

1937

Three Decades of Military Weather Support

1967

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Tornado Season Opens; Warning Center Ready

SCOTT AFB, Ill.—The tornado season is underway and AWS once again begins its vigil in "Tornado Alley"—a wide belt between Florida and Texas, running northwest to North Dakota.

The job of predicting one of the most vicious, erratic forces in nature is a difficult one. From February to September, tornadoes spring out of angry storm clouds with little or no warning.

But weathermen from air Weather Service and the Weather Bureau work together in the heart of the "alley" to determine conditions which cause tornadoes and other types of severe weather. They try to pinpoint the time and place of a tornado's origin and the path it will follow.

Located jointly in Kansas City, Mo., are the Severe Local Storm (SELS) Unit of the Weather Bureau and the Military Weather Warning Center of USAF's Air Weather Service.

Using the same facilities and information, simultaneous severe weather warnings are issued by the two agencies. The Weather Bureau tailors its forecasts for civilian consumption, while AWS predicts the weather

for specific military requirements.

Over the years "Tornado Alley" has been broadened to include almost half of the area of the continental U. S. From Albany, Ga., operations extend northwest to South Bend, Ind., west to Grand Forks, N. D., and south to Lubbock, Tex. The Kansas City facility is the hub of this giant complex.

Data in this wide area is gathered in several ways:

—Surface observations, as old as weather predicting itself, still provide valuable data.

—Radar is a useful tool in following the movement of storms, including those storms likely to produce tornadoes.

—America's weather satellites give a different view of storms moving across the country.

—Mobile USAF Rawinsonde teams make upper-air soundings of temperature, humidity, pres-

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Air Guardsmen Provide Backup Weather Support

ORLANDO AFB, Fla.—Imagine this situation: International tensions have reached the breaking point. United States forces are deploying rapidly to overseas bases with a massive war imminent.

Air Weather Service has ordered many of its crack stateside observers and forecasters to the scene of the disturbance. Who will fill the gaps in the military meteorological network at home? And where will additional weathermen be found to boost the strength of the overseas contingent?

A freak winter storm has poured tons of snow and ice over much of the northern half of the United States. Thousands of families are isolated and helpless in outlying areas. Air bases throughout the southern states plan heavy flight schedules to airlift food and medical supplies.

Who will augment regular AWS units to provide weather support for the additional flights?

"Our flight will be ready to go and in place two hours after somebody gives me a telephone call," the commander of an Air National Guard weather flight told the Observer recently. "My troops are already briefed. They've got their gear packed and are ready to go."

Lt. Col. Harold E. Taft's 181st ANG Weather Flight, headquartered in Dallas, Tex., is typical of the some 39 ANG weather units stationed from Hawaii to Massachusetts and Minnesota to Texas.

There is no all-out mobilization or national emergency at this time. But in the best tradition of a competent back-up system, the guard weathermen give AWS the flexibility to meet any situation with a "cushion" of reserve manpower.

This "cushion" proved its worth during the Berlin Airlift, when eight ANG weather flights were called to active duty for one year and three of these were sent to Europe. The Korean Conflict also brought the weather flights into regular Air Force units.

An Observer staffer interviewed Colonel Taft during the Feb. 28-March 3 ANG Weather Flight Commanders Conference at Orlando AFB. The third annual conference brought together ANG and AWS representatives to discuss problems of the past year and plot future strategy.

Like many of the flight commanders, Colonel Taft's civilian

(Continued on Page 8)



THE MERIWETHER AWARD is presented to Maj. Robert W. Fett by Brig. Gen. Russell K. Pierce Jr., AWS commander. The 54th Weather Reconnaissance Squadron pilot earned the honor for making the most significant contributions to military meteorology through his extensive research in satellite meteorology.

Pilot Makes Reputation As Top Meteorologist, Gets Meriwether Award

ANDERSEN AFB, Guam—Maj. Robert W. Fett, a pilot assigned to the 54th Weather Reconnaissance Squadron at Andersen AFB, Guam, is better known as a meteorologist than flyer.

His reputation in scientific circles has grown over the past several years that he has conducted vast and varied research in meteorology. He has contributed much to the fund of knowledge in this science.

Major Fett's most recent triumph came in early January, 1967, when Brig. Gen. Russell K. Pierce Jr., Air Weather Service commander, presented him the AWS Meriwether Award.

The Meriwether Award is given annually to the person making the most significant contribution to military meteorology. It is a highly coveted award and identifies the winner as a creative contributor to one of civilization's youngest and most dynamic sciences.

Major Fett received the award in recognition of research conducted in satellite meteorology while assigned to the National Environmental Satellite Center, Suitland, Md., from 1961 to 1965.

Prior to that assignment, Major Fett earned a master's degree in meteorology at the University of St. Louis. His thesis, on hurricane structure with special emphasis on its relationship to the high cloud shield, was another major contribution to meteorological science.

The record of Major Fett's creative activity does not stop there. He has numerous studies of the Pacific version of the hurricane.

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AN ANGRY TWISTER cuts a path through the midwestern plains. This picture, showing the omi-

nous black cloud and clearly defined tornado, was snapped with a box camera by a young boy.

Major Honored For Safe Flying

Maj. Franklin J. James, Det. 1, 55th Weather Reconnaissance Squadron, has received the MAC 5,000 hour accident-free lapel pin from Gen. How-ll M. Estes Jr., MAC commander.

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



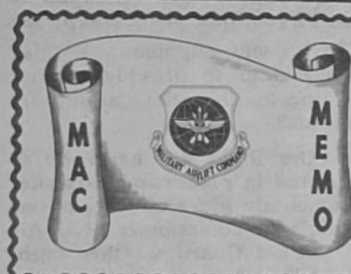
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BRIG. GEN. RUSSELL K. PIERCE, JR.
Commander, Air Weather Service

LT. COL. LEON M. ROTTMAN, Director of Information
MR. JOHN D. RUGG, Deputy Director of Information
1st LT. STEPHEN H. CORNELL, Editor

U.S. Air Force — Aerospace Power for Peace



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

Soft Landing For Green Giant

With sandbags and mattresses—and fast thinking—men of the 20th Helicopter Squadron built a safe landing spot for a CH-3C Jolly Green Giant coming into Nha Trang AB, Vietnam, with landing gear trouble.

Capt. Gary R. Westcott, pilot of the cargo helicopter found the left gear wouldn't come down when he prepared to land after a mission. He called the base control tower and the tower called 20th commander Lt. Col. Lawrence R. Cummings.

Colonel Cummings and a hastily-recruited crew built a sandbag landing platform and topped it with mattresses.

Captain Westcott eased the big helicopter to a successful landing with its left landing gear resting atop the platform. There was no damage to the helicopter.

Captain Aids Another Crew

For the second time in less than a year Capt. Gary D. Hilley, 443d Military Airlift Wing, Tinker AFB, Okla., has aided a distressed air crew.

While piloting a C-141 Starlifter on a training mission, the captain received word that a C-135 Stratolifter with 16 passengers aboard was in trouble. Its air speed indicator and altimeter were not working.

Captain Hilley intercepted the aircraft and guided it to a landing at Tulsa International Airport.

Earlier, he had guided a RB-66 Destroyer that had lost its altimeter to a safe landing at the same airport.

C-5A Engineering Feat Cited

Development of the C-5A jet airlifter by Lockheed-Georgia Co. has been nominated as one of six outstanding engineering achievements of 1966 by the National Society of Professional Engineers.

