids Aircraft

KINCHELOE AFB, Mich.—The operational importance of weather observations was proven again last summer at this northern base. A2C George R. Pios, Det. 10, 29th Weather Squadron, was on duty at the base weather station when he noticed that a frontal passage was causing a rapid reduction in visibility.

He also was aware that two aircraft would be returning soon from a training mission.

Instead of using the on-base teletype, Pios immediately contacted the control agency via the hot line and during a three-minute period took and disseminated three precise weather observations.

Due to the timeliness and accuracy of these observations, the aircraft were diverted to another base where they landed without incident.

ANG Aeromedics Go Overseas

WASHINGTON (AFNS)—Aeromedical evacuation flights of the Air National Guard, under operational control of MATS, have been extended to near off-shore routes of the United States. ANG aircraft now operate to Alaska, Newfoundland, Labrador, Guantanamo NAS, Cuba, Bermuda, Puerto Rico and the Panama Canal Zone. Since joining the Air Force aeromedical evacuation system in August, ANG aircraft have carried more than 1,400 patients more than 1,100,000 miles.

ON THE

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Highlights of Air Weather Service personnel at work and play.

AWS Global Report

SCOTT AFB, Ill. — Three weathermen have been named to receive \$15 checks as the result of winning the AWS judging of the MATS Flying Safety Poster Contest. Over 70 posters were entered but A1C Clemente Galindo, Det. 11, 25th Wea. Sq., Ellington AFB, Texas, A2C Hubert Trimpe, Det. 10, 16th Wea. Sq., Ft. Benning, Ga. and MSgt. George R. Sabins, Det. 13, 16th Wea. Sq., Ft. Eustis, Va., were selected as prize winners.

ALCONBURY RAF STATION, England—SSgt. Ben H. Carroll and A1C Paul F. Mooney, Det. 36, 28th Weather Squadron, have been selected as the NCO and Airman of the Quarter respectively. Both were awarded \$25.00 Savings Bonds.

Sgt. Carroll was cited for doing an outstanding job as Chief Observer of the detachment.

Airman Mooney, a weather maintenance technician, was given recognition for submitting a suggestion for replacing the rubber insulation with plastic material on the temperature humidity elements of the TMQ-11.

EDWARDS AFB, Calif.—TSgt. Peter Pacchetti Jr., Det. 21, 6th Weather Wing, recently graduated with distinction from Class 66-2 of the MATS Senior NCO Academy, Orlando AFB, Florida.

He graduated in the top 10 per cent of his class, as number four of 124 senior NCO's.

Sgt. Pacchetti is the chief weather observer of Det. 21.

FUCHU AS, Japan — A1C Stephen A. Greene, 20th Weather Squadron, has been selected as the unit's Airman of the Quarter. Airman Greene received a letter of congratulations from the commander, Col. Hershell L. Abbott, plus a \$25 Savings Bond.

Airman Greene is the squadron's administrative and personnel actions clerk.

All unsigned artwork that appears in the Observer is drawn by Marshall Peterson of the Hq AWS Graphics section.

Commendation Medals

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

Maj. Edward P. Sugrue, 29th Weather Squadron, from June 1, 1963, to July 22, 1965.

Capt. Charles A. Carlson, Headquarters AWS, from Feb. 14, 1963, to June 30, 1965.

Capt. Glen R. Ryan, Headquarters AWS, from May 9, 1961, to June 17, 1965.

Capt. Herbert H. Yunge, 54th Weather Reconnaissance Squadron, from June 21, 1963, to June 18, 1965.

YOKATA AB, Japan—The 56th Weather Reconnaissance Squadron, commanded by Col. Robert V. McKibban, led the way in the Air Force Aid Drive at Yokata.

The 56th had received considerable sums of money from the Air Force Aid Society in the past, and returned the favor by collecting \$432.25, more than any other unit on the base. . . .

KELLY AFB, Texas — Two Venezuelan Air Force Weather Station Chiefs recently completed a three-month weather equipment repair OJT Program at Det. 35, 8th Weather Group.

