



Weather Component of USAF's Military Air Transport Service

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Headquarters, Air Weather Service, Scott AFB, Ill.

December 1965

Accurate Weather Data Important to Mission Of Gemini 6 and 7

HQ. MATS, (MNS)—Weather, always a vital factor in space flight activity, is even more important to the success of America's latest space adventure, simultaneous orbiting of Gemini 6 and 7.

With two launches and two recoveries scheduled, additional weather forecasts must be supplied NASA space flight officials by the Air Force.

The double Gemini mission receives weather and environmental support from three of AWS's main branches of operation, weather forecasts from ground weather stations, reports from aerial weather reconnaissance aircraft and predictions of solar activity from AWS scientists.

Ground support is supplied by the 6th Weather Wing's detachment at Patrick AFB, Fla., which prepares special forecasts for the launch area at Cape Kennedy.

Flying weathermen and weather-instrumented Lockheed WC-130 Hercules aircraft of the 9th Weather Reconnaissance stand by at Ramey AFB, Puerto Rico, and Hickam AFB, Hawaii, to search out and examine any suspected troublesome weather conditions which may develop in the Gemini recovery zones.

Far removed from launch area and recovery zones are 4th Weather Wing scientists of the AWS Solar Forecast Center at Ent AFB, Colo. These men observe and predict solar flares and other activities on the sun's surface which might influence success of the mission.

Christmas Messages

The tidings of comfort and joy that rang out almost twenty centuries ago carried with them a shining vision of peace on earth. From that first Christmas Day to the one we now celebrate, men of goodwill everywhere have learned, over and over, that world peace is a prize to be won only through steadfastness, sacrifice and dedication.

Every man and woman in the worldwide MATS family has come to know well the work, the patience and the devotion to duty without which no just and lasting peace is possible. This year, as for so many years past, you have pursued that goal in every outpost of an uneasy world.

Again in this most festive season, we thank God for the eternal promise he sent the world on the first Christmas, and dedicate ourselves anew to its ultimate fulfillment.

My own personal wish for each of you, and for your loved ones, is the fullest blessings of the season throughout the year to come.

HOWELL M. ESTES JR.
General, USAF
Commander, MATS

Once again the annual celebration of Christmas brings families more closely together than at any other time of the year. Our very special greetings go to those of you who cannot share this Christmas season with your families, due to the urgent requirements of our mission in Southeast Asia and elsewhere, with the hope that you may be brought closer to them in spirit during this Yuletide season. It is your loyalty and devotion which makes it possible for Americans to spend Christmas in peace.

Members of the Headquarters staff and their families join with me in wishing for all members of the Air Weather Service and their families a very Merry Christmas and a Happy and Successful New Year in 1966.

RUSSELL K. PIERCE JR.
Colonel, USAF
Commander, AWS



THESE NEW WC-130Es were recently assigned to the 54th WRS. They replace the WB-47s which had previously served in the Pacific. The WC-130Es have been termed as ideal for storm reconnaissance.

Tropical Weather Discussed by SAB

SCOTT AFB, Ill. — Weather support in the tropics and in Southeast Asia in particular was discussed here recently at a meeting of the tropical meteorological study group of the Air Force's Scientific Advisory Board (SAB).

MATS To MAC Redesignation Slated for Jan. 1

SCOTT AFB, Ill. — Effective Jan. 1, a revised insignia will be seen to coincide with the redesignation of MATS to MAC (Military Airlift Command).



Action is being taken to obtain new aircraft decals and they will be distributed when available. Also, masters for letterhead stationery are being prepared for units through wing level.

They will be mailed as prepared. Stock levels of forms and letterheads should be used until the supply on hand is exhausted and standard directives will not be changed until reprint or revisions are required.

The Army-Air Force Exchange Service will soon have on hand several individual items with the MAC insignia.

The SAB, USAF's top group of scientific advisors, responsible directly to the Air Force Chief of Staff, serves as the link between the Air Force and the civilian scientific community of the United States and the rest of the free world.

The SAB study group, chaired by Stanley M. Greenfield of the Rand Corporation, met with military and civilian scientists of AWS. Conferees were briefed by AWS meteorologists recently returned from duty in Southeast Asia where AWS supports both air and ground forces of the United States.

These meteorologists were Lt. Col. Thomas Gray, 3rd Weather Wing; Maj. Ray B. Coffman, Hq. AWS; and SMSgt. Walter D. Cooksey, 5th Weather Wing. Other AWS conferees were Lt. Cols. Edwin E. Carmel, Chief of Weather Training, Technical Training Center, Chanute AFB, Ill., and Robert Doecker and Edwin Dickson, both Hq. AWS.

The SAB itself, composed of eminent scientists from government and industry, is headed by Dr. William W. Kellogg, associate director of the National Center for Atmospheric Research, Boulder, Colo., who was present at the meeting.

Visitors were briefed by AWS personnel on research required in tropical meteorology; reconnaissance, satellite and aircraft data; AWS operations in Southeast Asia; and areas of responsibility, data received and provided.

(Continued on Page 10)

WC-130Es Start Weather Career In Pacific Area

ANDERSEN AFB, Guam—The 54th WRS has replaced its fleet of WB-47s with WC-130 aircraft. During the first six months of 1965, the 54th had logged nearly 630,000 miles with the WB-47s, but its mission called for a new aircraft.

The 54th WRS, among other things, tracks down typhoons. During its formative stages, all of the typhoon's characteristics are confined to low altitudes. Even in a typhoon's most vicious stages, the lower altitudes still present much stronger character traits than higher altitudes.

Because the WB-47 is primarily a high altitude reconnaissance aircraft, the defense department decided to provide the 54th with a new vehicle for tropical weather reconnaissance.

The WC-130E is a modified C-130 Hercules. It can provide hurricane data in less time than any previous AWS aircraft. It can penetrate hurricanes at 10,000 feet for low-level data or climb to 30,000 feet for high-level probes. It has more powerful engines and greater range than the conventional C-130 transport. And, with its increased fuel capacity, it could fly the Atlantic nonstop.

In early June, six WC-130Es, fresh from the factory, were assigned to the 54th WRS. The crews were given special flying training missions and before the summer was over, over 50,000 training miles were recorded and eight crews were updated to fully qualified status.

Since January, the 54th has flown on 77 storm missions on 21 name storms and typhoons. All but 16 of the missions included two fixes at six hour intervals, most of which were made by penetration of the eye of the storm in the WC-130E.

All told, the WB-47s and WC-130Es flew a total of well over one million miles of which about one fourth were on named storm missions.

The 54th WRS is hopeful that the typhoon season is over. But should a freak storm develop, crews and aircraft stand by to chase it down and size it up for the ground weather agencies who must forecast its intensity and track.

C-141 On The Go

SCOTT AFB, Ill. (AFNS)—The Lockheed C-141 Starlifter, newest transport in the Air Force inventory, will take part in its first military field training exercise in Polar Sweep, a U.S. Alaskan Command training maneuver this January.

Three of the MATS jet transports will airlift 200 Army special forces troops and 14 tons of support equipment from Pope AFB, N.C., to Elmendorf AFB, Anchorage, Alaska.



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COL. RUSSELL K. PIERCE, JR.

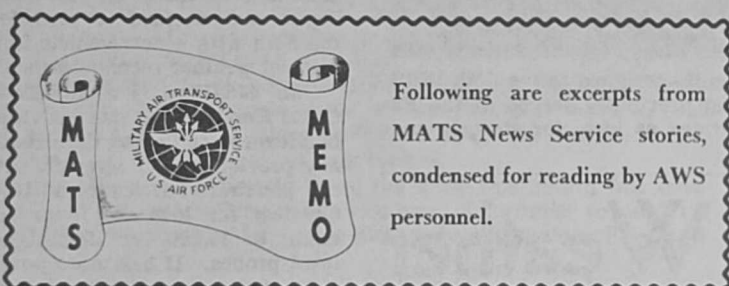
Commander, Air Weather Service

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.

Ingenuity in New Zealand

Loadmasters assigned to the MATS Deep Freeze task force at Christchurch, New Zealand, are maintaining a reputation for finding solutions to difficult problems.

One Navy request was for delivery of several 3½-ton trucks, each nine feet, four inches high. Knowing the C-130E cargo compartment is only nine feet high, officials scratched their heads in dismay.

However, a loadmaster team headed by MSgt. Harold Allen, was undaunted. Removing two inches of sound proofing material from the top of the compartment, they deflated the truck tires to gain two more inches and the trucks were driven aboard.

\$28,000 Saved by Consolidation

Officials at Tinker AFB, Okla., estimate the Air Force will save more than \$28,000 annually by consolidating parachute and fabric shops of the 1707th Air Transport Wing, (MATS) and the Oklahoma City Air Materiel Area.

Formerly, both agencies operated separate shops within a stone's throw of each other. OCAMA shops now accomplish the same work with an increase of only five civilians and limited equipment. The MATS shop had been manned by nine civilians.

By eliminating four jobs, MATS cut labor cost by \$25,445 a year. Equipment worth \$3,493 was returned to supply.