Being produced at the company's Marietta, Ga., plant for the Air Force, the C-5A will be the largest aircraft ever built. Two C-5A squadrons are scheduled to be operational in MAC in 1970. Commercial versions of the plane also are being developed.

Other nominees were the moon landing of the Surveyor, research and development and design of the supersonic transport (SST) by Lockheed and Boeing; improvements in nuclear power; the St. Louis gateway arch; and the series of Gemini flights.

Half Million See AF Museum

Attendance at the Air Force Museum, Wright-Patterson AFB, Ohio, a favorite tourist spot in Ohio, last year soared over the half million mark.

Among new aircraft attractions are "Lucky Lady II," the B-52 which set a world speed record in a nonstop, round-the-world flight in 1957, and President Eisenhower's "Columbine."

Other additions include the Gemini 5 booster section, uniforms and memorabilia of former Air Force Chief of Staff Gen. Thomas D. White, Glenn Miller's trombone, plus cameras and accessory equipment used on Gemini IV and V missions.

Sentry Dogs Prove Worth In War Zone

SAIGON (AFNS)—Man's best friend—a phrase long associated with warmth and affection—is a valued and respected security element at many Air Force installations in Southeast Asia.

Some 500 sentry dogs maintain their "best friend" distinction but for many, particularly their air police handlers, the phrase has a life or death meaning.

"Sentry dogs and their handlers are our first line of defense against theft and infiltration," said one air police officer.

As a good example, officials cited an action that took place late last year when air police sentry dog teams were credited with breaking up a Viet Cong attack on nearby Tan Son Nhut AB, before serious damage could be done.

Approximately 60 Communists were involved in the nighttime infiltration. When the Reds were discovered a furious battle with 50 members of the 337th Air Police Squadron followed.

By dawn the Communists had dispersed, leaving behind 18 dead and four prisoners. The victory was not without its cost. One air policeman and two dogs were killed; six handlers and two dogs were wounded.

Seventeen of the dog handlers involved in the abortive Viet Cong raid were decorated.

Included were Silver Stars to A2C George M. Bevil Jr., (posthumous) and A2C Tommy C. Poole and Bronze Stars for valor to Airmen Second Class Patrick J. Casey, Alfred J. Orr and Robert A. Throneburg.

A2C Leroy E. Marsh received the Air Force Commendation Medal for his participation. The medal cost him the life of his prized sentry dog, Rebel.

"When I let him loose, I had a notion he might get shot," Airman Marsh recalled.

"But I had to send Rebel out there. The Viets were all around. I had to throw in everything, the dog, shots. I had to make time so the others could organize."

Airman Marsh, patrolling the end of the 10,000-foot main runway, was one of the first to spot the infiltrators.

"They were padding along 50 yards out," he said. He called urgently into his radio, unclipped Rebel's leash and slithered back to his waist-high sandbagged bunker.

The German shepherd hurled his 100 pounds at the shadowy figures moving in the grass. His strong jaws closed on one of the Viet Cong, stifling a scream. His hind legs kicked at the midriff of another.

But Rebel was soon dead.

A grenade blasted the silence, fragments hitting Airman Marsh's bunker. "Then it all came in—mortars, rockets, grenades, machine-gun fire," he said. "I dropped to my knees and kept firing."

The main fight lasted 30 minutes. At dawn the air policemen found the bullet-ridden bodies dressed in flimsy black shorts gathered around the bunker.

They also found Rebel—man's best friend.



Command Line

The Security Challenge

There are regulations to cover practically every situation in safeguarding classified matter, yet, it has been said—and with some validity—that security is "10% regulations and 90% attitude." It would seem that all we need to do is apply the rules; however, in spite of security training programs designed to show us the proper way to protect classified material, we continue to have problems. These problems usually stem from the fact that our human tendencies—whereby easily adapted to sound security practices—often allow us to be lulled into a sense of complacency.

Most often it is a matter of carelessness, but then there are those few who deliberately place our security program in jeopardy. There are reasons—but certainly no excuses. We are in a hurry to get the job done—we may even think we are clever enough to disguise our conversations on the phone. Today, one of the worst culprits is the one who tries to talk around classified subjects on the telephone.

It is a simple matter to "bug" or monitor telephone conversations—and it is a fact that unfriendly sources exploit this means to "steal" classified information from guileless and otherwise patriotic individuals. Consequently, rigorous control measures are being taken which include sampling of telephone traffic on military circuits and severe penalties will result from security violations which are disclosed.

As individuals, we need no better motivation for protecting classified matter than the knowledge that the security of our country is at stake. We must keep this thought uppermost in mind—and make every effort to develop the same attitude among our associates.

Be constantly on the alert to situations that provide a potential for compromise. Continuous attention to security—practiced yourself and encouraged in your co-workers—is a vital part of professional performance.

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

28th Weather Squadron Commander

COL
JACOB P. ACCOLA
COMMANDER
28th WEATHER SQUADRON,
RAF NORTHOLT, ENGLAND



HOME TOWN IS CEDAREDGE, COLO.

A GRADUATE OF WESTERN STATE COLLEGE, COLO. WITH A DEGREE IN MATH—ALSO HAS MS DEGREE IN METEOROLOGY FROM UNIVERSITY OF CALIF.

ENTERED AIR FORCE IN MARCH 1941.

COMMISSIONED AS NAVIGATOR THROUGH AVIATION CADETS IN NOVEMBER 1941.

HE WAS ASSIGNED TO 19th BOMB GROUP READYING FOR THE PHILIPPINES ON PEARL HARBOR DAY. MEMBERS OF THE GROUP WERE IN THE FLIGHT ARRIVING AT HICKAM DURING THE ATTACK. HE WAS DIVERTED TO 77th BOMB SQUADRON AND PARTICIPATED IN THE ALEUTIANS CAMPAIGN.

BY THOMAS M. BOLKOVAC
AWBER

ATTENDED WEATHER OFFICER COURSE AT CHANUTE IN 1947.

FORMERLY COMMANDED EUROPEAN WEA. CENTRAL (1964-1966)

HE HAS WON SEVERAL TITLES.

A TENNIS AND BADMINTON EXPERT,

PACAF, SAC Flyers Get Tailored Forecasts From Kadena's Det. 8

KADENA AB, Okinawa—Its strategic location in the West Pacific makes Kadena AB, Okinawa, perhaps one of the most important Air Force installations in the world. A key organization at this, or any air base, is the weather unit.

At Kadena, all meteorological support is from Detachment 8 of the 1st Weather Wing's 20th Weather Squadron, commanded by Lt. Col. Donald K. McLaughlin of Richmond, Calif.

Det. 8 has been in operation since 1945 when U.S. forces took control of the base in the closing months of World War II. The 80-man detachment directly supports aircraft operations of the Pacific Air Forces' (PACAF) 18th Tactical Fighter Wing and the Strategic Air Command's (SAC) 4252d Strategic Wing.

The 18th Wing operates three squadrons of Republic F-105 Thunderchiefs and one squadron of RF-105s (reconnaissance version of the Thunderchief). Wing crews maintain a high state of readiness to respond to any aggressive moves by enemy forces.

The 4252d Strategic Wing, equipped with Boeing KC-135 Stratotankers, furnishes aerial refueling service to aircraft flying missions in the West Pacific.

Because of the highly diverse missions of the two big wings, Det. 8 operates separate weather facilities to provide specialized support to each organization.

Alert force crew members of the 18th Wing receive weather briefings at the wing command center in the alert force building. This function is managed by Capt. Carl D. McCullough, wing staff weather officer.

