

Growth of AWS Would Astound Founding Father

Capt. Randolph P. Williams, founder of what is now the United States Air Force's Air Weather Service, would probably be unable today to believe the giant and significant growth of his 1937 Army Air Corps Weather Service.

In 28 short years, AWS has progressed from 40 weather stations to over 400 operational locations in 50 countries.

Last year alone, two and a half million surface weather observations and 47,000 upper-air observations were made to support the Air Force, Army and Department of Defense.

Also, AWS forecasters provided 2.4 million briefings for aircraft operations, 7.7 million specialized and planning briefings, half a million pilot-to-forecaster contacts and 62,000 weather warnings.

The weather reconnaissance and aerial sampling force, consisting of 12 RB-57Fs, 5 RB-57B/Cs, 4 WB-50s, 24 WB-47s and 11 WC-130s, collected weather data and took particulate and gaseous samples from the atmosphere throughout the world. These aircraft flew 38,000 hours. This represents over four years in the air. A total of 4,405 operational missions were flown.

Reconnaissance missions at the rate of 400 a month were flown in support of SAC and TAC deployments, re deployments and aerial refueling; AFSC test firings and recovery of re-entry vehicles; high- and low-level radioactivity sampling for the AEC; and hurricane and typhoon tracking and penetrations.

Calendar year 1965 saw four named hurricanes: Anna, Betsy, Carol and Elena.

Hurricane Hunters of the 53d WRS, Hunter AFB, Ga., flew 96 reconnaissance missions on these storms and made 61 penetrations into the eyes of the hurricanes.

Road Opens

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

The WC-130Es used in these missions flew 245,500 miles in 982 hours.

What's New?

Among new weather-observing equipment and techniques introduced or in use during the past year, the following are perhaps the most significant.

An eight-station meteorological rocketsonde network, plus five mobile teams, for probing the upper atmosphere to over 200,000 feet.

Installation of the first of 43 new cloud radar sets which can measure the heights of cloud bases and tops at all levels up to 60,000 feet.

An operational solar forecasting program which routinely supplies 24 customers throughout the government with daily forecasts of solar radiation activity. Short-range forecasts of solar flares are also made to predict flare-generated hazards to man-in-space flights.

New techniques in numerical weather prediction for forecasting cloud amount and height for the northern hemisphere, for compiling upper-air wind and temperature variations to provide forecasts of clear-air turbulence, for analyzing and forecasting wind fields in the tropics, and for collecting and relaying foreign weather data to the AWS Global Weather Central at Offutt AFB, Nebraska.

AWS and Gemini

On March 23, AWS provided vital weather support to the first manned Gemini space mission.

Two GT flights and thousands of space observations later, the real test came in December when GT 7 and 6 were sent aloft in close succession.

Forecasts and observations were made from F-3 days to ignition and the accurate weather predictions were vitally important to the success of the most outstanding space accomplishment to date.

AWS in Vietnam

In support of operations in Southeast Asia, AWS has increased and tailored its weather support by adding personnel and tactical and fixed weather equipment.

(Continued on Page 7)

Florida-Based Weathermen Aid Space Twins

Last month our astronauts once again had the eyes of the world upon them as they were the stars of a space extravaganza that moved the earth still closer to the moon.

But also last month, maybe because people are becoming more accustomed to the space-men's heroics, the public seemed to become more interested in the many support activities that help produce a successful mission.

One of the groups that finally received some attention was Detachment 11, 6th Weather Wing.

For these weathermen, the countdown on Gemini 7/6 started many days prior to Dec. 4 when Gemini 7 was launched.

On F-5 day, Lt. Col. Hal Montague, detachment commander and Eastern Test Range (ETR) Staff Meteorologist, made the first of 34 forecasts in support of GT-7.

Col. Montague is a veteran at man-in-space support, having made forecasts for all the Mercury Atlas flights and the Gemini Titan flights to date.

The primary mission of Det. 11 is to provide launch area forecasts to the ETR, the 6555th Aerospace Test Wing and to the Martin Baltimore Company.

These forecasts are many and varied. Performance of the Titan II boosters depends on proper propellant conditioning. Forecasts of the temperature, dew-point and wind velocity for 48 hours in three hour increments are made at F-2.

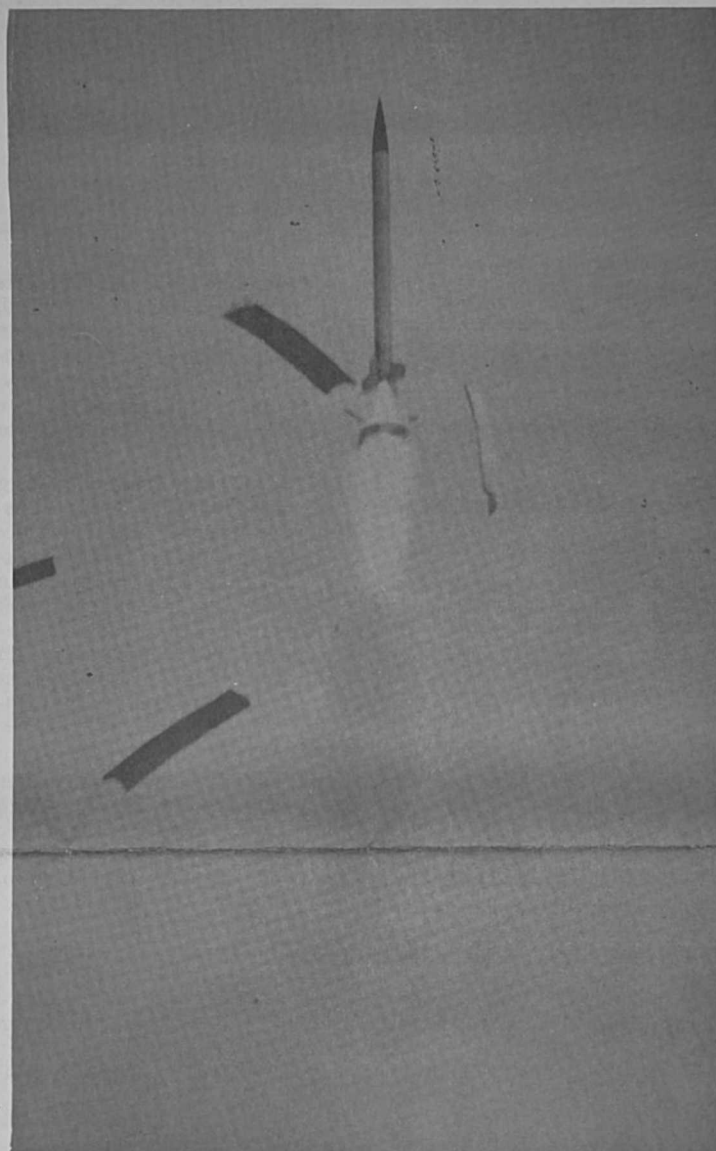
These forecasts are updated at three-hour intervals beginning on F-1. Winds aloft could be critical to vehicle guidance or place undue stress on the multi-stage vehicle.

Starting on F-2, the winds aloft are forecast for 3,000-foot intervals to 60,000 feet. At T-12 hours, the forecast interval is decreased to 1,000 feet.

These forecasts insure the safe flight and recovery of the astronauts and the capsule; but they are used as well by the thousands directly and indirectly involved in the mission.

And so, Det. 11 provides forecasts for the launch abort area, gives details on cloud diffusion and debris fallout which might affect radar tracking, and, finally, provides weather information for optical tracking and photo coverage.

On F-1, Capt. John Pohle, (Continued on Page 7)



AN ARCAS WEATHER ROCKET blasts off from Eglin AFB, Fla., to gather high altitude data in support of Gemini 7. Styrofoam strips used to guide the rocket in the launch tube are seen falling away. Carrying an Arcasonde 1A payload in its nosecone the rocket reaches a peak of 195,000 ft. At this point the nosecone descends on a parachute made of a metallic material that can be tracked by radar to determine wind direction and speed.

MAC Units Renamed, AWS Stays Unchanged

Air Weather Service remains one of the few units within MAC to retain its name unchanged. A total of 191 units were affected on Jan. 1 as a result of the redesignation of MATS to the Military Airlift Command (MAC).

Following is a list of the major units concerned and their new designations.

21st Air Force (formerly Eastern Transport Air Force — EASTAF), headquartered at McGuire AFB, N.J.

22nd Air Force (formerly Western Transport Air Force — WESTAF), headquartered at Travis AFB, Calif.

Aerospace Audio Visual Service (formerly Air Photographic

and Charting Service — APCS), headquartered at Orlando AFB, Fla.

Aerospace Rescue and Recovery Service (formerly Air Rescue Service—ARS), headquartered at Orlando AFB, Fla.

All Air Transport and Troop Carrier Wings were redesignated as Military Airlift Wings, and all transport and troop carrier squadrons as Military Airlift Squadrons.

