

Merry Christmas -- Happy New Year



Environmental Support to Air Force and Army

100 Airmen Sought For AECF Training

WASHINGTON (AFNS) — More than 100 airmen possessing college backgrounds in mathematics and science are needed to fill openings in the Airman Education and Commissioning Program (AECF). Officials of the Air Force Institute of Technology (AFIT), Wright-Patterson AFB, Ohio, said this month.

Vacancies exist in meteorology, electrical, mechanical, aeronautical, astronautical, industrial and civil engineering and nursing.

Officials said that while applications for training in non-scientific areas are at an all-time high, the lack of applicants in technical fields has placed fulfillment of the current fiscal year quota in jeopardy.

AECF is open to airmen who have a minimum of 30 college semester hours and who are young enough to complete requirements for appointment as an officer before reaching their 30th birthday. Those selected are sent to civilian schools to obtain a degree and then attend Officer training school for three months prior to commissioning.

AFIT admissions personnel stress that quality is the key to acceptance in the AECF program. They said that personnel possessing only the bare minimum prerequisites might not be selected immediately, but instead, may be placed on a waiting list while completing additional study requirements.

However, AFIT urged those who think they are eligible to write for an evaluation.

AFR 53-20 and AFM 50-5 are the directives governing the program. Airmen should review these publications and then write direct to AFIT (AMS-P), officials advised. Local education officers will help prepare evaluation requests.

Lead time for entry into the program averages about five months, officials said and urged interested personnel to act immediately to find out their eligibility standing.

WB-50 Phase-Out

KINDLEY AFB, Bermuda — After December 31, the Hurricane Hunters will be phasing out its remaining WB-50 aircraft at Kindley AFB, bringing to a close another chapter in Air Force history. The aircraft will be ferried to Davis-Monthan AFB, Ariz.

Living up to its name of the "Hurricane Hunters," Det. 1, 53d Weather Reconnaissance Squadron, at Kindley, it flew 25 missions on five hurricanes this season, while the parent unit set up housekeeping at Hunter AFB, Ga., and trained its aircrews in the WB-47 aircraft.

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Headquarters, Air Weather Service, Scott AFB, Ill.

December 1963



RAISING their voices in a choral salute to the Christmas Season are members of the Junior Choir of the Lebanon, Ill., Methodist Church. Directed by Mr. Leonard W. Snellman, AWS Scientific services, the choir has members who are children of AWS personnel at Scott AFB. Front row (l to r) Pamela Bullock, assistant accompanist, daughter of Lt Col. William Bullock, AWS Air Operations; John and Robin Accola, children of Col. Jacob Accola, 8th Weather group; and Robert, Kristi and Leonard Snellman 3d, children of Mr. Snellman. Missing from the photo are Nancy and William James, children of Mr. Max James, AWS Materiel. Organized in 1960, the choir has sung on local radio and television stations during the Christmas and Thanksgiving seasons.

\$575 Is Top Prize In Symbol Contest

AWS military and civilian personnel with artistic talents have an opportunity to win up to \$575 in Air Force-wide and MATS Cost Reduction Program symbol contests.

USAF has placed a prize of \$500 on the line for the person who can produce a "dynamic representative symbol" which will serve as a constant reminder and stimulate interest in cost reduction.

MATS is offering \$150 in prizes, a \$75 first prize, \$50 for second place and \$25 for third. Fourth place will receive honorable mention.

The contest began on December 1, and will close at MATS on Jan. 31, 1964.

Entries submitted by AWS personnel will be judged at Hq AWS and the top 25 entries will be submitted to MATS for judging. Deadline for submission to AWS is Jan. 24, 1964.

All military personnel, including reserve and National Guard, and civilian employees of the Air Force are eligible to enter the contest. Foreign nationals at overseas bases are not eligible.

Final Air Force winner will be announced by March 15.

Form of entry: proposed symbols may be in color or with suggested colors pencilled in, or in black and white. To preserve drawings, entries should be mounted on or backed with cardboard.

Lettering or wording may be incorporated into the design,

but the initials "C.R.P." should not be used.

Entries should be submitted on letter-sized paper, eight by ten and one half, with pencil, ink or crayon drawing.

Big Lift Successful

Completion of the redeployment phase of Exercise Big Lift brought a congratulatory message from General Joe W. Kelly, MATS commander. It said in part, "... MATSmen completed this mass movement without accident or serious incident in spite of marginal weather, a demanding schedule, and critical saturation of many facilities. This air bridge of MATS aircraft was thoroughly documented by news representatives of many nations. Their comments were most favorable and a tribute to the professionalism of everyone concerned. This performance has added considerably to the stature and general appreciation of our global airlift force. Certainly, it reflected great credit upon the USAF and MATS. Well Done!"

Publication Date

Beginning with the February issue the AWS Observer will be published on the second Wednesday of each month. All items should arrive in the Observer office not later than the first Wednesday of the month.

Tiros VIII in Orbit; Carries APT Camera

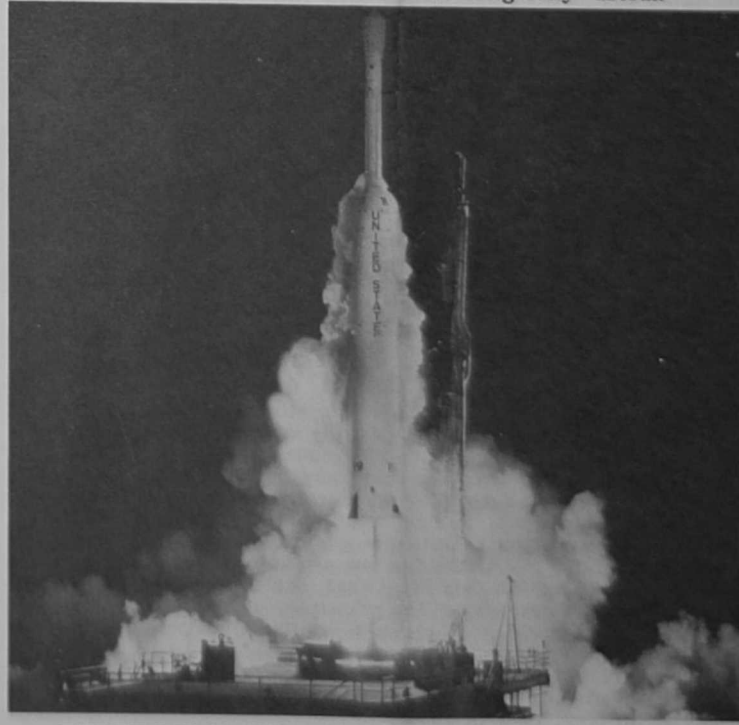
When the world's eighth weather satellite, Tiros VIII, went into successful orbit December 21, a new era opened in the history of military meteorology. Cloud-cover photographs from this latest Tiros will be available directly from the satellite to 44 local read-out stations throughout the world.

A new experimental camera subsystem, called Automatic Picture Transmission (APT), is being tested for the first time aboard Tiros VIII. Designed for the polar-orbiting Nimbus weather satellite, APT will undergo extensive qualification tests aboard Tiros. NASA reports that its experimental Nimbus A spacecraft is scheduled for launch early in 1964.

A global network of local read-out stations, described in detail in the September 1963 Observer, is being installed to receive APT signals from Tiros and Nimbus. Costing about \$32,000 each, APT stations — four of them van-mounted mobile stations — will be located in 17 states of the United States and in 16 other countries or islands.

To date, the APT program includes 20 Air Force (19 AWS) stations and 11 US Weather Bureau, 4 US Navy, 6 NASA and one US Army stations. Two APTs have been bought by foreign governments, one by France and the other by the International Indian Ocean Expedition.

Since the launching on April 1, 1960, of Tiros I, cameras in the first seven Tirosees have returned 287,834 photographs, more than 80 percent of them meteorologically useful.



THREE-STAGE Delta launch vehicle lifts off at Cape Kennedy carrying Tiros VIII into orbit. The new Tiros satellite carries a new experimental camera system.



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BRIG. GEN. ROY W. NELSON, JR.

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

The First Christmas

And it came to pass in those days, that there went out a decree from Caesar Augustus, that all the world should be taxed.

And all went to be taxed, every one into his own city.

And Joseph also went up from Galilee, out of the city of Nazareth, into Judea, unto the city of David, which is called Bethlehem; (because he is of the house and lineage of David.)

To be taxed with Mary his espoused wife, being great with child.

And so it was, that, while they were there, the days were accomplish that she should be delivered.

And she brought forth her firstborn son, and wrapped him in swaddling clothes and laid him in a manger; because there was no room for them in the inn.

And there were in the same country shepherds abiding in the field, keeping watch over their flock by night.

And lo, the angel of the Lord came upon them, and the glory of the Lord shone round them: and they were sore afraid.

And the angel said unto them, Fear not: for, behold, I bring you good tidings of great joy, which shall be to all people.

For unto you is born this day in the city of David a saviour, which is Christ the Lord.

