

Aircrews Battle Cold; Learn Arctic Survival

KIRTLAND AFB, N. Mex. — It's been a cold winter for aircrewmen of the 58th Weather Reconnaissance squadron. All of these AWS aircrews have been required to complete arctic survival training in the frozen north.

Formal registration at the USAF Arctic Survival Training school, Eielson AFB, Fairbanks, Alaska, begins each Tuesday morning at 8 a.m. Classes are conducted from 8 a.m. to 4:45 p.m. daily by experienced instructors.

Appropriate training aids include colored slides and demonstrations of survival equipment. Two days of classroom lectures are followed by three days of actual survival in the "wilds" of the frozen northland.

For the actual field experience, the class is divided into crews of seven members under a veteran survival instructor. The ranking member is assigned the responsibilities of aircraft commander.

Two members include representatives from all ranks of the various branches of the US military services. Each participant must furnish his own cold weather survival clothing and sleeping bags. Two small tins of survival food concentrates are given to each individual.

Each crew is carried by truck to an assigned area. The hike into the snow covered timber region determines how well each individual has prepared his pack which includes two sleeping bags and nine panels from a parachute.

Each student selects his own area in which to build his survival shelter, using his part of the parachute as he sees fit.

Usually the first thing done is to build a fire as protection against the extreme cold temperatures which sometimes reach a minus forty degrees. A roaring fire is also a big morale builder.

Any type of shelter is allowed, limited only by the students ability, strength and available resources.

During the second day a helicopter from Eielson flies over the various camp sites and determines which crew has the best rescue signal fires and attraction devices. The winning crew is dropped a small package of C-rations. This prize is much desired by the cold, tired and
(Continued on page 7)



BUILDING his survival lean-to from a partial parachute is Capt. Gordon E. Stalcup, a B-57 navigator with the 58th Weather Reconnaissance squadron. Captain Stalcup is one of many airmen who have taken the Air Force arctic survival training course at Eielson AFB, Alaska.

New Spirit Needed

Hq. MATS, (MNS)—The Air Force Cost Reduction Program monitor, Lt Gen. T. P. Gerrity, was at Scott AFB, Ill., recently to brief MATS Commander Gen. Joe W. Kelly, MATS Vice Commander Maj. Gen. Glen R. Birchard and other key staff on the progress of the program to date.

General Gerrity opened his remarks with the statement that "there must be a new spirit of cost consciousness and improvement in every supervisor and employee."

He said that the Air Force is "deadly serious" about the program and quoted Air Force Chief of Staff Gen. Curtis E. LeMay who said: "Every aspect of our operation, our policies and our objectives must undergo crystal analysis. Activities which do not produce a significant contribution to combat effectiveness must be eliminated."

General Gerrity said that his office now is building a framework for future cost reduction efforts through the establishment of what will be known as Cost Reduction Planning Goals.

Dr. Fletcher Is Elected To Chairman's Position

Dr. Robert D. Fletcher, Air Weather Service director of scientific services has been elected chairman of the Committee on the Atmospheric Environment of the American Institute of Aeronautics and Astronautics.

In late January 1964, Dr. Fletcher participated in a week-long Conference on Executive Leadership in Democratic Government. The conference was conducted by the Brookings Institute for top-level scientific executives within the Federal government.



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March 1964

New Supergrades Selected

42 NCOs to Add E-8, E-9 Stripes

MATS and USAF selection boards have named 42 AWS NCOs for promotion to senior and chief master sergeant (E-8 and E-9) effective April 1.

Broken down, AWS received 29 E-8 stripes and 13 E-9 stripes.

Following NCOs were selected for promotion.

To E-8

1st Wea. wg

Zeb Hill and James S. Masterson.

2d Wea. wg

William J. Montgomery, Edward C. Bouchard, Rouel D. Hallmark, Bernard B. McCaffery jr., John J. Pappas, Gordon D. Rasmussen, Richard E. Schofield, Henry J. Garvin and Lowell K. Turner.

3d Wea. wg

Pedro C. A. Ahlmark, Arnold E. Brannock, Ellis G. Larson and Peter H. Eyclesheimer.

4th Wea. wg

Edwin R. Lappi.

2d Wea. gp

Delbert D. Ehmen and Clarence M. Carter.

4th Wea. gp

Eduardo Hidrogo.

8th Wea. gp

Thomas W. Mooney, John P. Tankersly and Carlton T. Souther.

9th Wea. Recon gp

John S. Bazar, Edward F. Berry, Brady J. Davis, Frederick J. Juliff, Teddy J. King-

(Continued on page 7)

—AWS—



ACCEPTING the MATS Ground Safety award from Gen. Joe W. Kelly, MATS commander, is Col. Robert F. Long, 4th Weather group commander. This is the second consecutive year that an AWS organization has received the award, which also includes a grant of \$600. Presentation was made at the MATS Commanders Conference at Orlando AFB, Fla., last month.

McGuire AFB Weathermen Perform Tour Guide Duties

McGUIRE AFB, N.J. — Being skilled as weathermen is not enough for the men of Det. 10, 15th Weather squadron, they are also trained tour guides.

Since the base weather station is one of the facilities most frequently visited by the 2,000 yearly visitors, all duty forecasters and observers have been briefed on how to conduct a tour. Whenever a group arrives, one or two of the men on duty step out of their weatherman role and become guides.

Last month, 185 people toured the station, in groups ranging from fourth-graders to doctors. One reason for the station's popularity, explained Lt Col. Carl B. Fountain, chief forecaster, is the "day-to-day effect of weather on the lives of all people. Hence, their interest is in the manner in which it is analyzed, forecasted and ultimately controlled to some degree."

He accredited the interest of school children and teachers to the "increasing emphasis on meteorology in the school curriculum, particularly in earth science courses."

Maj. Glee G. Smyth, team supervisor, said that radio and television also have helped boost the public's interest in weather, because "recent advances in satellite and radar meteorology and in computer techniques in forecasting weather changes, are often referred to in TV and radio broadcasts."

But not all arrivals fall into the category of the curious public. During the holiday season, Dr. J. Bjerknes, a well-known theoretical meteorologist, whose father is accredited with leading

the development of modern meteorology, stopped at McGuire on his way back to UCLA from a meeting of world scientists in Moscow.

Every day Dr. Bjerknes would pay a visit to the base weather station, explaining that he was "just checking the weather." This is a standard introduction for the countless number of AF weathermen who pass through McGuire stopping at the weather station, "just to check the weather."

—AWS—

Higher Positions For Aircrews

YOKOTA AB, Japan — Three officers and one airman of the 56th Weather Reconnaissance squadron, were recently upgraded to higher crew positions.

Maj. Luther L. Beddingfield jr., who performs duties in the base weather station and is attached to the 56th WRS for flying only, was upgraded to qualified navigator. Capt. Jerome Wacker, a 56th WRS aerial weather officer, was also upgraded to qualified navigator.

