AIR WEATHER SERVICE

OBSERVER

Weather Component of USAF's Military Airlift Command

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Weathermen Help Fight Violent Misawa Blaze

MISAWA AB, Japan—The weather was fair with temperatures in the high thirties with snow predicted for the late afternoon. Winds were mostly from the west at 20 with gusts to 42 knots. And then, at 2 p.m., the fire started.

It began in the center of Misawa City and spread quickly, destroying over 400 homes and business buildings, and crept within yards of the base boundary.

Men of Det. 13, 20th Weather Squadron, quickly responded to the emergencies of the civil disaster. All weathermen not on duty at the weather facility joined the 2,000 other military personnel fighting the fire.

Air Force helicopters circled the smoke and flames, giving vital information on "hotspots" as gusts of wind fanned the blaze across the center of the city.

One third of the detachmen's personnel manned water hoses and fire extinguishers, moved furniture and directed traffic in an effort to assist the local Japanese. Others helped in communication and aided in the movement and protection of the thousands of refugees.

Air Force bulldozers leveled buildings to clear a fire break.

More than 700 American personnel were moved to emergency shelters in the base gymnasium, the Service Club, and the Officers', NCO, and Airmen's Clubs.

Disaster control personnel moved through the fire-gutted section of Misawa City with loud speakers announcing that shelter and food were available at the base. Five thousand blankets were airlifted to Misawa Air Base for the disaster victims.

The fire was finally brought under control after seven hours of persistent fire fighting.

In a spontaneous drive, U.S. Forces Japan bases throughout the Kanto Plain area collected clothing and other relief items for the Japanese victims of the fire, which left more than 5,000 homeless.

The men of Det. 13 who helped fight the fire and opened the doors of their quarters to refugees, both military and Japanese, are: 2nd Lt. Robert D. Smith; Staff Sergeants Arthur W. Marquette and Robert F. Walker; Airmen First Class Paul R. Horne, Jerry A. Johnson, Arlis C. Kelly and Rusell A. St. Pierre; and A2C David W. Pate.

HELPING FIREMEN fight the downtown Misawa City, Japan, blaze were weathermen from Det. 2, 20th Weather Squadron, Misawa AB. The fire blazed for seven hours, destroying over 400 homes and business buildings, and leaving 5,000 homeless.

Honor Graduate

MSgt. George E. Connett, 6th Weather Squadron (Mobile), Tinker AFB, Okla., has been desgnated as a distinguished graduate of Class 66-4 of the MAC NCO Academy.

Sgt. Connett graduated in the top 10 per cent of the 125 non commissioned officers in the class.

World Met Day

President Lyndon B. Johnson commenting on World Meteorological Day, March 23, said:

"Today, we recognize the efforts of scientists and technicians everywhere — working as indivduals and working as a single scientific community—to improve our understanding and prediction of the weather.

"This day symbolizes for us—and for all mankind—a new dawn of hope for a better, safer, and more meaningful life."

7th Weather Wing Receives Top MAC Seat Belt Award

SCOTT AFB, Ill. — The 7th Weather Wing has achieved 100 per cent participation in the MAC Seat Belt Program and has been presented the MAC Seat Belt Award.

Only one other wing in AWS has achieved this goal: the 2d Weather Wing.

The award means that all personnel in the 7th Wing (two squadrons, 55 detachments) who own private vehicles have installed seat belts. There are approximately 1300 personnel assigned to the 7th Wing and about 1200 vehicles being operated.

Col. William S. Barney, AWS vice commander, expressed his congratulations to Col. Arthur W. Anderson, wing commander. Col. Barney called it, "A remarkable achievement."

AWS Announces New Commanders Awards Winners

Winners of the seven Air Weather Service Commanders Awards for 1965 were recently announced by Brig. Gen. Russell K. Pierce Jr., AWS commander. This marks the tenth year of presentation of the awards.

All winners receive walnut-and-silver plaques, designed 10 years ago by John D. Rugg, AWS deputy director of information and produced by the L. G. Balfour Co.

Personal resourcefulness in 1965 paid off for two AWS members who were nominated to receive individual Commanders Award.

Lt. Col. John T. McCabe of the 6th Weather Wing's 1210th Weather Squadron, Wash., D.C., earned the 1965 Zimmerman Award for applying climatology to a specific problem common to several defense agencies.

Maj. Robert W. Fett, also of the 1210th, received 1965's Merewether Award for researching meteorological-satellite data to identify characteristic features of developing tropical cyclones. Maj. Fett is now in Vietnam, serving with Det. 14, 30th Wea. Sq.

In the 10-year history of presentation, this is the first time that two weathermen from the same squadron have simultaneously garnered both individual Commanders Awards.

Zimmerman Award

The Zimmerman Award is named in honor of Brig. Gen. (then Colonel) Don Z. Zimmerman, 1942 Director of Weather, Army Air Forces, presently an executive of the Boeing Company.

The Award is presented to the AWS individual who demonstrated the best application of climatology during the year or who developed a device or technique which proved of greatest value in furthering the AWS climatology program.

Col. McCabe discovered that data on the frequencies of cloud-free lines-of-sight at any

(Continued on Page 6)

31st Wea. Sq. Airman Gets Heroism Medal

SIEGENBURG WEAPONS RANGE, Germany—A2C Arthur C. Smith III, Det. 2, OL-2 31st Weather Squadron, has been awarded the Airman's Medal for heroism.

While on duty as a weather observer at the gunnery range, he saw an F100F crash and burn on a low level pass over the range.

Airman Smith used his fluent knowledge of German to organize three civilian employees into a rescue and fire fighting team.

One German National drove the frie truck at a high rate of speed over unimproved roads while Airman Smith, atop the truck, shouted instructions to the three.

At the crash site, he attempted to move in close to the burning plane in an attempt to save the crew members. He was unable to do so due to the tremendous heat, exploding fuel cells, burning and exploding ammunition and numerous flying objects from secondard explosions.

Only when it was apparent that all humanitarian efforts to save lives were futile did Airman Smith withdraw to a place of safety.

He then assisted in containing the burning wreckage which threatened to spread rapidly to the surrounding area.

He was awarded the Airman's Medal because he voluntarily and beyond his assigned duties exposed himself to possible serious injury and death in his sincere attempt to rescue the crew members.

PRESENT AT THE COMMANDERS' CONFERENCE convened at Scott AFB, Ill., by Brig. Gen. Russell K. Pierce Jr., AWS commander, were (first row, left to right): Col. Carl H. Morales, 9th Weather Reconnaissance Wing; Col. Ralph G. Suggs, 3d Weather Wing; Gen. Pierce; Col. Clifford A. Spohn, 6th Wea. Wg.; and Col. Kenneth A. Linder, 5th Wea. Wg. Second row, same order: Col. George E. Rath, 2d Wea. Wg.; Col. Robert L. Sorey, 1st Wea. Wg.; Col. William H. Best Jr., 8th Weather Squadron, who will shortly assume command of the 7th Wea. Wg.; Col, Richard M. Gill, 4th Wea. Wg.; and Col. Arthur W. Anderson, 7th Wea. Wg. At the three-day conference, Gen. Pierce briefed the wing commanders on current operations and outlined a blueprint for the future.

AIR WEATHER SERVICE
OBSERVER

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U.S. Air Force — Aerospace Power for Peace

MAC MEMO

Following are excerpts from MAC News Service stories, condensed for reading by AWS personnel.

First SAC Arrivals Complete Training

Two of 20 former Strategic Air Command pilots now assigned to MAC's 85th Military Airlift Squadron, Travis AFB, Calif., have checked out in their new aircraft.

Maj. Alvin A. Gottsleben and Captain David A. Robey received ground simulator and transition training as C-124 Globemaster pilots. The pair completed training 71 days after reporting to the squadron.

The former KC-97 pilots are the first of more than 70 SAC officers scheduled for transition training at Travis. Other newcomers will check out in C-124s, C-133 Cargomasters and C-141 Starlifters.

Altogether, MAC will gain almost 600 pilots and navigators from SAC this year. The shifts are the result of deactivation of SAC B-47 and KC-97 units.

C-130 Crew Completes Mercy Flight

A MAC C-130 crew returning to Charleston AFB, S.C., from an airlift mission to Ascension Island in the South Atlantic made an unscheduled stop at Fortaleza, Brazil, to pick up a seriously burned Canadian missionary.

Capt. Darrell W. Jackson, aircraft commander, said he and his crew were at Recife, Brazil, en route to Charleston, when they were directed to Fortaleza, about 330 miles to the north. Captain Jackson was advised that the missionary, Harold Mead, had sustained third degree burns over 40 per cent of his body. Airlift was directed to Patrick AFB, Fla.

The 3,175-mile flight to Patrick was completed in less than 11 hours.

Rescue Pilot Awarded DFC

The Distinguished Flying Cross and Air Force Commendation Medal have been awarded to Capt. John E. Forsythe, Detachment 17, Western Aerospace Rescue and Recovery Center at Davis-Monthan AFB, Ariz.

