

Weathermen Praised for Performance

When the second and final phase of the 1962 US nuclear test series in the Pacific (Operation Dominic) came to a close, Brig. Gen. N. L. Peterson, AWS commander, received congratulations from Lt. Gen. Joe W. Kelly, MATS commander, and Brig. Gen. John S. Samuel, commander of Task Group 8.4 and Air Force deputy to the Joint Task Force 8 commander.

Praise was for the manner in which AWS personnel responded to the many challenges the operation presented.

Col. Templeton S. Walker, commander, 9th Weather Reconnaissance group, who was the overall MATS coordinator for the project, and Col. Robert A. Kerr, Deputy Director of Air Operations, Hq AWS, who later replaced Colonel Walker as coordinator, were particularly singled out by General Samuel for a job well done.

Capt. Oren R. Windoffer, Det. 2, 55th Weather Reconnaissance squadron, was personally commended for the manner and enthusiasm with which he accepted the additional duty as Maintenance Officer of the 1211th B-57 Maintenance Organization at Barber's Point. Capt. Windoffer spent long hours on the flight line, both day and night, to insure that mission requirements were fulfilled with safely operating aircraft.

In a message saluting the accomplishments of Task Group 8.4, Rear Admiral L. M. Mustin, commander of JTF-8, at the close of the tests stated in part, "...convey to those members of JTAG 8.4 who have contributed to this performance my most sincere professional respects and personal congratulation. WELL DONE."

Senior MATS project officers emphasized the fact that AWS established weather-reporting stations on remote and, in some cases, uninhabited Pacific islands in a routine manner which belied the magnitude of the problems involved. These stations consistently made rawinsonde runs well in excess of 100,000 feet over an extended period of time. Products were of high quality and of great value to the JTF-8 Weather Central.

WB-50s flew synoptic reconnaissance tracks almost daily and preshot area reconnaissance for each of the 35 test events. Many of the flights were from the forward base at Christmas Island, where deployed maintenance personnel on extended TDY launched them with a regularity rivaling that of a permanent base.

At Hickam AFB, Hawaii, the TDY reconnaissance force on occasion was completely saturated with concurrent demands of Dominic, Discoverer and Mercury projects. Yet, all requirements were met.

In spite of numerous problems, the B-57 cloud-sampling force was augmented, trained, equipped, and deployed to forward Pacific bases, where they collected all samples requested by scientific laboratories.

General Peterson sent a letter of appreciation to all AWS units involved, expressing his thanks for their efficient support of Dominic.



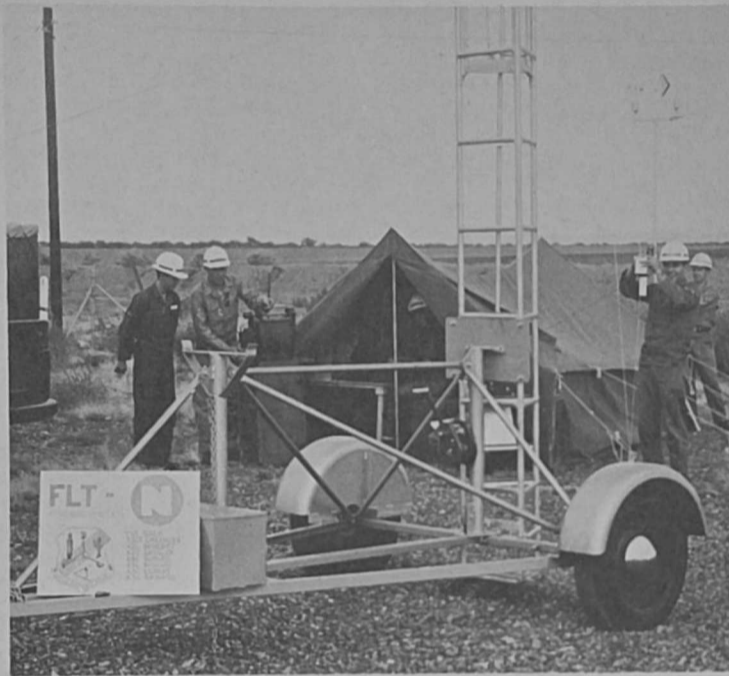
A Quarter Century of Military Weather Service

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January 1963

Weather Group Supports Titan II Tests



OBSERVERS from 6th Weather squadron (Mobile), Tinker AFB, Okla., with the base of the tall portable tower in the foreground and wiresonde and wind equipment in the background, prepare to support Titan II operations at Davis Monthan AFB, Arizona. Working for 1st Lt. Robert B. Sieck, 4th Weather group forecaster in charge, are (l to r) A3c William F. Burnes jr., A2c Louis M. Bassler, A3c Anthony V. Sainato, A2c James G. Benedict and A3c Jacob S. Egbert.

AWS Units Respond To Cuban Quarantine

With the advent of the Cuban quarantine, Air Weather Service mustered the facilities of its global weather network in support of alerted United States military forces. Directly involved were Air Force weathermen of four AWS units, many of them moving quickly to temporary duty stations to augment existing weather facilities. Indirectly involved, in their role of providing specialized weather support to all USAF and many Army commands, were all other elements of AWS, standing by to accelerate weather support as needed.

Ground weather forces involved were the 2d Weather group, which supports the Tactical Air Command, Continental Army Command and US Strike Command; the 8th Weather group, which supports, among other commands, MATS and Caribbean Air Command; and 3d Weather wing, which supports the global striking force of Strategic Air Command. Aerial weathermen involved were members of the 9th Weather Reconnaissance group.

Alert for possible weather-support needs were the 4th Weather wing, the AWS unit which gives tailored support to the Air Defense Command; and the 4th Weather group, supporting Air Force Systems Command and others. Mobile weathermen of 4th Group's 6th Weather squadron (Mobile) stood by for possible action.

A veteran of the Berlin Airlift, Col. Nicholas H. Chavasse, who commanded 2d Weather

group until this month, was named staff weather officer for Air Forces, Atlantic, and left group headquarters at Langley AFB, Va., for duty at AFLANT's command post at Homestead AFB, Fla. He also served as Weather Task Force commander and provided necessary weather support to US Army forces in the Atlantic.

Pressed into action to insure up-to-the-minute weather observations from the Cuban area were men and aircraft of the 9th Weather Reconnaissance group, which performs USAF weather reconnaissance world-wide.

On October 29, 1962, the famed Hurricane Hunters — 9th Group's 53d Weather Reconnaissance squadron at Kindley AFB, Bermuda — began twice-daily flights around the periphery of Cuba. Its fleet of weather-modified WB-50 aircraft augmented by the addition of three aircraft

(Continued on page 6)

66 Captains Promoted To Major

The Air Force recently announced that it will promote a total of 4,620 captains to the temporary grade of major during the current promotion cycle.

Sixty-six officers with AWS have made the list, six of which are presently attending school through the AFIT program.

The effective dates of promotion are unknown at this time. Some of those selected will be able to wear their major's leaves the first of the year. The majority, however, may expect promotion not earlier than July 15, 1963. Increments will be announced as vacancies become available. Officers within each increment may assume the higher grade on the date announced for that increment.

AWS Headquarters

Eugene X. Bedell, Ray B. Coffman, John O. U. Love, William M. Maintz.

1st Weather wing

Robert J. Bissell, Richard D. Davis, Elton Julian, Vern L. Peters, Phillip D. Weihs.

2d Weather wing

Umberto M. Amerio, William A. Beczkalo, Fred H. Bullard, William E. Cummins, William J. Hamilton, John D. Hamm, Douglas M. Hurt, Theodore N. Mace, Alvin T. Opolinsky, Robert F. Plomb, John S. Rigden jr., Boyce M. Smith, Ernest R. Thurber.

3d Weather wing

Jehu D. Ashmore, Stuart D. Bremner, Howard C. Brown, Gordon Choy jr., John H. McKinney, Edward V. Polhamus, Ralph W. Putman, Robert L. Seymour, Milton H. Sipple jr.

4th Weather wing

Gerald M. Breen, Josiah E. Cook, Eugene R. Hoppe, Richard J. Morrow, Gerald C. Paquin, Glenn C. Reiter jr., Edward P. Sugrue.