C-141 Debuts in Polar Sweep

The C-141 Starlifter, newest transport in the U.S. Air Force inventory, will take part in its first military field training exercise in Polar Sweep, a U.S. Alaskan Command cold weather training maneuver slated for next month.

In making the announcement, MATS planning officials said three of the big jet transports will airlift 200 Army special forces troops and 14 tons of support equipment from Pope AFB, N.C., to Elmendorf AFB, Alaska, on Jan. 4.

The C-141 became operational in April, but airlift requirements in support of Southeast Asia have precluded using the versatile Starlifter in training exercises until now. MATS possesses 54 C-141s.

The Polar Sweep airlift will satisfy MATS Category III testing requirements for cold weather troop and cargo operations.

Deep Freeze Task Unit Goes Home

Men and aircraft of the 1501st Air Transport Wing's Deep Freeze Task Unit are returning to Travis AFB, Calif.

In less than two months, aircrews assigned to the task unit flew nearly 80,000 miles airlifting almost 160 tons of cargo and more than 300 passengers to scientific stations in the antarctic.

Flights dwindled by mid-December when the ice no longer supported the Hercules aircraft.

Next year's operation is scheduled by Navy Squadron Seven from Moffett Field, Calif. The operation will continue in MATS, however, since the Moffett squadron is part of the command's airlift force. MATS has supported Operation Deep Freeze for nine years.

USAF Advises On Selection Of Top Airmen

WASHINGTON (AFNS) — High rank and outstanding qualities exhibited over a long period of time don't necessarily meet the criteria of the Outstanding Airman Program, commands have been advised.

Airmen, including WAF, of all grades should receive equal consideration, and emphasis should be placed on achievements during the preceding 12 months rather than several years, the Air Force said.

Under the Outstanding Airman Program, the top airman from each major command is invited by the Air Force Association as a guest at its annual convention. Spouses are included in the invitation which provides hotel accommodations and attendance at official convention functions.

The 1966 AFA convention is scheduled in Dallas, March 23-25.

In a letter to the field, the Air Force pointed out that past outstanding airmen almost all have been senior noncommissioned officers. Further, selection criteria have seemed to favor those who demonstrated high qualities over a long period rather than an individual whose achievements during the preceding year were uniquely outstanding.

The next selections should be based on the following, the letter said:

- Unique, unusual or outstanding accomplishment. This could include job knowledge or leadership qualities applied to a specific Air Force situation or development of new techniques, procedures or processes resulting in increased combat effectiveness.

- Noteworthy self-improvement through off-duty schooling, participation in professional or cultural associations or development of creative abilities.

- Participation in military or civilian community social, cultural or religious activities that contribute to group welfare.

- Any other accomplishment that sets the individual apart from his contemporaries.

Commands have until Jan. 5 to submit names of their outstanding airman selections to USAF headquarters.

Air Force Revises SKTs

WASHINGTON (AFNS)—

The Air Force is revising 15 skill knowledge tests relating to five career areas. The new tests are expected to be ready for administration April 1, 1966.

Career areas involved are aircraft electrical navigation equipment repairman and technician, weather equipment repairman and technician, radio relay equipment repairman and technician, and procurement specialist and supervisor.

EDITORIAL

Why We Are In Vietnam

The Republic of Vietnam is as far from home as an American can get without leaving the Earth. Why, then, should we be there?

Why should Americans concern themselves with a small country, 10,000 miles from our shores?

Americans are in Vietnam because what is happening there will vitally affect the welfare of every one of us here at home. The outcome in Vietnam may determine the future, not only of Americans, but of free men everywhere.

Americans are in Vietnam because we have learned the bitter lesson of two World Wars—two terrible tragedies which taught us, once and for all, what happens when aggression is allowed to succeed.

We have learned that an aggressor's appetite only grows bigger with success. And we have seen the consequences of trying to appease such appetites by retreat. We know what lies behind the fighting in Southeast Asia, and we know what is at stake there. The issue today is exactly what it was 11 years ago, when President Eisenhower honored South Vietnam's first call for help.

For more than a decade—and under three Presidents—the United States has stood firm in Vietnam. We have done so because we recognize this challenge for what it is: armed aggression wearing a new cloak.

Today in Vietnam we are being tested by strong and tenacious adversaries. We face an assault by an enemy organized in detail—trained in depth—skilled in a strange kind of warfare we Americans have only begun to understand.

We face an assault by adversaries able to infiltrate thousands of men across boundaries—to regroup those men into disciplined units—to attack weak points and then fade away in face of equal or superior strength. We face an assault by men who use terror and assassination against civilians as normal weapons.

Above all, this is a war of mind and spirit. And it is a war which can be won no matter what present circumstances are. For us to despair would be a great victory for the enemy. We must stand strong and unafraid and give heart to an embattled and confused people.

There is no backing out of Vietnam, for it will follow us everywhere we go. We have drawn the line, and the America we all know and love best is not one to back away.

6th Weather Wing Commander

COL
CLIFFORD A. SPOHN

COMMANDER,
6th WEATHER WING.

BORN IN READING, PENN.

GRADUATED FROM READING SENIOR
HIGH SCHOOL.
ATTENDED LEHIGH UNIVERSITY,
BETHLEHEM, PA. (BA IN MATH).

WENT TO MASSACHUSETTS
INSTITUTE OF TECHNOLOGY
(M.S. AND S.C.D. IN METEOROLOGY).

ENTERED THE AIR FORCE
IN 1942.

HEY CHARLIE!
HOW MANY TIMES
HAVE YOU CARRIED
THE BALL THIS YEAR?

PP ASK
CLIFF SPOHN
PP

HOBBY—WALKING
SPORTS
ENCYCLOPEDIA.

THEY HAVE FIVE CHILDREN.



COMMISSIONED A SECOND LT. AS AN AVIATION
CADET IN 1943. HAS HAD CONTINUOUS SERVICE
SINCE.

FORMERLY ASSIGNED TO THE 3RD WEATHER WING,
OFFUTT AFB, NEBRASKA.
HE IS THE STAFF METEOROLOGIST TO AFSC AND THE OFFICE OF
AEROSPACE RESEARCH.

MARRIED TO FORMER LAURA E. HOELTZEL FROM OCEAN
CITY, NEW JERSEY.

ARTIST
THOMAS M. BOLKOVAC

Weathermen Play St. Nick For Tenth Year

TINKER AFB, Okla.—For the past ten years, the 6th Weather Squadron (Mobile) has made Christmas a reality for underprivileged children in the Oklahoma City area.

On Dec. 17, a special 10th anniversary party was held and six special guests were invited to the festivities. Each guest played a founding role back in 1955 when the program was conceived, organized and brought to fruition.

The guests were: Col. Bernard Pusin, commander of the 6th Squadron at that time, who started the program; CWO William J. Stricker, assistant operations officer; Capt. Lee Main, administrative officer; and the following retired personnel: Lt. Col. Francis E. Powell, operations officer; SMSgt. Donald Garnett, chief clerk; and MSgt. James Michaels, first sergeant.

These mobile weathermen began the program with the thought that there is "more joy in giving than in receiving."

Under the yearly program, children of all races and creeds are given Christmas presents—clothes, toys, a wholesome meal—paid for by the men and women of the 6th Squadron the world over and by other Tinker-based weathermen.

The project normally begins in October when contributions pour in from as far away as Ethiopia where the 6th Squadron has a flight supporting the Air Photographic and Charting Service. Contributions range from \$700 to \$1,000 annually



"OOH!" coos this little blonde girl as she nestles in Santa's arms, looking about her at all the gifts he brought just for her and her little friends. For ten years, many little boys and girls have had a

real Christmas, thanks to the generosity of the 6th Weather Squadron (Mobile), Tinker AFB, Oklahoma. This year, 30 children received gifts, and clothing and were just as thrilled as she is.



GIVING PRESENTS TO UNDERPRIVILEGED CHILDREN during the 6th Weather Squadron's tenth such get-together are: TSgt. Frank Hill (left), TSgt. Robert Townsend (as Santa), and Col. Elwyn A. Moseley, commander.



A PORTION OF THE GIFTS purchased by the 6th Weather Squadron for underprivileged children in the Oklahoma City area are displayed here.

and are pooled into one large good will fund to provide a joyful Christmas for the children.

The underprivileged youngsters are chosen by local clergymen and range in age from four to 12 years.

By mid-November, the program is in full swing. Arrangements are made with local merchants for clothing. Shoes, boots, warm coats, gloves and other necessary items are furnished so that the children may be warmly dressed for the remainder of the winter.

On the day of the party itself, each child is picked up at home by a 6th Squadron member and his wife and taken to a local department store for clothing. Usually, each husband and wife team has charge of two or three children. The wives fit clothes for the girls and the men help the boys.

When the shopping spree is over, the children are escorted to a local restaurant where they are treated to a giant-size Yule feast.

After dinner, Santa (played this year by TSgt. Robert Townsend) hands out gifts bought individually by squadron personnel, using the Christmas fund. This year, 30 children were cared for.

