

Operation Bootstrap: College Degrees to 34

During this year 29 AWS officers and five airmen expect to earn college degrees under Operation Bootstrap, according to the AWS Training division. These are not final figures, but are based upon applications processed as of February 1955.

These 34 AWS students represent approximately 44 per cent of all MATS personnel attending college under the final-semester TDY program.

Bootstrap is the USAF program which encourages Air Force personnel on active duty to increase their level of education through correspondence and other study, leading to a final semester of residence on the campus on a TDY basis.

In the years 1951 through 1954, a total of 235 MATS officers and 59 airmen earned college degrees under AFR 34-52, which establishes Operation Bootstrap.

Of this number nearly 100—82 officers and 15 airmen—were Air Weather Service personnel.

In line with current emphasis being placed on education by MATS, the AWS Training division has pointed out the advantages of Bootstrap training and the proper procedures to follow in applying for final-semester TDY.

Operation Bootstrap refers not only to the last-semester TDY for resident schooling but

also to those courses which build credit by mail and otherwise. Personnel may earn college credit through USAFI courses, on-base and off-base college classes, service school classes and for active duty time.

Under AFR 34-52, personnel who qualify are authorized six months of temporary duty on campus to fulfill the residence requirements for a degree.

To be eligible for the TDY, enlisted personnel must have served at least one year in the Air Force and have 18 months of service remaining in their current enlistments as of the end of the TDY period.

Officers must hold regular Air Force commissions or be on voluntary-indefinite status to be eligible.

Bootstrap students must be able to complete requirements for a high school diploma or a bachelor's or graduate degree in the six-month TDY period.

Applications for graduate training under Bootstrap will be approved only if such work will enhance the individual's performance of military duties.

Wx Det Cited For Obs Record

Headquarters, 5th Wea Gp has commended observers of its Wea Det 5 at Ernest Harmon AFB, Newfoundland, for an outstanding record in weather observing for 1954.

The Stephenville detachment made 151 errors while observers took a total of 26,247 observations, earning a 5th Wea Gp certificate for less than one percent observational errors each month of 1954.

According to 5th Wea Gp headquarters, errors made included all types found by station personnel, group record checkers and machine checking at the National Weather Records center. The total number of observations involved approximately 1,948,118 separate evaluations and computations of complex weather elements.

Ernest Harmon AFB is buffeted most of the year by North Atlantic storms and the weather history for the year included weather ranging from tropical waterspouts to extreme outbreaks of arctic cold.

The 5th Wea Gp is preparing a plaque to be presented to the high-efficiency unit in recognition of the detachment's observing record.



CWO Margaret Bizik holds the distinction of being the only woman permanent chief warrant officer in the USAF. She is chief of classification and records branch of the Washington, D. C., headquarters of AWS.

Uniform Option Revoked

The optional period for wearing both summer and winter uniforms by all military personnel has been discontinued according to USAF headquarters.

WAF personnel are being excepted from this policy.

Headquarters USAF, states that the action is being taken to improve the appearance of AF personnel in any given location by providing a standard uniform.

As usual, the date for seasonal uniform change-over will be determined by local AF commanders. When several bases are located in the same vicinity, commanders concerned will establish identical change-over dates.



BOY SCOUT WEEK at Scott AFB, Illinois, saw Life Scout Jack Eckrem, son of an 8th Wea Gp forecaster, become commander for a day of his dad's outfit. Colonel Wray Bartling, nominal commander of the group relinquishes his seat to his youthful replacement.

Fletcher's Ice Island To Be Reoccupied By ARDC

Fletcher's Ice Island, a 7-billion-ton chunk of floating ice in the Arctic Basin, formerly the site of an AWS weather station, is scheduled to be reoccupied next month.

According to information received at AWS headquarters, Air Research and Development Command personnel are soon to be stationed on the bleak floating outpost.

ARDC plans to stay on the island until September, taking scientific observations. They will use equipment and buildings left there by the Air Weather Service at the time when the last weather detachment abandoned the island.

That was in May of last year, when the 60-square-mile island had drifted so close to a permanent land-based weather station that continued operations on Fletcher's Ice Island were not considered to be feasible.

Formerly designated as "T-3," the huge floating island of glacial ice was renamed three years ago this month for Lt. Col. Joseph O. Fletcher, who commanded the 58th Weather Reconnaissance squadron at the time T-3 was first sighted.

Colonel Fletcher was also commander of the first weather contingent which set up operations on the ice island in March 1952.

Weather Waf Is Sole CWO

A hobby and a pen pal have brought Margaret Bizik the distinction of being the only woman permanent chief warrant officer in the United States Air Force.

CWO Bizik, who is chief of the Classification and Records branch in AWS Personnel, received promotion to her present grade in June 1950.

Assigned to AWS Headquarters in February 1954, Miss Bizik was formerly chief of the officers' section for the 1st Weather wing personnel office at Tokyo, Japan.

A graduate of John Marshall high school in Chicago, she was employed by a local dairy company.

A series of letters from an officer in the weather service during World War II and an interest in meteorology fostered by flying (she holds a private pilot's license) induced her to enlist in the Air Force. To do so, Miss Bizik refused a commission in the Army.

In AWS since 1944, she has served in weather stations and

in various administrative positions.