Maj. Herman B. Heinlein heads the 4252d Wing weather section, located adjacent to the SAC command post. Like the fighter alert weather facility, the SAC weather station is manned continuously by detachment

forecasters and observers.

One of Det. 8's routine, but extremely important, functions is operation of the Kadena base weather station. Approximately 35,000 flights transit Kadena each month. At the bustling terminal, the Military Airlift Command's (MAC) busy 603d Military Airlift Support Squadron processes more than 50,000 passengers and thousands of tons of cargo each month.

Scores of military aircraft use Okinawa as a jumping-off point from Vietnam to California. Most aircrews receive their weather information from forecasters at the base weather station. Maj. Daniel F. Heintschel is the unit's chief forecaster.

The weather detachment also provides a special typhoon service. Kadena is situated in an area of the Pacific known as "Typhoon Alley," and fierce storms often force evacuation of aircraft to safer havens. When this happens, weather forecasters accompany the evacuating units to support their operations at the refuge base.

Collecting the information which forecasters use is no small task. The primary source of local weather information is the 24-hour observing section, headed by TSgt. Byron Davis.

MSgt. Horace Brent is the unit's chief observer. Using the latest equipment, this section keeps a trained eye on local conditions; measuring rainfall, wind speed and direction, etc.

The rawinsonde section, under the supervision of SSgt. Louis E. Johnson, obtains upper air wind readings from specially instrumented balloons which are released into the atmosphere on



TALKING SHOP in front of one of the 18th's F-105s are Capt. Carl D. McCullough, head of the TAC weather station, and TSgt. Wendell L. Kessler, TAC forecaster. They provide key weather support that keeps the Thunderchiefs flying. Another part of Det. 8 supports the SAC Wing.

a regular schedule.

On a larger scale, photographs received from orbiting weather satellites by the detachment's readout station give Det. 8 a graphic picture of the weather over a wide area around Okinawa.

One phase of Det. 8's activities has a show business flavor. Four times a day, the unit broadcasts an up-to-the-minute forecast through the local Armed Forces Radio and Television Service facilities.

Each evening, Det. 8 forecasters present a live television weather forecast which includes a brief explanation of weather terminology and a summary of current weather conditions. The unit also produces a monthly program, "Weatherscope," which offers a climatological outlook for the next month's weather.

Through its services to various units, Det. 8 devotes about two-thirds of its efforts in direct support of Southeast Asia.

Suggestion Wins Aviano Sergeant Top Cash Award

AVIANO AB, Italy—When Sgt. Richard L. Wolf collects his half of an \$805 Military Suggestion Program check, he will be picking up the largest payment ever made to anyone at Aviano.

The chief observer for the 31st Weather Squadron's Detachment 19 here suggested the retention of a small ascent balloon when the Air Force considered dropping it for a larger size.

The balloons are used to check wind direction and velocity at different altitudes and to gauge cloud base height. Estimated annual savings with the smaller size is \$30,500.

The other half of the check goes to 1st Lt. William H. Gibson, chief forecaster at Hurlburt Field, Fla., who submitted the suggestion with Wolf when they were stationed there.

Satellite Picture Given To Emperor

ASMARA, Ethiopia—His Imperial Majesty Haile Selassie I, emperor of Ethiopia, recently was presented an enlarged photograph of his country taken by the Nimbus C weather satellite.

The satellite photo was an official gift from the military community at Kagnew Station. Each year, Emperor Selassie visits U.S. military installations in and around Asmara. Army Col. William F. Malone, Kagnew commander, was host to the emperor.

The photograph was received by the U.S. Air Force's Air Weather Service satellite tracking station at the military airport in Asmara. The tracking station provides weather information for Air Force Aerial Survey Team 1 and the Ethiopian-United States Mapping Mission.

Responsible for obtaining the

picture was 1st Lt. Walter S. Burgmann of Operating Location 5, 7th Weather Wing. Lieutenant Burgmann is the staff weather officer for Aerial Survey Team 4 (AST4). He receives and interprets pictures daily taken by three of the orbiting weather satellites.

AST 4, 1370th Photo Mapping Wing (MAC), is the airborne photography branch of the Ethiopian-United States Mapping Mission. Weather support for AST 4 is provided by OL-5, 7th Wea. Wg., and by radio-sonde units of the 6th Weather Squadron (Mobile), Tinker AFB, Okla.



EMPEROR OF ETHIOPIA, His Imperial Majesty Haile Selassie I, receives a weather satellite picture of his country from Army Col. William F. Malone, commander of Kagnew Station in Asmara. First Lt. Walter S. Burgmann, staff weather officer for an aerial survey team in the area, looks on with an aide to Selassie. Lieutenant Burgmann obtained the picture for the emperor.



KADENA WEATHERMAN, A1C Jason K. Russell III, disseminates an observation from the Representative Observation site. Detachment 8 provides support to PACAF's 18th Tactical Fighter Wing and SAC's 425th Strategic Wing.

PRIDE

WEATHER OBSERVER'S CODE OF ETHICS

As a weather observer and USAF Airman, I recognize my personal obligations

To the USAF, who trusts that I am professionally qualified for tasks expected of me.

To Pilots, who trust their lives to my professional skill and accuracy in reporting and disseminating weather observations.

To All Weather Forecasters, who trust me to follow procedures, practices and techniques established for me and who use my observations in their profession.

To My Co-Workers, who trust my skill, judgment, sense of fair play and prudence.

To My Organization which entrusts me, in performance of my duties, with moral and economic responsibilities.

To discharge these responsibilities, I will at all times observe the highest standards as an Airman or NCO of the USAF and as a Weather Observer.

I will never knowingly jeopardize safety of flight or decisions based on my observations by reporting inaccurate observations, falsifying my records, carelessness, laziness, omissions or non-attention to duty.

I will use all means at my disposal to make the best observations possible, disseminate them as quickly as possible and support the forecaster as much as possible.

I will aggressively maintain my professional skill and keep abreast with latest changes.

I will conduct myself, both on duty and off duty, to reflect credit upon myself, my uniform and my country.

I will constantly strive to keep my standards high and improve myself professionally and morally.

I pledge adherence to these principles to that I may contribute my part to a more efficient Weather Service and advance the dignity of my profession and rank.

(Author Unknown)

Three Months of War Leave Colonel Pfeiffer Memories, Bronze Star

by 1st Lt. Terrence Mayer
Hq 1st Weather Wing

CU CHI, Vietnam—"His devotion to duty, loyalty and meticulous attention to detail are in keeping with the finest traditions of the United States Air Force, and reflect great credit upon himself, the 25th Infantry Division and the military service."

As those words were spoken, Brig. Gen. Edward H. Desauture, assistant commander of the Army's 25th Infantry Division, pinned the Bronze Star Medal on the uniform of Air Force weatherman Lt. Col. Robert M. Pfeiffer.

The scene was Cu Chi, Vietnam (about 20 miles northwest of Saigon), and the event climaxed a three-month tour of temporary duty for Pfeiffer and four other weathermen from Wheeler AFB, Hawaii.

Earlier this year, these Air Weather Service (AWS) specialists supported the 25th Division for three months as it set up operations at the new field.

The five weathermen were from Operating Location 1 (OL-1), Detachment 4, 1st Weather Wing at Wheeler. While in Vietnam, they were known as Weather Team No. 3 of the 1st Weather Wing's 30th Weather Squadron, a unit which provided daily weather support to the 25th.

Colonel Pfeiffer, a 41-year-old native of Dayton, Ohio, served until recently as officer-in-charge of OL-1, an outfit which supports the flying operations of Army units based at Schofield Barracks, near Wheeler.