2d Weather group

Richard G. Read, William C. Meyer, Howart T. Whitehurst.

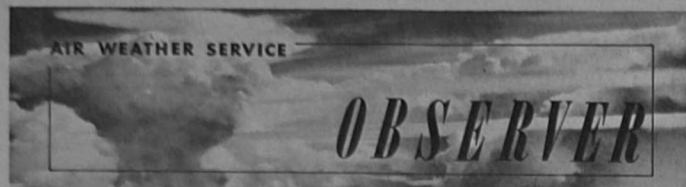
4th Weather group

Richard E. Cale, Walter R. Gruber, Clayton L. Hogg, William N. Steshko.

(Continued on page 5)



ASTRONAUT, Alan B. Shepard (left), receives a weather briefing from SSgt. A. J. Gayetsky, forecaster, Det. 1, 15th Weather squadron, Brookley AFB, Ala. The astronaut was on his way to Ellington AFB, Texas in an F-102. It was Shepard's comments, aboard the Mercury capsule Freedom 7, that brought another first to the annals of US Air Force weathermen. His remarks on cloud cover over the Eastern Seaboard within three minutes after takeoff permitted AWS to file the world's first pilot report (PIREP) from space.



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BRIG. GEN. NORMAN L. PETERSON
Commander, Air Weather Service
MR. JOHN D. RUGG, Director of Information
2ND LT. CASEY R. LUCZAK, Editor

US Air Force — Aerospace Power for Peace

Legion of Merit



LEGION OF MERIT (second oak leaf cluster), is posthumously presented to Col. James T. Seaver jr., who served as AWS vice commander from November 1959 to July 1960. Colonel Seaver died last October after a long illness. Mrs. Seaver (right) receives the award from Lt. Gen. G. P. Disoway, DCS/Operations, Hq USAF, as her son looks on.

Detachments Eligible For Moorman Award

Hq Air Weather Service has recently established the Moorman Award which is for the outstanding centralized detachment. The award is in honor of Lt. Gen. Thomas S. Moorman jr., commander of Air Weather Service during the period April 22, 1954, to March 28, 1958.

All detachments which perform a centralized forecast or analysis function and not normally considered as a "base weather station" with a weather observing and/or an aircrew briefing function are eligible.

These eligible units will normally be forecast centers and weather centers which provide meteorological support on a functional or geographic basis to other AWS units. Nominations will be limited to one per unit, reporting directly to Headquarters AWS.

The award will necessitate a change to the eligibility requirements of the Williams Award, which is for the outstanding ground weather detachment. Detachments eligible for the Moorman Award will not be eligible for the Williams Award.

Having a separate award for the centers and centrals will alleviate the problems which have arisen in the past in determining the outstanding weather detachment, when comparing a "normal" detachment with a centralized type detachment which has a distinctly different mission and capacity. It will also provide increased emphasis to the centralization functions which are playing a larger role within AWS.

The first award will be presented in calendar year 1964 to cover accomplishments during 1963.

FRONT & CENTER

Front & Center is a feature designed to give recognition to the men behind the scene in weather operations throughout AWS. This month we salute the Weather Equipment Repairman.

Installing and performing organizational and field maintenance on detachment meteorological observing equipment is the primary responsibility of our Weather Equipment Repairman.

Equipment must be kept operational if weather observers are to provide using agencies with an accurate and complete picture of the meteorological situation for the operational safety of high speed aircraft. "On call" service is therefore mandatory at all times.

Present detachment inventories may include weather radar equipment, temperature humidity set, rotating beam ceilometer, transmissometer and wind set. Many units also have a duplicate precision approach weather observation facility installed or programmed for installation.

With this inventory of equipment the repairman must insure that sufficient spare parts and supplies are ordered to maintain an adequate stock level. He also keeps records of accountable equipment up-to-date.

The AWS Observer salutes our Weather Equipment Repairmen for their efforts in keeping our equipment in excellent condition.

AWS-WIDE PROMOTIONS

	Eligible	Quota Prom.
1961 (June and December)		
252XX		
To E-6	447	22
To E-7	317	11
253XX		
To E-6	398	17
To E-7	591	13
All Other AFSCs		
To E-6	484	22
To E-7	851	26
1962 (June and December)		
252XX		
To E-6	405	28
To E-7	476	26
253XX		
To E-6	417	16
To E-7	519	26
All Other AFSCs		
To E-6	827	53
To E-7	767	38
1961 and 1962 Combined		
Weather AFSCs		
To E-6 & E-7	3570	159
Other AFSCs		
To E-6 & E-7	2929	139
March 1961		
252XX		
To E-8	13	4
To E-9	7	5
253XX		
To E-8	194	12
To E-9	104	32
All Other AFSCs		
To E-8	263	29
To E-9	42	14
March 1962		
252XX		
To E-8	28	12
To E-9	3	1
253XX		
To E-8	183	34
To E-9	57	18
All Other AFSCs		
To E-8	222	15
To E-9	20	9
1961 and 1962 Combined		
Weather AFSCs		
To E-8 & E-9	589	120
Other AFSCs		
To E-8 & E-9	547	67



Command Line

If there is any single subject of interest to all of us, it is the subject of promotions. Not only does being promoted or not being promoted affect us financially, but the fact of being weighed competitively against our contemporaries cannot help having an affect upon our well-being and state of mind.

USAF's airman promotion system affects each of us, directly or indirectly, depending upon whether we are promoted (or not promoted) by it, or whether we help administer it. Therefore, I am reviewing it briefly here as it applies to Air Weather Service. The officer promotion system will be a subject for a future Command Line.

The basic directive for promotion of airmen is AFR 39-29, paragraph 1 of which points out: "Promotions will be made to advance the best-qualified airmen and not merely to fill a quota nor to reward the airmen for long and faithful service." All AWS promotion boards work under this concept, which is not peculiar to the Air Force or to the military services, but is a concept which guides all successful organizations.

This is how the system works: USAF prepares machine-run rosters of all airmen eligible for promotion, by grade and by AFSC (including weather AFSCs). Approximately six weeks before each promotion date, MATS receives from Air Force an airman promotion distribution list, which indicates MATS' proportionate share of promotion vacancies by career-field subdivisions and grades in which vacancies exist. MATS then makes a quota distribution to the field, including AWS, based on the numbers eligible, again by grade and AFSC.

These quotas are then allocated to lower echelons, when the numbers can be equitably utilized in this fashion. Otherwise, central MATS selection boards consider all eligible airmen recommended by their commanders in the limited AFSCs.

The field units are given fixed quotas which may carry with them restrictions in specific grades and AFSCs. For example, suppose that in the December 1962 cycle, a particular AWS organization received a quota of 10 E-6 vacancies, the only MATS limitation in the grade being against promoting more than two 70270s. The organization's promotion board would then select for promotion its 10 best-qualified eligible staff sergeants and might or might not include 70270s — depending on how the organization's eligible 70270 staff sergeants compared with staff sergeants in weather or other, nonweather career fields.

Elsewhere on this page, two tables show AWS-wide promotions for 1961 and 1962, E-6 through E-9. Since there is naturally an inclination within AWS to compare weather and nonweather AFSC situations, the tables reflect this comparison. When figures and grades are combined for both years, the difference between weather and nonweather promotions is far less than 1 percent.

Within AWS, our boards have utilized all the promotion quotas. To sum it up, within the weather field, promotion chances will vary considerably dependent upon over-all vacancies by grade and weather AFSC, at any given time. The same applies to nonweather men but, in addition, many times because of the extremely small number of vacancies, our nonweather people must also compete MATS-wide.

Competition for promotion is keen — extremely so among staff and technical sergeants — simply because there are so many high-caliber people in AWS. I am, however, confident that AWS promotion boards, working as they must within limited quotas, are selecting the best-qualified airmen for promotion to higher grades.

N. L. PETERSON
Brigadier General, USAF
Commander

Airman Promotion Cycle

Following are the February 1963 quotas which have been sent to our units by Hq MATS, under the new MATS centralized personnel system. These quotas have further restrictions by AFSC. This table also shows the over all MATS quotas by grade.