While at 1st wing headquarters, CWO Bizik traveled quite extensively throughout the wing areas, earning five battle stars for her Korean service ribbon. She was in Seoul at the time "Bedcheck Charlie" flew his last raid on that Korean city.

In addition to her service ribbons, Miss Bizik holds the Commendation Ribbon with oak leaf cluster for superior performance of her Air Force duties.

Having received her temporary warrant in 1948, she was on Guam at the time of the scheduled permanent-grade examinations. At the request of her unit commander, a special board was convened at Sixth Army headquarters at the Presidio of San Francisco and she received the permanent rank of warrant officer.

Aside from her Air Force duties, Miss Bizik is supporting an Italian orphan girl, 11-year-old Anna Mancini, who lives with foster parents in the little village of Albano near Rome.

AWS Supports Nuclear Tests

One of the most complete weather-support organizations ever assembled for atomic test work is in operation for the present series of nuclear weapons tests at the Nevada proving grounds, the Atomic Energy commission has disclosed.

Air Weather Service, which provides weather support to all US Air Force and Army operations around the world, is providing similar support for the nuclear tests.

Acting as weather project officer to plan and direct all weather operations for the joint AEC-Defense department tests is AWS Maj. Robert E. McKown of the 4th Weather group at Baltimore, Md.

Weather Vital to Tests

Based on results of previous tests, weather is recognized as an important consideration in the successful conduct of nuclear tests. Accurate collection of scientific data depends upon weather factors, as do aircraft operations during the tests.

Calculation of the direction and intensity of the nuclear shock and its blast waves, as well as of the subsequent radioactive fallout, is dependent upon accurate weather information.

Such weather factors as precipitation, temperature and wind speed and direction influence the nuclear test operations.

Upper Winds Watched

Various AWS units, in cooperation with US Weather Bureau and Navy meteorologists, are participating in the tests. Since high-level winds are of vital importance, added upper-air weather observing stations are in operations, using electronic equipment to gather the necessary information.

Additional surface weather stations are taking ground observations and collecting wind information through the use of pilot balloons. Each of these stations is making as many as 12 daily observations during the test, a heavier-than-normal workload.

These special stations are set up and operated by the 6th Weather squadron (Mobile) from Tinker AFB in Oklahoma.

Watch Aloft by 55th

A weather watch is being maintained aloft by the Boeing WB-29s of the 55th Weather Reconnaissance squadron from its base at McClellan AFB in California. The 55th is flying a special weather data-gathering mission each day throughout the length of the series of nuclear tests.

All weather stations, civil and military, within the area of interest are maintaining their normal schedule of observations. The AWS upper-air station at Edward AFB, Calif., (Det. 21, 4th Wea. Gp.) and area Navy and civilian weather stations have increased their daily observations to three during the tests.

Information collected by permanent and special stations throughout the area of interest is channeled into a special weather center which has been set up at the Nevada proving ground by the 4th Weather group. This center is providing full weather support as required by the needs of the nuclear weapons tests.

Weather equipment maintenance during the tests is being provided by the 6th Weather group, headquartered at Wright-Patterson AFB in Ohio.

AIR WEATHER SERVICE

OBSERVER

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GUAMANIAN REVERIES

By A/IC Walter S. Farrell, 54th WRS

Well, here I am on the island of Guam,
The land of the tall, waving coconut palm—
To think that I'll have to spend Christmas here
Just makes me all tingly and full of cheer.

Of course, we all love this beautiful isle
With its beautiful beaches, mile after mile—
And also we like the warm winter sun.
(If you think that's a lie, I haven't begun.)

Now Guam has such treasures, all native, to give
That it's really the most ideal place to live;
Water on all sides and plenty to drink—
What more could one ask for? Nothing, we think.

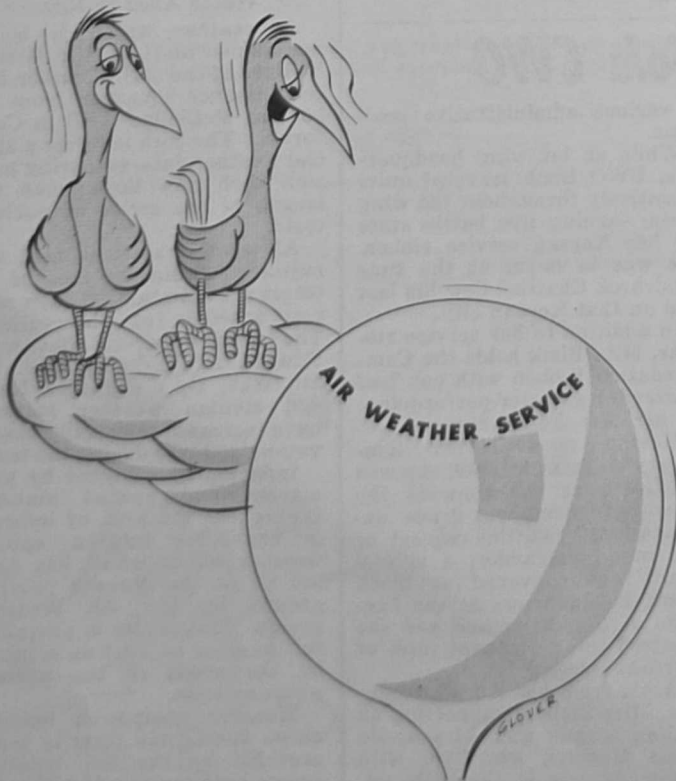
You've heard Guam compared with two of our states;
Beside Guam neither California nor Florida rates—
Now of course I am sure you must think me insane,
But I really like Guam—(I'm crazy, you claim?)

