

WB-50s to Fly Hurricane Recon

Announcement was made this month of scheduled use of the WB-50 in tracking this year's hurricanes and of tentative plans, subject to later approval, for aerial hurricane reconnaissance by Air Weather Service and the US Navy for the 1955 season.

A TB-50 weather plane has already been assigned to Flight A, 53rd WRS, in Bermuda and is being used to train air crews for weather-modified WB-50s expected to arrive this summer.

Use of the WB-50 weather aircraft will provide a higher operational ceiling and greater range in tracking 1955's expected hurricanes, as they move northward from the Caribbean.

Increased hurricane coverage by reconnaissance aircraft and the use of land-based radar are features of the proposed program set up by the 1955 U. S. Interdepartmental Hurricane Warning conference held at Miami, Fla., from February 2 through 4.

Primary areas of coverage for AWS and Navy were revised and changes were made in methods for maintaining the vital hurricane watch over Atlantic, Caribbean and Gulf of Mexico areas during the coming season.

Watch Along the Coast

Within the area adjacent to the Eastern Seaboard, an increased hurricane watch will be kept. Flying out of Kindley AFB in Bermuda, WB-50s of Flight A will fly hurricane missions at the 700-millibar level (about 10,000 feet). Low-level penetrations in the same area will be flown by the Navy's weather aircraft.

Synoptic hurricane missions will be flown in 1955, which will permit the collection of more accurate information on the probable future path, speed and rate of acceleration of the violent storms. More data will thus be available for advance warnings of approaching hurricanes.

ADC Radar on Guard

Air Defense Command radar sites along the East and Gulf coasts will also have an eye out for hurricanes. As a storm approaches within radar range, a weather officer from the nearest weather station will go on duty at the ADC site.

Watching the hurricane by radar, the weatherman will interpret the radarscope picture. His findings will be relayed to an ADC control center.

Radar hurricane reports will then be put on the Air Force teletype network and made available to the U. S. Weather Bureau and other interested agencies as required.

Hurricanes Still Feminine

As in the past, 1955's hurricanes will bear girls' names. Each year, however, a different list of names will be used, in alphabetical order, to avoid confusion from year to year.

This year's second hurricane — 1955's Hurricane Alice was born and died before the year was a week old — will be called Brenda if the present tentative list is approved. Five-letter names are preferred for teletype transmission and should not duplicate names given to Pacific typhoons.



HURRICANE MISSIONS during the forthcoming 1955 hurricane season are scheduled to be flown by the Bermuda-based Flight A of the 53rd Weather Reconnaissance Squadron in the fully weather-modified version of this aircraft. Veteran of the first B-50 weather reconnaissance mission, this partially weather-modified TB-50 foretells the increased horsepower, greater fuel capacity, longer cruising range and higher service ceiling of 1955's USAF hurricane-hunting Boeing WB-50 "Weatherforts." (USAF photo)

AF Authors Burn Up Typewriters in Bid For Writing Awards

This year's annual USAF Short Story contest has been announced by Air Force, with final judging to be completed on installation level by April 30, 1955.

Designed to stimulate creative writing among AF personnel, the contest goes into its fourth year in providing an outlet for military authors.

Major air commands will complete judging by August 1, 1955, and the finals of the USAF contest will be held subsequent to August 15, 1955, at USAF headquarters in Washington, D.C.

A committee of outstanding authors, reviewers and editors will determine the winners, who will receive \$300, \$200 and \$100 prize money for the first three places.

Winning stories, as well as a selection of best stories received, will be offered for publication, with authors receiving the usual rates if published.

All Air Force personnel on active duty may enter, provided the story submitted is free and clear of libel, has not been published in any form or previously entered in the USAF Short Story contest. Contestants may enter as many manuscripts as desired.

Originality of style, freshness of approach, literary style and technique will be considered in the judging.

Base librarians have information on rules and dates of individual installation contests.

AWS Film Ready

Air Force film exchanges have just stocked a new film of interest to all AWS units.

The film shows how AWS assists in military planning by turning climatic information into useful intelligence.

All AWS units are being urged to view this film, one of few widely available training aids in the field of climatology.

The film is also available to agencies served by AWS which have a planning requirement for climatic information.

A copy of the film may be had by requesting Training Film 1-4962, "Military Climatology," by the procedure in AWSR 50-3.

2nd Wing Newsletter To Spur Field Units

A monthly information newsletter recently instituted by the 2d Weather wing at Furstenfeldbruck, Germany, is expected to aid the information services officer, 1st Lt. Richard E. Williamson, in building up the information spirit of units of that organization.

In the wing publication, Lieutenant Williamson places emphasis on guidance to the field and on building a competitive spirit in news coverage. He particularly stresses the fact that the European wing aids not only US air and ground forces in the area, but civilian and military agencies of other countries as well.

Lieutenant Williamson has asked all 2d wing units to forward releases to the wing information office, in order that they may be analyzed for style and content in furtherance of a "more news, less work" policy.

AIR WEATHER SERVICE

OBSERVER

Vol. 2, No. 2

Headquarters, Air Weather Service, Washington 25, D. C.

February 1955

Survival Skills Tested By Arctic Weathermen

Although no AWS recon crew has ever had to bail out into the arctic wastes, such a situation recently became almost terrifyingly real for one crew of the 58th WRS at Eielson AFB in Alaska.

New Code Forms Set For World-Wide Use By WMO Members

AWS weathermen were handed new weather codes on the first day of the new year, in accordance with recommendations of the World Meteorological organization (WMO).

WMO embraces nearly all the countries of the world, providing for a standard form of international weather reporting.

Changes, which included not only those made in code forms but involved variation of code tables, were made in such codes as sferics, surface synoptic, upper-wind, rawinsonde, recon and aero meteorological codes.

Code table changes were made in cloud descriptions and present weather forecast codes, as well as minor adjustments in present weather tables. These were mainly for clarification.

Working for the complete standardization of weather reporting forms, changes in codes were recommended by the Commission for Synoptic Meteorology of the WMO in April 1953 in Washington, D.C.

More than 30 countries were represented at the meeting.

WMO approved the changes at the 4th session of the organization's executive committee in October 1953.

All code forms went into effect on January 1, 1955, with the exception of the reconnaissance code and the Sflac form of the sferics code, which have been used on a national basis since January 1, 1954.