CMSgt Abigail V. Sanoja and SMSgt Hugolino H. Ibarra received training on operation of weather equipment and its repair.

The training included observing administrative functions, in addition to taking weather equipment apart and repairing it.

Upon completion of the course, both sergeants returned to Aragua Air Force Base, Maracay, Venezuela.

FUCHU AS, Japan—Officers of the 20th Weather Squadron recently held their first Dining-In since the unit was reorganized in June 1964.

Squadron Commander, Col. Hershell L. Abbott, introduced the guest speaker, Col. Allen K. McDonald, Vice Commander of the Yokata-based 6441st Tactical Fighter Wing. Col. McDonald spoke on the development of the YF-12A experimental aircraft at Edwards AFB, Calif., using slides and movies of the aircraft.

A veteran of combat flying in Europe during World War II, and a Prisoner of War, Col. McDonald served as squadron commander of tactical fighter squadrons in Japan in the mid-50s.

20th WS officers from weather units at Tachikawa AB and Yokata AB attended the function which was the first Dining-In of a new program designed to convene approximately two or three such programs each year.

1st Lt. William A. Albro, 30th Weather Squadron, from Sept. 14, 1964, to Aug. 4, 1965.

SMSgt. John J. Pappas, 21st Weather Squadron, from July 7, 1963, to Nov. 28, 1964.

MSgt. James G. Hammitt, 58th Weather Reconnaissance Squadron, from May 1, 1963, to Nov. 1, 1964.

TSgt. Joseph H. Davidson, 2d Weather Group (now 5th Weather Wing), from Dec. 20, 1963, to Dec. 11, 1964; from May 17, 1965, to Aug. 4, 1965, and from Dec. 12, 1964, to May 16, 1965.

Exercise Deep Furrow Aided by AWS

SEYMOUR JOHNSON AFB, N. C.—Last month many Air Weather Service personnel played a significant role in supporting Air Force participation in exercise Deep Furrow.

In this NATO-sponsored Exercise, held in Turkey, eleven 5th Weather Wing weathermen provided 24-hour forecasting, observing and briefing support to the Air Force exercise headquarters.

This precise and timely weather information was required to make decisions regarding the safety of airlift, fighter and paradrop operations.

Heading the weather team located at Cigli Air Base, Turkey, and functioning as staff weather officer, was Lt. Col. Roy A. Weidman. Other team members at Cigli included Maj. William A. Beczkalo, Capt. Santos Pantoja, TSgt James M. Morgan and SSgt James E. Williams, all attached to 19th Air Force, Seymour Johnson, N. C. and A2C Luther A. Hoffman, Det. 4, 3d Weather Squadron, Shaw AFB, S. C.

In the drop zone near Adapazari, Turkey, where weather data dictated whether the drop of 2037 U. S. Army and Turkish paratroopers and 280 tons of equipment would take place, were SSgt Charles E. Tullis, Det. 20, 3d Wea. Sq., Pope AFB, N. C.; and A3C Jerry Johnson, Det. 4, 3d Wea. Sq., Shaw AFB, S. C.

Located at Incirlik Air Base, Turkey, with the Airlift Task Force, were Maj. Clayton L. Hogg, Det. 16, 3d Wea. Sq., Sewart AFB, Tenn.; 2nd Lt. John P. Upchurch, Det. 2, Langley AFB, Va.; and SSgt Thomas R. Lindley, Det. 20, 3d Weather Squadron, Pope AFB, N. C.

—AWS—



Education Awards Go to SSgt. Shafer

EIELSON AFB, Alaska—SSgt. Richard A. Shafer, Det. 2, 11th Weather Squadron, has received the Alaskan Air Command's Outstanding Educational Achievement Award.

The award is in recognition of Shafer's 90 education points earned through the Extension Course Institute and the United States Armed Forces Institute.



THE BACKBONE of every Tactical Air Command exercise is the concise up-to-the-minute weather report furnished by the 5th Weather Wing. Capt. Santos Pantoja (left) and A2C Luther A. Hoffman, go over last minute weather predictions before briefing the Air Force Forces commander on the weather over the drop zone during the joint NATO training Exercise Deep Furrow recently held in Turkey.

