

A Quarter Century of Military Weather Service

Vol. 10, No. 10 Headquarters, Air Weather Service, Scott AFB, Ill. October 1963



BASKING in the Texas sun, a squadron of T-38 supersonic trainer aircraft at Randolph AFB, Texas, await their next mission. Detachments of the 24th Weather squadron have the honor of providing weather support to the T-38, the first supersonic jet training vehicle in the Air Force. (Story on page 3)

Operation Santa Claus Begins New Season

During the Christmas season, members and civilian employees of the Army, Navy and Air Force can again make sure their children get a real letter from Santa Claus, postmarked "Santa Claus House, North Pole, Alaska."

Following success of the past eight years' Santa letter programs, in which nearly 40,000 letters have been remailed to service kids, members of Detachment 1, 55th Weather Reconnaissance squadron at Eielson AFB in Alaska have again volunteered to help make this Christmas a memorable one for kids. These far-north AWS weathermen will use their free time to forward Santa Claus letters to children all over the world.

It works like this: you write a letter to your child and sign it Santa Claus. Address the letter to your youngster and affix the proper return air-mail postage from Alaska.

Place the letter or letters in a larger envelope and address it to Santa's Mail Bag, care of Detachment 1, 55th Weather Reconnaissance Squadron, APO 937, Seattle, Wash. Add the proper air-mail postage and drop it in the mailbox.

A few miles from Eielson is a post office officially called Santa Claus House, North Pole. When the volunteer AWS mailmen get your letter, they will remail the Santa letter from this post office.

A few days later your child will receive his or her letter from Santa, complete with authentic postmark.

A deadline of December 15 has been set for mailing letters to Santa's Mail Bag, to permit receipt of the remailed letters by Christmas Day.

109 Lieutenants Get Promoted

Forty out of 109 AWS lieutenants selected for promotion to temporary captain, donned their new bars October 1.

They represent those line officers having service dating to or before Apr. 1, 1959. The remaining 69 selectees will be promoted between Oct. 2, 1963 and Sept. 30, 1964, when they complete four and one half years active commissioned or promotion list service.

Following named officers have been selected for temporary captain. Names in bold type were promoted October 1.

Hq AWS

Charles L. Marsters.

1st Wea. wg

David F. David, John E. Deeming, Richard J. Faught, Everett D. Figgins, John M. Huck, **Royce F. Kapeller**, Charles M. McDonald, William W. McDonald, David D. McGuire, Kenneth E. Noll, Ronald T. Podsiadlo, Joseph A. Schmitt, Ernest F. Schuler 2d, Craig D. Shaw, David M. Taylor and Joseph R. Zimmerlee.

2d Wea. wg

Donald P. Bahr, John G. Cates, **Walter J. Czagas**, David Ferruzza, Hans J. Fischer,

(Continued on page 7)

WB-47 to Perform First Role In Support of Major Exercise

The Boeing WB-47 Stratojet, presently being phased into the AWS reconnaissance force, is making a debut this month by performing its first support role in a major Air Force-Army exercise.

High-Speed Computers Ready For Installation

A high-speed computer for weather data processing is scheduled to be installed in the near future at Croughton AB, England. Dr. Robert D. Fletcher, Hq AWS Director of Scientific Services, announced recently.

Dr. Fletcher, speaking before the London branch of the American Meteorological society, said another new computer was to become operational at Fuchu AB, Japan and along with Croughton would be linked to forecasting computers already in operation at the National Meteorological center, Suitland, Md.; 3d Weather wing, Offutt AFB, Nebr.; and 4th Weather wing, Ent AFB, Colo.

The need for more weather data and timely processing of this information was stressed by Dr. Fletcher in his talk, "Recent Developments in the Application of Computer Techniques to Meteorology."

"Yet," he emphasized, "computers should not be looked upon as a replacement for man, but as something which, combined with man's experience and judgment, will permit much greater productivity and accuracy in the field of meteorology and allied sciences."

In his discussion of programs planned for refining computer techniques, Dr. Fletcher covered the use of data collected by the Tiros weather satellite and computer application to terminal, specific location of forecasting typhoon and hurricane problems.

The four-jet weather reconnaissance aircraft, assigned to the 55th Weather Reconnaissance squadron, McClellan AFB, Calif., is taking part in Exercise Big Lift, a NATO strategic mobility exercise in which the Military Air Transport Service airlifted the Army's combat-ready 2d Armored division and associated support units to Germany beginning October 22.

The WB-47s operated from Loring AFB, Me., to Lajes field, Azores, Torrejon AB, Spain, Lakenheath, England, and Kindley AFB, Bermuda, while providing weather support to the giant airlift.

Air and ground combat forces for Big Lift were provided by the US Strike command, with support by MATS and SAC elements.

Other AWS units are participating in the exercise, which involves some 16,000 soldiers and airmen and a Tactical Air Command Composite Air Strike Force (CASF) of 116 aircraft deployed to bases in France and Germany.

Speedy deployment of the 2d Division to Germany was carried out by Air Force jet and conventional troop-carrier aircraft, which flew 250 sorties over a three-day period.

Providing weather support to Texas bases from which Army units were airlifted were Det. 24, 26th Weather squadron, Bergstrom AFB; Det. 4, 24th Weather squadron, James Connally AFB; Det. 12, 24th Weather squadron, Sheppard AFB; and Det. 14-2, 16th Weather squadron, Gray Army Airfield.

Supporting CASF aircraft departures to Europe were 8th Weather squadron's Detachment 4 at Loring AFB, Me., and Detachment 10 at Westover AFB, Mass.

Bases in Germany receiving (Continued on page 7)

National Conference Meets in November

Weathermen from all over the US and abroad will meet Nov. 12-14 at the University of Illinois for the American Meteorological society's third National conference on severe local storms.

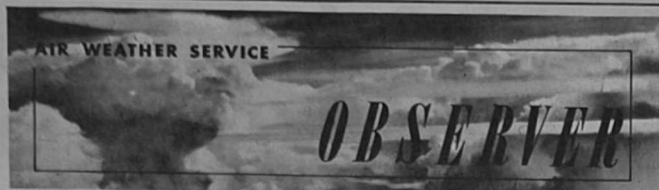
Their discussions will range from hail, tornados, snow and ice, to use of computers in weather analysis and forecasting and ideas for doing something about modifying severe weather.

The conference is sponsored by the society's East Central Illinois chapter and the university. Cooperating are the Illinois State Water Survey and Chanute AFB. Glenn E. Stout of the water survey is general chairman of the meeting.

Subjects for papers include basic and applied research concerning hail, tornados and clear air turbulence; meteorological and engineering aspects of intense rainstorms, severe snow and ice storms; instrumentation in severe weather research; climatology of severe weather; results of 1963 field investigations; statistical methods and computer utilization in severe weather analysis and forecasting, and modification of severe weather.



SELECTED as Miss Hurricane Hunter of 1963 is Miss Janet Oliver of Savannah, Ga. Miss Oliver, also the reigning Miss Hunter AFB, is shown next to the first WB-47 assigned to the 53d Weather Reconnaissance squadron, Hunter AFB, Ga., which was christened during ceremonies last month. (Story on page 4). (Photo by A1c William B. Summerlin, Hunter AFB, Ga.)



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Commander, Air Weather Service

MR. JOHN D. RUGG, Director of Information

1ST LT CASEY R. LUCZAK, Editor

SSGT ROBERT J. BATTON, Assistant Editor

US Air Force — Aerospace Power for Peace

Editorial

A Word to the Wise

"The welfare of families of officers and airmen who die or are accidentally killed is a matter of Air Force concern. Some benefits of the government may be available to the survivors as a result of the deceased's service; however, these are seldom sufficient to meet all the needs."

These comments were expressed in a recent letter from Gen. Joe W. Kelly, MATS commander, expressing his concern over lack of insurance coverage on the part of some military personnel.

"Purchase of life insurance," he continued, "is a private matter of each individual. While the majority of our people provide adequately for the welfare of their families, many do not. The Navy's recent experience in the 'Thresher' disaster further confirms this fact. Eleven percent of the officers and 22 percent of the enlisted personnel had no insurance whatsoever."

"These facts suggest that we give this problem continuing attention. Lack of funds can compound the tragedy which befalls the family of someone who dies. The burden becomes even more oppressive when they realize that adequate protection could have been purchased at a very low cost. While the Air Force cannot be in the position of indorsing any particular company, we can urge our people to obtain adequate protection and inform them how they can obtain it."

A2c Jeffus Pursues Degree, Gold Bars

A2c Robert E. Jeffus, Det. 11, 12th Weather Squadron, Stewart AFB, N. Y., is well on his way to becoming an Air Force officer under the Airman's Education and Commissioning program.

