

Weather Component of USAF's Military Airlift Command

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New Powerful Radars Assist SEA Forecasters

HANSCOM FIELD, Mass.—Powerful, long-range weather radars will soon be providing U.S. Air Force forecasters in Southeast Asia with an instant look at the skies almost 15 miles high and more than two hundred miles away, the Air Force Systems Command announced recently.

Scheduled to be operational this fall, the storm detection radars will give U.S. Air Force Weather Service personnel a semi-objective radar technique to predict the amount of rainfall in a given area.

Developed for the U.S. Weather Bureau by The Raytheon Company specifically for weather detection and analysis, the storm detecting equipment will keep an electronic, round-the-clock track on the Indo-China Peninsula where the 80 inch annual rainfall is among the world's heaviest in an area that has recorded almost a foot of rain in a single day during the monsoon season.

The Air Force revealed that the radars will be located at selected locations in Southeast Asia. The three radars will be positioned to form a triangle for maximum coverage of meteorological phenomena.

Advance knowledge of rainfall or other weather phenomenon through the use of modern radar and electronic readout equipment will create an advantage for military commanders in decision making situations.

The radar uses a 12-foot diameter parabolic reflector antenna enclosed in a fiberglass radome. The system shows a composite picture of the weather over a 200,000 square mile area—equal in size to the entire North-eastern United States as far south as Virginia. It pinpoints and tracks storms up to 250 miles away, distinguishes hail and rain, and indicates the intensity of each in any storm development.

Readout displays are cathode ray tube type. The large tube on the console reveals weather phenomenon and two smaller displays give the range and height, and the calibration and adjustment of the set.

Prime contractor is The Raytheon Company of Lexington, Mass.

The Electronic Systems Division's 433L System Program Office, headed by Lt. Col. Robert L. Houghten, was given the responsibility for expeditious procurement and installation of the radars under a high Air Force priority. Maj. Myron K. Cox of System 433L is the project officer.



FIRST WEATHER RADAR SET to be installed in South Vietnam is checked out at Tan Son Nhut AB by the commander of Det. 2, 30th Weather Squadron, Lt. Col. James H. Gillard and weather observer TSgt. Charles J. Hoffman. The new CPS-9 radar set is a long-range precision, storm-detection system that provides accurate three-dimensional information for tracking and plotting rain and storm clouds within a 250-mile radius. The set's radar antenna rotates atop a 70-foot tower.

Vietnam Weatherman Continues Family Ties With U. S. First Cavalry

AN KHE, Vietnam—Detachment 24 of the 1st Weather Wing's 30th Weather Squadron at An Khe, Vietnam weatherwatchers for the Army's 1st Cavalry Division (Airmobile)—boasts of a weather observer who is the third generation of his family to serve with the 1st Cavalry in combat. He is A1C Kermit O. Matthews.

Recon Wing Hosts Third Lieutenants

SCOTT AFB, Ill.—Eight Air Force "third lieutenants" will get their first look at Air Weather Service operations during two 21-day periods in June and July with units of the 9th Weather Reconnaissance Wing.

Second classmen (juniors) at the U. S. Air Force Academy, the "third lieutenants" will serve an "active duty" stint at four AWS bases. Object of the summer project is to acquaint cadets with some of the duties performed by junior officers—the capacity in which they will begin their careers upon graduation.

Assigned to McClellan AFB, Calif., are Steve B. Borah and John M. Dorter; to Kirtland AFB, N.M., Daniel J. Barker and Alan W. Burchett; to Hickam AFB, Hawaii, Michael R. Butler and Russell C. Walker; and to Ramey AFB, Puerto Rico, Rockne J. Buraglio and Kenneth P. Zagzebski.

While serving at bases, the cadets rank between chief master sergeant and warrant officer and are addressed as "Mister."

His grandfather, Lent E. Matthews Sr., was assigned to a Cavalry unit which served in Mexico during 1918. The unit, which also served in France, was later combined with other Cavalry units to form the 1st Cavalry Division in 1921.

Airman Matthews' father, Lent E. Matthews Jr., served with the 1st Cavalry in the Pacific theater during World War II (1944-1946).

During early 1965, Airman Matthews was assigned to Det. 10 of the 5th Weather Wing's 16th Weather Squadron at Ft. Benning, Ga., home base for the Army's 11th Air Assault Division (AAD).

On July 1, 1965, the 11th AAD was redesignated as the 1st Cavalry Division and was ordered to Vietnam. But they weren't denied the company of Airman Matthews, who was also ordered to Vietnam. And he practically knew beforehand to which unit he would be assigned because of his forefathers' past affiliation with the Cavalry.

Though not a member of the Cavalry himself, Matthews does serve with the helicopter-equipped unit as he accompanies 1st Cavalry elements into forward areas as a member of Det. 24's first three-man combat weather team to be deployed into a combat area with the 1st Cavalry.

Weather Station Serves Coldest Spot on Earth

The U.S. has established a new Antarctic station at what is believed to be the coldest spot on earth, where the temperature may fall to 130 degrees F. or more below zero.

This was disclosed recently by Douglas Elyers, a geophysicist with the Environmental Science Services Administration (ESSA) U.S. Department of Commerce.

Elvers said the lowest temperature will be recorded during the forthcoming Antarctic winter, probably around July 4. The coldest previously recorded in Antarctica by the U.S. was

minus 113 degrees F. on July 21, 1965 at Amundsen-Scott South Pole Station.

The geophysicist, who is employed by ESSA's Coast and Geodetic Survey, recently returned from the Antarctic where he was a member of an 11-man traverse party.

The party traveled through previously unexplored territory on a route which took it from the Pole of Inaccessibility to Plateau Station, the new camp where Elvers participated in the establishment of a geomagnetic facility.

Plateau Station is approximately 600 miles northeast of the South Pole. It was erected by the Navy on one of the Antarctic's highest plateaus. Elvers disclosed that although it is still only fall at the station, the temperature there has already dropped below minus 100 degrees F., according to a report received from the station.

At a news conference, at which he told of his experiences during his three-month stay in the South Polar Regions, the 31-year-old Fredericksburg, Va., resident said the traverse party narrowly escaped disaster while crossing the unexplored area.

(Continued on Page 5)



THE 1966 WILLIAMS AWARD is presented by Brig. Gen. Russell K. Pierce Jr., AWS commander, to Lt. Col. Bernard H. DeWitt, commander of Det. 28, 26th Weather Squadron, Wurtsmith AFB, Mich. Attending the ceremony are (from left)

Col. Lawrence D. Connolly, 2d Air Force staff weather officer and 26th Wea. Sq. commander; Col. Ralph G. Suggs, 3rd Weather Wing commander; General Pierce; Colonel DeWitt; and Col. Pat H. Earhart, 379th Bomb Wing vice commander.

Hawaii Chosen As R&R Site

Hawaii has been chosen as a rest and recreation site on an experimental basis for military personnel serving in Vietnam.

The program is designed to provide a few days respite for U.S. fighting forces on duty in Vietnam. Each man is authorized a five-day rest period out of country during his year of duty in Vietnam.



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BRIG. GEN. RUSSELL K. PIERCE, JR.
Commander, Air Weather Service

MR. JOHN D. RUGG, Director of Information

1st LT. STEPHEN H. CORNELL, Editor

A3C EARLE E. ST. AMAND, Assistant Editor

Pellet Pistols Used in Small Arms Training

WASHINGTON (AFNS)—Pellet guns are going to become standard equipment to supplement small arms marksmanship training programs at most Air Force bases.

A revised edition of the General Military Training manual, soon to be published, will require pellet guns and related equipment be procured at all but combat bases. In combat areas, major commands will have the option of using pellet guns as part of their weapons training program.

Air Force Logistics Command is now involved in central procurement of authorized Air Force pellet gun training equipment. Delivery is expected this year.

Besides making a huge savings on ammunition and weapons cost, pellet guns will provide firing facilities at remote locations and during inclement weather, and stimulate interest in small arms shooting.