AWS Sets Up Summer Training

Special summer training courses in weather techniques may be available to AWS officers this year, it has been announced by the training division of AWS headquarters.

AWS is expected to establish a requirement with USAFIT to train a number of officers in these courses.

A course in weather radar of special interest to weather officers in units equipped with CPS-9 weather radar sets will be held at the Massachusetts Institute of Technology, June 14 through June 24, 1955.

From June 27 through July 8, 1955, MIT will conduct a course in numerical weather prediction. Designed to aid the forecaster to appreciate the potentialities and limitations of current numerical weather prediction research, course priority

Returning from a Loon Echo flight, number four crew of the far north weather-watchers was met by the 58th's operations officer, Maj. Raymond M. Christy, with the news that they had just gone through a simulated bail-out and were "lost" in the trackless tundra.

The "lost" crew spent four days fighting arctic elements in a survival training test.

The 692nd Loon Echo flight had completed a record run of 17 hours and 20 minutes, landing at Eielson at 11:50 p.m. local time on December 6, 1954. With no chance to rest, the tired crew was bundled into trucks and deposited some 39 miles south of Fairbanks on the banks of the Salcha river.

The weather recon crew soon discovered what arctic survival meant.

The men carried with them standard survival equipment, individual bail-out kits, URC-4 radios from the plane and parachutes. Arriving at the bivouac area, they found drop kits, identical to those carried on arctic recon aircraft, scattered over a quarter-mile area, as if they had been dumped from rescue craft.

With no other equipment, the crew erected shelters, cooking tents and other necessary structures. Then they settled down in the boondocks, awaiting rescue.

Most of the daylight hours were spent securing fuel and hunting small game to eke out emergency rations. Much time was devoted to laying out signaling devices and clearing a helicopter landing area.

This surprise training, which the 58th called "Operation Boondocks," was coordinated with

(Continued on page 3)

will be given to personnel in weather centrals and forecast centers.

Stanstead college of McGill university in Canada is offering a special short course in arctic meteorology, June 27 through August 6, 1955. The course is designed to familiarize the forecaster with the climatology of the arctic, and with polar forecasting.

Officers in the ZI programmed for duty with the 5th and 7th Weather groups and for selected duty with weather centrals in the 1st and 2d Weather wings and the 1st and 9th Weather groups will be considered for this course.

Information on these courses is being forwarded to wings, groups and independent squadrons. Qualified and interested officers may contact these units for further information.



The Air Weather Service Observer is published monthly on the first Thursday following the third of the month by and for the personnel of the world-wide Air Weather Service of the Military Air Transport Service under the supervision of the Office of Information Services, Headquarters, Air Weather Service, Washington, D. C. The Observer receives Armed Forces Press Service material. AFPS material which appears herein will not be reprinted without written permission from the Armed Forces Press Service, 641 Washington Street, New York 14, N. Y. Other material not credited to AFPS may be reprinted without further clearance. 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. The Observer accepts no paid advertising and is supported entirely without the use of funds appropriated by Congress. Opinions expressed herein do not necessarily represent those of the Air Force. Editorial offices for the Observer are located in Building T-1-30, Andrews Air Force Base, Washington 25, D. C. Telephone: REdwood 5-8900 (Code 185), extension 5228. Contributions and correspondence should be directed to the Editor, OBSERVER, Office of Information Services, Headquarters, Air Weather Service, United States Air Force, Washington 25, D. C. All contributions will be subject to editorial revision and unsolicited manuscripts can be neither acknowledged nor returned to the contributor. The Observer subscription rate is \$1 per year.

BRIG. GEN. THOMAS S. MOORMAN, JR.
Commander, Air Weather Service

MAJOR WILLIAM C. ANDERSON
Chief, Information Services

JOHN D. RUGG
Editor

A/1C MARK T. CLEVENGER
Assistant Editor

Masthead designed by T/Sgt. Boykin A. Glover, MATS Hq.

You Bet It Is

Important? You bet it is. This business of observing and forecasting the weather might justifiably be called the most important job in the world. Certainly it is one of the most important.

Perhaps it is belaboring the obvious to say that weather touches nearly every aspect of our lives. Obvious things, however, are often overlooked in our frantic chase after the new, the different and the unusual.

Obvious works unsung in the kitchen among the humdrum pots and pans, while Unusual sparkles in the front parlor, bedazzling the guests with the rapier-like thrusts of his wit and humor.

But when lunch is late and the black, charred edges of the toast protrude from beneath the creamed chicken, who gets black looks to match the toast? The answer—to coin a phrase—is Obvious.

Obvious also works in every weather station ever built, unsung among the humdrum pibals and Circular N's. Hemmed in by sequence boards and fax maps, he briefs his customers, high-ranking and low.

When he's right—which is most of the time—it's routine. When he's wrong—and who is infallible?—it's the shot heard round the world.

Why? Because, pilot and commander alike, our customers have learned to expect accurate and adequate weather support on all occasions. You taught them to expect it by doing your important job well.

The man who builds a better mousetrap, we are told, finds the world beating a pathway to his door. Having lured an eager populace to his dooryard, however, he discovers that he is expected to continue to produce in keeping with the high standard he himself has set.

In a very real sense, the weatherman has created a better mousetrap, and finds the world at his door. For the Air Weather Service this world is comprised primarily of the Air Force and Army, at least insofar as our professional life is concerned.

The Air Force has been called the biggest business in the world, a business, again, where nearly every aspect is touched, directly or indirectly, by weather considerations. Making these considerations integral parts of the over-all operational picture, rather than unpredictable sand in the Air Force machinery, is the global job of the Air Weather Service.

A press release which crossed our desk states that in a recent seven-month period the Air Force made 524,864 agreements to buy \$2,557,598,000 worth of items. They ranged from tiny screws at less than a cent apiece to big jet planes with price tags for several million dollars.

The price of a B-52 averages out at 7½-million—and every time it leaves the ground, that huge investment rests partly in the hands of the AWS weatherman who briefed the pilot. Another routine job for the military weatherman, but an extremely important one.