He is currently awaiting a college class assignment, where he plans to earn a degree in mathematics and physics. Later, he will attend Officer's Training school at Lackland AFB, Texas, and will be commissioned a second lieutenant.

Airman Jeffus attended college two years prior to joining the Air Force in 1961. Through night courses at Orange County



Airman Jeffus

18-week weather course at Chanute AFB, Ill., and currently observes, codes and disseminates weather information for the base weather station.

He is the son of Col. and Mrs. Charles Jeffus (US Army Retired), and plans to make the Air Force his career.

Be Penny Wise
See AFL 400-12

Community college and completion of correspondence courses, he has amassed an additional 24 credit hours, or two and one half years of college.

Chosen as the airman of the month for October at Stewart AFB, he is a graduate of an

Students Observe 20th Anniversary Of Weather Class

Eight members of a 350-student graduating class met at the Scott AFB, Ill., Officers Open mess last month to celebrate the 20th anniversary of their completion of an aviation cadet meteorology course at the University of Chicago.

Seven of the meteorologists are officers and civilians assigned to Hq AWS, while one, Maj. James C. Hicks, was on hand as an Air National Guard trainee.

When not in uniform, Mr. Hicks is an employee of the US Weather Bureau at Memphis, Tenn. He, along with his ANG weather flight, were at Scott AFB for training under Det. 1, 8th Weather group at the time of the celebration.

Hq AWS participants at the reunion were Lt Col. Thomas P. Cody, Lt Col. Robert B. Doeker, Lt Col. Vernon O. Snead, Mr. Herbert S. Appleman, Mr. William A. Jenner, Mr. Lloyd V. Mitchell, and Mr. Leonard Snellman.

Their 1943 class was the third to graduate from the University of Chicago and the first to be made up of a large student body. Upon graduation, all were commissioned second lieutenants in the Army Air Corps.

AMS Members

Following Air Force personnel, some of them currently assigned outside AWS, have recently become members of the American Meteorological society.

They joined the AMS rolls during the period August 22 thru September 20.

Lt Col.

Theodore L. Cogut, Thomas P. Cody, Ralph P. Corbell, Earl W. Holtzschelter, Kenny D. O'Bryen, Walter E. Warner and James P. Norwood.

Maj.

Thomas E. Brines, LeRoy P. Brunner, Hyko Gayikian, Milton Ginsburg, John H. Jones, Edward J. Machala, Robert M. Pfeiffer, James W. Ruddell and Ralph R. Ruyle jr.

Capt.

Wilson J. Boaz, James F. Brown, Robert E. Drake, John J. Elliff, Gordon J. Freeman, Ronald C. Overby, Leon R. Tucker, and Blair M. Younkin.

1st Lt

James S. Garrett, Arthur R. Klinger, Owen M. Lee, Edward D. O'Connor, John D. Slagle, Robert W. Smith, Donald J. Varley, and Robert J. Watkins.

2d Lt

John F. Berger, Robert H. Browning, John P. Rooney jr., and Carl R. Stroud.

CWO

Bonnas U. Rudy.
SMSGT
Ralph K. Bennett and Albert E. Gaylord.

MSgt

James O. Payne, Robert F. Salm and Henry S. Williams.

TSgt

Kenneth J. Foley, John C. Kocher, Eugene R. Preston, Donald R. Thompson and Sylvester E. Walker.

SSgt

Richard S. Kale, Malcolm O. McDonald and James D. Witherington.

A2c

Gary Goodenow.
Cadet Capt.
George W. Rippen.

Operation Santa Claus



EXPLAINING how to prepare envelopes in the proper manner so that children will receive a real letter from Santa Claus, post-marked "Santa Claus House, North Pole, Alaska," are SSGT Robert H. Lawler (left) of DCS Plans, and SSGT Edward F. Leitz, of Administrative Services. Proper addressing of the envelopes plus observance of the December 15 deadline for mailing will insure the success of the program.

Weather Bureau Ceases Funds for Nimbus Project

The US Weather Bureau and the National Aeronautics and Space Administration (NASA), announced this month that the bureau's funding for an operational meteorological satellite system, based on the current Nimbus configuration, has been discontinued.

However, the bureau will continue its cooperative program with NASA for the development of an operational satellite of long life that will meet coordinated national meteorological requirements ultimately at a considerable annual savings.

The desired system will be based on a spacecraft specifically designed for use in a continuing operational system with the reliability and life-time required to assure low annual cost of collecting weather data from satellites. At the same time it will provide sufficient data for weather forecasting.

It is planned that the future

operational system will evolve from, one based on an improved version of the already tested and highly dependable Tiros satellite, to one that will give complete global coverage from satellites having a lifetime of the order of several years.

Tiros at present does not give the scope of global coverage desired, according to the USWB, and the current configuration of Nimbus does not include a design lifetime of more than one year.

NASA will continue with Nimbus research and development vehicles each of which is expected to carry the Automatic Picture-Taking system (APT).

Launch of Nimbus A is still expected in the first calendar quarter of 1964. Tiros VIII, containing APT is scheduled for launch in December 1963, with three to four Tiros-type vehicles slated for launch in 1964.



PRESENTING a citation to Dr. Francis W. Reichelderfer, upon his retirement from the US Weather Bureau, is Brig. Gen. Roy W. Nelson jr., AWS commander. Dr. Reichelderfer was Chief of the Weather Bureau since 1938, longer than any other bureau chief except J. Edgar Hoover of the Federal Bureau of Investigation. The citation, which was presented at a banquet sponsored by the US Chamber of Commerce in Washington, D. C., honored him for his contributions to numerous military endeavors.

24th Weather Squadron

Air Weather Service is represented in one of the world's foremost military centers, San Antonio, Texas, by the 24th Weather Squadron of 8th Weather group.

Stationed at Randolph AFB, the unit was originally organized on Nov. 1, 1943 at Great Falls, Mont., and was moved in the same month to Seattle, Wash., remaining there until deactivation in September 1944.

In June 1948, it was reactivated at Kelly AFB, then moved to Brooks AFB, and finally moved to Randolph where it was deactivated in 1957. It was recreated again at Randolph on July 8, 1961.

The 24th squadron, commanded by Col. Carl E. Wagner, has 24 detachments located from Moody AFB, Ga. to McClellan AFB, Calif., and from Laredo AFB, Texas to General Mitchell field, Milwaukee, Wis. Its mission is to plan and provide for meteorological service to the Air Training Command, Air Force Logistics Command, and Military Air Transport Service. In addition, a number of the detachments support Air Defense Command and Strategic Air Command units.

Sixteen of the 24th squadron's detachments support ATC, which has become known as the largest educational organization of the free world. The squadron headquarters provides ATC with weather studies and climatic summaries for use in plans, programs, and operations.

It also assists ATC in technical subjects pertaining to weather in instruction for ATC bases. Detachment 10 at Randolph, commanded by Lt Col. Carr L. Miller, furnishes meteorological support to the USAF Instrument Pilot Instructor school, Pilot Instructor Training school, and Military Assistance program training for Allied pilots.

During its history, ATC has progressed from the 150 mile-per-hour T-6 propeller driven aircraft trainers of 20 years ago to the supersonic T-38 jet trainers of today.

Supporting these trainers with current weather informa-

tion are: Detachment 20, Laughlin AFB, Texas, commanded by Maj. Harry F. Kunkel; Detachment 18, Laredo AFB, Texas, commanded by Capt. William E. Augsburg; Detachment 11, Reese AFB, Texas, commanded by Lt Col. Richard T. Brown; and Detachment 16, Webb AFB, Texas, commanded by Maj. Richard A. McClurg.

Other detachments providing weather support to pilot training bases include: Detachment 23, Moody AFB, Ga., commanded by Harold E. Minnick; Detachment 15, Vance AFB, Okla., commanded by Capt. Hugh C. Chapman; and Detachment 17, Williams AFB, Ariz., commanded by Maj. John A. McFadden jr.

Another of the ATC pilot training bases, Craig AFB, Ala., recently staked its claim as the "world's busiest airport." During Fiscal Year 1963, Craig AFB pilots logged 93,516 flying hours — or 4,640 hours more than the nearest Air Force "competitor".