Long Shot Ends

TINKER AFB, Okla.—Personnel from the 6th Weather Squadron (Mobile) returned from Alaska after the successful completion of project Long Shot on remote Amchitka Island.

The 10-man weather team provided upper and surface weather data for the underground detonation of an 80-kiloton nuclear device.



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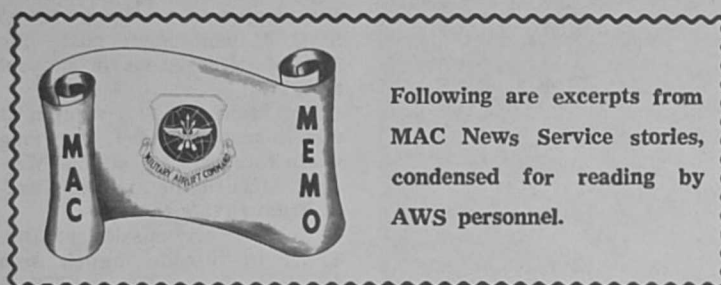
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U.S. Air Force — Aerospace Power for Peace



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

HU-16 Rescues Downed Pilot

Despite a broken leg and lacerations, Capt. Harry D. DeWitt, F-105 pilot, survived a 30-minute plunge in the Gulf of Tonkin off the coast of North Vietnam, thanks to the crew of an Air Rescue Service HU-16 Albatross.

Captain DeWitt ejected from his Thunderchief after it was struck by anti-aircraft fire while on a strike mission against a power plant near the North Vietnamese port of Haiphong.

The 38th Air Rescue Squadron amphibian, piloted by Capt. Manzel E. Nicholas, was orbiting off the coast providing rescue cover for the U.S. air strikes when the pilot's distress call was received.

Captain Nicholas landed the Albatross alongside the downed pilot, and pararescueman SSgt. Harry A. Barnes leaped into the choppy water to help him aboard.

Other members of the Albatross crew were Capt. Joel Ruiz, navigator, SSgt. Harrel W. Bayer, flight engineer, and A1C John L. Williams, radio operator.

Air Force Needs More Sentry Dogs

Supply of Air Force sentry dogs—trained at Air Training Command's Lackland AFB, Tex.—is filling behind the demand.

The Air Force says the 90 sentry dog teams now in Vietnam have been so effective in protecting American lives and preventing sabotage that the recruiting quota has been doubled. The original 1,000-dog quota announced in September is now set at 2,000 dogs.

Only German shepherds are used. The canine experts at Lackland say this particular breed is selected for its intelligence, size and unique ability to sense the presence of intruders at great distances.

Air Force urges anyone wishing to donate or sell German Shepherd dogs to contact the USAF Animal Procurement Office, Lackland AFB, Tex.

Dogs—to be acceptable as sentry dog recruits—may be either male or spayed female. They must be from 12 to 36 months old measure at least 23 inches high at the shoulder, and weigh at least 60 pounds.

E-8, E-9 Promotions Due This Month

Promotion quotas for senior and chief master sergeants are expected to be announced by Air Force this month. In the meantime, MAC Personnel has revealed 207 more men are eligible for promotions to these grades this year than in 1965.

Eligibles for promotion to senior master sergeant in MAC total 2,020, as compared to 1,836 last year. Those vying for chief master in the command number 847. This is 23 more than in 1965.

Air Force-wide, nearly 30,000 NCOs will be considered by a central selection board at the USAF Military Personnel Center, Randolph AFB, Tex. The "senior" board will run two weeks, starting Feb. 18 and the "chief" board for one week, beginning March 7.

Quotas will be broken out by skill (nine level Air Force Specialty Codes). This means that eligible men will compete only against airmen in the same career fields.

Chief of Staff Urges Greater Cost Savings

OFFUTT AFB, Neb. — The Cost Reduction Program offers the country not only savings in tax dollars but provides more airpower in the process, Air Force Chief of Staff Gen. John P. McConnell said here this week.

Here for the Second Annual Air Force Cost Reduction Awards Ceremony, General McConnell emphasized that efficient management of Air Force resources is "particularly important to all of us right now."

"Right now the Air Force is at an all-time high in capability, thanks largely to several new weapon systems that have recently come into the inventory."

"I am very anxious to see that capability continue to grow," he said.

"To a large degree, getting approval for new weapon systems is a matter of winning acceptance with the decision makers. Airpower's performance in Viet-Nam is helping us with that problem. And the performance of Air Force personnel in this Department of Defense Cost Reduction Program is also helping," General McConnell explained.

"Your efficient work makes my own work easier," he told the more than 200 Air Force military and civilian Cost Reduction Program workers here.

Citing the Air Force Cost Reduction Program savings of several billion dollars during the past fiscal year, General McConnell said the size of this figure proves the Air Force program is being supported by a large percentage of Air Force personnel at all levels.

Looking toward Air Force operations in Southeast Asia, General McConnell said, "I am extremely proud of what you are doing out there and proud of the ingenuity they are showing in making use of resources available."

Addressing himself to the entire Air Force, General McConnell stated, "I not only want to congratulate those of you who were selected for awards today but I expect you to go back to your commands and bases and convince all of your coworkers of both the importance of this program and about how much I will be counting on their continued support of it."

Former Airmen Dons Bars

WASHINGTON (AFNS) — Forty former airmen who qualified for Officer Training School, Lackland AFB, Tex., through the Airman Education and Commissioning Program, have been graduated in a class of 223.

Of the total class commissioned, 115 will go to pilot training, 38 to navigator school and the others to various duties.



Command Line

We MUST Save MORE!

We have passed the halfway point in this fiscal year's Cost Reduction Program. Fifty per cent of the fiscal year is gone—and only eight per cent of our assigned goal has been reached.

Thus, in mid-January of 1966, the Air Weather Service Cost Reduction Program is at the point it should have reached at the end of July 1965. Increased efforts are obviously necessary by all of us in the command.

Especially in view of our increased goal of \$157,500—\$28,500 higher than last year's goal—strenuous efforts by all AWS personnel are required, if we are to meet the Cost Reduction challenge successfully.

Meeting the FY 66 goal means that, on the average, each of the 11,000 people in AWS must generate reportable savings of \$14.30—approximately 30 cents per month per man. Not an unrealistic goal, and one which must be met.

Like any program, Cost Reduction requires personal dedication by all concerned. Each of us must be constantly on the alert for possible savings in all areas. As American taxpayers, it is, after all, our own money we are saving through Cost Reduction.

Today, more than ever before, it is imperative that we carry out our mission as economically as possible, in order to provide additional resources for the expanding challenges of modern military requirements. We must overlook no possibility for stretching the defense dollar.

Improvements adopted under the Air Force Suggestion and Awards Program, for example, can be converted into cost-reduction savings in the appropriate Cost Reduction areas.

I strongly urge all of you at all echelons of AWS to spur your vital efforts to meet the lagging challenge of our current Cost Reduction Program.

RUSSELL K. PIERCE JR.
Colonel, USAF
Commander

3d Weather Wing Commander



Guam's Det. 2 Supports B-52 Bombing Raids

by 1st Lt. Terrence Mayer

There's no question that Andersen AFB, Guam, is as much a part of the Vietnam war as Pleiku or Bien Hoa. This key Strategic Air Command (SAC) installation is a springboard for B-52 strikes against the Viet Cong.

Yet on a warm afternoon when the tropical sunshine dances on the wave-tops of the Pacific Ocean which surrounds this 30-mile-long island outpost, Guam seems a million miles from anywhere. Even in a B-52, the 5,000-odd-mile round trip to the Vietnam war zone takes up to 12 hours.

When confronted with the reality of bomb-laden Strato-fortresses thundering down the runway and struggling into the humid air, one still feels a strange sense of detachment.

Only when the big bombers return, minus their deadly payloads, does the full impact of this World War II base's involvement in the Vietnam conflict hit home.

Pausing to watch the hectic but well-ordered activity up and down the flight line, one soon realizes that, in the aerospace age, trouble can be right next door.

The purposeful expression on the face of everyone you meet confirms the fact that personnel here know there's an important job to be done. Everywhere there's an air of urgency . . . a sense of mission.

This atmosphere pervades every activity on the base, including the Andersen weather station where Detachment 2, 1st Weather Wing, helps air operations run smoothly.

Under the command of Lt. Col. Joseph L. Skeldon, who also doubles as 3rd Air Division staff weather officer, this 40-man AWS unit can draw on the many years of experience of its individual members (some of whom are temporary duty augmentees from the SAC-supporting 3rd Weather Wing) as it works toward a common objec-

tive—quality service to any and all customers.

And those customers comprise a diverse group indeed. The pace is lively and the clientele changes from minute to minute.

Standing near the briefing counter in base operations for a few minutes, one would be likely to see anyone from the pilot of a commercial airliner operating under government contract to the crew of an Army Caribou which has landed to refuel.

SAC, of course, is one of Det. 2's primary consumers, accounting for roughly 45 per cent of the unit's workload.