Pellet guns use low cost ammunition fired by carbon dioxide (CO₂) gas. Guns authorized for the Air Force training program are a revolver, semi-automatic pistol, and single-shot rifle. Other equipment includes pellet traps, targets, and a projector and stop device which uses motion pictures in special cartridges.

Air Force training officials emphasize the pellet gun training program will never be a substitute for qualification with the actual weapon. However, they view it as a valuable adjunct to the standard program.

Advanced weapon training for security personnel is one benefit of the pellet gun program. Using film to project moving targets onto a paper screen offers a type of training never available before except in highly specialized FBI and police training facilities.

Pellet gun training ranges may be installed in almost any indoor area where there is a total floor space of 25 feet by 10 feet. Powder fumes, excessive noise and ricochet problems are eliminated. Fired pellets are trapped.

Retired Mechanics Recalled to Relieve Critical Manning

WASHINGTON (AFNS)—The Air Force will voluntarily recall a number of retired weapons mechanics to help relieve a critical manning situation in the 462XO field.

The Air Force said it plans to offer a two-year tour of active duty to E-5, E-6 and E-7 weapons mechanics who retired during fiscal years 1964, 1965 or 1966.

The exact number of men to be recalled is not firm yet. However, officials explained that Air Force needs some 200 more weapons mechanics than will be graduated soon from training programs. Some of these experienced men needed will be brought back into the Air Force through the prior service recruitment program and others by recalling retirees.



Command Line

Creative Leadership

If asked to define creative leadership, one might find many meanings. The creative leader looks at present challenges and tries to find a better way, a new approach.

He dares to think of new horizons and to change things from what they are, to things as they should be. He looks beyond what is simply required to that which ought to be done.

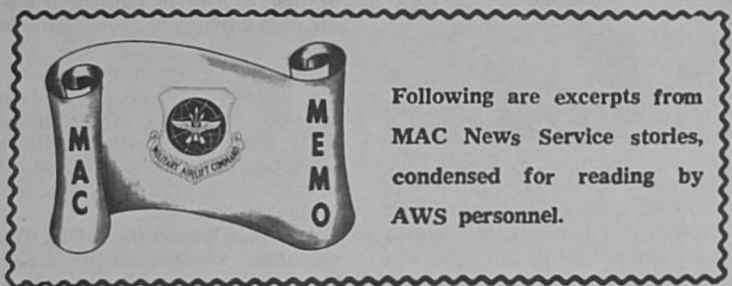
He is imaginative and resourceful. He sees broad perspectives, so what is significant is immediately recognized and that which is unimportant is quickly subordinated. His is a spirit which encourages the fullest development of the potential in each person and permits free expression of personality.

The creative leader knows that the accomplishments of the past are small in comparison with the possibilities of the future.

The Air Force furnishes many opportunities for creative leadership. Every Air Weather Service unit, no matter its size or location, presents a broad area of possibilities for the dynamic leader, whether commissioned or enlisted. It is a situation tailor-made for one who looks beyond the obvious and understands that the foundation of discipline is of moral and spiritual fiber.

WILLIAM S. BARNEY
Colonel, USAF
Vice Commander

U.S. Air Force — Aerospace Power for Peace



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

Washateria Pride of Cam Ranh Bay

To wash clothes in Cam Ranh Bay, Vietnam, MACmen used to need an old ammunition case—or a Vietnamese woman who would scrub the laundry on a concrete floor.

That's the way it was until Chief Petty Officer James Shriver spent a few days here.

A flight mechanic with MAC's Squadron VR-7 at Moffett Field, Calif., the Chief told his tale to a reporter from the Santa Clara Journal. Results? The enterprising Navy man soon had 30 wringer washers lined up for men at the Vietnam post, all donated by Journal readers.

MAC's Cam Ranh Bay "washateria" now runs 24 hours a day and the several washers on hand are guarded at least as well as the British crown jewels. The remaining washers are to be airlifted to Cam Ranh Bay as space is available.

Military Stand-by Fares Explained

Air Force is attempting to boost understanding by its personnel of military stand-by fares offered by commercial airlines.

In a message to all transportation and personnel officers, Air Force stressed that stand-by fares offered military travelers on leave are "purely space available."

Passengers with military stand-by tickets are boarded only after all passengers with reservations and paying full fare are accommodated. Stand-by passengers can be bumped from the plane at any time so that the airlines can accommodate passengers paying full fares.

Air Force transportation officials suggest that military men buying stand-by, reduced-fare tickets have enough money to buy a full-fare ticket or to use another form of transport, or have plenty of time in case they are bumped.

C-141 Starlifters Based at Charleston

Another milestone in MAC's conversion to an all jet airlift force was passed recently when an aircrew of Charleston AFB's 76th Military Airlift Squadron flew the unit's first C-141 mission.

The 76th, formerly equipped with C-130 Hercules aircraft, is the second 437th Military Airlift Wing unit to receive the big transport.

So far the wing has received 17 Starlifters. By 1968, a force of 48 C-141s will be operating from the Charleston base.

Quick Stop Method Sets Record

Maintenance and fleet service personnel of the 604th Military Airlift Support Squadron, Clark AB, Philippines, serviced a C-141 in the shortest time recorded since MAC instituted its Quick Stop procedures.

It took only 32 minutes to change crews, place 90,528 lbs. of fuel aboard the huge aircraft, perform hydraulic brake maintenance and complete fleet servicing.

Inspector General

COL
JAMES J. BURKHART
INSPECTOR GENERAL
HEADQUARTERS
AIR WEATHER SERVICE
SCOTT AFB, ILL.

BORN IN SENECA, MISSOURI.
ATTENDED SENECA HIGH SCHOOL.

MAJORED IN PHYSICS AT DRURY COLLEGE, SPRINGFIELD, MO.

DISTINGUISHED GRADUATE FROM THE AIR WAR COLLEGE, MAXWELL AFB, ALA.

23 YR. VETERAN,
19 IN AIR WEATHER SERVICE.

ENTERED THE MILITARY IN 1943.
COMMISSIONED ONE YEAR LATER THROUGH AVIATION CADET PROGRAM.
WEARS THE AIR MEDAL WITH ONE OAK LEAF CLUSTER.

FLEW 20 COMBAT MISSIONS IN B-25s IN THE SOUTHWEST PACIFIC THEATER DURING WORLD WAR II.

HOBBIES INCLUDE FISHING, WOODWORKING AND OIL PAINTING.

MARRIED TO FORMER LAURA GAY QUIGG OF SENECA, MO. (THREE BOYS.)

THOMAS M. BOLKOVAC
fig. AWS/CP

Weathermen Support Tactical Air Missions At Important SEA Base

by A2C Henry G. Jackson
Hq. 1st Weather Wing

DA NANG AB, Vietnam—On a coastal strip enclosed by the Bay of Da Nang to the north and the South China Sea to the east is a strategic air base, Da Nang. Located approximately 100 miles southeast of the 17th parallel, it is undoubtedly one of the most important and active U.S. bases in South Vietnam today.

Da Nang is occupied by varied U.S. and Vietnamese military units equipped with aircraft ranging from tactical bombers to helicopters. The aircraft and missions of these organizations vary but they are all fighting for the same cause, and they all rely on the support of Detachment 9, 30th Weather Squadron, a unit of Air Weather Service's 1st Weather Wing.

Basically an Air Force unit, Det. 9 has 13 Marine and 5 Vietnamese Air Force personnel attached, in addition to the 19 Air Force personnel. Commanded by Maj. Glen Lingenfelter, the three contingents work hand-in-hand to support allied forces operating from and through Da Nang.

Since the activation of the Pacific Air Forces' 6252nd Tactical Fighter Wing several months ago, the work load of these AWS technicians has steadily increased.

The wing, which is Det. 9's prime supported unit, engages in various tactical combat missions over Vietnam using the workhorse of tactical air units, the North American F-100 "Supersabre."

Det. 9 provides 24-hour forecasting and briefing services at the 6252nd's command post. The wing's Supersabre pilots are dependent on the tri-service weather unit for accurate and timely route and mission area forecasts. Weather observers watch Da Nang area weather to insure the safe recovery of aircraft returning from missions.