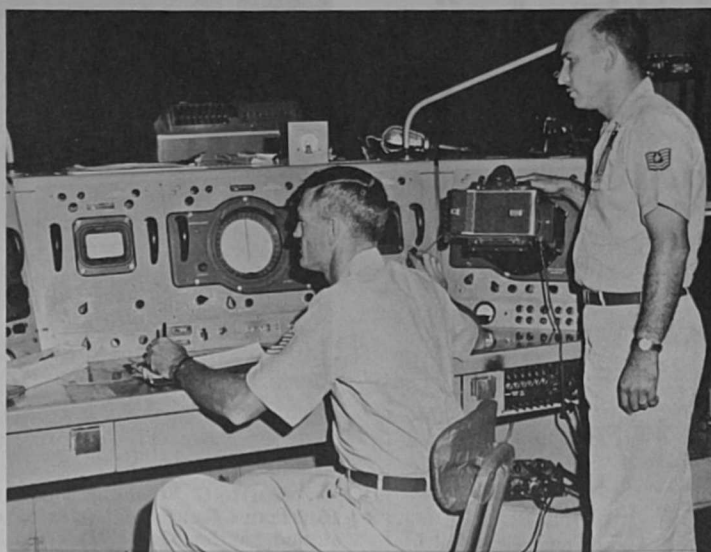
Record Claimed

Craig AFB, which is supported by Detachment 21, has claimed another record of an annual total of over 455,000 takeoffs and landings, which is far more than Chicago's O'Hare or New York's Idlewild airports. The weather detachment's commander is Maj. Ewell J. Shinaberger.

ATC was the recipient of the coveted Daedalian Flying Safety trophy for 1962. It recorded an all-time command low of 3.5 major accidents per 100,000 flying hours.

Many ATC flying functions enjoyed an accident-free year in 1962. Mather AFB, Calif., ATC's advanced navigator training base, had its sixth straight year without an accident. Detachment 7, commanded by Lt Col. Howard D. Turner, supports the ATC mission plus a SAC wing.

Navigator training is also



OBSERVING TSgt William L. Robinson as he encodes a radar observation from a CPS-9 radar set is TSgt Rudy A. Villarreal, Det. 5, 24th Weather Squadron, Kelly AFB, Texas. The CPS-9 is a vital tool in the Kelly AFB detachment's weather warning responsibilities within its range of surveillance.

conducted at James Connally AFB, Waco, Texas, where Lt Col. James F. Casey commands the 24th squadron's Detachment 4.

In recent years, ATC has introduced missile training on a mass scale. Today's Atlas, Titan and Minuteman missile facilities are manned by personnel trained by ATC. It annually provides technical training for more than 100,000 Air Force personnel at Technical Training centers.

Supporting the centers are: Detachment 1, Amarillo AFB, Texas, commanded by Lt Col. Lewis N. Chittock; Detachment 8, Chanute AFB, Ill., commanded by Maj. George V. Volk; Detachment 22, Keesler AFB, Miss., commanded by Maj. Richard S. Smith; Detachment 6, Lowry AFB, Colo., commanded by Maj. Robert L. Lulofs; and Detachment 12, Sheppard AFB, Texas, commanded by Lt Col. John H. Seward. The Amarillo, Lowry and Sheppard detachments also support units of SAC.

Most Briefings

AWS units which support AFLC bases are consistently near the top of the list in number of weather briefings for aircraft clearances. Among the busiest are Detachment 3, Hill AFB, Utah; Detachment 5, Kelly AFB, Texas; Detachment 19, McClellan AFB, Calif.; and Detachment 13, Tinker AFB, Okla. Respective detachment commanders are Maj. James K. Coleman, Lt Col. Estil L. Hamill, Maj. Arlo R. Koontz, and Lt Col. W. B. Willis.

The squadron has two "one-man" detachments which assist Air National Guard weather flights. Serving as weather air technical advisors are TSgt Herman C. Carter, Detachment 51, 125th ANG Weather Flight, Tulsa, Okla., and MSgt Everett L. Masterman, Detachment 52, 195th ANG Weather Flight, Van Nuys, Calif.

The squadron's largest unit, Detachment 14, is located at Travis AFB, Calif. Commanded by Lt Col. Joseph A. Viger, it fulfills the weather requirements of WESTAF, supports a SAC wing and a Fighter Interceptor squadron.

The 24th Weather Squadron, in keeping with its mission, is continually striving toward the goal of exceptional service to an exceptional number of diversified commands.

Weather Editing Duties Aid Viet-Nam Mission

Weather editors of Det. 2, 30th Weather Squadron, Tan Son Nhut, Saigon, Viet-Nam, handle 25,000 words of weather information through various circuits in a round-the-clock operation and approximately 68,000 bulletins in one month.

These bulletins include weather information from Red China, Laos, North and South Viet-Nam, Cambodia, Thailand and the entire South China area, according to Maj. Albert S. Barton, detachment commander.

Without this knowledgeable weather editing the air strike forces and airlift operations would be hindered. Led by TSgt John D. Wiggins, the weathermen also provide a "tie in" into the world-wide weather network.

The small, but highly efficient weather unit receives reports via landline and radio teletype circuits. The messages are quickly edited, teletype tapes prepared, and relayed to Clark AB, Philippines and to 12 tributary stations throughout the Republic of Viet-Nam and Thailand.

These few airmen, the weather pulse of Southeast Asia, are referred to as the "lifeline" of weather operations, by Lt Col. Lewis L. Howes, 30th Weather Squadron commander.

OAR Commander Receives Briefing

Maj. Gen. Don R. Ostrander, commander, Office of Aerospace Research (OAR), Washington, D. C., recently visited 4th Weather group and was briefed by Col. Robert F. Long, group commander, and his staff.

Colonel Long, staff meteorologist to OAR, described the current status of meteorological support being provided to OAR by the 4th Group.

Other items included on the general's agenda included a description by Col. Thomas H. Lewis 4th, 1210th Weather Squadron commander, on the Climatic center's functions; staff meteorological support to the Atlantic Missile Range by Lt Col. Peter E. Romo, Air Force Missile Test center staff meteorologist, Patrick AFB, Fla.; and a project report by Lt Col. Edward O. Jess, Chief of the Support Technology branch, Directorate of Technical Services, 4th Group.



RECEIVING a weather orientation from Capt. Robert L. Hariston (left), weather officer with Det. 17, 15th Weather Squadron, Howard AFB, Canal Zone, are Honduran meteorologists, Roberto Bustillo Moncada (center) and Victor Manuel Castro. The meteorologists were first to receive a one week orientation at the USAF weather facilities in the Canal Zone. They were briefed on all phases of weather operations, as well as the role of the weather station in support of the United States Southern Command.

Major Cale Receives Zimmerman Award

The Zimmerman award, named in honor of Brig. Gen. Don Z. Zimmerman (Retired), former AWS commander, is annually presented to the AWS individual who develops or demonstrates a device, technique or application of climatology which, during the year, proves to be the greatest value in furthering the AWS climatology program.

Major Richard E. Cale, a 42-year old weatherman, presently assigned to 1st Weather wing, received the award for developing a method of deriving vertical wind profiles for a selected direction in an easier and faster way. At the time, he was assistant staff meteorologist to the USAF's Air Proving Ground center at Eglin AFB, Fla., assigned to Det. 10, 4th Weather group.

The 17-year AWS veteran also received the Air Force Commendation medal for meritorious service from Mar. 29, 1961 to June 15, 1963.

Colonel Sorey, after presenting the awards, said that after years of personal association and observation, he knew of "no man who had earned or deserved more."



DISPLAYING a wide grin and two major awards, the AWS Zimmerman award and the USAF Commendation medal, is Maj. Richard E. Cale, weather forecaster, with the Air Force Weather central at Fuchu AS, Japan. The awards were presented by Col. Robert L. Sorey (left), 1st Weather wing commander. Looking on is Lt Col. James Walker, commander of the weather central.

First WB-47 Aircraft Christened at Hunter

Jet-age weather reconnaissance came to the North Atlantic last month when the first WB-47 assigned to the Hurricane Hunters was christened.

First of nine of the weather-modified Boeing Stratojets assigned to the 53d Weather Reconnaissance squadron, Hunter AFB, Ga., was named "City of Savannah-Hurricane Hunter I," during ceremonies attended by both civilian and military dignitaries.

Guest of honor at the occasion was Ralph W. Kittle, Director of industrial relations and Personnel administration for the International Paper company, N. Y.

Kittle was commander of the first aircraft to be christened "City of Savannah." The aircraft, a B-17, bought by the people of Savannah, Ga., in a bond drive, was flown into combat in 1944 by Kittle, then a captain.

Penetrating deep into enemy territory, the aircraft was forced down on its 13th mission while over the Russian border. Captain Kittle's actions during the mission earned him the Distinguished Flying Cross.

Mrs. Kittle, active in USO work overseas during World War II, christened the first WB-47 in commemoration of her husband's B-17 aircraft.

Following welcoming addresses by Col. Leland W. Johnson, 63d Troop Carrier wing, commander, and Mayor Malcolm Maclean of Savannah, Lt. Col. Arnold E. Zimmerman, squadron commander, named Miss Janet C. Oliver as Miss Hurricane Hunter of 1963. Miss Oliver is also the reigning Miss Hunter AFB.