And this shall be a sign unto you; Ye shall find the babe wrapped in swaddling clothes, lying in a manger.

And suddenly there was with the angels a multitude of the heavenly host praising God, and saying,

Glory to God in the highest, and on earth peace, good will toward men.

And it came to pass, as the angels were gone away from them into heaven, the shepherds said one to another, Let us now go even unto Bethlehem, and see this thing which came to pass, which the Lord hath made known unto us.

And they came with haste, and found Mary, and Joseph, and the babe lying in a manger.

And when they had seen it, they made known abroad the saying which was told them concerning the child.

And all they that heard it wondered at those things which were told them by the shepherds.

But Mary kept all these things, and pondered them in her heart.

And the shepherds returned, glorifying and praising God for all the things that they had heard and seen as it was told unto them. (Luke 2:1-20)

Christmas Message

With the coming of another Christmas season, each of us naturally turns his thoughts to family and friends. Traditionally this holiday season brings with it a closer kinship with our loved ones and associates, wherever they may be throughout the world.

The nature of the Air Weather Service mission and the strong, continuing professional feeling within our ranks make AWS a close-knit organization. Although we are separated by the requirements of our global mission, we are united by a truly genuine command-wide regard. Knowing that our daily tasks contribute immeasurably to preserving the principles of the Prince of Peace throughout the world, we approach the Yuletide season with assurance and pride.

Members of the Headquarters staff and their families join with me in wishing you and yours a very Merry Christmas and a successful New Year in 1964.

ROY W. NELSON JR.
Brigadier General, USAF
Commander

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 October 17 through November 19.

Maj.

Aldino Faschini.

Capt.

Clarence M. Duff and Peter N. Micale.

1st Lt

Walter B. Bauer, Ronald J. Kraus, William A. Mork and Jon N. Valentine.

2d Lt

Jerry R. Crenshaw and Ronald T. Giza.

SMSGT

Harry I. Mosher.

TSgt

Elbert C. Bishop and Oscar N. Sanders.

SSgt

Clarence Smith jr.

A1c

James E. Young.

A2c

James B. Branden and Charles Dake.

—AWS—

AWS Quick Quiz

How much do you know about AWS. A great deal, you say? Well, here's a little quiz to test your knowledge of people, events, aircraft, etc., of the command. If you get three or four right, you're command and staff material, one or two right you need more OJT, none right and its back to basic.

1. The headquarters for AWS is located at:

- Tinker AFB, Okla.
- Scott AFB, Ill.
- Turner AFB, Ga.
- Orlando AFB, Fla.

2. The commander of AWS is:

- Brig. Gen. Robert Hall.
- Brig. Gen. Roy W. Nelson Jr.
- Maj. Gen. Anthony Harris.
- Maj. Gen. Oscar Daniels.

3. The headquarters of the "Hurricane Hunters", 53rd Weather Reconnaissance Sqd, is located at:

- Turner AFB, Ga.
- Hunter AFB, Ga.
- Orlando AFB, Fla.
- Eglin AFB, Fla.

4. There are approximately how many military and civilian personnel in AWS:

- 6,500.
- 10,000.
- 11,500.
- 13,500.

(Answers appear on Page 7.)

In Memoriam



John Fitzgerald Kennedy
1917-1963

Commended



RECEIVING the Air Force Commendation Medal from Brig. Gen. Roy W. Nelson Jr., AWS commander, is Col. Thomas J. Arbogast, AWS chief of staff. Colonel Arbogast earned the award for meritorious service as AWS deputy chief of staff for Plans from July 1959 to March 1963. The colonel's skill, knowledge and leadership were cited as "aiding immeasurably in identifying problems connected with the programming and planning activities of the Air Weather Service. . ."

Animal Behavior Seen As Weather Indicator

NORTH WOODS (AFPS) — Thousands of dollars are spent daily on forecasting weather. Balloons, missiles and planes soar into the stratosphere and bring back myriads of figures to tell you which way and when winds will blow.

Military men and women also dust off their parkas, raincoats or "backdoor undies" to the tune of the weather-guesser.

All of the figure experts claim there is a cold cold winter ahead for America. However, one source contradicts the experts.

A survey—in depth—of polar bears' fur, the autumnal activities of squirrels and the movement of hairy caterpillars point to a different prediction:

We Americans face a much milder winter than the one that nearly froze our marrow the last time around.

The polar bear this year is almost coatless. A keeper of polar bears said, "If the cold weather sets in tomorrow he'd have to rent a wear-it-yourself coat."

In a park in the Washington area, another indication foretelling a mild winter was the total unconcern of the squirrel population to peanuts scattered about the park. In years when the winters were double-zero cold, these rodents carefully stored nuts in secret hideaways.

As for the hairy caterpillars, they have been strangely absent from the casualty lists on the local highways. In the years before bitter cold winters, these creatures committed mass suicide by crossing busy highways in direct opposition to all safety rules.

But the weather predictor, who watches the animals like all other weathermen and all good military strategists, protects his retreat. He says, "Reindeer have developed real plush heavy coats which will either make them the smartest animals in the woods or the most overdressed this winter."

We'll soon see.

Colonel Buck Dies; Assigned at Tampa

Col. Alvin B. Buck, deputy commander of the 2d Weather group, died of a heart attack on Dec. 7, 1963. At the time of his death, Colonel Buck was assigned at MacDill AFB, near Tampa, Fla., as staff weather officer for U.S. Strike Command headquarters.

A native of Chelsea, Mass., Colonel Buck graduated from Revere (Mass.) high school and from Tufts university, Medford, Mass., in 1948 with a bachelor of science degree in mathematics. He later attended the Massachusetts institute of Technology, receiving a master's degree in meteorology in 1949.

A veteran of 21 years of Air Force service, nearly all in AWS, he entered the field of meteorology as an aviation cadet in 1942.

He was one of few weather officers and the only senior officer qualified as a parachutist. He wore the distinguished Flying Cross and the Air Medal with oakleaf clusters.

From 1959 to 1960, Colonel Buck was assigned to weather research and development duty with the Federal Aviation agency in Washington, DC. Prior to that time, he served for a year as deputy chief of the AWS Washington office.

Colonel Buck is survived by his wife, the former Barbara MacNeil of Medford, Mass., and a daughter, Susan Jane, 16, who reside at 4932 N. Melrose Ave., Tampa, Fla.

50th Anniversary

AWS Salutes Silver Wings

This is a significant year for the United States Air Force, since it marks the 50th anniversary of Silver Wings — the historic badge of flight.

The Air Force, as we know it today, began 56 years ago, when the Aeronautical Division of the Signal Corps was established. Capt. Charles De Forrest Chandler was assigned as chief of the division and was aided by two enlisted men.

The War Department actually acquired its first airplane in August 1909. The Wright brothers had made several demonstration flights at Fort Myer, Va., in 1908, but the tests were halted by an unfortunate accident which killed Lieutenant Tom Selfridge and seriously injured Orville Wright.

Selfridge was working on a flying machine of his own just

2,943 flights for a total duration of 626 hours, an average of approximately 12 minutes per flight.

Eventually, flying training schools were established in Georgia, Maryland, Texas, California and the Philippines. Captain Chandler took command of the training school at College Park.

It was at this point it became apparent that aviation had come to stay in the military world and it was decided that a badge or certificate should be established for members of the Aeronautical Division.

On July 5, 1912, three officers qualified for the Military Aviator award, which was not officially presented until October 1913. Captain Chandler, Lieutenant Tom Milling and Lieutenant Henry "Hap" Arnold were the first three qualifiers.

Captain Chandler became involved in two historic firsts. On June 1, 1912, the annual Army-Navy baseball game was played, and Captain Chandler's pilots were invited to fly over from College Park for the game. He flew over alone. After the contest, he was delayed by engine trouble, and by the time he had fixed the airplane the sun had set. Chandler decided to try it anyway and followed the signal lights of the Baltimore and Ohio railroad to College Park. Mechanics, after hearing his approaching engine, promptly threw oil and gasoline on the field and ignited it, lighting the way for him to safely complete the first night flight in history.

In July 1914, Congress passed an act which increased the size and scope of the air arm, and the Aviation Section of the Signal Corps came into existence. As a result many new types of aeronautical ratings came into being.

The air arm continued to grow and in May 1918 was designated as the Air Service Branch of the Signal Corps. In August of the same year it became a separate organization under the title of Office of the Chief of Air Service.

In December 1918, the regulations again changed and consolidated a number of old ratings, and new badges were authorized to be made in oxidized silver instead of embroidery. Badges since then have been based upon a standardization wing.

Thus, the first silver wings were worn by men who devoted their efforts, and sometimes

their lives, to prove that the flying machine had a place in military operations.

To date, 970 Air Weather Service officers are wearers of Silver Wings. This is 43 percent of the total officers assigned to the command.

Flyers are part of the aerospace heritage that includes not only the men who flew yesterday, but the many professionals in today's Air Force. The Silver-Winged team consists of many people — from electronic technicians to air control specialists, from armorers to nuclear scientists.

