12th Anniversary Edition

AIR WEATHER SERVICE

OBSERVER

Weather Component of USAF's Military Airlift Command

Vol. 13, No. 11 Headquarters, Air Weather Service, Scott AFB, Illinois November 1966

AWS Personnel Join Expedition For Solar Eclipse

SCOTT AFB, Ill.–Two Air Weather Service people will take part in the November 1966 solar eclipse expedition with scientists from the University of Colorado and the Air Force Cambridge Research Laboratories. This will be the first time AWS personnel have participated in such a mission.

Capt. Arnold L. Snyder, assigned to the 4th Weather Wing Solar Forecast Center at Ent AFB, Colo., was requested by the University of Colorado to be a member of their eclipse team.

Permission by Air Weather Service was granted in view of the stepped-up effort in the Air Force's solar physics operations programs.

Captain Snyder will have the responsibility for calibrating an extremely sensitive ozone measuring instrument called a Dobson spectrophotometer, and then supervising its operation during the total eclipse. Such observations appear to be basic to relating the earth's weather to changes in activity on the sun.

Capt. Snyder worked with such specialized equipment during recent graduate studies at the University of Colorado. The Colorado group will be working near Huancayo, Peru.

Also participating in the program will be TSgt. Donald L. Elwell of the Aerospace Sciences directorate of Headquarters Air Weather Service at Scott AFB, Ill. Sgt. Elwell is a recent graduate of the Air Forces Solar Observer/Forecaster Training Course conducted by AWS and the Cambridge Research Laboratories.

He will assist the Cambridge scientists in setting up and operating a four-frequency solar radio telescope near Lima, Peru.

Upon return from the eclipse expedition, Sgt. Elwell will transfer to Manila, Republic of the Philippines, with the solar radiotelescope. There he will become an integral part of the AWS global, operational solar network, SOFNET.

The project of observing, recording, charting and photographing a total eclipse of the sun is characteristically the culmination of many months of planning. The total eclipse can be observed from only certain locations which are along a great circle route predetermined during the planning stage of the effort.

The object of the expedition is to be at the right place at the right time, so that the eclipse–totality of which lasts only a

(Continued on Page 8)

Typhoon Season Finds Recon Squadron Busy Chasing Pacific Storms

ANDERSON AFB, Guam–The Annual typhoon season is a busy time for many people throughout the Pacific, but to the men of the Air Force's only typhoon reconnaissance unit, the "Typhoon Chasers" of the 54th Weather Reconnaissance Squadron, Anderson AFB, Guam, it is particularly hectic.

A ten-day period in mid-August serves as an illustration. At its height, the squadron operations staff must have felt like Frederick the Great's Prussian general staff trying to fight all of Europe at once.

It all began on Wednesday, August 10, 1966, when in response to a requirement levied by the Joint Typhoon Warning Center to investigate a "suspect" area in the South China Sea, a weather-modified Lockheed WC-130 Hercules was dispatched from Guam with orders to recover in the Philippines and conduct further operations from there.

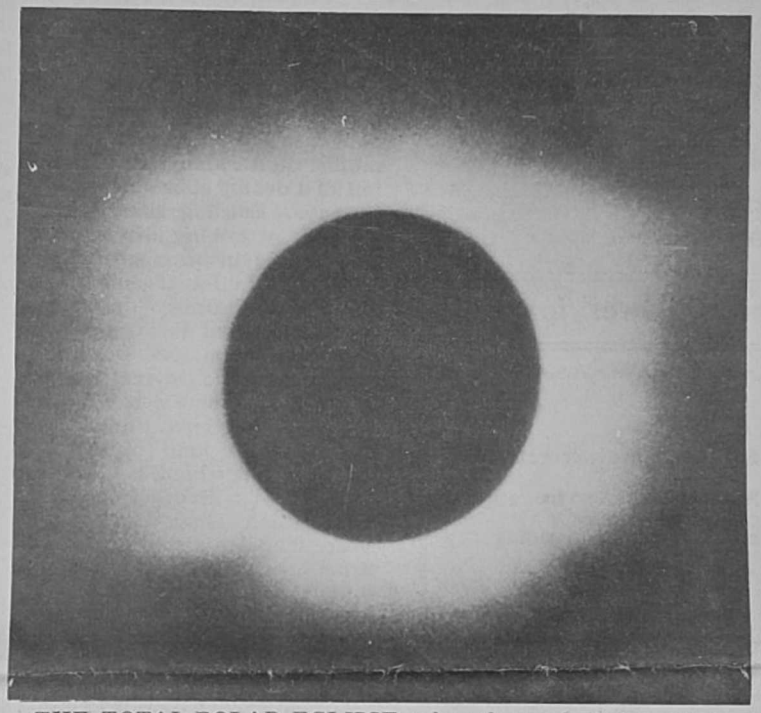
Things had not exactly been quiet when this happened. For several days the 54th, commanded by Col. Robert L. Kane of Carsonville, Mich., had already been deeply involved in another task, the twice-daily reconnaissance of fighter deployment routes. These missions, although routine in nature, were of such long duration that each aircraft involved had to be launched with an augmented crew.

In the South China Sea the suspect area rapidly developed into tropical storm Susan, and was barely out of the spawning stage when a second suspect area was identified near the Ryukyu Island chain on Friday, August 12th. Two aircraft were already committed to regularly scheduled missions on Susan and a third aircraft was now made available to investigate the Ryukyu suspect area.

At this point the situation, while definitely interesting, was hardly out of the ordinary for the typhoon season, but the next development changed all that.

The third aircraft had hardly been launched when an additional requirement appeared from a totally unexpected quarter. From far away Honolulu came a report of a hurricane brewing in that area and a request for the 54th to conduct reconnaissance on it. (Intense trop-

(Continued on Page 6)



THE TOTAL SOLAR ECLIPSE, when the sun's disk is hidden, affords an opportunity for observation of the solar atmosphere, or corona, ordinarily hidden in the sun's glare. Many coronal studies made during eclipses cannot be duplicated artificially.

LOCKHEED WC-130 HERCULES sit poised for storm-hunting duty at Anderson AFB, Guam. Used by the "Typhoon Chasers" of the 54th Weather Reconnaissance Squadron, these planes locate, fix and indentify the characteristics of tropical depressions which might develop into raging storms. A WC-130 can provide data in less time than any previous AWS aircraft, has more powerful engines and greater range than the conventional C-130 transport.

2nd Wing's Rawinsonde Section Receives Annual Bassett Award

IRAKLION AS, Crete–The Air Weather Service's annual Bassett Award was presented recently to the 2d Weather Wing's upper air observation (rawinsonde) section at this U.S. Air Force station on the isle of Crete in the Mediterranean.

The Bassett Award is named in honor of Maj. Gen. Harold H. Bassett–former AWS commander–who retired from active U.S. Air Force service in 1959. This award is presented annually to the AWS rawinsonde section compiling the year's most outstanding record of upper air radio observations.

Competing against worldwide AWS rawinsonde units for the award, the Crete location showed (quoting the citation accompanying the site's nomination for the award) ". . .exemplary determination and outstanding accomplishments. . .which were truly remarkable. . . ."

Beginning operations during September, 1964, the Crete location battled drenching rain and high winds, mud, inadequate power supply and destruction of the balloon inflation shelter.

MSgt. Earl R. Blackwelder, NCOIC of the 10-man site since November, 1965, accepted the award in behalf of his team from Col. Thomas J. Arbogast, 2d Weather Wing commander.

Iraklion AS is one of the 2d Weather Wing's two rawinsonde centers–the other is located at Wheelus AB, Libya.

Major Earns Pin For Safety Mark

Maj. Billy C. Collins, 57th Weather Reconnaissance Squadron, has received the MAC 5,000 hour accident-free lapel pin from Gen. Howell M. Estes Jr., MAC commander.

Major Collins also received a letter of commendation from Brig. Gen. Russell K. Pierce Jr., AWS commander.

The Air Weather Service OBSERVER is an official Class 4 Air Force newspaper published monthly on the second Wednesday of the month by and for the personnel of the world-wide Air Weather Service of the Military Airlift Command under the supervision of the Directorate of Information, Headquarters, Air Weather Service, Scott AFB, Ill., 62225. Opinions expressed herein do not necessarily represent those of the Air Force.

Material which appears herein may be reprinted without permission, but credit to the Air Weather Service OBSERVER is requested. News, feature, art and photographic material is solicited from readers, but publication must depend upon the judgment of the OBSERVER staff. No payment of any kind will be made for contributions. Paid advertising is not accepted.

BRIG. GEN. RUSSELL K. PIERCE, JR.
Commander, Air Weather Service

MR JOHN D. RUGG, Director of Information

1st LT. STEPHEN H. CORNELL, Editor

U.S. Air Force — Aerospace Power for Peace

MAC MEMO

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

Fastest Service Yet For C-141

Twenty-three minutes is the new record for service of a C-141 Starlifter. It was set by the 602nd Military Airlift Support Squadron at Elmendorf AFB, Alaska.