The 53d WRS will get the rest of its nine WB-47s before the end of November, to be operationally ready by February 15.

The Hurricane Hunters' first WB-47 arrived at Hunter in mid-September, piloted by Maj. Franklin James, aircraft commander; Maj. John Schuppert, pilot; and Maj. Donald Franz, navigator, all members of the 53d WRS.

When the WB-47 becomes operational, the 53d will phase out WB-50 operations at Kindley AFB, Bermuda. Temporarily, the WB-50 is being utilized

to continue hurricane reconnaissance and other weather reconnaissance missions by a Kindley-based detachment of the 53d WRS.

AWS

in print

"Weather is a literary specialty and no untrained hand can turn out a good article on it." — Mark Twain



Featured in the October issue of the MATS Flyer is an article on "Clear Air Turbulence," authored by Lt. Col. Clarence C. Hardin, Det. 19, 9th Weather squadron, March AFB, Calif.

Colonel Hardin wrote the article when he was chief of the Clear Air Turbulence Forecast section, Det. 42, 8th Weather group, Kansas City, Mo.

The article explores the character and sources of CAT and suggests a flight training program as well as several in-flight evasive maneuvers to minimize the problem.

Lt. Col. Herschel H. Slater, 3d Weather wing chief of Technical Services, has authored an article appearing in the Strategic Air Command Combat Crew magazine.

The item, "Anomalous Propagation," deals with seeing something that is not there.

In the same issue, Capt. Richard C. Lutz, Det. 1, 21st Weather squadron, Torrejon AB, Spain, authors an item on "Winter in Europe."

The item compares ZI weather to that of Europe, with explanations of why it is so severe.



ADDING finishing touches to the name "City of Savannah-Hurricane Hunter I," painted on the side of the first WB-47 assigned to the 53d WRS are A3c Richard J. Zauner, who painted the sign in water soluble paint and Miss Janet Oliver.

Squadron Practices What It Preaches

The 30th Weather squadron in Southeast Asia practices what it preaches.

Not only does the unit help the customers to "choose the weather for action" but it uses weather advice in the planning and execution of its own operations.

The squadron has discovered that its own services enable it to make more effective use of its men and materiel.

The climate in Southeast Asia is characterized by two major seasons — the southwest monsoon from mid-May to early October and the northeast monsoon from early November to mid-March.

During the southwest monsoon all of the Republic of Vietnam except the northeast coastal areas experience adverse weather in the form of heavy rains.

During the northeast monsoon, reverse conditions prevail. The northeast coastal areas experience stratus and heavy rainfalls while the remaining areas of the country have relatively little precipitation and less cloudiness.

The 30th Weather squadron uses this knowledge to locate its resources where they can be best employed. For example the majority of its more skilled observers and ceiling measuring devices are deployed with adverse weather.

Their movements are pre-planned and executed when the forecast indicates seasonal weather shifts will occur. Thus, the squadron's personnel and equipment are continually positioned where they can be used to maximum advantage.

This makes the squadron one of its own best customers.

Detachment Aids In Army Exercise

Detachment 17, 15th Weather squadron, Howard AFB, Canal Zone, recently supported the conference of the American Armies which was held at Ft. Clayton, Canal Zone.

Along with normal weather service, the detachment provided special area forecasts and a mobile upper-wind team that worked in the field with a Tactical Air Command combat control team to assure a safe, efficient and dramatic demonstration of Southern Command's capabilities.

The combined forces of Southern Command demonstrated the modern Army brigade's ability to quickly counter the threat of insurgent action anywhere, anytime.

Delegates from 17 Latin American nations saw units of the 193d Infantry brigade, 8th Special Forces, 1st Air Commando wing and 15th Naval district show their versatility as fast moving paratroopers, mechanized infantry and waterborne assault troops. The action occurred on the beach and jungle terrain of the Venado Beach training area of the Ft. Kobbe-Howard AFB complex.

Weather Unit Begins Suggestion Program

"Where is that idea?" "How about a suggestion?" "Where can we save money for the Air Force?"

These are a few of the questions racing through the minds of members of Det. 37, 8th Weather group, McGuire AFB, N. J.

Ideas are brought in the open, discussed and tried. If multiplied by the many organizations which the detachment supports with maintenance of weather equipment, they start to bring big dividends.

Recently, CWO Frank Smadris was convinced that it was possible to purchase a relay used in some weather equipment, for less than the \$90.35 quoted by the contractor.

After writing to several relay manufacturers for their catalogs, he picked out a relay which was a suitable substitute at \$25.53 each, or \$16.14 each, if bought by the hundred. He recommended that AWS purchase 100 relays at \$1,614, producing a savings of \$7,421.

Another individual, A1c Donald R. Wiemeyer, suggested that transistor sockets be installed on the printed circuit boards in a line amplifier. His reasoning was that the particular transistors involved burn out frequently necessitating their replacement.

After continuous replacement, the printed circuit board gets in such poor condition that it is necessary to replace it. The cost of the transistor socket is 25 cents as compared to the cost of replacement board at \$18.

Installation of the socket may be accomplished when replacing a defective transistor, thus saving time. The time saved for future replacement is approximately two man-hours per replacement. The estimate of savings for one field maintenance shop, with twenty line amplifiers in operation, is \$941 annually.

Airman Wiemeyer was awarded a cash prize and three-day pass.



SPEAKING at the christening of the first WB-47 at Hunter AFB, Ga., is Ralph W. Kittle, pilot of the first aircraft to be named "City of Savannah." Other dignitaries at the ceremony include (l to r), Maj. Gen. Frank O'D Hunter (Ret.), World War I ace and person for whom Hunter AFB was named; Mrs. Kittle; Mr. Kittle; Maj. Robert A. Wright, 53d WRS Administrative officer; Lt. Col. Arnold E. Zimmerman, 53d WRS commander; Mayor Malcolm R. McClean of Savannah; and Col. Leland W. Johnson, 63d Troop Carrier wing vice commander.

Retirees

The following AWS personnel retired on the date indicated. The listing is by rank and month of retirement.

30 September 1963

Lt. Col. Frank E. McCreary, Jr., Det. 51, Hq AWS, Washington, D. C.

Maj. Carl V. Beethan, 1210th Weather squadron, Washington, D. C.

Maj. Marguerite Butler, Det. 7, 24th Weather squadron, Mather AFB, Calif.

Maj. John J. Schoonmaker, Det. 5, 33d Weather squadron, Selfridge AFB, Mich.

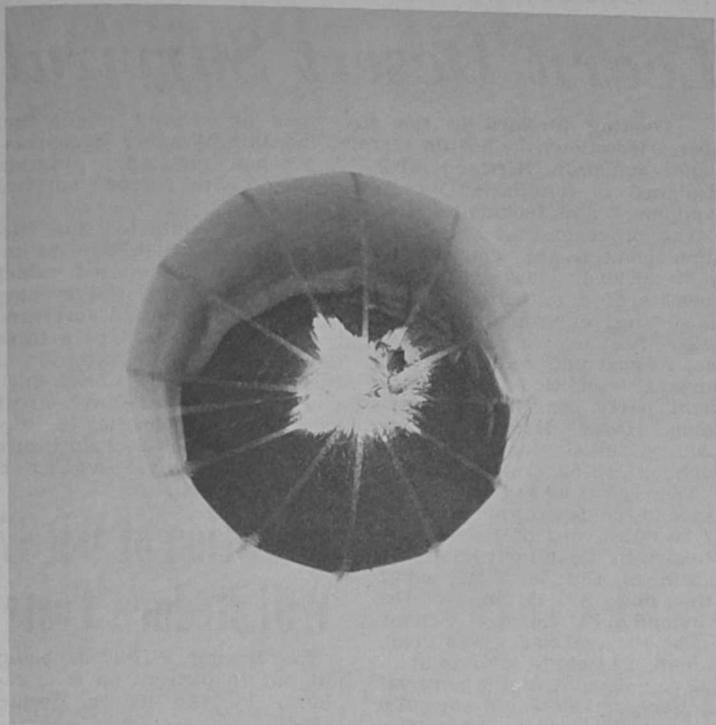
Maj. Russel B. Sylvester, Det. 15, 16th Weather squadron, Dugway Proving ground A1, Utah.

Capt. Henry B. Allen, Det. 1, 35th Weather squadron, Adair AFS, Ore.