The names of air pioneers in the Silver Wing field like Generals James Doolittle, Carl Spatz, Ira Eaker, Elwood Quesada, Claire Chennault and Curtis LeMay found their way into the headlines during World War II.

The latest . . . Capt. Virgil Grissom received the Silver Astronaut wings for his trail-blazing, sub-orbital flight; Maj. Robert White for his space conquering X-15 flight; Maj. Gordon Cooper for his multi-orbital trip around the Earth; and Astronaut wings to Maj. Robert Rushworth for also piloting the X-15 into space.



CAPTAIN ROBERT M. LOSEY with Mrs. Florence Jaffray Harriman, Spring 1940. (International News Photo).

Aviation Award Is Named After Former Commander

Through the years, Air Force men and deserving organizations have received the highest awards in aviation for outstanding acts and contributions to aeronautics. Among these awards is the Robert M. Losey award, named in honor of Capt. Robert M. Losey, a meteorological officer and former AWS commander who was killed April 21, 1940 while serving as an observer for the US Army.

In April 1940, Germany invaded Norway and Captain Losey was in Stockholm, returning from Finland. There was no military observer in Norway, and the US minister was a woman, Mrs. Florence Jaffray Harriman. Losey was ordered to accompany her as she kept in touch with the scattered Norwegian government.

Making certain that Mrs. Harriman was in a safe place, he proceeded to the front lines to observe the fighting. While watching a German air raid on Dombas, Norway, standing in the mouth of a tunnel, he was killed instantly by a bomb.

In the same year, the Institute of the Aerospace Sciences (now the American Institute of Aeronautics and Astronautics, after its merger with the American Rocket Society) established an award in memory of Captain Losey, first officer in the service of the United States to die in World War II.

In 1941, Mrs. Harriman wrote a book, *Mission to the North*, and detailed her acquaintance with the young captain, who was only 32 years old when he died.

Describing his death, she says, "Losey had been standing about 30 feet inside the tunnel, but not flattened against the wall, trying to both be protected and still to make observations. A splinter of shrapnel had gone through his heart. Mercifully his death must have been instantaneous."

Throughout the book Mrs. Harriman speaks highly of Captain Losey, with remarks such as, "The new military attache is a nice, spare young man in a flying corps uniform, and seems in every way acceptable," and when learning of his death from her chauffeur, who had accompanied him to the front lines, "Captain Losey was killed yesterday by a German bomb. So generous a human being, too, so young, only thirty-two."

Each year the AIAA's Losey award is presented "in recognition of outstanding contributions to the science of meteor-

ology as applied to aeronautics" and carries an honorarium of \$200 and a certificate.

And each time the award is presented, the memory of Capt. Robert M. Losey, one of the 22 officers who formed the nucleus of AWS in July 1937, is renewed, honoring him as a Silver Wings wearer who gave his life in the service of his country.

Latest recipient of the award was Dr. Jacob A. B. Bjerknes, whose son, Capt. Vilhelm Bjerknes, is an AWS weather officer assigned to Detachment 44, 8th Weather group, at Suitland, Md.

Of 23 individuals who have received the Robert M. Losey award since 1940, at least seven are present or former members of AWS, including Losey's successor as AWS chief, retired USAF Col. Arthur F. Merewether, who received the Losey award for 1961.

Next presentation of the award is scheduled for November 1964 at the Manned Space Flight meeting in Houston, Tex.

Past Recipients

(Those whose names appear in bold face have at one time or another been members of Air Weather Service.)

- 1940—Henry G. Houghton jr.
- 1941—Horace R. Byers
- 1942—Francis W. Reichelderfer
- 1943—Joseph J. George
- 1944—John C. Bellamy
- 1945—Harry Wexler
- 1946—Carl G. Rossby
- 1947—Benjamin G. Holzman
- 1948—Paul A. Humphrey
- 1949—William Lewis
- 1950—Roscoe R. Braham
- 1951—Ivan R. Tannehill
- 1952—Vincent J. Schaefer
- 1953—Henry T. Harrison jr.
- 1954—Hermann B. Wobus
- 1955—Robert C. Bundgaard
- 1956—Ross Gunn
- 1957—Jule G. Charney
- 1958—Patrick D. McTaggart-Cowan
- 1959—Herbert Riehl
- 1960—Dr. Thomas F. Malone
- 1961—Arthur F. Merewether
- 1962—Jacob A.B. Bjerkness



FIRST weatherman to wear Silver Wings was the father of the modern Air Corps weather service, Capt. Randolph P. Williams. His work in the office of the Air Corps chief led to formation of the new AAC Weather Service in 1937.

prior to his untimely death, and became the first man in the world to make the supreme sacrifice in conquering the problem of human mechanical flight. Selfridge Air Force Base, near Detroit, is named in his honor.

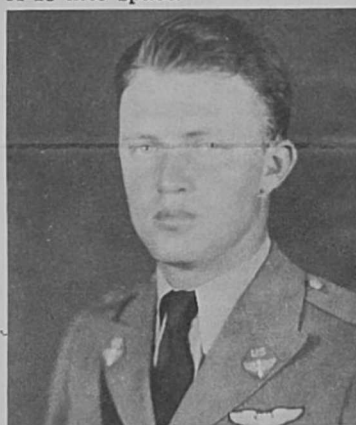
Now that the Air Force had an airplane, it needed a pilot to fly it. On October 26, 1909, Orville Wright "checked out" Lieutenants Frank Lahm, a cavalry officer, and Fred Humphreys, from the Corps of Engineers.

Shortly afterward, both officers were transferred, leaving only one aviator with the Aeronautical division. He was Lt. Benjamin D. Foulois, a Signal Corps officer with little more than three hours of training, who had never soloed.

Nevertheless, he put the Signal Corps' only airplane on a train and took it to Fort Sam Houston, Texas. He then taught himself to fly the hard way, by letters from Orville Wright. Lieutenant Foulois was the first "Correspondence Course" pilot in history.

By 1913, 24 men officially were awarded the rating of military aviator. Between 1908-13 the Signal Corps had purchased 24 airplanes, nine of which had been destroyed in accidents, leaving 15 still in service. During these five years 11 officers and one enlisted man were killed in airplane crashes, seven of these in 1913.

On December 1 of the same year, there remained 11 officers qualified as pilots and nine students undergoing instruction. The first 11 months of 1913 produced a creditable record of



Captain Robert M. Losey

Today's Silver Wings

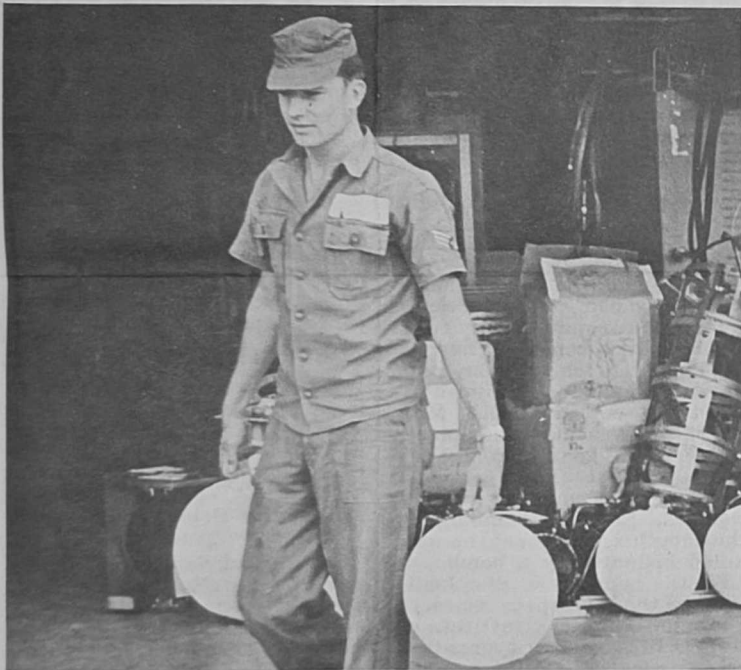
- Pilot
- Senior Pilot
- Command Pilot
- Pilot Astronaut
- Senior Pilot Astronaut
- Command Pilot Astronaut
- Navigator or Aircraft Observer
- Senior Navigator or Aircraft Observer
- Master Navigator or Aircraft Observer
- Flight Surgeon
- Senior Flight Surgeon
- Chief Flight Surgeon
- Flight Nurse
- Aircrew Member
- Senior Aircrew Member
- Chief Aircrew Member



Problem Solved



SOLVING a WB-47 maintenance problem are (l to r) Mr. Robert Wilner, Boeing company technical representative, SSgt Alvin Wofford, crew chief, and SSgt Robert Elm, 54th WRS. The squadron performs its own aircraft maintenance, but relies on the base for field maintenance.



CARRYING air sampling bottles that he will install in a WB-47, is A1c John Stephens, 54th WRS aircraft maintenance man. The WB-47 performs atmospheric sampling missions previously performed by RB-57 aircraft.