Captain Forsythe earned the DFC for heroism while on a helicopter pick-up mission over North Vietnam. He stood in the doorway of the rescue craft and exchanged carbine fire with enemy snipers while a downed Air Force pilot was hoisted to safety.

First Navigators Complete Training

The Charleston AFB Navigation School has graduated its first C-141 Starlifter navigation class. The 10-day academic course was conducted by the Base Navigation School staff and consisted of complete indoctrination on C-141 navigation systems.

All 437th Military Airlift Wing navigators assigned to C-141s will receive this training.

First graduates of the school are Majors Joseph E. Flaherty and Charles R. Thompson; Captains Robert K. Kjellberg, John A. Gimenez, and Earl H. Sonnemaker and 1st Lt. Terry J. Wehrman.

Air Force Sets Guidelines On SEA Duty

WASHINGTON (AFNS)—The Air Force has provided guidelines for computing a combat tour in Southeast Asia.

The guidance covers aircrews flying in and out of the Republic of Vietnam while in a permanent change of station and temporary duty status and other personnel who have served in Southeast Asia since Nov. 1, 1961.

This is how the Air Force credits service under varying conditions toward the standard 12-month combat tour.

● **Aircrews on TDY flying combat missions only in the Republic of Vietnam (in-country) — Those who have served 12 months' total time in increments of 30 days or more since Nov. 1, 1961, are considered to have completed the combat tour.**

● Aircrews on TDY flying combat missions outside the Republic of Vietnam (out-of-country) — 100 missions constitute a combat tour. However, if the TDY is performed while assigned to another overseas area, the individual's original date of expected return from overseas (DEROS) cannot be adjusted on the basis of completing a SEA combat tour.

● **Aircrews on PCS flying out-of-country combat missions — The 100-mission requirement is reduced by the number of similar missions flown prior to the current PCS tour. For example, a man who had previously flown 25 such missions while on TDY would have to fly only 75 more to complete a combat tour.**

● Aircrews on PCS flying both in-country and out-of-country combat missions — The 12-month tour is reduced one month for each 20 out-of-country combat missions flown. Credit is also allowed for any out-of-country combat missions flown previous to the current PCS tour.

● **Personnel other than aircrews — Those who complete 12 months' TDY in increments of 30 days or more since Nov. 1, 1961, will be credited with completion of SEA tour. If TDY is performed while assigned to another overseas area, no adjustment of DEROS is authorized on the basis of completing the SEA tour.**

Time spent TDY in Southeast Asia in increments of 30 days or more by all personnel since Nov. 1, 1961, will be credited on a one-for-one basis.

Normally, no one will be sent to Southeast Asia on PCS unless their previously accrued credits will permit their serving at least one-half of the tour — six months or 50 out-of-country missions. However, this restriction does not preclude another TDY tour to complete the full 12 months or 100 out-of-country mission requirements.

Persons desiring to volunteer for additional service in Southeast Asia are not bound by any of the foregoing rules.

Command Line

Accentuate the Service

Past commanders of Air Weather Service have emphasized the "*Service*" in our organization's name. I, too, wish to underline the importance of the subject.

As most of us realize, weather forecasting is in many ways an inexact science. Our customers, however, are obliged to use our forecasts as if they were exact. Their actions are based upon the advice we give them. I have found—as I know you have—that we provide our most valuable assistance when we insure that *Service* is an integral part of the forecasts we provide.

My definition of *Service* is quite simple—be informed and keep the customer as currently informed as you are. This can be done in many ways.

● In the Local Terminal Met Watch Program, it means amending forecasts as soon as you realize an amendment is required, and telling the right people about the change.

● In the Clearance Briefing Programs, it means insuring that the pilot is as well informed as you are about the weather aspects of his particular flight.

● In Staff Meteorological Support Programs, it means anticipating the needs of units served, advising them of pertinent meteorological factors, and then following through on these actions to insure that the commander, operator or researcher is provided updated information.

I do not believe that any of these procedures is beyond our capabilities. In truth, the situation can be considered one in which customer interest and common courtesy are the prime factors. I realize that interest and courtesy cannot be legislated or directed; they must come from deep within each of us. They do have their compensations—the job itself becomes easier and the customer appreciates your support.

In summary, I suggest that each of you look at the *Service* you give from your customer's point of view. Your weather-support program should be able to stand up under this review. If not, changes in attitude and procedures are probably long overdue.

I strongly encourage each of you to make improved *Service* a major goal of your operation. The service I am concerned with includes weather support to all levels and in all areas, from "washday" forecasts to that given a major command.

RUSSELL K. PIERCE JR.
Brig Gen, USAF
Commander

Director of Information

SEA-Bound Weathermen Learn Guerilla Tactics From Vietnam Veterans

FT. EUSTIS, Va.—The Air Weather Service is taking advantage of the specialized guerrilla warfare techniques being taught to Army personnel at Camp Wallace, a training area of the Army Transportation Center, Ft. Eustis.

Since October, the Army Transportation School at Eustis has been using the area to prepare soldiers on orders to Vietnam for survival when faced with a hostile guerrilla opponent.

Located on the outskirts of historic Williamsburg, Camp Wallace has been made to resemble a jungle environment as much as possible in spite of different climatic conditions.

Twenty-nine members of the Air Weather Service are scheduled to go through the guerrilla warfare course. The farthest will come from McChord AFB in Washington state. Their ranks range from lieutenant colonel to airman third class. All will be departing for duty in Vietnam from April to July of this year.

According to MSgt. George R. Sabins, chief observer of the 16th Weather Squadron's Det. 13 at Felker Army Air Field, at Ft. Eustis, the idea for the airmen to take the Vietnam training originated in the Mind of *Col.* Leonard Gillespie, commander of the 16th Weather Squadron with headquarters at Ft. Monroe, Va.

As guest of the Transportation School, Colonel Gillespie had gone through the Wallace training course in January.

He found the training invaluable. Sergeant Sabins said, and recommended to Air Weather Service headquarters at Scott AFB, Ill., that all its men on orders for Vietnam take the Army training until an Air Force program is set up.

The specialized Southeast Asia training program is a two-day event. It's taught by staff members and instructors of the Transportation School — men who are best able to teach the men what to expect in Vietnam because they've been there.

A realistic jungle ambush which lasts two hours on the second day is the highlight of the 16-hour program.

On the first day, Monday, the men will be briefed at Ft. Eustis on jungle survival, sanitation, perimeter defense and sentry duties. Although not included on the program for Army personnel, a hand grenade demonstration has been added to acquaint the airmen with the device.

The briefings also includes such topics as relationships with Vietnamese civilians and legal rights. An Army captain who is a veteran of Vietnam will explain to the men the personal lessons he learned while there.

Classroom lessons will be put to the test on the second day when the men head for a skirmish at Camp Wallace with a mock aggressor force dressed in the black uniform of the Viet Cong.

The airmen will be equipped with the M-16 rifle, the Army's newest and most powerful personal weapon, along with 40 rounds of blank ammunition and blank suppressors.

The men will move into Camp Wallace in a truck convoy. Viet Cong psychological signs such as "The Draft Card Burners Are Back Home While You Are Fighting in The Jungle" and a dummy of an American soldier hanging in effigy are visible on the side of the road. The men will be told that the road and parts of the surrounding countryside are heavily mined.

The Viet Cong aggressor force will ambush the truck convoy from a dug-in position.

After a critique, outlining the things the students did wrong, they will then be marched into another pre-planned ambush site.

This battle takes place both up and down the rugged terrain and further combat realism is added to the situation by the use of real-looking wounds.

Approximately 80 men of all ranks from Army posts in the area take the course each week and ways are found to make it more effective each time.

The Air Force's 13th Detachment at Eustis, commanded by Capt. John R. Way, a Vietnam veteran, is supporting the training program for the visiting airmen.

All of the men in the 13th have already taken the Vietnam training program, although none are currently on orders for duty in that country.

The airmen will be quartered and fed at nearby Langley AFB, Va., Tactical Air Command headquarters.

MOCK AMBUSHES and battles add to the realism of the Southeast Asia training program given to weathermen at Camp Wallace, an activity of Ft. Eustis, Va., and the Army Transportation Center. Twenty-nine Air Weather Service members are scheduled to go through the guerilla warfare course. All have orders to report to Vietnam between April and July.

GUARDING A "VIET CONG GUERILLA" after a mock battle at Fort Eustis, Virginia's, Camp Wallace are A1C Robert J. Kostka (left), 24th Weather Squadron, Webb AFB, Tex., and MSgt. Arnold M. Schroeder, 16th Weather Squadron, Ft. Monroe, Va.

Weather Bureau, ESSA Plan Transfer to New Location in Maryland

WASHINGTON, D.C.—Plans have been finalized for the Weather Bureau and certain other ESSA (Environmental Science Services Administration) components to move to the Gramax Building in Silver Springs, Md.

The new building, rented on a five-year lease, is expected to be ready for complete occupancy not later than April 30.