If you're from Arizona you'll like the isle's rain,
And if from California, 'twill give you a pain—
But if you're from Florida, you'll have it made;
For the sunshine on Guam makes you wish for the shade.

If from Texas you hail . . . don't say a word—
We shout for the island, and you wouldn't be heard.
And if Maine is your state, a boast is no use;
Guam has the palm, and we don't need the spruce.

You see, I have traveled both far and wide—
The day that I got here I wished I had died!
And many's the night that I've cried and I've cried;
For the island of Guam I cannot abide.

To tell you the truth, I've sat here and lied—
But to like the island I really have tried.
I think of the places I've been and compare—
It's like someplace else, and I think you know where.



"Wow! Would I like to meet the chick that laid that."

Report Shows Services Gain

There were 3,200,575 persons in the armed forces on January, 1955 according to a preliminary report by the Defense department. This represents an increase of 19,978 over the December 31, 1954 combined strength report.

Recruitment and inductions of enlisted personnel of all the military services during January was estimated at 116,102. This included 23,898 selective service inductees, 68,103 new recruits and 24,101 re-enlistments.

Air Force enlistments in January totaled 28,305, of which 18,790 were new recruits and 9,515 were re-enlistments. AF strength on January 31 was estimated at 949,670 persons.



PETITE and svelte Parisienne, Liliane Montecchi was plucked from the ranks of the Paris ballet by M-G-M to make her bow in Never-Never Land, Hollywood, USA. The slim lass sports a French line that fills a column very nicely.

AWS Officers Receive Regular Appointments

Fifteen AWS men were appointed as officers in the regular Air Force this month.

Included in the list were: 1st Lt. William D. Brockmeyer, Det 21, 31st Wearon; 1st Lt. Norman J. Clark, 57th WRS; 1st Lt. Robert W. Crowne, Det 40, 28th Wearon; 1st Lt. Myron K. Cox, Det 21, 31st Wearon; 1st Lt. Donald A. Dees, Det 10, 3d Wearon; 1st Lt. Kenneth P. Dement, Det 6, 4th Wearon; 1st Lt. Thornton T. Doss, Det 3, 28th Wearon; 1st Lt. Charles M. Dunn, jr., Hq, 25th Wearon; Capt. Jerome J. Eichhorn, Det 8, 6th Wea Gp; 1st Lt. John Hansen, Det 48, 18 Wearon; Capt. Robert W. Hoffman, 55th WRS; 1st Lt. Joseph K. Lambert, Hq, 29th Wearon; Capt. Wilson V. Palmore, Det 15, 16th Wearon; 1st Lt. James L. Wilson, 57th WRS and 1st Lt. William J. Wilson, 57th WRS.

Never go around with a married woman unless you can go 10 rounds with her husband.

This is the time of year when the boys feel gallant and the girls feel "boyant."

Alimony is the high cost of leaving.

It Ain't Easy

by Andy

Although the Allies ostensibly won the final round in the recent unpleasantness with Hitler & Company, Mr. Hitler certainly got the last laugh on the victors by endowing them with the foulest instrument of torture ever created by the hand of man. This fiendishly contrived back-breaker was undoubtedly invented by a man with a horribly twisted, sadistic mind, who had a grudge against all mankind. I refer, of course, to the German bed.

This diabolical device—this torture rack—this slab of agony could possibly have been created with any number of good practical uses in mind. It could make a good chicken roost if the so-called mattresses were removed. It would make an ideal rack for drying jerked venison. It could even be used with some success for stretching curtains. But the man who possessed the colossal gall to pawn this mat of misery off as a sleeping device should be hanged, drawn, and quartered.

Resembling a slightly dog-eared woodpile in appearance, this little gem of insomnia is surmounted by three (not one nice solid mattress—not on your tintype! There are three) biscuits which are fitted together and stuffed with rejected gravel. As if this were not insult enough to man's anatomy, the various-sized biscuit mattresses are piled on top of a set of bed springs composed of interlaced barrel staves. This tired-body repository was probably the chief contributing factor toward's Germany's defeat in the late hate.

One's first encounter with The Rack is an experience not unlike one's wedding night—it's an event never to be forgotten. It was in our first quarters in Germany where we first came face to face with The Rack. It leered at us from the center of the room, as if defying us to come closer.

"Andy, what is it?" the Missus croaked.

"Don't be startled, Dear, we must have wandered into an old torture room formerly used by the Gestapo." I tried to steer the Missus towards the door. Just then the billeting officer came in and calmly made the announcement that we were standing in the bedroom. I grabbed the Missus for support.

"Then that grotesque contraption must be the . . . the bed?" I stared in wide-eyed horror as The Monster seemed to smack its lips.

"Yes, that's a German bed," the B.O. informed us. "Little uncomfortable at first, but when you get used to it you'll never want to see another stateside innerspring. These German beds really grow on you." This proved to be a masterpiece of understatement.