ADJUSTING weather equipment which will automatically take and transmit weather data to ground stations, is WB-47 co-pilot, Capt. Edward Giddings of the 54th WRS.

—54th WRS—

Pacific's Weather Secrets Probed by Typhoon Chasers

In the 54th Weather Reconnaissance Squadron's Operational Control center, the duty officer posts the latest typhoon activity on his status board, while at his elbow a teletype machine hammers out a message from Guam's Joint Typhoon Warning center (JTWC).

The center, an Air Force-Navy activity, reports a suspicion of severe weather activity in an area several hundred miles from Guam. It requires definite information about daily occurrences. The 54th WRS, tagged the Typhoon Chasers, is asked to investigate and furnish this needed information.

A request such as this sends waiting flight crews into the air to probe the Pacific's weather secrets almost daily during the July through November typhoon season.

During a 12-month period, men of the 54th WRS have tracked and furnished continuing weather data on 30 named storms, in addition to routine synoptic missions flown to check weather brewing in their area of operations, a 1,200 nautical-mile radius of Guam.

With the old faithful WB-50s retired, the unit's flying weathermen rely on six newly assigned WB-47s which are equipped to automatically take and transmit weather data to ground stations at 1,000 characters per minute. The unit is also equipped with one C-130B aircraft, used for atmospheric sampling missions.

The 54th WRS is an old timer on Guam, arriving in 1947 and serving the island continuously. From 1960-62, it was designated Det. 1, 56th WRS.

A tenant organization at Andersen AFB, the 54th WRS handles its own maintenance, administration and operations. It receives base support for such items as supply and field level maintenance.

Unit Emblem

The unit's mission and vast area of operation are characterized by its emblem, a blue disc representing the globe, a caricature of a vulture standing on a typhoon shaped cloud and two black atom symbols.

The globe represents the vast area covered by the squadron's activities. The vulture, being the bird name applied to the unit's weather tracks, refers indirectly to its weather and storm reconnaissance mission.

The two atom symbols refer to the squadron's participation in such projects as aerial sampling, Operation Dominic, and the Mercury and Discoverer programs, or other projects which may be assigned.

Probably the most dramatic proof of the organization's effectiveness came in November 1962, when the 54th WRS provided timely warnings on Typhoon Karen's approach to the Joint Typhoon Warning center. The vital information enabled the residents of Guam to prepare for the mightiest typhoon on record.

The forewarning provided by the 54th WRS and the outstanding job done by other weather agencies on the island was credited with saving many lives.

Aerial weather reconnaissance was the key to accuracy of each warning. The 54th WRS provided 13 penetration missions on Karen to fix the typhoon's eye position and gauge its intensity.

Missions were flown from

Guam November 9 through 11 and from Wake and Clark AB, Philippines, November 12 through 18 after the unit was evacuated from Guam on November 11.

Building Wrecked

Karen struck Guam with winds in excess of 180 knots. She destroyed buildings housing the 54th WRS training, weather, pilot and navigator sections, and briefing room. The operations and administration building received extensive damage, losing two wings and the major portion of its roof.

On the flight line, the nose dock was extensively damaged and was declared unsafe for use.

Squadron personnel went to work, cleared the debris and tents were erected to replace the destroyed buildings. The operations and administration building was repaired by squadron personnel and was reoccupied within 10 days.

One WB-50 received extensive damage when a hangar collapsed and was turned over to Base authorities for salvage. One RB-57 received minor damage in the same hangar col-



lapse, and was repaired by squadron personnel.

Gen. Emmett O'Donnell (Ret.), former PACAF commander, commended the organization on the job done during the typhoon — the strongest ever recorded passing over a land mass.

In April 1963, still hampered in its operations by the destruction left by Typhoon Karen, the 54th WRS again served the people of Guam by warning of and keeping tabs on Typhoon Olive. Although Olive missed Guam, the Typhoon Chasers flew eight missions for 102 hours and 20 minutes of flying time. Missions were flown on April 28 and 29, and May 1, 3, 5 and 6.

Changes to Jets

Both of these major typhoons were observed by the squadron using propeller driven WB-50 aircraft. Conversion to the all-jet weather reconnaissance aircraft in August resulted in a complete change of procedures for the unit, although it retained its same missions.

Lt Col. Eugene C. Wernet, squadron commander, said, "Because we are in an area well known for its frequent typhoons, the 54th WRS was



LOADING a dropsonde in the tail of a WB-47 is A1c William Anderson, a 54th WRS aircraft maintenance man. On a weather mission, the dropsonde is ejected from the aircraft by compressed air and automatically transmits weather data back to the aircraft.

among the first to receive the WB-47. It gives us an added capability for fast gathering of weather data. We are currently working a seven-day week while we conduct an accelerated training program and, of course, perform our weather reconnaissance and air sampling missions."

The weather-modified, six-jet WB-47s fly reconnaissance tracks similar to those flown by the WB-50s in about half the time. They provide weather data up to 40,000 feet and are configured for atmospheric sampling, a job formerly done by the RB-57s.

On a mission, weather data from a dropsonde feeds back to the WB-47, and is retransmitted to ground stations using a bank of electronic gear installed behind the co-pilot's seat.

From the ground station, data is fed into a computer and released via a teletype network to weather gathering agencies throughout the world.

With the added capability provided by the WB-47, the 54th WRS continues to stand ready night and day to sound the alarm should another "Karen" head for Guam.



COMMANDER of the 54th WRS since May of 1962 is Lt Col. Eugene C. Wernet.

Simulator Is Effective As Training Device

McClellan AFB, Calif. — Small beads of perspiration broke out on the pilot's face. His instruments showed that two of his six jet engines were out and another was acting-up. He called for his co-pilot to read the emergency checklist. As the calm, clear voice came over the interphone, he knew everything would be all right.

The pilot smiled and shrugged, no doubt asking himself, why all the excitement? After all, he was sitting on the ground, in an air-conditioned building and this was only a flight simulator, a trainer, not the actual thing.

These trainers are so realistic that pilots swear they hear wind whistling past the cockpit. Pilots from all over the world, assigned to the 9th Weather Reconnaissance group, continue coming to the base to "ride" in this recently installed WB-47 flight trainer. Seasoned B-47 bomber-pilots have to learn different flying techniques for their new assignment.

The WB-47 have now replaced the WB-50 throughout the 9th WRG and crews must be ready to continue their vital fact-finding missions wherever their assignments take them.

The WB-47 flight simulator is a time and money-saving device made by the Link Aviation Corporation. It is an exact model of a 47 cockpit, pilot and co-pilot riding in tandem. The panels, seats and entire configuration are the same as in the aircraft itself.

All flights and emergency conditions can be simulated by a complicated set of dials, knobs and switches controlled by a technician sitting an arm's length from the trainer. Engines can "catch fire", gear get stuck, communications go out or any

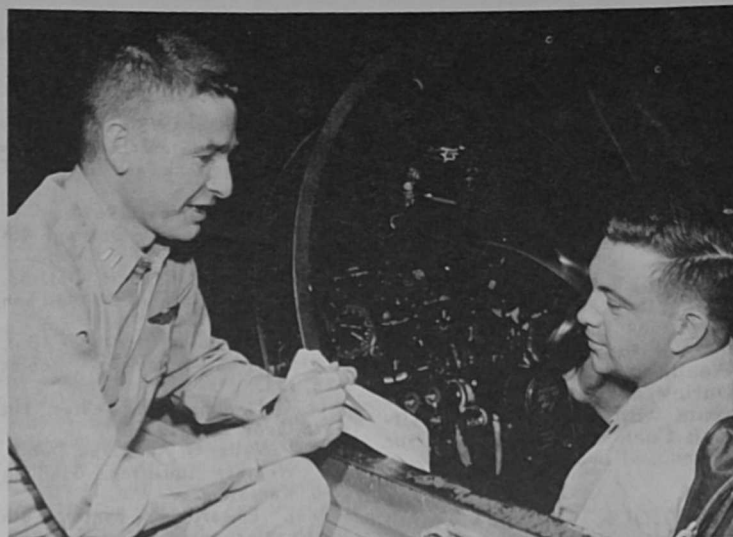
of a myriad of difficulties occur which a modern day USAF flyer must be prepared for.

Engine temperature, fuel flow and wind effect are fed through the system to the pilot's instruments. If he has experienced an emergency in the trainer, when it happens in flight, he is prepared to cope with it successfully.

The controller also has a ground display map which tracks the "aircraft's" progress over the ground. One thing each pilot must know is how to make "blind" landings. Today, there are several systems installed at each airfield. These pilots must be familiar with all of them since they use many foreign airfields.

Air Force officials say that it is impossible to estimate how many lives and property have been saved by the use of the flight simulator. The trainer has been built at a fraction of the cost of an aircraft which is the only other place this training could be accomplished. The trainer doesn't use one ounce of expensive jet fuel.