Throughout our lives, the unseen fingers of the weatherman are everywhere—taken for granted, routine, obvious. But, important? You bet it is. (JDR)

Flying General



IN FLYING TOGS, the AWS commander, Brig. Gen. Thomas S. Moorman Jr., flew the first B-50 weather reconnaissance mission on a recent visit to the Far East. Taking the controls of a "Lark" mission at McClellan AFB, Calif., General Moorman flew to Hickam AFB, Hawaii, to inaugurate the use of the Boeing B-50 Superfort in the Air Weather Service. (USAF photo)

GLOBAL

Postmark

Hq, 2d Wea Wg—Your AWS Observer is being well-received by our personnel, both here in the headquarters and in the field. The only comments we have heard adversely were:

(1) Page make-up. It was felt that there was too much copy versus number of pictures, sub-heads, etc.

(2) Writing style. Some of the leads (i.e., the first paragraph of a story—Ed.) sounded more like the beginning of a science fiction piece than a news or feature lead.

But on the whole the comments were for the best. In fact, the majority of people would like to see it every week instead of just once a month. How about it?—1st Lt. Richard E. Williamson, ISO.

Gad, man—a weekly? Our ulcers are a fiery red now! But it's a thought to keep in mind for the future. As to Reader Williamson's comments (1) and (2), what do our other readers think on the subject? Want more pictures and less reading matter, or does the Observer go on being "the New York Times of the service publication field?" Any other comments on the writing style?

Red Face Department

Through an editorial oversight, a story on the Ground Observer corps which appeared on page 3 of our January issue referred to the "3d Weather SQUADRON at Ent AFB." The proper unit, of course, is the 3d Weather GROUP, which is doing a fine job in support of ADC and cooperating in the GOC program to spot severe weather. Our apologies to all concerned.

Some people can really hear radio programs through the fillings in their teeth, if they're close enough to a strong transmitter. No means has yet been found to equip the optic nerve to receive television broadcasts, however.

It Ain't Easy

by Andy

You can walk into most Paris restaurants and order anything from snails on the half-shell to filet of rattlesnake meat, and the maitre d'hotel won't even bat an eye. You can chase your *pièce de résistance* with brandy from Napoleon's wine cellar, a slug of illegal absinthe or fermented peacock blood, and the wine *garçon* will smile approvingly.

You can get anything under the sun that's fit for human consumption (and a lot of things that aren't) at a Paris restaurant. Anything, that is, but one thing.

We wandered into Fouquet's restaurant for a late evening snack on our first night in Paris. Fouquet's is a restaurant of some renown, having been the locale of several motion pictures (such as "The Man on the Eiffel Tower") and is frequented not only by gourmets but by gourmets' gourmets. Not a bad place, we figured, to give the famous Paris cuisine a tryout.

We were met at the door by the maitre d'hotel, head waiter, wine steward and hat check girl and led to a nice corner table with all the pomp and circumstance of an Elks parade. We pretended to read the menu, going down the right-hand side of the price list until we spotted something that was slightly cheaper than a Cadillac convertible.

"Deux, see-voo-play," I said in my flawless French, pointing to the entry, which I couldn't read. The head waiter smiled magnanimously and swept away. I wiped my brow and allowed myself to be lulled into a false sense of security.

Just then the wine steward advanced upon us and caught me with my guard down. He flashed a long list of expensive wines dating back to 1400 A.D. and stood with pencil poised. I glanced briefly at the wine list.

"What, no Liebfraumlch 1769? Then I'll have a beer, and could we have some water, please?"

The effect was startling. The wine steward smiled ingratiatingly. "Did *m'sieu* wish to wash his hands? If he would kindly go to the end of the hall and turn left . . ."

"No, thanks, just some water with our meal. A couple of glasses will do very nicely." The wine steward's flawless composure was beginning to ruffle a bit.

"If the *m'sieu* so wishes . . . however, we generally serve water at the end of the meal in our famous petite finger bowls . . ."

"No, no, *garçon*. We want some water to drink with our meals. If we could just have some cold water . . ." His eyes lit up in understanding. "Ah, *oui, oui*, two bottles of water. We have some of the finest Vichy water, bottled in Lourdes, France."

At the risk of creating an international situation, I tried once more. "Please, *garçon*, no seltzer water. Just a couple glasses of straight water, with maybe a little ice. Please." I clutched his hand pleadingly.

"You mean . . . plain tap water . . . with ice in it?" He impaled me upon a stare that one usually reserves for communists and hatchet murderers.

"Yes, just plain water. It can even be a little warm." He looked at me in horror and stamped off.

Needless to say, we were treated with cold disdain throughout the meal. Even a generous tip did not melt the frozen looks that greeted us from the restaurant staff. We were *hoi polloi* in the eyes of the French—tourists who chased the fabulous French cuisine with ordinary tap water.

We learned our lesson. I purchased a hip-pocket flask, which I managed to smuggle into the restaurants of the *bourgeoisie*. When no one was looking, I would sneak a shot from it occasionally and slip one to the Missus.

It didn't contain bathtub gin, or brandy; it was filled with water. Ordinary tap water.

We have since established a local chapter of the AA for visiting Americans, called "Water Anonymous." With the help of this worthwhile organization, one may learn to live and thrive in the gastronomical land of the franc. Through sheer fortitude, chicanery and good old Yankee ingenuity, Americans have found a way to beat the system.

But take it from an old rover . . . it ain't easy.



BESIDE A POOL, a lovely sight is Universal-International star Jeanne Crain, no doubt resting after completing "Man Without a Star" with Kirk Douglas for U-I studios. She'll soon begin her next, "Second Greatest Sex."

Electronic Don Juan Charged with Torrid Letters to Lovelorn

AWS scientific types will be aghast to learn that science may soon replace honest emotion. The machine age has invaded the privacy of pristine love.

From England comes news that an engineer has invented a letter-writing monster capable of sorting endearing words into *billets-doux*, complete with suggestive nouns, passionate verbs and affectionate adjectives.

According to a horror-stricken viewer, words denoting true love, fed into the hopper of an electronic computer, emerge as a *lettre d'amour*, complete save for a hypocritical signature.

Considering that the human heart stutters and falters when filled with emotion, the machine may so standardize love letters that man will forget this mode of literary expression. In time its use may extend to the writing of business letters, stories and books.

Imagine such books as *Last of the Mohair* and *Rake's Electronic Progress* by James Fenimore Computer.