Praise of the unit's annual program has come from civilian as well as military sources.

One school principal's comment typifies the feelings of the community: "The future of this country is well assured when men of such fine moral and spiritual conviction are serving as its guardians."

The First Christmas

And it came to pass in those days, that there went out a decree from Caesar Augustus, that all the world should be taxed.

And all went to be taxed, every one into his own city.

And Joseph also went up from Galilee, out of the city of Nazareth, into Judea, unto the city of David, which is called Bethlehem; (because he is of the house and lineage of David).

To be taxed with Mary, his espoused wife, being great with child.

And so it was, that, while they were there, the days were accomplished that she should be delivered.

And she brought forth her firstborn son, and wrapped him in swaddling clothes, and laid him in a manger; because there was no room for them in the inn.

And there were in the same country shepherds abiding in the field, keeping watch over their flock by night.

And lo, the angel of the Lord came upon them and the glory of the Lord shone round them and they were sore afraid.

And the angel said unto them, Fear not for, behold, I bring you good tidings of great joy, which shall be to all people.

For unto you is born this day in the city of David a savior, which is Christ the Lord.

And this shall be a sign unto you: Ye shall find the babe wrapped in swaddling clothes, lying in a manger.

And suddenly there was with the angels a multitude of the heavenly host praising God, and saying,

Glory to God in the highest, and on earth peace, good will toward men.

And it came to pass, as the angels were gone away from them into heaven, the shepherds said one to another, Let us now go unto Bethlehem, and see this thing which came to pass, which the Lord hath made known unto us.

And they came with haste, and found Mary, and Joseph, and the babe lying in a manger.

And when they had seen it, they made known abroad the saying which was told them concerning the child.

And all they that heard it wondered at those things which were told them by the shepherds.

But Mary kept all these things, and pondered them in her heart.

And the shepherds returned, glorifying and praising God for all the things that they had heard and seen as it was told unto them.

(Luke 2:1-20)

Hurricane Hunters Twenty Years Old

by TSgt. Leo R. Solne

St. Elmo's Fire Wagon, a modified B-25 Mitchell bomber, pierced the pluvial curtain of a turbulent Caribbean storm on Sept. 15, 1945, and brought the attention of the world to an intrepid feat of man against one of nature's deadliest juggernauts—the violent hurricane.

The day before, 1st Lt. Dennis A. Cassidy and his crew in another B-25 had made what was probably the first planned penetration of a hurricane; yet it was the flight of St. Elmo's Fire Wagon, piloted by Capt. Hugh C. Dunn, which attracted the eyes of the press.

Fenwick P. Cole, a Miami Herald reporter, referred to the daring flyers as "Hurricane Hunters."

Later, writer Elsie McCormick became interested in the hazardous weather mission and covered it in a feature story for the Saturday Evening Post.

The storm itself became known as Kappler's hurricane, since this was before the custom began of naming storms alphabetically with girls' names. Kappler was 2nd Lt. Bernard J. Kappler, aerial weather forecaster of Cassidy's crew who had first sighted the storm September 12.

At that time it was merely a minor disturbance. But by the following day it had grown to a screeching maelstrom, poised for an attack on the Gulf Coast and southern Florida.

Cassidy's plane took off from Borinquen Field, Puerto Rico, on the morning of the 14th and within an hour had bored its way into one of the worst hurricanes on record.

The wall of water that surrounded the storm was not unlike a waterfall. So intense was the wind velocity that, although the aircraft was considered waterproof, water seeped through the cracks and saturated the crew.

Before returning to base, the crew recorded winds up to 198 miles per hour and never less than 161.

Back at Borinquen Field, Lt. Redding W. Bunting, Cassidy's navigator, wryly summed up the experience by stating, "In my opinion, a hurricane is not the place in which to fly an airplane."

Kappler's hurricane proceeded up the Atlantic coast, causing heavy damage and destroying the Richmond Naval Air Base.

Hunting hurricanes apparently was originally the idea of Brig. Gen. Muir S. Fairchild, back in 1941. However, it was not until December, 1943, that six B-17s from the 30th Weather Reconnaissance Squadron, Air Route, Medium, Presque Isle, Maine, were sent to the Caribbean area to fly storm reconnaissance.

Although no severe weather was encountered, the crews made over 2,800 weather observations. These flights are considered the real beginning of hurricane reconnaissance.

The first crews actually to



encounter hurricanes were airmen of the 53d Reconnaissance Squadron, Long Range, Weather, Morrison Field, West Palm Beach, Fla. The flyers were all volunteers, mostly from the Third Air Force.

During the 1944 hurricane season, flying B-25s, they spotted and tracked 13 hurricanes and in the process earned themselves 30 Air Medals.

On August 14, 1947, Hurricane Charlie was first observed and recorded as the first storm of the season. There was little significance in this, as Charlie was not yet a devastating hurricane. But later Charlie proved severe enough to mark a turn-

Secretary Speaks

"The success of reconnaissance flights confirms previous views that such flights should be a permanent part of the meteorological observing network and the Bureau will include provisions therefore in its regular plans."

Jesse Jones, Secretary of Commerce, Sept. 28, 1944.

ing point in hurricane hunting.

Experience gained from two B-17 flights into Charlie's "eye" indicated that the best method of penetrating to the center of the storm was to fly with the left wing of the aircraft always in the wind (within the area of the hurricane's counter-clockwise winds) and, by keeping a constant check of sea-level pressure, to observe the point of lowest pressure.

The daring nature of their operations have always kept the Hurricane Hunters in the public eye. In September, 1954, their activities so interested famed newsman Edward R. Murrow that he joined the crew of a WB-29 for a penetration flight of Hurricane Edna.

Murrow later presented the filmed story of the mission on his network television program, "See It Now," remarking that hurricane hunters deserved combat pay.

Edna resulted in additional public notice for men of the 53rd. On Sept. 11, 1954, a WB-29 pierced the storm and established a record by remaining in the eye for six hours.

While in the center of the storm, the AWS crew received a message that the Nantucket lightship had broken from her moorings and was drifting helplessly.

The crew of the AWS Superfort found the floating light-house and circled her until a Coast Guard vessel arrived.

In 1955, based at Kindley AFB, Bermuda, the 53rd Weather Reconnaissance Squadron began to use the WB-50 which then became the backbone of all weather reconnaissance.

The WB-50 was later replaced by the WB-47 stratojet which, in turn, was supplemented by the WC-130 turboprop aircraft.

The WC-130 had its first taste of a hurricane on August 24 of this year when it flew 58 hurricane penetrations. But probably its real test was its penetration of awesome Hurricane Betsy.

This storm was penetrated 36 times and proved that the WC-130 has taken over as the newest work horse of the Hurricane Hunters.

The men of the 53rd WRS continuously challenge the fury of nature. They risk their lives to safeguard the lives and property of many through vital and accurate weather observations.

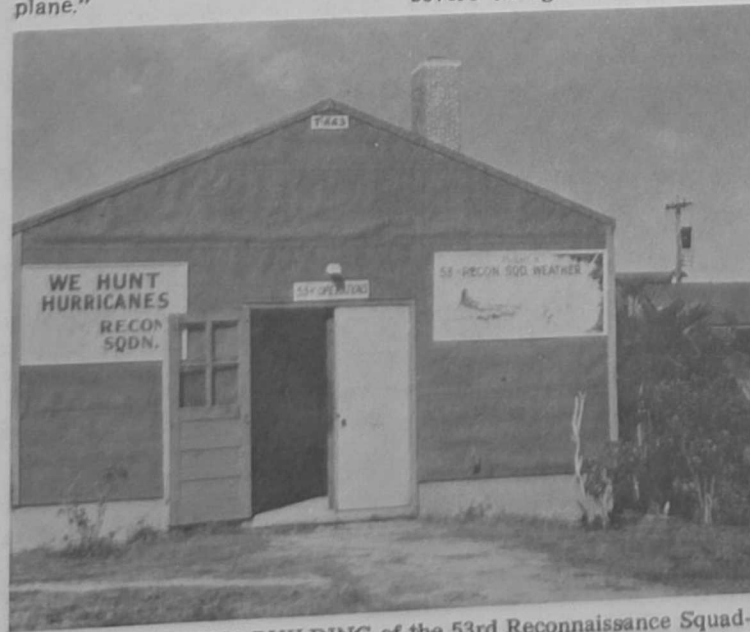
After two decades, the Hurricane Hunters take pride in their achievements of the past and look forward to 20 more years of service.



WHEN EDWARD R. MURROW took the television camera of CBS's "See It Now" into the eye of Hurricane Edna in the fall of 1954, the regular AWS hurricane reconnaissance flight on which the veteran commentator and later director of the U. S. Information Agency flew was piloted by Capt. Francis E. Wilson (left), aircraft commander, and Capt. Charles W. Fleisher (second left), pilot. Murrow (right) took his inquisitive TV camera into the violent storm aboard a WB-29 Superfort of the 53rd WRS's Flight A, based at Kindley AFB, Bermuda. Robert Simpson (second right), senior aide to the U. S. Weather Bureau's operations chief, also made the flight to conduct hurricane research.