The true value of the equipment is attested to by the pilots themselves. They willingly spend many hours in the simulator knowing that accidents can be prevented and vital training received at a "bargain" price.



DISCUSSING let-down procedures prior to a mission, in the only WB-47 simulator in MATS, are Capt. William H. Lorimer and 1st Lt Rex E. Polson. All squadrons operating WB-47s send their personnel annually to McClellan AFB, Calif., for simulator training.

Mission of 56th WRS Seen in Tokyo Display

YOKOTA AB, Japan—The 56th Weather Reconnaissance squadron recently became known to uncounted thousands of Japanese in one of the most significant community relations efforts the unit has ever experienced.

The Asahi Shimbun of Japan, world's largest newspaper with a daily circulation over 7.5 million, featured a display of the 56th WRS work and some of its equipment in the newspaper's building foyer in downtown Tokyo for one week.

Dr. J. B. Ninomiya, head of the newspaper's cultural affairs division, worked with 56th WRS officials to gather maps of the unit's Pacific weather tracks, a mission outline, radar scope photo of a typhoon, a dropsonde, photos of the WB-50 aircraft which the unit flies, photos of crewmen at work in the plane during flight and on the ground, and other materials.

The newspaper used the items, enlarging photos, combining a number of their own photos depicting the awesome power of the typhoon, making large graphic maps of "Buzard" tracks over the vast Pacific, China, and Philippine Seas, and arranging the material into a portrayal of the 56th WRS at work.

Through the newspaper's efforts, "the Air Weather Service and the 56th WRS gained immense and far reaching prestige."

—AWS—

Observer and Site Rated Outstanding

ELMENDORF AFB, Alaska — Semiannual awards honoring the outstanding remote site observer and detachment of the 11th Weather Squadron, were recently announced by Lt Col. Archie M. McFarland, squadron commander.

Alc Ronald E. Tiffie, Det. 8 Northeast Cape, Alaska, was named top remote site observer.

Taking top remote detachment honors was Det. 6 at Indian Mountain, Alaska. Commanded by SSgt David Surface, the detachment earned the award through a combination of quality observations, accurate timely dissemination, and a high degree of technical effectiveness.

Other detachment members are Alc John R. Pittman, Alc Richard E. Hesselton jr., and A2c Neil S. Creter.

Six Are Chosen For War College

WASHINGTON, D. C. — USAF has chosen six AWS lieutenant colonels to attend the Air War college next summer or early fall.

One other officer was selected as an alternate for the Air War college.

The selectees are the first under the new rules, which aim to get top officers into school at earlier points in their careers. Air War college selectees have 15 to 20 years of promotion list service. Age ceiling is 44, determined as of Jan. 1, 1965.

Those selected to attend the school were Newton R. Galligar, Det. 1, 3d Weather wing, Offutt AFB, Nebr.; Franklin P. Hall jr., Det. 20, 9th Weather Squadron, Beale AFB, Calif.; Lloyd L. Hughes, 4th Weather Squadron, Hamilton AFB, Calif.; James B. Jones, Det. 51, Hq AWS, Washington, D. C.; Woolsey M. Kane, Det. 1, 3d Weather wing, Offutt AFB, Nebr.; and Donald W. Saxton, Det. 40, 28th Weather Squadron, High Wycombe AS, England.

Chosen as alternate was Donald C. Winner, 2d Weather wing, Wiesbaden AS, Germany.

Halfway Point

CHRISTCHURCH, New Zealand — Air Force participation in Operation Deep Freeze '64 reached the halfway point October 31 when MATS completed its 18th turnaround mission from Christchurch to McMurdo station, Antarctica.

On that date, MATS had airlifted 404 passengers and 147.7 tons of cargo to the frozen continent and returned 397 passengers and 54.3 tons of cargo to Christchurch.

Five 8th Weather group personnel are presently on duty in New Zealand and Antarctica to provide weather forecast service for the project.

55th Session May Be Last

CHANUTE AFB, Ill.—The 55th session of the Modern Weather Techniques course graduated this summer what could very well be the last group students to take the course for some time to come.

Shortly after the class graduated, its instructors, Capt. B. E. Harris sr., course supervisor, Capt. W. M. Dabrock and Capt. D. B. Miller departed for permanent duty changes or temporary duty.

Captains Harris and Dabrock left for a six month TDY to Clark AB, Philippines to instruct courses in tropical meteorology. Captain Miller departed for an Air Force Institute of Technology assignment at Texas A&M university to study for his PhD in Meteorology.

Another class instructor Mr. H. F. Crombie was transferred to the Weather Technician course.

After their arrival in the Philippines, the two instructors completed two courses in Tropical Analysis and Forecasting between July 31 and September 24. The first class consisted of 12 USAF, Chinese AF, and Philippine AF students. The second class consisted of 12 students from the US Navy, Korean AF, and USAF.

Final students to complete the Modern Weather Techniques course at Chanute AFB were Capt. Chia-Chung Yu and Capt. Chi-Ning Huang, Chinese AF, and Mr. Werner Doege and Mr. Jens Ole Nissen, West German AF civilian meteorologists.

—AWS—

Judith Smith Wed at Scott

Miss Judith Diane Smith, daughter of Col. and Mrs. Arnold L. Smith, Scott AFB, Ill., was married last month to Ensign Michael Bradley Hurlburt, US Navy Reserve, son of A. Nicholson Hurlburt of Roxbury, Conn., and Mrs. James Hodgkin-



Mrs. Hurlburt

son of Forestville, Conn. Colonel Smith is Hq AWS DCS Personnel. Ensign Hurlburt is in flight training Chase Naval AS, Texas.

The double ring ceremony was conducted at the Scott AFB main chapel, followed by a reception at the Scott Officers Open mess.

Ex-Bomber Pilot Reunited With French Benefactors

PARIS, France — After 20 years, Lt Col. Wayne C. Bogard, assistant DCS for Materiel, Hq AWS, returned to Paris for a reunion with three French families to whom he owes great debt.

On Sept. 6, 1943, as a B-17 aircraft commander, he was shot down returning from a raid over Stuttgart, Germany. Forced to bail out, he was picked up by the French underground, and spent four months in the care of two sisters, Mademoiselle Andre Besson and Madame Simone Bizot.

Colonel Bogard evaded capture until Feb. 4, 1944, when

he was apprehended attempting to board a train for Spain. He spent the duration of the war in a European prison camp, until being liberated by the Russians in May 1945.

Although they have been corresponding regularly for the past 20 years, this was their first meeting since early in 1944.

Colonel Bogard, having been in AWS since March 1948, holds a bachelor of science degree from Syracuse university. He entered the USAF in January 1942 through the Aviation Cadet program.



BEING GREETED in Paris by two sisters to whom he owes great debt is Lt Col. Wayne C. Bogard, assistant DCS for Materiel. Mademoiselle Andre Besson (left) and Madame Simone Bizot sheltered him in 1943 when his B-17 was shot down over France.

ON THE

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Highlights of Air Weather Service personnel at work and play.

AWS Global Report

ERNEST HARMON AFB, Newfoundland—A1c Richard C. Rablin, Det. 13, 8th Weather squadron, was recently notified of his selection as airman of the quarter for the 8th Squadron. The announcement was made by Col. William H. Best jr., squadron commander. Lt Col. John R. Anderson, detachment commander, honored Airman Rablin during the unit's November Commander's Call.

STEPHENVILLE, Newfoundland—SSgt George M. Lacroix, forecaster assigned to Det. 13, 8th Weather squadron, is presenting 15, 45-minute meteorology lectures to 20, third-year Air Cadets of the Royal Canadian 708th Air Cadet squadron in Stephenville. The cadets range in age from 10 to 15 years and receive a variety of subjects related to aviation. The program is conducted by the Royal Canadian Air Force with the purpose of providing an early incentive toward a flying career. Sergeant Lacroix is a volunteer and gives the lectures during off-duty time.

SCOTT AFB, Ill. — A1c Bobby L. Cook was recently chosen as airman of the quarter for 8th Weather group headquarters. He earned the honor for his outstanding devotion to duty during the period July 1 through Sept. 31, 1963. In competition for Scott AFB, Ill., airman of the month honors, Cook placed as second runner-up.

FUCHU AS, Japan — TSgt Thomas C. Kadyszewski, 1st Weather wing, was recently honored as the unit's NCO of the quarter for the period July 1 through Sept. 30, 1963. He was chosen for the honor because of his "ready assumption of responsibility, overall excellence in duty performance, initiative, and outstanding military characteristics."

BROOKELY AFB, Ala.—A2c David O. Riker, Det. 1, 15th weather squadron, has been chosen as base airman of the quarter, for the period July 1 through Sept. 30, 1963. The weather electronic maintenance and repairman received honors from Col. C. L. Frisbie, base commander.

LANGLEY AFB, Va.—A1c Harry P. Conley has been chosen as the outstanding airman of the quarter for the 2d Weather group headquarters. During nearly two and a half years with the 2d Group, Airman Conley has served as the forms and orders clerk.