Weathermen may see in this a key to the future. With a thermometer to measure temperature, a barometer modified to reveal blood pressure and a theodolite to determine which way the wind blows, a weatherman may be able to tell whether scientifically, throwing the titillating will-she, won't-she bewilderment forever out the window.

Survival

(Continued from page 1)

the Aero Medical laboratory at Ladd AFB, Alaska. Representatives of the laboratory camped near the bivouac area and observed the crew during the entire survival test.

At Ladd the 74th Air Rescue squadron was given the alert at 3 a.m. on December 7 that a plane was down near Fairbanks.

At 11:45 a.m. the same day, an ARS plane sighted a smoke signal from the stranded weathermen and established radio contact. Prior to being spotted, the "downed" crew had used flares and radio signals, but neither method brought response.

They were told they would be picked up in several days.

At the end of the training period, the men were transported to Eielson, more experienced than before in survival techniques.

Although temperatures during the period fluctuated between 14 below and 35 below zero, Capt. Paul F. Tranka and M/Sgt. Harold D. Reed, OIC and NCOIC respectively of the Emergency Equipment and Survival section of the 58th, reported that neither men nor equipment suffered ill effects from the cold.

In a subsequent critique, Lt. Col. Fort W. Lipe, 58th commander, expressed satisfaction with the entire operation.

Members of the crew were 1st Lt. Don N. Rogers, aircraft commander; 1st Lt. Bernard Kerner, pilot; CWO William R. Blair, weather observer; Capt. Robert J. Burright, navigator; 2nd Lt. Mark L. Reid, navigator; 2nd Lt. Orville D. Ingalsbe, navigator; S/Sgt. Willis H. Delp, flight engineer; A/1c Joseph D. Montoya, radio operator; A/1c Elmer B. Tingle, dropsonde operator; S/Sgt. Armando Figueroa, crew chief; and A/3c Melvin O. Lindsey, radio operator.

Action Reserved

Science A Duty: An AWS Reserve Story

An Observer Feature

By A/1c Mark T. Clevenger

Photos by T/Sgt. Wilmot Seto
MATS Hq Photo Lab



SERGEANT GEER normally attends training periods in the Pentagon, where he and others of his training group are engaged in a research problem. His active-duty tour found him assigned to the MATS headquarters building at Andrews AFB, Maryland—a building popularly known as the "Little Pentagon."



FOR 15 DAYS, Sergeant Geer occupied a desk in the office of the Directorate of Scientific Services, fitting into the structure of AWS headquarters, training under regular weather officers. For his short term of duty, he was under the tutelage of Maj. Arthur W. Bostick, Chief, Research Requirements branch.



AT THE TIME of Sergeant Geer's tour, the AWS Weather Central had not moved to its new Suitland, Maryland, location. This provided an excellent opportunity for the reserve airman to visit the hemispheric weather station, observing the latest weather techniques.

AWS, like all other AF services, maintains a solid backlog of men who, though no longer in active service, can be called upon to increase manpower available to AWS in emergencies.

Training at AWS units throughout the U. S. under the auspices of the AWS Reserve division, a part of the headquarters Personnel directorate, these men retain and develop service-learned skills in weather stations and staff agencies.

AWS reservists not only train hands and minds in essential skills, but relearn scientific processes, are indoctrinated in technical progress, and practice the forecaster's arts of balancing a pinpoint of weather information against meteorological laws.

Such a man is M/Sgt. Howard S. Geer jr., Mobilization assignee attached to AWS headquarters. Currently assigned to the Directorate of Scientific Services for his some-80 hours of training a year, he is a part-time employee of the U. S. Weather Bureau in Washington, D. C., and a student completing requirements for a BA at Montgomery junior college.

An enlisted forecaster, Sergeant Geer originally enlisted in the AF in March 1946 from his home in Rye, N. Y. After seven years as a regular, during which he attained his present rank, he entered the AF reserve, with assignment to AWS.

Recently he served a 15-day active duty tour, required for MOARS personnel in addition to year-round training periods, at Andrews AFB, Maryland.



LIKE OTHER AWS reservists, Sergeant Geer trains near home, serves actively at a nearby base to which he will be called in case of emergency. Authorized separate rations for the period, he lived at home, drove to work every day. The difference? He wore an AF uniform instead of mufti.



RESERVISTS on active duty share in traditional service benefits, from hoisting a few in the local NCO club with old buddies to partonizing base exchange facilities. The 15-day active duty tour is not all work, but partly play—service style.



PERHAPS the greatest benefit gained from an active-duty tour is the association with regulars, allowing discussion of mutual problems and comparison of the "old Air Force" with the new, as here with M/Sgt. Dean Clavelli. The yearly refresher course in service life allows easier integration into the AF in case of recall.

The Sounding Board

Bird, Girl or Cloud?

By Lt. Col. Alvin B. Buck
Operations Officer, 5th Weather Group

Numerous bird-watching societies and girl-watching societies have provided hobbies and interesting pastimes for droves of men and women, the latter being, of course, a society for men only. Rumor has it that a boy-watching society was recently formed at Wellsley college. Incidentally, have you seen the new Girl-Watchers' Guide?

Have you ever seen a weather-watcher? Just about every adult in the world (who can see and talk) is a weather-watcher. Everybody watches the weather, and makes comments about it. This is not only the age of electronics. It is also the age of weather-watchers. Even the children are picking up the habit.

When trends like this are noted, there are usually some kill-joy people who must organize the activity—to lend order, and dullness, and profit to an otherwise pleasant pastime. The 5th Weather group has done just that. We've taken most of the fun out of weather-watching and turned it into a business.

The Air Force insists that any time business rears its ugly head it must be managed. (Management was once defined as the art of changing a pleasant job into a grim task.) So the hobby has been formalized by a Northeast Air Command regulation entitled Met Watch. Notice how much more dignified the term Met Watch is than Weather-Watching.

Joking aside, Met Watch is serious business. The safety of aircraft depends upon it. To demonstrate the need for Met Watch (which is a continual 24-hour guard over weather conditions at an air base) let's casually survey the properties of weather service to aircraft.

The weather service has two basic services—weather observing and weather forecasting. Weather observing is a positive, nearly exact service which can be accomplished with a very high degree of efficiency. Forecasting is necessary for successful air operations, but it has limitations.