Capt. Eugene Y. F. Chock, was promoted to instructor navigator, and A3c Geary A. Wilson was upgraded to second radio operator.

All four are crewmen aboard the unit's WB-50 aircraft.

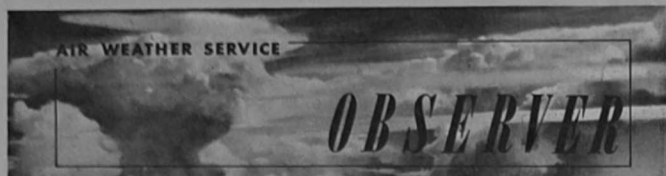
Ramey AFB Unit Receives Award

RAMEY AFB, Puerto Rico— Detachment 15, 8th Weather squadron, received the 3d Weather wing Commander's Award this month, naming it the outstanding SAC weather detachment of the year.

The unit was also nominated by Col. Russell K. Pierce jr., 3d Wing commander, for competition as the best weather station Air Force-wide.

The award was formally presented to Lt Col. Samuel Freeland, detachment commander, by Lt Gen. Joseph J. Nazarro, 8th Air Force commander, during the 8th Air Force Commander's conference at Ramey AFB this month. The ceremonies were witnessed by Col. William H. Best, 8th Squadron commander.

The Ramey unit out classed 45 weather detachments in the 3d Wing by its sustained superior performance throughout the year in providing weather support to the 72d Bomb wing.



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BRIG. GEN. ROY W. NELSON, JR.
Commander, Air Weather Service

MR. JOHN D. RUGG, Director of Information
SSGT ROBERT J. BATTON, Editor

US Air Force — Aerospace Power for Peace

USAF Offers Retirees Employment Assistance

WASHINGTON, D.C., (AFNS)—Newly retired personnel seeking jobs in civilian life may be overlooking a bet in employment-assistance opportunities offered by the Air Force.

One aid is a job-referral service maintained by the Retirements and Separations division of Military Personnel in the Pentagon. Though not an employment or placement agency, the service has assisted a number of retired persons in selling their unique military experience for a good price.

Personnel become eligible for the referral service as soon as their retirement orders are issued. A letter informs them of the service and asks that they complete an attached employment assistance form. This is kept on file and as employers report vacancies, qualified

individuals are given a referral.

No records are kept of the number of people who secure jobs this way, but one indication is the rising number of employers reporting employment vacancies to the referral service.

The Air Force estimates employers have asked for help in filling 1,500 to 2,000 job openings in the past 12 months. About 6,000 applications are on file.

The overall employment assistance effort began in 1961. Since taking over as deputy chief of staff for Personnel, Lt Gen. William S. Stone has continued to emphasize this and similar actions to assist retirees.

—AWS—

MATS Quiz

How much do you know about MATS and 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.

- MATS' Lajes field is located on
 - Bermuda
 - The Canary Islands
 - The Azores
 - Hawaii
- The islands are a part of
 - The United States
 - Great Britain
 - Spain
 - Portugal
- Lajes field is headquarters for the
 - 1605th Air Base wing
 - 1502d Air Transport wing
 - Air Rescue Service
 - Air Weather Service
- Commander of the MATS Lajes unit is
 - Brig Gen. George S. Boyland jr.
 - Maj. Gen. Eric S. Standlove
 - Brig. Gen. Stockton B. Cole
 - Maj. Gen. Thomas S. Shaw jr.

(Answers appear on page 7)

4th Group Holds Initial Dining-In

ANDREWS AFB, Md. — Officers assigned to Headquarters 4th Weather group and units in the Washington area assembled at the Officers Open mess last month for their first Dining-In.

Brig. Gen. James T. Stewart, Director of Science and Technology, USAF, was the guest speaker. Prior to Jan. 1, 1963, he was assigned to the Office of Deputy Chief of Staff/Systems, Air Force Systems Command (AFSC), and in this capacity was well aware of the mission of 4th Weather group to provide natural environmental support to AFSC and to the Office of Aerospace Research.

General Stewart's address included a description of current plans for the USAF manned orbiting laboratory space program.

Col. Robert F. Long, commander of the 4th Weather group, reviewed the history of the unit, outlined upcoming goals and described progress being made in the research and development community.

—AWS—

AWS

in print

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

Lt Col. Fred J. Curtis, AWS Liaison officer, Directorate of Aerospace Safety has written an article which appears in the March issue of AEROSPACE SAFETY. The article is entitled "How Dangerous is Lightning?" and deals with the significance of lightning as a hazard to flight.

Lt Col. John D. Horn, commander, Det. 2, 55th Weather Reconnaissance squadron, Hickham AFB, Hawaii, has written an article which appears in the January-February issue of the Pacific Air Forces FLYER. It deals with the conversion of weather reconnaissance squadrons from WB-50 to WB-47 aircraft.

4TH WING COMMANDER

By Tom Bolkovac

COLONEL
RICHARD M. GILL
COMMANDER
OF THE 4TH WEATHER WING

BORN IN BOSTON, MASS.

HIGH SCHOOL LETTERMAN IN FOOTBALL, BASEBALL, HOCKEY AND TRACK.
HOLDS BS IN PHYSICS FROM BOSTON COLLEGE, 1938, AND MASTERS IN EDUCATION AND MATH, 1939

NEW ENGLAND INTERCOLLEGIATE QUARTER-MILE CHAMP, 1936-38; HALF-MILE CHAMP, 1938. NEAAU QUARTER-MILE CHAMP SIX YEARS; CAPTAIN, BC TRACK TEAM, '38, BOSTON ATHLETIC ASSOCIATION TEAM, 1939-40.

I CAN'T BEAT GILL—I THINK I'LL TAKE A SHORT CUT.

COMPLETED MIT MET TRAINING, 1941. FIRST ASSIGNED TO MITCHEL FIELD, N.Y. COMMANDED 27th MOBILE WEATHER SQUADRON, 1945-46; 18th WEATHER SQUADRON, 1946-1947.

MARRIED (1947) SHIRLEY SQUIER, AMERICAN RED CROSS WORKER IN GERMANY.

AND THEY TELL ME I HAD IT NEVER IN MY MIND

Reaches 639 AD

Airman Probes Past To Trace Family Tree

BOLLING AFB, D.C. — In this modern world people all seem to be looking for advancement and thinking mostly of the future. There is at least one individual at the base who refuses to allow this futuristic outlook to have a total effect on his thinking.

During the past three years, A2c Vincent J. Sullivan, Det. 2-1, 4th Weather group, has taken it upon himself to trace through family, county, state and national records in hopes of finding some famous person among his ancestors.

As a result of his research, Sullivan has linked his life with many generations of unknown, little known and occasionally, through a distant relationship, famous people, and can find documented evidence tracing his ancestry back to Alpin, King of the Scots, who was killed in 834 attempting to as-

sert his claim to the Pictish throne.