Some offices may relocate during April, and transfer proceedings are hoped to be finished in May.

In addition to upgrading employees' working facilities, the move will consolidate in one location the activities of the Weather Bureau Central Office, with the exception of the Office of Hydrology, which remains at the MacArthur Boulevard site.

Those ESSA components to be relocated to the Gramax Building are: all Weather Bureau activities at the Washington Central Office, the Institute for Atmospheric Sciences and the ESSA Administrative Operations Support Services Section.

Also moving is the Weather Bureau's Library and ESSA's Environmental Data Service (EDS), the Equipment Development Laboratory, the Engineering Division, the Institute for Oceanography and the Coast and Geodetic Survey's Aeronauticial Charting and Cartography Division, and the Radio Facility Chart Branch.

The space vacated at Suitland, Md., by the transfer of the library and EDS will be used by the Weather Bureau's National Meteorological Center and Computation Division and by the National Environmental Satellite Center.

The space available at the Washington Science Center will provide additional ESSA headquarters facilities.

The Weather Bureau's Central Office building will be available for use by other government agencies.

Rescuemen Aid Islanders

ANDERSEN AFB, Guam (AFNS)—Air Force rescuemen here airdropped medical supplies and rations to islanders on three of the Marianas chain following Typhoon Carmen last month.

Flying over Agrihan, Alamagan and Pagan, two HC-54D Rescuemasters of the 79th Air Rescue Squadron dropped the supplies.

Drop efforts were hampered when children ran out to retrieve the parcels immediately after they struck the ground.

Drop zones were repeatedly changed to avoid hitting anyone as the aircraft made passes 50 feet above the ground.

Dependable Old DC-3 At Age 30, Remains Reliable Workhorse

SANTA MONICA, Cal.—The famed DC-3 is celebrating her 30th anniversary but the venerable workhorse still shows no signs of slowing up.

It was on Dec. 17, 1935, that the Douglas Aircraft Company's "Grand Old Lady" of commercial aviation made her first flight. She soared itno the sky from what was then Clover Field (now the Santa Monica Municipal Airport).

Few, if any, of the onlookers could perceive the significance of that historic flight to commercial aviation. It revolutionized the concept of transportation and eventually touched the lives of people throughout the world.

It was the whirring propellers of a DC-3 which 30 years ago launched commercial aviation on its swift upward climb.

Douglas turned out almost 11,000 of the durable airliners for air carriers and the military, who know the DC-3 as the C-47 or R4D. The aircraft was an immediate success with airline operators, pilots and passengers.

She was larger, faster and more luxurious than her predecessors. Airlines found her more economical to operate and safer. She was the first pasenger airplane equipped with an automatic pilot, heated cabin and soundproofing.

Coast-to-coast travel was reduced to 15 hours by the DC-3's cruising speed of 165 to 180 miles per hour, which, although far from supersonic, was an impressive pace in those days.

But it is in military service, beginning with World War II and including the Korean hostilities and even the current conflict in Vietnam, that the DC-3 has become virtually a legend.

Military pilots around the world have a number of affectionate names for her: the Gooney Bird, Dak, and most recently, Puff the Magic Dragon.

It was during World War II that she was called the Gooney Bird by Americans who knew her as a freighter, troop carrier, flying hospital, sometimes bomber and as the airplane that always got her crew safely back to base.

Symbolic of her contribution to the Allied effort during World War II were the 1,200 C47s, comprising a column 200 miles long, which ferried paratroopers and towed gliders during the Normandy invasion.

THE DC-3, KNOWN AS THE C-47 AND THE GOONEY BIRD, is celebrating her 30th anniversary. The Douglas Aircraft Company has turned out almost 11,000 DC-3s and all have proved dependable, reliable and venerable.

Latest chapter in the DC-3 story is her appearance in Vietnam as an aerial base for Air Force marksmen manning rapid-fire Vulcan 20mm guns.

Following World War II, thousands of C-47s were converted to passenger service. The ubiquitous DC-3 seemed to be wherever there was a runway large enough to handle her, even in the most remote corners of the globe.

During the decade ending in 1946, 93 per cent of all domestic airline passenger service was via the "Grand Old Lady." As late as 1960, 174 scheduled airlines in 70 nations operated the DC-3.

In the 30 years of her existence she has hauled nearly 1 billion passengers 10 billion miles.

Her reputation is strengthened by such durability as that of the North Central Airlines DC-3 (N21728) which has flown more hours than any other airplane in the history of aviation.

When retired from scheduled service last May and remodeled by the airline as a corporate aircraft, this DC-3 had flown 83,032 hours, equivalent to almost nine years of air time.

During this time she covered more than 12 million miles, burned nearly 8 million gallons of gasoline and wore out 25,000 spark plubs, 550 main gear tires and 68 pairs of engines. Still her air frame is about 90 per cent original.

She was produced by Douglas in 1939 for Eastern Air Lines which logged over 50,000 hours with her before North Central bought her.

The many other chapters of the DC-3 saga are almost as incredible. Examples are the incident in 1957 when a DC-3 carrying 23 passengers clipped a mountain peak during a storm, knocking 12 feet off its left wing, but still made a safe landing at Phoenix, Arizona.

Or the DC-3 which her pilot decided to ditch in the Pacific because she was so badly riddled with anti-aircraft fire. But when the transport bounced 50 feet after hitting the water, he changed his mind and landed her at a base.

Other DC-3s have survived lightning bolts, kamikaze planes and chronic overloading. One served as a roadhouse in South Africa for 12 years and then was reconditioned and returned to flight status.

The first 20 DC-3s sold for $110,000 each. In 1960, used DC-3s were selling for twice that sum, indicative of her utility and reliability.

Probably no airplane has ever been as beloved at the DC-3. Tough but tender, she is known as a pilot's and a pasenger's airplane.

The standards she set were high. And new aircraft will be hard pressed to even approach her record of achievement.

Air Force Adds Navy A-7

The Air Force plans to add a new aircraft to its inventory. The plane will be an Air Force version of the Navy's A-7 Corsair II.

No information has yet been released on how many aircraft will be purchased.

The Navy A-7 is a single place subsonic jet, carrier-based, light attack aircraft, used primarily for tactical strike, close support and interdiction type missions. It is built by Ling-Temco-Vought, Inc.

DOD Manpower Now2.8 Million

Defense Department manpower strength rose 43,851 in January to a total of 2,847,310. Most of the increase came from the Army which added nearly 37,000 men, giving it a total of 1,075,196.

Navy and Marine Corps strength rose a combined 10,139 while the Air Force dropped nearly 3,000 to a total of 831,759.

Detachment 40 Receives Top Safety Award

WRIGHT PATTERSON AFB, Ohio—Detachment 40, the 7th Weather Wing's Field Maintenance Shop, was awarded the Accident Prevention Achievement Award. The members of the unit logged 205,726 miles on their three government vehicles without a single reportable accident.

During the four-year period covered by the award, Det. 40 maintenance men traveled throughout a nine-state area in the Middle West, providing routine and emergency field maintenance support to over 30 weather units.

Their vehicle safety record included many miles driven in the northern sections of the country where long, cold and snowy winters are common.

AND SO IT IS TOLD

Reprinted from July, 1945, SNOJOB, 12th Weather Region.

ONCE UPON A TIME, in the ancient days, there lived a well-beloved King. He was very fond of hunting and so, once each year, he organized a great hunting trip out into the wildest parts of his domain. But the good King was deathly afraid of storms, and he never ventured forth when storms were likely.

In order to protect himself against being caught out in a storm, he kept a Chief Weather Prophet and a number of lesser Assistant Weather Prophets. It was their duty to foretell the storm periods, and thus preserve the King from exposure to storms.

According to custom the Weather Prophets determined a two-week period of calm and pleasant weather in the hunting season, and the King with his suite set forth on the annual hunt. The King was delighted with the look of it. He heaped new honors on his Chief Weather Prophet.

On the second day of the journey to the hunting grounds, the King's party encountered an old peasant with his donkey and his cart. Being kind and in good state of mind, the King spoke pleasantly to the old peasant.

The peasant said in return, "Sire, if an old man may remind Your Majesty of great dangers, I would humbly ask the King why he ventures forth into the wilderness when so great a storm will be raging within a few days?"

The King roared with laughter at the warning. He told the old peasant how his Chief Prophet and all the Assistants had consulted all the signs and auguries and agreed that the next fortnight would be delightful weather.

The old peasant merely shook his head sadly and went his way in silence.

As the peasant had warned, within a few days a great storm broke around the King and his party, lasting for days. The King was badly frightened and narrowly escaped injury. An angry King and his suite returned to the palace with all possible speed and dispatch.

Immediately the King banished the Chief Weather Prophet and all the lesser Assistants from the court. Then he sent messengers throughout the kingdom with instructions to find the old peasant and bring him to the palace.

When at last the old peasant was bowing humbly before his King, he was told to rise, for the King was appointing him to be Chief Weather Prophet, with great honors and emoluments.