The Army's need for this vital support in Vietnam was the reason that Colonel Pfeiffer, 1st Lt. Kenneth A. Wigner, SSgt. Carl B. Wilkins and Airmen Second Class Daniel Fite and Philip Martette deployed there with the 25th Division.

The 25th Infantry Division was headquartered at Schofield before the move to Cu Chi early this year.

Since Colonel Pfeiffer and his men had worked hand-in-hand with the 25th at Wheeler-Schofield for some time, they were extremely knowledgeable about the division's helicopter operations and, through intensive training, they had acquired the skills necessary to support a major unit in the field.

Thus, they were the logical

choice to accompany the 25th to Vietnam and support it during the initial stages of its operation there.

Within two hours of their arrival at Cu Chi, the AWSmen had their portable equipment in operation and were providing timely observations to the 25th and other Army and Air Force weather units in Vietnam.

During the first few days, the temporary duty forecasters and observers from Hawaii were busy building their own living quarters and bunkers with material provided by the Army.

Quarters were constructed from tent kits which consisted of pre-cut lumber, plywood flooring, screening and tent material. When completed, each tent occupied an area of 16 by 40 feet.

The observers shared living space with an Army Tactical Air Control Party and the two officer-forecasters lived in a bachelor officer tent complex in an adjacent area. "We received assistance in erecting our temporary homes," said Pfeiffer, "but once the walls were up, interior improvement was an individual responsibility."

"Just keeping clean was a problem at first," the colonel recalled. "The camp showers installed by the quartermaster were three-quarters of a mile from the living area." G.I. ingenuity entered the picture at this point, however, and very soon the AWSmen had their own showers constructed from fuel tip-tanks and filled by hand from five-gallon cans.

The idea spread rapidly throughout the camp and soon there were so many improvised tip-tank showers that a water truck had to make regular rounds to keep them filled.

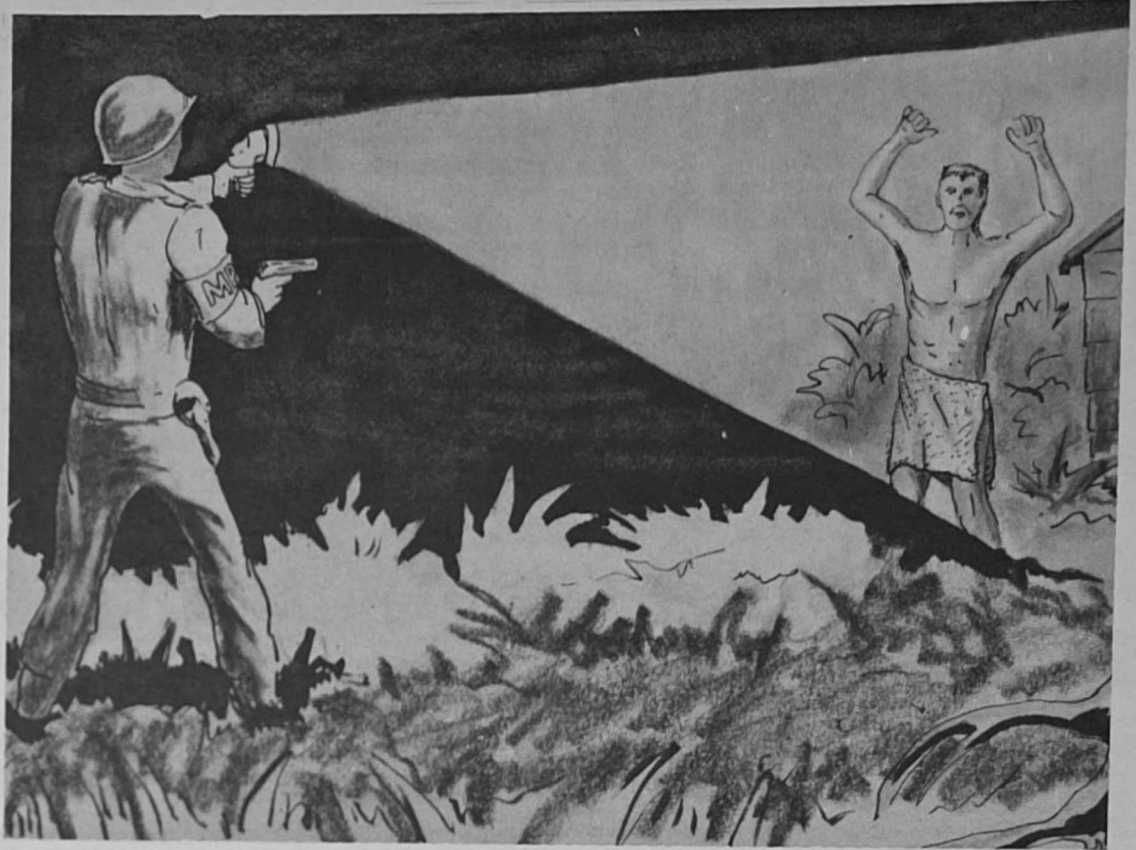
When advanced units of the 25th Division arrived at Cu Chi last January, the place was little more than an open peanut field. The division's 1st Brigade practically built the camp from scratch.

When the main force arrived in March, Cu Chi was ready to receive the troops, their equipment and the all-important helicopters. Three types of "choppers" operate from the field—the UH-1, CH-47 and OH-23.

One of their main tasks in support of the ground troops is flying aerial escort for convoys to and from Saigon.

The chance of a Viet Cong ambush along the way is considerably reduced when the helicopters are hovering overhead, according to Colonel Pfeiffer, who accompanied the "whirlybirds" on several missions.

It was not necessary for the weather team to accompany di-



vision units beyond the camp perimeter, although Colonel Pfeiffer did join 25th Commanding General Maj. Gen. Fred C. Weyland on a number of flights to monitor the progress of the infantrymen.

The weather team operated next to the airstrip in two Army vans, taking hourly observations which were provided direct to the 25th and relayed to other interested units by telephone through a 30th Weather Squadron detachment at Tan Son Nhut. During the team's tour at Cu Chi, teletype circuits were available only for incoming weather data.

In addition to providing weather briefings to the 25th's helicopter pilots, Weather Team No. 3 also prepared daily briefings for the commanding general and his staff.

Besides routine weather information from outside sources and their own observations, the team also had available the weather satellite data received from a weather unit at Saigon and radar reports from a detachment at Tan Son Nhut.

This data was supplemented by upper air information which was obtained by Army personnel at the field.

The division headquarters complex at Cu Chi is located in the center of the camp about two miles from the perimeter which was established when the first units arrived. Living quarters are roughly one-half mile from the airstrip which is along one side of the camp.

As time went by, the weathermen became accustomed to the sound of gunfire as firefights broke out almost nightly along the perimeter. At no time, however, did enemy forces manage to penetrate the camp.

One incident which Colonel Pfeiffer recalls quite vividly occurred late one night while he was taking a shower. Hearing shots, he hurriedly turned out the shower light, covered himself with a towel and began making his way back to his quarters.

In the darkness, he was challenged by a sentry. At this point, he and the sentry were supposed to exchange passwords. In the

excitement, Pfeiffer couldn't remember the password for the day so he simply dropped his towel, raised his hands and said, "I'm Colonel Pfeiffer." The sentry, probably just as startled as the colonel, shined his light on the officer's unclad form and replied, "Oh, yes...I recognize you, sir!" With that, Pfeiffer picked up his towel and continued on

his way.