The earliest date Airman Sullivan has now reached is 639 A.D., when Pepin ancestor of Charlemagne died. Due to royal intermarriages, Charlemagne is Airman Sullivan's ancestor five times, and the ancestry, in various other branches goes back to the early Czars of Russia and Emperors of Constantinople.

As a basis for his research, he used his mother's genealogy (family tree) which her father had written from memory. This genealogy recorded his grandfather's ancestors back to the time of the Revolutionary War.

Sullivan found this short genealogy quite accurate and helpful in his pursuit of a famous ancestor.

His work on the genealogy was at a standstill until he was assigned to Andrews AFB, Md., as a weather observer at Det. 2, 4th Weather group, where he met a fellow airman who had traced his own ancestry back to the 16th century. With his help, Sullivan learned of many valuable sources of reference materials for genealogies in the D.C. area.

Some of the famous and interesting people Sullivan was able to identify as ancestors are: Johan Peter Wagner, a colonel in the Revolutionary War; John Webster, fifth governor of colonial Connecticut; John Gorsuch, rector of a church in Walkern, England; two William Lovelaces who were knighted; and King Duncan I of Scotland, who was murdered by Macbeth.

Airman Sullivan has spent many hours probing the past, and without doubt, not many individuals can trace their family tree back to the year 639 A.D.



TREE near AWS headquarters building at Scott AFB, Illinois, nearly bends to the ground under the weight of wet snow that leached the area with a burdensome 5.8 inches in a pre-Spring storm early this month. (Photo by Capt. William H. Quelch jr.)

AWS Salutes

Air Rescue Service

A history of the development of air rescue can begin at any one of several dates. It could have begun with the year 1870, when the French used observation balloons to evacuate 160 patients from Paris as it underwent siege during the Franco-Prussian War. A more recent beginning occurred May 29, 1946, when MATS' Air Rescue Service was officially organized.

This organization had its roots in the rescue units which had operated effectively during World War II. The RAF first set up specialized units for rescue work. The US Army Air Force began by lending support to these units which led to developing its own rescue command.

From the earliest beginning, Air Rescue Service (ARS) has

just about everybody who might be of help in a rescue effort.

The progress of the space program has created another steadily expanding mission in the recovery of people and equipment involved in space exploration. This will lead, ARS leaders fully expect, to active rescue operations in space in the future.

Latest Aircraft

Currently the majority of rescue crews are still kept busy with the multiple rescue and recovery mission. Both fixed wing and helicopter aircraft are employed in the rescue work. The latest aircraft in the inventory is the HH-43B "Huskie" helicopter which is on standby alert at strategic and tactical bases world-wide. Constantly ready to scramble if an aircraft declares an emergency, these helicopters can deliver a foam-filled fire suppression kit, rescue specialists and firemen at a crash scene almost instantly. Fast enough—that more than 1,400 lives have been saved by this technique. Since the activation of ARS in 1946, by all means combined, the organization is credited with saving more than 11,000 lives.

Recently ARS and the Air Weather Service went into part-

nership in the balloon business. At Goodfellow AFB, Texas, Detachment 15 of Central Air Rescue center was activated to assist the 59th Weather Reconnaissance squadron. The primary mission of the unit is to chase high altitude balloons released by the weathermen and retrieve air sampling equipment.

With all these growing responsibilities, the big job is still assisting people in danger and distress—people lost, injured, or suffering illness in isolated places, or people caught in disaster.

During the recent tragic burning of the Greek liner Lakonia in the Mediterranean,



COMMANDING the world-wide Air Rescue Service from his headquarters at Orlando AFB, Fla., is Brig. Gen. Adriel N. Williams.

been concerned with a wider responsibility than its basic job of rescuing military persons from precarious situations. It has gone and will go to the aid of any persons, military or civilian, American or foreign, whenever assistance is needed. ARS is, in fact, charged with monitoring and overseeing the coordination of all search and rescue activities in CONUS. Apart from participation in such missions by ARS personnel, liaison is maintained with other military units including Reserve and National Guard, state and local law authorities, private SCUBA diving and mountain climbing clubs—and

This is the first in a series of feature articles on USAF and MATS commands receiving support from the Air Weather Service.

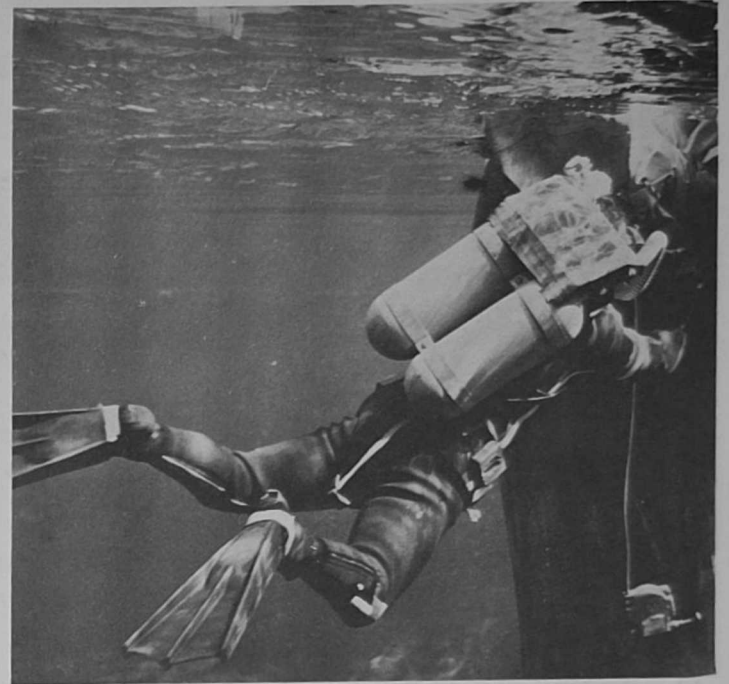
In future issues, MATS sub-commands featured in the Observer will include WESTAF, EASTAF, and Air Photographic and Charting Service. Following these, major USAF and Army units supported by AWS will be featured.



rescuemen from the 57th Air Rescue squadron at Lajes Field, the Azores, flew missions in aid of the survivors for the better part of two days. People all over the world in desperate circumstances have come to regard ARS aircraft as a practical symbol of hope.

In regard to symbols, the ARS emblem is unique in military heraldry, which usually and quite naturally leans to symbol of armed might. The Rescue emblem depicts an angel of mercy hovering protectively about the globe, representing the world-wide rescue mission. Beneath the shield stands the organization's motto — "That Others May Live."

Versatile Performers



PARARESCUEMEN in scuba diving gear train to secure space equipment should it land in the sea. These flexible experts are experienced in parachuting, diving, medical aid and survival. They are ready to jump anywhere, anytime, whenever there is a possibility of saving a life or retrieving valuable aerospace material.