But the old peasant refused, saying, "Sire, I am no weather prophet. I am but an ignorant and humble peasant, and I cannot foretell the weather."

"How, then," asked the King in surprise, "did it happen that you predicted the Great Storm?"

"Sire," the peasant replied, "it was not I who predicted that storm, but my donkey."

"Your donkey?" the King echoed. "Well, in that case, I'll make the donkey my Chief Weather Prophet." And in due course the King did so.

And so, ever since, every jackass in the country wants to be a weather forecaster.

THE LAST WB-47E ASSIGNED TO THE 56TH WRS prepares to land at Hickam AFB, Hawaii. The aircraft is piloted by Maj. Charles L. Moss. Capt. Dana K. Kelly is co-pilot and Lt. Col. Oliver M. Walcott is navigator. During the 27 months the WB-47Es were assigned to the 56th, they flew over 600 reconnaissance missions and logged about 3900 flying hours. They will now fly weather missions for the 57th WRS.

Barksdale Center Provides Support For SAC Exercises

By 1st Lt. GERALD C. O'NEILL

BARKSDALE AFB, La.—The klaxon sounds its inimitable, ear-piercing blast at a SAC Air Force Base, home of a B-52 wing. It is the signal for the beginning of an ORIT (Operational Readiness Inspection Test).

Within two to three minutes, the intercom buzzer (another teeth-jarring sound) breaks into the routine of the Barksdale Forecast Center(BFC).

The senior Second Air Force controller advises that an ORIT has been announced for a 2AF bomb wing; or, in the case of a sharp ring of the phone, that one has been called for an Eighth or Fifteenth Air Force bomb wing.

The BFC is engaged in some phase of centralized weather support for the ORITs approximately two days out of three. In some instances, one mission overlaps another.

Since July 12, 1965, BFC has been assigned the responsibility for the forecasts of the low-level Oil Burner Express Route used for all SAC ORITs and Bar None missions.

A Bar None parallels an ORIT in many respects. Weather support is identical.

What is an ORIT? What is the nature of the weather support?

A SAC ORIT, the most demanding peacetime task given to a wing commander, is a notice evaluation of his wing's combat readiness. It is conducted by the SAC Inspector General or by the inspector general of a SAC numbered Air Force.

The weatherman is primarily concerned with the flying portion of the mission.

This includes a low-level route which requires precision flying and navigation. It consists of primary and alternate entry points, the descent portion, a low-level entry point, the bomb run corridor, the target and the low-level exit point.

The precision required of the crews is matched by the demand for accurate weather forecasts.

Primarily, the BFC addresses itself to the lowest 10,000 feet along the low-level portion of the route — from the low-level entry point to exit. Hazards are of major concern, not only to the crews, but to the forecasters as well.

Such hazards include turbulence, thunderstorms, icing and freezing precipitation.

For each, the low-level forecasts must specify, as applicable, the type, intensity, location, coverage, vertical extent and segments of the route affected. The size of hail expected with thunderstorms is also provided.

In addition to the low-level portion, a typical ORIT includes an air refueling track and a navigational leg.

The mission is often close to 12 hours long, with the flying phase beginning as early as 24 hours after the initial notification.

For 2AF ORITs, BFC is responsible for the entire mission forecast.

For 8th and 15th Air Force ORITs, BFC becomes an important link in the forecast and coordination chain, working directly with the forecast centers at Westover AFB, Mass., or March AFB, Calif., on the all-important low-level route.

Notification from the 2AF Controller sets off a chain of complicated, yet well-planned, actions for each weather agency involved. They key word is COORDINATION.

During the first five hours of a 2AF ORIT, the BFC must ascertain the contents of the initial Battle Staff Briefing from the detachments supporting SAC units involved.

It must also determine what weather problems, if any, were briefed, and resolve all differences while establishing a final coordination time.

This information is passed to Global Weather Central, Offutt AFB, Nebraska.

Dependent upon known or suspected hazards or critical weather conditions in the air refueling track, BFC determines the need for a weather scout and any changes in its preplanned route.

All weather units involved in the mission are advised and the unit providing the weather scout is notified.

Just before the launch of the weather scout, the weather officer flying the mission is thoroughly briefed. This coordination includes a brief summary of weather conditions anticipated in the refueling area.

"A" hour for the ORIT is the time the mission is announced. All subsequent action is time-phased on this "A" hour—with all activity pointing toward the hour of actual aircraft launch, or "E" hour.

"E" hour is also a "no-notice" but must be performed within a specified period of time from "A" hour.

An almost unbelievable beehive of activity is triggered when the "A" hour is announced.

At the SAC base undergoing the ORIT, the crews race to their planes, the bomb wing commander assembles his Battle Staff and the wing weather officer moves fast — he must present a mission weather briefing 45 minutes after "A" hour.

The weather detachment commander, of course, implements his plan for ORIT support.

At the BFC an ORIT log is initiated and a preliminary outlook briefing is given to the 2AF DO within the first hour.

The chief forecaster, Capt. Searle D. Swisher, or his alternate, Capt. Edward D. Heath, automatically begins a 12-hour shift.

It is his task to follow the mission to its completion, to coordinate all phases of the ORIT, prepare briefing slides and supervise the mission Met-Watch.

Any change in the forecasts must be coordinated with him. He, in turn, must have the approval of Global Weather Central. He also must keep the 2AF senior controller advised of all aspects of the weather along the ORIT route.

In the case of a 2AF ORIT, BFC completes initial coordination with the weather detachments involved at the bomber and tanker bases and with GWC within five fours after "A" hour.

For each ORIT, BFC has a KC-135 at its disposal for weather scouting.

At A+14 hours, BFC determines the scout launch time, the area to be scouted and the period of surveillance.

As part of the 2AF's indoctrination program for weather officers, each scout mission has a weather officer aboard. He plays a vital role in ascertaining weather conditions in the refueling area.

Usually, the forecaster at BFC talks directly with the weather officer aboard the KC-135.

With the approach of the launch vulnerability time, interest and tension mount at both GWC and BFC.

BFC has by now coordinated with Kansas City (KSWC CFF) to check on possible severe weather areas and with the wing weather officer at each base involved in the ORIT and with GWC.

At A+22, the crews and bomb wing staff are given briefings identical to those being conducted at SAC and 2AF. The 2AF commander can, at this time, ask for a delay because of weather. CINCSAC may or may not concur.

The confusion and overall impact of an uncoordinated forecast at any level of SAC command should be apparent. It is not allowed to happen.

After the A+22 flurry of intense activity, there is a noticeable air of expectant tension that one can literally feel. When with "E" hour be called? Are the forecasts holding up?

All available data is checked before it is turned from the machine. Constant checks are made by phone. Contact is established with the weather officer on the scout.

When the weather is margin-

(Continued on Page 7)

AFTER EVERY SAC ORIT (Operational Readiness Inspection Test), Capt. Searle D. Swisher, chief forecaster at the Barksdale Forecast Center, La., briefs the 2d Air Force commander. Here, he checks slides made of the weather during the ORIT. The forecast center is concerned with the flying portion of the mission and briefs crews on the weather at the low-level route, the bomb run corridor, the target and the exit point.

Seat Belts? You Betcha They Work!

LANGLEY AFB, Va. — One Saturday afternoon last month, TSgt. Lloyd W. Tisher Jr., Hq. 5th Weather Wing, was traveling east from Fort Wayne, Ind., on a divided super highway.

Suddenly a car in the opposite lane went out of control, jumped the divider, veered sharply, spun and skidded backward at high speed into Sergeant Tisher's car.

Both cars were totally destroyed. Yet, each driver got out of what was left of their cars and walked away.

This could have been a fatal accident. It wasn't. The police attributed their being alive to the use of seat belts. The only injuries were slight bruises which needed little or no medical attention.

Marine Sentry Dogs

LACKLAND AFB, Tex. — The first group of Marine sentry dog teams has been graduated from the eight-week training course conducted by the Air Force Sentry Dog School here.

Lackland is the sole agency for procurement of German shepherd dogs to meet U.S. military sentry and scout dog requirements.

Officials urge anyone wishing to sell or donate German shepherds to the armed forces to write the Air Force Animal Procurement Office here.

Bien Hoa Weathermen Aid Combat Aircrews

BIEN HOA AB, Vietnam—Those who talk about the weather seldom do so as knowingly as four officers and 12 airmen here. Assigned to the 30th Weather Squadron, commanded by Capt. Edward M. Linn, the airmen are specialists on combat weather forecasting.

"We give between 25 and 30 weather briefings every day," says Linn. "Our customers include Air Force pilots, Army field forces, and Vietnamese military units.

"We deal mostly with the area around III Corps (Saigon central plains), but our preflight, combat weather briefings encompass all of South Vietnam. For transport pilots flying to Manila, Bangkok, or Okinawa, we include the over-water weather patterns."