Overseas-Born Need Certificates

(AFNS)—Military personnel with children born overseas should apply for certificates of citizenship for these children.

It is true children born to American parents are citizens by birth. However, the child in later life may have difficulty in proving that he is an American citizen, even though the birth was registered at an American embassy or consulate. The only proof accepted by all agencies is the certificate of citizenship.

Visit your legal assistance office to get Form N-600 issued by the Immigration and Naturalization Service of the Department of Justice. In some places it may be accomplished on your base.

—AWS—

56th WRS Pilots Cited for Safety

YOKATA AB, Japan—Four crewmembers of the 56th Weather Reconnaissance Squadron were recently presented with the MATS Flying Safety Pin Award. Col. Robert V. McKibban, 56th Squadron Commander, gave the MATS 15,000 hour pin to Lt. Col. James O. Lykins and 5,000 hour pins to MSgt Arthur Henry, MSgt Louis G. Belcher and TSgt James J. Traynor.

Col. Lykins amassed most of his hours flying as a line MATS Aircraft Commander in VC-137's out of Andrews AFB, Maryland. Sergeants Henry, Belcher and Traynor are members of the 56th's flight engineers section and have flown in almost every aircraft in the USAF inventory that uses flight engineers.

Commanders Awards

Nominations for AWS Commanders Awards should be submitted to Hq. AWS (AWSPP), no later than the time indicated.

—Zimmerman and Mewether Awards: Dec. 31, 1965.

—Williams, Bassett, Yates, Senter and Moorman Awards: Jan. 31, 1966.

Career Corner

This is the third in a series of articles to appear monthly in the Observer. Its purpose is to keep AWS personnel informed of items pertinent to their Air Force careers.

Operations and Training of Headquarters AWS have recently solicited volunteers as advisors for our Air National Guard Flight Program. The following information is furnished for prerequisites, duties involved, location of ANG flights, and application procedures:

Duties:

(a) Supervise general training (OJT) program.

(b) Submit reports through advisory units to AWS.

(c) Assist commander in recruiting personnel to fill UMD vacancies.

(d) Be available to participate in civic affairs promoting USAF, AWS and ANG.

(e) Be able to work with minimum of supervision.

(f) Work week is 40 hours, including one weekend a month.

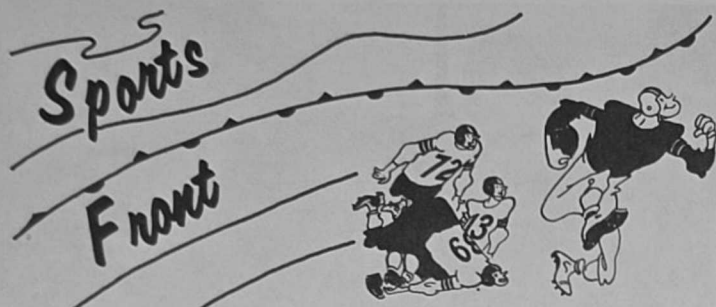
Requirements: Grades E-6 or E-7, fully qualified 25271. Must be a strong leader, but also very tactful.

Location of duty: Boston and Westfield, Mass.; Baltimore, Md.; Nashville and Memphis, Tenn.; Detroit, Mich.; St. Louis, Mo.; Houston, San Antonio and Dallas, Texas; Terre Haute and Ft. Wayne, Ind.; Spokane, Wash.; Atlantic City, N.J.; Washington, D.C.; New Orleans, La.; Portland, Ore.; Tulsa, Okla.; Milwaukee, Wis.; Wichita, Kans.; Pittsburgh, Harrisburg and Philadelphia, Pa.; Little Rock, Ark.; Raleigh and Charlotte, N.C.; Mansfield, Ohio; Louisville, Ky.; Charleston, W. Va.; Van Nuys, and Ontario, Calif.; Honolulu, Hawaii; San Juan, P.R., and Elizabeth City, N.J., or Freeport L.I., New York.