	SSgt	A1c	A2c
Hq AWS (incl 1210WS)	2	2	2
1 Wea Wg	4	20	12
2 Wea Wg	12	35	30
3 Wea Wg	10	40	39
4 Wea Wg	5	33	30
2 Wea Gp	5	25	22
4 Wea Gp	3	12	46
8 Wea Gp	7	38	27
9 Wea R Gp	22	33	38
AWS TOTAL	70	238	246
MATS TOTAL	517	1151	1967

(Although it cannot be applied directly to the above, AWS accounts for roughly 10 per cent of the total MATS population.)

AWS Features

Weather Relay Center

The age of modern jet aircraft and space vehicles precipitated the development of a modern system of communicating weather information. The pilot, who departs McChord AFB, Washington, on a flight to Little Rock Arkansas, must know the weather conditions at his destination before he departs; en route, he must receive current weather information to update that which he was given when he filed his flight plan; and when he arrives he may need to know weather for surrounding stations should it be necessary to divert to an alternate field.

In December 1954, a Weather Relay Center was established at Tinker to speed the transmission of CONUS weather reports. The first center was equipped with four teletype receivers and four keypunch relay machines operated by 12 airmen.

New Center

The new automated Weather Relay Center (KWRP) at Tinker contains a maze of electronic equipment operated by 51 communications specialists working four shifts round-the-clock.

The facility is operated by AFCS to collect and disseminate weather information for units of Air Weather Service.

The Tinker Center relays weather information from 143 AWS collection points to over 200 Air Force, Army, Navy, and FAA locations throughout the continental United States and overseas.

To provide the best possible service, a dual system of reporting was devised. Comet 1 and Comet 2 are eight-circuit paralleling networks capable of operating separately or in conjunction with each other.

Comet 1

At 30 seconds before every hour of the day and night, Comet 1 seizes all circuits in the Center and begins automatic collection and dissemination of weather information from stations on a predetermined basis. The programmer or "brain" calls all stations, collecting and disseminating all CONUS surface weather observations in less than five minutes.

"H-Time" reporting, as this hourly cycle is called, is fully automated. A zone reporting system

is used, wherein the United States is divided into eight sections or zones; the northern half of the US being zones one through four and the southern half being zones five through eight.

In a predetermined pattern, each station in a zone is called by the programmer and as the reporting is completed, the programmer automatically switches to the next zone to be queried.

Periods between hourly "H-Time" reporting are used for automatic collection and dissemination of delayed and updated hourly observations.

"H-Time"

During "H-Time" reporting, as this cycle is called, predetermined circuit ties are automatically established by the programmer. Comet 1, operating at 100 words per minute, is used exclusively for the collection and distribution of surface weather observations.

All weather information, other than surface airways observations, is collected and disseminated by Comet 2. Comet 2 has no circuit ties and operates on a miscellaneous scan when weather information is not being relayed.

The programmer controls Comet 2 polling, which is predetermined. As information is transmitted to the Center on Comet 1, it is received directly at using stations and is not processed in the Center.

In Comet 2, stations on the originating circuit receive the report as it comes to the Center, but relay to other circuits of Comet 2 is completed using perforated paper tape.

NOTAMS, weather station 12-



ON DUTY at the weather relay programmer are l to r): Thomas Brackett, civilian technician; A3c William R. Trammell, operator; CWO Jacob H. Jones, OIC of the center; and A2c Jackie Kupiec. All are members of the 1984th Communications squadron.

Forecaster Helps Pilot Bring Down Aircraft

"Cleared for a VOR, ILS let-down number 2, Runway 23, right. Turn on a heading 070 degrees, descend to 20,000 feet."

This was part of the unusual pilot-to-forecaster service communication between a diverted B-52, Leach 62, and 1st Lt. John K. Twigg, forecaster, Det. 15, 15th Weather Squadron, Wright Patterson AFB, Ohio.

The incident began late one

hour forecasts, radar reports, procedure wires and pilot en route weather reports are all part of the Comet 2 system.

Throughout this system, the weather editor plays a vital role in providing AWS and allied weather units with nearly one-quarter of a million weather messages each month, relayed via the Tinker Weather Relay Facility.

Because weather data is highly perishable by nature, it must be afforded expeditious handling to insure timely receipt by using agencies. To guarantee optimum use of weather data, weather editors are on the job round-the-clock selecting data, encoding or decoding, correcting and insuring data is in the proper format for transmission.

Moreover, the editor performs a continuous quality check on data being transmitted to insure that it is clear and being relayed within usable time limits.

When something occurs that disrupts the relay schedule, the editor issues advisories in the form of No Content Indicators (NCIs) to provide using agencies with immediate advice on what to expect as service is restored. As an additional task, the editor provides data to satisfy special requests for information not normally available on the circuit concerned. Through the use of Procedural Messages to other relay centers and editors, a request for a special weather message can be satisfied quickly and efficiently, usually within minutes.

Throughout the day, at least three of the 17 weather editors

(Continued on page 7)

evening when Leach 62, scheduled to arrive at Wright Patterson, had not been contacted by Indianapolis Center for some time. Center assumed that the B-52 had radio trouble and notified Dayton Approach Control that Leach 62 was flying "no radio."

Meanwhile, the pilot of Leach 62, who had plenty of radio trouble, discovered one working radio frequency, 344.6, the pilot-to-forecaster service.

The pilot used this service to contact Detachment 15 for the Patterson landing forecast and then asked Lt. Twigg to notify Dayton Approach that he was unable to contact anyone but Patterson Metro.

Lt. Twigg relayed the information to Dayton Approach by hotline and was in turn advised to notify the pilot that Leach 62 was cleared for a VOR, ILS number 2 landing.

Normal procedure for a number 2 approach requires the aircraft to descend from its present altitude to 20,000 feet and hold. Then the aircraft must proceed to a point East of Springfield,

MATS Holds Safety Contest

The annual MATS Flying Safety Story Contest is being conducted from January 1 through March 31, 1963. All military and civilian personnel in MATS, together with assigned reserve forces, are eligible to enter.

Stories on any phase of MATS operations are acceptable. Entries must carry a flying safety message and should be from 1000 to 4000 words in length. All entries are to be mailed directly to The MATS Flyer, Headquarters MATS, Scott AFB, Ill. Stories must be mailed no later than March 31, 1963 and all entries become the property of the "MATS Flyer."

In addition to publication in the safety magazine, the six best entries selected by the judges will receive cash awards of \$150, \$125, \$100, \$75, \$50 and \$25, respectively.

Ohio, make a 180 degree turn and continue a direct letdown.

The pilot of Leach 62 refused this procedure because holding the required ten minutes at 20,000 feet would consume too much fuel, and fuel was critical. Instead he elected to use a direct radar vector letdown which would provide the shortest possible letdown pattern. All communications between Leach 62 and Dayton Approach, for this procedure, had to go through pilot-to-forecaster service via Lt. Twigg.

First contact between Leach 62 and Lt. Twigg was from a point fifty miles south of Wright Patterson and the first radar control began when Leach 62 was 20 miles out. Lt. Twigg received instructions for turning, descending, corrections to glide path and other information from Dayton Approach Control via the hotline and smoothly relayed them to Leach 62 via the pilot-to-forecaster service.

After twenty minutes of instruction, through this unusual communications network, Leach 62 penetrated the existing 1,000 feet ceiling. By the time Lt. Twigg relayed Leach 62's final request to turn down the strobe lights, Leach 62 was safely on the ground.



WEATHER TAPE messages from Comet 2 are edited by SSgt Jonas Green jr. (left) and A3c Harry Connolly at the weather relay center.



BEING ESCORTED on an inspection of the weather relay center by Major John L. Whyatt (right), Communications and Electronics Operations Officer, 1984th Communications Squadron, is Mr. J. H. Knott of Western Union Telegraph Company.

The OBSERVER
Spotlights



Detachment 13, 16th Weather Squadron



ROUTINE instrument reading, from within the instrument shelter, on the Felker Army Airfield flight line is taken by SSgt Larry D. Scoggins, assistant chief observer.