RESCUE HC-54 circles over the stricken Greek Liner, LAKONIA, preparing to drop rafts and blankets to survivors. Rescue crews from the 57th Air Rescue squadron at Lajes Field in the Azores flew long range missions for two days in aid of LAKONIA passengers.



ONE of the oldest aircraft in the Air Rescue Service inventory is the HU-16 Albatross, the workhorse in the field of search and rescue.



PRACTICING one of its most useful tricks is the HH-43B "Huskie" helicopter. The "chopper" can deliver the cylindrical fire suppression kit to the scene of an aircraft accident, transport firefighters, and hovering close to an aircraft fire, clear a path in the flames with its rotor wash so the firemen can get in close to work.

World-Wide Duties



GLOBAL INSPECTION of AWS units is under the supervision of Col. Eugene D. Wallace (center), Inspector General, Headquarters AWS, Scott AFB, Ill. Air Weather Service operates a world-wide network of weather facilities to provide round-the-clock weather support to US Air Force and Army units at all echelons. Shown with Colonel Wallace are inspection team chiefs, Lt Cols. Arthur L. Warren jr. (left) and Natal V. D'Andrea.



INTENSE CONCENTRATION is registered on the faces of SMSgt Walter P. Mardyla and A1c Albert C. Hancock during a rawinsonde-run at Det. 10, 4th Weather group, Eglin AFB, Fla. Sergeant Mardyla inspected the upper air section at the Florida station.



FINAL REVIEW is made by Lt Col. Robert E. Wegner (right) and Maj. William B. Hellkamp who are on their way to the next inspection. The most is made of spare moments when traveling.

'Global Responsibility' Describes IG's Mission

(Story and photographs by Capt. William H. Quelch jr.)

'Global responsibility,' best describes the mission of the Air Weather Service Inspector General's office, since inspection teams perform their tasks over the entire globe.

Each AWS detachment, authorized 15 or more individuals, and each squadron, wing or group is inspected by the Office of the Inspector General every 18 months.

These are the guidelines, under the centralized inspection system, which have been in effect since July 1, 1963, when all wings and groups relinquished their inspection responsibilities.

Presently, 23 traveling inspectors are assigned to visit eight wings or groups, 29 squadrons, 11 weather centers and centrals and 193 detachments. In addition, 30 ANG weather flights are given their annual federal inspection during training assemblies.

The purpose of these inspections are to evaluate mission accomplishments and to determine cause factors that produce or may produce major problem areas.

A review and analysis division within the inspection section at AWS headquarters, performs a program of quality control to insure standardization and high effectiveness of the inspection activity. All reports are reviewed, inspectional findings are summarized and deficiency trends are forwarded to other AWS staff agencies and subordinate units.

Presently the AWS Inspector General is Col. Eugene D. Wallace, who was previously commander of the 56th Weather Reconnaissance Squadron, Yokota AB, Japan.

With the exception of the 9th Weather Reconnaissance group, the general inspection plan is to concentrate on a given wing or group, in which subordinate detachments, then parent squadrons are inspected simultaneously.

Conserve Costs

In addition, to conserve transportation costs, inspections are planned so that units in certain geographical areas are inspected at one time. Outstanding airlift support to and from Scott AFB is being provided by the Central Base Flight and Special Air Missions activities of the 1405th Air Base wing.

The 9th Weather Reconnaissance group receives a general inspection and each reconnaissance squadron receives a general and operational readiness inspection at least once every 18 months. In order to inspect operations, aircraft maintenance, supply, electronics, administration, personnel and security, teams are augmented by other AWS staff agencies.

Two-man teams conduct detachment inspections covering forecasting, observing, training, materiel, administration, security and safety functions. Each inspector has approximately 15 years AWS experience including six years of detachment commander assignments. The normal IG tour is three years, with an average of 120 days annual TDY per traveling inspector.

On a typical inspection, a team is given an introductory briefing by the commander of the inspected unit. The subject matter concerns unit mission and organizational structure; location and mission of units supported; strengths, weaknesses

or problem areas; and any other matters deemed appropriate.

During the course of the inspection a personal conference session is held to permit personnel to present, in confidence, complaints or requests for information or advice on subjects that might develop into complaints.

A critique is held at the conclusion of each inspection with the commander and certain members of his unit. Inspectional findings are openly discussed and helpful criticisms and objectives are invited.

Two types of reports are written by each team and are left with the inspected unit prior to departure. The basic report must be indorsed through

AWS channels and contains two major sections; general evaluation summary and action items. The former is a narrative statement of the overall evaluation of the capabilities of the inspected unit together with summaries of the functional areas.

The latter contains statements of the specific problem areas and cause factors that require action or attention to insure efficiency of operation.

The field memorandum is a report to the unit commander giving a record of minor discrepancies.

In 1963, one AWS inspector covered more than 52,450 miles in 22 trips inspecting AWS units throughout the world. AWS inspectors travel far and wide as they continue to insure that the overall mission of the Air Weather Service is accomplished smoothly.



BRIEFING TECHNIQUES of TSgt Ralph L. Wheeler, Det. 1, 8th Weather group forecaster, are evaluated by AWS inspector, Capt. William T. French jr. (left). Capt. Sever B. Knutson, 1918th Communications squadron, Scott AFB, Ill., receives the necessary weather information for an RR flight.



WBAN-10 is the subject of interest for Maj. Mortimer F. Bennet and A3c Arno Perlow in the ROS at Det. 1, 8th Weather group, Scott AFB, Ill. A review of the ROS operation is an integral part of each detachment visit.

NCO s Earn Honors



SELECTED as the Commandant's award winner at the MATS NCO Academy, Orlando AFB, Fla., is SMSgt Robert E. Clark, Det. 2, 9th Weather squadron. Congratulating and presenting him with his diploma is Gen. Joe W. Kelly, MATS commander.



ACCEPTING the Academic Achievement award from Colonel Birdsall is TSgt Earl R. Blackwelder, 55th Weather Reconnaissance squadron. The award is presented for outstanding accomplishment in the academic portion of the academy program.



RECEIVING the Class Speaker award from Col. C. D. Birdsall, base commander, McClellan AFB, Calif., at recent graduation exercises of the NCO Academy is TSgt. William S. Rogers of the 9th Weather Reconnaissance group. Oral communication is one of the major subjects in the curriculum at the academy. Six members of the class are nominated to compete for the honor of being class speaker, and the award winner is considered to be the outstanding oral communicator in his class. The NCO Academy is a six week, in-residence course designed to prepare noncommissioned officers for greater leadership responsibilities, and consists of 260 hours of training.

Weather Captain Assists Goodyear

ANDREWS, AFB, Md. — As Air Proving Ground Center (APGC) Rocketsonde Project officer, Capt. William O. Banks assigned to 4th Weather group, probes the mesosphere and thermosphere with rockets. As Rising Observational Sounding Equipment (ROSE) Project officer, he probes the stratosphere with free balloons. As Weather Project officer, he probes the troposphere with captive balloons. As Aerospace Weather Project officer, he recently extended his sphere of interest when he probed the hydrosphere with his body.