PATRICK AFB, Fla.—MSgt Henry R. Holmes, Det. 11, 4th Weather group, has been awarded the base's Outstanding Senior Serviceman's award. Holmes was selected for the honor from among representatives of each attached or assigned unit at the base and Air Force Missile Test center.

INCIRLIK AB, Turkey—A1c Charles A. Kahoe, Det. 19, 21st Weather squadron, has been selected as the base airman of the month for September. Airman Kahoe was honored by Col. Albert B. Parsons, American base commander, in ceremonies held in the commander's office.

ERNEST HARMON AFB, Newfoundland—SSgt Calvin N. Mays, Det. 13, 8th Weather squadron, has been selected as the unit's outstanding airman for the quarter ending September 30. Lt Col. John R. Anderson, detachment commander, complimented Sergeant Mays for his sustained outstanding performance of administrative duties. The sergeant has been recommended to 8th Squadron for consideration as outstanding airman in squadron-wide competition.

CAPE NEWENHAM, Alaska—A1c Timothy E. Pederson, Det. 10, 11th Weather squadron, has been selected as the installation's airman of the quarter. This was the first month that weather airmen were allowed to participate in the base award program. The weather observer is from Wichita, Kan.

LAJES FIELD, Azores—A2c Jimmy R. Teter, Det. 19, 15th Weather squadron, has been chosen detachment airman of the quarter for the period October through December. The selection was based on Airman Teter's performance of duties, military bearing, courtesy and general attitude.

Retirees

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

31 November 1963
Lt Col. Verl D. Dotson, 4th Weather wing, Ent AFB, Colo.
Lt Col. Lewis R. Hart, Det. 53, 1st Weather wing, APO 143, San Francisco, Calif.
Lt Col. Charles R. Hoyle Jr., Det. 13, 15th Weather squadron, Robins AFB, Ga.
Lt Col. Stanley E. Pearse, Hq AWS, Scott AFB, Ill.
Maj. Walter C. Amelunke, Det. 9, 9th Weather squadron, Schilling AFB, Kansas.
Maj. Edward L. Benson, 8th Weather squadron, Westover AFB, Mass.
Maj. Thomas W. Davis, 58th Weather squadron, Kirtland AFB, New Mexico.
Maj. Richard A. Hughes, Det. 6, 4th Weather squadron, Norton AFB, Calif.
Maj. David A. Morgan, 12th Weather squadron, Hancock Field, New York.
Maj. Urano P. Ortali, Det. 19, 31st Weather squadron, APO 332, New York, N. Y.
Maj. William A. Squires, Det. 4, 24th Weather squadron, James Connally AFB, Tex.
Maj. Albert H. Stout, Det. 10, 4th Weather group, Eglin AFB, Fla.
Capt. Felton Bartlett, Det. 1, 1st Weather wing, APO 925, San Francisco, Calif.
Capt. Claude Kieffer, Det. 23, 9th Weather squadron, Glasgow AFB, Mont.
Capt. Roger I. Thomas, Det. 12, 24 Weather squadron, Sheppard AFB, Tex.
CWO W-4 Margaret Bizik, 4th Weather wing, Ent AFB, Colo.

Births

DALY, SSgt and Mrs. Kenneth, a son, John Francis, born Nov. 5, 1963. Father assigned to Det. 20, 24th Weather squadron, Laughlin AFB, Texas.
SMITH, SSgt and Mrs. Thurman W., a daughter, Patricia, born Nov. 6, 1963 at USAF Hospital, Kelly AFB, Tex. Father assigned Det. 35, 8th Weather group, Kelly AFB, Tex.
PIEPER, A1C and Mrs. Walter, a daughter, Jennifer Leigh, born Nov. 10, 1963, at USAF Hospital, Luke AFB, Ariz. Father assigned to Det. 30, 25th Weather squadron, Luke AFB, Ariz.
MOLLA, Capt. and Mrs. Alfred C., a daughter, Maurina Ruth, born Nov. 12, 1963, at USAF Hospital, Scott AFB, Ill. Father assigned to Hq AWS, Scott AFB, Ill.
AHRENS, SSgt and Mrs. Lawrence L., a daughter, Karie Ann, born Nov. 14, 1963, at Scott AFB, Ill. Father assigned to Hq AWS, Scott AFB, Ill.
HAUFF, SSgt and Mrs. Lawrence, a son, David Christopher, born Nov. 13, 1963. Father assigned to Det. 20, 24th Weather squadron, Laughlin AFB, Tex.
LeVALLEY, TSgt and Mrs. Paul E., a daughter, Renee Circely, born Nov. 17, 1963. Father assigned Det. 13, 8th Weather Group, Ernest Harmon AFB, Newfoundland.
KNOWLES, MSgt and Mrs. Richard, a daughter, Karen Elizabeth, born Dec. 2, 1963 at USAF Hospital, Scott AFB, Ill. Father assigned to Hq AWS, Scott AFB, Ill.
HEDGES, A1c and Mrs. Robert E., a daughter, Elizabeth Ann, born Dec. 7, 1963, at McDonald Army Hospital, Fort Eustis, Virginia. Father assigned to Det. 13, 16 Weather squadron, Fort Eustis, Virginia.

New Regulars



TAKING the oath of office as a Regular Air Force officer is 1st Lt Elbert W. Friday jr., asst. chief of the Hq AWS Computer Techniques division Special Applications branch. The oath was administered by Brig. Gen. Roy W. Nelson jr., AWS commander.



SIGING his acceptance of a regular commission is 2d Lt Bobby J. Higgins, Det. 3, 4th Weather squadron, Stead AFB, Nev., as Col. Hubert Zemke, Reno Air Defense sector commander, Stead, Maj. William A. Bennet, detachment commander, and Mrs. Higgins look on. Colonel Zemke administered the oath of office to the young lieutenant. The detachment provides weather support to the Reno Air Defense sector.

From Our History

Hot Water in Coffee Jugs Puts Airman in Hot Water

The following historical news item was released by the Hq. AWS Information office on August 27, 1952, from the command headquarters, then located at Andrews AFB, Washington, D.C.

An Air Weather Service airman assigned to a weather reconnaissance squadron in the Pacific recently found himself in "hot water" with his fellow flying crew members all as a result of — hot water.

The red-faced airman, who will remain nameless, had been given the responsibility of loading hot coffee aboard the giant Boeing WB-29 Superfortress weather plane of the 57th Strategic Reconnaissance squadron (Medium Weather) which is based on the Hawaiian island of Oahu. Strong "java" is considered second in importance only to oil and gasoline by the crew members of the typhoon-hunting weather squadron. Their routine weather flights often last as long as 17 hours and the crew members depend on their strong coffee to keep them awake and alert during the sometimes monotonous hours from take-off to landing.

Shortly after the "flying weather station" made its early morning take-off, one of the crew, needing a coffee "pick-up", discovered they were carrying two jugs of hot water instead of the usual richly brewed coffee. It was said, later, that the howls of the crew drowned out the roar of the WB-29's mighty four engines.

Late that night, after their coffeeless flight, the irate crew determined the coffee man had inadvertently picked up two water-filled jugs which were being pre-warmed to keep the coffee hot.

These Air Weather Service crews now include a double check of their coffee jugs as a requirement before take-off to insure that their WB-29's do not end their weather mission with two jugs of hot water and ten boiling crew members.



TRANSMITTING a weather observation over a single sideband radio to a Viet-Nam outpost is TSgt. Ralph E. Smith, 30th Weather squadron, while Maj. William Waggy jr., staff weather officer, listens. The unit provides weather support to the Republic of Viet-Nam's fight against the Viet Cong.

Stratojets in Place; Unit Trains Crews

HUNTER AFB, Aa.—The total complement of nine weather modified WB-47 Stratojet aircraft assigned to the 53d Weather Reconnaissance squadron are now in place at Hunter AFB.

These nine WB-47s are being flown daily in upgrading missions including local transition for the pilots and over-water tracks for the navigators. Various overwater tracks in the Atlantic, Gulf of Mexico and the Caribbean are being utilized for practicing weather reconnaissance procedures in conjunction with navigation training.

In November it was expected that a large portion of the Hurricane Hunter crews would be requalified in the WB-47 this month. The first official weather reconnaissance mission was also planned for this month.

Lt Col. Arnold E. Zimmerman, 53d WRS commander, stated that the 13 assigned crews will be requalified and the squadron in full operation by Feb. 15, 1964. The unit will also be ready to fly reconnaissance missions during the 1964 hurricane season.

The Hurricane Hunters are the first all jet hurricane reconnaissance squadron to be assigned to the east coast and the North Atlantic area.

The unit will fly missions in the Atlantic in support of tactical aircraft movements and missile and satellite programs. Lower priority standard weather tracks have been set up to

be flown on a daily basis in both the Gulf of Mexico and the Atlantic when no higher priority special missions are assigned.

Although the special missions are flown in direct support of specific national projects, weather data from all flights are normally made available to weather forecasters throughout the world.