Past Commanders

- Maj. Sidney C. Bruce—1st WRS (1945)
- Lt. Col. George L. Newton—53rd WRS (1945)
- Lt. Col. James M. Starbuck—53rd WRS (1947)
- Lt. Col. Robert G. David—373rd Rec. Sq. (1947)
- Maj. John N. Hawley—373rd Rec. Sq. (1948)
- Lt. Col. Clyde A. Ray—373rd Rec. Sq. (1948)
- Lt. Col. Stanley I. Hand—373rd Rec. Sq. (1950)
- Lt. Col. Richard D. Stowell—53rd WRS (1952)
- Lt. Col. Eaker W. Brown Jr.—Flight A 53rd WRS (1953)
- Maj. Garn H. Harvard—Flight A 53rd WRS (1954)
- Maj. Joseph Gallick—Flight A 53rd WRS (1954)
- Lt. Col. Earl F. Dunphy—59th Wea. Rec. Flight (1955)
- Lt. Col. Earl F. Dunphy—59th WRS (1956)
- Lt. Col. Fellie F. Robinson—59th WRS (1958)
- Lt. Col. Fellie F. Robinson—Det. 3, 55th WRS (1960)
- Lt. Col. Arnold E. Zimmerman—Det. 7, 9th Wea. Rec. Gp. (1961)
- Lt. Col. Arnold E. Zimmerman—53rd WRS (1962)
- Lt. Col. Eugene C. Wernette—53rd WRS (1962)
- Lt. Col. Eugene C. Wernette—Det. 1, 53rd WRS (1964)



THE OPERATIONS BUILDING of the 53rd Reconnaissance Squadron, Morrison Field, West Palm Beach, Florida, during the 1946 hurricane season. Lt. Col. James H. Starbuck was commander at that time and Maj. John N. Hawley was deputy commander and operations officer. The B-25 was the mainstay of the unit.



FRAMED UNDER THE NOSE of a WB-47, these three crew members prepare for a hurricane reconnaissance flight.

Day-Long Activities Mark Anniversary Of Recon. Squadron

HUNTER, AFB, Ga.—Hurricane Hunters, officially known as the 53rd Weather Reconnaissance Squadron, celebrated the successful conclusion to 20 years of storm reconnaissance Sat., Dec. 11, during day-long activities at Hunter.

In commemorating the two decades of battling the Atlantic storms, the squadron dedicated the day to maintenance and other support personnel of the past years who, through their efforts and professional skills, kept the unit's aircraft airworthy to seek out the storms.

In saluting these men, Col. Eugene C. Wernette, squadron commander, remarked, "Throughout the history of our squadron, men have blazed new trails to enlarge the sphere of man's influence and knowledge.

"On this notable date in our history, the officers and airmen of the squadron take pride in saluting their colleagues of the past. For two decades they have braved the fury of the storms that have stalked the Atlantic.

"For these decades, dedicated maintenance and support personnel have edged the weapons of these crews—and reaped little of the glory. To these men, we proudly dedicate this day."

During a special commemoration program, AWS Commander Col. Russell K. Pierce Jr. paid tribute to the Hurricane Hunters by presenting the squadron their service plaque for excellence in storm reconnaissance.

During his address to guests and members of the squadron, he said, "The backbone of weather reconnaissance business is the daily mission that fills the holes on the weather map and the raw data of synoptic meteorology that forecasters around the world depend upon to improve their forecasts.

"But there are occasions when



COL. RUSSELL K. PIERCE JR., left, AWS commander, presents Col. Eugene C. Wernette, Commander, 53rd Weather Reconnaissance Squadron, with the AWS plaque of excellence commemorating 20 years of storm reconnaissance.

weather reconnaissance of a special nature is necessary—and often of vital importance to national interest.

"Certainly the most colorful endeavor the squadron undertakes is the 'Hurricane Hunter' function for which the squadron is named. . . . The aerial reconnaissance of tropical storms and hurricanes has, over the last 20 years, paid many dividends in lives and property saved."

During the day, guests were given a special orientation flight in the newly modified WC-130

Worst Hurricane On Record

The most devastating hurricane on record in the 20th Century occurred from Aug. 27 to Sept. 15, 1900. The giant storm killed 6,000 people.

This tremendous loss of life was caused by tidal waves created by the storm when Galveston Island, Texas, appeared to sink beneath the ocean.

Reconnaissance Aircraft Keep Pace With Times

The evolution of those aircraft that have been chosen for the unique mission of hurricane reconnaissance has been fairly rapid.

Originally B-25 Mitchells and B-17 Flying Fortresses were used to chase the tropical storms.

But by 1947, WB-29 Super Fortresses replaced the older aircraft and continued to serve as the mainstay of the reconnaissance force until 1955.

In that year the first WB-50s arrived at Kindley AFB, Bermuda, to join the Hurricane Hunters. For the next eight years the WB-50s rewrote the record book on storm reconnaissance.

In 1963 when the unit moved from Kindley to Hunter AFB, Ga., they added sleek swept-wing WB-47 Stratojets to the inventory.

Although the job of boring into the hurricane itself remained with the veteran WB-50s, the Stratojet performed high altitude dropsonde operations. The

high speed of the all-jet aircraft insured that the mission could be completed much faster.

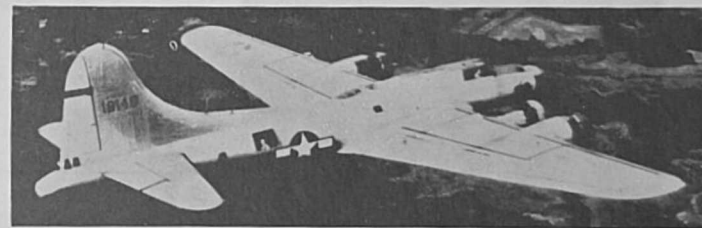
This year the versatile WC-130E Hercules joined the hurricane hunting fleet and promises to outdo all its predecessors.

Colonel Eugene C. Wernette, who currently commands the Hurricane Hunters, commented on the development of weather reconnaissance aircraft:

"While there have been many changes in aircraft and numerous technological advances during the past two decades of storm reconnaissance, the basic challenge of providing advance information remains virtually unchanged.

"This vital facet of our mission will continue to be most significant in the years to come.

"We are proud to have had a part in providing this service."



B-17



B-25



WB-29



WB-50



WB-47



WC-130

Hercules aircraft.

At the reception in the evening at the Officers' open Mess was the presentation of honorary membership in the "Loyal Legion of Hurricane Hunters" to Mr. A. Lester Henderson, Assistant Director of Chatham County Civil Defense Council.

The former Army general was praised by Col. Wernette for his dedication to civil defense work since 1951 and, as Chief of Operations for Civil Defense, his outstanding leadership in preparing the civilian communities for impending disasters.

The "Loyal Legion of Hurricane Hunters" was established at the beginning of aerial storm reconnaissance to recognize crew members who fly into hurricanes.

Other distinguished guests attending the weather squadron's celebrations were: Col. and Mrs. Allen H. Wood, Hunter AFB Commander; Col. and Mrs. Gilbert L. Curtis, 63rd Troop Carrier Wing, Hunter AFB; Col. Carl H. Morales, Commander, 9th Weather Reconnaissance Wing, McClellan AFB, Calif.; Col. (USAF, Ret.) and Mrs. William W. Riser Jr., former commander of the weather squadron; Mr. and Mrs. J. T. Coleman, Alderman, City of Savannah; Mr. Walter Davis, U. S. Weather Bureau Miami, Fla.; Mr. and Mrs. David Barnes, U.S. Weather Bureau, Rains Field, Savannah; and Mr. Marshall Hatch, Research Flight Facility, Miami, Fla.

The Hurricane Hunters will begin their 21st year of storm reconnaissance when the hurricane season officially begins on June 1st next year.



KENNETH HOWARD is wearing the proper clothes as he checks the electrical equipment for proper working condition. The three-year-old son of SSgt. William A. Howard Jr., Egress Specialist with the 53rd WRS, was one of the many visitors at the squadron open-house which helped mark their 20th anniversary.

AWS Wing and Squadron Commanders



Col.
Richard M. Gill
4th Weather Wing



Col.
Clifford A. Spohn
6th Weather Wing



Col.
Ralph G. Suggs
3rd Weather Wing



Col.
Kenneth A. Linder
5th Weather Wing



Col.
Arthur W. Anderson
7th Weather Wing



Col.
George E. Rath
2d Weather Wing



Col.
Robert L. Sorey
1st Weather Wing



Col.
Carl H. Morales
9th Wea Recon Wing



Col.
David M. Sweeney
11th Wea. Sq.



Col.
Thomas H. Lewis IV
1210th Wea. Sq.



Col.
William H. Best Jr.
8th Wea. Sq.



1st Wea. Sq.
To Be Activated
Jan. 8, 1966



Lt. Col.
Robert B. Hughes
3d Wea. Sq.