In an unofficial status, Captain Banks helped recover a Project Cree payload from the Gulf of Mexico for the Goodyear Aerospace Company.

Pay Load Found

He guided two 17-foot boats to a point about three miles south of the vertical probe launch site. There he and his scuba crew found the payload in 70 feet of water.

Before raising the 280 pound package, they photographed it, since the original purpose of this particular phase of the Cree test was to investigate the flotation mechanism. Goodyear has learned much from the pictures taken and the recovered item.

It appears that the payload's flotation bag is not inflated rapidly enough after impact. This means that the item is at too great a depth and pressure for full inflation to take place.

Captain Banks, an officer in the Elgin AFB Diving club, thus provides another dimension to the environmental support available at Detachment 10, 4th Weather group.

—AWS—

Two Weathermen Turn Back Time

No matter where service personnel congregate, whether it be on TDY assignments or on permanent change of stations, there is nothing more exciting than meeting old acquaintances.

On a recent inspection trip to Andrews AFB, Md., Capt. William H. Quelch jr., of the AWS Inspector General's office, inspected 4th Weather group. To his surprise he found the forecasting section headed by CMSgt Robert C. Cartwright, who in 1954 had given him on the job training in Miami, Florida at the International Airport. The training enabled Captain Quelch to become fully qualified as a weather officer.

He joined the AWS inspection team in 1961 after completing a tour at 2d Weather group, Langley AFB, Va., as training officer.

Since their last meeting, Sergeant Cartwright has been a climatologist at the 1st Weather wing, Tokyo, Japan and in 1960 was reassigned to the forecasting section at Andrews. He plans to retire in July of this year to become a full time minister.

The two weathermen turned back the clock for a few minutes during the inspection to reminisce about things at Miami in "the old days."

PERSONNEL SERGEANT

By Tom Bolkovac

CMSGT
GEORGE W. COURTNEY
PERSONNEL SERGEANT
MAJOR

4TH WEATHER WING
ENT AIR FORCE BASE
COLORADO

ENLISTED
IN THE U.S. ARMY AIR CORPS
ON SEPTEMBER 22, 1936.

WAS A STUDENT
IN THE FIRST CLASS OF THE
AIR CORPS SUPPLY
AND TECHNICAL CLERKS
SCHOOL. AFTER GRADUATION
HE WAS RETAINED AS
AN INSTRUCTOR FOR TWO
YEARS.

WAS SELECTED TO ATTEND
OFFICER CANDIDATE SCHOOL AT
FT. RILEY, KANSAS. AFTER A WEEK
HE WAS NOTIFIED HE WAS BEING GIVEN A
DIRECT COMMISSION AS A SECOND
LIEUTENANT.
SEPARATED FROM SERVICE IN 1946 AS A LIEUTENANT COLONEL.

REENLISTED IN 1947

CAME TO 4TH WEATHER WING MARCH 1, 1963.

NCO Instructs Weather Course At Base School

DOVER AFB, Del. — Sixth grade students at the base school are becoming well versed weathermen due to the efforts of SSgt Murray Baker, Det. 5, 15th Weather squadron.

Sergeant Baker volunteered for the teaching chore when he heard the school's science class was searching for a weatherman. Classes are held in his off-duty time.

Material for the class is obtained from his background and experience, which includes four years as a weather instructor for the Air Force.

Current studies will allow the sixth graders to interpret the weatherman's language and map configurations. Plotting weather maps with symbols, actual surface observations and general meteorology will be covered before the course is completed.

Retirees

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

- 31 January 1964
CMSgt William C. Burdick, Det. 16, 24th Weather Squadron, Webb AFB, Tex.
- 29 February 1964
Lt Col. William A. Finley, Hq 2d Weather wing, APO 332, New York, N.Y.
- Maj. Russell E. Wright, Det. 14, 24th Weather squadron, Travis AFB, Calif.
- CMSgt Doyle H. Wilson, Hq 4th Weather group, Andrews AFB, Md.
- SMSgt Ralph K. Bennett, Det. 2, 4th Weather group, Andrews AFB, Md.
- SSgt Robert T. Furnas, Det. 52, 1210th Weather squadron, Suitland, Md.

—AWS—

The planets move in elliptical orbits about the sun, and the square of their periods of revolution are proportional to the cube of their mean distances from the sun.



TURNING back the clock for a few minutes to reminisce about days long gone are Capt. William H. Quelch jr., of Hq AWS and CMSgt. Robert C. Cartwright of 4th Weather group. Sergeant Cartwright gave Captain Quelch on the job training when he was a lieutenant in 1954.

German Community Fostered by Family of US Weatherman

GRAFENWOEHR, Germany — Maj. Richard B. Kissinger, commander of 7th Weather squadron's Detachment 7, and his family actively foster harmonious community relationships.

Major Kissinger was elected vice president last month of the Grafenwoehr Rod and Gun club. He is also neighborhood commissioner for the Boy Scouts of America and an active member of the German-American Welfare Advisory council.

Mrs. Kissinger was recently elected vice president of the Grafenwoehr German-American Friendship club. In addition to including a social group of officers and German ladies from Grafenwoehr and nearby communities, the Friendship club is an active welfare group and spends many hours fulfilling the welfare needs of the area.

Alexandra Kissinger, a daughter, is a junior at Nurnberg high school and was recently selected as co-winner of the NATO Essay contest. She received a \$25 savings bond and has the opportunity to compete in the European finals.

—AWS—



Mrs. Barney

Vice Commander's Wife Elected Scout Leader

Mrs. William S. Barney, wife of Air Weather Service's vice commander, has been elected chairman of District 3 in the River Bluffs Council of the Girl Scouts.

District 3 is one of six districts in the council, which includes five and one-half Illinois counties.

Collinsville, Maryville, O'Fallon, Shiloh, Lebanon, Summerfield, Mascoutah, New Baden and Scott make up the third district. Under her jurisdiction will be approximately 2,000 girl scouts and brownies and nearly 400 adult scout leaders.

Mrs. Barney has been involved in scouting activities for the past two years, having actively participated in the scouting program in Japan while Colonel Barney was 1st Weather wing commander at Fuchu AS. Presently, she is also in charge of a brownie troop at Scott.



ONLY weather station of its kind in NATO is located at Sixth Allied Tactical Air Force (SIXATAF) in Izmir, Turkey. Since the beginning of 1964, it has been operated by the Turkish Meteorological Service and is manned by Turkish civilians employed by Turkey. Lt Col. Robert W. Vincent (right), SIXATAF Staff Meteorological officer, discusses the Mufax Facsimile Recorder with Ibrahim Kulaksiz (left), officer in charge, and Mehmet Tomruk, chief forecaster. This machine receives weather maps from points as far away as Spain and Morocco. The Turkish weather experts provide information and forecasts used by the NATO air headquarters for plans and operations throughout Greece and Turkey.