—AWS—

Japanese Society Cites 56th WRS

YOKOTA AB, Japan — The 56th Weather Reconnaissance squadron, along with five other American units, was recently cited by Japan's Zenkokai good conduct commendation association.

The 56th WRS received an award for contributions which promoted much toward the development of "friendly relations and amity between the US and Japan."

The unit supplied the Japanese Meteorological observatories with data which aided the Japanese in "making their weather forecasts and meteorological researches", and provided typhoon reconnaissance on Typhoon Bess.

Zenkokia, a Japanese society founded in May 1937, operates on the principle that public commendation of a good deed can have a healthy affect upon a whole society by touching off a chain reaction of similarly inspired good deeds.

Recommendations for awards are judged on the criteria of motivation for the deed and the substance of the deed itself.

—AWS—

Quiz Answers

- | | |
|------|-------|
| 1. B | 3. B. |
| 2. B | 4. C. |

Commendation Medals

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

Lt Col. Stanley E. Pearse, Hq AWS, from Sept. 4, 1959 to Nov. 20, 1963.

Lt Col. Henry Baldi, Det. 2, 9th Weather squadron, from July 15, 1961 to Oct. 9, 1963.

Maj. David Morgan, 12 Weather squadron, from Aug. 29, 1962 to Oct. 29, 1963.

Maj. Edward E. Crocker, 55 Weather squadron, from Aug. 7, 1959 to Sept. 30, 1963.

Capt. Richard L. Kimmel, Det. 3, 30th Weather squadron, from Dec. 15, 1962 to Nov. 19, 1963.

1st Lt. Craig D. Shaw, Det. 2, 30th Weather squadron, from Dec. 31, 1962 to Sept. 25, 1963.

CWO W-3 Lee Watkins, 9th Weather Reconnaissance group from Aug. 25, 1960 to Aug. 20, 1963.

SMSGt Dwight L. Walker, Det. 17, 26th Weather squadron, from Nov. 1, 1963 to Sept. 1, 1963.

SMSGt Arthur J. Stevens, Hq AWS, from March 8, 1961 to February 15, 1963.

SMSGt Robert L. Walker, Det. 1, 55 Weather Reconnaissance squadron, from May 12, 1960 to June 30, 1963.

MSGt Joe G. Bendor, 56th Weather Reconnaissance squadron, Oct. 6, 1961.

MSGt Harold Brown, 2nd Weather Wing, from Oct. 8, 1960 to Oct. 28, 1963.

TSgt Peter Pachetti, Det. 25, 31st Weather squadron, 2d Weather wing, from November 15, 1959 to March 22, 1962.

TSgt Eugene R. Bradtke, Hq AWS, from Oct. 1, 1959 to Oct. 15, 1963.

TSgt Raymond B. Crayton, Det. 16, 16th Weather squadron, from June 9, 1961 to July 10, 1963.

SSgt Wesley J. Campbell, 56 Weather squadron, from Sept. 28, 1960 to Sept. 25, 1963.

The Observer regretfully announces the death of 1st Lt William E. Jones, on TDY to Little Rock AFB, Ark., from Det. 2, 4th Weather group, Andrews AFB, Md. Death was the result of an aircraft accident involving an Aero Club plane at Little Rock AFB.

Weather Award



BEING PRESENTED a certificate of honorary life membership in the "Royal Order of Weather Prognosticators" is Lt Gen. Hunter Harris Jr., Vice Commander-in-Chief of the Strategic Air Command. The presentation was made by Col. Russell K. Pierce, 3d Weather wing commander, during a Dining In for members of the 3d Wing, held at the Offutt AFB, Neb., Officers Open mess. Brig. Gen. Roy W. Nelson Jr., AWS commander, was on hand for the Dining In.

Tinker Unit to OJT Sudan Weathermen

TINKER AFB, Okla.—Two members of the Sudan Meteorological service will begin receiving on-the-job training in maintenance and repair of meteorological instruments at Det. 39, 8th Weather group, Feb. 3, 1964.

The Sudanese weathermen, Mohamed el Hassan Mohamed Fahmi and Abdalla Bakri Abdalla, are currently attending the eight-month long Weather Equipment Repairman course at Chanute AFB, Ill. They are scheduled to graduate on January 28.

Their training is being provided through fellowships they received from the United Nations. Their course of study is aimed at the application of electronics to meteorology.

During their stay at Tinker AFB, the weathermen will receive four weeks of training in the detachment's field maintenance shop with special emphasis on electronic equipment.

—AWS—

Award Nominations

The selection of individuals and units for the AWS Commanders Awards for 1963 will be taking place in the near future.

AWS units have been reminded by letter from Brig. Gen. Roy W. Nelson Jr., AWS commander, to submit nominations for the individual awards, Zimmerman and Mereweather, not later than December 31. Nominations for unit awards, Williams, Bassett, Yates, Senter and Moorman, should be submitted to AWS not later than Jan. 31, 1964. AWS Supplement 1 to AFR 900-2, Feb. 15, 1963, offers guidelines in preparing the nominations.

Dr. Johannessen Visits Antarctic

Dr. Karl R. Johannessen, physical scientist for Hq AWS, left this month for the Antarctic. He will be serving as the official exchange scientist for the French Expedition 1963-64.

He will spend four weeks at Dumont D'Urville, the base located on the island, working with the French in their scientific experiments.

—AWS—

Experienced Crews Obtained from SAC

MCLELLAN AFB, Calif.—Experienced B-47 pilots were acquired from the Strategic Air Command when the 55th Weather Reconnaissance squadron transferred to all-jet reconnaissance aircraft.

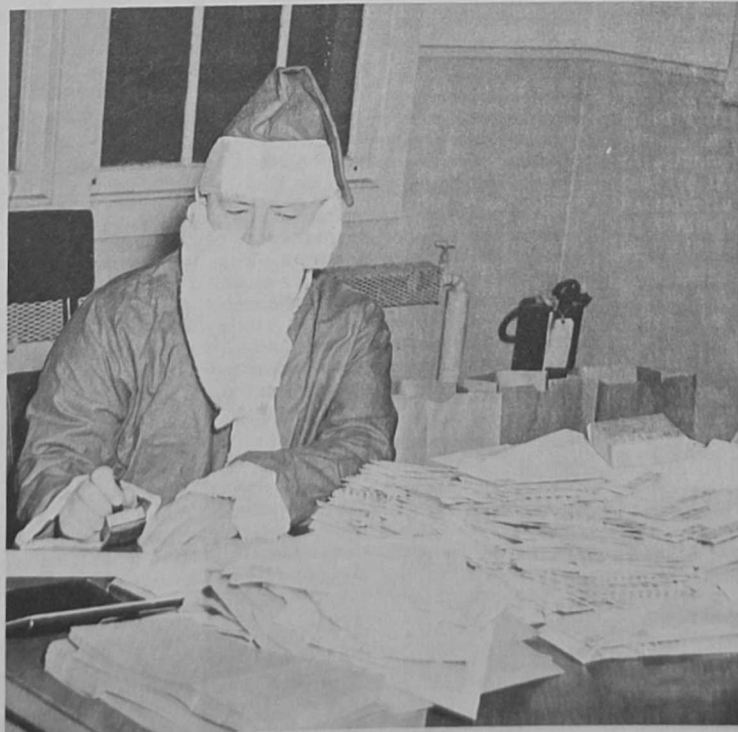
Of the 35 flying personnel now on aircrew duty, 30 have received the B-47 1,000 flying hour pin.

Maj. Billy C. Collins, chief of the Standboard section, is highest with 2,351 and a total flying time of over 5,000 hours. Capt. Wilbur V. Stephens follows with 1,950 B-47 hours.

Leading the navigators who have switched from bombing to weather observing is Maj. Charles E. Steward with 4,565 flying hours, 2,451 in B-47s. Major Steward was one of the first navigators in SAC to acquire 1,000 B-47 hours and is currently 55th WRS Squadron Navigator.

Capt. Roger J. Coslett of Miles, Tex., ranks second to Major Steward with 1,940 navigation hours in the B-47.

The total flying time of the squadron personnel assigned to the WB-47 is 108,600 hours with 47,005 in B-47s.



SANTA CLAUS stamps some of the thousands of letters that he has been receiving through Operation Santa's Mailbag. For the ninth consecutive year, members of Detachment 1, 55th Weather squadron, at Eielson AFB, Alaska, have been helping Santa make Christmas memorable for children all over the world.