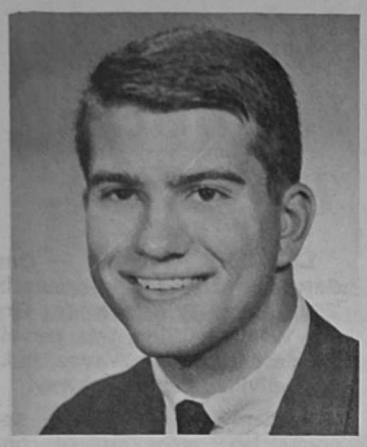
Forecasting the weather in Vietnam is no easy task, the captain said.

"But we're fortunate to have a staff of highly qualified meteorologists," noted Linn, "and our equipment is improving daily. By spring, a sophisticated temperature and humidity measuring device should be in operation, as well as a rotating beam ceilometer to measure cloud heights. Also, a telautograph system will soon speed weather information to flying squadrons on base.

"The most notable addition to our weather station, however, will be a radar unit, which should be operational by May."

"Even with radar and some of the best weathermen in the business," Linn said in summing up his operation, "there are going to be busted forecasts. Remember, we're merely scientists, not rainmakers or miracle workers."

All unsigned artwork that appears in the Observer is drawn by Marshall Peterson of the Hq. AWS Graphics section.



Mike Gulinson

$8,000 Scholarship Awarded by S.M.U. To Mike Gulinson

SCOTT AFB, Ill. — Michael Gulinson, a senior at Belleville Township High School, has been awarded an $8,000 scholarship to attend Southern Methodist University for four years.

He is the son of Lt. Col. and Mrs. Joseph Gulinson. Col. Gulinson is assigned to Hq. AWS, Deputy Chief of Staff/Plans, Intergovernmental and International Division.

The scholarship is given by the university's School of Business Administration.

Michael is a Merit Foundation finalist, co-editor of the Hy-News student newspaper and a member of the National Honor Society. He plans to major in business and law.

NCO Academy Grad Returns To Vietnam

HOLLOMAN AFB, N. Mex.— MSgt. Donald K. Fry, Det. 24, 6th Wea. Wg., recently completed the leadership course at the MAC NCO Academy at Orlando AFB, Fla.

Soon after his graduation, Sergeant Fry was given his reassignment orders to Vietnam by Capt. David L. Donley, detachment commander.

Sergeant Fry is one of four Vietnam volunteer airmen at Det. 24, out of a total of 16 airmen assigned. So far, three of the four volunteers have received their assignments.

Clark Aids Fire Victims

CLARK AB, P.I.—Project Iloilo was organized on Clark AB only hours after the flames of Iloilo City had subsided.

The 17-hour holocaust left 15 blocks of the city a charred ruins and over 20,000 persons homeless.

The Clark project netted clothing, canned goods and small household goods to relieve the sufferings of homeless residents of the city.

Commanders Awards

(Continued from Page 1)

altitude and for any look angle by geographic location and season were urgently needed for the design and employment of optical and infrared sensing devices.

He conceived and developed a new technique for describing the expected vertical distribution of clouds in any layer from standard surface-observed cloud data.

Col. McCabe finally established a relationship between sunshine and cloud distribution as a function of sun angle to derive the required climatic frequencies of cloud-free lines-of-sight.

His work is regarded by climatologists as a breakthrough in the technical development of a solution to an unusually difficult problem, and as an outstanding contribution to applied military climatology.

Merewether Award

The Merewether Award, named in honor of Col. Arthur F. Merewether, Chief, Weather Section, Army Air Forces, from 1941 to 1942, goes annually to the AWS individual who made the most significant technical contribution to military meteorology. Col. Merewether is now weather service manager for American Airlines.

Maj. Fett conducted research to identify features of developing tropical cyclones. He first matched photographed cloud patterns with tropospheric synoptic data.

Then, using meteorological-satellite data, he established more clearly the complex interrelationship between surface and upper-air features of tropical storms.

Results of Maj. Fett's endeavors materially improved the understanding of storm development over a geographical area of particular concern to the United States Air Force. As such, he made a significant contribution to the practice of military meteorology.

Senter Award

The Senter Award, presented to the weather reconnaissance unit or units which continuously demonstrated an ability to surpass established norms in the area of mission accomplishment and operational readiness, has been won by the 53d Weather Reconnaisance Squadron, Hunter AFB, Ga., better known as the USAF Hurricane Hunters. The 53d is commanded by Col. Eugene C. Wernette.

The award honors Lt. Gen. (then Maj. Gen.) William O. Senter, AWS commander from 1950 to 1954, presently Director of Petroleum Logistics Policy, Office of Secretary of Defense.

The 53d WRS earned the award for accomplishing 1,240 missions totaling 8,910 accident-free flying hours during 1965. Personnel of the 53d were cited for performing their hurricane-hunting duties in an outstanding manner and demonstrating the high degree of professional airmanship necessary to perform the numerous operations during the year.

Yates Award

The Yates Award, honoring the outstanding Weather Reconnaissance aircrew in 1965, goes to Aircrew 7 of the 53d WRS, Hunter AFB, Ga.

The award is named for Lt. Gen. Donald N. Yates, 1945-1950 AWS commander, who retired from active duty in 1961 and is now vice president for planning Raytheon Company, Lexington, Mass.

Aircrew 7, comprised of Captains Morris C. Garrison Jr. and Carl E. Donahue and 1st Lt. Robert R. Bilik, earned the award for outstanding performance in accomplishing weather-reconnaissance missions in the Pacific Ocean area.

The crew accomplished a series of 21 tactical missions with no aborts or late takeoffs while deployed to a Western Pacific operating location.

Bassett Award

The Bassett Award, named in honor of Maj. Gen. Harold H. Bassett, former AWS commander who retired from active Air Force Service in 1959, honors the AWS rawinsonde section compiling the year's most outstanding record of upper air observations.

Earning the 1965 Bassett Award was Operating Location 1, Det. 4, 21st Wea. Sq., Iraklion Air Station, Crete, commanded by Maj. Sam H. Davis.

OL 1 was cited for having operated effectively in spite of adverse conditions such as drenching rain and high winds, mud, inadequate power supply, inexperienced personnel and destruction of its inflation shelter.

Even under such conditions, over 90 per cent of the obligated rawinsonde observations were completed (732 of them) and an average RAOB height of 94,100 feet was maintained.

Williams Award

Named in honor of Col. Randolph P. Williams, who organized AWS in 1937, the Williams Award goes to the outstanding detachment which performs as a "weather station" with a weather observing and/or briefing function.

Det. 28, 26th Wea. Sq., Wurtsmith AFB, Mich., commanded by Lt. Col. Bernard DeWitt, has been named to receive the award. It was cited for performing its mission in an exemplary manner even though generally undermanned.

The detachment's high level of performance was commended by the commander of the 40th Air Division (SAC). In addition, the AWS Inspector General rated the unit outstanding in all areas, one of the few such ratings ever given.

The outstanding way in which this unit solved its problems and provided meteorological support to base units under occasional severe manpower limitations is considered by Hq. AWS Operations unparalleled in AWS history.

Moorman Award

Newest of the Commanders Award, the Moorman Award is presented to the outstanding detachment which performs a centralized analysis and/or forecast function on a functional or geographical basis for other AWS units.

The award is named in honor of Lt. Gen. (then Maj. Gen.) Thomas S. Moorman, commander of AWS from 1954 to 1958. Gen. Moorman is presently the Superintendent of the United States Air Force Academy.

Det. 40, 28th Wea. Sq., High Wycombe Air Station, England, commanded by Col. Jacob P. Accola, is the 1965 award winner. This unit demonstrated exceptional professionalism in discharging its mission.

Runners-up

Merewether Award runners-up were Lt. Col. Albert E. Ehrlich, Det. 40, 28th Weather Squadron, High Wycombe ASN, England; Lt. Col. Edwin E. Brown, 3d Weather Wing, Offutt AFB, Neb.; Maj. William R. Johnson, Det. 2, 11th Wea. Sq., Eielson AFB, Alaska; and Capt. Douglas R. Greene, 1210th Wea. Sq., Wash., D.C.

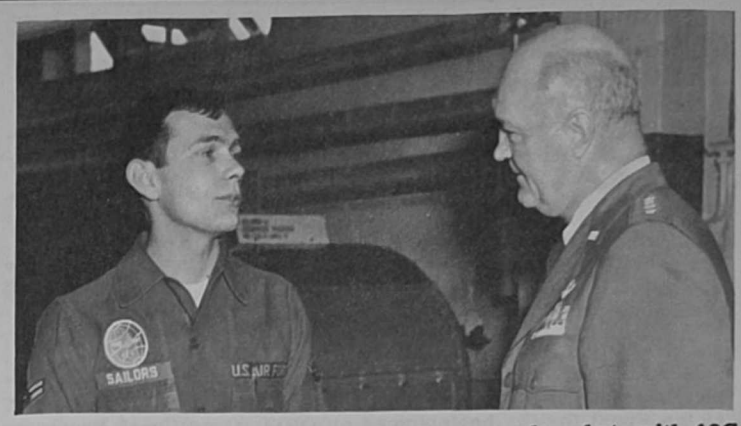
Runners-up for the Zimmerman Award were Maj. Milton H. Sipple Jr., 9th Wea. Sq., March AFB, Calif.; Capt. Jesse A. Burleson, Det. 14, 30th Wea. Sq., Saigon-Cholon, Vietnam; GS-13 Roderick S. Quiroz, 1210th Wea. Sq., Wash., D.C.; and MSgt. Archie D. Carpentier, 2d Wea. Wg., Wiesbaden AB, Germany.