Aircraft of the Military Airlift Command (MAC) claim equal time and the remainder of the detachment's output is funneled to Tactical Air Command (TAC) and Pacific Air Forces (PACAF) units.

The wide assortment of outfits which Det. 2 serves is indicative of the diversity of the Andersen AFB mission.

Besides SAC's 3rd Air Division, 3960th Strategic Wing and whatever other SAC unit may be at Andersen on rotation, the base weather station supports MAC's 54th Weather Reconnaissance Squadron, 79th Air Rescue Squadron and 1507th Support Squadron as well as TAC's 4440th Aircraft Delivery Group and any transient aircraft which might pass through enroute to any one of a dozen places.

During a given 24-hour period, Det. 2 weathermen are likely to deal with just about any type of flying machine in Uncle Sam's inventory, from the venerable C-47 to the latest tactical fighter model.

A glance through the base operations window may reveal



FIVE THOUSAND MILES AGO this B-52 Strato-fortress and 19 tons of high explosives left this Pacific base, bound for Vietnam. Its payload delivered, it returns home to the silent greeting of

a waiting sentry. Even as maintenance men "turn the airplane around" for another mission, Det. 2 weathermen are preparing forecasts for the next launch.

parked B-52s and C-97s outside on the ramp, an HC-54 on final approach, a C-141 taxiing for takeoff, a WC-130 tuning up its turboprop engines and a DC-8 unloading passengers at the terminal next door.

The different capabilities of each aircraft type and the missions assigned to each require versatility on the part of the weatherman.

Det. 2 carefully tailors its many daily briefings to the requirements of the users. Crews of the 79th Air Rescue Squadron, for example, whose HC-54s roam in a 1,000-mile arc around Andersen, require different information than a group of fighter pilots heading for Southeast Asia in their supersonic jets.

The special forecasts prepared for fighter crews and issued 24, 14, seven and three-and-one-half hours prior to a scheduled launch differ from the briefings received by weather reconnaissance pilots before they take off on a typhoon track in their specially-equipped WC-130s.

On top of all this, Andersen's own administrative aircraft fly regularly to Japan, Okinawa, Hong Kong, the Philippines and Australia. All require reliable weather data and it's up to Det. 2 to provide it.

Besides meeting all special requirements, the detachment also maintains the standard base weather 24-hour observing and forecasting service for those who need it.

Four times daily it issues a 24-hour terminal forecast for Andersen AFB, a 24-hour route forecast involving some 12 stations and route wind forecasts for the busy airways between Guam and Hawaii, Midway, Okinawa, Japan, the Philippines and Vietnam.

Det. 2's forecasting problem is compounded by the geographical diffusion of the observing stations which report to it.

Colonel Skeldon observed, for instance, "that if Guam were placed on a map of the United

States at Kansas City, there would be only seven weather reporting stations located within the U.S. boundary.

"The approximate locations would be one each in northern California, eastern New Mexico, northern Texas, northern Louisiana, Alabama, eastern North Carolina and Connecticut. And all of these stations do not report weather regularly."

Put together all the briefings, bulletins, wind warnings, forecasts, observations, etc., and add the responsibility for advising base officials of local typhoon conditions and recommending the evacuation of aircraft during the annual typhoon season and you have a big job.

Det. 2's competent weathermen have proved themselves

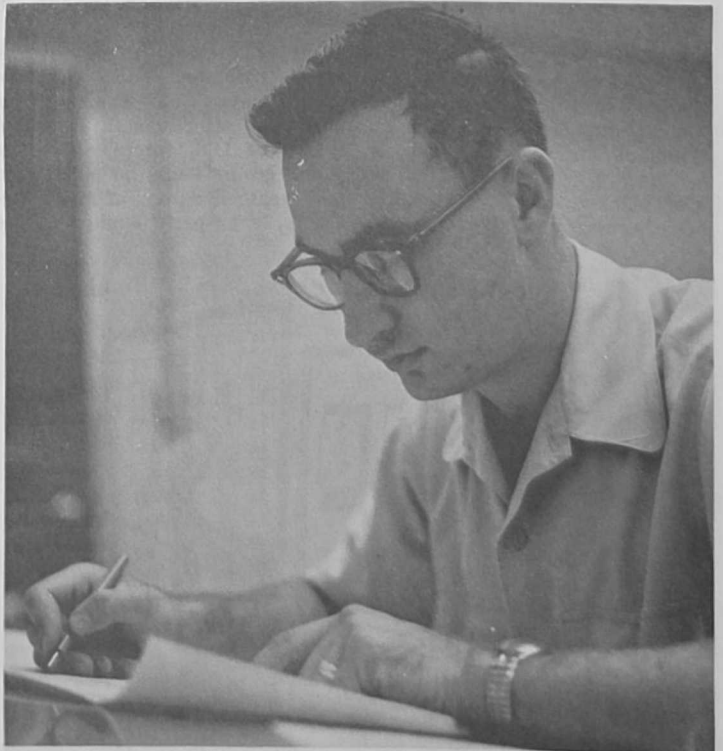
equal to the task. Just a year ago the unit was a 1st Weather Wing nominee for the AWS Williams Award, presented annually to the outstanding AWS detachment performing as a weather station with an observing or briefing function.

As the Air Force's weather eye in this area of the Pacific, Det. 2 shares in the 1st Weather Wing mission of providing weather support throughout the Pacific and the Far East and—with its sister detachments of the 30th Weather Squadron in Vietnam—it can take pride in its active role in supporting the U.S. effort there.

Because of the increased American involvement in southeast Asia, new and urgent demands will be placed daily on AWS's Pacific weathermen.



750-POUND BOMBS wait to be loaded aboard a waiting B-52 Strato-fortress for a one way trip to Vietnam. The bombers at present carry 51 conventional "iron" bombs (38,000 pounds of high explosives) in bomb bays and under each wing.



A2C ROBERT W. VOLL, Det. 2, Andersen AFB, Guam, plots air reports on a weather chart. These reports, prepared before every launch of a B-52, provide SAC crews with up-to-the-minute velocity, visibility and temperature conditions throughout the entire air corridor from Guam to Vietnam.

Weathermen Vital To Vietnam War

By A2C Henry G. Jackson

It was a pleasant afternoon in a small American town. A tall Air Force Sergeant—let's call him Sergeant Jones—carrying a B-4 bag was strolling down the street. A softball, obviously thrown by one of the boys playing on the nearby sandlot field, bounced toward him and stopped at his feet. Jones picked it up as a freckle-faced youngster scampered up to him and said, "Hiya, soldier," while retrieving the ball from Jones's grasp.

Jones returned the greeting as the sandy-haired youth, who introduced himself as Bobby, asked, "Whereya comin' from?" "Vietnam," replied Jones, "and I'm here on a long-awaited 30-day leave."

Forgetting for a moment his commitment on the playground, Bobby paused to admire the sergeant's uniform. "What kinda uniform is that?" "Air Force," "What kinda plane doya fly?" "I don't know how to pilot an airplane, Bobby."

Bobby scratched his head. To him, and a lot of other small kids, everyone in the Air Force is a pilot. "You're in the Air Force," continued Bobby, "and you don't know how to fly! How doya fight?" Jones smiled and replied, "By knowing when it's going to rain."

At that moment, one of the boys on the playground yelled, "Hey, Bobby! C'mon! We ain't got all day!" "Nice talkin' toya, soldier," said Bobby, "but I gotta go now." He then turned and raced back to the playground.

Bobby's bewilderment would have been lessened had Jones been given the opportunity to explain that he was a weatherman—typical of many Air Weather Service weathermen now in Vietnam—whose capability to find out "when it's going to rain" is just as important as knowing how to pilot a tactical aircraft.

The vital task of keeping an eye on the weather in Vietnam is shouldered by the 30th Weather Squadron at Tan Son Nhut Airfield in Saigon and its various detachments spotted throughout South Vietnam and Thailand.

The unit is commanded by Col. Alexander Kouts, veteran weatherman with over 20 years

experience in the field of meteorology.

Weather-watching in Vietnam is no easy job. The responsibilities are great and the demands for accuracy are everpressing. The success of many military operations depends on the accuracy of weather forecasts.

It is probably for this reason that the men of the "Fightin' 30th" have chosen to ignore the statement made by the Greek philosopher, Sophocles, "All mortals err," as they continue to provide U.S. forces with accurate weather forecasts.

The importance of weather in the war effort is reflected in one certainty—bomber pilots will not enter their cockpits prior to a mission unless they have been briefed by one of the 30th's weathermen or a 30th-trained Vietnamese or Thai forecaster.

Each mission in either North or South Vietnam requires detailed target forecasts—one for each mission. Also, each aircraft recovery depends on a constantly alert weather observer.

You can get an idea of the weather people's workload simply by reading the daily newspaper or listening to a newscast.

These meteorological services are available at all tactical air bases in South Vietnam from Da Nang in the north to Soc Trang in the south, and in Thailand from Nakhon Phanom to Bangkok.