Births

IRWIN, A1c and Mrs. Earl L., a daughter, Lisa Gale, born Jan. 30, 1964 at USAF Hospital, Maxwell AFB, Ala. Father assigned to Det. 9, 15th Weather squadron, Maxwell AFB, Ala.

TOWNSEND, A1c and Mrs. Sewell A., a daughter, Kimberly Gay, born Feb. 7, 1964 at Hunter AFB, Ga. Father assigned to Det. 7, 15th Weather squadron, Hunter AFB, Ga.

HOWELL, A2c and Mrs. Leon G., a daughter, born Feb. 9, 1964 at Kelly AFB, Tex. Father assigned to Det. 35, 8th Weather group, Kelly AFB, Tex.

DIEKELMAN, SSgt and Mrs. Paul A., a daughter, Josephine Anne, born Feb. 11, 1964 at Gorgas Hospital, Ancon, Canal Zone. Father assigned to Det. 5, 2d Weather group, Howard AFB, C. Z.



MODELING a novelty hat that won her first place honors in the "crazy hat" category of a contest sponsored by the Scott AFB Officers Wives club, is Mrs. Mildred McIntyre, wife of Lt Col. Harry D. McIntyre, of AWS DCS Materiel. Her entry featured a leprechaun sleeping under a mushroom.



READY to take their places in the new systems of upper air soundings are these recent graduates of the Meteorological Rocket Course, given at Patrick AFB, Florida during the month of February by Pan-American, the Range Contractor. (L to r) Mr. G. Finger, PAA Division Meteorologist, A2c A. M. McCubbin (Tinker AFB), Capt W. O. Banks (Det. 10, Elgin AFB), A3c F. W. Hollingsworth (Tinker AFB), A1c D. R. White (Patrick AFB), Mr. J. J. Sams, the instructor, A1c M. A. Evans (Patrick AFB), A1c F. W. Henry (Patrick AFB), A2c J. D. Lowden (Tinker AFB), TSgt W. E. Gensler (NCOIC of the group from Tinker), A1c R. E. Stabasefski (Patrick AFB), A1c L. A. Henderson (Patrick AFB) and Capt. W. I. Christensen jr., weather rocket specialist from Detachment 11. Not shown but also a graduate of the course is MSgt Henry R. Holmes, Det. 11, Patrick AFB, who was unable to be present for the picture. With this new qualification as part of their weather speciality, these men may be assigned anywhere around the world where meteorological rocket soundings are being taken.

From Our History

North Pole Trip Made By Navigation Expert

The following historical news item was released by the Hq Air Weather Service information office on April 28, 1952.

A noted navigation expert, Dr. Harry C. Carver of the University of Michigan mathematics department, recently became the oldest man ever to fly over the North Pole on a regular Air Weather Service flight.

Dr. Carver is 63. The occasion for the Michigan professor's polar flight was his visit to the 58th Strategic Reconnaissance squadron at Eielson Air Force Base. The Alaska-based Air Weather Service squadron makes daily flights over the top of the world in search of weather information.

With 36 years of instructing college students in mathematics and navigation behind him, Dr. Carver recently turned his attention to the development of new navigational training procedures to fit the needs of the Jet Age.

Several months ago the professor was contacted by Lt Gen. Robert W. Harper, Commanding General of Air Training Command, with a request for some means of speeding up navigational training. Present-day navigators, the general told Dr. Carver, are finding it increasingly more difficult to keep up with the speed of modern-day aircraft.

As a result of the conversation, Dr. Carver was commissioned to write the first Air Force navigational textbook, which will attempt to simplify the AF's course of navigational training. Present Training Command methods rely largely upon technical manuals for instructional material.

Dr. Carver is no stranger to the Air Force. Ten years ago, at the age of 53, he was given special Air Force permission to attend navigation cadet training

at Kelly AFB, Texas and graduated as a full-fledged USAF navigator. Later he served for two years with the 8th Air Force in England as a statistical analyst under Lt Gen. William E. Kepner, who is now commander-in-chief in Alaska.

Since his conference with General Harper last year, Dr. Carver has been working in close cooperation with the two Air Training Command navigational training schools at Mather Air Force Base in California and Ellington Air Force Base in Texas.

Deducing that celestial navigation procedures must be streamlined to meet the needs of jet aircraft operations, the professor is advocating discard of the long sheet, now kept by all navigators as a record of the plane's progress. It is Dr. Carver's contention that the log sheet should be retained only for classroom use, where it is still useful in teaching cadets proper procedures.

A new method of celestial navigation, the C-Plot method, has been devised by Dr. Carver as another step in simplification of procedures. This new navigating procedure, which utilizes a single celestial observation to calculate a plane's position, is expected to aid navigators assigned to follow the paths of the faster aircraft and to provide those on slower aircraft with more leisure moments, without the sacrifice of accuracy.

After successful use of the C-Plot method in several flights across the US, Dr. Carver was ready to try his method in polar navigation. Results of the North Pole mission showed him that the C-Plot is even easier to use in polar regions than it is in other more temperate latitudes.

Presented with a "Pole Vault" certificate, which is given to each of those who fly over the Pole with the 58th Strategic Reconnaissance squadron, Dr. Carver remarked: "Flying to the North pole was the trip of all trips—the big one for which I had been waiting."

The Air Weather Service, of which the "Pole-vaulting" 58th is a part, is a component of the Military Air Transport Service (MATS) and provides weather information to Air Force and Army units throughout the world.

—AWS—

Japanese Begin Weather Training

YOKOTA AS, Japan — Last month marked the first period of actual training for eight Japan Air Self Defense force personnel who are studying weather reconnaissance at the 56th Weather Reconnaissance squadron.

The program began with a luncheon at the Yokota Officers' club, and was highlighted by a welcome address by Col. Robert V. McKibban, commander 56th WRS, and a speech of appreciation by Maj. Gen. H. Okumiya, commander Air and Airways Communications Service, who encouraged the trainees to eventually surpass the excellence of their instructors.



SHOWING his newly invented transistor checker to Lt. Col. W. B. Willis (left), commander, Det. 13, 24th Weather squadron, Tinker AFB, Okla., is MSgt Julian Dillon, base weather maintenance chief. The sergeant devised the checker to test transistors used in line amplifier and wind equipment.

NCO Designs Instrument To Check Out Transistors

TINKER AFB, Okla. — MSgt. Julian Dillon, Maintenance Chief of Det. 13, 24th Weather squadron, has designed and supervised the construction of a transistor checker.

Many of the component parts were obtained through salvage and the remainder through local purchase for a total cost of \$7.32. The Air Force inventory item is a TS-1100/V Transistor Checker that cost \$242.