There are also tactical bomber units flying the Martin B-57 "Canberra"; fighter-bomber units equipped with the supersonic McDonnell F-4C "Phantom"; an Air Force helicopter rescue unit; and Marine units with varied aircraft for direct support of ground

"Typos" Provide Editors' Nightmares

The typographic error is a slippery thing and sly. You can hunt till you are dizzy, but it somehow will get by. Till the forms are off the presses, it is strange how still it keeps; it shrinks down in a corner and it never stirs or peeps, the typographic error, too small for human eyes, till the ink is on the paper, when it grows to mountain size. The boss he stares with horror, then he grabs his hair and groans; the copy reader drops his head upon his hands and moans—the remainder of the issue may be clean as clean can be, but that typographic error is the only thing you see.

troop operations. Det. 9 is a vital pillar to the mission accomplishment of these Da Nang-based units.

The different types of aircraft at Da Nang require as many different types of forecasts. The AWS meteorologists have familiarized themselves with the operational methods of each type of aircraft at this base, enabling them to specialize their forecasts to fit each supported unit's needs.

The weather unit also provides support to the I Corp, the northernmost of South Vietnam's four military subdivisions, and the I Corp Air Support Operations Center at Da Nang.

Flights to and from Da Nang continually increase with the buildup of U.S. forces in the area. One of Det. 9's essential functions is to provide flight clearances for the upsurging number of departing flights.

An AWS pilot-to-forecaster facility is maintained to enable pilots to transmit first-hand in-flight weather information to the Da Nang weather station. Also, the unit has a system for trans-



mitting timely severe weather warnings to the Da Nang area. Through a cooperative arrangement, Det. 9 also services rawinsonde equipment of the Vietnamese Department of Meteorology from which it receives two upper-air samplings per day. Det. 9's weather station maintains communications equipment capable of sending and receiving weather information. Facsimile equipment is planned for the near future.

As long as the war continues, the support effectiveness of Det. 9 will continue to improve with the introduction of more modern weather instrumentation.

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NEW RJ-4 FACSIMILE equipment is examined by Lt. Col. Milton J. Svoboda, commander of Detachment 4, 35th Weather Squadron, McChord AFB, Wash. An improvement over the RJ-3, the new equipment produces no dust or odor and the life of the stylus is estimated to be one year. The finished charts produced by the new equipment are exceptionally clear and lend themselves to any type of reproduction.

Poet Applauds Work of AWS

TURNER AFB, Ga.—The following poem was contributed by its author, TSgt. George W. Arthur, Detachment 8, 8th Weather Squadron.

From lonely isles of coral
Surrounded by the sea,
To isles of ice in bitter cold
Where winds blow wild and free

There serve with pride and fortitude
No matter where or when,
A unique breed who fill a need
Known simply as weathermen.

They work in shifts around the clock
To pinpoint nature's acts,
Through analysis of her elements
And the gathering of her facts.

They work from dawn to setting sun,
They work the same in reverse.
They work in weather beautiful,
They work in weather adverse.

They risk their lives in stormy skies,
Keeping pace with destructive storms,
Reporting every move they make
And the size of their awesome forms.

The tasks performed by weathermen
Is enough to try men's souls,
Yet they're cheerful, kind and courteous
As they strive to reach their goals.

It's said that no one's perfect;
To this I say, "Amen."
But it seems this applies to everyone—
Except the weathermen.

58 Transportable Sites Aid Military Operations At Temporary Airfields

ANDREWS AFB, Md.—Fifty-eight transportable weather observation and forecasting stations for support of Air Force and Army tactical air operations will be shipped by the Air Force Systems Command's Electronic Systems Division (ESD), to Air Force installations in the U.S., Europe and the Pacific.

Designed for Air Weather Service use at temporary airfields, such as those being built in Southeast Asia, the weather vans are completely self-supporting. These mobile units can be transported by cargo aircraft, set into position by helicopter or towed on their own dollies by truck.

Twelve feet long, seven feet high and seven feet wide, the watertight vans are constructed of double layers of aluminum alloy sheets sandwiching foamed plastic insulation cores. A retractable plastic observation dome provides a view of the airfield in all directions.

The vans have completely independent environment control systems. A gasoline generator powers heating and air conditioning units that cope with outside temperatures ranging from 125 degrees above zero to 65 degrees below zero.

Prime contractor for the 58 vans is the Hamilton-Standard Division of United Aircraft Corp., Windsor Locks, Conn., which will install Air Force-supplied equipment in each unit.

In addition to a self-contained internal power supply for emergency standby use, the van is equipped with: a night visibility measuring set, a cloud height detection set, a wind speed measuring set, a temperature and dew point measuring set, rainfall measuring gauge, barometer, communications gear, spare parts and additional equipment

as required for tactical operations.

ESD's 433 L Weather Observing and Forecasting System, headed by Lt. Col. Robert L. Houghton, conducts a continuous program of providing new weather equipment and forecast techniques to AWS.

Test Your Child's Vision

The Prevention of Blindness Society is offering a free vision testing kit to parents of 4- and 5-year old children.

With this simple pamphlet a mother can find out whether her youngster can see as well as the average, or if he needs a complete medical eye examination.

If treatment is needed, it should be started well before school age, since early treatment gives the best results.

For a free copy of the pamphlet, "Check Your Child's Eyes," drop a postcard to Prevention of Blindness Society, 917 - 15th Street, NW., Washington, D.C.

Maintenance Teams Give Swift Service To Recon Aircraft

by 1st Lt. Martin Soth
55th Weather Reconnaissance Squadron

McClelland AFB, Calif.—“Workload Control, this is Blue Bird with a work order.”

Blue Bird? Since when is the Air Force assigning birds to maintenance? So one could wonder, unless he was assigned to the 55th Weather Reconnaissance Squadron.

Few people would think that the addition of a bird to maintenance would improve the delay rate and pre-departure problems of the WB-47 and WC-135 aircraft that fly daily from McClelland to provide weather information for the U.S. Weather Bureau, Service Commands, and other agencies.

But since June of last year, Blue Bird has been the key to successful maintenance and launch operations at the 55th WRS.

Blue Bird is the name for the radio call-sign Launch Control vehicle whose driver, the Launch Crew Shift Chief, supervises five three-man teams and keeps Workload Control informed of the pre-flight progress of all departures from the 55th.

Lt. Col. Arnold F. Sprecker, staff maintenance officer, instituted the launch team concept to lower an increasing aircraft departure delay route.

Blue Bird was an immediate success. Between June and December 1965, the WB-47 departure reliability rate rose from 92 per cent to 98.3 per cent, and the WB-135 rate, from 83.3 per cent to 100 per cent.

Blue Bird is a unique concept, taking advantage of team effort. The members of the team specialize in performing pre-flight checks and aircraft pre-departure preparations.

By receiving the aircraft in an “in commission” status, the team does no heavy unscheduled maintenance. The Blue Bird launch team simply provides the extra “polish” for a successful aircraft departure.

This “polish” adds to each aircrew member’s confidence in

aircraft maintenance and maintenance personnel.

Under the direct supervision of his team chief, a launch crew member performs a pre-flight inspection on his assigned aircraft utilizing the current inspection work cards.

He corrects any malfunctions discovered during the inspection related to his specialty and reports other discrepancies to the Launch Crew Shift Chief, who is in direct radio contact with Workload Control.

The launch crew team member assists the flight crew in the performance of the walk-around pre-flight and up-load of the aircraft. He helps in the engine start and marshals the aircraft off the parking ramp. He then stands by until the aircraft is airborne.

In the event of a ground abort, the launch crew team member insures that whatever maintenance is necessary to restore the aircraft to an “Operationally Ready” status is performed immediately.

The launch crew team member’s tour of duty is determined by the flying schedule. He begins his pre-flight inspection five hours prior to the scheduled “block time” and is released by his Shift Chief only after the aircraft is actually airborne.

The success of Blue Bird guarantees that it will continue to nest at the 55th WRS area for a long time.