"We are only as effective as our customers choose to make us," says Col. Kouts. "Our combat effectiveness (meaning that of U.S. forces)—both air and ground—can be maximized if weather, as one of many factors, is properly applied to the

1st Wing Visitor

HICKAM AFB, Hawaii — Dr. Robert H. Simpson, associate director of the U.S. Weather Bureau, recently visited 1st Weather Wing headquarters.

Doctor Simpson was guest at a luncheon, attended by civilian and military weathermen from the Honolulu area.

situation by tactical commanders.

"The 30th Weather Squadron is increasing its capacity—as many other units are doing—by the introduction of additional know-how and meteorological instrumentation. This outfit will have even better things to offer tactical commanders in the coming months."

Col. Robert L. Sorey, commander of the 1st Weather Wing at Hickam AFB, Hawaii, the 30th's parent organization, commented that the men of his command have "a tradition of supplying weather support when and wherever needed."

Detachments of the 30th, for instance, are based in the darndest places: in the Viet



Cong-infested Mekong Delta region; in the jungle highland country of the Montagnards; on the breezy coastal plains edging the South China Sea; and in the rice paddies and dust bowls of Thailand.

This geographical spread of weathermen in Southeast Asia is typical of other exotic areas of the world supported by AWS.

The weatherman has his fingers in practically every current and planned operation. That's the nature of his business—tailoring his support to the requirement. According to Col. Kouts, "The requirements for weather support in Southeast Asia are fantastic."

The 30th's chief customer is the Military Assistance Command, Vietnam, and its component air, ground and naval commands. Weather information is also forwarded to and used by the Commander in Chief Pacific, the Pacific Air Forces and the Navy's 7th Fleet.

Most of this information is obtained from the squadron's Det. 14 in Saigon, which is organized like a forecast center, drawing weather data from the 30th's other detachments and services.

Det. 14 also provides the overall guidance from which field detachments can support air and ground units.

Meteorologists at Det. 14 recently gained a new customer. The steel fist of the Strategic

Mobile Weather Vans Support USSTRICOM

By 1st Lt. C. A. Hudson III

Six new weather communications vans have recently arrived at MacDill AFB, Fla., for the communication support element of United States Strike Command (USSTRICOM). The vans were obtained to provide a quick reaction capability for Det. 1, 5th Weather Wing support forces serving USSTRICOM.

The vans are of two types.

One possesses intra- and inter-theatre capabilities mounted in S-280 shelters and termed "Weather Switching Centrals" located with the Joint Task Force Headquarters and supplying it with a complete weather center.

The other is a smaller van providing readout service for weather centers at Air Force and Army force levels.

The Weather Switching Centrals are capable of both terminating facsimile and teletype circuits from a designated defense communications system entry point and intercepting radio and teletype facsimile. In turn, WSC's are able to send facsimile and teletype data out to Air and Army forces within the JTF.

At present, all teletypewriter terminations are of standard size with reperforators, page printers, tape cutters and transmission devices. Facsimile receivers and transmitters are now of the small size.

A special feature of these large vans is the inclusion of isolation relays which permit operators to bridge incoming circuits for simultaneous readouts at force level. The isolation relays can be used with both the teletype and facsimile circuits.

The small vans, mounted on ¾ ton trucks, are equipped similarly to the WSC's for facsimile and teletype circuits from the weather center.

When these mobile vans are in operation they are manned by the communications support element of USSTRICOM and are able to support two task forces.

Air Command left the olive branch in Guam and took the lightning bolt to South Vietnam as its giant B-52 Stratofortresses entered the air war.

The SACmen require specifically tailored forecasts because of the uniqueness of their operations. Det. 14 supplies these forecasts.

The guys on the ground are also getting more active. The Army, Marines and South Vietnamese troops need to know about such things as rainfalls, squalls, road conditions, river stages, and so forth.

Weather units are sometimes required to venture into forward areas and operate closely with Army troops in order to provide detailed forecasts for specific areas.

It might appear that the 30th is trying to please everyone—except the enemy. What's their reward for this tedious vigilance over Mother Nature?

The fact that their forecasts increase the success of air missions and the safe return of pilots and aircraft; the assurance that they are aiding their landlubber counterparts; and the pride that comes from knowing they play an important and essential role in the preservation of freedom, that is their reward.

To sum it up, the professional and dedicated men of the 30th Weather Squadron are an integral part of the war effort. It just goes to show you—contrary to young Bobby's assumption—that not all men need bear the sword to wage war.

"Knowing when it's going to rain" is a big weapon in itself. As Thomas Fuller, 18th century author, pointed out: "He who follows nature is never out of his way."



A MINIATURE FACSIMILE RECORDER, part of the equipment in weather communications vans at MacDill AFB, is checked out by Lt. Col. Everette C. Newton (left), Commander, Det. 1, 5th Weather Wing, and Col. Louis A. Gazzaniga, Staff Weather Officer to USSTRICOM.

WELCOME TO
PLEIKU



Alcohol Can Kill-- Name Your Poison!

In the past ten years, science has come up with some startling information on the subject of liquor, most of which runs entirely contradictory to what we have always believed.

For example: The basic capacity for liquor is solely dependent upon body weight and nothing else.

Alcohol, for all practical purposes, is an anesthetic. The pleasant and unpleasant things which happen to you when you drink are happening because the alcohol in your favorite medicine is anesthetizing the brain.

It does nothing to your legs, nothing to your tongue. In effect, only your brain gets drunk. From this fact stem all the wondrous and grotesque results of a couple of stiff ones.

Without getting enmeshed in scientific terminology, we can describe the process this way. When you "take a toddy for the body," the alcohol begins immediately to pass from the stomach into the bloodstream. The rate at which it does so varies according to a number of factors we'll consider later.

In any case, in the course of time, all the alcohol will be absorbed by the blood.

Via the bloodstream, the alcohol is carried around the body and distributed throughout the cells, in time reaching all the body cells. Its effect on the heart, the lungs, the kidneys (believe it or not), and the rest of your organs is so minor as to be hardly noticeable.

The brain, however, for reasons not very well understood, is a different case. Alcohol has the power of numbing the brain. At the touch of the magic fluid the brain, bit by bit, begins to cease functioning.

The brain reaction is something like shorting out the spark plugs of an automobile engine, one after the other. With one plug out, the car will run, but unevenly. With two gone, it will sputter and gasp. With three out, it will turn over fitfully and haltingly. After that it will not run at all.

So with the brain. The first touch of alcohol weakens the

functions of the upper cortex, where we think, worry and suffer from guilt nervousness. The drink spoils our thinking, makes us less sharp . . . it cuts down on our worrying, relaxing us after a tough day with the boss or the wife.

As the liquor proceeds through the brain, it begins to affect the motor centers—the area which controls ordinary body movements. We stagger a little, our tongue seems to grow fat, furry and slippery in the mouth as an eel, our hands get clumsy and we spill our or somebody's drink.

Finally—if we go on drinking—the alcohol reaches the mid-brain and our deepest motor centers. The brain is now almost totally nonfunctioning.

Quite literally, it forgets to

Alcohol & Food

A stomach full of food will cut in half the speed of alcohol absorption by the blood stream. Food will not keep alcohol out of your blood, but it will let it enter at a moderate pace, cutting down the initial teeth-shaking jar.

The strength of the drink will affect the rate of absorption. A 20 per cent solution—the strength of a highball—is the fastest.

find that men have managed the difficult feat of committing suicide with gin.

For example, in 1945 a Chicago commuter walked into a local tavern, announced that he was dead set to establish the martini record, and bolted an incredible 17 glasses of the potato juice in less than an hour. He suddenly collapsed off the bar stool and was dead before he hit the floor.

Sadly for himself, he had beaten the automatic protection system to the punch. Before alcohol enough to conk him into safe unconsciousness had gotten out of his stomach into the brain, he had filled his gut with enough to kill.

Remorselessly, his system poured the awful amount of alcohol into his brain. The rest



tell our diaphragm to breathe, it neglects to remind the heart to go on beating. Curiously enough, the alcohol has not injured any part of the body whatsoever.

Alcohol, of itself, is entirely harmless in any way to the body. What it permits the drinker to do, of course, is another round of drinks altogether.

Autopsies conducted on men who have died from an overdose of booze revealed no injuries at all. What happened, then?

Quite clearly, they were simply anesthetized to death.

Fortunately for the human race, alcohol has its own automatic protection system. Usually the drinker will simply pass out long before he has taken enough alcohol to damage himself, if we don't count the morning-after thirsts, fevers, and a tongue that feels like ten thousand coolies walked over it throughout the night, barefoot.

Nonetheless, if we research the alcoholic annals of time, we

was simply a matter of time.