Let's Equal Russia

To equal Russia, we in the United States would have to:

- Abandon three-fifths of our steel capacity.
- Abandon two-thirds of our petroleum capacity.
- Scrap two of every three hydro-electric plants.
- Forget over 90 percent of our natural gas.
- Eliminate 95 percent of our electric motor output.
- Rip up 14 of every 15 miles of paved highways.
- Destroy two of three miles of our railroads.
- Sink eight of every nine of our ocean-going ships.
- Junk 19 of every 20 of our cars and trucks.
- Slash all paychecks by three-fourths.
- Transfer 60,000,000 Americans back to the farm.
- Destroy 40,000,000 television sets.
- Rip out nine of every 10 telephones.
- Tear down seven of every 10 houses.

An Air Force weather unit is paving a smooth road for land, rail, sea and air vehicles at Ft. Eustis, Va., home of the Army Transportation Center. Meteorological equipment and airmen of Det. 13, 16th Weather Squadron are the unique engineers in smoothing the way for the post's diversified mission.

The detachment is stationed in the Felker Army Airfield operations building and gives weather briefings to every Army pilot who ascends into the "wild blue yonder," whether on research, operations, training, or testing flights, all of which are missions of units located there.

Transportation Research Command scientists may need atmospheric density readings for their records in research testing of ground effects machines (GEM), which are carriers that ride on cushions of air. When scientists wanted wind data for the Army's first manned rocket belt flight, the weather-wise airmen stepped forward with the information.

At Ft. Story, subpost of the Transportation Center, units are constantly in training. For the Army's training exercises "Sand Dunes" and LOTS (logistics-over-the-shore), the Air Force unit gave weather reconnaissance service to task force commanders. Aboard a light helicopter, they hovered "so close to the sea surface that I could taste the salt," said one airborne observer, to estimate the length and frequency of wave action, depth of swells, and other surf conditions. Radioed back to the task commander, while the helicopter was hovering over the shoreline, it was valuable information in determining the time of assault.

Other Areas Profit

Wind information for personnel of Army Chemical and support for Army Signal operations are other areas for Army service profiting from ready availability of weather eyes.

"We even go into the field with Army units," says Major Erie H. Phinney, detachment commander. Weather support was given from field stations to Exercise Swiftstrike and LOGEX (Logistical Exercise) last year.

"Ft. Eustis is a very interesting

place of assignment," he mentioned.

"The Army's only active rail-roaders still engineer the old steamers in readiness training here. With rail, there is the problem of severe weather."

He pointed out that the 40 miles of track has over 80 switches needing protection against severe cold, warning of which is provided by weather service.

Other calls from commanders and training chiefs, who seek long range weather forecasts for tactical training operations or for a field trip by a class of the Army Transportation School, is a part of the Center. Convoy commanders also call in for icy road conditions before rolling their trucks.

24-hour Forecasting

Even the Army housewife is indebted to the Air Force for 24-hour forecasting. She dials a telephone number to find out whether washing clothes or picnics are in order. Since the automatic answering device was installed a year ago, the station has handled over 400 tape broadcasts a day. The forecast is recorded on every change of the weather outlook.

However, the unit's most time-consuming operation is support for the increasing role of Army aviation and Felker Army Airfield operations, where daily, 270 helicopters and fixed wing take-offs and landings demand approximately 40 air crew weather

Births

MCKENZIE, TSgt and Mrs. James M., a daughter, born November 15, 1962, at Portland International Airport, Oregon. Father assigned to Det. 7, 35th Weather Squadron, Portland International Airport, Oregon.

PETERSON, A2c and Mrs. Robert L., a daughter, born November 30, 1962, at Portland International Airport, Oregon. Father assigned to Det. 7, 35th Weather Squadron, Portland International Airport, Oregon.

KARR, TSgt and Mrs. Thomas M., a son, Marion Spears, born December 2, 1962, at Cabarrus Memorial Hospital, Concord, South Carolina. Father assigned to Det. 13, 16th Weather Squadron, Ft. Eustis, Virginia.

BECKERWERTH, A1c and Mrs. Horst, a daughter, Melissa Erika, born December 22, 1962, at Ireland Army Hospital. Father assigned to Det. 5, 16th Weather Squadron, Ft. Knox, Kentucky.

CARPENTIER, Lt. Col. and Mrs. Joseph H., a daughter, Virginia Ruth, born December 31, 1962, at USAF Hospital, Scott AFB, Illinois. Father assigned to Hq. AWS, Scott AFB, Illinois.

Col. Nicholas H. Chavasse, presently commander, 2d Weather group, Langley AFB, Va., will be leaving for the Pentagon the latter part of this month to replace the late Col. James T. Seaver jr., as Assistant for Weather to the Deputy Chief of Staff, Operations, US Air Force.

Weather Briefing



ARMY PILOTS are briefed on weather conditions by TSgt Thomas M. Karr (center), chief forecaster, Det. 13, 16th Weather Squadron. Pilots of the Aviation Division receiving the weather roundup are (l to r), Capt. Arthur W. Mason, Capt. Thomas K. Lewis and Capt. James N. Moore.

Pilots are men who start out by knowing a great deal about very little and go on learning more and more about less and less until they end up knowing everything about nothing.

Navigators are men who start out knowing a very little about a great deal and go on learning less and less about more and more until they end up knowing nothing about everything.

Weathermen start out knowing everything about everything, but due to their continued association with pilots and navigators, end up knowing nothing about nothing.

briefings.

In the interest of flying safety, \$50,000 worth of additional electronic meteorological equipment is being installed to continuously record cloud heights, horizontal visibility, temperature and humidity.

Whether its weather for a fishing trip or forecasting for a major training exercise, Air Weather Service's Detachment 13 has tailored its 24-hour service to individual needs of a most diversified aggregation of Army transportation, engaged in training and testing operations of research.

Wing Hosts Conference

The scientific services division of 3d Weather wing recently hosted a three day conference of technical service officers. The conference was held to acquaint officers, especially newly assigned officers, with the consultant programs of Air Weather Service and the 3d Weather wing. Overall technical weather support to the Strategic Air Command was also discussed by those present.

Some specific subjects covered included automation and centralized weather products, radar, satellites, missiles, forecast verification schemes and special projects.

Representatives from the 3d Weather wing Technical Services division, 8th Weather Squadron, 9th Weather Squadron and the 26th Weather Squadron attended.



WIND VELOCITY reading from a portable wind set is taken by A2c Robert E. Shannon, at the crossroad of Felker Army Airfield's Ground Control Approach and the track of the Ft. Eustis Military Railroad.



HOVERING over the Atlantic shore of Ft. Story, Va., is a OH-23 Raven helicopter. Chief Observer, TSgt Norman C. Craig estimates and records information on breaker heights and lengths of waves for radio relay.

ON THE

skew-T AWS Global Report

A2c Elizabeth B. Wolfe, an outstanding weather observer of Det. 4, 35th Weather squadron, McChord AFB, Wash., has been selected to attend Officers' Candidate School at Lackland AFB, Texas, the second detachment observer so honored the past year. She will enter OCS Class 63-D along with A1c Jovian B. McKinley, who departed earlier in December. Airman Wolfe graduated from Weather Observer Training at Chanute AFB, Ill., and came to McChord in November 1961.



Wolfe

Mr. Charles W. Dickens, Hq AWS Historian, Scott AFB, Ill., was recently awarded a 10-year service pin.

He joined AWS in October 1958, coming from Langley AFB, Va., where he had for three years been an assistant historian at Tactical Air Command headquarters. Prior to joining the Air Force historical program at TAC in 1955, Mr. Dickens was for six years Assistant State Archivist for the State of Delaware.

His 10-year tenure of service also includes three years with the Armed Forces in World War II, part of it with the Army Air Forces.

TSgt Arthur A. Francis was recently praised, concerning the excellent professional services he has rendered at the University of New Mexico.