The squadron whacked nine minutes off the old mark when a C-141 from the 4th Military Airlift Squadron at McChord AFB, Wash., stopped at Elmendorf for refueling while enroute to the Far East.

During the 23 minutes ground time, the Starlifter was serviced with 63,000 pounds of fuel while the crew checked on weather and completed flight planning and clearance.

MAC is emphasizing a command-wide program designed to speed up servicing of aircraft and thus reduce non-productive ground time.

Travis NCOs Split $1,300 Award

Two Travis AFB, Calif., NCOs have split a $1,300 suggestion award for devising a technique to cut down computer testing time on the C-141 Starlifter.

The process perfected by MSgt. Harold A. Johnston and TSgt. Fernando Neva slashes time required to test autopilot computers from eight to approximately 1-1/2 hours.

They developed a pictocolor vision code employing color symbols instead of lengthy, written instructions. Its use is expected to save about $2 million a year at Travis and promises similar savings at other bases with C-141 equipment.

About 3,500 hours of spare time went into developing the new system.

Vietnam Units Fly School Flags

Seventy Southern California schools have joined in a program fostered by Norton AFB, Calif., to have their school flags flown by MAC units in Vietnam.

U.S. flags are mailed to the 608th Military Support Squadron at Cam Ranh Bay, 617th at Tan Son Nhut or the 616th at Da Nang.

Schools are furnished addresses of units by Lt. Col. H. Ross Miller, Norton information officer. Flags are sent by the schools to the units, flown for a day, and returned.

Quick Action Saves C-133

A MAC aircraft commander has been lauded for quick and sound thinking that possibly saved a C-133 Cargomaster and the lives of his crew.

Maj. Charles H. Martin, 84th Military Airlift Squadron, Travis AFB, Calif., was on a Southeast Asia airfield with only three of his C-133's engines in operating condition when Viet Cong began pounding the area with mortars. The major had to hastily decide whether to run for cover or to fly the partially loaded C-133 out on three engines.

He carefully considered the multi-million-dollar aircraft, his crew and himself and decided on the three-engine takeoff.

Sergeant's Job Includes Rat, Cobra Removal

BINH THUY, Vietnam (PACAF NS)--Air Force TSgt. Adrien H. Arens, Appleton, Wis., is a disaster control technician who ordinarily is concerned with weapons accidents and building bunkers. The disaster Arens is most anxious to control, or better yet, avoid, is the possibility of stepping on a cobra.

Part of his responsibility is cleaning out various Vietnamese wildlife species from the bunkers. "It does no good to leap into a bunker to escape a communist attack and land right on top of a deadly cobra or krait," he says. Evicting them keeps Arens busy, poking around with a flashlight in cramped areas.

"We had a lot of snakes recently," says Arens, "the rivers were rising and flushing them out of the low places. Our nice, dry bunkers looked real tempting to them. Some were cobras, but we got all types. Found this one big blue kind of snake--we're not sure what it is."

He usually gives the snakes to the Binh Thuy dispensary, where they are displayed to instruct airmen to identify the poisonous ones. If they are found by the Vietnamese workmen who repair and rebuild the bunkers under his direction, the snakes disappear.

The poisonous ones are chopped up and hurriedly buried. Nonpoisonous, edible snakes are pocketed and taken home, a sort of fringe benefit for the men on the job, Arens points out.

Arens says he hasn't any serious problem in getting the snakes out. His most disastrous experience occurred when he entered a bunker on an inspection, intently surveying the ground for snakes, and was attacked from above. "A large spider dropped on my neck--at the moment it seemed the size of a Thanksgiving turkey," he recalls. He knocked the spider to the ground and killed it.

At the same moment, a rat dropped on his head and began running around in a tight circle on his fatigue cap. The rat was chasing the spider, he thinks.

The spiders, rats and snakes are part of a local balance of nature Arens breaks up to make the bunkers safe. The rats enter the bunkers to eat spiders. The snakes come in to dine on rats.

Arens sprays poison on the spider webs which kills the eggs. It also makes the spider a poisonous item of rat diet. At the same time, Arens had developed a terrier-like understanding of rat and snake holes, and the latter get dug up and their occupants routed toward the pickle jar in the dispensary.

Considering their nature, Arens pursues his duties with remarkable cheerfulness. He does draw a line, though. In the nearby city of Can Tho there is a 30-foot python on display. "If I ever walk into a bunker and find his big brother waiting for me," says Arnes, "I might just go to the personnel office and ask to be trained into some other line of work!"

Command Line

Meeting The Challenge

I am proud of our past efforts to meet and exceed AWS Cost Reduction Goals. Last year, for example, we surpassed our MAC goal by 20 percent. In addition, we submitted approved savings of more than a million dollars in four additional program areas where formal goals had not been allotted to us. This is indeed a fine accomplishment and is a direct result of dedicated, aggressive work by Air Weather Service personnel.

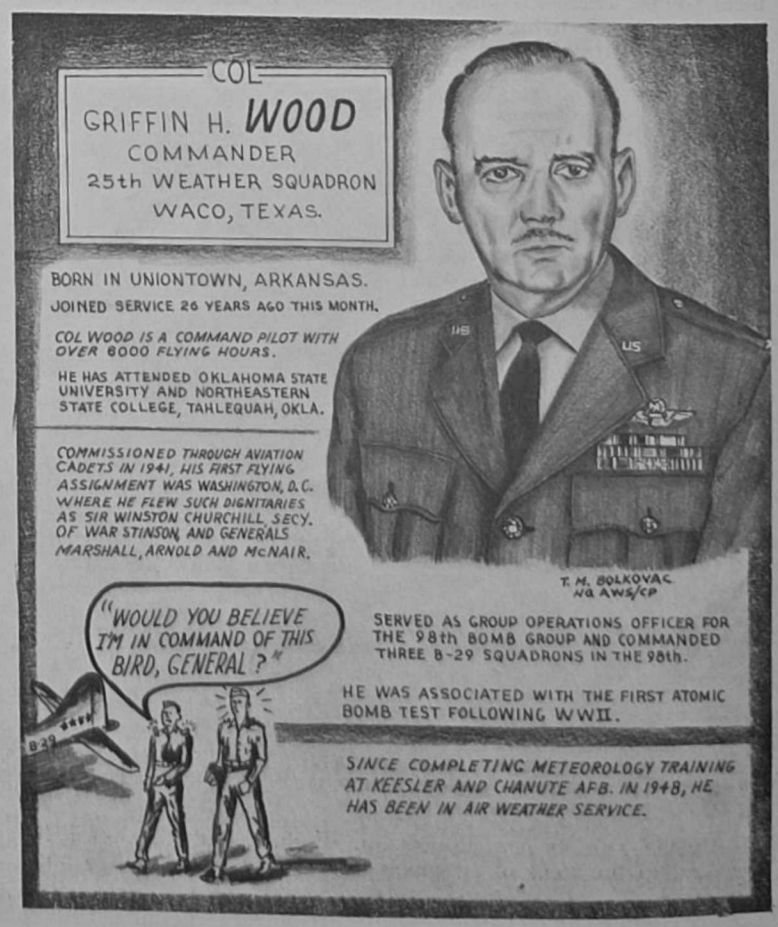
We are now faced with an even greater challenge. For FY 67 our annual Cost Reduction Goal has been increased to two and one-half million dollars in six program areas. This represents a 13-fold increase over last year. You can see that this will test our ingenuity to the maximum and will require the full participation of all AWS units.

It is proper that I add a word of caution--it is false economy if, through our Cost Reduction Program, we impair the success of the mission. To save money by not doing an important task or function is absolutely ridiculous. To save money by doing a task more efficiently or more economically is what our aim must be.

With this as guidance, I am conficent that you will meet the challenge. Examine your area of responsibility, eliminate needless tasks, determine how to do the remainder more economically, and report the savings.

RUSSELL K. PIERCE JR.
Brig. Gen., USAF
Commander

25th Weather Squadron Commander



ARRS Huskie Proves 'Workhorse' Versatility As Rescuer, Firefighter

By Lt. Larry McCracken
Hq MAC Directorate of Information

SCOTT AFB, Ill.--Captain Bob Henderson flew his squatty Air Force HH-43 Huskie helicopter in and out of the low clouds--looking, searching and hoping.

It was a gray, rainy day--like many others before--but Henderson. 28. from Western Springs. Ill., and co-pilot Capt. Jim Darden, 31, from El Dorado, Ark., would remember this day for years to come.

At the moment, their attention was directed to the river below. Like most other rivers in northern Italy near their home base at Aviano, it had overflowed its banks. The peaceful valley had turned into random splotches of land surrounded by rushing water.