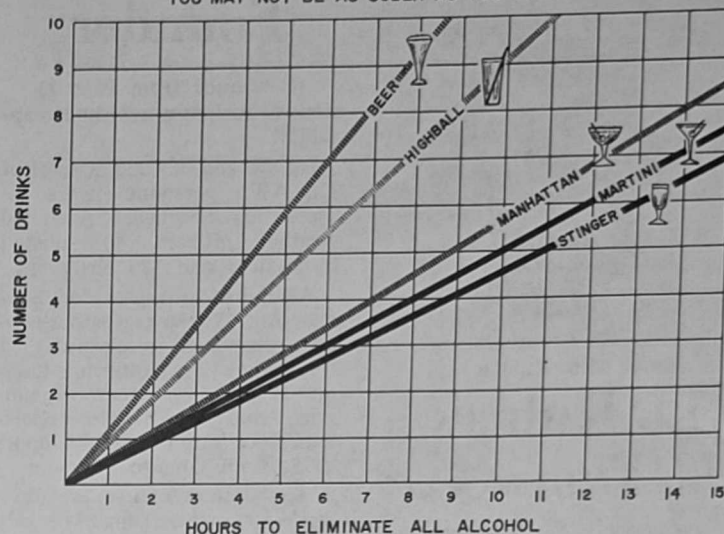
It is the alcohol in the brain, then, which tells the story. But since, outside of the operating room, it is difficult to take a brain sample, the usual guide for drunkenness at any given moment is the amount of alcohol in the bloodstream. How drunk you get—and therefore how much you can drink—depends partly upon the bloodstream's rate to absorb the stuff from the stomach. That rate can vary.

To simplify, a couple of ounces of bourbon taken on an empty stomach will be nearly all absorbed in 10 minutes or so. Four ounces—a couple of stiff drinks—will be absorbed in half an hour. Twice that amount will be absorbed in less than an hour and a half.

There is nothing, outside of some rare drugs administered by doctors only in emergencies, which will speed up the elimination of alcohol from the bloodstream.

Despite the usual gossip, you cannot work it out by steam-

YOU MAY NOT BE AS SOBER AS YOU THINK



bath, exercise, black coffee, fresh air, sex, or any of the thousand and one "sobering devices." Nor can you breathe it away, except in very slight amounts.

There is only one way alcohol leaves the blood system. That is the process of oxidation, performed by the liver. In this respect, the liver is singularly intractable. It goes about its business at a steady, unvarying rate, oblivious of all scheming. No matter how much you desire it, you cannot prod the liver out of its accustomed course.

This fact, again, will provoke barroom arguments. We've all heard about the guy coming home from a party who skidded his car and sobered up instantly. The story, pretty as it is, is simply not true.

What happened in most of these cases is that the party-inspired hilarity collapsed at the sudden danger, giving the feeling of sudden sobriety. In fact, the man involved was no more capable of driving—or anything else—than he was before.

Nor can you drink yourself sober, for the same reasons. The liver, not more drink, will oxidize the alcohol out of the bloodstream.

Then there's the theory that you can "sleep off" a drunk. Sure, you can—if you sleep long enough. Actually, since the metabolic rate is slower in sleep, it will take slightly longer to sober up in sleep, although the process is certainly less painful than watching the glow fade in full consciousness.

The liver, then, is the instrument of sobriety. It will oxidize alcohol at about the rate of one third of an ounce an hour. That's the equivalent of three fourths of an ounce of ordinary blended whiskey every 60 minutes. Nature makes no exceptions.

Consequently, you put alcohol into your bloodstream much faster than you can take it. Given a cast-iron stomach, it is possible to drink a quart of anything in a minute or so. Effectively, there is no imposing problem to getting alcohol in large amounts into the stomach.

Furthermore, the stomach will pass alcohol into the blood stream—and into the brain—at speeds ranging up to an ounce every five minutes, although it is usually much slower.

The salient point is that, if you pump alcohol into the blood faster than the liver can take it out, the amount of alcohol in your blood obviously will increase.

So far, whiskey has been used as a guide. Beer is another matter. Since beer has a very low alcoholic content—less than one tenth that of whiskey—the problem of drinking vast quantities of it depends almost entirely on stomach (not to mention kidney) capacity.

It takes nearly a case of quarts to equal a fifth of whiskey in explosive strength. Furthermore, alcohol in beer is absorbed into the blood slower than whiskey's alcohol. The beer drinker is going to be bloated long before his alcoholic level reaches dangerous—or even record—limits.

The one thing most drinkers forget is that with the touch of alcohol the critical faculties disintegrate rapidly. Reliable tests show that even a couple of good belts will cut a man's ability to work simple intelligence quizzes by as much as 50 per cent.

Let us remind ourselves that a drunk is not a good witness for his own sobriety. If you drink and drive, you might wind up on that path which is paved with good intentions. Help make 1966 safe.



Alcohol & Blood

The following scale shows how man is affected by a certain per cent of pure alcohol in his bloodstream.

—0.05 per cent: release of inhibitions.

—0.1 per cent: slight staggering.

—0.2 per cent: emotional behavior largely uncontrolled.

—0.3 per cent: little comprehension of the world around.

—0.4 per cent: coma.

—0.6-0.7 per cent: death.

A man with 12 or more ounces of pure alcohol in his blood system is in critical condition. If the amount rises to 16 ounces, he invariably is dead.



Mrs. Kubiak

Lt. Kubiak K. Vance Wed

SCOTT AFB, Ill.—First Lt. E. Thomas Kubiak, Hq. AWS, exchanged vows with Miss Kathleen Jane Vance here Dec. 18 at the base chapel.

Miss Vance is the daughter of CMSgt. H. D. Vance of Scott. She attended Belleville Junior College.

Lt. Kubiak of St. Paul, Minn., holds a B.A. degree from the University of Minnesota and has served two years in the Air Force.



Dore Gosewisch

New Queen At Lebanon

Miss Dore Gosewisch, daughter of Col. and Mrs. Guy N. Gosewisch, Deputy Director of Aerospace Sciences, Hq. AWS, has been chosen the All-School Queen at Lebanon Community High School, Lebanon, Ill.

"Dodie" is a senior and has participated in cheerleading during all of her four years at the Lebanon school.

Talent and beauty seem to run in the Gosewisch family. Dodie's sister, Angie, also a cheerleader, was elected All-School Queen in Dec. 1963.

Col. Gazzaniga's picture should be inserted in the AWS wing and Squadron Commanders chart which appeared in the Dec., 1965, Observer.



Col.
Louis A. Gazzaniga
1st Wea. Sq.

Founder

(Continued from Page 1)
ment to maintain a 24-hour capability.

By the end of 1965, a total of 250 AWS personnel were assigned to Southeast Asia: 90 weather officers, 40 enlisted forecasters and 120 observers.

AWS has also provided Special Air Warfare weather support teams of observers and forecasters in paratroop jump status for direct forward support, and weather reconnaissance scouting flights in support of SAC missions to Vietnam.

The 30th Weather Squadron in Vietnam has supported U.S. policy for furthering technical progress in underdeveloped countries by sponsoring training of at least 45 Vietnamese and Thai weather specialists in Stateside schools.

Through the efforts of this squadron, a weather-observing school was established by the Vietnamese Air Force and Civil Meteorological Agency for training their own weather observers.

In still another cooperative effort, technical meteorological manuals have been translated into the Vietnamese vernacular.

1965 Awards

In March of last year, announcement was made of the following AWS Commanders Awards for 1964.

The Bassett Award was presented to Det. 17, 21st Wea. Sq., Zaragoza, Spain, as the best AWS rawinsonde section, compiling the most outstanding record of upper-air observation.

The Yates Award was given to Crew No. 7, 54th Weather Reconnaissance Squadron, Andersen AFB, Guam. This award goes to the best AWS air crew.

The 56th WRS, Yokota AB, Japan, received the Senter Award as the weather reconnaissance unit that best demonstrated an ability to surpass established norms in areas of accomplishment and operational readiness.

The Moorman Award went to the Langley Forecast Center—Det. 2, 2d Weather Group (now the 5th Weather Wing), Langley AFB, Va. This award goes to the detachment which was outstanding in performing a centralized analysis or a forecast function for other AWS units.

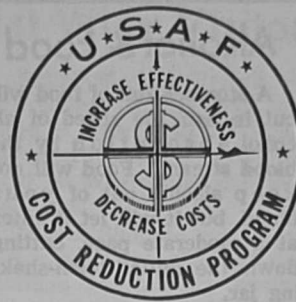
And the Williams Award went to Det. 2, 4th Weather Group (now the 6th Weather Wing), Andrews AFB, Md., for being the outstanding detachment which performed as a base weather station with a weather observing and/or briefing function.

Last year, 300 Air Force Commendation Medals were awarded to AWS personnel, as opposed to 220 awarded in 1964. This represents about three per cent of those assigned.

Two Legions of Merit were awarded: one to Brig. Gen. Roy W. Nelson Jr., former AWS commander; the other to Lt. Col. Thomas A. Aldrich, former commander of the 57th WRS.