Colonel Pfeiffer and the four members of his weather team returned to Hawaii after 12 weeks in Southeast Asia, having been relieved at Cu Chi by a permanent unit—Detachment 28 of the 5th Weather Squadron. But they will remember their tours in Vietnam for a long time.

Sergeant Modifies Voltmeter; Cited For Money-Saving Idea

WIESBADEN AB, Germany—A 2d Weather Wing sergeant was recently recognized for perfecting a tiny electronic modification which has saved the U. S. Air Force \$800 in the past year.

MSGT. Roland H. Alexander's modification allows adjustment of the voltmeter in wind speed indicators. In the past, errant meters had to be replaced with a brand new model and turned in as salvageable material.

A voltmeter of this type is valued at \$81.00. Sergeant Alexander estimates his device—which has been adopted for use by AWS

units throughout the world—costs \$1.80.

A production supervisor with the Wing's Detachment 51 Field Maintenance Shop here, Sergeant Alexander began working on his idea when the shop ran critically short of the meters early last year. This short supply was impairing Det. 51's ability to meet maintenance demands.



MSGT. ROLAND H. ALEXANDER shows voltmeter modification which has in the past year saved \$800. Sergeant Alexander is a production supervisor with the 2d Weather Wing's Det. 51 Field Maintenance Shop at Wiesbaden AB, Germany.

Viet Cong Lose 20,000 in 1966

More than 20,000 enemy soldiers defected to the South Vietnamese government during 1966.

A survey of 510 former Viet Cong shows that one of the most important factors in the success of the Chieu Hoi (open arms) program is the effectiveness of psychological warfare leaflets distributed by the Air Force's 14th Air Commando Wing.

More than 90 per cent of the defectors learned of the Chieu Hoi program through leaflets.

Weather Teams Move Equipment From France

WIESBADEN AB, Germany—"Action" was the byword of 2d Weather Wing maintenance teams who recently moved eight tons of equipment from France to Germany—15 days ahead of schedule.

Linder Ends Long Career At Andrews

ANDREWS AFB, Md. - Col. Kenneth A. Linder, 6th Weather Wing commander, concluded a long and distinguished military career when he retired recently at Andrews AFB.

With Brig. Gen. Russell K. Pierce, Jr., Air Weather Service commander, officiating, Colonel Linder was presented the Air Force Commendation Medal and Certificate of Retirement.

The ceremony also included Change of Command.

Col. Arnold R. Hull, former vice-commander from 2d Wea. Wg., Wiesbaden AB, Germany,



Col. Kenneth A. Linder

assumed command of the 6th Wing.

Born at Logan, Iowa, Colonel Linder joined the U. S. Army in August, 1936. In 1940, he was commissioned as a pilot through the Aviation Cadet Program. Except for a brief period (less than five months) in 1946, Linder's service has been continuous.

His many awards and decorations include the Legion of Merit with Oak Leaf Cluster and the Bronze Star.

In connection with his retirement, Linder also received letters of appreciation from Gen. J. P. McConnell, Chief of Staff, USAF; Gen. Howell M. Estes, Jr., MAC commander; and General Pierce.

The colonel and his family plan to settle in Tucson, Arizona.

First Wing Buckles Up

A 100-per cent vehicle seat belt installation rate has earned a seat belt plaque and citation award for weathermen of the 1st Weather Wing at Hickam AFB, Hawaii.

The unit is the 15th in MAC and third in AWS to gain this distinction. The 2nd Wea. Wg. at Wiesbaden, Germany, and Scott's 7th Wea. Wg. have won similar awards.

Dispatched by the 2d Weather Wing's Det. 51 Field Maintenance Shop, these three, four-man teams were headed by MSgt. Roland H. Alexander, TSgt. Cloyas D. Mustain and SSgt. William J. Bernatavich.

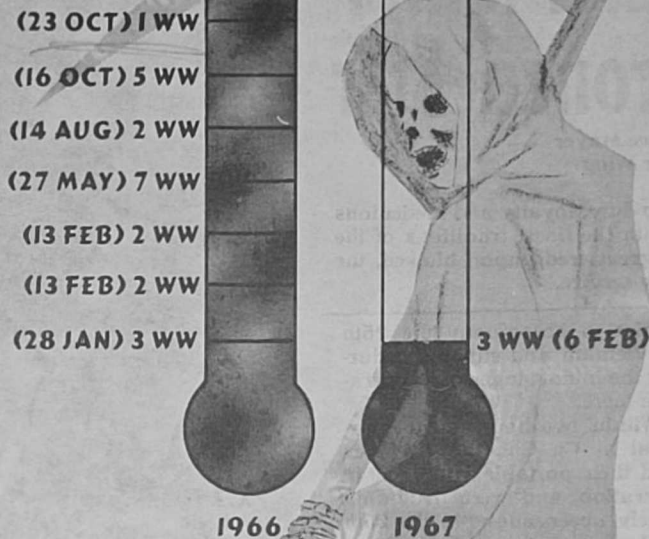
"The efficiency and dispatch with which these people tackled the job was reflected in the fact that this initial move was completed so fast," Maj. Eugene E. Miller, Det. 51 commander, pointed out.

The major also praised the leadership of CWO (W-4) Frank L. Beresford, chief of maintenance; CMSgt. William M. Gardner, detachment NCOIC; and MSgt. William Riley Jr., Det. 51's field manager.

In this, the first of a two-phase equipment pull-out operation, only selected types of meteorological gear were recalled to the Wiesbaden AB shop. Remaining equipment, essential to support the last remnants of U.S. military units still in France, will be removed during the final phase slated to begin in early 1967 if everything goes according to plan.

After rehabilitation by the Wiesbaden AB shop, the equip-

AWS Traffic Fatalities THEY DIED IN VAIN



ment will be distributed by Air Weather Service headquarters at Scott AFB, Ill., to weather units throughout the world.

Det. 51 is one of three major maintenance centers within the 2d Weather Wing. The other two are located at Torrejon AB, Spain (serving U.S. Air Force

and Army units in Spain, Africa and the Middle East) and at RAF Northolt in the United Kingdom.

The Wing also has two squadron maintenance functions—one at Heidelberg, Germany, and another at Ramstein AB, Germany.

'Tornado Alley' Waits

(Continued from Page 1)

sure and winds with instrument packages attached to balloons.

AWS's Sixth Weather Squadron, headquartered at Tinker AFB, Okla., provides mobile rawinsonde teams for the military network. Four or five such teams scattered over a wide area send instruments aloft.

The teams move northward as the tornado season develops. The season's first tornadoes usually hit in Louisiana and, as the season wears on, the storms develop with more frequency through Texas and then north up the "alley."

Each rawinsonde reading is valid for a circular area with a diameter of about 120 miles, 60 miles in each direction from the reading.

All data is funneled to Kan-

sas City, where reports are plotted to fix the location of active storms. Revised forecasts are issued when necessary. Storm warnings go out to all areas in the path of severe storms.

Thanks to the continuous flow of data from AWS and USWB units in the field and the forecasts made and distributed by the storm warning centers, fewer tornadoes catch the residents of "Tornado Alley" by surprise. The tornado is no longer considered a completely unpredictable danger.

But predicting the twister is still a new science and not one that has been completely mastered. The breakthrough came in 1948, when an unprecedented tornado mauled Tinker Air Force Base, outside Oklahoma City, doing \$10 million damage.

The winds were still howling as Tinker's meteorologists Maj. Ernest J. Fawbush and Capt. Robert C. Miller, were called on the carpet. "We can't predict something we don't understand," they explained.