After sleeping in the bathtub for a week, we decided to throw caution to the wind and accept The Rack's silent challenge. Nervously we approached it, and summoning all our courage we proceeded to dismember its extremities until its innards lay exposed, naked and repulsive.

From that day on we spent our waking hours dreaming up different combinations of slats, springs, and biscuit mattresses in an effort to produce a quasi-comfortable sleeping platform. We tried sleeping with the springs on top of the mattress. We tried sleeping with the mattress on top of the springs. We tried sleeping between the mattresses and the bed slats. I was all for driving a stake through its black heart and requesting an immediate transfer to T-3, when the Missus came up with one of her brainstormers.

"Andy, let's go to a German hotel and see how the Germans assemble the contraption." This we did straightaway, thinking that possibly a vital part had been missing from ours all along.

We got a nice room in the Park Hotel, and with nervous trepidation we stalked the bed. To our horror it possessed not only all the idiosyncrasies of The Rack, but it had a couple of other torture refinements that The Rack didn't even have. Among these was a wedge that was inserted under the mattress in such a way that it tilted one's head to about a 45-degree angle to the rest of the body. This resulted in loud wheezing sounds and occasional blackouts due to anoxia. Another tricky deal was a comforter stuffed with feathers which lacked about a foot of covering the bed. This resulted in a continuous tug of war between freezing feet and cold shoulders.

We were not ones to throw in the sponge easily. We accepted the challenge, fought bravely, and took our defeat with a certain amount of braggadocio. However, being also realists, and as such fully cognizant of the value of eight hours' sleep, to this end we made our decision.

When you get used to the swaying of a surplus Navy hammock it isn't bad at all. We had two strung across our bedroom, and except for an occasional pang of sea sickness, they were quite comfortable.

And The Rack? Last time I saw it was in the hands of the Federal Bureau of Investigation. They were using it to wring confessions out of hardened criminals, and needless to say, they were having very good luck.

USAF Athletic Association Membership Now Open to Air Force Reservists

Eligibility for associate membership in the Air Force Academy Athletic Association is now open to AF reserve officers with less than eight years of commissioned service.

Regular membership is open to active or retired officers with over eight years of commissioned service, as well as to all Regular officers of the AF.

Air Force's decision to open associate membership to reserves is expected to increase the number of supporters of the Air Force Academy's intercollegiate athletic program.

Associate membership fee is five dollars and regular membership ten dollars. Annual dues for all members will be two dollars, beginning in fiscal year 1956.

Primary purpose of the organization is to support and promote intercollegiate sports at the new USAF academy. It is similar in organization to the associations of the Army and Navy service academies.

Interested personnel may apply to the Air Force Academy Athletic Association, US Air Force Academy, Denver, Colo.

Arctic Maneuvers

AWS Unit Helps Umbrellamen Down

An Observer Feature

Official USAF photos

From Magnolia Land, USA—Sewart AFB in Tennessee—the 314th Troop Carrier wing with troopers from Fort Campbell, Ky., aboard C-119s flew northward across the United States in January 1955. They crossed Canada's friendly frontiers and, refueling at Edmonton, winged on into the frigid Yukon territory. Pausing at Whitehorse RCAF air station only long enough to get their bearings and fuel the aircraft, the pilots of the unit headed for Elmendorf AFB in Alaska's temperate zone near Anchorage. This was the most gigantic airlift of men and supplies in Alaska's brief history as a battleground for winter maneuvers. And thus it was that Operation Snowbird pushed off into a land where cold schedules its own bouts, combating men and machines alike. A battle was joined in which new techniques and tactics blended with arctic lore of polar explorers. Air Force and Army units cooperated to write a tale of readiness and defense on the northern perimeter of the American bastion. Planes of the 314th TCW, the Alaska-based 54th TCW, and jets of the northern defense armada spewed paratroops over alder bush and cedar woods, dropped supplies and flew cover for men of the 503d Airborne Regimental Combat team and Alaska's own 4th Infantry regiment. Ground personnel and support units deployed in a snow-banked arena to play out a mock battle involving offensive and defensive tactics, mass paratroops, bomber raids, civil defense alerts and the eternal measuring of men and equipment against sub-zero arctic weather.



AIRCRAFT of the 314th TCW, with men of the 503d ARCT aboard, flew to Elmendorf AFB in preparation for Operation Snowbird. The C-119s stopped for refueling at Whitehorse, Yukon territory, where Maj. Glyn Durston and 1st Lt. John Mitchell briefed pilots on expected weather.



AFTER assembling on the flight line at Elmendorf AFB, troopers from the 503d Airborne Regimental Combat team prepare to board the aircraft for a lift to the drop zone. AWS 7th Weather group personnel briefed aircraft commanders and combat leaders on weather in the jump area.



GIANT MOUTHS of 54th TCW C-124s engulf men and equipment of Alaska's own 54th Infantry regiment, who acted as aggressors, at Elmendorf AFB.



PT ARMIGAN, Alaskan "snowbird," is presented to Col. M. L. McNickle, CO of the 314th TCW, upon his arrival in Alaska, by Louise Nation, civilian employee at Elmendorf AFB.

Snowbird Wx Support

On the vast, icy land mass reaching towards Asia at the northwestern corner of North America, weather looms as the critical factor in Alaskan operations.