The Sergeant and his maintenance personnel continually had to borrow a set belonging to Det. 39, 8th Weather group, to test the speed circuit of line amplifier (AM/1806) of the (AN/GMQ-11) wind equipment each time operations were disrupted by electrical storms. There were nine transistors to be checked each time the system was knocked out.

"Although the Air Force test equipment was on order, no delivery date had been promised," said Lt. Col. W. B. Willis, detachment commander. "To eliminate the time consuming process of borrowing materiel from another organization each time it was needed, Sergeant Dillon and his crew designed and built this very effective piece of equipment."

Component parts and a complete diagram of the rest of the equipment can be obtained through Detachment 13.

Supergrades . . .

(Continued from Page 1)
 ure, Willie E. Sneed and Jene W. Carl.

To E-9
 Hq AWS
 Robert A. Horton and John H. Rosequist.

1st Wea. wg
 Donald N. Seay and Arthur St. Pierre.

2d Wea. wg
 Earl A. Woods jr.
 3d Wea. wg
 Robert E. Clark.

2d Wea. gp
 Raymond H. Schulte.

8th Wea. gp
 Francis E. Politte, Lewis B. Atkins and Allen B. Borne.

9th Wea. Recon gp
 Howard D. Drew, Walter L. Summey and Lacey A. Whitley.

The Observer regretfully announces the deaths of Maj. Alden F. Lord and SSgt William Pender jr. Major Lord, assigned to Hq AWS, Scott AFB, Ill., died March 9. Sergeant Pender, assigned to the 26th Weather squadron, Barksdale AFB, La., died February 29.

Commendation Medals

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

Lt Col. Harley T. Barlow, Det. 48, 12th Weather squadron, from Jan. 4, 1963 to Jan. 3, 1964.

Capt. Charles L. Frederiksen, 8th Weather squadron, 3d Weather wing, from Sept. 2, 1963 to Dec. 2, 1963.

Capt. Juri V. Nou, Det. 54, 4th Weather group, from Nov. 1, 1962 to Nov. 21, 1963.

Capt. Kenneth L. Pitchford, Air Force Ballistic Missile Division (ARDC) and Headquarters Office of the Deputy Commander AFSC for Aerospace Systems, from Aug. 1, 1960 to Mar. 14, 1963.

Capt. Ray T. Telfer, Det. 1, 3d Weather wing, from Jan. 11, 1960 to Dec. 2, 1963.

Capt. Gordon L. Tucker, Det. 54, 4th Weather group, from Nov. 1, 1962 to Nov. 21, 1963.

Capt. Wilson J. Boaz, Det. 21, 31st Weather squadron, from Apr. 1, 1962 to July 15, 1963.

1st Lt. Frederick J. Fowler, Det. 54, 4th Weather group, from Aug. 1, 1962 to Dec. 15, 1963.

CMSgt John F. Dee, Hq 2d Weather wing, from Aug. 11, 1961 to Feb. 10, 1964.

MSgt Chester E. Allen, Hq AWS, from July 1, 1962 to Oct. 18, 1963.

MSgt Will E. Cosby, Det. 37, 8th Weather group, from June 1, 1962 to Jan. 30, 1964.

MSgt Grant E. Morley, Hq 1st Weather wing, Jan. 10, 1960 to Jan. 29, 1964.

MSgt Willie E. Sneed, 53d Weather Reconnaissance squadron, from Nov. 19, 1961 to Aug. 16, 1963.

TSgt Clarence H. Finley, 53d Weather Reconnaissance squadron, Dec. 22, 1961 to Aug. 16, 1963.

TSgt John C. Machtley jr., TUSLOG, Det. 154, from June 25, 1962 to Dec. 8, 1963.

TSgt Ralph C. Morris, Det. 7, 30th Weather squadron, 1st Weather wing, from Mar. 21, 1963 to Jan. 1, 1964.

TSgt Charles F. Wilson jr., 163d Weather flight, from Sept. 14, 1962 to Aug. 30, 1963.

—AWS—

UN Representative Visits Second Wing

WIESBADEN AB, Germany — East African weather was the topic of discussion during a recent visit by Dr. Hans T. Morth to 2d Weather wing.

The Doctor is an Australian citizen and is officer in charge of operations at the East African Meteorological Department, Nairobi, Kenya, where he serves as a representative of the United Nations.

His organization provides forecast service to Uganda, Kenya, Tanganyika and Zanzibar. He has served as a consultant to 2d Weather wing units concerned with forecasting in Africa.

—AWS—

Marriages

WESNOR-SHIRK — Miss Zenda Marie Shirk of Alexandria, Va., to CMSgt William D. Wesnor of Det 25, 4th Weather group, Washington, D.C., on Feb. 8, 1964, in the Messiah Lutheran Church, Alexandria, Va.

Staff Visit



"HURRICANE HUNTERS" commander, Col. Arnold E. Zimmerman, (left) greets Col. Templeton S. Walker, commander of the 9th Weather Reconnaissance group, at Hunter AFB, Ga. Col. Walker paid a staff visit in February and discussed future missions of the 53d Weather Reconnaissance squadron.

Survival Course . . .

(Continued from Page 1)
 hungry crews. The less fortunate receive a small package of dehydrated potatoes which must be divided among the seven members.

Food, water, and warmth are real problems to each survivor. Rabbits and other small game are caught by snares, and snow is usually the only source of water. The small survival ration tin is the only vessel available in which snow can be tediously melted into water.

Care must be taken against frost-bite. Body extremities, such as the face, hands and feet must be continually checked for signs of this always present enemy.

After two long, cold days and nights under actual survival

conditions, each student anxiously awaits the third day when the trucks arrive. The rugged looking crews are transported back to Eielson for a course critique and graduation exercises.

Several former students have had to bail out of disabled aircraft over the barren northland. Survival was possible through what had been learned at the arctic survival school.

Proper preparation and knowledge of survival techniques can mean the difference between life and death in the extremely cold temperatures of the arctic region.

—AWS—

Quiz Answers
 1-c 2-d 3-a 4-a

Bulletin of the American Meteorological Society

Volume 45 Number 1 January 1964



NEW LOOK for 1964 began in January for the Bulletin of the American Meteorological Society, the official magazine for the organization. The front cover will now have a photograph each month and a compact new type face. The overall size is a bit larger and the columns a bit wider. The society welcomes comments.



SHOWING his proposed squadron emblem to Lt. Col. Robert L. Moeller, commander of the 58th Weather Reconnaissance squadron at Kirtland AFB, N.M., is Capt. James B. Killebrew. A new emblem is being sought by the squadron and a \$25 prize is being offered to the person submitting the winning design.

SPORTS

FRONT



by 2nd Lt Stephen H. Cornell

Spring weather is like a life-giving transfusion to the sportsman. Freed at last from his dull indoor confines, he emerges at last, golf club, tennis racket or ball bat in hand to prove that those extra inches he acquired around the middle throughout the winter months has not slowed his reflexes.