Major William C. Naylor, Professor of Air Science, Air Force Reserve Officer Training Corps (AU), University of New Mexico, said in part, "TSgt Francis volunteered to instruct our ad-

Highlights of Air Weather Service personnel at work and play.

vanced AFROTC cadets in atmospheric pressure and circulation during his off-duty time. Through his extensive preparation and excellent presentation, he simplified a difficult subject and stimulated a great deal of interest among the cadets."

TSgt Francis, weather technician, has been assigned to the 4th Weather group's Det. 23, Kirtland AFB, since October 1959.

Mr. Wilfred C. Reisbich, an illustrator with the Graphics division, Hq AWS, Scott AFB, Ill., was recently awarded a 20-year service pin.

He entered Civil Service with the Army Map Service, Corps of Engineers, St. Louis, Mo., on October 29, 1942.

Mr. Reisbich joined AWS in July 1958 and has been employed at Scott for the past 18 years.

Weather Observer, A2c Thomas W. Brown, Det. 15, 11th Weather squadron, King Salmon Airport, Alaska, recently became the first USAF weatherman in Alaska to complete the US Weather Bureau Training Course for pilot briefers.

Shortly after his arrival at King Salmon, Airman Brown voluntarily took the Weather Bureau Pilot Briefing Course. The course, consisting of 17 lessons, normally requires from nine to 12 months for completion. Amazingly, Brown completed the course in five months. Intended to improve the weather briefing capability of weather bureau employees, the course covers such subjects as characteristics of various types of aircraft, air traffic control, theory of flight, interpretation of various types of forecasts and weather hazards to flight.

For completing the course, Airman Brown was awarded a



HARMONIOUS COOPERATION existing between the service branches is evidenced as TSgt Raymond L. Williams, an Air Weather Service advisor, explains the Aneroid Barometer to Seaman Thomas A. Hoffman, one of three Coast Guard weather observers, who spends his inactive training assemblies with the 146th ANS Weather Flight, Corapolis, Pa.

Weather Bureau Certificate of Achievement signed by Dr. F. W. Reichelderfer, Chief of the Weather Bureau and Mac A. Emerson, Regional Administrative Officer of the Weather Bureau's Alaska region.

TSgt James F. Buchanan jr., a duty forecaster with Det. 25, 9th Weather squadron, Minot AFB, N.D., spends his nights studying weather and his days studying the books.

Since his arrival at Minot in October 1959, Sergeant Buchanan has carried a full course of studies at Minot State Teachers College and will graduate from the four-year school in June. His goal is to obtain a bachelor of science degree in education with a major in mathematics and chemistry.

Sergeant Buchanan has been initiated into the Zeta Xi Chapter of Kappa Delta Pi, national education honorary society, made up of students in the upper percentile according to academic standards.

Instructors and students of all branches of the Department of Weather Training, Chanute AFB, Ill., once again brought the spirit of Christmas to the boys at Victory Hall Orphan's Home in Normal, Illinois.

The home has been adopted by the Department and since 1958 individual gifts have been made to the boys, as well as the orphanage. This year the home received stereo speakers, chess and checker sets and other table games.

Aside from the gifts, the boys were treated to a Christmas dinner with all the trimmings.

A1c Robert T. Lacey, Det. 6, 15th Weather squadron, became the first man in the squadron to be awarded the unit's Distinguished Achievement Honor for the second time.

He received the honor for his outstanding performance in his weather observing function.

Noteworthy among his achieve-

ments, which enabled him to receive the award over some 150 other observers throughout the squadron, was the fact that he made more than 3,000 consecutive teletype transmissions without a significant discrepancy.

In addition, Lacey was chosen the detachment's outstanding observer of the quarter for the third consecutive time.

The award was presented to him for his contribution in supporting flying safety, and for having contributed greatly to the effectiveness of the detachment.

Capt. Barry E. Harris, Capt. Donald B. Miller and CMSgt Raymond O. Nutt, all of the Department of Weather Training, Chanute AFB, Ill., are preparing to leave for the Philippine Islands to conduct courses on Tropical Weather Analysis and Forecasting.

It is expected that eight to ten students from the 1st Weather wing will attend each class. The course replaces the training formerly conducted by the University of Hawaii.

The subjects will be of primary interest to personnel in the area as they include, Tropical Wind Analysis, Tropical Weather Patterns, Tropical Storms and Typhoon Forecasting Methods and uses of TIROS data in the tropics.

Capt. Paul W. McMahon, 56th Weather Reconnaissance squadron, Yokota AB, Japan was recently awarded the MATS 5,000 Hour Accident Free Flying Lapel Pin. Lt. Gen. Joe W. Kelly, MATS Commander, in a congratulatory message to Capt. McMahon, said in part, "This award is concrete evidence of your outstanding skill, alertness, and adherence to sound flying practices."

2d Lt. Darrell E. Mount, Det. 22, 24th Weather squadron, Keesler AFB, Miss., was recently promoted to 1st Lieutenant. Mount is a weather forecaster.

TIROS Becomes New Publication

In November 1962, the Republic of Korea (ROKAF) Weather Service published its first monthly weather service publication and named it TIROS after the Tiros I weather satellite, symbolizing rapid advancement in the science of meteorology.

The ROKAF Weather Service is also taking large strides forward in this field. Two of these steps in modernization are the development of a facsimile network within Korea and centralized forecasting.

TIROS, tailored after various AWS publications, is designed to inform personnel in the field and includes changes in procedures, areas where improvement is required, personnel changes and items written by weather advisory personnel. The publication serves as a means of getting the WORD from the weather group to various outlying sites and detachments.

Promotions

(Continued from page 1)

8th Weather group

Robert G. Cobb, Walton F. J. Perrine, Ewel J. Shinaberger

9th Weather Recon group

Leo V. Baustian, William H. Brinkmann, Douglas L. Campbell, Jack S. Carichoff, Eugene L. Hochstedler, Kenneth C. Holland, Horace D. Kesselring, Charles W. Lame, Merrill Nicholson, Rodney F. Redmond, Franklin A. Ross, Alfaroz P. Walton.

1210th Weather squadron

Ralph C. Simmons.

AFIT

Arthur G. Buita, James L. Corcoran, R. A. Derrickson, Daniel H. Lufkin, Donald W. Stevens, Elwyn E. Wilson.



Col. and Mrs. W. C. Phillips have announced the engagement of their daughter, Susan Elizabeth, to Capt. Cecil O. Calhoun jr., aide-de-camp to Lt. Gen. Joe W. Kelly, MATS commander. Miss Phillips, daughter of the AWS chief of staff, graduated last year from Stephens College, Columbia, Mo. Captain Calhoun, a Columbus, Ga., native, is a 1956 graduate of Louisiana State university, Baton Rouge. The wedding is planned for February 16 at the Scott AFB, Ill., base chapel.



CHRISTMAS DECORATIONS may be down in most parts of the world but 3d Weather squadron, Shaw AFB, S.C., hates to dismantle their homemade display. Lt. Col. Robert B. Hughes, commander of the unit, saw his idea of a weather satellite become a reality when the supply section of the squadron, consisting of 1st Lt. William C. Stewart, A1c Courtney Fields and A1c Dall A. Walker, hand-constructed an elaborate Christmas display.

Wives Tour 56th WRS

In keeping with the idea that "a well informed Air Force wife makes a better Air Force team," the 56th Weather Reconnaissance squadron recently held a wives briefing and tour.

The ladies were escorted across the flight line to the squadron area and immediately given a briefing on the unit's mission, type of tracks flown, typhoon missions and the most important thing to the ladies, that being how they should go about doing their job.

Major Langdon Harrison, Duty Operations Officer, then briefed the group just as if they were a crew, speaking on the missions to be flown that day.

After visiting the personnel equipment shop, where the squadron's survival gear was explained and demonstrated, the ladies were shown the electronics shop.

Perhaps the most fun occurred when the group was allowed to tour the WB-50, C-130 and B-57. Wives sat in the same seats their husbands sit in while flying a mission. The most vivid impression was how small the cabins were and how little a crewmember could move around in the aircraft.

Lt. Col. William B. Elliott, acting squadron commander in the absence of Col. Eugene D. Wallace said, "We plan to have more of these tours to help the wives of our officers and airmen better understand our problems, missions and the Air Force way of life as a whole."