Then the pilots saw the old man, barely hanging on to a tree in the middle of the river, the brown water was flowing so fast that his body was floating parallel to the surface.

The pilot knew he couldn't hold on much longer.

Darden, realizing that someone had to go after the old man, left the Huskie's cockpit and slipped into the rescue sling.

Despite the angry currents, the captain was lowered by cable to the man. Darden tried to explain the use of the sling, but the man was too weak and numbed to understand--his head went under water. Darden had to do something fast.

Ignoring the risks, he wrapped his arms and legs around the man, and Captain Henderson slowly maneuvered the Huskie over the water to dry ground.

In two days of flying, Darden and Henderson saved 12 lives and recovered 25 other persons. For this achievement, the two received the Cheney Award.

This annual award of $500 is given in memory of Lieutenant William H. Cheney who was killed in an air collision at Foggia, Italy, 1918. It was established for an "act of valor and extreme fortitude or self-sacrifice in a humanitarian interest performed in connection with aircraft."

It was a job "well done" for the pilots, but it was just another day's work for the Huskie--the workhorse of the Aerospace Rescue and Recovery Service (ARRS).

At 63 locations around the globe, 149 of the jet-powered helicopters are being used by the Military Airlift Command (MAC) for rescue and humanitarian operations.

Built by the Kaman Aircraft Corp., the 27-foot long, box-shaped chopper, officially designated the HH-43, cruises at 115 m.p.h. The crew, besides the pilot and co-pilot, varies with the mission but is usually limited to two. They may be pararescue-men, firefighters, medics or flight mechanics. It can also accommodate four or five survivors.

HH-43 HUSKIE helicopter, one of the Air Force's most versatile aircraft, closes in on a burning B-47. The Huskie, also used to rescue injured soldiers and disaster victims, carries foam to extinguish fires. It transports asbestos-suited firefighters and can hover over a blaze to blow the flames away, allowing oxygen to reach the firemen and crash victims.

MOVING UP ON THE SPUTNIK is a delicate job. In seconds the Huskie--with its fire suppression kit slung underneath--will be speeding to the scene of an emergency landing. The Sputnik contains 688 gallons of foam--54 seconds of protection for the firefighters and crash victims.

One of the helicopter's most unique features is its two independent counter-rotating blades designed to aid in fire fighting. This capability has been tested under combat conditions at Southeast Asia airfields since 1962.

In that war-torn part of the world, the local base rescue unit is called on to provide an umbrella of protection for all aircraft making emergency landings.

In responding to such emergencies, the Huskie carries a 1,000-pound "Red Ball" kit slung on a short cable under its fuselage. This ball, called the "Sputnik" by the crews, turns the Huskie into an airborne fire truck. The 688-gallon tank carries a 54-second supply of high-pressure foam.

It works like this.

The Huskie sets the "Sputnik" down close to the burning aircraft and drops off asbestos-suited firefighters who attach the foam hose to the portable hydrant.

The pilot then hovers the HH-43 into position over the fire and the whirling dual blades of the Huskie blow the flames away, allowing oxygen to reach the firefighters and crash victims.

"Rescue helicopters are subjected to tremendous temperatures ranging up to 400 degrees--enough at times to melt the plexiglass dome surrounding the pilots," says Captain Gary Alden, Prospect, Ore. Gary pilots a Huskie at Saigon's Tan Son Nhut Airfield.

The Huskie was designed to save lives--a job it has done well since it was introduced in 1961. In Vietnam alone the Huskie is credited with 280 combat saves, with 78 of these being aircrew members.

Since February, 1965, Huskie crews have followed the air strikes into North Vietnam to rescue downed pilots. A Huskie hovering overhead is the greatest sight in the world for a pilot in enemy territory.

And the deeds of the chopper pilots are appreciated.

Legend has it that some Huskie pilots have spent a full tour in Vietnam without ever having to buy themselves a beer!

Capt. Jim Hatley, of Tipp City, Ohio, a rescue pilot, was a member of the first Huskie detachment sent to Southeast Asia.

"The Huskies in Vietnam have had armor plating added to them in strategic places, like around the engines," explained Jim, "but their ability to climb at a fast rate is still their best defense against ground fire."

The Huskie has held various time-to-climb, altitude and distance records.

In 1961 the Huskie set two time-to-climb records, reaching 10,000 feet in 2:45 and 20,000 feet in 6:42. The chopper holds the altitude record for its class at 32,840 feet and set the world's distance record for helicopters in 1962 when it flew some 900 miles.

But Vietnam rescue is only one example of the many daring achievements of ARRS crews and their Huskies. Huskies are never far away when floods, earthquakes or other natural disasters strike.

Whether rescue means evacuating snowbound motorists in North Dakota, flood victims in California or injured hikers in the Arizone mountains--the Huskie is there.

The motto of ARRS is "That Others May Live." To live up to this one needs a jack-of-all-trades.

What else could you call a Huskie?

Vietnam-Bound Sergeant Led Scouting Work

RICHARDS-GEBAUR AFB, Mo.--An Air Weather Service master sergeant who has been assigned a tour of duty in Vietnam will leave his mark of leadership on this base--especially in the field of scouting.

MSgt. Thomas B. Myers, chief observer with Detachment 1, 29th Weather Squadron, at Richards-Gebaur AFB, has an outstanding record with the Boy Scouts of America.

He has been assistant scoutmaster for Troop 339 and was active in the Kansas City Area Council of the BSA. At a recent scoutmaster training program, conducted by the Arrowhead District Council, he served as a staff member. Sergeant Myers also was a member of the District Board of Review for Star and Life ranks.

There were other highlights in his scouting work. He had duties in connection with Scout Day--hosted by the Kansas City Athletics baseball team--and Kansas City Council Roundup. Recently he returned from the Annual Summer Encampment at Osceola, Mo., where he was selected honorary warrior to the tribe of Mic-O-Say.

Air Force Pilots Down Two MIGs

Air Force pilots downed two more Communist MIG jets recently in the heaviest week of aerial combat over North Vietnam.

Thirty-two MIG-17s and six MIG-21s were encountered. In addition to the twin kills, two MIG-17s and one MIG-21 were damaged by the Republic F-105 Thunderchief pilots.

Green Berets Honor 2d Wing Weatherman

By SSgt. James E. Skarsten
2nd Weather Wing

BAD TOELZ AAF, Germany–TSgt. Robert L. Smith of the 2d Weather Wing's detachment serving Bad Toelz Army Air Field here in the foothills of Germany's towering Bavarian Alps was recently presented the 10th U.S. Army Special Forces Group's "Trojan Horse" award.

The most coveted honor bestowed by this Green Beret unit, the "Trojan Horse" is normally given only to Special Forces personnel. Sergeant Smith's was only the third award presented in the history of the 10th SFG.

The award gives the wearer special prestige among those who wear the Green Beret and Sergeant Smith plans to have his "Trojan Horse" cast in gold after he leaves Bad Toelz AAF.

The citation accompanying Sergeant Smith's "Trojan Horse" reads (in part): "Technical Sergeant Robert L. Smith... has been responsible for the outstanding support this detachment (the Bad Toelz AAF weather unit) has given the 10th Special Forces Group...Although lacking sufficient personnel and materiel, he supervised the establishment of the Bad Toelz AAF weather station and brought it to it's present high standard of efficiency...."

Weather facilities were non-existant at Bad Toelz when Sergeant Smith arrived in July, 1964. Working out of a tactical field kit in the back of an old Army truck, Sergeant Smith made his first observations in September, 1964.

The detachment continued operating from this van until a new building was donated by the 10th SFG.

Now–two years since he made the first observation ever taken by a weatherman at Bad Toelz–Sergeant Smith has a modern, completely equipped 10-man weather station. Sergeant Smith and the men of his detachment almost single-handedly installed all weather equipment in the new building. The detachment became fully operational last July and with recent assignment of two forecasters, the detachment gained forecasting capability–another "first" at Bad Toelz AAF.

Sergeant Smith's "Trojan Horse" award stems from his firm belief that jump-qualified U.S. Air Force weathermen should be assigned to every Special Forces team.

With this in mind, he completed most of this elite group's training requirements on his own initiative.

Currently the only weatherman in Europe on "jump status," Sergeant Smith has made 26 paradrops during his two years at Bad Toelz AAF. The sergeant began jumping with the Special Forces in 1963 while at Brienne Le Chateau, France.

Sergeant Smith's present status in the jumping world also results from a long-time aspiration to become a fully-qualified paratrooper.

Shortly after entering the U.S. Army in 1949, he volunteered for Airborne service, but his abilities were needed in other areas and he was transferred to the U.S. Air Force.

Due to depart Bad Toelz AAF soon for England AFB, La., Sergeant Smith has been accepted for instruction in special air warfare. He will don the wings of a senior paratrooper upon completion of this rigorous course.