Williams Award runners-up were Det. 5, 1st Wea. Wg., Clark AFB, P.I.; Det. 19, 31st Wea. Sq., Aviano AB, Italy; Det. 33, 25th Wea. Sq., McConnell AFB, Kansas; Det. 10, 6th Wea. Wg., Eglin AFB, Fla.; and Det. 6, 15th Wea. Sq., Griffiss AFB, N.Y.

Runners-up for the Moorman Award were Det. 1, 20th Wea. Sq., Fuchu AS, Japan, and Det. 19, 19th Wea. Sq., March AFB, Calif.

Senter Award runners-up were 54th Weather Reconnaissance Squadron, Andersen AFB, Guam; 55th WRS, McClellen AFB, Calif.; 56th WRS, Yokota AB, Japan; 57th WRS, Hickam AFB, Hawaii; and 58th WRS, Kirtland AFB, N.M.

Runners-up for the Yates Award were the same as for the Senter Award.



GEN. HOWELL M. ESTES JR., MAC commander, chats with A2C Gerald D. Sailors, a weather equipment repairman at Det. 51, 2d Weather Wing, Weisbaden AB, Germany. This was but one stop for the general who conducted a four-day administrative staff visit of MAC installations in Germany.

New Supergrade Stripes For 34 Senior Sergeants In Air Weather Service

SCOTT AFB, Ill.—Thirty-four members of Air Weather Service will soon wear new chevrons of senior and chief master sergeant. Three NCOs received promotions to E-9 and 31 to E-8.

Receiving supergrade promotions to E-9 were two members of the 7th Weather Wing: Ferdinando Naso and Harry C. Simms; and Ray G. Switzer of the 2d Weather Wing.

Promoted to E-8 from the 1st Weather Wing were: Richard C. Ferguson, James R. Gorton, Thomas M. McElmurry, and Walter C. Martin.

New E-8s in the 2d Wea. Wg. are: Russell O. Brunn, August A. Hanson Jr., Donald B. Hyde, Richard H. Langill, Charles B. Wilson and Will E. Cosby.

Selected for promotion in the 3d Wea. Wg. are: Myles M. Mitchell, Howard M. Bock, William C. Henry, Shepard M. Humstun, Carlton B. Minion, Billy L. Farmer and Earl J. Dinsmore Jr.

Also promoted were: William L. Larson, 4th Wea. Wg.; John T. Thornberry, 5th Wea. Wg.; Lee R. Hall Jr., 6th Wea. Wg.; Paul L. Lemar, William N. McNeill, Gilbert Roth and Robert A. Rowe, 7th Wea. Wg.

In the 9th Weather Reconnaissance Wing, those promoted were: Everett P. Simpson, Vincent G. Condello, Earl W. Holland, James B. Ham, William E. Hawk and Raymond M. Pauly.

I. J. Daupenspeck, Hq. AWS, was also promoted to E-8.

F-111A Tests Continue

CARSWELL AFB, Tex. — An Air Force variable-wing F-111A flew faster than sound 2,000 feet above the Gulf of Mexico in tests designed to evaluate the aircraft's performance at sea level.

Later on-the-deck supersonic flights of the F-111A will be conducted from Edwards AFB, Calif., to evaluate the aircraft's systems, including terrain-following radar.

ON THE *skew-T*

Highlights of Air Weather Service personnel at work and play.

AWS Global Report

Andrews AFB, Wash. D.C.

A2C John J. Humma Jr., 6th Weather Wing, has been selected Andrews Airman of the Month. He is a weather editor at the Suitland, Md., Weather Relay Center.

Brig. Gen. John S. Chandler, base commander, presented Airman Humma with a plaque, a $50 cash award from the Central Base Fund, a $25 cash award from the Officers' Wives' Club, a base theater pass for a month, a paid weekend at the Interstate Inn Motel, an automobile from the Hertz Rent A Car for a weekend and 13 other gift certificates.

Sewart AFB, Tenn.

Four members of **Det. 16, 3d Weather Squadron,** have been named to the Dean's List for their scholastic standings in off duty college studies.

They are: **SSgt. Jack D. Dubose, A1C Murray L. Swanson, A1C Ernest W. Kintz and A1C Dale L. Marks.**

Keesler AFB, Miss.

A1C David D. Kimmer, Det 22, 24th Weather Squadron, is the first first-term airman to reenlist while assigned to Det. 22. The detachment has been in existence since May 1962.

Airman Kimmer said he enjoys his work as a weather equipment repairman and was attracted by the variable reenlistment bonus.

Bitburgh AB, Germany

A2C Richard H. Mills, Det. 1, 31st Weather Squadron, has been named the squadron's Airman of the Quarter. He was selected over entries from the squadron's 17 detachments in USAFE.

Col. Walter J. Couser Jr., base commander, and Capt. John Seeley, chief forecaster, presented Airman Mills the outstanding airman certificate at special ceremonies.

Sembach AB, Germany

TSgt. Raymond R. Stark is beginning his third reenlistment, this one for six years.

Throughout his career, Sgt. Stark has been concerned with aircrew and operational flying briefings. Currently, he teaches Instrument School and supervises the entire training program at Sembach.

Sgt. Stark took the oath of reenlistment from **1st Lt. Ronald J. Kraus,** senior forecaster.

Vance AFB, Okla.

MSgt. Buddy Wilson, Det. 15, 24th Weather Squadron, has received the Distinguished Graduate Award from the MAC NCO Academy at Orlando AFB, Fla.

Sgt. Wilson was among the top ten per cent of the 125 students who completed the five-week course.

He received the award from **Maj. Elton Julian,** detachment commander.

Commendation Medals

U.S. Air Force Commendation medals for the time periods listed have been recently awarded or approved for the following AWS personnel.

Lt. Col. Leroy P. Brunner, Air Force Special Weapons Center, from Oct. 14, 1965 to Oct. 31, 1965.

Lt. Col. Clarence P. Talbot, Hq. AWS, from July 16, 1963 to March 15, 1966.

Maj. Robert W. Moesker (First Oak Leaf Cluster), 12th Weather Squadron, from Dec. 1, 1964 to March 15, 1966.

Maj. Bill G. Langley, Hq. AWS, from March 29, 1963 to March 11, 1966.

Maj. George K. Pickett, 3d Weather Wing, from Aug. 24 1963 to Oct. 8 ,1965.

Maj. Millard F. Page, 7th Weather Wing, from Sept. 15 1963 to Feb. 28, 1966.

Maj. William R. Johnson, 11th Weather Squadron, from June 23, 1963 to Dec. 18, 1965.

CWO Freeman R. Smith, 3d Weather Wing, from April 25, 1962 to Jan. 2, 1966.

CWO Henry P. Griffith, 3d Weather Wing, from July 20, 1964 to March 24, 1966.

SMSgt. Everett L. Masterman Jr., 195th ANG Weather Flight, from Aug. 31, 1963 to Aug. 24, 1965.

MSgt. John Raupp, 7th Weather Wing, from March 1, 1962 to March 1, 1966.

..MSgt. Jim J. Hagans, 26th Weather Squadron, from July 10, 1962 to Oct. 1, 1965.

MSgt. Calvin C. Stewart, 5th Weather Wing, from July 22, 1964 to Jan. 12, 1966.

MSgt. Clair O. Van Winkle, 55th WRS, from Jan. 27, 1965 to Feb. 15, 1966.

TSgt. Edward G. Hodan, 9th WRW, from April 22, 1963 to March 15, 1966.

TSgt. Isaiah Woods, 58th WRS, from Oct. 4, 1962 to Dec. 31, 1965.

TSgt. Robert E. Hackler, 6th Weather Squadron (Mobile), from Aug. 9, 1965 to Nov. 6, 1965.

TSgt. Dennis H. Van Houdt, 21st Weather Squadron, from Feb. 21, 1963, to Oct. 4, 1965.

TSgt. Warren B. Quinby, 53d WRS, from Aug. 22, 1961, to Dec. 4, 1965.

SSgt. Larry M. Means, 3d Weather Wing, from Nov. 1, 1964, to Nov 1, 1965.

SSgt. James D. Starr, 3d Weather Wing, from July 1 1965 to Nov. 1, 1965.

A1C Ralph W. Keil Jr., 30th Weather Squadron, from July 1, 1965, to Oct. 4, 1965.

SCOUTING'S SILVER BEAVER AWARD is given to Lt. Col. Edwin E. Carmell (left), chief of Chanute AFB's Department of Weather Training, by Ben Milbrandt Sr., Northern District chairman of the Arrowhead Council. This is the first time that the award, the highest for an adult worker of the council, has been won by a military man at Chanute.