New Commander

On Sept. 30, after 23 years in the Air Weather Service, Gen. Nelson turned over command of



AWS to Col. Russell K. Pierce Jr.

Gen. Nelson is now vice commander of the 22d Air Force (formerly WESTAF), Travis AFB, Calif.

Other highlights of the past year include:

Jan. 4: Dr. Karl R. Johannesen, AWS Physical Scientist, left Hq. AWS to become Director of the U.S. Weather Bureau's Eastern Region, Kennedy International Airport, New York.

Jan. 22: Tiros 9 was launched by a Thor-Delta rocket into a polar orbit.

Jan. 25: Dr. Robert D. Fletcher, AWS Director of aerospace sciences, was elected councilor of the American Meteorological Society at its 45th annual meeting in New York.

Feb. 2: The first of ten C-135B aircraft was received by the Hayes International Corporation, Birmingham, Ala., to be modified for weather reconnaissance.

Feb. 13: A global cloud mosaic was assembled, using Tiros 9 pictures taken during the 24 hours of this day. This first global view of the earth's cloud cover as seen by weather satellite was shown to the Aeronautical and Space Sciences Committee of the U.S. Senate during hearings on Mar. 12.

Mar. 5: The first of three AVLOW (Automatic Voice Link Operational Weather) prototypes was installed at L. G. Hanscom Field, Mass.

Mar. 31: The end of March marked the completion of the first five years of NASA's weather-satellite operations.

A total of 385,611 meteorologically usable TV pictures were received during this five-year period. The occasion was celebrated by a NASA presentation of the Tiros prototype spacecraft to the Smithsonian Institution on April 1.

Apr. 14: The first AWS C-130E was picked up at the factory (Lockheed, Marietta, Ga.) and delivered to the 53d WRS, Hunter AFB, Ga., where it was modified by an Air Force Logistics Command modification team.

Jul. 2: Tiros 10 was Delta-launched from Cape Kennedy into a sun-synchronous, near-polar orbit.

The past year was a vintage year for the 11,000 AWS men and women (2,300 officers, 8,100 airmen, 500 civilians) who are, according to Milton Caniff, creator of Steve Canyon, "Weather Wizards who have saved the lives of more fliers than all the parachutes ever made!"

Col. Williams, who died in 1944 in a photo reconnaissance aircraft shot down by enemy aircraft over St. Michel, France, would be proud to hear that.

Space Twins

(Continued from Page 1)

Chief of Missile Support, and Capt. Dee Sullins, Assistant Staff Meteorologist, took over and issued 28 forecasts in 29 hours.

They were assisted by lieutenants Sam Russell, Leaford Downey, Dick Prahm, Lee Martin and Gene Pfeiffer.

On Dec. 4, Gemini 7 went into orbit after a perfect lift-off.

Shortly after, the same forecast routine was started for GT-6.

Behind the scenes there are many other AWS people working toward the success of Gemini.

Aerial reconnaissance, for example, is a relatively new facet of meteorology. Lt. Col. James Dunn, 6th Wea. Wg. OL 2 and the Assistant for Meteorology to the DOD Manager for Manned Spaceflight, coordinates the reconnaissance efforts.

As several areas in the Atlantic and the Pacific can be used for astronaut recovery, he calls upon the 9th Weather Reconnaissance Wing for flights in those areas.

In the immediate vicinity of Cape Kennedy, ETR aircraft fly with Det. 11 planes to observe cloud cover that could affect look angles of 93 cameras.

A2C Dennis Baran supported GT-7 in a B-57 and A1C Tom Christopher was aboard a T-33 for GT-6. They provided observations directly to the weather console in the Range Center via radio.

The re-entry of the spacecraft and the trajectory to the recovery site are dependent upon a knowledge of the atmosphere to 300,000 feet. Det. 10, 6th Wea. Wg., commanded by Maj. Robert Vick, coordinated launches of Nike-Cajun rockets and ARCAS rockets at Eglin AFB, Fla., for atmospheric profiles for re-entry.

The collection of the thousands of bits of weather data for Gemini flights was the responsibility of CMSgt. Lester

Weather Bureau Address Change

The U.S. Weather Bureau will have a new address. After Feb. 5, address all mail to:

U. S. Weather Bureau,
Gramax Bldg.,
Silver Spring, Maryland.

Robinson, NCOIC of Data Support.

Sgt. Robinson wrote all of the support documentation for Gemini and also provided special radar photographs using the AN/CPS-9 radar at Patrick AFB.

Monitoring all the output of the meteorological data computer and distributing the data to Range users were MSgt. Lowell McLain and A1C Lionel Deacon.

Keeping people informed of existing and expected meteorological conditions is another Det. 11 responsibility. For 20 days, Col. Montague and Maj. Don Vareika, Operations Officer of Det. 11, briefed Maj. Gen. V. G. Huston, Commander, AFETR, and his staff on the world-wide weather conditions for launch and recovery of GT-7/6.

On launch days, live broadcasts were made with CBS radio and NBC-TV. Additional briefing information was furnished for all the major air commands.

Successful lift-off or recovery of the astronauts marks the end of the job for some units but not for Det. 11. Disinterested visitors and high ranking officials gather at Patrick for Gemini launches.

CWO Ben Nunes of the Patrick Weather Station briefs 25 to 30 flights to all parts of the country after each mission.

Last month Det. 11 again demonstrated to the public that the Air Weather Service is very much involved in the nation's space program.

And as NASA and the Air Force strike farther into space, AWS will continue to support these daring ventures.



UPDATING A PROPELLANT MONITORING FORECAST for the Superintendent of Range Operations via the weather console is 1st Lt. Samuel H. Russell, Chief of Test Operations CKFF, Det. 11, 6th Wea. Wing, Patrick AFB, Fla.

ON THE

skew-T

Highlights of Air Weather Service personnel at work and play.

AWS Global Report

UDORN AB, Thailand — Air Force men here are contributing food and money to help the 50 children of the local St. Mary's Catholic Orphanage.

Meanwhile, at Don Muan AB, airmen are continuing a drive to help Thai and Chinese children of the St. Louis Orphanage in Bangkok.

Off-duty work has included cleaning up the orphanage area; tearing down hazardous structures; building a wood shed, clothing lines and playground; painting interiors; modifying plumbing and electrical systems; and laying new sidewalks.

FORT HOOD, Tex.—Personnel of Det. 14, 16th Weather Squadron, participated in the filming of "Intelligence, Acquisition Capabilities of an Armored Division."

Second Lieutenant James V. Walton, MSgt. Leland E. Glen and Airmen First Class Alejandro Marez and Thomas F. Joyner appeared in a sequence devoted to the role of AWS personnel in armored operations.

Lt. Walton, as Staff Weather Officer of the Second Armored Division, has participated in exercises Silverhand and Blue Star II. MSgt. Glenn took part in exercises Blue Star I and Air Assault II. Their weather briefings for both air and ground operations were an integral part of these operations.

LAVERTON ROYAL AUSTRALIAN AFB, Australia

Lt. Col. Thomas A. Aldrich, commander of the only USAF flying organization within the Commonwealth of Australia, has recently received the Legion of Merit for his outstanding performance from Aug. 10, 1962, to Aug. 9, 1965.

As commander of the 57th WRS, Col. Aldrich contributed to the effectiveness and success of Australian-American relations. He also was called upon to assist in coordinating U.S. government matters with Australian officials.

Lt. Col. Aldrich was promoted to colonel in November.

KELLY AFB, Tex.—The distinction of being the top unit in the recent Combined Fund Drive went to Det. 35, 7th Weather Wing.

Just four days after the fund drive got underway, Det. 35 had achieved 100% participation and 103.4% fair share goal to nose out the Office of the Auditor General which contributed 103.3% of fair share.

The average contribution of the unit was \$17.91. First Lt. Walter J. Stephenson, Det. 35 Project Officer, received the fair share award from Mr. Wallis Paul, San Antonio United Fund Chairman, at a special Kelly Management Club luncheon held at the Kelly Officers Club.



RALPH H. FERRELL (left), receives a Certificate of Service for 30 years of federal service from Col. Thomas H. Lewis IV, Commander, 1210th Weather Squadron. Mr. Ferrell retired this month after serving as Deputy Director, Technical Services, Environmental Technical Applications Center, Andrews AFB, Md. He had been with AWS for 25 years.

Top AWS Airmen Enter MAC Contest

The Air Weather Service has submitted two airmen to represent MAC in the USAF Outstanding Airman Program.

Nominated for Outstanding Airmen of 1965 are A1C Howard M. Stoler and MSgt. Howard M. Bock.

Airman Stoler, AWS's number one choice, is a weather equipment repairman assigned to the 21st Weather Squadron, Torrejon, Spain.

He was selected as the team chief of a two-man team with the special task of making an extended field maintenance visit to 6th Weather Squadron (Mobile) sites in Ethiopia.

Virtually on his own, Airman Stoler arranged for all necessary military and commercial air surface transportation, and all rations and quarters.

University of Omaha until he entered the Air Force in 1961.