"GOOD WEATHER AHEAD" is the forecast as Sergeant Smith discusses a weather map with A1C Phillip A. Charron (left) and SSgt. Robert E. Hinsley. Smith started the station at Bad Toelz, Germany, with a handful of men and little equipment.

'TROJAN HORSE' WINNER, TSgt. Robert L. Smith (left), discusses green beret with Capt. Robert E. Keenan and 1st/Sgt. Robert W. Overton of the 10th U.S. Army Special Forces Group at Bad Toelz, Germany. NCOIC of the U.S. Air Force's weather detachment at Bad Toelz Army Air Field, Sergeant Smith is wearing the award for outstanding service on the right-hand pocket of his uniform.

Special Weather Team Seeks Young Officers

ENGLAND AFB, La.–The Air Force is seeking aggressive, resourceful young officers–who perhaps yearn for adventure–to train as parachutist forecasters on the Air Weather Service's only special warfare weather team.

They would serve on the 1st Air Commando Weather Team (Detachment 75, 5th Weather Wing) based at England AFB, La., and attached operationally to the 1st Air Commando Wing. Det. 75 provides weather support to special warfare operations of the Air Force and Army. This includes training friendly indigenous personnel in special warfare weather techniques.

The deatchment responds to global military requirements, often with extremely short notice, in support of maneuvers, exercises and combat missions.

Team capabilities are built around simplicity, durability, mobility and flexibility–enabling operation in remote, austere and hostile environments under any climatic condition. Specific responsibilities include the development of a clandestine weather net capability, participation in civic action weather support, maintaining readiness for air commando contingency deployments, providing military training teams for indigenous personnel, developing improved equipment and techniques and giving direct support to all special air warfare exercises and maneuvers.

Special talents and motivation are needed for this job. Individuals must possess a high degree of self-motivation and self-discipline and have a strong sense of duty.

Applicants must be fully qualified in AFSC 2524 and in excellent physical condition for this extraordinary duty. Before being assigned to the detachment, the weatherman must complete the 19-day Airborne (parachutist) Course at Ft. Benning, Ga.

Upon acceptance, six months of concentrated training effort is required prior to assuming team duties and an additional three months is necessary before full qualification is attained. One time training requires 1389 hours. Team members spend approximately 35 per cent of their time on temporary duty assignments.

The program includes training in language, survival, area study, hand-to-hand combat, small arms and physical conditioning. In addition, team personnel must be qualified parachutists, jumpmasters, parachute riggers, CW radio operators and be certified in their weather specialty.

Suffolk County Personnel Form Sports Car Club

SUFFOLK COUNTY AFB, N.Y.–Air Weather Service personnel were instrumental this year in organizing a sports car club at Suffolk County AFB.

The club, the Scuderia Voodoo, was created largely through the efforts of 1st Lt. Ken Kupchak and MSgt. George Horn, both members of Detachment 9, 12th Weather Squadron of the 4th Weather Wing.

The Scuderia Voodoo was founded to promote interest in the proper and safe operation of sports cars. All of the events the club holds are non-speed events and importance is placed on driving skill and stamina.

Currently, the Scuderia Voodoo is planning an unusual event utilizing a driving simulator soon to be received by the Suffolk County AFB. The club will stage an "electronic" rally using the device to encourage good driving techniques and behavior.

The Scuderia Voodoo, organized early this year, is already thriving with a membership of over 65 people. The club has also designed its own emblem and issues a bi-monthly newsletter, "Words and Wheels", edited by Sergeant Horn. The organization is recognized by the Air Force and by leading sports car associations.

ESSA Position Goes to Retired AWS Officer

WASHINGTON, D. C.–Dr. Clifford A. Spohn, who retired from USAF's Air Weather Service as a colonel on Aug. 31, has been named director of operations of the National Environmental Satellite Center, Environmental Science Services Administration.

Spohn succeeds Arthur W. Johnson, who has been appointed deputy director of the Department of Commerce facility.

Spohn is a veteran of 24 years in the Air Force. His most recent assignment was as commander of the 6th Weather Wing at Andrews AFB, where he served as staff meteorologist to the commanders of the Air Force Systems Command, Office of Aerospace Research.

Prior to his Andrews AFB duty, he was assigned to the 3rd Weather Wing at Offutt AFB, Neb., serving four years as commander of Global Weather Central and one year as director of scientific services.

Earlier service experience includes three years as chief of the Evaluation and Development Division of Headquarters, Air Weather Service; two years as staff meteorologist for the Los Alamos Scientific Laboratories; and three years as chief of scientific services at Tokyo Weather Central.

Spohn is a councilor of the American Meteorological Society and a member of its Committee on Forecasting. He has been a professional member of the AMS since 1945.

Born in Reading, Pa., he received his M.S. in meteorology in 1944 and his doctorate in meteorology in 1948, both from the Massachusetts Institute of Technology. His undergraduate studies were at Lehigh University, where he received a B.A. in mathematics in 1937.

He is married to the former Laura Ella Hoeltzel of Temple, Pa. The Spohns now reside, with their five children, at 6503 Carol Court, Clinton, Md.

Cost Reduction Earns Award For 7th Wing

SCOTT AFB, Ill.–The 7th Weather Wing headquartered at Scott recently earned a "Certificate of Achievement" for its contribution to the Air Force Cost Reduction Program.

Brig. Gen. Russell K. Pierce, Air Weather Service Commander, presented the award to Col. William H. Best Jr., 7th Weather Wing Commander.

The wing surpassed its Fiscal Year 1966 assigned goal in the Cost Reduction Program Area 3C3–Maintenance Management. A total of $60,700 in validated submissions applied to a goal of $31,500 resulted in the achievement of 192.7 per cent of the assigned goal.

Know Your Enemy: The Viet Cong

Part 5

The nearly half million men and women who make up the civil and military components of the Viet Cong army and its shadow government, the National Front, are as diverse and divergent in origin and in motivation as those of any army and government anywhere.

Perhaps the most important thing that sets them apart from their fellow Vietnamese is the way in which they are incessantly told, and caused to repeat, the reasons for everything they do, including supporting the Viet Cong.

The best illustrations of their diversity, and their common knowledge, is found in some of their own statements.

Consider the story of Captain Lam. One of the real "hard core," the backbone of the movement, he took advantage of the Government's Chieu Hoi program which welcome the return to loyalty of those misled by the Communists.

"I left my village in Central Vietnam in 1947, when I was eighteen years old, to join the Viet Minh. Two years later, because they said that all leaders in the struggle against the French should, I joined the Communist Party. As its Political Officer, I went North with my company in 1954, after the division of the country.

"In 1960, I was promoted to Senior Captain and ordered to go to help liberate the South. After nearly six months' traveling I reached my destination and became at first a political member of the Province Committee and later a District Commissar (Secretary of the District Committee).

"We were very successful in organizing and expanding the Viet Cong, but after two years, and the change in governments, I began to see the real difference between the way the people live in the North and the way they would live in the South if it were not for this war.

"I lost my faith in the Communist claim that we were fighting for the people and decided that the only right thing was to join the forces of the Republic of Vietnam, so I did."

By way of contrast, consider the words of Sergeant Vo Anh Long, a 31-year-old squad leader in the main force battalion: "I was a farmer until May, 1960. The Government controlled my village, but the Viet Cong used to come at night and collect taxes.

"They would tell us, and we believed them, that they were good men who loved and wanted to defend the poor people like us, that they struggled and sacrificed even their lives to give rights to the poor people.

"Finally they told me and five other young men that if we stayed in the village the Government would take us away for the army, but that if we came with them for a week of training we could become local guerrillas and defend our village. We went with them, but then they told me that because of my ability I must go to a long training course.

"We marched for months to reach the training camp, where I studied for six months and then was graduated as a squad leader.

"I soon realized that the life of a Viet Cong was hard, but the cadre kept emphasizing that we were living gloriously, that we must be prepared to die splendidly.

"Although I knew that I had been fooled, I accepted this. We studied and had self-criticism sessions almost every day. Each of us belonged to a three-man cell, so that every man was watched by two others.

"I stayed with them for four years, fighting in many battles. Eventually I could no longer stand being away from my family, and so I ran away and joined the Government side."

A few more statements further illustrate the diversity.

"My uncle told me that I must join the district force because otherwise the Viet Cong might burn down my mother's house."

"I was farming in the North, but last year when I was 20 the PAVN (People's Army of (North) Vietnam) drafted me, gave me six weeks' training, asked my group if it would not help to liberate the South, and marched us down here. Now I am in a transportation unit and have to carry 32 kilos of rice for 12 miles every day. I want to go home."

"I did not want to become a soldier but the Viet Cong came and took me. Then I was ashamed to desert, because it would disgrace my comrades in the cell. But I used to get drunk and sleep too late, and after I was criticized several times and did not reform I was banished from my unit."

"I am from North Vietnam. I was an officer of the PAVN. I was ordered to come to the South, so of course I came."