Support of SAC Exercises

(Continued from Page 5)

al, fingers are crossed and even in the air-conditioned room, perspiration is wiped off foreheads.

Actively engaged in this activity and participating in the final forecasts and briefings are the staff weather officer for SAC, Col. Ralph G. Suggs, and his counterpart at 2AF, Col. Lawrence D. Connolly. In this business, being half safe is not good enough.

The coordinated teamwork by BFC takes place under the watchful eye of Lt. Col. William J. Landsperger, detachment commander. He participates in the final coordination and frequently presents the execution weather briefing.

And now it is "E" hour. The birds launch!

The forecaster at BFC notifies the primary and secondary pilot-to-forecaster stations (PFSV) along the ORIT route and gives them the times the aircraft will be through the low-level run. The close Met-Watch continues.

Meanwhile, behind the scene, perhaps masked by the many phone calls, considerable activity has been taking place.

Beginning with the "A" hour notification, all pertinent pilot reports (PIREP) were plotted, three hourly sectional local area surface charts were also plotted and analyzed, radar report bulletins were plotted coincidentally with the surface charts and CPS-9 and APQ-13 radar stations were contacted for scope readings.

In maintaining a close Met-Watch, the BFC forecasters contact ARTC centers to check on possible severe weather conditions and carefully check the ORIT weather scout reports.

Forecast altimeter settings and D-Values for the Express Route are checked.

Approximately six to eight hours after the "E" hour launch, while all weather units involved are maintaining watch on the weather, residents along the Express Route are startled, perhaps awakened, by the sudden road of successive waves of SAC planes hurtling along the low-level route.

As one after the other of the B-52s or B-58s make initial penetration of the Express Route, the aircraft commander calls on the PFSV for the latest weather information and provides another PIREP to be relayed to BFC.

Thus the "field" detachments play their important roles in support of the ORIT.

The importance of the weather support for SAC ORITs cannot be over-emphasized. The accuracy of the forecasts reflects upon the success of missions.

This success is scored by an RBS Express Train, which carries sensitive radar and electronic instruments and is stationed strategically along the low-level route.

Combat-ready SAC crews "bomb" their targets with modern-day electronics. Experts aboard the train attempt to confuse the bomber's navigational and radar bombing devices.

These efforts are countered by the electronics warfare officer aboard the aircraft. The "battle" temporarily ceases to allow for scoring of the "bomb drop" when the bomber is on target.

Finally, late in the second day, the last bomber lands. Crews are debriefed by wing weather officers and the results passed to BFC.

The ORIT log at BFC has grown into a small volume. The wing has passed and weather—"as briefed."

"We got by this one, how about a cup of coffee?"

Everyone can relax . . . but wait. What is that sound? Who is on the intercom?

Not again! It's the 2AF controller, announcing the "A" hour of another SAC ORIT!

Career Corner

This is the eighth in a series of articles to appear monthly in the Observer. Its purpose is to keep AWS personnel informed of items pertinent to their Air Force careers.

Reserve of the Air Force Promotions (ROPA) — Officers. Presently, there are two ways that a Reserve officer may receive a permanent promotion:

a. By USAF Selection Board —During specific time phases, during a Reserve officer's career, he is automatically considered by a selection board for permanent promotion to captain, major, lieutenant colonel, and colonel.

If selected, he is promoted on special orders published by the CBPO which services his unit. Orders are issued by Headquarters USAF for those officers promoted to colonel.

b. By application — Reserve officers on active duty serving in a temporary grade higher than their permanent grade may, upon application, receive a permanent promotion equal to their temporary grade.

To make application, the officer must be serving in a higher temporary grade and have the promotion service specified in chapter 63, AFM 35-3. Effective date of promotion is the date of application.

When receiving a temporary promotion which is higher than the permanent grade held, Reserve officers should contact their CBPO to determine which method he would receive the earliest Reserve of the Air Force promotion.

Supergrade Vacancies Announced

SCOTT AFB, Ill.—The following is a list of U.S. bases that will possibly have supergrade vacancies in Jan. 1967 through March 1967.

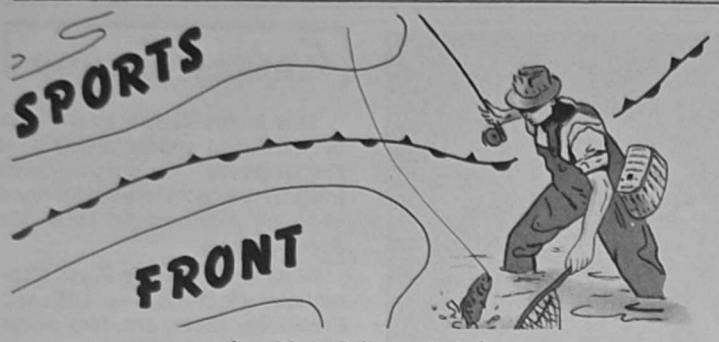
Offutt AFB, Neb.; Westover AFB, Mass.; March AFB, Calif.; Truax Fld., Wis.; Shaw AFB, S.C.; Ft. Monroe, Va.; Eglin AFB, Fla.; Wash, D.C.; Scott AFB, Ill.; Kansas City, Mo.; Robins AFB, Ga.; Wright-Patterson AFB, Ohio; Amarillo AFB, Tex.; and Tinker AFB, Okla.

C-123 Modified

WRIGHT - PATTERSON AFB, Ohio—A two-year program for installing auxiliary jet engines on 120 piston-powered Fairchild C-123B Providers has been announced by Air Force Logistics Command.

Modification also includes a modulated anti-skid brake system—which includes new wheels and brakes—and a new stall warning system.

Delivery of the first modified aircraft is expected in November.



by SSgt. Milton J. Lehart

PLAY BALL.! That long awaited cry by everybody's friend, the umpire, will usher in another season of our national pastime. For some it will be baseball, others softball or perhaps other numerous variations of bat versus ball. Here's hoping our weather units bag a few victories and that they keep us posted on their progress and accomplishments.

FEARLESS FORECAST

Comfortable in the knowledge that the weekly magazine, Sports Illustrated, has the poorest prediction percentage around, this expert (ex— a has-been: spurt— a drip of water) will make a guess as to the outcome of the National and American Leagues for 1966.

This won't be our first or last "busted" sports forecast but even a weatherman can't be wrong all the time.

In the National League the San Francisco Giants are the choice. Good balance, depth, managing, plus Willie Mays should add up to the pennant. Giving up Frank Robinson will cost Cincinatti their crack at the flag but are still good enough for second. Pittsburgh, with lots of youth and pitching looms as the dark horse.

Even with Sandy and Drysdale the Dodgers don't figure to repeat—no one has in the N. L. since 57-58. They will fight it out with the Phillies, who have 4 or 5 blue chip players and the Milanta Braves who own the most awesome sticks in baseball, but sadly lack pitching.

The St. Louis Cardinals with many new faces, Chicago's Cubs with a new "old" one in Leo Durocher along with the improved Mets and Astros will comprise the tough but losing second-division.

In the American League it is no longer automatic to pick the Yankees. True the Yankees have fallen because of injuries and age but the league shows a big improvement in overall strength and balance. Minnesota looks good enough to repeat. Any team that can beat Koufax and Drysdale back-to-back has to be impressive. Besides many of their key players were injured or had off seasons in 1965.

On paper the Chisox don't impress but they put it together on the ball field and should nose out the musclemen of Baltimore for second. Cleveland's pitching makes them a definite dark horse; Sam McDowell could be another Koufax and he has help. Detroit will be dangerous and interesting and along with the crippled New Yorkers play .500 ball.

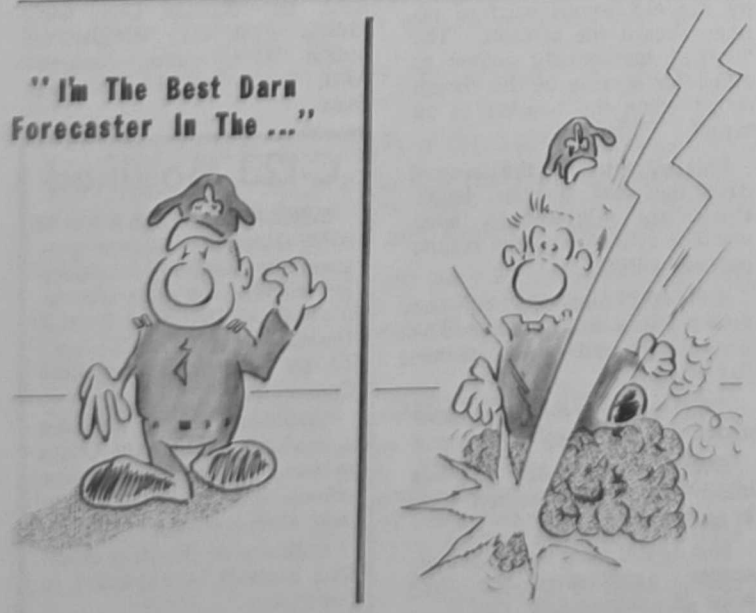
The tough to beat at home Angels of California will have to fight off Al Dark's inspired KC A's for sixth place. Toss the coin between Boston and Washington for the bottom rung.