One individual who apparently has no worry about his physical fitness is Maj. Harold E. Minnick, Detachment Commander, Det. 23, 24th Weather squadron, Moody AFB, Ga. In the past three years he has won 15 first place trophies and taken runner-up honors 10 times in the base sports program.

Obviously Major Minnick's list of achievements is too long to give in its entirety but here are a few: A championship and a second place in squash singles, second in handball singles, second in badminton singles, two championships and a second in horse shoe singles, a championship in the base golf league and two championships in the Valdosta City Bowling League.

Turning briefly to a less strenuous but extremely complex sporting activity, Air Weather Service now boasts a billiards champion. TSgt Dickson W. Coleman, chief observer, Det. 1, 7th Weather squadron, Verona, Italy has won the SETAF level championship of the tournament sponsored by USAREUR. Unfortunately, he will not be allowed to represent Southern European Task Force at the All-Europe finals since the tourney is designated an All Army event.

And finally, A2c David Anderson and A2c John Miranda, 2d Weather wing, Wiesbaden, Germany have taken top honors in the doubles division of the semi-annual open handicap bowling tournament held recently at the Lindsey AS lanes. They had scores of 583 and 570 respectively and finished with a combined handicap total of 1321. The winners came away with \$160 in prize money.

That's it for this time . . . Now PLAY BALL!

Local Ring Championship Is Captured by Alc Trotter

KIRTLAND AFB, N.M. — A1c Clarence W. Trotter of the 58th Weather Reconnaissance squadron's maintenance instrument shop has won the Albuquerque Golden Gloves Featherweight Boxing championship.

He then fought his way to the New Mexico State Golden Gloves tournament at Roswell where he took runner-up honors.

Airman Trotter started his Air Force boxing career in 1956 when he won the Featherweight

division in the Pacific Air Force Boxing tournament.

Since then he has won 15 trophies and eyes the future optimistically. He is currently training for entry in the 1964 World-wide Air Force Boxing tournament.

He is active in all sports and in 1962 participated in the World-wide Air Force track meet. He also owns a certificate and pin presented him by the American Red Cross for completing the 50 mile swim course.



EXPLAINING his boxing trophies and his prize jacket to Lt Col. Robert L. Moeller, commander of the 58th Weather reconnaissance squadron, is Golden Gloves champion, A1c Clarence W. Trotter.

Weatherman Joins MATS Pistol Team

MSgt Charles Reed, Det 1, 8th Weather group, will lead two other Scott AFB marksmen as they join the six-man MATS pistol team for the start of inter-service competition a Lackland AFB, Texas, April 5-10.

The remaining three slots on the team are to be filled by shooters from Dover AFB, Del., Kindley AFB, Bermuda and Travis AFB, Calif., with Maj. Roy Meyers from Dover supervising the team.

The competitors fire .22, .38 and .45 caliber pistols.

Reed has won over 100 trophies in his shooting career and has received two silver and one bronze Excellence in Competition badges. He also owns the USAF Distinguished Pistol Shooter badge.

—AWS—

Lecture Given By Reservist

WESTOVER AFB, Mass. — At the invitation of the Eighth Air Force Staff Weather Officer and 8th Weather Squadron commander, Capt. Paul W. Kadlec (on two days active duty) presented a lecture on upper level atmospheric turbulence to the military meteorologists assigned to the Westover AFB area.

Captain Kadlec is employed as a meteorologist by Eastern Air Lines at Miami, Florida, and is assigned to Det 2, 8th Weather squadron at Homestead AFB, Florida, as a reservist.

For the past three years he has been assigned to atmospheric turbulence research with the objective of improving meteorological techniques by analysis, prognosis and instrument means.

His experience of the past three years has included frequent flights in civilian and military jet type aircraft for the purpose of associating turbulence with cirrus clouds and jet stream locations.

His lecture covered findings of the location of turbulence from analysis means followed by actual flight over specific routes. With an accumulation of such data, the turbulent conditions and locations were categorized or typed by association with patterns of contours and jet streams.

Finally, the discussion included the current and proposed in flight instrument means of detecting turbulence.

—AWS—

Students Briefed On Balloon Find

NEWTON, N.J. — Ten-year-old Dean Hartman, a fifth grade student at Byram Township grade school finally found an explanation for the discovery he made more than a month ago in his back yard.

The lad found a downed weather balloon and brought it to school when his class was discussing weather. The principal called McGuire AFB to report the find and to ask for information regarding the balloon.

The Air Force then sent A2c Jean M. E. Lemire, Det. 10, 15th Weather Squadron, to the school to enlighten the youngsters on the intricacies of the balloon and the delicate weather-probing instruments it carried aloft.

MATS Marksmen



PRACTICING for the upcoming inter-service pistol competition are SSgt Eugene Sazama, MSgt Charles Reed, and George Moore of Scott AFB. Moore was the top gun in MATS in 1961 while Reed took runner-up honors in 1962.

Weather-Wise NOMAD Takes Gulf by Storm

NEW ORLEANS (AFPS) — Nomads—the roving kind—generally do not like to be tied down, but the Navy has one anchored in the Gulf of Mexico.

This NOMAD, however, is nonhuman and deals with one of the most talked about subjects known to mankind—the weather.

The atomic-powered NOMAD (Navy Oceanographic Meteorological Automatic Device) weather reporter is mounted in a small boat moored in the Gulf about 350 miles south of here.

The unmanned stations can give early warning of hurricanes by radioing to weather stations on shore the air temperature, barometric pressure, wind speed and direction and water temperature every three hours.

A storm sensor triggers hourly transmission during severe weather conditions.

The NOMAD is the first deep sea anchored automatic weather station to be powered by nuclear energy. Its 60 watt generator, designed SNAP-7D (Systems for Nuclear Auxiliary Power), was specially developed for the Atomic Energy commission. Because frequent and accurate weather information is vital to effective Armed Forces operations, the Navy has been developing for some time these "nomadic" weather stations.

Before NOMAD, existing batteries of weather transmitters

at sea had to be recharged every six months, sometimes involving hazardous maintenance operations. The NOMAD-SNAP-7D has a 10-year lifetime.

—AWS—

Briefing Officer Acts As TV Weathercaster

INCIRLIK AB, Turkey — A first lieutenant at Det. 2, Incirlik AB, Turkey, doubles as the local TV weatherman.

He is 1st Lt. Joe M. Kovac, whose regular duty is briefing officer for the 352d Tactical Fighter squadron. However, at the end of each day, he forecasts the weather before the cameras from five to ten minutes.

Lieutenant Kovac's prior experience in television includes work at an ABC network station in the US. Before TV was available he was a regular announcer for the radio station.

—AWS—

Pfarmigan, oldest of the AWS weather reconnaissance tracks, was first flown over the Arctic on March 17, 1947.