"I was a village guerilla. The Viet Cong hamlet chief told me I must watch for the Government troops. One night the district force came and attacked the Government outpost. I had to help them. After the battle they gave me a gun and said that now I must fight to save my life. When a RVNAF company came I tried to hide but they found me."

Viet Cong Discipline

Scholar or street urchin, professional officer or farm boy, they all tell the same story of relentless indoctrination—of discipline playing on every human emotion, constantly applied.

The soldier is required to memorize a basic code of conduct (a 10-point oath of honor) which put him in the position of a hero, a patriot, a friend, and protector of the people.

1. I swear I am prepared to sacrifice all for Vietnam. I will fight to my last breath against imperialism, colonialism, Vietnamese traitors, and aggression in order to make Vietnam independent, democratic and united.

2. I swear to obey absolutely all orders from my commanders, executing them wholeheartedly, promptly, and accurately.

3. I swear to fight firmly for the people without complaint and without becoming discouraged even if life is hard or dangerous. I will go forward in combat without fear, will never retreat regardles of suffering involved.

4. I swear to learn to fight better and shape myself into a true revolutionary soldier battling the invading American imperialists and their servants, seeking to make Vietnam democratic, wealthy and strong.

5. I swear to preserve organizational secrecy, and to keep secret my unit's plans, the name of my unit commander, and all secrets of other revolutionary units.

6. I swear if taken by the enemy I will not reveal any information even under inhuman torture. I will remain faithful to the Revolution and not be bribed by the enemy.

7. I swear in the name of unity to love my friends in my unit as myself, to work cooperatively with them in combat and at all other times.

8. I swear to maintain and protect my weapons, ensuring they are never damaged or captured by the enemy.

9. I swear that in my relationships with the people I will do three things and eschew three things. I will respect, protect, and help the people; I will not steal from, threaten, nor inconvenience the people. I will do all things to win their confidence.

10. I swear to indulge in self-criticism, to be a model soldier of the Revolution, and never to harm either the Liberation Army or Vietnam.

He is never allowed to forget this role. Perhaps the most effective reminder is his unit's daily indoctrination and self-criticism session. In this, he must explain his reactions, and he must publicly confess and criticize his own shortcomings and weaknesses in thought and deed.

After every fight there is an almost immediate critique, with no holds barred, which gives every man a chance to let off steam.

It also lets the cadre know what his men are thinking. This contributes to the effectiveness of the constant surveillance program, maintained primarily through the cell system (usually three-man) which is applied to every possible unit.

Appeals to the mind and the heart are the principal way which the Viet Cong seeks to control its members. Regular units employ standard forms of military courtesy, and strict obedience is always expected, but emphasis is placed on making compliance with regulations appear to be voluntary.

For those who fail in their duty, if such normal punishments as public criticism, extra duty, and brief confinement do not bring reform, the penalty is often discharge, in terms that make the man feel a traitor and an outcast from the human race.

The fear of corporal punishment or death seems to be of less importance although either may be visited on the individual or his relatives.

F-105 Pilots Blast 4 SAMs

Four communist-built surface-to-air missiles (SAM) were destroyed by Air Force pilots during a busy week in October.

It was the second time in less than a month that Air Force pilots destroyed missiles on the ground. The missile site, 13 miles northwest of Dong Hoi, is farther south than any hit thus far in the air war over North Vietnam.

The site was found by F-105 Thunderchief pilots hidden in the woods and heavily camouflaged. It was uncovered when air-to-ground missiles were launched at an enemy radar van nearby.

COLONEL WILLIAM S. BARNEY, AWS vice commander, awards the Air Medal to 1st Lt. Ronald G. K. Wong, 10th Weather Squadron Combat Weather Team, during the vice commander's recent visit to 10th Wea. Sq. headquarters in Southeast Asia.

AWSmen Participate In Ancient Ethiopian Religious Ceremony

By MSgt. Paul W. Hardy
6th Weather Squadron (Mobile)

An Ethiopian religious ceremony that has remained virtually unchanged for centuries got a unique lift from a group of USAF Air Weather Service weathermen recently.

The religious ceremony is the Maskal Observance, an impressive event in whihc most of the Christian populace of Ethiopia take part. The Air Force weathermen are personnel of the 6th Weather Squadron (Mobile) from Tinker AFB, Okla., who are temporarily stationed at Dire Dawa, Ethiopia.

The story of what happened when these Americans participated in the Maskal Observance is probably a first in Ethiopian and Air Force histories.

The ceremony is a day-long celebration climaxed by the lighting of huge bonfires at many locations and the displaying of a snow-white cross. Known as the Feast of the Finding of the True Cross, or Maskal, it is one of the great religious holidays of this African country. Legend has it that in the 4th Century the Queen followed the smoke of a bonfire and found the True Cross of the Crucifixion.

The setting for this particular celebration was in Harar Province, a semi-mountainous oasis located in the eastern-central part of Ethiopia some 35 miles south of Dire Dawa. The capital of this province is the city of Harar, which has a population of about 40,000.

A short while before the scheduled celebration on September 26, the AWS weathermen were contacted by representatives of His Imperial Majesty's 3rd Army Division Commander and the governor of Harar Province for assistance in presenting an entirely different program.

On September 20, Colonel Arba of the 3rd Army Division and Mayor Hagdu of Harar visited the weather station at Dire Dawa and explained their wishes in regard to the Maskal ceremony.

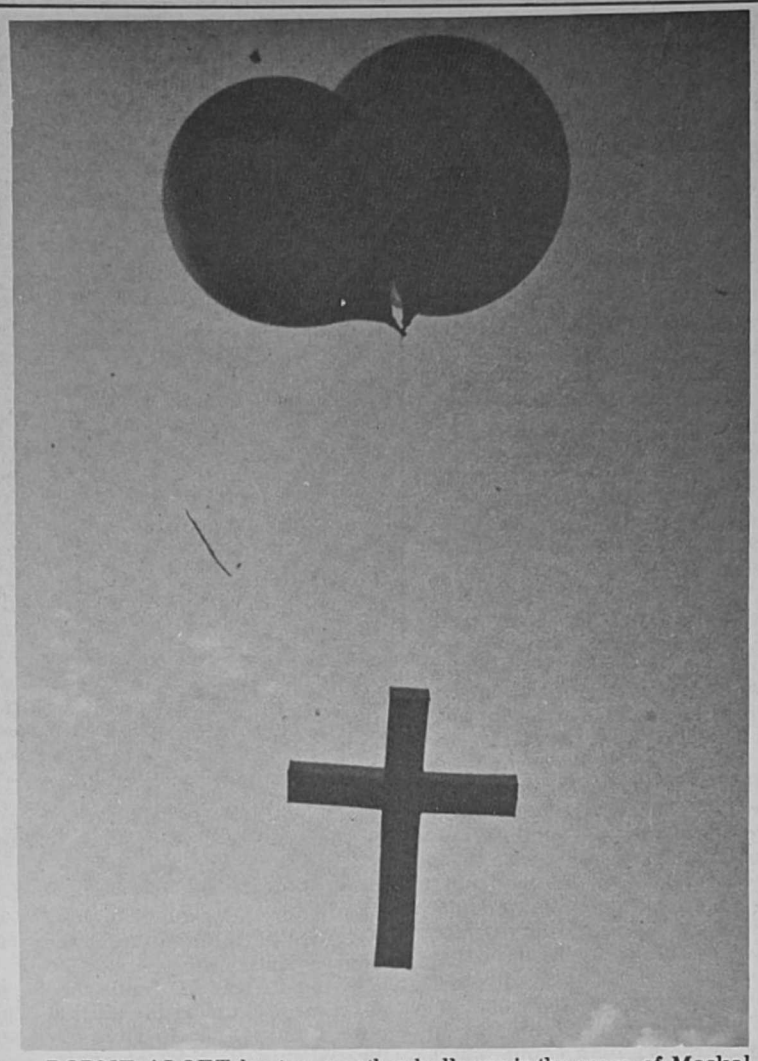
At 6:25 p.m. on September 26, the huge bonfire was settling into a glowing bed of coals when suddenly the immense crowd was silenced by an unexpected sight. A huge, lighted, white cross was floating above the awed crowd at 100 feet.

Barely discernible in the twilight were two ML-518 weather balloons from which the shining cross was suspended.

The 15,000 soldiers, civilians, religious groups and all others broke into approving shouts and enthusiastic gestures at this new aspect of their ancient observance.

The anchor cord was cut and the cross traveled in a northerly direction for thousands of more Ethiopians to observe the True Cross shining in the sky.

At the conclusion of the ceremony, MSgt. Paul W. Hardy, SSgt. Thomas P. Rivers, A1C Jerry Yeager and A2C Leon J. Scherer, all of the 6th Weather Squadron, were dinner guests of Colonel Arba and his staff.



BORNE ALOFT by two weather balloons is the cross of Maskal in an ancient Ethiopian religious ceremony. The event marked a high point in Ethiopian-United States Air Force cooperation.