Tours are three years with extension of one year approved in most cases.

Applications should be made through AWS channels to Headquarters AWS (AWSOP/TNG). Indorsements by supervisors and commanders will indicate the ability of the applicant to work with little supervision, ability to instruct, attention to details, administrative and managerial experience and ability to get along with people.

Questions about this assignment may be referred directly to AWS (AWSOP/TNG).



by SSgt. Milton J. Lehart

With the end of fall and the football season we must face the fact that the dark, dreary days of winter are rapidly approaching. Of course there are still plenty of action opportunities besides snow-shoveling and car-pushing for those not hopelessly addicted to their living room idiot-box.

"Where The Deer And Antelope Play"

"Home on the range" doesn't mean domestic kitchen duty to the wild-west weathermen at Ft. Francis E. Warren, Wyoming. These Det. 24, 9th Wea. Sq. cowboys recently thinned out the local antelope herd by bagging 4 of the fast four-legged critters. Maj. Ben F. Hicks, 2nd Lt. Dale F. Bryan, MSgt. James W. Golff and A1C Jimmy F. Riggs each have a freezer full of venison and horns over the mantle.

Further north we find that the Moose Run golf course at Ft. Richardson, Alaska, serving Elmendorf AFB golfers, is aptly named. Moose do frequently put in an appearance, but only as spectators. So far, none has been observed trying to play. Recently spectators were treated to a view of a fine attack on par, as Maj. Eugene J. Sacco, 11th Wea. Sq. scientific services officer, took first flight honors in the annual Moose Run Championship Tournament.

Bowling Notes

A2C Gene A. Bryant of Det. 35, 25th Wea. Sq., Forbes AFB, Kansas, won an ABC patch for bowling a 165 triplicate in the Forbes Scratch League on October 14. Airman Bryant bowls for the "Weatherbirds" and his league average is, of course, 165.

Ft. Eustis weatherman A1C Stephen Hirjak has also served notice of his bowling ability. The Det. 13, 16th Wea. Sq. kegler has established a 184 average, the highest ever in the American League at Ft. Eustis, Va. A recent 237 game and 628 series indicates he takes bowling seriously.

A little less serious but certainly more social was the recent bowling affair held by a couple of Alabama detachments. Maxwell's Det. 9, 15th Wea. Sq. issued a challenge to Craig's Det. 21, 24th Wea. Sq. and proved the perfect host by bowing to the Craig weathermen 3-1 and furnishing the refreshments.

NFL News 'N' Notes

Which school has the most representatives on National Football League rosters this year? The leader with 19 is Notre Dame . . . Thereafter, most of the leaders are conference affiliates . . . Michigan State is second with 16, followed by Louisiana State and Southern California with 13 each, Ohio State 11, Georgia, Maryland, Indiana and Illinois with 10 each, Nebraska and Pittsburgh with 9 each, and Penn State with 8 . . . By conferences, it's the Big Ten by a wide margin . . . There were 100 Big Ten players on NFL active rosters as of Nov. 18. . . The runner-up is the Southeastern Conference with 67.

Gifted Cowgirl Wins Award

WARREN AFB, Wyoming — Astride her Tennessee walking horse, Frisky, Miss Carolyn Buckley, daughter of CWO and Mrs. Raynor L. Buckley, 9th WS, Det. 24, rode through five horsemanship events recently and into the limelight as "Miss Warren 1965."

Competing with four other Warren girls at the base riding stables, 15-year-old Carolyn was judged highest in the criteria of general appearance, control and riding ability and grooming of the mount to win her cowgirl crown.

Miss Buckley is definitely not new to the sport of horse riding. Starting at the age of four, she took four years of lessons in England and later had three more years of training in riding and jumping in Spain.

Her only disappointment was that her father could not be on hand to share her happiness as Mr. Buckley was transferred to Viet-Nam just one week before the contest.