These limitations become obvious if terminal forecasts are carefully verified against operational criteria of ceiling and visibility. For instance, a check of the terminal forecasts for each NEAC base shows that forecasts made when the weather is good and expected to remain good (above aircraft operating minimums) are quite accurate.

On the other hand, forecasts made during periods of bad weather (below aircraft operating minimums) are much less precise. Also, a check of forecasts shows the forecasting problem to be markedly different in relation to the climatic regime of the air base. Poor weather varies most erratically and rapidly through the aircraft operating minimums.

None of these points are startling or unexpected discoveries. They are, however, too frequently overlooked or disregarded by both meteorologists and aircraft operational people.

No amount of increased personnel, improved equipment and training or even ultimate advances in the basic science will make our forecasting infallible.

The solution is to be found in operational procedures which will have a safety factor to account for the lack of precision in weather forecasts. Renewed emphasis on Met Watch procedures will offset the limitations of weather forecasts. By watching the weather continuously, after the forecast has been made and operational decisions arrived at, the safety of the operation can still be obtained by observing and reporting forecast and observed changes to the agency in control of the aircraft operation or to the aircraft commander himself. This is making full use of your weather facilities.

Watching the weather and notifying the in-flight aircraft is a highly coordinated task. Close coordination is needed among communications, operation, weather and a flying agency to flight-check the Met Watch.

Here's how to do it in NEAC. The NEAC regulation defines area, route, terminal and flight Met Watch as set forth by ICAO. The 5th group is responsible for continuous weather watch for the aircraft operational areas, routes and terminals in NEAC.

Every six hours we provide local terminal forecasts (amended when appropriate), valid for six hours, to the local aircraft operations section, airways radio station and flight-following section. Weather observations are passed to these agencies every hour, as well as special observations of any operationally significant changes as soon as they occur.

The 1805th AACS wing (NEAC's communications service) provides the necessary air-to-ground communications and flight-following service, also insuring that a current terminal forecast is given automatically to inbound aircraft on initial contact with the station. In addition, on initial contact, Sondrestrom provides a terminal forecast for Thule to aircraft enroute to Thule when passing through the Sondrestrom control zone.

The 6614th Air Transport group (NEAC's air transport service) flight-checks the Met Watch by testing this in-flight weather service. Not only does the 6614th monitor the automatic reception of terminal forecasts but they also ask for special forecasts for their alternates and wind forecasts over the landing approach zones.

The transport group maintains a complete radio log of this in-flight weather service and files the log, with comments on the value and quality of weather service, with the weather station commander at their base of arrival.

This is NEAC teamwork. It is teamwork to provide more flying safety with the know-how and facilities presently available within the Air Force.

This isn't as much fun as girl-watching or bird-watching. Arctic flying is a grim business—men's business which must be managed well.

Watch, well, weathermen. Be it bird, girl, or cloud—watch well.

Officers Slated For Overseas

Bound overseas during April, May and June 1955, for duty with AWS units at locations named, will be the following weather officers:

Lieutenant Colonels

Estil L. Hamill to 5th Wea Gp, Newfoundland; James H. Jack to 2d Wea Wg Hq, Germany; Carl H. Morales to 58th WRS, Eielson AFB, Alaska; and Lowell Schucknecht to 15th Wea Sq, Okinawa.

Majors

R. N. Alter to 20th Wea Sq, Japan; F. W. Breitling jr. to 30th Wea Sq, Korea; Jeremiah Creedon to Det 8, 26th Wea Sq, Ramney AFB, Puerto Rico; P. J. Emmert to 20th Wea Sq, Japan.

Samuel F. Freeland to Det 36, 29th Wea Sq, Madrid, Spain; Charles L. Frey to Det 21, 31st Wea Sq, Kaiserlautern, Germany; W. J. Gise jr. to Det 5, 5th Wea Gp, Ernest Harmon AFB, Newfoundland; G. H. Jones to 54th WRS, Guam.

D. S. McReynolds to Det 5, 5th Wea Gp, Ernest Harmon AFB, Newfoundland; Valdo V. J. Moncada to Det 10, 9th Wea Gp, Kindley AFB, Bermuda; Austin E. Pritchard to Det 5, 31st Wea Sq, Tour-Rosiere.

Charles Ready jr. to Det 14, 31st Wea Sq, Hahn AB, Germany; Gordon W. Schmal to Det 21, 31st Wea Sq, Kaiserlautern, Germany; James R. Schrom jr. to 15th Wea Sq Hq, Okinawa; Joseph L. Skeldon to Det 17, 28th Wea Sq, Upper Heyford, England; Raymond B. Smisek to 30th Wea Sq, Korea.

Arthur W. Sprehe to 31st Wea Sq, Ramstein AFB, Germany; Clarence P. Talbot jr. to Det 16, 5th Wea Gp, Sondrestrom AB, Greenland; P. T. Ulrich to 30th Wea Sq, Korea; Glenn D. Walker to Det 2, 15th Wea Sq, Andersen AFB, Guam; F. E. Weidand to 2d Wea Wg, Germany; and L. W. Yates to 1st Wea Wg.

Captains

W. E. Bennett to 20th Wea Sq, Japan; Marcellus W. Burton to Det 12, 5th Wea Gp, Peppercell AFB, Newfoundland; Leslie E. Cochran to Det 4, 5th Wea Gp, Goose AFB, Labrador; Alexander B. Culbertson to Det 21, 31st Wea Sq, Kaiserlautern, Germany; Harold Q. Danford to Det 7, 29th Wea Sq, Sidi Slimane.

S. P. Eckrem to 20th Wea Sq, Japan; Kenneth E. Ensign to Det 61, 18th Wea Sq, Burtonwood, England; D. H. Gustafson to 2d Wg, Germany; V. H. Hahn to 20th Wea Sq, Japan; Howard E. Hybskman to Det 10, 9th Wea Gp, Kindley AFB, Bermuda.

Robert A. Laudrille to Det 59, 18th Wea Sq, Chateauroux, France; R. V. McKibban to 56th WRS, Japan; C. K. Momberg to Det 4, 5th Wea Gp, Goose AFB, Labrador; Wayne A. Norby, Det 21, 31st Wea Sq, Kaiserlautern, Germany; J. K. Ohligschlager to 20th Wea Sq, Japan.