Responsible for watching the weather and keeping one jump ahead of the ice and snow, the howling Arctic winds and the

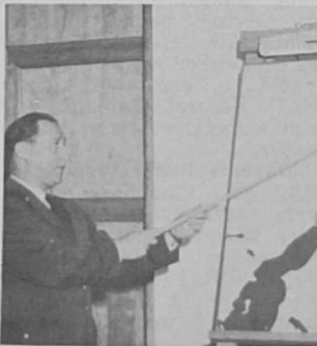


FOOD AND EQUIPMENT were paraded over the maneuver area—160 tons during the first three days of phase II. The 7th Weather group forecasted local weather for the drops and briefed maneuver headquarters, both at Talkeetna—maneuver area—and at Elmendorf AFB.

numbing cold is the AWS 7th Weather group.

Support to winter maneuvers such as Operation Snowbird is an important part of the unit's service to Alaska-based military units.

Weather forecasting is a vital link in the Alaskan Air Command's chain of operations. Flying in the territory, although it poses unique problems, is not classified as dangerous. But pilots must have accurate and timely weather data. Weather factors are extremely variable under the northern climactic conditions.



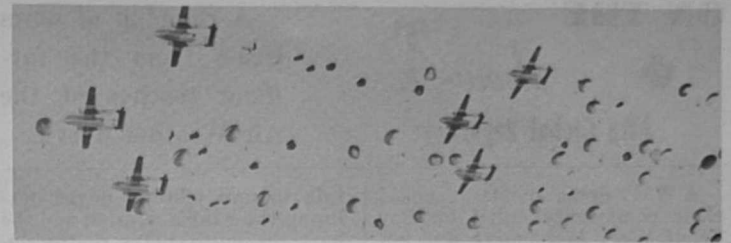
RESPONSIBLE for weather briefing in all areas of operation was the 7th Weather group. Col. Lawrence Atwell, group CO briefed command elements.

The group was on the job for both phases of the winter maneuvers held in January. It was responsible for briefing command elements and providing drop-zone information, as well as weather support to the 314th TCW, flying in from the US.

Lt. Col. Harold Cooper was stationed at Edmonton, Canada, to brief pilots on the weather between there and Whitehorse.

Maj. Glyn Durston and 1st Lt. John Mitchell, jr., briefed crews from Whitehorse to Elmendorf AFB, Alaska.

Tactical weather stations were established at Galena for phase I of the operation, which was later cancelled due to bad weather. A field crew of weathermen were on the scene for phase II at Talkeetna, headed by Maj. Albert Ehrlich.



MORE THAN 2,400 paratroopers spilled out over Talkeetna during phase II of Operation Snowbird, bent on missions of defense and the construction of a runway in the snow. At the drop zone, personnel of the 7th Weather group comprised a tactical weather team.



OFFICERS of the 503d ARCT are models of well-dressed umbrella troopers as they survey the maneuver situation at Talkeetna.



PERSONNEL of the 4th Infantry Regiment from Ladd AFB inspect the new living quarters which they occupied during the joint Army-AF arctic maneuvers. The 7th Weather group went into the field with the troops and provided tactical weather support for the operation.



AN AACS-BUILT mobile air traffic control unit was Johnny-on-the-spot at the Talkeetna airstrip, to direct traffic on the impromptu airfield.



MERCY MISSIONS were flown by AF helicopters, picking up men injured in the mass drops over the combat area, and flying them to aid stations.



KEY to mobility and combat effectiveness in the arctic is air transport and men such as these troopers floating down to defend otherwise inaccessible areas against invading forces. Accurate weather forecasting is the critical factor, and the 7th Weather group played a large part in Operation Snowbird.

ON THE skew-T AWS Global Report

AWS detachments focused their community spirit on Boy Scout Week last month and not a few units went all out to accommodate the youthful adventurers.

Some 41 Boy Scouts took command of Scott AFB, Illinois, on February 12, the son of a weather forecaster becoming CO of the 8th Wea Gp there.

The same weather unit opens its installation each week to groups of Boy Scouts from nearby communities. The scouts receive a brief but thoroughgoing indoctrination in the life of an AF weatherman.

Wea Det 11 of the 19th Wearon, at McGhee-Tyson airport, Tenn., was toured by many troops from local areas during the month of February.

McClellan AFB's weather outfit, Wea Det 8 of the 6th Wea Gp, initiated the first in a series of classes for Air Explorer Scouts, assisting them in obtaining their weather rating skills.

Within the 19th Wearon, 1st Lt. Henry Price of Wea Det 9, Tinker AFB, Oklahoma, lectured to the physical science club of Oklahoma Baptist University, Shawnee, on the collection and use of upper-air data. Wea Det 14, Kirtland AFB, N. M., reports that forecasters of that unit attended a lecture at the University of New Mexico presented by Maj. Robert Muller of the Severe Weather Warning center at Tinker AFB, Okla. This was part of the regular American Meteorological Society meeting.

Wea Det 14, 19th Wearon, at Kirtland AFB, N. M., hit the TV airways when 1st Lt. Clifford Kern, S/Sgt Charles Stoub and A/2c Jane Fulk presented a program on the "In Your Defense" show, portraying the role of weather in air defense.