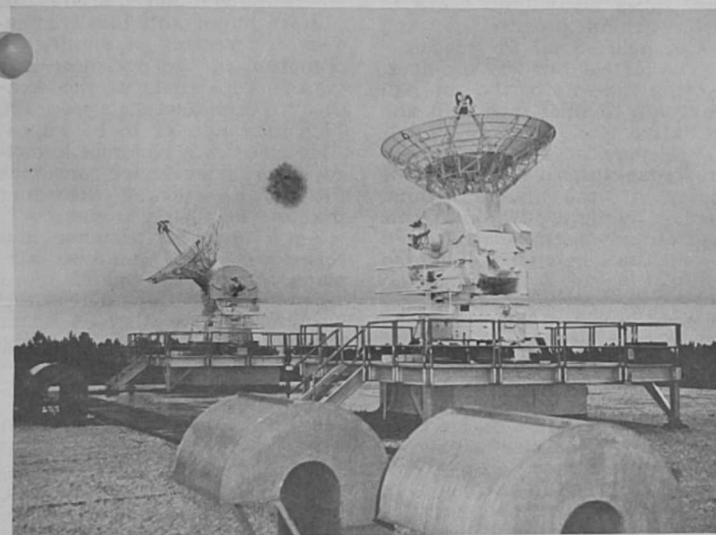
Capt. Hugh C. Chapman, Det. 15, 24th Weather squadron, Vance AFB, Okla.

Capt. Randall Cornelius, 55th Weather Reconnaissance squadron, McClellan AFB, Calif.

New Balloon



RISING Observational Sounding Equipment balloon is sent aloft by members of Det. 10, 4th Weather group.



TRACKING ROSE are these two FPS-16 radar antennas which are located at the Eglin AFB Site D-3 at Cape San Blas, Fla.

ROSE Balloons Aid Space Race

While the old standard, winds-aloft balloons are satisfactory for aircraft operations, they do not detect fine scale wind shears so dangerous to missile launchings.

Recently, a project called ROSE (Rising Observational Sounding Equipment), a meteorological project new to the Air Proving Ground center at Eglin AFB, Fla., is providing wind observations and climatology geared to the development of space age equipment.

Capt. W. O. Banks, an astronautical engineer to the office of the staff meteorologist at Eglin under Det. 10, 4th Weather group, has been designated as the ROSE project officer.

ROSE is a six-foot balloon, metalized to enhance radar tracking. Unlike the old weather balloon, the ROSE sphere does not change its shape or size throughout its flight. Its slow rate of rise and quick response to minor wind variations enables it to indicate the vertical wind structure with great detail.

It is this wind detail which must be known to determine the stresses on large missiles and the impact points of small ones.

By running the project daily for at least one year, a fine scale wind climatology can be established from the surface to 60,000 ft.

The ROSE system promises to be the solution for obtaining refined wind profiles in the lower atmosphere. It is relatively economical, easy to handle, and requires minimum training for use.

The equipment is effective through the layers where the greatest wind induced stresses affect the missiles. With equipment like this in the inventory, and precision radar tracking devices available for use, another milestone in weather support is realized.

Award Received



PRESENTING Capt. James R. Blankenship with the Air Force Commendation medal, in the US Embassy in Stockholm, is Col. Timothy R. Johnson, Air Attache' in Sweden. Captain Blankenship is presently receiving his doctorate level training under the AFT program at the University of Stockholm, Institute of Meteorology. The citation accompanying the award read in part, "... displayed outstanding technical knowledge in developing a successful short-period terminal procedure and in writing a highly technical report on infrared technology."



AMONG those present for the ceremony are (l to r), Maj. Daniel F. Lufkin, Mrs. Blankenship and Dr. Robert D. Fletcher (extreme right), Director of Scientific Services, Hq AWS, Scott AFB, Ill. Captain Lufkin was formerly assigned to AWS Scientific Services and is presently working toward his Doctor's Degree in Meteorology at the University of Stockholm.

Marriages

SLACK-DURHAM — Miss Lorna Durham of Boulder, Colo., to Communications Technician Third Class Bill D. Slack, USN, at First Christian Church, Boulder, Colo. Slack is the son of Col. (USAF, Ret.), Joseph J. Slack, commander of the 19th Weather squadron at the time of his retirement in July 1961.

HAYES-BRIESACHER — Miss Patricia Ann Briesacher of Belleville, Illinois, to 1st Lt Robert J. Hayes of Hq AWS, on July 27, 1963 at Chapel 5, Scott AFB, Ill.

Fletcher to Follow In Father's Footsteps

John E. Fletcher, 22-year-old son of Dr. Robert D. Fletcher, AWS director of scientific services, is well on his way to following his father's footsteps.

The younger Fletcher is a junior at St. Louis university, where he is majoring in meteorology.

He spent his summer months as a student trainee with the US Weather Bureau Standiford Field, Louisville, Ky., securing the job through a Civil Service examination.

After graduation, Fletcher hopes to become a meteorological officer with Air Weather Service.

Commendation Medals

US Air Force Commendation Medals for the period of time listed have been recently awarded or approved for presentation to the following AWS personnel.

Lt Col. Richard P. George, 2d Weather wing, from July 13, 1960 to Sep. 19, 1963.

Lt Col. Leonard H. Hutchinson, Det. 55, 1st Weather wing, from July 13, 1961 to July 14, 1963.

Lt Col. Charles O. Jenista jr., Det. 1, 3d Weather wing, from July 1, 1960 to Sep. 24, 1963.

Lt Col. Robert F. McCabe, 55th Weather Reconnaissance squadron, from Jan. 16, 1961 to Sep. 12, 1963.

Lt Col. Hal R. Montague, Det. 11, 4th Weather group, from Feb. 4, 1960 to July 15, 1963.

Lt Col. Milton F. Tarr, Hq AWS, from Nov. 1, 1959 to Aug. 5, 1963.

Lt Col. Harold B. Terhune, Det. 1, 8th Weather group, from Aug. 1, 1958 to July 1, 1963.

Maj. Earl Waricher, 53d Weather Reconnaissance squadron, from Aug. 7, 1961 to Sep. 12, 1963.

Capt. Randall Cornelius, 55th Weather Reconnaissance squadron, from Aug. 31, 1959 to Sep. 12, 1963.

Capt. Melvin C. Crowder, 56th

Weather Reconnaissance squadron, Oct. 6, 1961.

Capt. Walter F. Jordan jr., 56th Weather Reconnaissance squadron, Oct. 6, 1961.

Capt. Richard C. Lee, Det. 1, 55th Weather Reconnaissance squadron, from Aug. 1, 1962 to Jan. 10, 1963.

Capt. Luther R. Paulson, Hq AWS, from Nov. 6, 1959 to Sep. 12, 1963.

Capt. John L. Wolfe, Det. 15, 15th Weather squadron, from Apr. 18, 1962 to Aug. 23, 1963.

CWO Matt L. Mleziva, 12th Weather squadron, from July 3, 1959 to Aug. 31, 1963.

CWO Guy R. Parker, 8th Weather group, from Nov. 9, 1961 to Aug. 23, 1963.

CWO Bonnas U. Rudy, 3d Weather wing, Aug. 21, 1959 to Aug. 31, 1963.

CMSgt Lester R. Robinson, Det. 11, 4th Weather group, from May 17, 1959 to May 31, 1963.

SMSgt George E. Conley, 21st Weather squadron, from June 1, 1959 to May 10, 1963.

SMSgt Walter P. Mardyla, Det. 11, 4th Weather group, from July 1, 1960 to June 30, 1963.

ON THE

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Highlights of Air Weather Service personnel at work and play.

AWS Global Report

CMSgt George E. Sheldon, Det. 29, 26th Weather squadron, Lincoln AFB, Nebr., recently received the Strategic Air Command Aerospace Educational Medallion for outstanding participation in off-duty education programs.

Sergeant Sheldon, participated on USAFI and on-base education programs since 1955, earning 80 semester hours of credit through on-base studies and 18 through USAFI courses and subject examinations. He completed requirements for his Bachelor of General Education degree with the University of Omaha in August 1962.

Lt Col. John Kessler jr., detachment commander, made the presentation to Sergeant Sheldon, who plans to earn a master's degree and teaching certificate through the University of Nebraska.

Mr. Albert L. Forst, Det. 51, 1210th Weather squadron, recently received an outstanding performance rating, an award of \$250 and a certificate for his outstanding work in development of computer programs for MATS flight planning.



Forst

Col. Robert F. Long, 4th group commander, made the presentation.

The flight plans, based on meteorological data, are used operationally for aircraft routing and control in direct support of MATS. Mr. Forst has been reassigned to Det. 44, 8th Weather group, Suitland, Md., which is developing weather support to MATS.

A2c Freddie L. Wilson, a rawinsonde operator with Det. 19, 15th Weather squadron, Lajes Field, Azores, has been selected as the station serviceman of the month for September.