Col.
Andrew Paton
15th Wea. Sq.



Col.
Lewis A. Pitt
7th Wea. Sq.



Col.
Hershell L. Abbott
20th Wea. Sq.



Col.
Eugene C. Wernette
53d WRS



Col.
Robert A. Taylor
12th Wea. Sq.



Col.
Elwyn A. Moseley
6th Wea. Sq.



Col.
Paul X. Geary Jr.
9th Wea. Sq.



Col.
Leonard V. Gillespie
16th Wea. Sq.



Col.
Nicholas J. Gavares
24th Wea. Sq.



Col.
Robert F. Neeley
21st Wea. Sq.



Col.
Alexander Kouts
30th Wea. Sq.



Lt. Col.
William H. Rankin
54th WRS



Col.
Leon M. Grisham
55th WRS



Col.
William J. Norton
29th Wea. Sq.



Lt. Col.
Douglas M. Sheehan
32d Wea. Sq.



Col.
Leroy C. Iverson
35th Wea. Sq.



Col.
Lawrence D. Connolly
26th Wea. Sq.



Col.
Griffin H. Wood
25th Wea. Sq.



Col.
George A. Williamson
28th Wea. Sq.



Col.
Douglas C. Purdy
31st Wea. Sq.



Col.
Arthur L. Moreland
56th WRS



Lt. Col.
John D. Horn
57th WRS



Lt. Col.
Robert L. Moeller
58th WRS

Ballutes Will Undergo New Rigid Experiments

The Goodyear Aerospace Corporation, under contract to the Air Force Cambridge Research Laboratories (AFRCL), is currently developing a BALLoon-parachUTE, called "ballute", a stabilizing and deceleration system for the current ARCAS rocket configuration.

Although still in the experimental stage (200 drop tests were conducted at Goodyear's airdock in Akron, Ohio, and three successful flights completed at Cape Kennedy), the ballute is being carefully considered and studied by the Air Weather Service and AFRCL.

The reason AWS is interested in the ballute system is that the parachute, now used to stabilize a rocketsonde during its descent, is not a stable platform.

The weather rocket carrying the rocketsonde soars up to 200,000 feet and because the air is so thin at that altitude, a parachute tends to lose air, vacillates and turns the payload, the rocketsonde, into an erratic pendulum.

The ballute, on the other hand, is a much more stable platform for the rocketsonde. It is a ram-air-inflated, deployable, aerodynamic stabilizing and decelerating device.

Like the parachute, the ballute requires a dynamic pressure to inflate and maintain its shape; unlike the parachute, the ballute is constructed of a non-porous material (1/2-mil polyester tape) and is designed so that the internal pressure is greater than the external pressure regardless of velocity or density.

On the other hand, a parachute requires flow through the canopy to insure stability. Good parachute design requires that the porosity of the canopy be compatible with the mission environment.

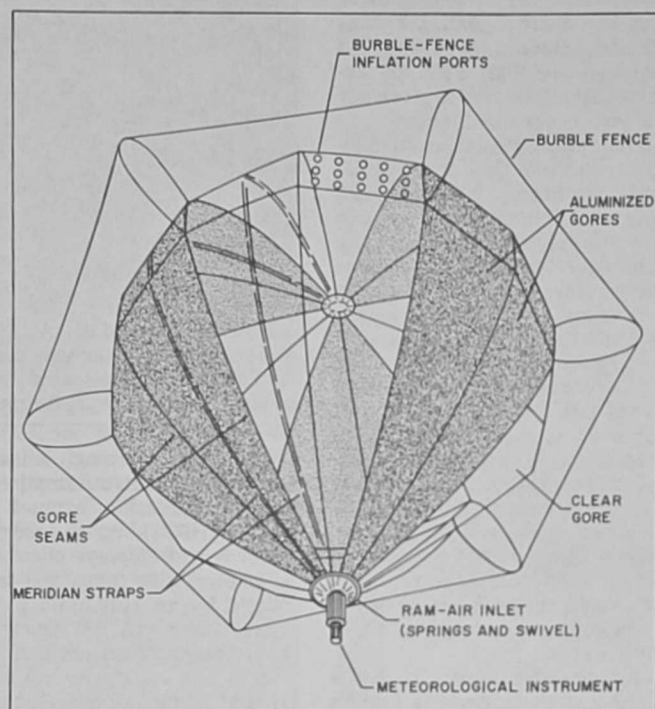
The resistance of the canopy to the air flow must be adequate to cause the parachute to take shape while allowing sufficient flow through the canopy to maintain stable flight. Most parachutes, however, are not stable at zero angle of attack,

resulting in either a gliding or oscillating flight.

Another consideration in favor of the ballute is that, in the event of a sudden gust, the parachute may dump the greater portion of the trapped air mass while the air in the ballute must be forced out through a small orifice, thus permitting reorientation of the system into the relative wind before deflation can occur.

The ballute is also equipped with radar reflector panels which help weathermen obtain wind directions.

And so, if the ballute tests are successful, it will eventually replace the parachute and will insure more accurate meteorological soundings from the weather rocketsondes.



AMS Meeting Hosted By USSTRICOM

MacDILL AFB, Florida—The West Florida Chapter of the American Meteorological Society held its November meeting here. The weather division of J-3, United States Strike Command (USSTRICOM), was host for the meeting.

About 50 members and guests were in attendance from Tampa, Lakeland, St. Petersburg, Clearwater, Brandon and Sarasota. President Al Duckworth, Chief Meteorologist for the local WFLA TV and radio station, presided.

Following the business meeting, a program was conducted, entitled: "Weather Support to the United States Strike Command." Its theme was the application of meteorology in support of military operations.

A brief description was given of the mission, function and organization, along with some specific achievements of USSTRICOM. This was followed by a detailed description of the weather support force organization, function and mission in fulfilling the weather requirement of USSTRICOM forces in exercises and operations.

With the use of Vu-Graph slides, typical briefings were given to simulate those presented each morning and those given during field exercises. In addition, a typical climatological briefing was shown using South Vietnam as the subject.

European Scientific Author Gathers Typhoon Information

FUCHU AS, Japan—Monsieur Andre Guigon, better known by his pen name of Pierre Andre Molene to his millions of readers in Europe and in scientific circles around the world, is a writer who really knows what he writes about. Authenticity is the hallmark of his many newspaper columns and books on a variety of technical as well as non-technical subjects.

Since August, he has been in the Far East gathering information in preparation for the revision of his book on typhoons, "Chasseurs de Typhons," which is so highly regarded in France that it is awarded to high school students as a special prize for academic achievement.

The Meteorological Section of the Sorbonne, France's most famous university, has solicited his cooperation in typhoon research.

M. Guigon was a navigator with the French Navy and Air Force before physical disability diverted him to a full time career as an author. The destructive fury of the 1959 Ise Bay Typhoon aroused his interest in typhoons which are little known or understood in Europe.

After two years of careful study, including a trip to Japan, he published his book which rapidly became a best-seller in France.

Recent advances in typhoon forecasting and warning systems brought him back to the Far East for the 1965 typhoon season. Through the courtesy of the Japan Meteorological Agency, he experienced all the surface furies of Typhoon Wendy aboard a weather observation ship.

Subsequently, the assistance of U.S. military authorities provided him with a chance to fly through the eye of Typhoon

Della aboard a reconnaissance aircraft.

For the past few weeks, M. Guigon has been studying operations of KBC's source of weather information, the Fuchu Air Force Weather Central. He was especially impressed by the high degree of international co-operation among the various weather services, national and military, in Japan.

He consented to be the guest speaker at a recent meeting of the Greater Tokyo Chapter of the American Meteorological Society whose membership is about equally divided between Japanese and U.S. Forces meteorologists.

Col. Edward O. Jess, commander of the Fuchu AF Weather Central, is the Chapter's president and Capt. Evert A. Schmidt, whose voice is familiar throughout the KBC for his weather broadcasts on FEN, is its secretary.

M. Guigon intends to return to Japan in February to witness the application of weather reconnaissance satellite photos to typhoon and weather forecasting. One such satellite is to be launched early next year and it should supplement the knowledge of impending typhoons which now comes mostly from American weather reconnaissance aircraft, reports from Mount Fuji radar and other radar.



An experimental ballute is being tested at AFRCL. The ballute might eventually replace the weather parachute so that more reliable soundings might be obtained from weather rocketsondes.



COL. EDWARD O. JESS, second from left, explains the Automatic Picture Transmission Antenna to M. Andre Guigon, noted European author, as Lt. Col. J. O. Bellefeuille, left, stands by to interpret.

Forecast Center Supports Entire Pacific Theater

By 1st Lt. Terrence Mayer

HICKAM AFB, Hawaii—Sleek, swift jet interceptors leap skyward on a practice scramble from a runway in Hawaii . . . a thirsty B-52 and an aerial tanker rendezvous somewhere over the Pacific . . . a heavily-laden C-124 Globemaster trundles along a taxiway at a Far East air base after safely completing a long overwater flight. All of these events have at least one thing in common—the aircrews all counted on reliable weather information to help them complete their missions successfully.