A group of 35 children from a local school visited Wea Det 6-12 at Griffiss AFB, Rome, N. Y., and personnel there reported that an unusually large amount of interest was generated. T/Sgt. Ray Switzer of Wea Det 4, 6th Wea Gp, was awarded a diploma for completion of the Officers' Candidate correspondence course.

Iceland Air Defense Force's Morale and Leadership trophy was awarded to Wea Det 25, 5th Wea Gp, Keflavik Airport, Iceland, for the second consecutive year.

Col. James Seaver, CO of the 2d Wea Wg in Furstenfeldbruck, Germany, presented an informal

A roundup of news items from the far-flung reaches of the Air Weather Service.

talk to unit officers' wives outlining the wing's mission and the part the outfit plays in the defense picture in Europe. The 2d Wea Wg Basketball tournament has been tentatively scheduled for March 24, 25 and 26, to be held in Furstenfeldbruck. The work of the wing was featured in a German language release in the FURSTENFELDBRUCK TAGBLATT, a German daily, playing up Operation Native Son.

The 4th Wea Gp's detachment 19 at Dugway proving grounds, Utah, took part in demonstrations for officials of the Canadian Chemical Test program, conducting a tour of station facilities.

By way of promoting better community relations, personnel of the 55th WRS, McClellan AFB, Calif., appeared before several local organizations with the locally produced film, "Mission Lark Golf." This film was made several months ago and featured the unit's recon missions in the northern Pacific. Lts. J. L. Hayman and J. B. Dixon spoke at the Lions club in Exter and Lt. Col. Stevenson, CO of the 55th WRS, spoke before 100 people at the Sacramento Masonic luncheon club.

Maj. Henry Silk, assistant operations officer for the 4th Wearon at Hamilton AFB, Calif., represented the unit at a meeting of a local air-pollution control advisory group in San Rafael, Calif.

CO of the 18th Wearon in Wiesbaden, Germany, Lt. Col. John Kodis, briefed personnel of the unit on the mission, current problems and improvement programs contemplated.

As a final note in the roundup of AWS unit activities, the 55th WRS paper, RECON BEACON, in its February 7 issue, carried a mish-mash wedding announcement that, though meaning little to non-55th Personnel, is still a clever way to advertise the welding of leg-chains to single and happy air worriers.

"On February 6th last, one damsel fair of blue eye did capture the stony heart of him who provoketh much weeping and gnashing of teeth. Yea, in yon Wee Kirk of the Heather, Sir Lawrence of Johnson, who doth schedule on holidays all, sayeth yea, yea, nay, nay and did himself bind for now and ever.

"Forsooth, ye merrie huntsmen of fronts cold and warm, do in secret hope Sir Lawrence will engage in things other than to pursue them who fly far into the midnight sky."



WIVES of 5th Wea Gp personnel at Pepperrell AFB, Newfoundland, got a husband's eye view of weather forecasting last month when the distaffs toured group headquarters and the Pepperrell forecast center at the invitation of Lt. Col. Virgil Sandifer, group commander. Capt. Warren Burns explains the intricacies of a weather chart to the wife of M/Sgt Morton Grant (left) and his own (right). These weather-wives at least, will understand why the changeable arctic weather is as adverse as a woman.

USAF Records Chapter In Story Of Air Power

In 1954 the United States Air Force recorded a significant chapter in the continuing story of the development of air power.

Backed by legislation, the 137-wing program was firmly established. By the end of the year, the Air Force—with 119 wings—was ahead of its schedule in the build-up to 137 wings by 1957.

USAF military strength had increased to about 963,500 men on active duty, in addition to the 300,000 civilians employed by the Air Force.

Legislative authorization was obtained for an Air Force academy at Colorado Springs, Colo., with an initial appropriation of \$15,338,000 to buy land and begin construction.

A new joint command combining elements of all the military services, named the Continental Air Defense Command, was established with USAF designated as executive agency. USAF General Benjamin W. Chidlaw became its first commander.

Offshore Radar Planned
US and Canadian governments authorized a Distant Early Warning line across the northern portion of North America, and USAF announced that it would build offshore radar warning and weather stations called "Texas Towers" along the east coast of the US.

The Air National Guard was at its highest strength in eight years with 50,000 members, while the volunteer Ground Observer corps counted about a million trained members. The Civil Air Patrol was at its peacetime peak with 80,000 members.

The end of 1954 saw the Air Force with 130 permanent bases in the continental United States and 12 overseas.

Eleven Billion for AF
USAF received almost \$11 billion for fiscal year 1955 under the Defense department's defense appropriations act, in addition to about \$630 million for the Public Works program.

Important legislative action provided government-insured home mortgage benefits for active duty military personnel, covering up to 95 percent on home loans. A career plan was authorized for warrant officers, the Wherry housing act was extended and maximum limitations on shipment of household goods were raised from 9,000 to 11,000 pounds.

Twice-a-Month Pay Begun

A new twice-a-month pay plan for AF personnel was initiated for a trial period. A new annual airman rating system was developed for top-four-graders and increased responsibility was given NCO's as supervisors.

Experimentation in civilian staffing of dining rooms was begun at one base, the results to be studied with a view to eliminating KP duty wherever practical.

The Air Force began operating its own recruiting service during the last half of 1954 and is now achieving its quota.

Aircraft into Production

Boeing's B-52 eight-jet bomber was ordered into production, as was the Convair B-58 supersonic bomber. Production of the Convair B-36 bomber ceased. The Boeing B-29 Superfort was retired from combat duty, but continues in service with AWS, ARS and ACMS units.