MISS WARREN AFB 1965, Carolyn Buckley, beams brightly while displaying the sash and trophy which designate her as the base's official western queen. She was selected on the basis of outstanding equitation, appearance and grooming of the horse. She represented Warren AFB in Cheyenne, Wyo., during the Cheyenne Frontier Days celebration.

Marriages

ACKERT-CHEN — Lee Shung Chen, Tainan, Taiwan, to 1st Lt. Bruce Ackert, Det. 9, 1st Wea. Wg., Tainan AB, Taiwan, on Oct. 19 at Tainan, Taiwan, Republic of China.

BROWN-NIELSEN — Mary Ann Nielsen, Buffalo Lake, Minn., to A2C Donald A. Brown, 29th Weather Squadron, Richards-Gebaur AFB, Mo., on Sept. 25 at Buffalo Lake, Minn.

CHRISTIANSEN - KELLER-MANN — Darlene Louise Kellerman, White Bear Lake, Minn., to 2nd Lt. Russell V. Christiansen, Det. 1, 29th Weather Squadron, Richards-Gebaur AFB, Mo., on Sept. 4 at White Bear Lake, Minn.

Retirees

Hq. AWS

Lt. Col. Chandler R. Brown, Lt. Col. Harry D. McIntyre and CWO (W4) Glenn A. Moss.

8th Wea. Sq.

Maj. Ralph J. Anderson and Capt. George W. Mowris.

4th Wea. Wg.

Lt. Col. William L. Dotson (Oct.) and Maj. Ben H. Bozarth.

53rd WRS

Maj. Erling R. Chappelle, 12th Wea. Sq.

Maj. Horace W. Meredith, 55th WRS

Capt. Disidero Garcia, 35th WRS

1st Lt. Carole A. Giza, 3d Wea. Wg.

Lt. Col. Lawrence Berry, Lt. Col. Eugene T. Justen, Lt. Col. Carl D. Mitchell, Maj. Frank R. Taylor and Capt. Harry R. Zimmerman.

5th Wea. Wg.

Lt. Col. Albert V. Duffield and Maj. Woodrow B. Huff.

6th Wea. Wg.

Lt. Col. Loran A. Weaver and Maj. John R. McQuown.

Weatherman Wins Picture Contest

ANDREWS AFB, Wash. D.C. — SSgt. James R. Brown, 1210th Weather Squadron, has won both first and second place in the sports category of the All Services 1964 Picture of the Year Contest.

The contest was sponsored by the National Press Photographer's Association, The University of Missouri School of Journalism and the World Book Encyclopedia Science Service, Inc.

SSgt. Brown entered the contest while working as a photographer for the "Pacific Stars and Stripes" newspaper.

The AWS Commander regretfully announces the death of A2C Thomas P. Ferguson, 3d Weather Wing, Plattsburgh AFB Hospital, as a result of injuries sustained in the performance of his duties.

Births

HERNDON, Capt. and Mrs. Thomas C., a boy, Timothy Grover, born Oct. 31, USAF Hospital, Scott AFB, Ill. Father assigned to Hq. AWS.

HECKE, A2C and Mrs. William A., a daughter, Shawn Denise, born Sept. 24, USAF Hospital, Richards-Gebaur AFB, Mo. Father assigned to Det. 1, 29th Weather Squadron.

GERRITY, CWO-W3 and Mrs. James B. Jr., a son, Richard Sean, born Sept. 22, Medical Menorah Medical Center, Kansas City, Mo. Father assigned to Det. 1, 29th Air Weather Squadron, Richards-Gebaur AFB, Mo.

SPENCER, Maj. and Mrs. Frank, a son, Michael Stewart, born Oct. 20, St. Elizabeth Hospital, Belleville, Ill. Father assigned to Hq. AWS.



WINNERS of the Ent AFB softball championships, the Hq. 4th Weather Wing team displays their trophies. Bottom row, left to right: A1C Bob Terrell, A1C Rich Murphy, A1C Larry Ross and SSgt. Bill Holland. Top row, 1st Lt. Donald Daniels, A2C John Pestyk, A2C Dave Buerk, A2C Gabe Desorey and 2nd Lt. David Still.



Go Away!