Last month, Wilson was

named the detachment airman of the quarter. Prior to his present assignment, he was assigned to 6th Weather squadron (Mobile), Tinker AFB, Okla.

Lt Col. Isaac S. Israel, 8th Weather group plans and programs officer, recently received \$25 for a suggestion he submitted in the Scott AFB Suggestion program.

Colonel Israel suggested that the key which is sent out by the Hq AWS Data Control division, indicating the break down of weather observation error tabulation, be eliminated.

He suggested that the key be published in the WBAN Manual of Surface Observations.

Col. Karl T. Rauk, formerly commander of the 9th Weather group, Andrews AFB, Md., has returned to the ZI to command the 2494th Air Force Reserve sector, Clinton County AFB, Ohio.

Colonel Rauk commanded 9th group until Aug. 21, 1957, when he was replaced by Col. William S. Barney, currently AWS vice commander. Upon leaving 9th group, he attended the Industrial War college.

Prior to his assignment to the reserve sector, he was Air Attache at the American embassy in Helsinki, Finland.

TSgt Donald J. Martin, 7th Weather squadron, Heidelberg, Germany, was recently awarded a Scholastic Achievement medallion for the fall term, 1962-63 by the European division of the University of Maryland.

Sergeant Martin was one of 43 students, of the 10,099 enrolled in the European division, who appeared on the dean's list with an "A" average.

Lt Col. Frank W. Breitling jr., operations officer, 7th Weather squadron, Heidelberg, Germany, recently received a Certificate of Appreciation from Maj. Gen. Mercer C. Walter, DCS Intelligence, US Army Europe.

It was presented to Colonel Breitling in recognition of three years of noteworthy activities

while he was stationed in Heidelberg. He was commended for his outstanding work as weather officer as well as for his active participation in numerous Army community affairs.

Cpts. George E. Hart and Raymond L. Arnold, both of the 56th Weather Reconnaissance squadron, Yokota AB, Japan, recently achieved the 1,000 hour mark in RB-57 aircraft.

They reached the goal in the same squadron aircraft, with Captain Hart, a senior pilot, passing the mark several flights after Captain Arnold, a navigator.

SSgt Lawrence J. Schuler, Det. 18, 15th Weather squadron, Kindley AFB, Bermuda, recently received a distinguished achievement award from Lt Col. Harold O. Bergman, detachment commander.



Schuler

Sergeant Schuler received the award and an excellent rating from 15th squadron headquarters, Charleston AFB, S. C., for his outstanding accomplishments as NCOIC of unit supply.

A3c David F. Archer and A3c Harold R. Taylor, both of Det. 5, 15th Weather squadron, Dover AFB, Del., recently achieved qualifying scores of 90 and 80 percentile respectively in the weather observer skill knowledge test.

Airman Archer was an honor graduate of the weather observed course at Chanute AFB, Ill.

MSgt Morningstar In Top Ten Percent

MSgt Darrell L. Morningstar, 58th Weather Reconnaissance squadron, Kirtland AFB, N. Mex., finished in the top ten percent of his graduating class at the MATS NCO Academy, Orlando AFB, Fla. last month.

Besides Sergeant Morningstar, seven other AWS NCOs completed the 122-member class. It was the 63d class to graduate from the MATS school which began receiving students in May 1955.

Other AWS NCOs attending the class included, MSgt Rex R. Paugh, Det. 16, 28th Weather squadron, Altus AFB, Okla.; TSgt Robert E. Stillman, Det. 41, 12th Weather squadron, Ft. Lee, Va.; TSgt Max A. Casias, Det. 23, 4th Weather group, Kirtland AFB, N. Mex.; TSgt Edgar H. Hadley jr., 58th WRS, Kirtland AFB, N. Mex.; TSgt Edwin L. Whitley, Det. 1-3, 3d Weather wing, Las Vegas, Nev.; MSgt Charles B. Wilson, Det. 7, 9th Weather squadron, March AFB, Calif.; and MSgt Charles H. Stoner, Det. 12, 15th Weather squadron, Olmsted AFB, Penn.

Offutt-Omaha Branch Holds AMS Meeting

The Offutt-Omaha branch of the American Meteorological Society met early this month in the Club Bellevue of Bellevue, Nebr.

Special guest at the dinner-meeting was Mr. Donald C. House, meteorologist in-charge, District Meteorological office, Kansas City office of the US Weather Bureau. He spoke on thunderstorms, tornados and severe local storms.

Weather Unit Aircrews Learn Desert Survival

Looking forward to the day when an aircrew might find themselves down in hostile terrain, the 58th Weather Reconnaissance squadron, Kirtland AFB, N. M., has initiated a program designed to familiarize its crewmembers with current survival equipment and techniques.

The program is a voluntary supplement to the required annual survival class work and consists of a realistic exercise in survival environment.

The first exercise took place last August under actual desert survival conditions. The survival party consisted of Captains Harry Howell, Lester Lackey, and Gordon E. Stalcup, each an RB-57 crewmember.

The crew was taken to a point in the desert approximately 20 miles west of Belen, New Mexico, by their instructors, Lt Smith of the 58 WRS, SSgt Hine, and SSgt Hommel of the Kirtland AFB Survival School.

The survival party was given a map, parachute, and individual complement of the survival equipment they would normally have available when flying. Sgt Hommel briefly described the problem, which was for them to proceed on foot to Coyote Springs, a designated point several miles away, and there to set up camp, procure food and water, and signal for rescue.

The instructors left the area, leaving the fate of the survival party up to their own skill and initiative.

The purpose of the survival trek was to prove the practicality of the desert axiom, "travel by night". However, this had already been demonstrated by the time the men had labored for a time in the hot sun to cut up the parachute and construct harnesses with which to carry their gear.

The survival trek curriculum included successful contact with an RB-57 which was sent into the area to simulate a rescue aircraft by the use of signal mirrors and flares.

Highlight of the exercise was the killing of a five foot rattlesnake which was luckily sighted, only two steps in front of the trio, coiled and ready to strike. The rattlesnake proved to be one of the most convenient sources of food for desert survival.

At the end of the day, the

instructors contacted the survival party just in time to enjoy a tastily prepared rabbit caught earlier in the evening by the well-qualified survivors.

Future plans call for a three day winter survival program in the Pecos wilderness area. Such realistic exercises have great psychological benefit to aircrews as well as to help insure successful survival after a forced bail-out.

Operation of WB-47 Will Reduce Costs

The Boeing WB-50 is being put out to pasture as it is replaced by the newer Boeing WB-47.

The new, all jet aircraft will do the same job as the WB-50 but twice as fast and will fly with only three aircrews where the WB-50 required eight.

More important, this change-over is creating a significant reduction in the operation and maintenance costs of the weather reconnaissance program. This may appear to be impossible since it is common knowledge that a jet engine consumes fuel at a rate far exceeding that of the piston engine.

As a high performance and therefore more complex airplane, the WB-47 demands more maintenance. In fact, the Air Force estimates that it costs approximately \$463 per flying hour to fly the WB-47 and approximately \$261 per flying hour to operate the WB-50.

Yet, it will only take 30 mission WB-47s, each flying 50 hours per month, to do the same job that it took 40 WB-50s, each flying 75 hours per month.

Utilizing the same flying hour cost figures, this means that the job can be performed for about \$695,000 per month with the WB-47, as opposed to \$783,000 per month with the WB-50. This is an overall saving of over \$88,000 per month.



RECEIVING weather facsimile instruction from TSgt. James M. McKenzie, Air National guard technical adviser at the Portland International airport, Ore., are (l to r) 2d Lts. Norris L. Conklin, Donald E. Ellingson, and Ernie R. Dash. The officers are Institute of Technology students in meteorology at Texas A&M and recently completed phase two of the orientation for new weather officers under the supervision of Maj. Clyde B. Routt, Det. 7, 35th Weather squadron, Portland airport.



RECEIVING the Legion of Merit from Brig. Gen. Roy W. Nelson, AWS commander, is Capt. Earl C. Kindle, Chief of the Special Applications branch, AWS Scientific Services Directorate. He earned the award for displaying outstanding leadership and professional knowledge in the development of computer techniques and programs for cloud forecasting from May 1962 to May 1963.

Rocket Training

AWS Will Consider Fine Mesh System

Idea Session



PRESENTING graduation certificates to (l to r) TSgt Earl E. Barker, SSgt Calvin E. Hayes, A1c Harvey R. Hurtt and A2c Robert Borkowski, all of 6th Weather squadron, Tinker AFB, Okla., is Mr. Gerry J. Finger, Pan American Airways division meteorologist. Capt. Walter I. Christensen jr., Det. 11, 4th Weather group, Patrick AFB, Fla., met-rocket specialist observes the ceremony.