Fawbush and Miller now are retired lieutenant colonels. Miller continues his Air Weather Service career as a civilian and is chief forecaster of the Military Weather Warning Center.)

The two Air Force scientists began studying weather conditions existing before the storm. The next week they noted the same conditions and forecast a tornado. As a precaution, Tinker flew its planes to bases out of danger.

Seven hours later, a vicious tornado, stronger than the previous one, materialized as predicted. Tinker's damage this time, because of the early warn-

ing, was far less. "This was probably the first tornado ever accurately predicted," says the American Meteorological Society.

Encouraged, Fawbush and Miller probed deeper. Hundreds of old weather charts were studied. Slowly a pattern emerged. Nearly always, they found, tornadoes had occurred where a warm, wet wind from the south collided with a cool, dry current from the west.

Adding other data, such as temperatures at varying heights, wind speeds and the direction of large air-mass movements, they devised a workable method of forecasting tornadoes.

Outstanding Unit Award Won By 6th Wg Personnel

ANDREWS AFB, Wash., D.C. —The Air Force Outstanding Unit Award has been awarded to the Office of Aerospace Research (OAR) for service to the nation in support of military operations.

The following 6th Weather Wing personnel, in support of OAR, directly contributed to the mission and accomplishments of the cited unit during the period of the award and are entitled to wear the Outstanding Unit ribbon:

Lt. Col. George W. Moxon, Lt. Col. Francis S. Shay, Maj. William D. Kleis, Capt. Leroy C. Johnson, Capt. William R. Jeffries, Capt. Henry W. Brandli, Capt. Harold L. Jones, SMSgt. Joseph D. Charpentier, TSgt. Joseph R. Fabiszewski and A1C Malcolm P. Drewery.

Safety-Sondes

by Capt. Michael McLean
Chief AWS Office of Safety

In fatal accidents the principal driving error is speed. In injury accidents speed is also the most important factor.

In property damage accidents failure to yield right of way is the principal factor, with speed second. In urban areas, failure to yield right of way is the chief factor contributing to the all-accident total; in rural areas it is speed.

Of the 40,000 fatal accidents which occurred during 1965, speed was a factor in about 13,000 of them.

Speed does not always mean 70 MPH. It can also mean 30 MPH, or less, in a congested area or in certain weather conditions.

More than half of the fatal accidents occurred at speeds under 30 MPH.

A contributing factor in more than two out of five fatal turnpike accidents in 1965 was improper driving—mostly speed too fast, including speed too fast for conditions.

A condition of the driver (inattention, drowsy, asleep, under the influence of alcohol or drugs) was a factor in nearly two out of five fatal accidents.

Speed and driver inattention were the principal factors in total turnpike accidents.

Seat belts are now available to more than half of all passenger car occupants. However, there is only 30 per cent usage of these belts, on the average, and thus the net usage figure is only about 16 per cent.

Drinking may be a factor in as many as half the fatal motor vehicle accidents. When a driver's blood-alcohol level reaches .15, the level at which most state laws declare a driver to be legally under the influence, the probability of the driver causing a traffic accident is 25 times greater than if he were sober.

Rear lights and front lights are the principal items in need of maintenance attention for safe driving on passenger cars. These were followed in importance by stop lights, front and rear turn signals and brakes.

In urban areas, 79 per cent of the pedestrians killed or injured were crossing or entering a trafficway. More people were crossing between intersections than at intersections.

One and four-tenths per cent of the total vehicle registrations includes two-wheeled vehicles (motorcycles, motor scooters, and motor bikes) but this group accounts for 2.8 per cent of the fatal accidents.

When do most motor vehicle deaths occur? Saturday has the most; Tuesday the fewest. December has the most; February the fewest.

Tinsley Wins Safety Award

Lt. Col. Herman E. Tinsley, 9th Weather Reconnaissance Wing, has received the MAC 10,000 hour accident-free lapel pin from Gen. Howell M. Estes Jr., MAC commander. He also received a letter of commendation from Brig. Gen. Russell K. Pierce Jr., AWS commander.

ON THE

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Highlights of Air Weather Service personnel at work and play.

AWS Global Report

Hickam AFB,
Hawaii

CWO (W-4) John D. Newhouse, 1st Wea. Wg., was presented the Bronze Star Medal at recent ceremonies at Hickam. Mr. Newhouse, who is non-rated, earned the award while performing aerial weather reconnaissance duties over Vietnam during his service with the 30th Wea. Sq.

Vance AFB, Okla.

A1C Eugene D. Paschke, Det. 15, 24th Wea. Sq., was cited for outstanding performance and selected Airman of the Quarter at Vance.

Col. Charles H. Christmas, base commander, presented Airman Paschke with a \$25 savings bond.

Ft. Lee AFS, Va.

SSgt. John D. Mann, Det. 41, 12th Wea. Sq., earned the MAC Gold PRIDE Certificate for sustained and continued outstanding weather observing service in support of the NORAD Command and Control system.

In less than two years, Mann transmitted over 7000 weather observations, forecasts, weather warnings, and met watch advisories without error.

Fuchu AS, Japan

A1C Peter M. Shaffer, Det. 1, 1st Wea. Wg., a weather observer at Fuchu Air Force Weather Central was presented the Airman of the Quarter award for the past quarter.

A savings bond and citation were presented by Col. Edward O. Jess, Detco.

McClellan AFB, Calif.

A2C William R. Sickmiller, an observer with Det. 19, 24th Weather Squadron, recently made a sweep of airmen honors at McClellan AFB, Calif.

He was named Det. 19 and MAC Airman of the Quarter for the last quarter of 1966 and recently was selected as base Airman of the Month. The 24-year-old airman is married and working toward a degree at a nearby college.

Moody AFB, Ga.

TSgt. Charles R. Stottman, weather observer technician for Det. 23, 24th Weather Squadron, recently was named Wing NCO of the Quarter.

Sergeant Stottman came to Moody AFB in December, 1965, after a year and a half of duty at Incirlik AFB, Turkey. He entered the Air Force in 1951 and is now a 7-level observer.

MILITARY AIRLIFT COMMAND

Accent on Bars

Capt. Robert A. Nobbs

56 WEATHER RECONNAISSANCE SQUADRON

YOKOTA AIR FORCE BASE, JAPAN

NAVIGATOR, WEATHER RECONNAISSANCE AIRCRAFT

ACTIVE IN BASE & COMMUNITY RELIGIOUS, SOCIAL, SPORTS & WELFARE ACTIVITIES

COMMISSIONED IN 1961 FROM OCS



HOME TOWN: MARSHALL, MICHIGAN

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. George E. Rath, 2nd Weather Wing, from July 8, 1963, to July 7, 1966.

Col. Arthur W. Anderson (First Oak Leaf Cluster), 7th Weather Wing, from July 20, 1964 to June 13, 1966.

Lt. Col. Charles T. Hight, 4th Weather Wing, from Aug. 14, 1964 to Nov. 5, 1966.

Lt. Col. Richard H. Kaufman, 28th Weather Squadron, from Aug. 15, 1962 to July 20, 1966.

Lt. Col. Frank W. Crites, Jr., Headquarters, Air Weather Service, from Jan. 27, 1964 to Aug. 25, 1966.

Lt. Col. Nolan E. Burch, 9th Weather Reconnaissance Wing, from Sept. 11, 1965 to Aug. 15, 1966.

Maj. Archibald A. Williams, 1st Weather Wing, from Aug. 14, 1964 to Aug. 8, 1966.