Around AWS

Out California way Det. 7 of 24th Weather Squadron has an observer, A2C Nickey M. Underwood, who would rather fight than switch. The Paragould, Ark., pugilist won the middle-weight boxing championship in the recent Mather-Lowry AFB boxing tourney.

Upon completion of the 1965-66 season of the Larson AFB Intra-Mural bowling league, 1st Lt. Vann Gibbs, Det. 18, 9th Wea. Sq. was awarded the trophy for "Most Improved Bowler." The forecaster pin blaster increased his average by 16 pins from his 21st to his 78th game.

Fifteen airmen assigned to Det. 24, 6th Weather Wing who have completed their M-16 rifle training have qualified well above the Holloman AFB average. Thirteen qualified as experts while the remaining two made sharpshooter. These scores were obtained on the first firing and even more remarkable seven of the men had never before handled this weapon.



Commanders Awards Presented for 10th Year; Past Winners Recalled

SCOTT AFB, Ill.—With the exception of the Moorman Award, this marks the tenth year of presentation of the AWS Commanders Awards. The following is a list of past winners.

Williams Award

1956 — Det. 14, 9th Weather Squadron, Dyess AFB, Tex.; 1957 — Det. 11, 4th Weather Group, Patrick AFB, Fla.; 1958 — Det. 24, 4th Weather Group, White Sands Missile Range, N.M.; 1959 — Det. 18, 10th Weather Group, 1st Weather Wing, Yokota AB, Japan; 1960 — Det. 2, 8th Weather Squadron, 3d Weather Wing, Homestead AFB, Fla.; 1961 — Det. 4, 35th Weather Squadron, 4th Weather Wing, McChord AFB, Wash.; 1962 — Det. 19, 9th Weather Squadron, March AFB, Calif.; 1963 — Det. 14, 21st Weather Squadron, 2d Weather Wing, Moron AB, Spain; 1964 — Det. 2, 4th Weather Group, Andrews AFB, Md.

Bassett Award

1956 — Det. 1, 15th Weather Squadron, Clark AB, P.I.; 1957 — Det. 4, 15th Weather Squadron, Kadena AB, Okinawa; 1958 — Det. 4, 15th Weather Squadron, Kadena AB, Okinawa; 1959 — Det. 21, 4th Weather Group, Edwards AFB, Calif; 1960 — Det. 17, 21st Weather Squadron, 2d Weather Wing, Zaragoza AB, Spain; 1961 — Det. 5, 1st Weather Wing, Clark AB, P.I.; 1962 — Flight C, 6th Weather Squadron (Mobile), Johnson Island, Pacific; 1963 — Det. 17, 21st Weather Squadron, 2d Weather Wing, Zaragoza AB, Spain; 1964 — Det. 17, 21st Weather Squadron, Zaragoza AB, Spain.

Senter Award

1956 — 57th WRS, Hickam AFB, Hawaii; 1957 — 53d WRS, Burtonwood RAF Station, England; 1958 — 55th WRS, McClellan AFB, Calif.; 1959 — 55th WRS, McClellan AFB, Calif.; 1960 — Det. 3, 55th WRS, Kindley AFB, Bermuda; 1961 — 55th WRS, McClellan AFB, Calif.; 1962 — 55th WRS, McClellan AFB, Calif.; 1963 — 53d WRS, Hunter AFB, Ga.; 1964 — 56th WRS, Yokota AB, Japan.

Yates Award

1956 — Aircrew 10, 55th WRS, McClelland AFB, Calif.; 1957 — Aircrew 3, 57th WRS, Hickam AFB, Hawaii; 1958 — Aircrew 5, 53d WRS, Burtonwood RAF Station, England; 1959 — Aircrew B-1, 54th WRS, Andersen AFB, Guam; 1960 — Aircrew M-10, 55th WRS, McClellan AFB, Calif.; 1961 — Aircrew B-10, 55th WRS, McAFB, Bermuda; 1962 — Aircrew 5, 55th WRS, McClellan AFB, Calif.; 1963 — Aircrew 2, 53d WRS, Hunter AFB, Ga.; 1964 — Aircrew 7, 54th WRS, Andersen AFB, Guam.

Moorman Award

1963 — Terminal Forecast Facility, Det. 42, 8th Weather Group, Kansas City, Mo.; 1964 — Langley Forecast Center, Det. 2, 2d Weather Group, Langley AFB, Va.

Merewether Award

1956 — Maj. Harold A. Bedient, Det. 28, 9th Weather Group, Suitland, Md.; 1957 — Lt. Col. Ronald C. Lame, Det. 5, 21st Weather Squadron, Sidi Slimane, Morocco; 1958 — Lt. Col. Gene E. Drubeck, 3d Weather Wing, Offutt AFB, Neb.; 1959 — Capt. Orville H. Daniel, Det. 11, 4th Weather Group, Patrick AFB, Fla.; 1960 — Capt. Guenther E. Luckenbach, 8th Weather Group, Randolph AFB, Tex., and TSgt. John C. Kocher, Det. 29, 8th Weather Group, Kelly AFB, Tex. (jointly); 1961 — Lt. Col. Francis W. Munray and Capt. Hugh M. O'Neil, 3d Weather Wing, Offutt AFB, Neb. (jointly); 1962 — Maj. Gordon D. Smith, 1st Weather Wing, Fuchu AS, Japan; 1963 — MSgt. Myles M. Mitchell, Det. 10, 4th Weather Group, Eglin AFB, Fla.; 1964 — Lt. Col. Roland Rogers, 3rd Weather Wing, Offutt AFB, Neb.

Zimmerman Award

1956 — CWO Whitmal W. Hill Jr., 1st Weather Wing, Fuchu AS, Japan; 1957 — MSgt. James L. Rosenberry, 3d Weather Group, Colorado Springs, Colo.; 1958 — Maj. Russell G. McGrew, 3d Weather Wing, Offutt AFB, Neb.; 1959 — No award made; 1960 — Maj. Clarence E. Everson, 4th Weather Wing, Colorado Springs, Colo.; 1961 — Mr. Milo J. Andre, USAF Climatic Center, Suitland, Md.; 1962 — Capt. Richard E. Cale, Det. 10, 4th Weather Group, Eglin AFB, Fla.; 1963 — Capt. Joseph K. Lambert and 1st Lt. John A. Dutton, 1210th Weather Squadron, Washington, D.C. (jointly); 1964 — TSgt. Warren L. Hatch, 8th Weather Group, Scott AFB.

TUSLOG Artists Cop Top Spots In Base Contest

Whether it comes to forecasting, observing, or art, members of TUSLOG (U.S. Logistics Group in Turkey) Det. 154 have talent.

During the recent base Arts and Crafts contest, A2C Ronald E. Simmons garnered three first place and one second place awards.

He won first place in the printing, ceramics, and oil painting categories, and second in drawing.

TSgt. Lawrence F. Hearn, a forecaster, captured first place in leather work. His winning entry was a bull fight scene.

Airman Simmons and Sgt. Hearn received $5.00 gift certificates from the European Exchange Service.

Tire Wear

HILL AFB, Utah—Like the average car owner, the Air Force must spend money to buy new tires. Only the outlay is a little larger.

A Strategic Air Command B-52, for example, uses eight 38-ply tires. They are 56 inches in diameter and 16 inches wide.

To meet the problem a B-52 tire retreading program is under study by the Air Force Logistics Command.

If adapted, the program will save the Air Force $2.5 million annually.

Two Forecasters Attend Classes At U. of Miami

CORAL GABLES, Fla.—Two AWS forecasters are among twenty weathermen from across the nation who have returned to the classroom at the University of Miami.

Capt. Jack N. Reed, Det. 1, 3d Weather Wing, Offutt AFB, Neb., and 1st Lt. Robert D. McConnell, Det. 26, 26th Weather Squadron, Bunker Hill AFB, Ind., are participating in a four-week radar meteorology course.

It is taught by Homer W. Hiser, head of the Radar Meteorology Laboratory, an arm of the UM's Institute of Marine Science.

The current group is the 23d to enroll in the course since its inception in 1959 and brings to 460 the number of professional weathermen who have participated.

The program is sponsored and financed by the U.S. Weather Bureau.

While on the UM campus, the group will study the theory and application of weather radar, dealing with the WSR-57 as well as other types.

The application portion of the course concerns interpretation of precipation patterns which appear on weather radar scopes and their use in forecasting severe weather and other phenomena.

In addition to classroom work and 'live' use of the Radar Lab facilities atop the Merrick Building, the students will visit the Miami Weather Bureau office, in the UM Computing Center, at which a modified WSR-57 has recently been installed.