A BLUE BIRD maintenance Launch Team goes through last-minute preparations before this WC-135 is airborne for a weather reconnaissance mission. Members of the team, stationed at Mc-

Clelland AFB, Calif., are (left to right): A1C Donald Webber, MSgt. Joseph A. Miller, A1C James Hanshaw and A2C Edward Dodzian.

HC-130Hs to Provide In-Flight Recoveries Of Atmospheric Packages

MARIETTA, Ga.—HC-130H Hercules of the Aerospace Rescue and Recovery Service (ARRS) soon will go into service as air-to-air retrievers of atmospheric testing packages parachuted from the stratosphere by the Air Weather Service.

Like an aerial bird dog, the Hercules goes for these ‘chute-borne “cans” and recovers them in mid-air with special new equipment.

A \$21.2 million contract for modification of the HC-130H Hercules aircraft and manufacture of retrieval gear has been awarded to Lockheed by the Air Force Systems Command’s Aeronautical Systems Division, Wright-Patterson AFB, Ohio. Air Force testing of the first units is already underway at Edwards AFB, Calif.

Air Force Testing of the first units is already underway at Edwards AFB, Calif.

All American Engineering Co., Wilmington, Del., is the subcontractor building the retrieval equipment, which can be installed or removed from the aircraft in three hours. The equipment does not interfere with the aircraft’s regular aerospace rescue and recovery missions.

Periodically, AWS sends meteorological sampling devices by balloon to altitudes up to 125,000 feet. A radio signal releases a parachute which returns the equipment toward earth.

Normal missions will require operation of the aircraft at speeds up to 162 knots, and at altitudes from 15,000 feet to sea level during recovery operations.

The retrieval system consists of a hydraulically-operated, energy-absorbing winch, a hydraulically-operated carriage and davit assembly mounted on tracks in the cargo compartment, hydraulically-operated pole mounts, two 35-foot steel poles and a hook-and-loop assembly.

The retrieval system, as installed on the HC-130H, is designed to retrieve these packages and other payloads weighing from 65 to 2,500 pounds.

The hook-and-loop assembly is attached to the winch line and is suspended beneath the aircraft’s ramp by the poles. The pilot flies over the descending parachute, which is engaged and collapsed by the hook-and-loop assembly.

This contact starts a line unreeling off the winch, which then automatically applies brakes to stop payout of the winch line. After the winch stops, the retrieval crew reels the payload in and brings it on board the airplane, using the carriage and davit assembly. The payload is tied down on the ramp, and the cargo compartment closed, completing the retrieval operation.

The entire operation takes approximately 15 minutes after the parachute is engaged, depending on the payload weight and the winch line payout.

Two of MAC’s Aerospace Rescue and Recovery Service’s HC-130Hs are now operating in interim systems at Eglin AFB, Fla.



SSgt. Robert W. Phillips

Weather Sergeant Wins Leadership Honor in Alaska

ELMENDORF, AFB, Alaska—SSgt. Robert W. Phillips, 11th Weather Squadron, recently received the Honor Graduate Award at graduation ceremonies for the second class of Alaskan Air Command’s Non-Commissioned Officers Leadership School.

Sergeant Phillips is a nine-year veteran, the first six of which were spent in the Marine Corps. He has been stationed in Alaska for six months. He is Chief Observer of the weather station supporting the Alaska NORAD Region Combat Center at Elmendorf.



HC-130H HERCULES of the Aerospace Rescue and Recovery Service are undergoing modifications which will enable them to retrieve, in mid-air, packages parachuted from the stratosphere by the Air Weather Service. The retrieval system is designed for packages weighing from 65 to 2,500 pounds. Normal recovery missions will require the aircraft to fly up to 162 knots and at altitudes from 15,000 feet to sea level.



A STORYBOARD representing a cost reduction idea is displayed by SMSgt. William M. Bleakney, MAC Comptroller cost reduction monitor. The idea was originated by Maj. Charles T. Hassett and Capt. Arthur E. Whitson, Detachment 1, 3d Weather Wing. The storyboard was nominated for consideration in the Defense Secretary’s Annual Report to the President.

KNOW YOUR ENEMY: THE VIET CONG

This is the initial article of a series which will be reprinted from the Department of Defense booklet, "Know Your Enemy; The Viet Cong."

A Viet Cong is a man, woman, or child—a tough fighter, with words or weapons, for what he is taught to call the "liberation" of South Vietnam—the Republic of Vietnam. Viet Cong also applies to the military and civilian components of the "Front" (the National Front for the Liberation of South Vietnam, or NLFVN).

To its deluded followers the Front is the government they serve—but to the vast majority of South Vietnamese it is an instrument of terror and oppression manipulated by the Communists of North Vietnam.

The Viet Cong, the Communist "Liberation Army" within the Republic of Vietnam, has expanded its numbers enormously, despite increasingly heavy casualties.

Its so-called main force has grown from about 10,000 men in 1960 to over 65,000. Several regiments of the North Vietnamese Army have been sent by Hanoi into South Vietnam as part of the Communist buildup of forces in the south.

As befits "regulars," many are armed with late-model imported weapons and wear uniforms, helmets of wicker or steel, and even scarves for unit identification. From isolated companies their formations have grown to battalions and regiments.

The strength of the Viet Cong guerrillas has not increased as rapidly. The estimated more than 100,000 guerrillas and militia, mostly based in the vicinity of their home villages and hamlet, are essential to the success of the main force and to the whole Viet Cong effort.

Better armed and trained than before, the irregulars still wear the "calico noir," the traditional black pajamas of the Vietnamese peasant (worn also by the regulars as fatigue uniforms). They guide, support, reinforce, and provide recruits for the "liberation" movement.

They also make possible the rule of the Communist Party in the County-side, enforcing the dictates of the local puppet Front organizations.

There are substantial areas in which the Front is the only effective government. It operates schools and hospitals, clothing factories and arsenals.

Millions of Vietnamese support the Front out of friendship or

fear, most often the latter.

Due largely to the militia and the secret agents of the Party, an estimated one-fourth of the people of South Vietnam pay taxes to the Front, even though they may also pay taxes to the legitimate Government. This is an impressive record for a shadow government.

What makes the Viet Cong and their way of warfare so significant is that they started with so little in material assets, although they had a belief in a well-proven doctrine (of subversion), a thorough knowledge of its tactics, and the moral support of their fellow Communists throughout the world.

They had no industrial capacity. They had no substantial armed forces, only a few thousand experienced guerrillas, and perhaps 100,000 supporters—mostly in remote areas seldom visited by Government representatives.

On the other hand, the Viet Cong had hidden stores of weapons and ammunition left over from the war against the French. They had many trained and dedicated Communists to provide leadership, and access to the resources of the Communist regime in the North.

Finally, the Vietnamese Communists—North and South—were united in their determination to use whatever means were necessary to bring the whole country under Communist domination.

Without massive U.S. and free world support, South Vietnam might already have been added to the list of lost countries.

As in conventional wars, each side expanded its armed might after the war had started. When it became obvious that the Republic of Vietnam in the South could not be taken without military force, Hanoi began sending a growing stream of infiltrators, arms, and supplies into South Vietnam by land and sea.

The infiltrators were trained in the North to assume key positions of leadership. Communist China and other Communist countries have supplied weapons and ammunition, primarily through North Vietnam, the so-called Democratic Republic of Vietnam (DRV).

The Republic of Vietnam Armed Forces (RVNAF), whose fight for freedom we support, have increased their numbers and improved their equipment at a pace far greater than have the Viet Cong.

However, while the Front was experiencing its greatest growth, in 1963 and 1964, the free Government of South Vietnam was undergoing great political stress and frequent changes of administration.

These factors have undoubtedly-



ly facilitated the growth of the Front, but they have not stunted the growth of the RVNAF, nor shaken their determination to resist Communist aggression and preserve the freedom and independence of the country.

The success of an unconventional army and a shadow government build up by Communist direction, largely from the people and the resources of a state they seek to destroy, is cause for concern.

We must understand the reasons for this, and learn how to defeat such attacks, or they will be repeated again and again.