AWS's second choice for the MAC Outstanding Airman of 1965 is MSgt. Howard M. Bock, Det. 28, 26th Weather Squadron, Wurtsmith AFB, Mich.

A graduate from DuPont High School, Wilmington, Delaware, Sgt. Bock played semi-pro baseball before entering the Air Force in 1951.

After completing the Intermediate Meteorological Course at Chanute AFB, Ill., in 1952, and the advanced course in 1953, Sgt. Bock was sent to the RAF Station, Mildenhall and Lakenheath, England, as NCOIC and the only forecaster avail-



MSgt. Howard M. Bock

Upon his return from Ethiopia, he was called upon to brief Brig. Gen. Roy W. Nelson Jr., then AWS Commander, on the sites he visited.

He also designed, constructed and provided detailed operation and maintenance instructions for a wind equipment mock-up in the Torrejon Field Maintenance Shop.

Airman Stoler aspires to higher education and commissioned status in the Air Force. He is enrolled in on-base University of Maryland courses and is soon to receive the SAC Achievement Award for Self-Improvement in Education.

Howard Stoler was born in Bellingham, Washington, and now makes his home in Omaha, Nebraska. He attended the University of Oklahoma and the



A1C Howard M. Stoler

able for six months.

During his 14 years of active duty, Sgt. Bock has devoted much of his time to community relations.

While in England, for example, he was active in the English Church, the Boy Scouts and the Community Dramatic Society.

He was a scout master while at Plattsburgh, a councilor of the Methodist Youth Fellowship and was active in the community affairs of Dannemora, N. Y.

Sgt. Bock has given talks to the Lions Club, Kiwanis Club, Moose Club (of which he is a member), and to schools and sports groups.

Once, he even presented a talk at the maximum security prison for hardened criminals at Dannemora, N. Y.

Career Corner

This is the fifth 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.

Southeast Asia Returnees. Following message from Air Force is quoted for information:

"Reference is made to the designation of bases of choice by airmen overseas returnees outlined in paragraph 1013 and 7013d, AFM 39-11.

"The sizable buildup of Air Force personnel in Southeast Asia and the programmed continuing increases will generate an equally large rotation back to the ConUS as tours are completed.

"It obviously will not be possible to maintain the high selection satisfaction rate of a base or state of choice that has been experienced by airmen returnees in past months.

"Equitable command distribution, fully effective utilization of skills, manning priorities, position vacancies, and authorizations and command missions are some of the factors that determine military requirements.

"As in the past, first priorities in assigning personnel must be given to meeting these requirements.

"SEA airmen returnees will still be given first consideration for available ConUS assignments, but they cannot reasonably expect the locations they desire unless their choices are made realistically in the light of their training experience and qualifications as applied to Air Force requirements.

"For the individual's benefit and to lessen the likelihood of disappointment, the following guidances should be added to counseling of airmen on rotation to ConUS from all overseas areas.

"Airmen possessing skills directly supporting a specific weapon system should logically expect assignment to the ConUS bases, states, and areas under the jurisdiction of the Major Air Command which utilizes that particular weapon system.

"As ex-amoies, airmen with skills utilized primarily by MAC should expect ConUS assignments to MAC bases; those with skills supporting ADC weapon systems should expect assignment to ADC bases, etc.

"This logic applies especially to airmen personnel deploying with TAC units who should expect almost certain return to TAC bases when they rotate to the ConUS."

Safety Award

HUNTER AFB, Georgia — Lt. Col. Hiram P. Bilyeu has been named to receive the MAC Outstanding Safety Achievement Award.

Col. Bilyeu will receive the award because of his actions aboard a WB-47 during an in-flight emergency on Oct. 5, 1965.

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. Murel M. Goodmanson, 3rd Wea. Wg., from July 1, 1961, to Dec. 2, 1965.

Maj. Joseph E. Bekius, Space Systems Division, from July 13, 1962, to Oct. 7, 1965.

Maj. John A. Cooper, 57th WRS, from May 7, 1962, to Aug. 25, 1965.

Maj. Hubert M. Rihard, 12th Wea. Sq., from Aug. 25, 1963, to Dec. 2, 1965.

Maj. Frank H. Spencer Jr., Hq. AWS, from Feb. 8, 1961, to Nov. 10, 1965.

Capt. Lynn L. LeBlanc, Det. 1, 3rd Wea. Wg., from Aug. 16, 1963, to July 21, 1965.

Capt. Vaughn E. Hill, 57th WRS, from May 31, 1962, to Aug. 25, 1965.

1st Lt. Gary V. Klatt, 8th Wea. Sq., from April 26, 1965, to June 10, 1965.

Lt. Roy A. Weidman, Dominic Republic and Ramey AFB, Puerto Rico, from April 29, 1965, to June 5, 1965.

CWO Thomas W. Harper, 9th Wea. Sq., from Aug. 31, 1961, to July 30, 1965.

MSgt. George W. Clary, 25th Wea. Sq., from Oct. 7, 1963, to Nov. 1, 1965.

MSgt. Charles D. Cronen

Sr., 8th Wea. Sq., from Nov. 9, 1962, to Nov. 8, 1965.

MSgt. Rooker W. Mears, 57th WRS, from May 16, 1962, to Aug. 25, 1965.

MSgt. James A. Polston, Hq. AWS, from Jan. 15, 1965, to July 15, 1965.

MSgt. William B. Black, 6th Wea. Wg., from June 16, 1961, to Dec. 14, 1965.

MSgt. Charles Burns Jr., 53rd Wea. Rec. Sq., from Aug. 1, 1963, to Oct. 15, 1965.

MSgt. Caswell E. DeFreece, 6th Wea. Wg., from Jan. 16, 1959, to Dec. 14, 1965.

MSgt. William C. Henry, 8th Wea. Sq., from Jan. 12, 1963, to Oct. 15, 1965.

MSgt. Owen W. Mitchell, 31st Wea. Sq., from Nov. 5, 1961, to Oct. 30, 1965.

TSgt. Alfred W. Domenich, 8th Wea. Sq., from April 26, 1965, to June 10, 1965.

TSgt. Edgar H. Hadley, 58th WRS, from June 1, 1964, to Oct. 1, 1965.

SSgt. Billy R. Garner, 16th Wea. Sq., from March 4, 1963, to Oct. 25, 1965.

SSgt. Marlin L. Simmons, Hq. AWS, from May 25, 1962, to Nov. 30, 1965.

SSgt. David S. Jaynes, 31st Wea. Sq., from Oct. 30, 1960, to June 18, 1965.

SSgt. Charles D. Tullis, Alapazari, Turkey, from Sept. 16, 1965, to Sept. 22, 1965.

SPORTS FRONT



by SSgt. Milton J. Lehart

We hope that those of you fortunate enough to see all the holiday fare of TV games can get out of that chair and start 1966 on a more active note. Don't let old man winter lull you into hibernation as there is much to do, both indoors and out.

HIGHLIGHTS OF 1965

In the National Football League the Western Division's dominance over the East was awesome, winning 15 of 16 encounters including Green Bay's championship and Baltimore's romp of Dallas in the Play-Off Bowl. The only loss (San Francisco to Dallas 38-35) had number two quarterback George Mira playing the game for the 49ers.

In college action the Big Ten suffered through their first losing intersectional slate within memory, winning 13, losing 14 and tying 3 out of the conference.

Southeastern Conference football had a banner year winning 2 out of 2 from the Big Ten, knocking off undefeated Conference champs Nebraska and Arkansas in bowl matches and supplying most of the talent in all three South victories over the North in All Star clashes.

The Boston Celtics (Ho-hum) won their 7th straight professional basketball title while the baseball Cardinals and Yankees flopped.

UCLA won its second consecutive college basketball title as did Roberto Clemente and Tony Oliva in repeating as major league baseball batting champs.

Sandy Koufax, arthritis and all, continued as the premier pitcher. Jim Clark grabbed almost all the auto racing laurels taking the Indy 500 and five of nine Grand Prixes.

Montreal's Canadiens regained the Stanley Cup after several years of hockey frustration. No one individual prevailed in golf or bowling as in previous years but Cassius Clay certainly ruled the boxing world.

AWS men had a fine sports year during 1965. Some of the athletic achievements were Johnas J. Smith (& partner) winning the USAF doubles table tennis title and George Krauss Jr, SAC chess champ and member of the Air Force's Inter-Service champions. Base bowling champs were the weathermen at Ft. Eustis Army Post, Va.; Etain's Det. 13, 31 Wea. Sq. and Eileson's Det. 2, 11th Wea. Sq.