In all probability, the 1st Weather Wing's Detachment 3 at Wheeler AFB, Hawaii, had a hand in providing this information. The Air Weather Service specialists assigned to Det. 3 are responsible for forecasting and analyzing the weather over a tremendous expanse of ocean from the U.S. West Coast to Japan and from Hawaii southward.

They operate a facsimile transmission service and a 24-hour weather forecast center which serves the entire Pacific theater.

Seven days a week, the center—commanded by Lt. Col. Lowell A. Schuknecht—produces weather data on a regular basis for U.S. forces operating through the area. Weather stations along the heavily-traveled Pacific air routes are the primary users of the center's products.

Either directly or indirectly, the Det. 3 forecast center is responsible for the in-flight safety of hundreds of persons, either crewmembers or passengers, who may be airborne over the Pacific at any given time.

To furnish the services expected of it, the Det. 3 forecast center requires a tremendous

volume of raw data. This information pours in continuously from a far-flung network of weather stations. The center digests and analyzes the raw data and feeds it back to users in the form of teletyped forecasts, bulletins and facsimile charts.

Maj. William C. Anderson, Det. 3's chief forecaster, emphasizes that the center's operation is part of an integrated effort. The 16-year AWS veteran points out that the unit not only receives input from weather stations throughout the Pacific, it also draws upon information available from other weather forecast centers—large weather centers such as those at Fuchu AS, Japan; Offutt AFB, Nebr.; the Navy's Fleet Weather Central in Hawaii; and the U.S. Weather Bureau.

Through a system of exchange, the center becomes a part of a coordinated program to provide users with all available weather information wherever they may be operating.

In addition to its routine activities, Det. 3 provides a severe weather warning service to various military agencies on the island of Oahu (principal island

Gen. Spencer Retires

Brig. Gen. Normand C. Spencer Jr., retired from active duty on Dec. 1. Gen. Spencer was commander of the 1st Weather Squadron in post-war years.

in the Hawaiian chain), cooperates with the Navy's Fleet Weather Central and the U.S. Weather Bureau, and supplies required weather data to officials of the Hawaiian Area Air Defense Command Center.

The detachment is manned by 20 forecasters, five noncommissioned officers, 20 observers, two administrative clerks and two supply specialists. The forecaster contingent includes six weather editors and a special crew assigned to the detachment's automatic data processing system (ADPS).

The volume of traffic handled in the Det. 3 forecast center during a 24-hour period keeps detachment personnel hopping. Incoming weather information is processed through the communications room where weather editors sort and compile the raw data into usable form. Some of the material is relayed through the center direct to other points.

Information needed locally is routed to the observing section where it is plotted on charts which the forecasting section uses to make its prognoses. Processed data is funneled back through the communications room and routed to the user.

As important as manpower is, modern electronics play a pertinent role in Det. 3's operations, too. The key feature is the automatic data processing system. Under the watchful eye of ADPS chief, Capt. Glenn Glassburn, technicians program a computer to perform many routine mathematical tasks previously done by hand.

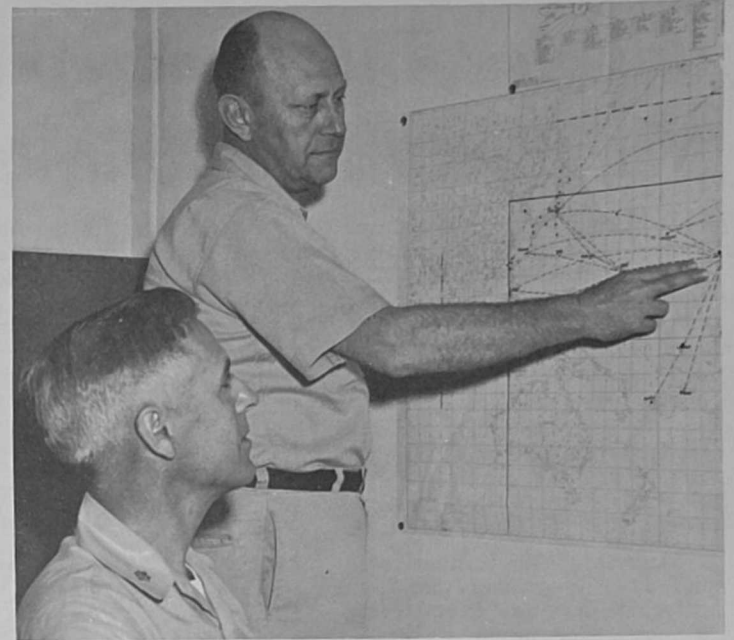
Four times daily, the machine devours assorted wind observations obtained from points throughout the Pacific and prints out an approximation of expected wind conditions at four different altitudes: 10,000, 20,000, 30,000 and 38,000 feet (figures are approximate).

Capt. John G. Joern of the ADPS section explains that since observation of the wind over each square mile of the earth's surface is virtually impossible, "meteorologists must fill in the blanks by using representative data available to them." This the computer does through a series of lightning-fast calculations. The end product is considered to be a reasonable prediction of wind conditions at any given point at each of the four altitudes involved.

When the computer product has been certified as valid by the forecast team on duty, it is flashed to the consumer.

The computer is also employed on several special projects—one of which is the development of a semi-automated system for long-range forecasts of weather trends based on climatology (weather history).

The Det. 3 forecast center also owns a share in the space



MAJ. WILLIAM C. ANDERSON (standing), Det. 3's chief forecaster, briefs detachment commander Lt. Col. Lowell A. Schuknecht on Pacific air route wind factors. Det. 3 provides weather support to all military aircraft flying the Pacific through Hawaii.

age. A few years ago it installed a permanent automatic picture transmission ground station (APTGS) which receives, records and displays cloud cover photographs taken and transmitted by an automatic picture transmission (APT) system aboard an orbiting weather satellite. (The station is one of six similar installations which the 1st Weather Wing operates throughout the Pacific theater.)

The system works like this: the ground station operator positions the receiving antenna prior to the pass of a satellite according to previous instructions. As the satellite comes over the horizon, the broad-beam antenna catches its signal. An audio tone alerts the operator when a signal is being received and automatically recorded.

During the passover, the operator makes directional adjustments of the antenna for optimum reception as indicated by a signal strength meter. Upon

completion of the pass, the operator removes the permanently recorded eight-inch by eight-inch facsimile photo. Depending on the length of the pass, one, two or even three photos or parts of photos may be recorded. Each photo is completed in 208 seconds.

The APTGS has been used successfully with both the Tiros and Nimbus weather satellites but is currently inactive pending launch of a new operational satellite during the early part of 1966.

The 1st Weather Wing's Detachment 3 is an outfit with a big job—a job which requires intelligence, training, skill, patience and foresight. With feet planted in the firm ground of proven meteorological methods and a keen eye on future developments, Det. 3 and the forecast center it operates, are typical of the professionalism of AWS and its parent command, the Military Air Transport Service.



DET. 3 HAS AN AUTOMATIC PICTURE TRANSMISSION GROUND STATION which receives, records and displays cloud cover photographs taken and transmitted from an orbiting weather satellite. A1C Wesley M. Bennett (seated) operates the controls while TSgt. Edward N. Tidwell monitors reception. These weather pictures from space are valuable in the Pacific where vast stretches of ocean limit the density of surface observation stations.



DET. 3 RECEIVES COOPERATION FROM AFCS which operates the unit's communications complex. AFCS operator A1C Terry L. Cunningham feeds weather information to a transmitting device which flashes the data—via teletype—to a 1st Weather Wing unit at Fuchu AS, Japan.

ON THE

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Highlights of Air Weather Service personnel at work and play.

AWS Global Report

NEW PLEIKU AIR FIELD, Vietnam—Weather forecasters of Det. 5, 30th Weather Squadron, played a vital part in the opening of the Qui-Nhon-Pleiku road by correctly predicting 4 days of dry, clear weather, in a normally rainy period.

Air support was made available to an 8-truck convoy which delivered 2,800 tons of rice and other supplies to highland farmers and broke Viet Cong control of the area.

Ninety-five per cent of the weather unit's forecasts have been accurate in the past, permitting U.S. and Republic of Vietnam forces to take advantage of short but critical periods of clear skies.

PAINE FIELD, Wash.—TSgt. Eugene M. Scoggins, a forecaster assigned to Det. 5, 35th Weather Squadron, graduated from the MATS NCO Academy, Orlando, Fla., on Dec. 17th. Sgt. Scoggins was a member of class 66-4.

JAMES CONNALLY AFB, Tex.—SSgt. John H. Dansby, a weather observer at Det. 4, 24th Weather Squadron, recently took top honors at the Air Training Command NCO Preparatory School. He received both the Academic and the Commandant's Awards. His scholastic average was 91.05.

A native of Forth Worth, Texas, Sergeant Dansby has served in Korea and has nine years of military service. He holds the Air Force Commendation Medal among his various decorations.