Stephen G. Watson

WX-Man's Son Gets Academy Appointment

ELMENDORF AFB, Alaska—Stephen G. Watson, son of MSgt. and Mrs. Jesse G. Watson, 11th Weather Squadron, has been selected to enter the 1966-67 class at the Air Force Academy.

A National Honor Society graduate from West High School, Anchorage, Stephen will attend the Academy as a congressional appointee, having been nominated by U.S. Representative Ralph J. Rivers.

Although he attended several high schools, he managed to maintain his National Honor Society standing.

While attending West High School, he also lettered in football.

The Viet Cong fighting man is not "10 feet tall," either figuratively or literally, being actually on the average only five feet three inches in height. Nor is he an incredible fanatic—many thousands of Viet Cong desert or go over to the side of the Government every year.

His effectiveness cannot be attributed entirely to the outside support he receives—the RVNAF

have received far more assistance from abroad.

Yet the Viet Cong developed into a kind of fighting man who is capable of waging an unconventional war under conditions that would seem hopeless to the average orthodox soldier.

To understand the Viet Cong and his way of warfare one must first know something of his country and his background.

Coldest Spot on Earth

(Continued from Page 1)

"We reached a crevasse," he related, "which appeared only three feet wide, but when we started to cross it in our CAT (a snow vehicle), the snow gave way and we fell in. Luckily, our vehicle was so large that it became wedged in the sides of the crevasse, halting its fall. We found later that the crevasse was about 12 feet wide."

His stay in Antarctica also had its lighter moments. Elvers said that when he reached the American South Pole Station, which is built largely under the surface, he found that the men had rigged up a sauna bath.

"What surprised me the most," he commented, "was that after the steam bath the men cooled off by dashing through a tunnel

in 40 below temperature to another room where they had left their clothes."

Elvers said one of the highlights of the traverse was the discovery of what may be a new mountain range, almost completely covered by a half-mile of snow and ice.

The Plateau Station is situated atop almost two miles of snow and ice at what may be the center of the Antarctic storms. Making a winter stay there are four Navy personnel and four scientists, one each from Brussels University and the Norsk Polar Institute of Bergen, Norway.

The traverse was part of the U. S. Antarctic Research Program and was sponsored by the National Science Foundation.

Doctor Lends Skilled Hand

More than 20,000 sick Vietnamese men, women and children were treated during the past 12 months by an Air Force doctor who spent his off-duty time doing what he likes to do best—helping others.

Capt. Calvin C. Chapman, 38, of Berkeley, Calif., is returning to Brooks AFB, Tex., but the medical aid program he helped start at Bien Hoa AB is expected to continue to help people for some time to come.



WEATHER OFFICER 1st Lt. Gary G. Welch, Detachment 2, 6th Weather Wing, explains the function of a CPS-9 weather radar set to part of the 120 junior high school students who toured the Andrews AFB, Wash., D.C., weather facility. Lt. Welch also discussed various factors which affect weather such as mountains, deserts and bodies of water. Then the students were split in various study groups and each was shown weather maps, teletype machines, cloud detection radar and the weather observation tower.



Lt. Gen. W. Oscar Senter

Gen. Senter, Former AWS Chief, Retires

Lt. Gen. W. Oscar Senter, former chief of Air Weather Service from Aug. 1950 to April 1954, retired from active duty June 30. He has been Director, Petroleum Logistics Policy, Office of the Assistant Secretary of Defense, Wash., D.C.

Gen Senter was born in Stamford, Tex., in 1910 and moved with his family to Abilene, Tex., where he graduated from high school in 1928.

After attending Hardin-Simmons University for a year he entered the U. S. Military Academy, graduating in June 1933. He was commissioned a second lieutenant in the Coast Artillery Corps.

In Sept. 1933, Lt. Senter attended flying school, receiving his pilot's rating a year later and transferring to the Air Corps.

His first flying job was at Langley Field, Va., with a bombardment squadron. In 1937, he entered Massachusetts Institute of Technology and completed a course in meteorology.

He served as weather officer at Maxwell Field, Ala., and as a weather regional control officer with regional headquarters at that station.

In June 1942, Lt. Col. Senter was assigned to Army Air Force Headquarters as Chief of the Operations Division in the Directorate of Weather and later as executive officer in Nov. 1942.

The following April he took command of the AAF Weather Wing in Asheville, N.C. In March 1945, he was assigned as staff weather officer for the Far East Air Forces on Luzon, Philippine Islands.

Later, in September, he assumed command of the 43d Weather Wing on Luzon and in July 1946, moved with the wing to Tokyo, Japan, where he commanded it for two years.

Col. Senter entered the Air War College at Maxwell Field in July 1948. Upon graduation a year later, he was appointed deputy chief of the Air Weather Service at Andrews AFB, Md.

He became chief of the Air Weather Service in Aug. 1950 as a brigadier general and was promoted to major general during his tour as chief. He was the sixth commander of AWS.

After his tour as chief of AWS, Gen. Senter was made Assistant Deputy Chief of Staff, Materiel, Headquarters, USAF, in Aug. 1959.

In Aug. 1963, he was promoted to lieutenant general and assigned as Director, Petroleum Logistics Policy, Wash., D.C.

Guidelines Set For Mix-Fix Jobs In Meteorology

by James V. Bassett
Chief, Washington Office

Widespread interest in Air Weather Service Mix-Fix positions prompts us to provide general information of qualifying for Civil Service positions in meteorology. Three Civil Service Announcements apply to meteorologists. They are:

1. Announcement No. 346B METEOROLOGIST GS-5 to GS-15, issued October 27, 1964, no closing date. Positions are for professional meteorologists. In order to qualify the applicant must have:

Twenty semester hours in meteorology at an accredited college or university, including six semester hours in dynamic meteorology and six hours in analysis and forecasting, and six semester hours of college physics, and Differential and integral calculus, and a bachelor's degree at an accredited college or university or four years technical education and experience. Applications should be sent to Board of Civil Service Examiners, ESSA, Washington, D.C. 20235.

2. Announcement No. 245B METEOROLOGICAL TECHNICIAN, GS-4 to GS-9, issued October 11, 1960. This announcement was closed in 1963 except to individuals in the military services who apply before or within 120 days after leaving active military service.

Applicants may apply for evaluation in any of seven specialties. They are Observation, Charting, Verification, Forecasting, Climatology, Hydrology, and General.

Experience required for these positions varies from 2 years for GS-4 to 5 years for GS-9. About half of this experience must be in the specialty applied for. High school and college training in mathematics and the sciences may be substituted for general experience.

Applications should be sent to the Board of Civil Service Examiners in the Weather Bureau Regional Office nearest your home.

3. Announcement No. SF 112-15 (65) METEOROLOGICAL TECHNICIAN, GS-4 to GS-7 issued May 6, 1965—open to all applicants. Although it was issued specifically for positions in Hawaii and the Pacific, qualifying individuals are eligible for Meteorological Technician positions elsewhere. In general, the qualifications are the same as for announcement No. 245B. Applications should be sent to:

Civil Service Commission
Board of Examiners
US Weather Bureau
Honolulu, Hawaii

Copies of these announcements and SF 57 can be obtained by writing:

Board of Examiners
(Meteorology)
Environmental Science
Services Administration
Washington D.C. 20235

or any of the regional offices of the Civil Service Commission.

A member of the Board of Examiners for Meteorologists in Washington advises that they receive applications from Air Force personnel who do not meet the educational qualifications listed in Announcement 346B.

The Examiners can only find these individuals not qualified for any grade regardless of how many years of service, outstanding APR's or OER's, and Air Force awards these individuals have earned.

Anyone desiring Civil Service employment should apply only under the announcement in which he meets all qualifications.

Qualification for a civil service position does not assure applicants of a job. They must be selected to fill a particular vacancy.

While it is possible to have some supervisor select you from a Civil Service Register, the surest and quickest way is to find a vacancy and convince the boss that you are the man for the job.

He can then arrange to get your form 57 from the Board of Examiners where it is filed.