Hubert M. Riherd to 56th WRS, Japan; Claude A. Rowe to 30th Wea Sq, Korea; E. J. Shinaberger to Det 25, 5th Wea Gp, Keflavik Airport, Iceland; G. G. Smyth to 1st Wea Wg Hq, Japan; G. H. Spicer jr. to 20th Wea Sq, Japan.

William C. Trevorrow to 58th WRS, Eielson AFB, Alaska; W. E. Warner to 1st Wea Wg Hq, Japan; Gustav H. Wendt to 31st Wea Sq Hq, Ramstein AFB, Germany; and Louis A. Westphal to 1st Wea Wg Hq, Japan.

First Lieutenants

Richard W. Banks, Patrick J. Breitling and Limon E. Fortner jr. to 54th WRS, Guam; Robert L. Hairston to 53d WRS, England; and David A. Morgan to 28th Wea Sq Hq, Bushy Park, England.

U. S. Athletes Gird Loins For Coming Olympic Games

Armed Forces athletes will contribute a large share of power to U. S. teams entered in Pan-American games at Mexico City next month, the Defense department announced last month.

Bond Buyer



BUYING BONDS in the amount of \$1,875 at one time, believed to be a base record, is M/Sgt. Richie A. White, NCOIC of the 1st Weather wing materiel section at Offutt AFB in Nebraska.

USAF To Discontinue Use of Penalty Mail

Penalty mail will be discontinued throughout the AF, effective July 1, 1955, according to a recent announcement by USAF.

It has been determined that it will be more economical for the AF to prepay postage on official first-class matter.

AF units will not use penalty envelopes, cards or labels for military purposes after July 1.



OUTSTANDING AIRMAN award at Orly field, France, went to A/1c Herbert A. Kieffer, observer with the 18th Weather squadron's detachment 48. First such award made, it was presented by Lt. Col. James H. Van Pelt (left), Orly base commander, as Maj. William L. Nesley (right), Airman Kieffer's detachment commander, looked on.

The Pan-American events are a western hemisphere warm-up for the Olympics, scheduled for 1956 in Australia, Italy and Sweden.

Service personnel have already been selected as members of the U. S. pistol-rifle shooting and equestrian teams.

Each individual service has tryouts and eliminations to select its best athletes for possible billets on the Olympic squads. Top athletes are then combined into an all-service squad to be trained by the service designated to coach that particular sport.

These combined squads will then enter, along with civilian hopefuls, the final eliminations at which the Olympic committee picks the athletes to represent the United States.

Service athletes selected for the U. S. teams will be under the control of the U. S. Olympic committee.

A consolidated service basketball squad is training at Wright-Patterson AFB, Ohio. A squad of top divers and swimmers from all the services is being coached by the Navy at Treasure Island in California.

The Army is training the interservice track team at Walter Reed hospital in Washington, D. C.

Each of the services is now in the process of selecting men who will bid for berths on the teams representing the U. S. in boxing, wrestling, fencing, rowing, gymnastics, cycling, baseball and skeet shooting.

Servicemen may also try for spots on U. S. tobogganing, skiing, speed skating and ice hockey teams, which will not compete at Mexico City but will compete in the Olympics.



ON HIS APPOINTMENT to the Air Force Academy, A/2c Francis B. Fanning receives the congratulations of his commander, Lt. Col. Templeton S. Walker. Airman Fanning is an aircraft mechanic with the 57th WRS at Hickam AFB, Hawaii, and was appointed by Senator Harold Ostertag of New York.

ON THE skew-T AWS Global Report

Around the world this month, AWS units are busily spreading the good word and extending their weather services to a weather-conscious public.

Many units have followed in the past a policy of service to local and theater news media by providing weather reports and climatological outlooks for laymen.

Through its squadrons, the 2d Wea Wg gives all military and English-speaking personnel in the ETO a look at the weather via the Stars and Stripes, American Daily and the Armed Forces network, as well as in local base papers.

The Oriental representative of the AWS global weather behemoth, the 1st Wea Gp, will soon supply a daily weather map to the Stars and Stripes in Japan.

The 15th Wearon in the Philippines disseminates daily weather forecasts over the Clark AFB radio station and the Far East network on Okinawa.

A daily radio report of reconnaissance activities is meeting with increasing popularity, according to the 54th WRS on Guam. It is broadcast over the local AFN station.

Detachment 14, 19th Wearon, at Kirtland AFB, N.M., reports that S/Sgt. Charles J. Staub has drawn up plans for an ADC weather presentation on the 34th AD(D) television program, "In Your Defense," and audiences should have received the show by this time.

Personal appearances, too, further the good name of AWS. Tours, briefings and lectures feed the ever-present hunger of the average man for knowledge.

Weathermen probably cannot emulate the MATS outfit on the California coast which gave a briefing on its activities aboard an airplane at 10,000 feet. However, a weather station seems to be intrinsically interesting to the uninitiated.

In Oklahoma City, Maj. Arthur Starrett, assistant OIC of the AWS Severe Weather Warning center, lectured to the West Side Lions club on operations of the center.

Members of the general science class of the Clark AFB dependents school in the Philip-

AF Wife Sends Kiss To Courtly Talbott

Courtly Harold E. Talbott, Air Force Secretary, is not accustomed to receiving kisses during office hours.

But amid the endless tide of paper that laps at Pentagon desks, a kiss slipped through, in the form of a telegram from an anonymous Air Force wife.

She said, "I could kiss you for your statement (that) we spend billions on equipment and only nickels on professional skill."

The Secretary, it is reported, enthusiastically welcomed the uncommon departure from office routine.

Mr. Talbott has consistently held that the Air Force must increase its attractiveness as a career to hold the trained technicians a highly technical service needs. He promises the unknown benefactress that he will continue to devote himself to making the USAF the finest career possible.

Observers Handed Revised Circular N For the New Year

A revised Circular N, the observer's omnibook, made its appearance on January 1, 1955.

The WBAN Circular N provides standardization of weather observing and reporting techniques for the three weather services, AWS, US Weather Bureau and Naval Aerology branch.

The latest edition of Circular N was revised to agree in substance with code changes and to incorporate revisions in observing procedure made since the last edition was published in November 1951.