In the fighter field, USAF added the Lockheed F-104, a supersonic day fighter, and the McDonnell F-101 Voodoo, a strategic fighter.

Orders went in for the USAF's first transport plane designed to use turboprops, the Lockheed YC-130.

New USAF aircraft included the Fairchild C-123 assault transport, Convair C-131 Samaritan air evacuation transport, Piasecki H-21 rotary assault troop carrier, Douglas B-66 light bomber plus the RB-66 twin-jet photo reconnaissance aircraft, and the Cessna XT-37 trainer.

An electronically controlled guided missile, the Martin B-61 Matador, was placed in operational units.

In addition to progress made last year, several major programs were carried over into 1955: legislation for a pay increase, medical care for dependents, survivor benefits, an increased reenlistment rate to retain skilled airmen, and a realistic approach to the jet noise problem which has affected many communities.

AF May Use Dosimeter

Air Force personnel whose duty might expose them to radiation effects may soon be issued a newly developed indicator in locket form, which can be worn on a dog-tag chain.

The new device, called a dosimeter, consists of silver activated phosphate glass which, although normally colorless under ultraviolet light, turns orange after exposure to radiation. The intensity of this orange color, or fluorescence, is a measure of the intensity of the radiation to which it has been exposed.

Developed for personnel use by the Naval Research laboratory in Washington, D. C., the dosimeter operates over a radiation range of 10 to 600 roentgens. A roentgen is a measure of the intensity of radiation.

Military standards set 100 roentgens as the limit that the human body can stand from instantaneous radiation.

Dosimeters are expected to answer the need of military and civilian agencies for a cheap, effective radiation-warning instrument for common use.

In cooperation with the Atomic Energy Commission, the Naval Research laboratory is continuing the study of luminescent crystalline material.

The Army Quartermaster corps has undertaken a five-year study in the use of radiation to preserve food. Radiation intensities of a few thousand to several million roentgens are used in experiments with food pasteurization and sterilization.

For such research projects, the NRL has developed methods of adapting the radiation-sensitive glass for use in measuring these high intensities.

Work is continuing at the NRL with the dual objectives of improving the present glass and of providing a dosimeter at an even lower cost than is now possible. Plastic materials are being investigated as a possible source of additional materials for dosimeter production.

58th Recon Squadron Flies 100 Percent Of Assigned Missions

Outdistancing all its previous cold weather flying achievements, the 58th WRS at Eielson AFB, Alaska, chalked up 100 percent mission accomplishment in January.

The squadron flew 66 regular and special weather missions during the month for a total of over 1,000 hours of WB-29 flying time for a new record.

The arctic recon squadron flies two daily reconnaissance tracks. The Ptarmigan goes north while the Loon flight takes aircraft over the Bering Sea area.

AWS commander, Brig. Gen. Thomas S. Moorman, jr., sent his personal congratulations to 58th WRS commander, Lt. Col. Fort Lipe.

General Moorman said, "Congratulations on the 100 percent mission accomplishment for January. This achievement is particularly significant in view of operating conditions, personnel shortages and supply problems."

The reconnaissance squadron will soon begin its eighth year of arctic operations. The 58th WRS flew the first scheduled trips to the North Pole and has logged 59,000 hours on over 3,900 weather missions in the frozen north.

Storm-Chasing Recon Squadron Flies 25,000th Accident-free Hour

An aircraft safety record was set back on its heels at 54th WRS headquarters on Guam in January, when the Pacific recon unit flew its 25,000th accident-free hour.

Since 1952 the 54th WRS has flown more than 5,000,000 miles on weather missions without an aircraft accident of any type.

Weather missions of the typhoon-chasing squadron included penetrations into 123 of

the tropical monsters. In 1954 alone, the squadron flew 115 different fixes into 15 typhoons.

A typhoon can be compared to 200 thunderstorms, each covering ten square miles, bunched into a granddaddy of all storms, and spread over 6,000 square miles of the Pacific.

The record-breaking lack of accidents chalked up by the 54th WRS becomes doubly significant in light of the extremely hazardous flight conditions inherent in typhoon chasing.

Recon Flyer Sets Record

A/1c Elmer Tingle, dropsonde operator for the 58th WRS at Eielson AFB, Alaska, spent a record-breaking 1,023 hours in the air last year.

A member of the "pole vaulting" reconnaissance squadron since 1953, the La Grange, Kentucky, airman flew for almost a solid month and one-half in 1954, to pile up more flying hours than any other polar flyer.

Airman Tingle took first place honors with 70 missions over the icy wastes of the arctic.

As a dropsonde operator, Airman Tingle is responsible for the parachute drops of tiny radios which record weather data on the way down from high-flying WB-29 recon aircraft.

Planes of the 55th WRS fly within 300 miles of the geographical North Pole on the squadron's far-north track.



DROPSONDE operator, A/1c Elmer Tingle, flew a record-breaking 1,023 hours on recon missions of the 58th WRS in 1954. He is from La Grange, Ky.

I'm off of women; they cheat and lie.

They prey on us males till the day we die.