Those who may be retiring or resigning soon would be well advised to complete the SF 57, obtain a transcript of college credits and send the package to the Board of Examiners indicating when they expect to be available for employment. The evaluation and rating process takes from one to six months depending on the completeness of information submitted.

In completing a Form 57 for a technical position, emphasize technical education and experience. Administrative and supervisory experience is not as impressive to the professional meteorologists who comprise the Rating Panel. Also indicate the minimum grade or salary acceptable.

Many applicants under Announcement 346B obtained their meteorological training from forecaster courses at Chanute AFB or Grand Rapids. These are not "accredited colleges or universities" as referred to in the announcement.

Accordingly, it is up to the applicant to prove that he has training equivalent to the required number of semester hours.

Most AWS personnel who have taken professional courses at these military schools can prove that they have the equivalent by having their record of military training evaluated by a university granting degrees in meteorology. St. Louis University has been most cooperative in performing this task. Their address is:

Institute of Technology
St. Louis University
3621 Olive Street
St. Louis, Missouri 63130

Safety-Sondes

Ten "life preservers" are recommended by the Red Cross for the millions of Americans who will take part in water sports this summer.

Swimming and boating are two of America's most favorite sports. They also are responsible for most of the annual drownings in this country. Last year 31 airmen died in swimming and boating accidents.

By exercising proper care, many of these fatalities could have been avoided, officials point out.

Here is a list of precautions against drowning and other waterside accidents:

1. Learn to swim. If you can swim a little, learn to swim better. The base probably has swimming classes.

2. Always swim with a companion—never alone. For long distance swimming, have someone in a boat accompany you.

3. Swim in a safe place. The presence of lifeguards usually indicates the area is safe for swimming.

4. Before diving, make sure the water is deep enough and there are no hidden objects such as submerged rocks.

5. If you have not been swimming since last summer, take it easy at first. Recognize your limitations and don't try to go beyond them.

6. Wait at least an hour after eating before going into the water and don't swim when overheated or overtired.

7. Don't depend on a tube or inflated toy to hold you up. They can slip away from you.

8. Watch your step. Walk, don't run, around pool decks. Don't skylark.

9. Try to remain calm in case of trouble in the water. Assume a face-up floating position, keep your hands under water, and slowly move hands and feet.

10. If your boat capsizes, don't swim away from it. Most small craft will float, even when filled with water.

Federal Employee Gets Cash Award For Suggestion

Roderick S. Quiroz of the Air Weather Service's Environmental Technical Applications Center (1210th Wea. Sq.), Washington, D.C. was recently the recipient of a \$100 Suggestion Award.

Quiroz's suggestion pertained to the processing of recently published Russian rocketsonde data. Analysis of this data would enable the U.S. for the first time to describe meteorological conditions over the USSR at altitudes from 30 to 80 kilometers.

Differences between meteorological conditions over Eurasia and North America can also be examined. The award was presented by Col. Frank Marek, Commander, Bolling AFB.

Retirees

Following AWS personnel retired as of May 31.

Hq. AWS

Col. James A. Hogg and Lt. Col. Forrest E. Mears.

3d Weather Wing

Lt. Col. Cecil E. Crawford, Lt. Col. William W. Upchurch, Lt. Col. Robert H. Yaw and Lt. Col. James N. Simmons.

4th Weather Wing

Lt. Col. Marion G. Cowan, Lt. Col. Richard C. Burriss and CWO Fredrick Van Eschen.

5th Weather Wing

Lt. Col. Donald C. Schertz.

6th Weather Wing

Lt. Col. Clarence A. Carpenter and CWO Clifton K. Momberg.

7th Weather Wing

Maj. Henry T. Rickert, Jr.

53d WRS

Maj. George H. Taylor.

Following AWS personnel retired as of June 30.

Hq. AWS

Lt. Col. James W. McCrary, Lt. Col. Harold A. Oien and CMSgt. Richard C. Haws.

7th Weather Wing

MSgt. William J. DeForest.

Formerly of AWS

Maj. James G. Williams.



THE MOTTO "security is only as strong as its weakest link" is exemplified by the three top unit security officers on Cannon AFB, N. Mex. In the recent competition, points were awarded for the top security programs on base. First place honors for units with over 100 personnel assigned went to the 832nd Transportation Sq., here represented by 1st Lt. Dale K. Jones, (center). Honors for units with less than 100 personnel assigned were shared by Detachment 22, 25th Weather Sq., represented by Capt. Richard M. Smith, (left), and the 481st Tactical Fighter Sq., represented by Capt. Stephen R. Dvorchack.

ON THE

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Highlights of Air Weather Service personnel at work and play.

AWS Global Report

McGuire AFB, N. J.

Mr. James H. Drennen Jr., Det. 10, 15th Weather Squadron, has been named to receive the Air Force emblem and certificate for 20 years of federal service.

While a Chief Aerographer's Mate in the Navy, he received a citation from the Secretary of the Navy for his outstanding performance as the Aerographer for Battleship Division II.

After six years in the Navy, Mr. Drennen was employed with the U.S. Naval Hydrographic Office in the field of Oceanography.

While with the Air Force, he has been employed at the Air Force Weather Central, Suitland, Md., and at the Global Weather Central, Offutt AFB, Neb.

Selfridge AFB, Mich.

AIC Arthur K. Zambeck, Detachment 14, 12th Weather Squadron, has been selected base Airman of the Quarter. He placed first among the 3,100 airmen eligible.

Prior to his enlistment, he attended Wayne State University, Detroit, Mich., and is currently enrolled in a Navy Aerographer's Course in algebra and speech.

Yokota AB, Japan

AIC Quinton D. Johns, 56th Weather Reconnaissance Squadron, has been selected as Yokota's Airman of the Month.

Airman Johns is an electronics specialist, assigned to the WC-135B aircraft operating squadron, commanded by Col. Arthur L. Moreland.

Saigon-Cholon, Vietnam

CWO (W-4) Donald J. Rowinski, Det. 14, 30th Weather Squadron, has been named to receive the Bronze Star Medal.

He was cited for meritorious duty on a highly classified project from April 7, 1965 to Dec. 7, 1965. Mr. Rowinski retired from active duty April 5.

Selfridge AFB, Mich.

SSgt. Owen L. Hawk Jr., Detachment 14, 12th Weather Squadron, was recently awarded the "Scouter's Key" in appreciation for his three years as Cub Master at Warren, Mich.

Sergeant Hawk is now on the Selfridge Boy Scout Council.

Andrews AFB, Md.

A weather editor at the Suitland Weather Relay Center, 6th Weather Wing, AIC Charles B. Dreiling has been selected base Airman of the Quarter.

Airman Dreiling monitors incoming data received from worldwide circuits. After checking the accuracy of the data, he retransmits it to military and civilian locations throughout the world.

Col. Alexander Kouts, 6th Wea. Wg. deputy commander, awarded him with a three-day pass and a \$10 check.

Finthen AI, Germany

AIC Ronald J. Bogdanski, Detachment 12, 7th Weather Squadron, has been placed on the Dean's List of the University of Maryland's European Division.

He compiled a 3.80 grade point average computed on a 4-point scale. Airman Bogdanski also received a Certificate of Scholarship for his achievement.

Tatalina AFS, Alaska

The Outstanding Remote Site Weather Observer plaque has been awarded to AIC James C. Heunisch, Operating Location 2, 11th Weather Squadron.

The award was presented to Airman Heunisch for his technical performance during the past six months, during which he performed all weather observer duties without a single error or mistake—a previously unaccomplished feat in the squadron.

OL-2 won the Outstanding Site Weather Station Award for the same period.

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. John C. Ball, 3d Weather Wing, from Jan. 25, 1965 to April 12, 1966.

Lt. Col. Edward S. Maykut (Second Oak Leaf Cluster), 3d Weather Wing, from March 1, 1965 to April 12, 1966.

Maj. Richard A. Johnston, 3d Weather Wing, from Jan. 25, 1965 to Nov. 17, 1965.

Maj. Barney L. D. King, 3d Weather Wing, from Jan. 25, 1965 to July 16, 1965.