Maj. William L. Keiser (First Oak Leaf Cluster), 53d Weather Reconnaissance Squadron, from June 26, 1963 to April 30, 1966.

Maj. John T. McHenry (First Oak Leaf Cluster), 56th Military Airlift Squadron, from Oct. 4, 1963 to June 30, 1966.

Maj. Joseph P. Hebert, Jr., 3345th Technical School, from May 15, 1963 to March 1, 1966.

Capt. Kenneth Van Hulla, 30th Weather Squadron, from Feb. 1, 1965 to Jan. 6, 1966.

CWO (W-3) Merlin E. Tisdale, 4th Weather Wing, from July 23, 1964 to Nov. 5, 1966.

CMSgt. Lacey A. Whitley (First Oak Leaf Cluster), 53d Weather Reconnaissance Squadron, from Aug. 1, 1963 to May 15, 1966.

CMSgt. Robert E. Clark, 53d Weather Reconnaissance Squadron, from Nov. 1, 1964 to June 1, 1966.

CMSgt. Lee R. Dunn, Jr., 53d Weather Reconnaissance Squadron, from Aug. 6, 1963 to May 30, 1966.

SMSgt. William G. Montgomery, 1st Weather Wing, from Mar. 1, 1966 to Aug. 1, 1966.

MSgt. Jack S. MacVittie, 9th Weather Squadron, from Oct. 26, 1964 to Nov. 15, 1966.

MSgt. Anthony H. Scott, 21st Weather Squadron, from July 26, 1963 to July 28, 1966.

MSgt. Lawrence H. Birkhauser, 58th Weather Reconnaissance Squadron, from June 28, 1962 to June 30, 1966.

MSgt. Billy B. Thacker, 53d Weather Reconnaissance Squadron, from July 15, 1963 to June 1, 1966.

TSgt. Gordon J. Jusman, 53d Weather Reconnaissance Squadron, from Oct. 18, 1963 to June 1, 1966.

TSgt. Alvin T. Kaczor, 53d Weather Reconnaissance Squadron, from Feb. 20, 1964 to June 1, 1966.

TSgt. Eugene Reiva (First Oak Leaf Cluster), Headquarters, USAF, from Oct. 20, 1964 to June 1, 1966.

TSgt. Eugene Reiva (First Oak Leaf Cluster), Headquarters, United States Air Forces in Europe, from Oct. 20, 1964, to June 1, 1966.

TSgt. Avery J. Hamm, Jr. (Second Oak Leaf Cluster), 5th Weather Wing, from Mar. 31, 1964 to July 25, 1966.

SSgt. James R. Whiting, 21st Weather Squadron, from July 5, 1963 to July 4, 1966.

SSgt. James E. Donahue, 31st Weather Squadron, from Mar. 23, 1964 to July 15, 1966.

SSgt. Floyd Parkerson, 5th Weather Wing, from Aug. 1, 1965 to July 22, 1966.

SSgt. Rodolfo E. Uy, 1st Weather Wing, from June 30, 1964 to Nov. 22, 1965.

A1C Gerald L. Ballenger, 53d Weather Reconnaissance Squadron, for April 30, 1966.

Career Corner

The purpose of this continuing series of articles is to keep AWS personnel informed of items pertinent to their Air Force careers.

The Regular Appointment Program for Air Force line officers has been expanded to include officers in the 8-14 years service group.

Tentative quota for the 8-10 year group is 400 with a 16% selection opportunity. The 11-14 year group quota is 150 with a 2% selection opportunity.

MAC (MAFPRP) Letter, Dec. 28, 1966, entitled Promotion to the Temporary Grade of Captain, announced a policy change to allow promotion to the temporary grade of captain at the 3 1/2-year point instead of the 4 1/2-year point.

It also provides accelerated promotion of officers selected on the FY67 Captains List who have not yet assumed the higher grade.

The eligibility criteria for attendance at the MAC NCO Academy has been expanded to permit selected MAC Staff Sergeants with high growth potential to be used to fill up to 20% of class quotas.

Minimum criteria for Staff Sergeants selected to attend are:

- Be a volunteer.
- Career motivated.
- Seven-level primary AFSC.
- Not more than 14 years service.

Several significant changes are contained in the revised MAC Regulation 39-4, which was published Dec. 28, 1966.

MAC bases will be required to conduct room of the quarter programs instead of the room of the month.

This will give occupants more time to start and finish self-help program. The new regulation will permit commanders to excuse units located in the Southeast Asia area whose mission requirements, location and strength preclude participation.

Emphasis is also placed on the fact that the self-help program does not reduce the responsibility for appropriated fund support in airman living facilities.

These changes were the result of inquiries sent to each MAC wing, requesting comments and recommendations for improvements in the program.

Colonel Neyland
Receives Medal

Col. Lewis J. Neyland, 1st Weather Group commander, has received the bronze star for his performance as director of weather for 7th Air Force headquarters at Tan Son Nhut Air Base, Vietnam.

He was cited for meritorious achievement in helping to identify and solve numerous problems "encountered while formulating an operational plan for utilizing a highly classified and unique weapons system in Southeast Asia." The award covered the period from Nov. 1 to Nov. 12, 1966.

Colonel Neyland commands the only group in the Air Weather Service organization. Formed in 1966, 1st Wea. Gp. is under the 1st Weather Wing.



CHRIS NOEL, Armed Forces disc jockey and star of the program "A Date With Chris," visited Detachment 6, 16th Weather Squadron, during a recent tour of Fort Lewis, Washington. Here, she releases a weather balloon with the aid of Capt. George Edlund, detachment commander. Miss Noel, who is heard by American troops in Vietnam, is America's answer to "Hanoi Hannah."

SPORTS

FRONT



By TSgt. M. J. "Lee" Lehart

A former AWS observer, now studying meteorology at Penn State University (State Penn was my alma-mater) through the AECP is on a winner. SSgt Ronald J. Bound and his fellow AECP bowling classmates make up a team that is leading the Downtown Classic League.

This tournament veteran has the top average of 184 and in his most recent game of 256 rolled 10 strikes, missing only in the fifth frame. Keep hitting those headpins, and the books as well, Ronnie.

Lt. Col. William M. Maintz, Detco of Det. 19, 15th Wea. Sq., Lajes Field, Azores, coached the "Combined Unit" basketball team to the National League Playoff tourney title. Three detachment weathermen, SSgts. Charles Spears, Johnny Baxter and A2C Dave Robins formed half of the six-man squad that represented various units unable to have their own team. Combined Unit nipped the 57th Aerospace Rescue and Recovery Squadron 49-44 in the overtime final.

For the second straight year Military Airlift Comman captured the Air Force Worldwide Basketball Tournament with four of the MACmen picked for the all AF squad. Winning five contests without a loss, MAC won the title with an 88-84 winover ADC.

The weather troops of the 31st Wea Sq., Ramstein AB, Germany, have captured the regular season league championship with a 15-1 record and are now involved in playoff competition.

In pre-season play they also won three games and this winning spirit and enthusiasm has carried over to recent arrivals who suited up for basketball almost before unpacking their bags!

In a family affair between Okinawa's 20th Wea. Sq. detachments, Kadena (Det. 8) defeated the Naha (Det. 14) Cagers by the score of 35-21. Leading scorers for Kadena were Bill Swanson with 15 and Steve Sokol with 11 points.

This game is part of a year round sports program between the two units. Thus far the series is a 1-1 tie as Naha was victorious in the golf match. Other competition will be in softball, bowling and volleyball with the winning detachment gaining or retaining a trophy. We like to hear about these "Martin & Coy" rivalries. Any more around?