The January 1955 edition of the manual is the seventh such edition, the first being brought out in 1928 under the title of "Instructions for Airway Observers."

The first composite edition appeared in January 1949, combining observing procedures for all the weather services.

Detachment 1 of the 15th Wearon, were given a "cook's tour" of the station.

A group of Air Scouts toured detachment 12, 6th WG, at Griffiss AFB, N.Y., on December 27, 1954, and were shown through the installation. At the 6th group's 8th detachment, 35 Air Scouts were indoctrinated in observing and forecasting operations.

The girls were not overlooked. At weather detachment 16-6, Goodfellow AFB, Texas, a number of Girl Scouts were conducted through the station by 2d Lt. Chester C. Lukasiewicz.

Up in the wilds of Newfoundland, Lt. Col. Gene E. Drubeck, as a guest speaker of the Newfoundland Natural History society, spoke over the radio station at St. John's, explaining a weatherman's stock in trade—weather.

Detachment 14, 3d Wea Gp, at Kirtland AFB, N.M., has produced an Aircraft Control and Warning weather training kit in cooperation with AC & W training personnel. It is expected that it will speed training of replacements for AC & W sites.

The 58th WRS in Alaska won \$50 in the base Christmas display contest. The money will be placed in a fund earmarked for the purchase of a television set for the squadron dayroom. The Ben Eielson trophy, an annual award presented to the squadron with the highest number of points accumulated by participation in the base sports program, will be presented to the squadron this month.

S/Sgt. Kenneth L. Goetz, detachment 21, 31st Wearon, graduated as top honor student from the Seventh Army NCO Academy in Munich, Germany. He beat out 222 AF and Army students. The 31st now claims to be the biggest squadron in the AWS, with 17 detachments in Germany, France, Austria and Holland.

A/1c John H. Wehrman of Hq, 2d Wea Wg, in Furstentfeldbruck, Germany, received the quarterly Outstanding Airman Award for the period October through December 1954. Performance of duty, loyalty to unit, acceptance of responsibility, appearance and off-duty conduct were cited in the award made to the Tucson, Ariz., airman. He is an aircraft engineer for the wing.

Weather specialists of the 54th, 56th and 57th WRS met recently at Hickam AFB, Hawaii, to standardize in-flight utilization of dropsondes.

Re-up Rate Is Critical, Ike Tells Congress

Low reenlistment rates came in for their share of note in President Eisenhower's speech to Congress on January 13. He stated that the composite rate of reenlistment for all services was only 20 percent.

According to the President, the need is critical for a high rate of reenlistment. He said that, "because our defense planning is developed within this (voluntary) framework, we seek to man our armed forces with volunteers to the greatest extent possible."

"The increased mechanization and complexity of defense forces make technical skills and a wide background of experience vastly more important than ever before."

In speaking of the personnel turnover in the military services, he said that "at this time when we must still maintain large forces under arms and alerted throughout the world, it is difficult to attract and retain volunteers, both enlisted and commissioned."

In further statements, the President revealed just how much the United States is losing by failure to reenlist men who have completed their terms of service.

"One million men will become eligible for release during the coming year," he said. "It will be necessary to replace about 800,000 of these men."

"The investment in this skilled manpower is enormous. For example, it costs approximately \$3,200 to put one man through the normal course of basic training."

"It costs an additional \$2,000 to \$5,000 to train a man in the typical technical skills that are so essential. It costs \$120,000 to train a jet pilot."

"Moreover," the President added, "the cost of equipment, transportation and other items goes up as the rate of personnel turnover increases."

Accident-Free Year Chalked Up by Four Wx Squadrons in '54

Four AWS squadrons, all in the ZI, finished out 1954 without a single ground accident, as AWS chalked up the first downward trend in ground accident costs in five years.

Units compiling the perfect record were the AWS headquarters squadron, Andrews AFB, Washington, D.C.; 4th Weather squadron, Hamilton AFB, San Rafael, Calif.; 24th Weather squadron, Randolph AFB, Texas; and 25th Weather squadron, Donaldson AFB, Greenville, S.C.

None of the units reported a ground accident in the period from January 1 to December 31, 1954. AWS as a whole registered \$102,220 less than 1953 ground accident costs. Ground accidents cost AWS \$290,918 last year.

A yearly cost record shows that in 1950 the cost was \$170,649. Costs increased each year until 1953, when accident costs were placed at \$393,138.

Ground safety personnel in AWS headquarters attributed the increase in safety awareness to command realization of the importance of safety education.

Recon Flew 158 Hours A Day in AWS Year

Figures recently released by the reconnaissance division of AWS headquarters give the over-all picture of AWS recon activities during 1954.

Especially noteworthy were the low percentages of missions aborted by the squadrons involved. Total percentage of missions completed ranged in the nineties for all squadrons, with the 57th chalking up the high mark of 99.2 percent.

AWS recon squadrons racked up a total of 3,955 missions completed out of a total of 4,101 scheduled—an AWS-wide batting average of 97.4 percent.

Squadrons flew 252 storm missions and 226 special missions. The Boeing WB-29 Superforts of the AWS reconnaissance units flew a total of 57,573 hours, an average of nearly 158 hours per day throughout the year.

Hygrometer Tested By Arctic Squadron

A dew-point hygrometer, first of its kind in the AWS, will soon undergo operational tests by the 58th WRS in Alaska at the direction of AWS headquarters.

The instrument will measure humidity at the coldest atmospheric temperatures, overcoming deficiencies of former instruments which could not accurately function in very frigid air.

Delivered to the 58th WRS in November 1954, the device is scheduled to go aloft on routine arctic missions to determine its operational feasibility.

An optical instrument, the hygrometer has a mirrored surface which is cooled by alcohol and dry ice while heat is applied to maintain frost of constant thickness. Heat needed is directly related to the temperature and humidity of air flowing across the surface of the mirror. Dew point is computed automatically and recorded continuously.

Topers Star on Info Hour

The free beer sign was out last month at 3d Weather group headquarters, Ent AFB, Colo. Strangely enough, the occasion was Commander's Call.

Only a few thirsty volunteers had the opportunity to imbibe, however, and their tipping was strictly in the interest of science.

It all started when someone wondered how the alcometer worked.