CHARLESTON AFB, S.C.—Two members of Det. 3, 15th Wea. Sq., Capt. Albert Devitt and TSgt. Peter Gretz, were elected officers in the Coastal Chapter of the American Meteorological Society.

Capt. Devitt was elected chairman of the local group and Sgt. Gretz was named secretary.

The new group chairman is Operations Officer in the Charleston AFB Forecast Center, and Sgt. Gretz is a forecaster.

SEYMOUR JOHNSON AFB, N.C.—A1C William G. Treadway, Det. 12, 3rd Weather Squadron, recently received the Tactical Air Command's Educational Achievement Award from Maj. Ernest R. Thurber, detachment commander.

Airman Treadway earned this award through his efforts in college and other educational pursuits in off-duty time. He is now on permissive TDY at East Carolina College, Greenville, N.C., continuing his education.

REESE AFB, Tex.—It took him 11 years but Clarence Smith Jr., Det. 11, 24th Wea. Sq., is now wearing the gold bars of a second lieutenant.

After acquiring 43 credit hours from Ohio State University, SSgt. Smith entered the AECP program and graduated from the University of Oklahoma in 1964 with a major in mathematics and a minor in meteorology.

After completing the Officer Training School program, Lackland AFB, Tex., he was commissioned a second lieutenant.

Commendation Medals

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

Lt. Col. Gabriel Palmero, 12th Wea. Sq., from July 1, 1963, to Nov. 15, 1965.

Maj. Milton H. Sipple Jr., 9th Wea. Sq., from July 27, 1962, to Aug. 3, 1965.

Maj. Glen H. Bozarth, 4th Wea. Wg., from Oct. 7, 1964, to Nov. 1, 1965.

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

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

SMSGt. Donald L. Corbet, 1st Wea. Wg., from June 3, 1962, to June 9, 1965.

SMSGt. Joseph F. Wholey, 55th Wea. Recon. Sq., from July 17, 1963, to July 31, 1965.

SMSGt. Olive M. Folze, Hq. AWS, from Jan. 6, 1958, to Nov. 1, 1965.

MSGt. James W. Lightfoot, 9th Wea. Sq., from Sept. 1, 1964, to Sept. 1, 1965.

TSgt. Louis A. Augsburg, 31st Wea. Sq., from Oct. 1, 1963, to Aug. 4, 1965.

TSgt. Mark E. Brown, South

Ruislip Air Station, England, from Nov. 11, 1962, to Sept. 1, 1965.

SSgt. Robert L. Helms, 4th Wea. Wg., from July 23, 1964, to July 10, 1965.

SSgt. Donald E. Rexford, 30th Wea. Sq., from Aug. 5, 1964, to July 19, 1965.

A1C Joseph D. Proulx, 54th Wea. Recon. Sq., Aug. 6, 1965.

Lt. Col. Graham M. St. John, 15th Wea. Sq., from Nov. 1, 1961, to Oct. 28, 1965.

Lt. Col. Chandler R. Brown, Hq. AWS, from July 15, 1963, to Nov. 23, 1965.

Lt. Col. Harry D. McIntyre, Hq. AWS, from June 4, 1963, to Nov. 22, 1965.

Col. Robert V. McKibban, 56th Wea. Rec. Sq., from July 20, 1963, to Oct. 15, 1965.

Lt. Col. Samuel F. Freeland, 8th Wea. Sq., from April 26, 1965, to June 10, 1965.

Lt. Col. Graham M. St. John, 15th Wea. Sq., from Nov. 1, 1961, to Oct. 28, 1965.

Maj. John L. Wolfe, 8th Wea. Sq., from April 26, 1965, to June 10, 1965.

Capt. Robert E. Guthland, 8th Wea. Sq., from April 26, 1965, to June 10, 1965.



COL. KENNETH A. LINDER, (left) commander, 5th Wea. Wg., Langley AFB, Va., presents the Moorman Award to Lt. Col. Harold O. Bergman, commander, Det. 2, 5th Wea. Wg. Newest of the commanders awards, the Moorman Award is presented to the outstanding detachment which performs a centralized analysis and/or forecast function on a functional or geographical basis for other AWS units.

54th WRS Holds Open House For Dependents

ANDERSEN AFB, Guam—Due to the virtually complete changeover of 54th WRS personnel and equipment, the 54th recently held a squadron open house for dependents.

A greeting by the commander, Lt. Col. William H. Rankin, a briefing on typhoons by Capt. Donald W. Tallman, Aerial Reconnaissance Weather Officer, and a movie on tropical weather reconnaissance made up the program.

The highlight of the day, particularly for the youngsters, was a trip through one of the squadron's WC-130 aircraft. Crew members were available to answer questions about the aircraft.



Weatherman Eyes AECP

MARCH AFB, Calif.—A1C Sammy R. Smith, Det. 7, 9th Weather Squadron, has been selected for the Airman Education and Commissioning Program at the University of Oklahoma. He will major in meteorology and move from observing to forecasting following graduation and commissioning.

He plans to go to pilot training following his studies and move into the weather reconnaissance program.

Marriages

ARBOGAST-HOLZHAUER—Mrs. Carol Johnson Holzhauer, Syracuse, N.Y., to Col. Thomas J. Arbogast, Chief of Staff AWS, McGuire AFB, Chapel.

PENDERGAST-GREENE—Frances Whittle Greene, Virginia Beach, Virginia, to 1st Lt. Malcolm M. Pendergast, Det. 3, 1st Wea. Wg., Wheeler AFB, Hawaii, on Nov. 20, at Bryan, Texas.

DUNHAM-HILL—Judith Eileen Hill, Aberdeen, Washington, to SSgt. Edward P. Dunham, Det. 3, 1st Wea. Wg., Wheeler AFB, Hawaii, on Oct. 29, at Wheeler AFB, Hawaii.

Births

WHITTLE, 2nd Lt. and Mrs. Gary R., a daughter, Cora Jeanette, born Sept. 29, Darnall Army Hospital, Fort Hood, Texas. Father assigned to Det. 14, 16th Wea. Sq.

AUTEN, Capt. and Mrs. Jimmie D., a son, Jonathan Mark, born Oct. 24, Phoebe Putney Memorial Hospital, Albany, Ga. Father assigned to Det. 8, 8th Weather Squadron.

BISSELL, Maj. and Mrs. Robert J., a daughter, Elizabeth Ann, born Oct. 23, USAF Hospital, Robins AFB, Ga., Father assigned as Staff Weather Officer, Hq. CONAC.

LANGLEY, SSgt. and Mrs. Donald R., a boy, Donald Joseph, born Nov. 3, USAF Hospital, Dover AFB, Del. Father assigned to Det. 5, 15th Weather Squadron.

MOORE, A1C and Mrs. Philip A., a son, John Henry, born Aug. 29, USAF Hospital, Turner AFB, Ga. Father assigned to Det. 8, 8th Weather Squadron.

WELCH, TSgt. and Mrs. Robert, a boy, Jean-Michel, born Nov. 10, USAF Hospital, Scott AFB, Ill. Father assigned to Hq. AWS.

WOLFE, 2nd Lt. and Mrs. Dale E., a daughter, Lisa Anne, born Sept. 19, USAF Hospital, Turner AFB, Ga. Father assigned to Det. 8, 8th Weather Squadron.

Career Corner

This is the fourth 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.

Recommendation for Promotion. Attention all supervisors. Do not overlook the opportunity to send letters of recommendation to promotion boards for your airmen.

Such letters are permitted when individuals are retraining or when fewer than three reports are available for review. Paragraph 10a, MAT-SUP 1 to AFR 39-29 (Promotion of Airmen) spells out the details for you.

Release from Active Duty in lieu of Retirement. Officers who elect to be released from active duty in lieu of retirement, with the intent to apply for retirement from civilian status at a later date, should be made aware that such an election will result in the loss of certain benefits.

Officers who are released from extended active duty are not eligible for such benefits as base exchange, commissary, and military hospitalization pending retirement.

Should an officer die prior to retirement, his dependents would not be protected by the Retired Serviceman's Family Protection Plan, Public Law 87-381, formerly known as the Contingency Option Act of 1953. Officers who are released from active duty and those who retire from civilian status are not authorized to select their home.

Applications for retirement submitted from civilian status must be forwarded to the Air Reserve Records Center and then to Hq. USAF for final retirement processing. A period of 6 weeks to 2 months is necessary to process applications under this procedure.

Officers who consider release in lieu of retirement are urged to carefully weigh all factors before electing release in lieu of retirement on their scheduled separation date.

In most cases, the advantages of immediate retirement may far outweigh the advantages of delayed retirement.

Technical Training Instructors. An urgent requirement exists for Technical Training Instructors for duty with the Department of Weather Training (ATC), at Chanute AFB, Ill.

All interested A1C and SSgts. in the 252XX career fields are encouraged to submit the required application for this specialized duty through their respective personnel officers in accordance with Chapter 3, AFM 39-11.

The minimum tour for Technical Training Instructors is 3 years with no maximum. Upon completion of three years, instructors are available for other duties.