"A clear area of Air Force interest is that of future space operations. These military space operations will consist of weather, communications, reconnaissance, and detection — all of which are present Air Force responsibilities."—Brig. Gen. B. G. Holzman, Commander, Air Force Cambridge Research Laboratories.

Housewife Uses Nature To Forecast Weather

According to the Associated Press a Crab Orchard, Tennessee housewife, Mrs. Helen Lane, uses nature to forecast the weather. Reading weather signs, Mrs. Lane maintains, is not hocus-pocus. She believes God built weather detection systems into his creatures, contending this is why birds fly south, why hornets build nests close to the ground where they aren't in as great a danger of freezing, why spiders try to get into houses in the fall and why tree bark is thicker if a hard winter is coming.

In September 1959, Mrs. Lane, who is Crab Orchard correspondent for the weekly newspaper at Crossville, Tenn., turned in a paragraph stating it would be a cold, hard winter. After Christmas that same year, it started snowing and snowed 28 different times. There were crippling ice storms in Chattanooga, Knoxville had 65 inches of snow and upper East Tennessee had some drifts 10 feet high.

Her forecasting ability may have gone unnoticed, but her editor, in the midst of a February snowstorm, remembered her prophecy.

He reproduced in on the front page of the *Crossville Chronicle* reminding readers they were forewarned. Thus, her reputation as a weather prophet was made. Newspapers over the state now await her forecast as a yearly fixture.

Last August she counted nine fogs. "Those nine fogs, two of them so thick you could cut them with a knife, mean that there will be at least nine snows in Tennessee this winter," says Mrs. Lane. Based on past performance, many Tennesseans will no doubt take heed.

Mrs. Lane explains that she learned to read weather signs from her father. "He loved nature, and he loved to study about it. He lived before the push-button age, when people took time to study about such things. Most of us now are so busy trying to get to the moon we don't take time to come back to earth."

Mrs. Lane doesn't actually claim to be a weather prophet but she can tell what the signs of nature reveal. She claims "it's rather fun to see if they come true."



GREETING special guests, Mrs. Joe W. Kelly (left), wife of the MATS commander, and Mrs. C. A. Heiligenstein (center), wife of the president of the First National Bank of Belleville, Ill., is Mrs. Norman L. Peterson, wife of the AWS commander. The ladies attended the annual Air Weather Service officers' wives' club holiday tea.

Cuban Quarantine...

(Continued from page 1)

from 9th Group's 55th Weather Reconnaissance squadron at McClellan AFB, Calif., the 53d began making 16-hour flights of 3,350 nautical miles twice each day from Bermuda around Cuba and back to Bermuda. Flying a minimum of 40 miles offshore from Cuba, the weather flyers took observations every 20 minutes while circling Cuba.

Weather data secured on these flights was transmitted from the weather aircraft directly to Bermuda, thence to the Tactical Forecast Center at Langley AFB for inclusion in over-all weather charts of the area involved. Air Force teletype circuits made this data available directly to the Commander in Chief, Atlantic;

SAC's Global Weather Central at Offutt AFB, Nebr.; AFLANT's command post at Homestead AFB; and to those supporting Army and Navy activities in connection with the Cuban crisis.

Working jointly with AWS during the crisis were Air Rescue Service, whose crews flew special search missions for a missing SAC reconnaissance aircraft, plus precautionary missions in the area, and Air Photographic and Charting Service, whose crews flew special photo reconnaissance missions over Atlantic Ocean areas for the US Navy.

Titan...

(Continued from page 1)

sion Branch was subsequently organized within the laboratory, and the branch is manned by Lt. Col. R. L. Miller (OIC), Capt. G. L. Tucker, Capt. Juri Nou, and Capt. F. H. Miller.

For the installation and check-out now underway at Davis Monthan, McConnell, and Little Rock AFBs, a 4th Weather group forecaster on TDY is in charge of the on-site meteorological input to the operation. This support requires a constant indication of low-level atmospheric stability as well as wind, speed and direction.

Using portable meteorological equipment, observers from the 6th Weather squadron are making the necessary measurements. A wiresonde, now being used, will eventually be replaced by a special temperature-measuring device. Permanent meteorological equipment, to be operated by 3d Weather wing personnel, after AFSC turns the operational missiles over to SAC, will eventually replace this mobile equipment.

As the date approaches for the missiles to become operational, 3d Weather wing forecasters, observers, and maintenance men are being trained to provide the required support.

EASTAF Utilizes Weather Support

Many Eastern Transport Air Force (EASTAF) pilots have and face the probability of flying through giblis, dust devils and ice needles.

Common to Tripoli, a gibli is a hot, blazing wind off the Sahara Desert that will kick up enough sand and dust to completely obscure the sun. It can reduce visibility to a near-zero condition and is otherwise a first cousin to the more familiar sirocco.

Dust devils are pesky whirlwinds stirred up in the Sahara and Arabian deserts.

Ice needles are needle-like particles of ice which form on aircraft wings at extremely high altitudes and in the polar regions.

Flying MATS missions over almost half the world's surface, EASTAF air crews are exposed to everything the weather has to offer. This includes hurricanes and tornadic winds, brutal polar or tropical temperatures, assorted precipitation, ocean swells upon ditching, and the inevitable turbulence.

One Man Detachment

Gleaning global weather information "calls for everything in the books," according to Lt. Col. Glyndon Lynde, EASTAF staff weather advisor. Attached to EASTAF from 8th Weather group, Scott AFB, Ill., the colonel refers to himself as a one man weather detachment, including his own first sergeant. He holds a Master's Degree in Meteorology and has even been a special agent for the US Treasury Department.

EASTAF Weather Forecasting Centers at McGuire AFB, N. J., Charleston AFB, S. C., South Ruislip, England and Torrejon, Spain gather facts vital to flight planning. These are furnished to the EASTAF Command Post and

its satellite Airlift Command Posts.

One of the principal sources of weather information is the IBM computer at the National Meteorological Center at Suitland, Md. It rapidly computes a "least-time track" based on a combination of known distances and most favorable wind factors.

Others Facts

Other facts for forecasters come from the National Hurricane Center at Miami, Fla., manned by the US Weather Bureau and the US Navy and Air Force specialists.

Other facts for forecasters are gained through the endeavors of the 53d Weather Reconnaissance squadron, which flies the WB-50 weather reconnaissance version of the post-World War II Superfort into the most violent weather in the world gaining knowledge vital to forecasting tropical hurricanes.

Weather data is also freely exchanged with a great number of foreign countries, including the Soviet Union, in accordance with international treaties.

Contract picket ships in the Atlantic Ocean gather information used in briefing crews on sea conditions and additional data is collected by automatic stations afloat in the Atlantic.

The EASTAF weather-collecting network extends from the Mississippi River to Karachi, Pakistan, and almost from pole to pole.

Weather Briefings

Prior to the execution of a mission, the EASTAF Command Post and ACP controllers receive weather briefings. At this headquarters, during exercises, weather briefings are transmitted from the base weather station on (Continued on page 7)



THE MATS COMMANDER'S Outstanding Aero Club trophy is presented to Scott Aero Club President Lt. Col. Wendell Phillips (right), Chief, Concepts Branch, AWS Operations. Making the presentation is Col. W. C. Armstrong, Scott AFB commander, who previously accepted the trophy from Lt. Gen. Joe W. Kelly, MATS commander. The award went to the Scott club for having attained the greatest number of points in competition with other MATS aero clubs. The criteria for selection included safety record, aircraft inventory, hours flown, financial position and general operations.

Pilot School



PAUSING with Class No. 3 at the Aerospace Research Pilots School, Edwards AFB, Calif., is Brigadier General Norman L. Peterson, AWS commander. General Peterson recently visited Det. 21, 4th Weather group and addressed the class. Members include (l to r): Major T. D. Benefield, Capt. A. L. Atwell, Capt. E. G. Givens jr., Capt. A. H. Uhalt jr., General Peterson, Capt. C. A. Bassett, Capt. J. H. Engle, Col. C. E. Yeager, commander of the school, Major N. R. Garland, Capt. M. Collins, Capt. J. A. Roman and Capt. F. G. Lunebeck.