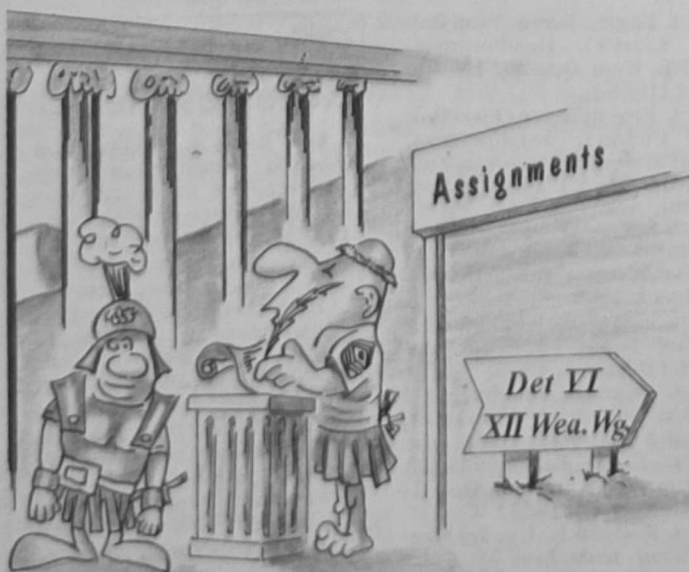
SOCCER-NEXT PROFESSIONAL BONANZA

Starting on April 23 and lasting through August, the new National Professional Soccer League, comprising nine major U. S. cities and Toronto, Canada will commence operation with a 32 game schedule.

Soccer, also known as football, is the national game in most of the 100 countries where its played, oftentimes drawing crowds of 50,000 to 150,000 (and riots) for a match. Whatever you call it, "kick ball" dates back a long ways, being recorded on documents of the early Greeks and Romans.

The name Soccer came about during the late 1800s when Rugby College in England devised another kicking game that became popular. A need to distinguish between the two forms of football became necessary with one called "rugby" and the other called "association".

This was shortened to "ASSOC." and finally abbreviated to its present designation of soccer. In the next issue perhaps a little on the rules and refinements.



"Weather Observer School"

Births

GIBBS, Capt. and Mrs. Vann B., a daughter, Vanessa Ann, at USAF Hospital, Wiesbaden, Germany. Father assigned to Detachment 12, 7th Weather Squadron. Grandfather, CWO Thomas E. Yasger, assigned to Det. 40, 28th Wea. Sq.

REEDY, SSgt. and Mrs. Allan L., a daughter, Anna Lee, at 36th Tactical Hospital, Bitburg, Germany. Father assigned to Detachment 11, 31st Weather Squadron.

BAILEY, SSgt. and Mrs. David C., a son, David Duane, at Redlands Community Hospital, Redlands, California. Father assigned to Detachment 24, 24th Weather Squadron.

SUTHERLAND, A1C and Mrs. Thomas R., a son, Thomas R. Jr. Father assigned to OL-1, 11th Weather Squadron.

HODGES, Capt. and Mrs. Donald B., a daughter, Marilyn Elizabeth, at Washington County Hospital, Hagerstown, Md. Father assigned to Detachment 29, 6th Weather Wing.

LEWIS, Capt. and Mrs. Don R. C., a son, Michael Ray. Father assigned to Detachment 24, 9th Weather Squadron.

Meriwether Award

Continued from Page 1 the typhoon, and has had several of them published in the meteorological publication "Monthly Weather Review."

His treatise on the upper level structure of the formative tropical cyclone is a tool of great value in forecasting incipient tropical storms. His exhaustive study of 1966's typhoon "Judy" as revealed by weather satellites has had great bearing on the forecasting of such storms in their more developed stages.

Major Fett has also published several reports which he prepared for the U.S. Weather Bureau. He represented AWS at the Japanese Meteorological Workshop, sponsored by the World Meteorological Organization, in Tokyo during December, 1964.

Major Fett was called from his research to duty of a more operational nature in 1965 when he proceeded to Southeast Asia. He served as special projects officer in classified operations vital to the battle effort. For his service there he was awarded the USAF Commendation Medal.

His next assignment carried him to Andersen and the 54th. As a pilot in the "Typhoon Chaser" squadron, Major Fett has come into close contact with the storms he met earlier in a more scholarly fashion.

But he is using this proximity to develop more material for his huge research appetite. From data gathered at the Joint Typhoon Warning Center he recently formulated a new theory on typhoon development within the Intertropical Convergence Zone.

He presented this theory at the annual typhoon conference in Tokyo. His continuing research will no doubt be incorporated into future studies and reports.



"REMEMBER TO PLAY DEFENSE!" 1st Lt. Stephen H. Cornell, Hq. AWS, gives last minute instruction to the members of a Belleville, Ill., grade school basketball team. Lieutenant Cornell has coached the team for four years amassing a record of 74-19. This year's undefeated team won 27 games, three championships.

Guardsmen

Continued from Page 1

occupation revolves around the weather. Taft has been a television weatherman with station WBAP in Ft. Worth, Tex., for the past 17 years, and heads a private weather consulting firm.

Colonel Taft served in World War II, the Korean Conflict and was for many years a meteorologist with American Airlines.

Obviously proud of his flight, Colonel Taft doesn't think his troops should have to make excuses to anyone for their "week-end soldiering."

"We have tried to indoctrinate our people so that they don't need to apologize for the fact they're not being drafted. I think they feel their responsibility and without exception perform this responsibility."

"They are probably in some ways a little worse off than the guy who knows he's being drafted and when he's going to be drafted. Because they sit for six years and in a sense don't know from one moment to the other what their status is going to be."

There is one man in each ANG weather flight who does know his exact status. The weather air technical advisers (better known as WATAs) are regular members of AWS who serve four year tours with the guard weather units—usually one to a flight.

They look after the day-to-day business of the flight and monitor training, among many duties. Do they like the assignment?

"It's marvelous," said MSgt. Herman C. Carter, WATA for the 125th ANG Weather Flight in Tulsa, Okla., and veteran of 19 years in AWS. "We WATAs feel we are at the pinnacle of our careers and are as successful right now as we will ever be."

He explained that the competition for WATA duty is very keen. "At the AWS level there are real stiff selection criteria, both for yourself and your family, since you are so involved with the civilian community." A WATA must be an excellent trainer, up to date in meteorology and his last three performance reports must be excellent.

Sergeant Carter was asked just what a WATA's duties are. "I

get this question reather frequently when we have visitors," he answered. "Basically we are the right hand man to the weather flight commander. We are somewhat caught in between the National Guard Bureau, state officials and AWS in trying to provide service to everyone. It puts us in an odd situation sometimes, but not to the point where we can't cope with it."

"Our primary job is training, the upgrading and overall general military training of weather flight personnel...to not specifically give the training, but monitor it and see that it is accomplished."

He added, "A good WATA will do anything which will enhance the training capability of the flight. This is right down to scrubbing and waxing floors and dusting machines."

Sergeant Carter gave a WATA's view of the importance of the guard weather units. "I think they would be extremely important in time of all-out war, where weather service people would be required to go overseas to support the war mission or even a contingency mission to avert a war."

"Then the weather flights become extremely important, in my mind, because then the weather flights would be augmentees to regular weather units in the U. S. to relieve fully trained weatherment to go overseas."

Sergeant Carter explained that most National Guard weathermen perform two eight-hour drills per month and spend 15 days each year at summer camp, accompanied by the WATA.

PRIDE



IN PHYSICAL FITNESS