Air Weather Service is considering the use of a "fine-mesh" numerical prediction system, which is currently being developed in conjunction with the Weather Bureau at the National Meteorological center, Suitland, Md.

Present numerical prediction methods use numerical values at points which are about 190 miles apart in middle latitudes.

"This spacing is fine for forecasting the principal features of weather over the northern hemisphere," commented Dr. Robert D. Fletcher, Director of AWS Scientific Services. "However, this is on too large a scale to be of maximum use in local forecasting."

"The fine-mesh model will use points only half as far apart as present models and should be much more useful in local forecasting," Dr. Fletcher continued.

Development of the new model involves much more than just telling the computer to use shorter distances. A small-scale description of terrain features must be prepared for use by the computer. New treatments of the forecasting equations must also be formulated and carefully tested.



DISCUSSING the possibilities of AWS adopting a "fine-mesh" numerical-prediction model with Dr. Robert D. Fletcher (left), Director of AWS Scientific Services, during his recent trip to Europe, are Col. George E. Rath, 2d Weather wing commander, and Lt. Col. Nicholas J. Gavares, 21st Weather squadron commander.

Rocket Training Conducted For 6th Squadron Airmen

A meteorological rocket training course was conducted at Patrick AFB and Cape Canaveral, Fla. recently, through the cooperation of Pan American Airways division meteorologist Gerry J. Finger and Air Force Missile Test range meteorologist Lt Col. Peter E. Romo.

Instruction was given by Det. 11, 4th Weather group, Patrick AFB, and by the met-rocket specialists of the Pan American Airways, who share meteorological duties on the Atlantic Missile range.

The training included all as-

pects of Loki and Arcas rocket operations from pre-launch preparations through data reproduction.

Members of 6th Weather squadron, Tinker AFB, Okla., attended the 10-day course, which will permit the unit to use the most modern weather instruments to support space age requirements ranging from atomic-test operations to missile testing on the Atlantic Missile range.

Using a variety of sensors, the met-rockets provide a capability of measuring wind and temperature from 100,000 feet to about 225,000 feet, well above the altitude range of other operational meteorological equipment. From the raw temperature data, the associated thermodynamic parameters of the atmosphere can be calculated.

AWS Pilot Earns Flying Safety Pin

Maj. John C. Morrison, Det. 9, 12th Weather squadron, Suffolk County AFB, N. Y., was recently awarded the MATS 5,000 Hour Accident-Free Flying Lapel pin.

The yellow-gold pin is awarded to personnel who are presently assigned to and have served with MATS, Air Corps Ferrying Command, Air Transport Command, or the Naval Air Transport Service for at least three years and have acquired 5,000 consecutive accident-free flying hours.

109 Lieutenants

(Continued from page 1)

Clarence B. Givins, Russell A. Hankins, Wade V. Hilton, Baxter E. Hogue, John P. Huddle, Odell M. Johnson, Richard B. Kennah, John A. Lasley jr., Walter D. Meyer, Charles E. Penland, S. J. Pilipowsky, Paul W. Quade, Richard A. Rudy, Frederick A. Scheeren, Ernest P. Sims, Charles S. Smith, Richard E. Smith, Roger F. Strand and Quenten L. Wilkes.

3d Wea. wg
Jerald L. Gossman, Phillip R. Hunter, Laurence N. Johnson, David S. Lydon, Clara R. Mabe, Paul L. McCloud, David A. Olson, Norman L. Retherford, James H. Wood and Robert F. Zames.

4th Wea. wg
Henry W. Blandi, Donald W. Grantham, Walton W. Jones, Martin W. Sinteff, Phillip W. West and Leo C. Yeager.

2d Wea. gp
Gerald D. Boynton, Charlotte E. Fromshon, Richard A. Hesslink, Owen Y. Macy and Charles F. Quinby.

4th Wea. gp
Richard L. Hager, John H. Haneklau, Donald B. Hodges and Donald J. Varley.

8th Wea. gp
Frederick J. Bergmann, Lee R. Clausen, Gerald W. Dockall, Nicholas S. Evanish, Douglas D. Fenn and James R. Stear.

9th Wea. Recon gp
Howard T. Akers, Jerome P. Ashman, Lawrence W. Barber, Miles F. Bintz, H. C. Brubeck jr., Charles B. Casson, Richard B. Clement, Allen R. Coburn, Mikel W. Cohick, John D. Cooper, Beula L. Cox, Gene R. Cutler, Richard D. Dickover jr., John K. Donovan jr., Thomas S. Gealta, Douglas N. Gerbaz, Donald W. Hanel, Robert L. Hary, Vaughn E. Hill, Albert C. Korelishn, Clark E. Lovrien jr., Joseph W. Martin jr., Charles L. Morris, William S. Muir, Santos Pantoja, Bernard D. Pianalto, Herbert A. Plucker, Rex E. Polson, Paul E. Rausch, John M. Reeves, Richard L. Rice, Peter D. Savelle, Russell N. Shablow, David J. Skaret, Gary E. Stevens, Robert E. Thompson, and Bernard E. Wilson.

Births

BUCKLEY, CWO and Mrs. Raynor L., a daughter, Katherine Jean, born Aug. 1, 1963. Father assigned to Det. 18, 8th Weather squadron, Francis E. Warren AFB, Wyo.

JOHNSON, A2c and Mrs. Lance P., a son, Shane Porter, born Sep. 2, 1963 at St. Josephs Hospital, Tucson, Ariz. Father assigned to Det. 30, 25th Weather squadron, Luke AFB, Ariz.

McCREARY, 1st Lt. and Mrs. Robert H., a son, Robert Hunter 4, born Sep. 28, 1963 at USAF Hospital, Scott AFB, Ill. Father assigned to Hq 8th Weather group, Scott AFB, Ill.

RYAN, Capt. and Mrs. Glen A., a son, Timothy Patrick, born Sep. 30, 1963 at USAF Hospital, Scott AFB, Ill. Father assigned to Hq AWS, Scott AFB, Ill.

ANDEAE, Capt. and Mrs. Cornelius T., a son, Michael Neal, born Aug. 6, 1963 at Centre County hospital, Bellefonte, Pa. Father attending Penn State university.

GROVES, TSgt and Mrs. Robert J., a son, Robert Edward, born Aug. 6, 1963 at USAF hospital, Glasgow AFB, Mont. Father assigned to Det. 23, 9th Weather squadron, Glasgow AFB, Mont.

Next Issue

Highlighting the next issue of the Observer will be:

- A feature on the 57th Weather Reconnaissance squadron and its home "down under."
- An article from the AWS past, analyzing the aid of telephone operators to watch lightning.
- The election of the first Japanese president of the Tokyo branch of the American Meteorological society.
- Sergeant earning the USAF Excellence-in-competition Pistol Shot badge for superior shooting during 1963.

WB-47 in First Role . .

(Continued from Page 1)

airlifted Army units were supported by 31st Weather squadron's Detachment 25 at Rhein Main AB, Detachment 2, Ramstein AB, and Detachment 20, Sembach AB.

CASF aircraft landing in Europe also were supported by 31st Weather squadron detachments: Detachment 8 at Phalsbourg AB, France; Detachment 13, Etain AB, France; Detachment 8, Chaumont AB, France; Detachment 10, Chambley AB, France; and Detachments 2 and 21, Ramstein AB, Germany.

Enroute weather support included placing 2d Weather group weather officers aboard the TAC Airborne Command post and with Mission Control teams at Dow and Loring AFBs, Me.

Other 2d Group weather officers were deployed with the airlift forces and acted as staff weather officers with the CASF command element at Ramstein AB and tactical fighter squadrons at Etain, Phalsbourg and Chaumont ABs in France.

The 2d Group also placed weather officers and observers with the 2d Division to provide field weather support.

Upon arrival overseas, the Army's "Hell on Wheels" 2d Division, with its reinforcing elements of artillery battalions

and truck companies, drew its heavy equipment from pre-positioned stocks, formed in a tactical assembly area and moved out on a week-long NATO field training exercise under the operational control of Gen. Lyman L. Lemnitzer, Supreme Allied commander, Europe.

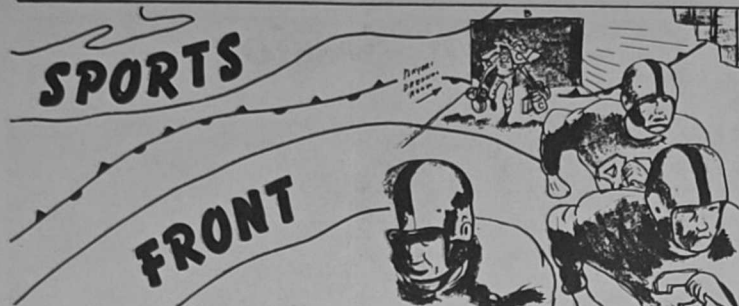
When the field training is completed on November 5, the division will reprocess its equipment and restore it in Europe for possible future use.