Safety-Sondes

What is the most hazardous thing on the highway today? There are some who will say it's a stopped vehicle. If for good reason you must stop on the road, follow these rules:

Signal first--On a thoroughfare or turnpike with paves shoulders, signal a right turn, slow down and pull off carefully.

Be sure you get completely off the roadway, as far from the traffic lanes as possible. If the position is at all precarious, get passengers out of your car and to a safe spot.

At night, keep your headlights on with beams lowered. Also switch on the dome light.

Carry flares with you at all times. During the day, use fligs and at night use flashlights or lanterns as supplementary signals.

When you stop on the straightaway, place one flare at least 300 feet behind your stalled vehicle. Then be sure to place another near the car. If you must stop on or near a curved portion of the highway, place one flare at least 300 feet behing the curve and another at the stalled car.

If you become stalled on a hill, place one flare over the hill at least 300 feet beyond the crest and behind your vehicle. Then place another flare near your stalled vehicle.

If you need help, raise the hood of your car or tie a white handkerchief to the radio antenna.

Dual Honors Go To AWS Major From China, U. S.

TAIPEI AS, Taiwan – Maj. Robert M. Chamberlain, former commander of Det. 53, 1st Weather Wing, received dual honors from the U.S. and Republic of China Air Forces prior to his reassignment to Seymour Johnson AFB, N.C.

Maj. Gen. Huang, Wei-King, commander of the Chinese Air Force Weather Wing, presented Chamberlain with a set of weather observer wings, while Brig. Gen. Thomas N. Wilson, commander of PACAF's 327th Air Division, awarded him the Air Force Commendation Medal.

Missile Support Earns Insignia

1st Lt. Albert W. Fuller of the Air Force Satellite Control Facility, Sunnyvale, Calif., has been awarded the Missileman Badge by Col. C. E. Hughes, Director of the Facility.

Every member of the Sunnyvale staff is now wearing the Missileman Badge which is awarded to personnel who provide operational support to missile installations.

Miss Wigington

Merlyn Wigington's Wedding Announced; Father With 2d Wing

AUGSBURG, Germany–Chief Warrant Officer Don Wigington, weather officer for Air Weather Service's Detachment 9, 7th Weather Squadron, has announced the marriage of his daughter, Merlyn, to Roderick Center of Duluth, Minn.

The bride attended the University of Maryland, Munich campus, and was a 1963 debutante. She and her husband will continue their studies at the University of Minnesota at Duluth.

Det. 9 supports the 24th Infantry Division, U.S. Army, at Augsburg.

Typhoon Chasers Busy

(Continued from Page 1)

ical storms are called hurricanes until they cross the international dateline, then they are referred to as typhoons.) Within hours an aircraft carrying a double crew departed Guam for the Hawaiian Islands.

By Sunday, August 14, the winds of Susan had exceeded the 64 knot limit of a tropical storm and she was reclassified as typhoon Susan, and the Ryukyu suspect area had become tropical storm Tess with 50 knot winds and still growing.

Six thousand miles away, Hawaii anxiously watched the development of a tropical storm to a hurricane which was given the name Connie.

And more was yet to come. A third suspect area was identified in the Philippine Sea.

At this time the 54th had two aircraft in the Philippines and one on Okinawa, tracking typhoon Susan and tropical storm Tess, and a fourth aircraft flying out of Hawaii, its two crews relieving each other in tandem to maintain a continuing watch on hurricane Connie, whose winds had now risen to 75 knots.

In addition, from the home station on Guam an aircraft was still being launched daily to scout the trans-Pacific fighter routes. Reconnaissance resources, for a squadron of only six aircraft and nine crews, were running low.

Nevertheless, a concerted effort by squadron operations and maintenance produced another aircraft and crew to investigate the Philippine Sea suspect area. This last one, happily, did not develop into a major storm.

Monday, August 15, was a particularly memorable day. Susan, on the wane but still full of fight, had reverted to the status of a tropical storm. Tess picked this day to grow to typhoon proportions, while at the far end of the Pacific hurricane Connie was at her peak.

Thus, on this day the Typhoon Chasers were simultaneously tracking and fixing a hurricane, a typhoon and a tropical storm, and performing storm reconnaissance near both extremities of the broad Pacific.

Late on Tuesday, tropical storm Susan became difficult to locate. Her northward journey had brought her into the area dominated by typhoon Tess and she was being absorbed into the latter. Tess was at her peak strength with winds of 100 knots.

But by Wednesday, Susan was gone and Tess was no longer a typhoon but a tropical storm, with less than a day to live.

Far to the east, however, Connie still raged. She, too, had reverted to tropical storm status, but with her 50 knot winds was still a potential menace.

Unlike Susan and Tess, Connie was without a great land mass nearby to inhibit her further development. Although past Hawaii and now on her great westward wheel, she had not lost her menace. She might intensify; she might turn. As it was, she did neither.

On the 18th the last fix was made on her and the Hurricane-Hunting Typhoon Chasers were released to return to Guam on the following day.

Thus ended one memorable campaign, but not the war, for the returning crews were still winding their way homeward when yet another reconnaissance flight was launched.

Tropical storm Viola, which would become typhoon Viola, had materialized suddenly to the north of Guam and would have to be chased all the way to Japan. But that is not part of this story.

Back at Guam when the final tally was made, it was an impressive one. In a ten-day period the squadron had scouted three storms, including a hurricane and two typhoons, while providing twelve weather-scout sorties for the trans-Pacific fighter routes.

During this period more than forty sorties were flown in all for an accumulated flying time of nearly two hundred and fifty hours.

In spite of the multiple and simultaneously occurring commitments, not a single reconnaissance requirement failed to be fulfilled and more than thirty storm penetrations were made.

Through the efforts of the Air Force Typhoon Chasers, the threat of storms has been lessened for people, ships and aircraft that must travel the Pacific.

Staff Weather Officer Named

SEOUL, Korea–Air Force Lt. Col. Carl B. Fountain has replaced Lt. Col. Earl S. Goodale as 8th Army staff weather officer.

Before coming to the Republic of Korea, Colonel Fountain was commander of the weather detachment at McGuire AFB, N.J. He is a native of Winston-Salem, N.C.

ON THE skew-T

Highlights of Air Weather Service personnel at work and play.

AWS Global Report

Seymour Johnson AFB, N.C.

SSgt. (newly promoted) William G. Treadway, Detachment 12, 3d Weather Squadron, was recently named Base Outstanding Airman of the Quarter for Seymour Johnson AFB.

Treadway was selected from 2500 eligible airmen for duty performance, job knowledge, bearing, self-improvement and unusual achievement.

During off-duty hours Treadway has attended both on and off-base courses to amass sufficient credit hours to apply for the Airman Education and Commissioning Program (AECP). He has been accepted for the AECP program and will begin studies at Florida State University next January.

Randolph AFB, Tex.

A2C Ronald R. Laub, Detachment 10, 24th Weather Squadron, recently won the detachment's newly started Airman of the Quarter competition.

Laub is a weather equipment repairman with two years service. He is from Clarinda, Iowa.

Hamilton AFB, Calif.

TSgt. Earl W. Langhorne, a forecaster with the 35th Weather Squadron, has received the Air Defense Command Distinguished Educational Achievement certificate in recognition of academic advancement during off-duty time.

High Wycombe, England

A2C Kenneth R. Short Jr., Detachment 40, 28th Weather Squadron, was awarded a Scholastic Achievement Medallion for the fourth term, 1965-1966 of the University of Maryland. He earned the award for maintaining an "A" average and being on the Dean's List for the European Division.

Short was one of 18 out of more than 8000 students to earn this distinction.

Scott AFB, Ill.

SSgt. Charles E. Means, Headquarters, Air Weather Service, who has recently returned to Southeast Asia, was recently informed that he earned the Joint Service Commendation Medal for service performed while working with the Joint Secretariat, Commander in Chief, Pacific. The citation covered a previous overseas assignment and was signed by Admiral U.S.G. Sharp for the Secretary of Defense.

Clark AB, R. P.

A1C Charles R. Nolan, Detachment 5, 1st Weather Wing, was selected as the detachment's Airman of the Quarter. Nolan, who donned new stripes in October, was chosen for outstanding job knowledge and performance of duty.

Airman Nolan is from Jerome, Arkansas. He has attended Arlington State College in Texas, Florida State University and the University of Oklahoma.

Seymour Johnson AFB, N.C.

A2C David R. Welch, Detachment 12, 3d Weather Wing, has received the Tactical Air Command Education Achievement Award for completion of 37 credit hours of USAFI and East Carolina College courses.

Scott AFB, Ill.

Capt. John H. Haneklau, 7th Weather Wing, recently received the Bronze Star Award for meritorious service performed as Staff Weather Officer in Vietnam while assigned to Detachment 6, 30th Weather Squadron.