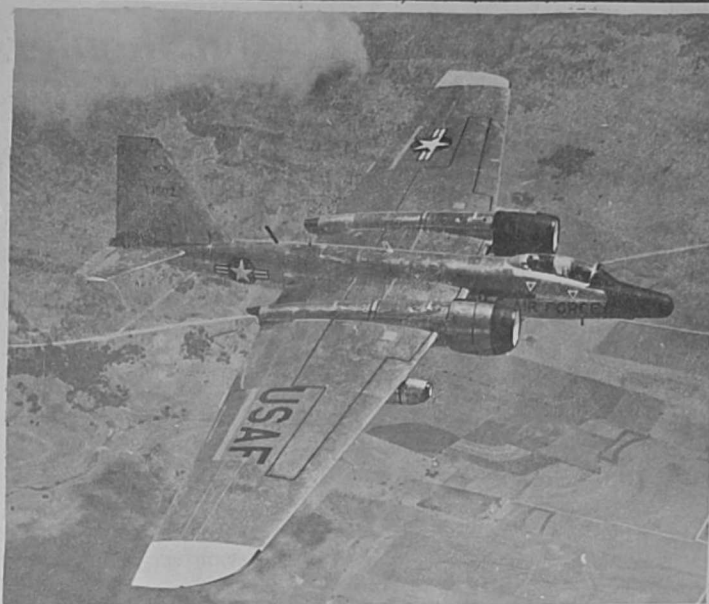
Maj. John D. Sharp, 3d Weather Wing, from Jan. 25, 1965 to April 13, 1966.

Maj. Ray T. Telfer, 3d Weather Wing, from March 1, 1965 to April 12, 1966.

Maj. Richard K. Wilson, 3d Weather Wing, from June 1, 1965 to April 12, 1966.

Capt. Vilhelm Bjerknes, 3d Weather Wing, from Jan. 25, 1965 to April 12, 1966.

MSgt. Harry C. Rice Jr., 3d Weather Wing, from Jan. 25, 1965 to April 12, 1966.



PART OF THE FORCE of high-altitude reconnaissance aircraft assigned to the 58th Reconnaissance Squadron, Kirtland AFB, N.M., is this RB-57F. The specially modified aircraft, with its 122-foot wing span and four jet engines, is used for sampling all layers of the atmosphere to determine the extent of nuclear debris.

58th Recon Squadron Chases Nuclear Debris In "Project Stardust"

by 1st Lt. Norman M. P. McElvy
9th Weather Recon Wing

KIRTLAND AFB, N.M.—After the nuclear weapons testing of 1962, scientists were very curious to learn just how much nuclear debris was left in the atmosphere. Special planes, capable of exploring heights over 50,000 feet were needed and specially trained men were sought to fly these high-soaring birds. In 1963, "Project Stardust" was turned over to the 58th Weather Reconnaissance Squadron, Albuquerque, N.M.

The 58th WRS is probably the most unique of the six weather reconnaissance squadrons in the Air Weather Service. Its specialty lies strictly in high altitude research information gathered by the exotic RB-57F.

The RB-57F joined the AWS inventory in 1964. Its most noticeable feature is a relatively huge wing span of 112 feet. The power plants are composed of a turbine-fan engine mounted within each of the wings.

This aircraft, a fantastically high-powered, long-winged bird, is a B-57 Canberra modified for altitude research use. The missions begin at 50,000 feet above the earth's surface where man cannot live five seconds without pressure-fed oxygen.

At this altitude, man can survive only with the protection of a pressure suit much like the ones worn by astronauts.

"Project Stardust" soon developed into a routine search at regular intervals to compare the results of one probing mission with another. At present, the explorations continue every month—each 28 days to be exact—over the entire length of the North and South American continents.

From over the polar ice cap far north of Alaska, down over the majestic Rocky Mountains, the Sierras, the wastelands of

the southwest, over the warm Gulf of Mexico and the lazy Caribbean to lush Panama, and off the west coast of South America to the very tip of Argentina—the explorations continue, every month, over and over, with remorseless regularity.

Large, specially constructed filter papers are used to collect the tiniest particles of nuclear debris left in the atmosphere. Scientific agencies remove these particles, analyze the filters, and examine them in the minutest details.

Is everything picked up in the air old stuff from previous tests? Has anything new been discovered? Is the air as clean as it was last month? From tests performed on particles collected from the atmosphere, scientists are able to answer these questions and many more.

Few will ever see these aircraft with their huge, gasping engines, or hear the whine of the fanjets as they soar ever higher; few will ever see the men who fly them or become aware of the endless hours flown over desolate portions of the world.

Perhaps one day you will notice a white vapor trail behind a high flying aircraft, but you won't see it freeze into crystals the moment it comes into contact with the thin freezing cold atmosphere.

You will probably never see the aircraft in front of these graceful streams of white vapor, but you can be sure it will be these weathermen and their planes on the never-ending quest of "Stardust."

Career Corner

The purpose of this continuing series of articles is to keep AWS personnel informed of items pertinent to their Air Force careers.

SEA PCS Processing — Information received from USAF SAWC, Eglin AFB, Fla., indicates that numerous students (officers and airmen) are reporting for training TDY enroute to PCS without proper clothing, immunizations, records, equipment, small arms qualification, etc.

Valuable time cannot be taken from tight training schedules to correct deficiencies which are the responsibility of each individual and unit.

Major commands must impress upon their units the importance of complete and thorough processing of each SEA assignee.

Overseas project officers and all others involved with processing of personnel for PCS to SEA should again be required to review paragraph VII, and code AFG, attachment 11, AFM 39-11 (for airmen) and update their SEA processing checklist.

Also, because all aircrew training programs must be carefully scheduled for maximum use of facilities and equipment, it is imperative that all students report on dates provided.

Early or late reporting not only disrupts the training schedules but also results in needless delays for students enroute to SEA while they await a class opening.

Organizational Patches — Some question has recently been raised concerning the wear of AWS or organizational patches on the fatigue uniform.

MAC Sup 1 to AFM 35-11 is quoted for your information: "117a(4) (a) (Added). The MAC emblem described in AFR 900-3/MACSUP 1 is prescribed for standard wear on the right shirt pocket of fatigues. Subordinate command patches will not be authorized."

Airman Room of the Month/Year Program—A MAC regulation will be released momentarily which establishes a program to encourage self-help improvements in airman dormitories.

All airmen assigned to MAC units will be eligible to participate.

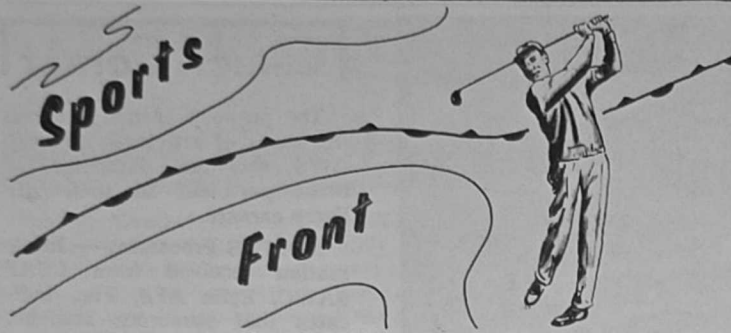
Blood Donors Near Their Goal

FORT RUCKER, Ala.—On the first day of the blood drive held here, 80 per cent of the personnel of Det. 9, 16th Weather Squadron, donated blood.

Of the 22 weathermen assigned to the detachment, three were unable to donate due to recent inoculations and two others were on leave.

The unit is shooting for 100 per cent participation before the drive ends later this month.

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



by TSgt. Milton J. Lehart

The dog days of summer are here and Capt. James M. Calloway and TSgt. Gerald E. Daugherty, AWS/7th Weather Wing softball coaches, won't argue that point. Struggling below .500, the defending Scott AFB League champ weathermen have yet to jell. Should all the good ballplayers start showing up, the playoffs could still be a reality.

But when it's necessary to drag spectators from the stands and use the "water boy" (I'm pushing 37) to field a team, you HAVE to be hurting!! Perhaps a match with the slow-pitch AWSers, who are having their problems too, might help somebody's (?) morale.