The alcometer is a gadget used by a number of civil police departments these days to determine whether a driver is drunk or sober—by the numbers.

With the assistance of Sergt. H. L. Davis and Patrolman V. L. Watkins of the Colorado Springs police department, a demonstration was arranged by Capt. Paul F. Poduska, commander of the 3d group's headquarters squadron.

Four airmen and two officers who volunteered were selected to serve as guinea pigs for the Commander's Call demonstration of the alcometer. Three of the airmen were given one, two and three cans of beer each and the fourth airman consumed four ounces of whisky. The officers brought samples of their favorite cocktails.

When the alcohol had had sufficient time to be absorbed into the bloodstream, the volun-

teer toppers simply blew into a mouthpiece. The alcometer's dial gave the level of their alcoholic indulgence.

In the hands of a trained operator, Patrolman Watkins told the weathermen, the alcometer is a reliable test of intoxication. It closely parallels the more familiar blood alcohol test, but has the advantages of giving an immediate indication and of not requiring the victim to be punctured with a needle.

Alcohol content of the blood stream is measured by the alcometer by the amount released through the lungs in the breath. If the dial indicates less than 0.15 of one percent of alcohol in the blood, the person being tested is not legally under the influence of alcohol.

This is true no matter what other symptoms may indicate. But a figure of 0.15 or more is the number to watch.

The demonstration was witnessed by some 70 officers and airmen of the 3d group as part of an intensive accident prevention program being carried on in the headquarters.

The alcometer has been adopted for use in most of the important cities throughout the U. S. and is endorsed by the American Medical Association and the National Safety Council.

A Ready Guide to the Fighting Air Weather Service

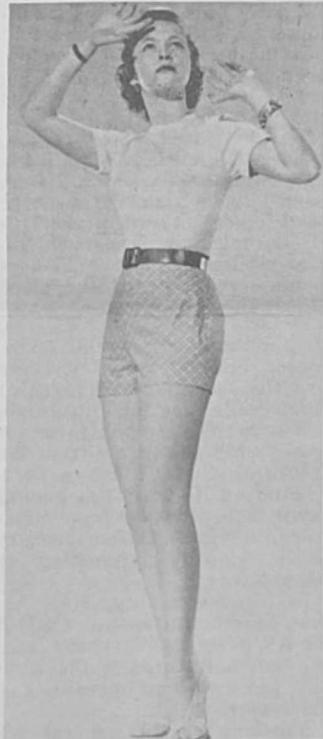
AS A SPECIAL SERVICE, the Observer comes to the aid of the hard-pressed detachment commander, presenting on this page a handy illustrated orientation sheet which can be used for briefing all newcomers to the fighting Air Weather Service. In all honesty, of course, we must admit that these folks aren't really your fighting AWS men in action. We are eternally grateful to Paramount Studios for the liveliest publicity stills we have ever seen, sent out to advertise their new Technicolor opus, "Conquest of Space," an exciting drama of an attempt to reach the planet Mars. We just couldn't resist the temptation to re-capture them.



EQUIPMENT USED by the Air Weather Service is interesting and easy to work with. This happy airman is busily engaged in trying to fill a radiosonde balloon.



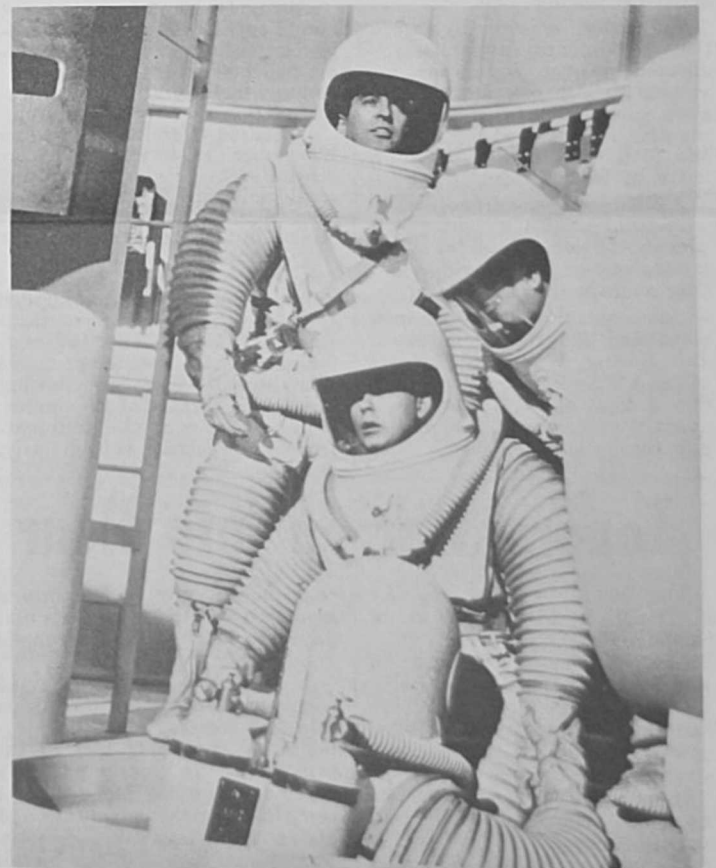
THE AWS TOPKICK is a fun-loving, good-natured man who encourages his men to talk over their problems with him at any time. He is never more lovable than during Saturday-morning inspections.



A TYPICAL AWS Waf airman. When not busy at her daytime job of watering wet-bulb hygrometers, this lovely lass plays "Mrs. Harvey Weskit" on the "Mr. Peepers" television show.



RECONNAISSANCE crews that scout the uncharted regions of the world for weather information are the Air Force's finest pilots. Here a typical WB-29 crew greases one in.



AWS SCIENTISTS from the Directorate of Scientific Services work around the clock in their eager pursuit of knowledge. This fearless group is working on a project to recharge old CO2 cartridges for home seltzer bottles.



MAKING FORECASTS is loads of fun. This gleeful forecaster has just learned that he briefed the AWS Commander for a flight and forgot to mention the black areas along his route and at his destination.



AWS WEATHERMEN get the world's finest training in meteorology. Armed with this knowledge, this young airman confidently watches the result of his very first forecast—"ceiling and visibility unlimited."

SEND THE OBSERVER HOME
Fold and Fasten

From _____

TO _____

PLACE
STAMP
HERE