Relay Center

(Continued from page 3)

assigned to Tinker Weather Relay are on the job handling routine and special requirements. They constantly strive to improve the world-wide AWS Weather Communications System in order that observations and forecasts may be of even more value to those distant stations for whose support the network and weather editors exist.

While the Comet system is a vast improvement over the old system, it is also a constantly evolving system. Improvements are constantly under review, some have already been implemented, others are approaching the hardware stage. Comet has, for the time being, brought CONUS weather communications in line with the aerospace state-of-the-art. To keep it there will require continuing effort.

Achievement



THE NOTABLE ACHIEVEMENT AWARD for excellence of performance in forecasting has been presented to Detachment 6, 15th Weather squadron, Griffiss AFB, New York. Proudly displaying the certificate is Maj. Dale P. Boden, detachment commander (center). Detachment forecasters from (l to r) are: Capt. James R. Wright, SSgt. Charles W. Galla, Capt. Lelyn W. Nybo, 1st Lt. Ronald T. Podsiadlo, Maj. Boden, TSgt. Ralph L. Smith, 1st Lt. Harold C. Jacobs, 1st Lt. Frederick R. Neufeld and SSgt. Edward V. Engquist.

EASTAF . . .

(Continued from page 6)

closed television circuit or Colonel Lynde briefs EASTAFs air-lift controllers.

EASTAF flying personnel are well briefed on sea conditions, such as magnitude and direction of ocean swells. In the rare circumstance which necessitates ditching, and where possible, EASTAF aircrews attempt to land parallel to waves on a continuous flat surface.

Once the best track and altitude have been determined and an aircraft takes off, a meteorological or "Met" watch is performed throughout the flight. Updated weather advisories are then transmitted to the aircraft as necessary.

A steady flow of data based on "AIREPS" or observations taken in flight by EASTAF navigators, and from other sources, is provided to the Flight Progress sections of the EASTAF Command Post to the Suitland Computer.

An extensive communications system enables EASTAF to obtain last-minute information from overseas terminals. The command also maintains knowledge of weather through a system of four flashing lights on a large map of the EASTAF area, at each of its MATS terminal weather forecasting centers.

To illustrate transition of control, Met Watch responsibility is transferred to South Ruislip, Torrejon, or as the case may be, after an EASTAF aircraft reaches 30 degrees west longitude. The appropriate command post is authorized to divert that aircraft to a pre-planned alternate location, in event of hazardous weather.

Computer verifications of tracks flown by EASTAF aircrews indicate that wind forecasts have been reasonably accurate. The forecasts almost always verify within five to ten knots of the actual wind existing in the atmosphere during the flight.

That's calling it close. GIBLIS, dust devils and ice needles notwithstanding.



ANALYZING a constant-pressure chart with Mr. Michio Shiroma (center), an East-West Center graduate student at the University of Hawaii, majoring in meteorology and employed with the Okinawa Weather Bureau is (l to r) SMSgt Arthur Pierre, AWS Advisor, 19th Weather Flight, Hawaii Air National Guard, Major Allen Pearson, commander of the flight and 2d Lt. Roland Hamilton, a member of the flight, who is with the meteorology department of the University of Hawaii. Mr. Shiroma was a guest at a week-end drill and lectured to the flight on weather patterns along the Asiatic mainland.

Deaths

The OBSERVER regretfully announces the following deaths:

Lt. Col. Wayne E. Bennett, who died December 17, 1962 at Manchester, Connecticut, of a heart attack. Lt. Col. Bennett retired from AWS in September 1959 and was employed in the Weather Operations Research Division, Traveler's Insurance Co., at the time of his death.

A1c Rubin C. Register, who died December 2, 1962 also of a heart attack. Airman Register was assigned as a weather observer to Det. 8, 28th Weather squadron, 2d Weather wing, APO 127, New York, New York.

According to a recent survey of 2,500 refugees and visitors from behind the Iron Curtain, Radio Free Europe is the most popular and most influential Western network broadcasting to the captive countries of East Europe.

Burkhart and Anderson To Attend War College

The Air Force recently announced the names of 74 colonels and 320 lieutenant colonels selected to attend the seven schools in the Air Force Senior Service Schools program for 1963-64.

The seven schools in the fiscal 1964 program are the National War College and the Industrial College of the Armed Forces, Washington, D.C.; the Canadian National Defense College at Kingston, Ontario; the Imperial Defense College in London; Air War College at Maxwell AFB, Ala.; Army War College at Carlisle Barracks, Pa., and the Naval War College, Newport, R.I.

AWS nominated 12 candidates to MATS. Their records were evaluated by the MATS board, and seven were forwarded to USAF where two were selected to attend the Air War College.

Lt. Col. James M. Burkhart, Plans and Programs Officer, 1st Weather wing, Fuchu AS, Japan, and Lt. Col. James R. Anderson,

Chief, ETWC, Det. 40, 28th Weather squadron, High Wycombe, England, were chosen to attend the school.

Colonel Burkhart was born February 8, 1922, in Seneca, Mo. He received his Bachelor of Science degree in Physics from Drury College, Springfield, Mo., in 1943, and was commissioned shortly thereafter. He is a rated command pilot and flew 28 combat missions during World War II. He has been in AWS since 1944.

Colonel Anderson was born in Cincinnati, Ohio, July 8, 1919. He received his Bachelor of Science degree in Chemical Engineering from Rice Institute, Houston, Texas, in 1942. He went through Officer Candidate School in 1943 and received his commission. In 1953, through AFIT, he attended UCLA, Los Angeles, Calif., and received his Master's Degree in meteorology. Colonel Anderson has been with AWS since 1946.

Colonels Burkhart and Anderson are among the 230 lieutenant colonels and colonels from the Air Force who were selected as principals for the Air War College. An additional 25 were selected as alternates.



WEATHERMEN from all parts of the Washington area gathered to exchange holiday greetings as Col. Robert F. Long, commander, 4th Weather group and his staff hosted the annual holiday get-together of weathermen and their ladies at Andrews Officers Open Mess in Maryland. Greeting Major and Mrs. William H. Boulineau (left) are (front to rear) Mrs. William H. Best jr., Colonel Best, deputy commander, 4th Weather group, Mrs. Robert F. Long and Colonel Long.

Next Issue

Highlighting the next issue of the OBSERVER will be:

- A feature on the retention of junior officers in AWS.
- The name of the sports column contest winner and his entry.
- The 21st Weather squadron appearing in the Spotlight.
- The new record set by the Santa letter program.
- A unit which was honored for an idea being used world-wide.

Each week Radio Free Europe broadcasts almost 3,000 program hours of news, information and entertainment to 80 million captive people in Poland, Hungary, Czechoslovakia, Rumania and Bulgaria.



Sports Review

by SSgt Milton J. Lehart

Welcome sports fans! All's well here in the headquarters, almost all that is. Our "cagey-five" met up with 8th group last week in a head on collision at the gym. I guess no one from the group wanted the assignment bad enough. Final score — not worth mentioning, but after the game we cornered Coach Dennis L. Quick, this year's coach, and when we asked him why so many losses, he cried. Twenty in a row now over a two-year period. Is there no justice?

Col. Nicholas H. Chavasse's 2d Weather groupers rolled to a league championship in the Langley AFB intramural softball competition. The "star studded" team parlayed a combination of youth and experience to compile a 15 won, 3 lost record. Congratulations to managers William R. Wall, Henry P. Behrens and players Eddie Newington, Vern Elliott, Jim Woods, Charlie McCurry, John Homitsky, Jim Hopper, Jim Peacock, Robert Julian, Don Butterfield, Edwin Burton, Alvin Buck, Jim Burke and DeWitt Eutsler.

Hq AWS "A" team barely missed winning the first half championship of the Scott AFB Intramural Bowling League. The team had an excellent 907 game average, finishing second to Hq MATS, one game behind. Led by Major Alvin Kellogg's league leading average of 190, the AWS team paced the 11-team loop for most of the season. Other AWS "pinblasters," none averaging less than 173, were CWO Albright, CMSgt McDonald, CMSgt Holland, CMSgt Haberman, MSgt Garland and TSgt Raynor. Major Kellogg has also been leading the Greater Belleville All-Star League with a sizzling 205 figure. This top-notch kegler recently qualified for entry into the tough St. Louis PBA Pro-Amateur tourney to be held Feb. 6-9.