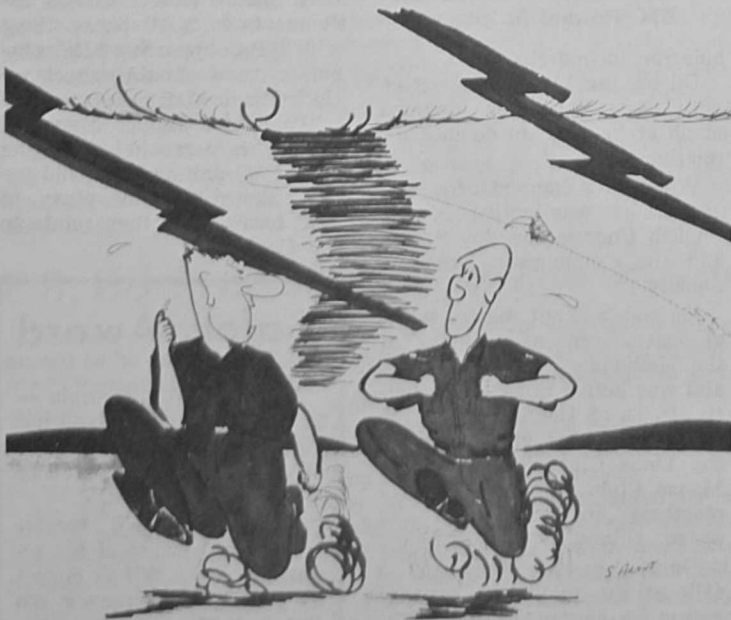
Tinker AFB found the 6th Wea. Sq. (mobile) tops in basketball while Ent's Hq. 4th Wea. Wg. and Scott's Hq. AWS/7th Wea. Wg. prevailed in intramural softball.

Det. 3, 1st Wea. Wg., had the Hawaiian championship carbine shooting team and Joe Landa of 3rd Wea. Wg. copped the Offutt handball singles.

The entire Moron AB Spain wrestling team, made up of Darrel Dewar, Clark Hodson and Mike Newhouse, came from Det. 14, 21st Wea. Sq.

6th Wea. Wg's. Harry C. Rice was one of the top guns on the Hq. USAF pistol team. Second place in USAFE skiing went to Ed Morrison of Det. 3, 7th Wea. Sq.; and my boss with the red pencil, Steve Cornell blasted a hole-in-one.

We no doubt omitted some other fine feats by our weather brethren but hats off to all for your efforts and accomplishments. Let's hope that 1966 is another banner year and keep the sports news coming in.



"That... is a tornado! Not a lil' ole Texas whirlwind!"

Gen. White, Former USAF Chief, Dies

WASHINGTON (AFNS) — Gen. Thomas Dresser White, who served as Air Force Chief of Staff from 1957 to 1961, died at Walter Reed Hospital here Dec. 22.

Gen. White, 64, had suffered from leukemia. He is survived by his wife, the former Constance Row of Washington, a daughter, Mrs. William Mitchell Jr., of Boyce, Va., and a sister, Mrs. Clifford Conry of Springfield, Ill.

A veteran flyer who transferred to the Air Corps from the infantry four years after graduation at 18 from the U.S. Military Academy in 1920, Gen. White served at posts around the world during his 41 years of military service.

A tall, broad-shouldered airman, his 6-foot, 3-inch frame belied his nickname of "Tommie."

He was known as a daring flyer, a scholar, writer and staunch advocate of airpower for defense.

He held the rating of command pilot, technical observer and combat observer.

From 1927 until 1942, Gen. White's assignments included military attaché duty in China, the Soviet Union, Italy, Greece and Brazil. He learned to speak Chinese, Italian, Portuguese, Russian and Spanish fluently.

During World War II, Gen. White was assistant Chief of Staff, Intelligence, at Hq., Army Air Forces, and later was commanding general of the Seventh Air Force at Saipan and Okinawa during its bomber strikes against Japanese shipping, the Ryukyu Islands, the China coast and Japan.

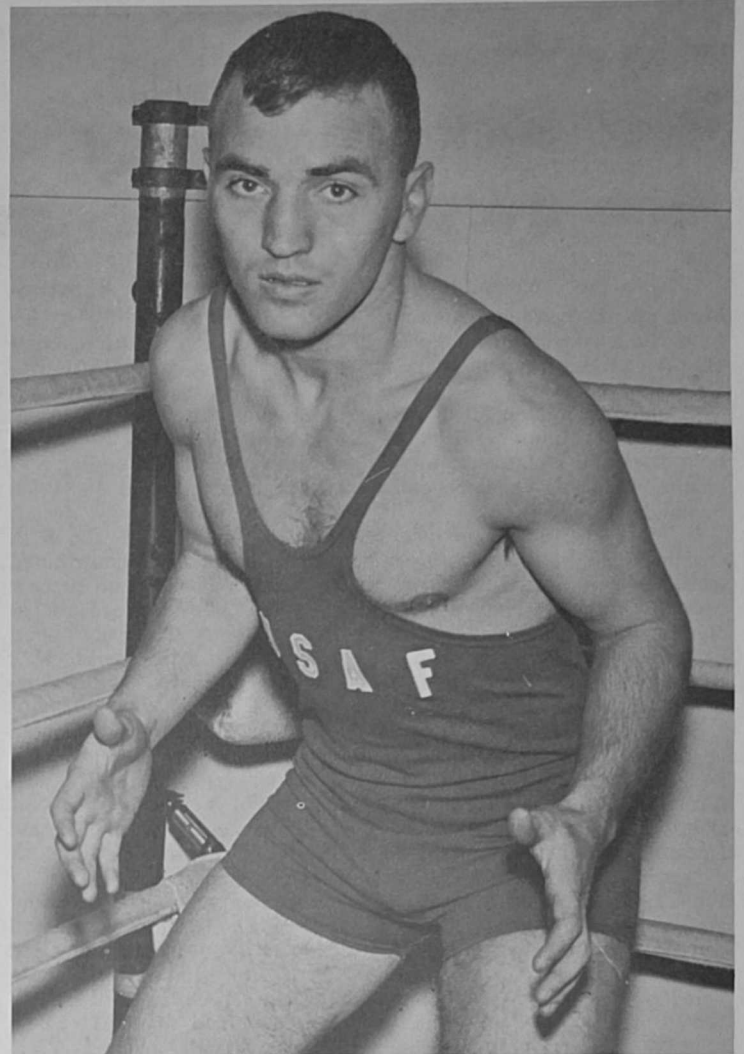
Following occupation duty in Japan from 1945-48, he returned to the United States to serve, successively, as Director, Legislative Liaison, Office of the Secretary of the Air Force; member of the Joint Strategic Survey committee, Joint Chiefs of Staff; on special mission to Korea; and Director of Plans, Deputy Chief of Staff for Operations.

Gen. White became Air Force Vice Chief of Staff June 30, 1953, and succeeded Gen. Nathan F. Twining as Air Force Chief of Staff in July, 1957.

He was the fourth Chief of Staff of the Air Force following its elevation to a single service in Sept., 1947. Preceding him were Generals Carl Spaatz, Hoyt S. Vandenberg and Twining. He was succeeded by Gen. Curtis E. LeMay in June, 1961.

As a spokesman for strategic airpower, Gen. White insisted that airpower could bring greater force to bear on an enemy with less danger to fewer men than could any other military force available to the United States.

Yet he did not lose sight of the importance of teamwork among the three services.



A3C PETER MORRIS, Hanscom Field, Mass., recently took a first place in the 1965 Air Training Command Wrestling Tournament. Although in the 154 pound class, he competed and won in the 174 pound class.

Weatherman Places First In ATC Meet

HANSCOM FIELD, Mass. — Wrestling, one of civilized man's oldest competitive sports, usually pits man against man with the odds even.

But when A3C Peter Morris, Det. 6, 6th Weather Wing, a wrestler in the 154 pound class, entered the 1965 Air Training Command tournament in the 174 pound class, it would seem that the odds were against him.

This 20 pound deficit, however, did not bother Airman Morris as he took first place in that tournament in both Greco-Roman and free style wrestling.

Following this, he placed second in free style wrestling at the Air Force wide meet held at the Air Force Academy, and third in the All Services contest in San Francisco.

Airman Morris has been wrestling since his early high school days in Odessa, N.Y. He also competed during the two years he spent at Ithica State College, Ithica, N.Y.

Next month, Airman Morris will have been in the Air Force one year. He has completed his technical training as a weather observer at Chanute AFB, Ill., and, when not forecasting, he limbers up his wrestling muscles and looks forward to the 1968 Olympics.

Births

MOORE, SSgt. and Robert C., a boy, Robert Aaron, born Dec. 6, Baptist Hospital, Selma, Ala. Father assigned to Det. 21, 24th Wea. Sq., Craig AFB, Ala.

BLUHM, 1st Lt. and Mrs. George C., a daughter, Tanya Lee, born Oct. 22, Ramstein AB, Germany. Father assigned to Det. 21, 31st Weather Squadron.

Marriages

PETERSON - BLANKENSHIP — Frances Kay Blankenship, Charleston, W.Va., to A2C Charles W. R. Peterson, Det. 9, 15th Wea. Sq., on Dec. 1, 1965, at Maxwell AFB, Ala.