Det. 31, 25th Weather Squadron, has only 21 men and operates around the clock. This makes it difficult to compete in base level competition, but ten of the Nellis weathermen found volleyball to their liking in spiking their way to second place trophies. Well done lieutenants Rodney Davis, James Kowalik, TSgt. Robert Holt, SSGT. Francis Mitzel, airmen first class Theodore Lynch, Paul Vogler, John Lowry, Elivardo "Sam" Ortega, A2C Kenneth Ostheimer and A3C Thomas Huen.

DET. 15 STRIKES

It was trophy time for Det. 15, 24th Wea. Sq., at the conclusion of the Commander's Bowling League at Vance AFB, Okla. Capturing the second of the three rounds with a league high of 5,362 pins, they swept through rolloff action to win the league championship.

They also garnered all but one of the individual awards with MSGT. James Goliwas taking league high average, MSGT. Buddy Wilson, best series, and the high individual game presentation went to A1C Walter Rosenblume. These Vance Tornados were not the only "Okies" to have a successful bowling season.

Jumping 7,000 miles to Kadena AB, Okinawa, we find Det. 8 of the 20th Wea. Sq. hoisting their own storm warnings during the island's IM bowling competition. The weathermen, just about the smallest organization entered, took second place in their eight team league.

A team rolloff was staged after the 36-week season between the top ten teams from four intramural leagues and Det. 8 placed sixth. As a team, the Weather Watchdogs rolled the league's highest scratch game (1,018 pins) and Lt. Bill Perry had the top scratch game of 257. Incidentally, Kadena AB was one of the last holdouts in the world still using pinboys. The last hand rack was replaced by automation this past May.

PIGSKIN NOTES

The weather may not seem appropriate but King Football is getting into the summertime act. The pigskin pros start their "spring training" during July and commence exhibition games throughout August. Five NFL pre-season Friday nite affairs are on national TV starting with the Green Bay-College All Stars on Aug. 5.—The new Atlanta Falcons will certainly field a color-

Recon Shooters Take Honors In PACAF Meet

AVALON, Australia—Three members of the 57th Weather Reconnaissance Squadron took honors in the recent PACAF Command Small Arms meet held at Hickam.

TSgt. Edgar H. Hadley and SSGT. John A. Levingston fired the small bore .22 caliber rifle, while A1C Charles A. Butkus used three pistols; the .22, the .38 and the .45 caliber.

Sergeant Levingston took first place for the kneeling position with Sergeant Hadley placing third, a scant six points behind the winner.

Airman Butkus was picked as a pistol team member for PACAF and won first place for excellence in competition. Airman Butkus scored 283 out of a possible 300 points and will receive an engraved gold medal from the Air Force for "sustained superior shooting".

This medal is in addition to a silver medal he already owns for excellence in competition in a match held last year at Lackland AFB, Texas.



DISPLAYING WEAPONS which were used to win two first and a third place in a PACAF Command Firearms Meet are (left to right) TSgt. Edgar H. Hadley, A1C Charles A. Butkus and SSGT. John A. Levingston of the 57th Weather Reconnaissance Squadron. Standing behind the sharpshooters is Lt. Col. John D. Horn, commander of 57th WRS.

Births

VEASEY, A1C and Mrs. Ronald, a son, Robert Scott, born May 5 at 836th Tactical Hospital, MacDill AFB, Fla. Father assigned to 1st Weather Squadron.

PASSERI, A1C and Mrs. Adolph A., a son, Paul, born May 30 at USAF Hospital, Webb AFB, Big Spring, Tex. Father assigned to Det. 16, 24th Weather Squadron.

MILLER, A1C and Mrs. James W., a daughter, Michelle Anne, born June 6 at Shih Pai Peitou Station Hospital, Republic of China. Father assigned to Det. 9, 1st Weather Wing, Tainan AB, Taiwan.

Scott Keglers Selected For MAC Tourney

SCOTT AFB, Ill. — Two 7th Weather Wing bowlers were selected recently to compete at the MAC tournament, McGuire AFB, N.J. as members of the Scott team.

TSgt. Robert Bearden, a weather forecaster for Detachment 1, was selected on the basis of his 182 average. His best league game this year was a 248 and his highest three-game series was a 644. The 18-year AWS veteran has been bowling for the past ten years.

Named to the Scott women's team was A2C Gale Busic, of Hq. 7th Wea. Wg. She started bowling in the eighth grade at Brize Norton AFB, England, where her father, now a retired Air Force captain, was stationed.

Gale went to McGuire with a 142 average. In one league game this past season, she bowled a 212. The female kegler works in the airman manning section of the wing's personnel division.

Patient Hunter Stalks Rare European Grouse In Foothills of Germany

GRAFENWOHR AAF, Germany—TSgt. Linus F. Zimmerman, Detachment 7, 7th Weather Squadron, recently bagged a rare German Bird, the auerhahn, in the Fichtelbirge hills, near Bayreuth, Germany.

The auerhahn (English translation: capercaillie) is the largest European grouse and is the world's only bird that is classified as big game. It can weigh as much as 20 pounds.

Because the auerhahn is so rare, the annual hunting season for it lasts only two weeks: the last week in April and the first week in May.

During daylight hours, the auerhahn is rarely seen and so it must be stalked in the early hours of the morning when it is perched in a tree, giving its mating call.

Normally, this bird has an extremely keen sense of sight and hearing. But, when it gives its mating call (which lasts for but a few seconds) the auerhahn becomes blind and deaf, enabling the hunter to advance toward his prey.

In Sergeant Zimmerman's case, his 300-yard stalk required one and one half hours to complete.

Another handicap for the hunter is the color of the bird. The auerhahn is almost totally black; it must be hunted in the dark and, therefore, the only way to shoot it is to aim at its silhouette against the moon. If the hunter gets between the bird and the moon, he must slowly circle the tree (while the mating call is being emitted) and catch the silhouetted auerhahn in the sights of his shotgun.

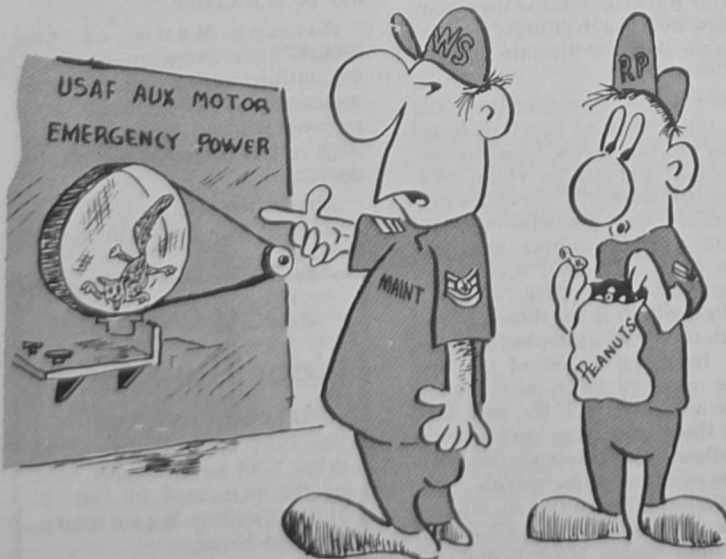
Statistics show that only one in a thousand hunters who have

tried for the auerhahn has bagged one. And, so many are the applications for licenses, that these are given raffle-style, with the names of the lucky winners picked out of the proverbial hat.

Eleven years ago, Col. Walton L. Hogan Sr., now deputy commander of the 7th Weather Wing, Scott AFB, Ill., also bagged an auerhahn when he was stationed in Germany.

His trophy had 18 tail feathers, which made it all the more remarkable, because the largest number of tail feathers (which determines the status of the trophy) ever recorded is 21.

Sergeant Zimmerman's achievement is a notable occasion in Germany for anyone, especially for an American. Unfortunately, he will never get a chance to bag his second auerhahn because, due to the rarity of the bird, the limit is one per lifetime.



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