Three teams represent the headquarters in the Wednesday night officers bowling league. PLOPS, led by Lt. Col. Phillips, who has been rolling at a 178 clip and Capt. Freeman, who holds a 174 average, holds down first place. The other two weather teams are fighting for survival in 5th and last place in the 11-team league.

The old weather unit out at the Air Force Missile Test Center, Patrick AFB, Fla., started playing intramural basketball last week. Keep us posted on how you're doing.

Sports minded Detachment 7, 7th Weather squadron, Grafenwoehr, Germany, is actively participating in many sports events with the 7th US Army, as well as with local German groups. Major Richard B. Kissinger, detachment commander, was recently elected president of the Grafenwoehr Rod and Gun Club, which has close ties with the German Forstmeisters, Jaeger and hunt clubs.

Our football bowl game forecasts verified at only 50 per cent, well below AWS standards. Consequently, even though four out of five southeastern conference teams emerged victorious, Georgia Tech's loss to Missouri and Florida's upset of Penn State weren't previously registered on our cracked PPI scope. I grudgingly admit USC may be better than Wisconsin, but bad breaks, overeagerness and those TV jitters hampered the Badgers early in the contest.

A reminder that Feb. 11, 1963 is the deadline for submitting entries in naming this sports column. Many good ones have already been received and the chore of picking a winner will be tough.

See you next month, and keep us posted on any sporting events that occur in your area. We're interested in competitive, as well as non-competitive endeavors.



AWARD OF MERIT, from the American Bowling Congress for 100 per cent Leagues Sanctioned within the Fort Rucker, Alabama Bowling Association is presented to Capt. Owen V. Haxton, president of the association, by SSgt Jack W. Moseley, secretary of the organization. SSgt Moseley is the Weather Records Checker at Det. 9, 16th Weather squadron and has been secretary since September 1962. He is also a member of the Fort Rucker traveling team, having established a 176 average for 24 games.

Detachment 3 Claims It's Busiest in AWS

Detachment 3, 7th Weather squadron, Heidelberg Army Airfield, Germany, stakes the following claims to prove its theory that it is the busiest detachment in Air Weather Service.

- Largest volume of individual DD forms 175 per year: 46, 424 in 1962.
- Largest volume of individual DD forms 175 per month: 5,667 in August 1962.
- Largest volume of individual personal telephone calls for weather information (excluding DD forms 175) per year: 47,039 in 1962.
- Largest volume of individual, personal telephone calls for weather information (excluding DD forms 175) per month: 5,736

in November 1962.

- Largest average volume of individual DD forms 175 per forecaster per year: 4,386 in 1962.
- Largest average volume of individual DD forms 175 per forecaster per month: 706 in August 1962.
- Largest average volume of individual, personal telephone calls for weather information (excluding DD forms 175) per forecaster per year: 4,446 in 1962.
- Largest average volume of individual, personal telephone calls for weather information (excluding DD forms 175) per forecaster per month: 521 in November 1962.

Detachment 3 provides weather support to Army aviation throughout Germany. Approximately 90 per cent of its business is transacted via a private telephone network connecting the unit with some 56 Army airfields located throughout Germany. With an average forecaster strength of 10.58 forecasters (excluding the commander), a 24-

Retirees

Following AWS personnel retired on dates indicated. The listing is by rank and month of retirement.

DECEMBER 30, 1962

- Lt. Col. Roland H. Leisy, Hq. AWS, Scott AFB, Ill.
- Major Anthony J. Gimelli, Det. 6, 24th Weather squadron, 8th Weather group, Lowry AFB, Colorado.
- Major Robert E. Laimbeck, 16th Weather squadron, 2d Weather group, Ft. Monroe, Virginia.
- Captain Nicholas P. Miloglav, Hq. 3d Weather wing, Offutt AFB, Nebraska.
- CWO W-3 Edgar W. Putnam, Det. 20, 1st Weather wing, APO 925, San Francisco, California.
- CWO W-3 Elmer J. Holt, Det. 51, 4th Weather group, Sunnyvale, California.
- SMSgt Ira J. Burton, Det. 7, 24th Weather squadron, 8th Weather group, Mather AFB, California.
- CMSgt Neal H. Trent Jr., Det. 11, 4th Weather group, Patrick AFB, Florida.
- MSgt Dean C. Hancher, Hq. AWS, Scott AFB, Ill.
- SSgt George H. Baer, Det. 21, 4th Weather group, Edwards AFB, Calif.
- SSgt Leo P. Cummings Jr., Det. 5, 15th Weather squadron, 8th Weather group, Dover AFB, Delaware.

Hunter Bags Five Animals

A three-day leave turned into a busy hunting trip recently, when Lt. Col. Walton L. Hogan, commander, 7th Weather squadron, bagged five animals of four different species of game.

The sequence of events was reported like this: On Monday morning, while standing knee deep in a snow drift, he shot a mufflon (European mountain sheep) which was approximately 250 yards across a ravine on another range. The skin is now being converted into a nice rug.

Late Monday afternoon he shot a yearling (very young male deer, similar to North American elk), which helped to fill the Hogan deep freezer.

Tuesday morning hunting accounted for one red fox. Tuesday afternoon he was the only American invited to go on a German drive hunt that was sponsored by the State Forest Office in the area.

The 30 other hunters were all foresters, ranging in age and experience from a 23-year-old apprentice to a 69-year-old retired Ober-Forest-Master. The hunt was conducted in full regalia with bugles and dogs. Typical German hunting customs were observed except that at the hunting feast that night, in a local Gast-house, the only American present was proclaimed "King of the Hunt." Colonel Hogan had shot the largest of the two wild boars that were killed during the chase.

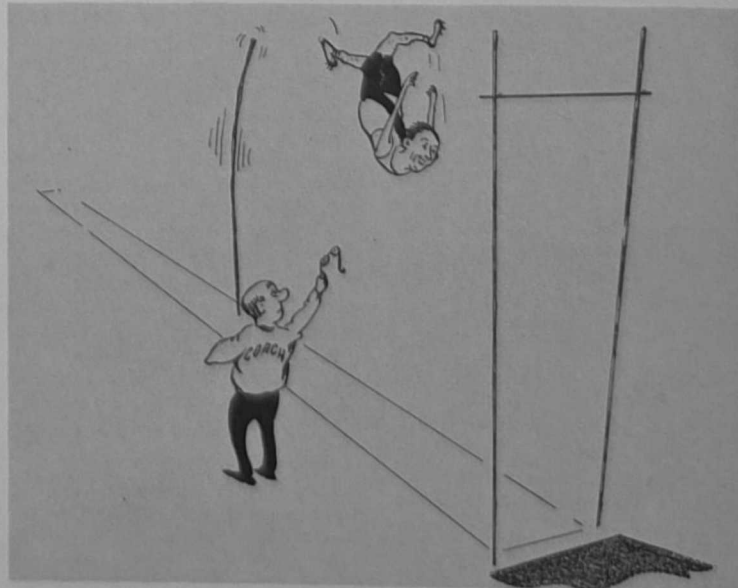
Wednesday morning an 8-point stag was added to the list and the hunting ended. It took the rest of the day to get the stag out of the canyon and back to the forest house.

hour forecasting and observing station is maintained. DD form 175 forecasts may vary in length from 20 minutes to 12 hour with the average forecast length running about two to three hours.

Providing weather service to Army aviation is further complicated, over and above the telephonic problems, by the added requirement that each forecaster have an intimate knowledge of terrain and topographic features of all of Western Europe, including mountain ranges, hills, valleys, streams, and all passes through the mountains.



TAKING only one shot with a 30.06 rifle, Lt. Col. Walton L. Hogan, commander, 7th Weather squadron, Heidelberg, Germany, bagged this yearling.



"Better try it with your glasses."