SAC Unit's Award Shared by Det. 20

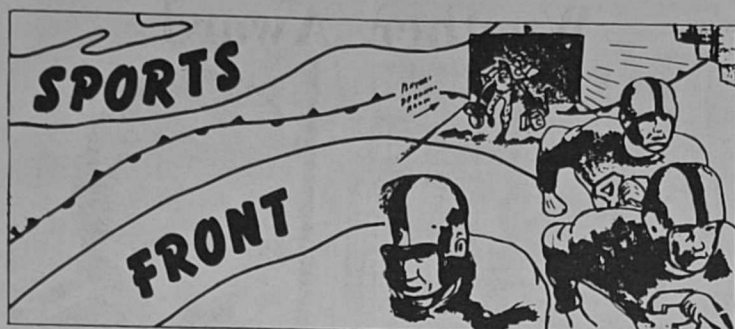
LAUGHLIN AFB, Tex.—For weather support provided SAC's 4080th Strategic wing over a three-year period, members of Detachment 20, 24th Weather squadron, recently shared in the wing's Air Force Outstanding Unit award.

Formal presentation of certificates, special orders and ribbons was made last month by Maj. Harry F. Kunkel, detachment commander, to personnel presently assigned and eligible for the award.

The unit earned the award as Det. 15, 26th Weather squadron, for the period September 1959 through November 1962.



ALL-SCHOOL QUEEN, Miss Angela Gosewisch, a senior at Lebanon Community high school, Lebanon, Ill., was recently crowned at the annual Queens Ball. Captain of the varsity cheerleaders, "Angie", was elected by the school student body. She is the daughter of Col. and Mrs. Guy N. Gosewisch, deputy director of Scientific Services, Hq AWS.



by 2d Lt Stephen H. Cornell jr.

As you may remember, I ended last month's column by crawling out on a limb and stating that I would soon be off to Green Bay to watch the Packers and the Cleveland Browns play for the NFL championship.

Well, I was close!

The Browns will meet the Packets, all right, but not in Green Bay and not for the top prize in football. Instead they must content themselves with the second place spots in their respective divisions and berths in the Runner-Up Bowl to be played in Miami.

Somehow, and I still think it was done with mirrors, the Chicago Bears hung on to win the Western Division. It will be interesting to see what the Bears and their vaunted defense will do with one Y. A. Tittle. Playing at home in Chicago the average Bear seems to forget his limitations and usually plays like a combination Jim Thrope and Bronko Nagurski with the disposition of Sonny Liston. However, they'll have to be all that and more to beat the title hungry Giants this year.

Speaking of football, a former weatherman has made quite a name for himself in European gridiron circles. A2C Vaaloo Liu, recently transferred from Hq AWS to Weisbaden AB, Germany, did an outstanding job playing middle-linebacker for the base football team.

Playing in the rugged USAFE Continental Conference, he was instrumental in the team's excellent season. Although he was injured and a doubtful starter in the final game of the year, Airman Liu made many key tackles and led his team to a victory over top-rated Rhine-Main, knocking them out of the championship and into a second place tie with Weisbaden.

Elsewhere, AWS was well represented in the Mediterranean area recently in the Military Small Games Tournament held in Izmir, Turkey. Captain Irving Newton, Weather DETCO at Ankara, and his partner Maj. R. A. Strada, of Hq. TUSLOG, Ankara, won second place in the three day affair. Maj. Nathaniel Young, Weather DETCO at Cigili, Turkey, and his partner, Mrs. B. Farrell of Cigili, took third place honors.

Now, switching to the round ball sport let's look at what's new in basketball. Actually nothing is new here, in fact its the same old story—Headquarters Air Weather Service is jinxed!

The headquarters team has managed to drop 32 straight games, and that takes some doing.

This year's version might break that streak, but when?

Boasting average height but having only a couple of good shooters the wayward warriors have come close, but in sports, unfortunately, being close doesn't mean much. In their seven losses this year, two have come as the result of overtime actions.

This losing habit can't continue forever, but then again look at the New York Mets!



"Come on Santa, we're due at Hq Air Weather Service."

Weatherman Earns USAF Rifle Badge

WHEELER AFB, Hawaii — Capt. Peter J. Britos, Det. 3, 1st Weather wing, has been awarded the USAF Excellence-in-Competition Rifle badge.

He was presented the award by Lt Col. Lowell A. Schuknect, detachment commander. The award citation stated that Captain Britos "displayed superior shooting skill during the major 1962 competitions."

He holds the Master National Rifle association classification in the high power rifle category. In 1961 he won a position on the PACAF team and shot in the All Air Force tournament at Camp Bullis, Texas.

This was followed by his selection as team captain for the Western division of the All Air Force team to the second Annual Inter-Service rifle championship matches at Camp Quantico, Va., and finally to the National Matches at Camp Perry, Ohio.

The native Hawaiian is currently an active member of the Hickam AFB high power rifle team. He received a Bachelor of Science degree in aeronautical meteorology from Parks College of St. Louis University in 1957.

—AWS—

Smallest Unit Is Sporting Giant

RAF LAKENHEATH, England—"The bigger they are the harder they fall." This could easily be the motto of Det. 3, 28th Weather squadron.

From the fall of 1962 through the summer of 1963, the detachment was the smallest unit, with an average strength of 20 personnel, competing in intramural sports at RAF Lakenheath.

Competing in three sports, they were champions in softball and golf, and runner up in bowling.

Individually, Alc Tony Grach was base bowling champion and Lt Col. R. A. Lambie placed third in the United Kingdom golf tournament senior division and fourth in USAFE.

Weather personnel also supported and participated with the base teams. With Capt. Edward V. McGee as manager and Alc Philip Berglund and Alc Gerald Cathey swinging effective bats, the base softball team was pre-season United Kingdom Invitational tournament champion as well as league champ.

With Colonel Lambie as playing manager, the Lakenheath golf team won USAF championships in both regional and United Kingdom competition, then in competition with three other USAF and 20 RAF stations, won the Anglia cup from the British.

—AWS—

TSgt Rice Cited For Pistol Talent

WASHINGTON, D.C. — TSgt Harry C. Rice jr., 1210th Weather squadron, was recently awarded the USAF Excellence-in-Competition Pistol Shot badge for superior shooting throughout the major 1963 matches.

A member of the headquarters command pistol team, Sergeant Rice scored in the top 10 percent of those competing in the National Match Pistol course.

Wanted: Victory



VICTORY, that's what this deadly quintet asked for Christmas. In their last 32 games, this Air Weather Service Five has failed to win a basketball game. They are entered in the Scott AFB Basketball League and will have 19 more opportunities to break their three year jinx. (L to r) Rick Bousley, guard; Steve Cornell, guard, (co-capt.); Robert Lawler, forward; Casey Luczak, forward, (co-capt.); and Larry Ahrens, center.

Weathermen Ask Santa For Basketball Victory

Little Johnny hesitantly approached Santa Claus, who sat in the huge chair that he occupied each year in the St. Louis Department store.

"Come on little fellow," came the jolly remark, as only Santa could make.

Johnny glanced back at his mother, got that last encouraging look, and propped himself on St. Nick's lap.

"What's it going to be this year?" And so the conversation continued in true holiday fashion.

The only unusual thing about this Christmas scene was the next individual in line. In fact, no one knew he was in line until little Johnny concluded his transaction.

Then from the face of the crowd stepped one very wishful thinker. "Santa," he began, "I'm going to level with you. All I want for Christmas is victory."

Strange? Possibly, but Maj. William M. Maintz, head basketball coach of the Air Weather Service Five, was desperate.

One can readily see where desperation best describes his dilemma. The Weathermen, as they are called, have been playing in the Scott AFB Basketball League since 1957, and have never had a winning season, have never won two games in succession, and are presently riding a 32 consecutive game losing streak. The hapless quintet have not tasted victory since early 1960.

Consequently, although the Boston Celtics are pushing toward another Basketball title and the Chicago Blackhawks are running away with the National Hockey league, these winless weathermen just keep playing. They're not in the thick of any title fight, mind you, all they're looking for is that one day when they can look lady victory in the face and say—absolutely nothing.

The amazing thing about this team are the individuals themselves. Morale is high and they

refuse to quit. They are determined to end total humiliation.

Needless to say, they are subjected to wise comments on a daily basis. It's reached a point where no one ever asks did you win, they merely want to know if the team scored. No, they've never been shut out, but thus far this season, of the even games played, they've only scored 219 points, shooting a phenomenal 22 percent from the floor.

High scorer on this deadly five is Casey Luczak, a forward from Chicago, Illinois, who averages 12.5 points per game. However, the leading shooter is Steve Cornell, a 5'9" guard, from Peoria, Illinois who is making 41 percent of his shots.

Rounding out the starting five are: Larry Ahrens, center, from Medford, Minn., who was All-State for Minnesota in his high school days; Rick Bousley, from Portland, Oregon; and Robert Lawler, forward, from Philadelphia, Penn.

The rest of the squad includes Bill French, Jim Clark, Tom Kubiak, Robert Batton and Tom Comstock, a late import.

One encouraging note is that two of this year's seven losses have resulted in overtime. Coach Maintz has used every defensive and offensive combination known to man—and then some. During the most recent encounter, his weathermen relinquished a 14 point lead in less than four minutes, and lost by one point in overtime. One observer heard him say, as he shook his head, "who says there's no twilight zone."

With all this in mind going to Santa Claus for help, isn't as farfetched as one might think.