In order to enhance a well-rounded Air Force career, individuals who can qualify should be encouraged to perform at least one tour of Instructor duty with the Technical Training Command in their respective career fields.

SPORTS

FRONT



By SSgt. Milton D. Lehart

Now that football activity is fading nearly as fast as the Christmas dollar, the sound of bouncing basketballs grows louder and louder.

The only purely American sport was originated by Dr. James Naismith, a P.E. teacher for the YMCA training college at Springfield, Mass. During the winter of 1891 the doctor reasoned that with football over, an indoor game was much more desirable than calisthenics and gymnastics to help the boys pass the long winter (before TV and Peyton Place).

With a soccer ball and a couple of old peach baskets fastened to the gym balcony he had his boys shooting away but their football instincts prevailed. Striving for a non-contact sport the good doctor devised a set of regulations and the game of basketball was officially born in Jan., 1892.

Basketball today is played in more than 75 countries. In the U.S., it attracts more participants than any other game. Fan wise, it draws twice as many as football and nearly 40% more than baseball. Yes, Dr. Naismith created a monster all right but millions of us are thankful he did.

Somehow though he didn't conceive of dunkers like Wilt Chamberlain or Jerry West's radar eyes—or else that experiment in 1891 might have had a coffee cup mounted on the gym roof!!

Bowling Notes

Not much sport action in from the field this month but even sportsmen get that holiday spirit, so a good opportunity to catch up on local doings at the Air Force's meteorological metropolis—Scott AFB.

With basketball taking over for football the Hq. AWS 7th Wea. Wg. combine made a smooth if not successful transition. The merging headquarters troops lost too many close ones in compiling a one win-seven loss-two tie slate on the gridiron. On the hardwood they have dropped their first three games and again the boys were close in defeat.

There was some solace for the footballers when TSgt. Carlton Rollins of AWS made Honorable Mention in the Scott All Star selections.

Coach Maj. William Maintz's roundball squad is not discouraged by the slow start and with good spirit, talent and depth, a winning season is still hoped for. 7th Wea. Wg.'s A2C Dick Kothe and SSgt. Joe Rogers have supplied most of the scoring punch to date.

When it comes to bowling though, the comradeship between the two weather headquarters ceases and civil war breaks out. The 10-team base officers league has three AWS entries with the "B" and "A" squads in 2nd and 3rd respectively. 1st Lt. Gene Brown (168) and Maj. William Myer (160) are pacing the "B" boys while the "A" has a "fearless foresome" in Lt. Col. Henry Sievers (178), Col. Franklin Horton (175), Lt. Col. Nick Tony (173) and Maj. W. D. Wesse (168). The "C" team is playing the part (10th place) despite efforts of Lt. Col. George Thurman (162) and Maj. Dale Blann (160).

Intramural competition finds the 7th Wea. Wg. in a good position to finish 2nd of the 20 entries. TSgt. Bob Beardon (173), SSgt. Robert Vanderhoef (171) and A2C Tom Nasso (171) have been guiding lights in compiling a 42-22 record. AWS has been struggling below "500" to date but with MSgt. "Hap" Arnold (180) and SSgt. Curtis Hayes (169) they can hurt some contenders.

Here's hoping that you give (or get) that bowling ball, fly rod, ping pong set, golf clubs or whatever. "Merry Christmas" and we'll see you next "Happy New Year."

Tropical Weather

Continued from Page 1)

ducts prepared by various AWS weather centers.

In addition to Dr. Kellogg and Mr. Greenfield, six meteorologists from outside AWS were in attendance, including Chankey N. Touart, Air Force Cambridge Research Laboratories, Mass.

Other conferees from industry were Dr. Ralph R. Rapp, Rand Corp., and Dr. Richard W. Porter, General Electric.

Conferees from universities were Drs. Joseph Kaplan and Clarence E. Palmer, UCLA, and Dr. Herbert A. Riehl, Colorado State University.

In addition to Col. William S. Barney, AWS vice commander, Air Weather Service attendees included Dr. Robert D. Fletcher, director of aerospace sciences for AWS, Col. Lowell A. Stiles, deputy chief of staff for operations, and other key members of the AWS staff.



TELEPHONE FOR SERGEANT COREY! The question is, which one? Similar situations continually confront the two NCO brothers, SMSgt. James R. Corey (left) and TSgt. Clifton S. Corey, both in the 1st Weather Wing. Another brother, Joseph, is a chief master sergeant assigned at Langley AFB, Va.

131AWS Captains Exchange Twin Bars for Gold Leaves

Fifty-six of 131 AWS captains selected for promotion to temporary major received an early Christmas present Dec. 15, when they pinned on their new gold leaves.

Fifty-five per cent of the 238 in AWS eligible for promotion to major were selected.

Officers promoted Dec. 15 hold line numbers between one and 2901. The remaining 75 will be promoted as vacancies become available.

Following are captains selected for promotion. Names in bold type were promoted Dec. 15:

Hq. AWS

Patrick J. Breitling, Donald C. Hansen, George S. Maginn, Vernal C. Ogden, William S. Otto, Frank P. Scruggs Jr., John D. Sharp and Robert C. Simpson.

1st Wea. Wg

Christopher Bowen, Hal W. Brown, Richard L. Chapple, Ralph C. Elliott, Robert W. Fanning, Golden R. Farr, John W. Griffith, **Daniel F. Heintschel**, Herman B. Heinlein, Charles L. Hill, Norman F. Jacobs, Russell V. Jarrett, **Donald H. Kampwerth**, Roddee E. Lord, **James E. Miller**, Paul I. Mohler, Fred R. Nikithser, Bobby R. Poole, John V. Quinn, Dwight W. Reilly and Eugene R. Ternes.

2d Wea. Wg

Kaleem Azim, Jesse A. Burleson, Ray E. Hunniford Jr., Walter F. Jordan Jr., Michael R. Lane, Salvatore R. Lemole, Chester C. Lukasiewicz, Henry J. Mauldin, Charles H. Moss, Robert A. Neff, James C. Owens, William H. Quelch Jr., Malcolm Reid, **Joseph D. Saccone**, Finis G. Shannon, Loranzo D. Smith and Noel R. Thomas.

3d Wea. Wg

Billie G. Aldridge, David L. Bailey, Richard W. Banks, Kenneth G. Bauer, Rex W. Bennett, Wayne S. Bullock, Thomas F. Connolly Jr., Ernest V. Cooke Jr., Richard L. Daye, Alphonse Garguilo Jr., Robert A. Giron, Robert J. Greenlee, Kenneth D. Hadeen, Charles T. Hassett,

Richard L. Kimmel, Barney L. D. King, George G. Main, Joe R. O'Neal, Lorrimer E. Owens Jr., Norman N. Richardson, Donald V. Ridenour, Dale G. Rogers, Donald F. Roush, August L. Shumba Jr., James T. Smith, Taylor F. Stem Jr., Nolan P. Williams, James A. Wilkinson Jr., and James H. Windt.

4th Wea. Wg

John E. Buchanan, Victor Passiglia Jr., Frank W. Ragland, James L. Wise and James T. Zumwalt.

5th Wea. Wg

Limon E. Fortner Jr., James B. Gardner, Ivan L. Johnson, David Lenz, Joe H. Machetta, Peter N. Micale, Hugh D. Perry Jr., Joseph E. Tucker and John B. Walls.

6th Wea. Wg

Charles L. Bennett Jr., Earl R. Kreins, Douglas H. MacCallum, Robert W. Patton, Thomas A. Studer and Arthur D. Ward.

7th Wea. Wg

John J. Campbell, Norman J. Clark, Albert E. Devitt Jr., Charles H. Given, William R. Healey, Allan B. Milloy, Peter N. O'Connor, William W. Peterson and Merrill D. Stevens.

9th Wea. R Wg

Harry C. Adams, Robert W. Bailey, George W. Bowers Jr., Charles M. Bull Jr., Donald L. Carter, Robert A. Danielson, James W. Diebold, Robert E. Dorr, David F. Edwards, Benjamin K. F. Ho, Andrew Hudanick Jr., James W. Hurt Jr., Richard K. McNab, Joseph B. Miller, Lee A. Mongeon, John R. Powell, William W. Reynolds, Phillip S. Richardson, Angelo J. Scalici, Charles N. D. Smith, Wilbur V. Stephens, Raymond J. Strauss Jr., Donald W. Tallman, Douglas J. Thiel, Ralph R. Utech, Allen R. Weeks and Robert C. Yirka.



Edwin W. Curtis

Long-time AWS Employee Dies

Edwin W. Curtis, 66, a long-time AWS employee, died in Washington, D.C., Nov. 19, after a long illness.

A native of Portsmouth, Va., Mr. Curtis first came to the Washington area in 1933. He first worked as a cartographer for the Agriculture Department's Soil Conservation Service.

He transferred to what was then the Army Air Corps in 1942. During his 21 years with the Air Force, he worked in North Carolina and Virginia. When he retired in 1958, he was serving at Andrews AFB, Maryland, as Chief of AWS graphics division.

PRIDE

Will keep you out in front!



"Any Luck, Guys?"