CASF elements provided tactical support for the 2d Division while in Europe. They comprised of an F-105 squadron, two F-100 squadrons, three C-130 troop carrier squadrons, a composite RF-101 and RB-66 reconnaissance squadron and a command element from TAC resources.

Tactical aircraft participating in the exercise flew nonstop to European bases. They were refueled in flight by SAC KC-135 stratotankers.

From November 9 through 25, the 2d Division will turn in its equipment and redeploy to the US. Redeployment of the CASF is scheduled to be completed by November 10, with the rear echelon repositioning of equipment and redeployment to the US completed by December 21.

YOUR FUTURE ADDS UP IN THE AIRMAN EDUCATION & COMMISSIONING PROGRAM



by 2d Lt Stephen H. Cornell jr.

Sportsmen of the world! With winter almost upon us it seems logical that ice skates, skis, and ear-muffs are in order. But if you're living in the midwest, don't get overly excited. Here it is almost November and I still see women in shorts. Hmmmm . . . let's not complain.

Speedster Jerry Jones of Det. 12, 15th Weather squadron has done it again. On Sunday, September 21, he ran 50 miles without stopping, in seven hours and one minute. Wheww . . .

He is the first American citizen to accomplish this grueling run this year. Earlier, a Polish refugee, John Macy had run the same distance but it was through a flat fifty mile course in Texas. Jones ran his fifty through the rolling hills of Pennsylvania.

Lieutenant Jones leaves for overseas very shortly and plans to hang up his spikes till he returns.

TSgt Phillip L. Gerster, Det. 5, 1st Weather wing, fired rounds of 75, 74, 75, and 75 as he qualified for the Clark AB golf team down in the Philippines. The team recently captured second place in the Pacific AF Golf tournament at Hickam. Sergeant Gerster played well enough to qualify for the PACAF team which played at Robins AFB, Ga., in the Air Force World-wide Golf tournament. The PACAF team placed second and Sergeant Gerster was honored for being the participant farthest from his home base.

A2c Robert H. R. Delgado, Hq 2d Weather group, Langley AFB, Va., has taken top honors in the TAC-Wide Tennis tournament held at Stuart AFB, Tenn.

Representing Langley, he handily won the men's singles 6-1, 6-0 and 6-2. Then he and his partner proceeded to capture first place in the doubles, winning 7-9, 13-11, 7-5, and 6-4.

Airman Delgado then traveled to Chanute AFB, Ill., where he represented TAC in the USAF World-Wide Tennis tournament, reaching the semi-finals in both singles and doubles before being eliminated.

Third Weather wing has walked away with the championship of Offutt AFB Slow-Pitch Softball League playoffs. They scored a grand total of 74 runs in the last three games. Batting hero was SSgt Bill Galvin who blasted four home runs in the first game.

Get this. The athletes of AWS headquarters started a slow pitch softball tournament on October 2. It's still going and if it doesn't end soon, we all may get locked-up for playing softball in the snow. From six teams, which started the tourney, there are three left. Briefings, TDY trips and numerous other problems have delayed what was to have been a ten day tournament.

From what everyone is saying, the Airmen under 35 are slight favorites to capture the title, that is if the affair ends before all their good ballplayers become too old to qualify.

Time to close, see you next month.



Clear and Zero

Weathermen Take Base Golf Crown

After 36 holes of play in the Wheeler AFB, Hawaii Commander's Golf trophy match, Det. 3, 1st Weather wing and the Pacific Security region were deadlocked with 652 strokes apiece.

A 18-hole playoff followed and the weathermen emerged winners by two slim strokes.

Following the Wheeler match, was the PACAF Golf tournament at the Navy-Marine golf course in Hawaii.

Again the weathermen displayed their golfing skill. After 144 holes of elimination play, Lt Col. Vernon C. Greene, of the weather team, earned the coveted right to participate in the PACAF games, where he represented Hickam AFB. He placed third in the senior division after playing 72 holes.

Representing the winning weather squad were Colonel Greene, Capt. Guenther Luckenback, CMSgt George Speers and SSgt William Willis.

Unit Is Second In Base League

The 58th Weather Reconnaissance squadron, Kirtland AFB, N. Mex., captured the runners-up title in the Kirtland Softball league.

The unit was led in the pitching department by A1c Ken M. "Pappy" Newell, who pitched every inning the team played, posting a year's win record of 17-7.

A2c Ronald D. "Bo" Botkin led the team in hitting with a lusty .409 average.

In the season's play-off tournament finals, the team was defeated by the 687th Aircraft Control and Warning squadron, 8-7.

Presidential Dinner Attended by Owens

A2c John M. Owens, Det. 2, 7th Weather squadron, Hanau, Germany, was honored recently by being selected to attend a special dinner held for President Kennedy during his visit to Fliegerhorst Kaserne, Germany.

Airman Owens was selected at the request of the commander of the 1st Missile battalion, 39th Artillery, to complete the representation of all post units at the dinner held in the 54th Transportation battalion mess hall.

He was joined by eight NCOs from Hq USAFE, Wiesbaden, Germany, to complete a center table setting of Air Force representatives in honor of the President.

Now Hear This

The AWS Observer is presently searching the seven seas for pertinent weather jokes. Our ultimate goal is a possible joke book strictly about weather, for use by speakers and others. However, in the meantime we're interested in using one now and then in the newspaper.

Don't be bashful. All types and lengths are welcomed, so send them in. And to warm up your imagination, remember that seeing a cat with his tail up and hair apparently electrified doesn't necessarily mean wind is approaching — it could be a dog.

Commander's Trophy



Accepting the Wheeler AFB Commander's trophy from Lt Col. James Frakes (right), Wheeler commander, is Lt Col. Lowell A. Schuknecht, Det. 3, 1st Weather wing commander.

AWS Wives, Daughters Spend Summer at Camp

Three wives of Hq AWS officers packed their belongings along with their daughters and left home for a five-week TDY last summer, leaving their husbands with the rigors of housekeeping necessities, and balanced the camp budget.

The wives, Mrs. Lowell Stiles, Mrs. Louis Barre, and Mrs. Richard Crysler, were officials during a two-session Girl Scout encampment at Camp Ouatoga near Grafton, Ill. They were accompanied by their seven daughters who attended in the capacities of leaders or campers.

The campers are the wives and daughters of Col. Lowell A. Stiles, assistant DCS Operations; Maj. Louis A. Barre 3d, chief of the security division, DCS Intelligence and Security; and Maj. Richard D. Crysler, assistant chief, Requirements and Services branch, DCS Operations.

Mrs. Crysler was director of the encampment and was responsible for the camp planning and hiring and training of staff members. The health and welfare of 250 girl scouts and 30 staff members was also her responsibility.

Her daughter, Carolee, 19, a junior at Albany Teachers college, Albany, N. Y., was on hand for the encampment as a unit counselor. Another daughter, Leslie, 16, served as a senior scout and program aid, while Virginia, 13, attended as a camper.

Four members of the Stiles family attended the encampment. Mrs. Stiles served as a unit leader, which called for program planning and care for the general welfare of 30 girls, 10 to 11 years of age, and three counselors.

Daughter Betty, 18, worked as a waterfront assistant. Carson, 6, was the youngest girl in the camp, and expected no privileges when it came to enduring the rigors of camp life.

One member of the Stiles family, John, 17, acted as a handyman at the camp. He was one of two boys present.

Mrs. Barre served as camp business manager. She purchased food, supplies and other

Two Barre daughters participated. Carol, 15, was a senior scout and program aid, while Janine, 12, was a camper. Also on hand was Susan Roache, daughter of Col. Clarence E. Roache, DCS Operations. She acted as a unit counselor, while Mrs. Roache was an assistant to Mrs. Crysler.

Education Award Earned by Jones

SSgt Lorraine D. Jones, Det. 11, 12th Weather squadron, Stewart AFB, N. Y., recently received the Air Defense Command Certificate of Educational Achievement in honor of her participation in the command's education program.

Sergeant Jones, one of three WAF seven level weather observer technicians in AWS began her active participation in the ADC program shortly after she arrived at Stewart in October 1960.

Since then she has accumulated a total of 28.4 education points by completing ECI courses in OCS, Basic Personnel, Academic Instructor, Civil Law, Management for Air Force Supervisors, Basic Clerical and Communications Center Specialist.

Lt Col. Gabriel Palmero, detachment commander, commented that the 13-year veteran of AWS "is not afraid to work and she is continually seeking ways to increase her potential to the detachment and AWS. We're lucky to have her."



Jones