His citation reads, in part, "His superb performance and signal contributions assisted materially in the success of the U.S. effort in Southeast Asia."

The medal was presented by Col. William H. Best, Jr., MAC Staff Weather Officer and Commander of 7th Weather Wing.

PRIDE WINNERS TSgt. Ervin A. Lord, center, and TSgt. Johnnie Bosmans receive $25 U. S. Savings Bonds from Col. Robert L. Kane, 54th Weather Reconnaissance Squadron commander. The sergeants were named "Outstanding PRIDEmen of the Quarter" for outstanding performance of duties.

WEATHER DETACHMENT VISITOR, Gen. Howell M. Estes Jr., commander of the Military Airlift Command (MAC), stops to chat with A1C Robert J. Johnston during a recent visit of the 2d Weather Wing's 28th Weather Squadron headquarters facilities at RAF Northolt in the United Kingdom. The general was winding up a tour of MAC facilities in England and Spain.

☐ Commendation Medals ☐

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

Col. Arnold E. Zimmerman, 9th Weather Reconnaissance Wing, from July 30, 1964 to June 30, 1966.

Col. Clifford A. Spohn (Second Oak Leaf Cluster), 6th Weather Wing, from June 30, 1965 to Aug. 15, 1966.

Col. Robert M. Hoffman, Det. 19, 9th Weather Squadron, from Sept. 1, 1961 to June 30, 1966.

Lt. Col. Elbert Ehrlich, Det. 40, 28th Weather Squadron, from Aug. 1, 1964 to Aug. 20, 1966.

Lt. Col. Donald W. Camp (Third Oak Leaf Cluster), Hq. AWS, from Jan. 27, 1965 to Aug. 15, 1966.

Lt. Col. Arthur L. Turner Jr., Hq. AWS, from July 9, 1963 to Aug. 15, 1966.

Lt. Col. Charles D. Easley, 28th Weather Squadron, from July 15, 1963 to July 20, 1966.

Lt. Col. George B. Skinner, 15th Weather Squadron, from July 9, 1961 and from Aug. 30, 1963 to June 30, 1966.

Maj. Howard C. Brown, South Ruislip Forecast Center, England, from June 24, 1963 to May 15, 1966.

Maj. David A. Bush, Det. 18, 9th Weather Squadron, from Nov. 1, 1964 to June 30, 1966.

Maj. Ralph W. Thomas, Det. 1, 3d Weather Wing, from July 1, 1964 to July 1, 1966.

Maj. Charles R. Campbell, 53d Weather Reconnaissance, from July 8, 1964 to April 30, 1966.

Maj. Donald V. Ridenour, 3d Weather Wing, from March 2, 1962 to April 6, 1966.

Maj. Harold S. Vartanian, 3d Weather Wing, from Sept. 17, 1964 to Aug. 15, 1966.

Capt. Peter N. Micale, Weather Support Force, from June 7, 1965 to Aug. 11, 1965.

Capt. Billy L. Moore, HQS, United States Strike Command, from Jan. 21, 1965 to July 20, 1966.

Capt. Forrest E. Jackson, Det. 2, 9th Weather Squadron, from Oct. 6, 1965 to Jan. 15, 1966.

Capt. Dennis L. Quick, Hq. AWS, from Jan. 15, 1965 to June 1, 1965.

Capt. James R. Wright, Hq. AWS, from Jan. 2, 1964 to May 31, 1966.

1st Lt. Joseph O. Proctor, 24th Weather Squadron, from July 1, 1965 to April 20, 1966.

1st Lt. David A. Sidwell, 6th Weather Wing, from Aug. 12, 1964 to May 31, 1966.

1st Lt. Larry W. Wallace, 17th Bombardment Wing (SAC), from July 1, 1964 to Oct. 15, 1965.

CMSgt. Orus W. Byrd, 16th Weather Squadron, from Aug. 21, 1964 to July 20, 1966.

SMSgt. Robert E. Alexander, Hq. AWS, from July 2, 1964 to Aug. 15, 1966.

MSgt. Hubert W. Davidson, Hq. AWS, from Jan. 1, 1965 to Aug. 1, 1966.

MSgt. Thomas O. Nash, 53d Weather Reconnaissance Squadron, from Sept. 10, 1963 to May 30, 1966.

MSgt. Herbert B. Temming, 29th Weather Squadron, from Sept. 30, 1963 to Aug. 15, 1966.

TSgt. William R. Hickman Jr., 26th Weather Squadron, from Feb. 24, 1964 to July 15, 1966.

TSgt. Robert G. Richardson, 25th Weather Squadron, from May 14, 1960 to April 20, 1966.

TSgt. Adrian Jowyk, 1st Weather Wing, from July 24, 1963 to June 1, 1966.

TSgt. Lynford W. Rice, 53d Weather Reconnaissance Squadron, from Oct. 18, 1965 to June 1, 1966.

SSgt. Frederick Dusold, 1st Weather Squadron, from Sept. 4, 1963 to June 1, 1966.

SSgt. Efraim L. Gregory Jr., 53d Weather Reconnaissance Squadron, from Sept. 24, 1963 to June 1, 1966.

SSgt. Jesse B. Williams, 53d Weather Reconnaissance Squadron, from Nov. 5, 1963 to May 30, 1966.

SSgt. Harold J. Beeso, Hq., 3d Weather Wing, from Feb. 1, 1963 to Aug. 15, 1966.

SSgt. Luther H. Summerall, 53d Weather Reconnaissance Squadron, from Oct. 1, 1963 to May 17, 1966.

Airman Saves Woman's Life; Earns Medal

A2C James W. Clark, Detachment 1, 3d Weather Wing, Offutt AFB, Neb., has received the Airman's Medal for heroism for saving a young woman's life.

Airman Clark was eating at a cafe in Council Bluffs, Iowa, when a faulty coffee maker exploded. Mrs. Caroline Loom, a waitress, was next to the apparatus when it exploded and the force of the blast mutilated her left arm so badly that later it had to be amputated at the shoulder.

Disregarding possible secondary explosions and the danger of a flash fire, Airman Clark rushed to the waitress, applied pressure to the severed artery and, according to Dr. Ralph L. Hopp, M.D., attending surgeon, "Undoubtedly saved her life."

The other patrons in the cafe had fled, but Airman Clark continued the first aid treatment until an ambulance arrived. He continued putting pressure on the arm even while enroute to the hospital, until Capt. Donald M. Barritt of the Council Bluffs Fire Department took over when Clark's hands gave out.

COL. ROBERT L. SOREY

Colonel Sorey Gets Legion of Merit For Pacific Duty

OFFUTT AFB, Neb.–Col. Robert L. Sorey has recieved the Legion of Merit for his service as staff meteorologist to Pacific Air forces headquarters and as 1st Weather Wing commander from June, 1964, to June, 1966.

Colonel Sorey, new 3rd Weather Wing commander at Offutt was cited for "significant contributions to the effectiveness and success of the United States Air Force program in the Pacific Theatre and specifically in mainland Southeast Asia."

Colonel Sorey's efforts, the citation notes, resulted in scientific advances, enhancement of flying safety and the development or more effective concepts for direct support of combat operations in Southeast Asia.

"He was highly instrumental in the resolution of many complex problems of major importance to the Air Force in the Pacific Theater," the citation reads.

SPORTS FRONT

By TSgt. M. J. "Lee" Lehart

With the chill winds of November claiming the few remaining tree leaves, we had best catch up on softball items. Up in Michigan, where football is king, the men of Detachment 14, 12th Weather Squadron won the Selfridge AFB softball championship. Captained by 1st Lt. Richard C. Kirchner, they downed Field Maintenance in the final game–five to four. This was their second good year in a row.

For the fourth consecutive year Det. 18, 15th Wea. Sq. at Kindley AFB, Bermuda, has won the base's Slow Pitch Summer Softball League. Weathermen responsible for the latest title are Bob Himes, Phil Kumm, Roger Christensen, Grover Nevel, Jim Hines, Vince Esposito, Steve McDuffee, Larry Plant, Bob Knicely, Dan Wilkes, Ed Whitley and Bill Birchman. They ended the season with a 20-2 record.

Jumping to Guam, where they probably have "winter" as well as summer softball leagues, we find the 54th Wea. Recon. Sq. winning the Andersen AFB fast pitch championship. Finishing the regular season in fourth place, the Storm Searchers defeated the 27th Communications Sq. four to three in the final of the double elimination playoff. WRS pitcher Frank Monge was unanimously voted the tourney's most valuable player. Before this strikeout artist made the scene the Reconners were league doormats.

STRIKES & SPARES

Besides softball the 54th has bowlers by the dozens with four different teams entered in two leagues. The 54th Officers came out third in the just completed Independent League. Steve Graham made the Andersen base team and participated in the PACAF tournament.

Bowling must be quite popular with our Greenland based weather troops (along with tree-climbing and water skiing). Det. 47, 12th Wea. Sq. at Sondrestrom AB had entries in three different summer leagues–Intramural, Independent and No Tap–and took first in all three! These "Sondy" strikers were MSgt. D. Lopez, SSgts. E. Sinclair and R. E. Prasser, A1Cs L. Tshida, D. Dearth, W. Baack, J. Lychwick and A2C R. Lavin.

It's obvious why the detachment didn't garner the Officer's League title as well. SSgt. Sinclair won a triplicate award with identical scores of 192.

Korean detachments recently staged a "Weather Bowl" to determine the "Chosen Championship." Hosting the affair was Det. 18 at Seoul with Kunsan's Det. 10 and Osan's Det. 15 the guests–all units belonging to 20th Wea. Sq.

After defeating Osan, the Kunsan weathermen met Seoul in the finals with the host team coming from behind to win, eight games to four. Members of the Seoul keglers were J. B. Mason, John Perchik, Phil Williams, Team Captain Lloyd Cyr and anchor man Mike Plummer. Maj. John F. Ryan, Det. 10 Detco, was Kunsan's top man and is perhaps the best of our bowlers in Korea, having numerous 600 series to his credit.

Speaking of good bowlers, how about SSgt. Robert H. Tait, forecaster with Det. 7, 16th Wea. Sq., Ft. Ord, California, who is having a "fair" bowling year? After finishing the winter season with aleague high average of 192 (669 series, high game of 239), he branched out during the summer to four nights a week. On Tuesdays he averaged 192, Wednesdays he finished with a league high average of 201, Thursdays he carried the Ft. Ord high of 194 (with a high game of 270).

By now he should be tired, but on Fridays he finished with a league high average of 203 (860 - four game series, high game 258). Wow!! Wonder if this superbowler pulls swing shifts, too? If so, he must be either single or "working on it."

Petersen Gets Detachment At McGuire

Lt. Col. Nelson L. Petersen assumed command of Detachment 10, 15th Weather Squadron, at McGuire AFB, N.J., on Aug. 5. He relieved Lt. Col. Carl B. Fountain who has been reassigned to OL 1, 20th Wea. Sq., in Korea.

Colonel Petersen comes to the McGuire Forecast Center from Headquarters, 2nd Wea. Wg., Wiesbaden, Germany, where he served as assistant staff weather officer to USAFE.

Colonel Petersen, a pilot, is a veteran of World War II, when he served in India and China. A native of Nebraska, he attended UCLA. He is married and has three daughters.

Eclipse

(Continued from Page 1)

few seconds–can be observed with maximum efficiency.

Observations and photos will be taken from many sites along the eclipse line. Many countries are represented in hundreds of team efforts during a total eclipse. A large variety of instruments such as optical telescopes, spectographs, satellites, etc. are employed.

Local weather forecasts and cloud conditions will play an important role in the last-minute planning. Cloud cover between the observatory and the sun can minimize visual or telescopic observation and completely frustrate months of planning and preparation.

Such eventualities are always considered in the expedition plans. Alternate sites and alternate techniques such as specially instrumented aircraft, flying high above the clouds, can help fill the observational gaps and obtain observations and photographs desired.

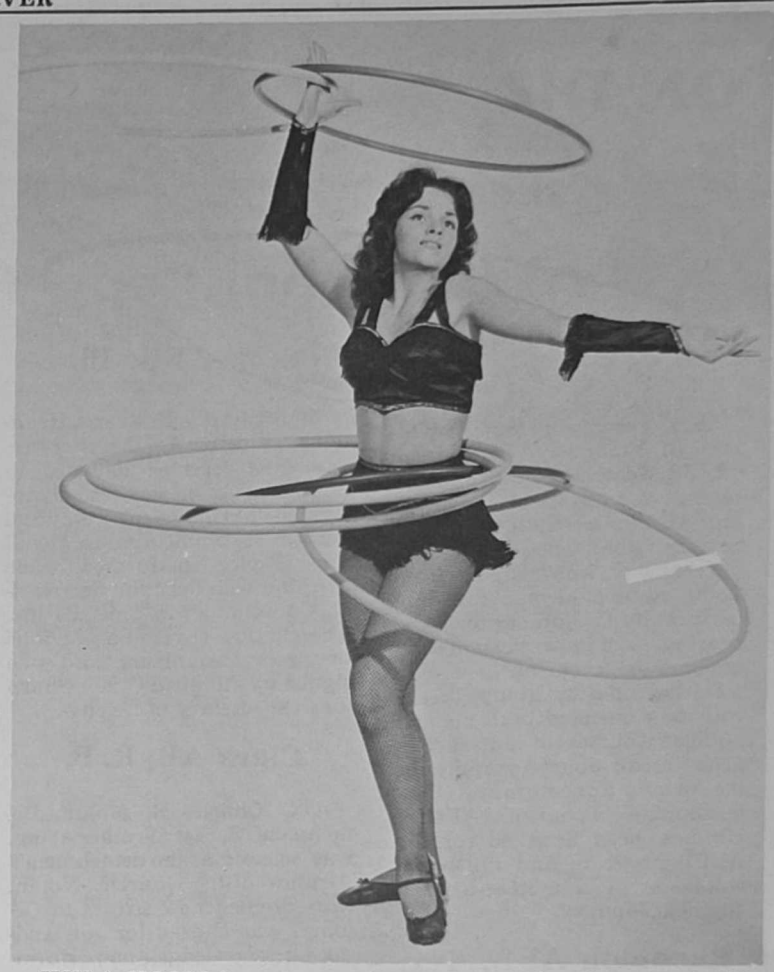
A casual observer might reasonably ask, "Why all this fuss over a solar eclipse? What can a scientist learn from a few seconds of observations?"

First, there is a whole lot more to the sun than we can see in the absence of an eclipse. In fact, the sun has a tenuous, very hot atmosphere–temperature is over a million degrees–which extends many millions of miles beyond the edge of the sun as most people know it. Basic questions which eclipse studies can help to answer are:

"Why is there a solar cycle?" and "What is the universe made of?" and "How old is it?" and even more important for the Air Force and other potential space travelers, "What causes solar eruptions and what effect will they have on people and instruments in space?"

In general such studies, even though an eclipse lasts for only a short time, add greatly to our knowledge and understanding of solar and upper stmosphere physics.

The AWS collateral benefits, of course, will be to improve the accuracy and reliability of its solar and space forecasts which are becoming so vital to the success of the Air Force's continuing space program.



HULA HOOPS have been a large part of Mrs. Betty Repinski's life since she purchased her first hoop eight years ago. She has combined hula hooping with dancing into an act that has delighted audiences all over the country. Her most recent appearance was on the Ted Mack Amateur Hour.

AWS Wife Has Hula Hoop Act; Appears On TV

SCOTT AFB, Ill.–The hula hoop craze of years ago, all but forgotten by most Americans, is still very much alive to a young Air Weather Service couple here.

Mrs. Betty Repinski, wife of A1C John M. Repinski, has coupled dancing with hula hooping into an act that has delighted television viewers, state fair crowds, charity show audiences, church and civic groups.

Her most recent apperance was on the Oct. 23 Ted Mack Amateur Hour televised from New York City.

The Repinskis have been married two years and are the parents of a one-year-old boy. Airman Repinski is a computer programmer at Air Weather Service Headquarters, Scott AFB, Ill.

Mrs. Repinski, 23, bought her first hoop in New Orleans, La., at the height of the 1958 hula hoopla. She used this same hoop on her recent television appearance.

She then entered a hula hoop contest, won and was on her way to appearances before every type of group seeking entertainment. She recently ended a three-year absence from show business with an August appearance at the Missouri State Fair.

The major problem facing her act, Mrs. Repinski says, is the dwindling availability of hula hoops.

Births

NESIBA, A1C and Mrs. Bobbie G., a son, Eric Quinn, at Bad Kreuznach Army Hospital, Bad Kreuznach, Germany. Father assigned to Detachment 12, 7th Weather Squadron.

MARLIN, A1C and Mrs. Michael D., a son, Jeffrey Michael, at Methodist Hospital, Sioux City, Iowa. Father assigned to Detachment 4, 29th Weather Squadron.

WALLACE, 1st Lt. and Mrs. Larry W., a son, Sean William, at Bayshore Hospital, Pasadena, Texas. Father assigned to Detachment 10, 20th Weather Squadron.

STARK, TSgt. and Mrs. Raymond R., a son, Dwight Edward. Father assigned to Detachment 20, 31st Weather Squadron.

HERRON, A1C and Mrs. Finis R., a daughter, Ilena Rae. Father assigned to Detachment 20, 31st Weather Squadron.

STALLCUP, Maj. and Mrs. Edward E., a son, Stephen Paul, at McDill AFB, Florida. Father assigned to Detachment 32, 3d Weather Squadron.