They tease and torment us and drive us to sin—

Say, who was that blonde who just walked in? (AFPS)

Alaskan Tours Increased For Personnel Accompanied By Kin

An increased service tour for airmen and officers accompanied by dependents, requested by the Alaskan Air Command, has been approved.

Effective May 1, 1955, tours will be increased to 36 months at Elmendorf and Ladd Air Force Bases and to 30 months at Eielson AFB.

All bases are now 24-month tours for men with dependents.

With the Air Force now operating world-wide, tours of duty outside the ZI depend on such factors as availability of adequate family housing, climate and isolation from metropolitan areas.

AF tours outside the United States for men accompanied by dependents are as follows:

All of Europe is 36 months with the exception of Yugoslavia, Poland and Czechoslovakia, which are all 24 months.

The tour within the British Isles is 36 months.

In Asia and adjacent areas, tours run from 18 to 36 months. Saudi Arabia is 18 months, while Syria is 36.

Others, including Iran, Iraq, Pakistan, Turkey and miscellan-

eous locations are 24 months.

Africa varies from 24 to 36 months. Sidi Slimane, Monrovia, El Djema Sahim and Ben Guerir are 24 months while four other locations including Casablanca are 30. Egypt, Marrakech, Tangier and Union of South Africa are 36 months.

In the Far East, Korea and Iwo Jima are 12 months. Japan, Singapore and Australia are 36 months. Okinawa tours run 36 months and the remainder of locations are 24 months.

All bases and other sites in the Caribbean are 36 months.

Kwajalein, Eniwetok and Johnston Island are 18 months, and other island sites are 12 months.

Canadian stations are 36 months, with the exception of isolated stations.

Atlantic locations, including the Azores, Greenland, Labrador, Iceland and all stations above the Arctic Circle, are 24 months, with the exception of Newfoundland, which is 36 months.

Specific details may be found in AFR 35-39A, dated December 2, 1955.

Cash Awards Sought By AF To Reward GI Suggestions

USAF is seeking a cash awards program for suggestions offered by military personnel, similar to the one now allowed for civilians.

At the present time AF members can earn cash awards only when their suggestions are connected directly with morale and welfare. Under certain conditions non-appropriated funds can be used for this purpose, as stated in AFR 176-1 and AFR 176-2.

However, there is no AF-wide cash awards program for military personnel. USAF has stated it wants legislation to pay for usable ideas that will

save both money and time.

An indication of the importance of participation in such a program by the AF's approximately 963,500 military personnel is shown by results just announced for the civilian awards program during fiscal year 1954. For every dollar USAF paid out in civilian cash awards for suggestions having tangible savings, it realized a first-year savings of \$49.

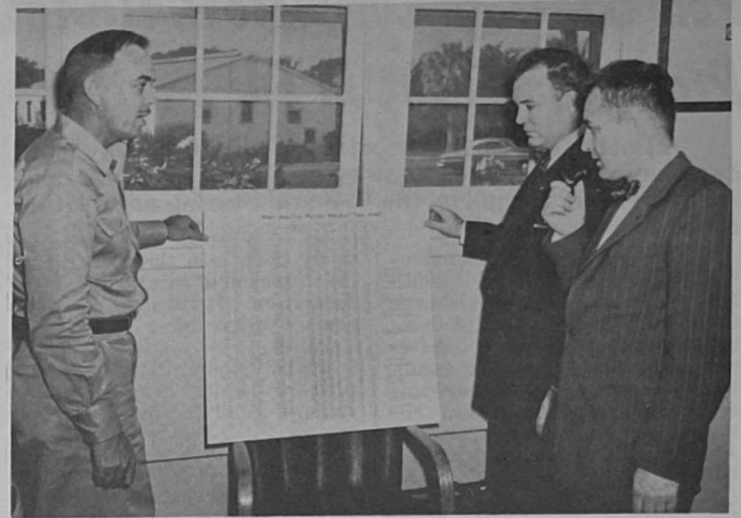
Nearly 33,000 suggestions were submitted by civilians during fiscal '54, of which 8,707 were adopted at an outlay of \$358,624 for an estimated net savings of \$12,355,938. The increase over fiscal 1953 was almost a million dollars saved, with only \$10,000 more paid out in awards in 1954. In addition during 1954, 680 AF civilians received pay increases for superior accomplishment, 24 were decorated for exceptional service and 142 received awards for meritorious service.

Airmen Break Jump Mark

A new record for high-altitude parachute jumps has been set by two USAF officers who parachuted safely from a B-47 at 45,200 feet, the Air Force disclosed recently.

The record jumps were made over the Gulf of Mexico by Capt. Edward G. Sperry and 1st Lt. Henry P. Nielsen, who used new-type downward ejection seats being tested by the Wright Air Development center, a part of Air Research and Development Command. A stripped-down Boeing B-47 was modified for the tests.

Lieutenant Nielsen of Staten Island, New York, made the first jump on August 2, and Captain Sperry, of Tacoma, Washington, made his jump the following day. The temperature at 45,200 feet at the time of bail-out was 37 degrees below zero centigrade.



DR. JOHN BELLAMY who introduced "Bellamy drift" to air navigation, recently briefed PACD navigators, weather forecasters and personnel of the 57th WRS at Hickam AFB, Hawaii, on minimal flight planning in the Pacific area. Lt. Col. William Pope (left), 57th WRS ground weather operations officer, explains results of Operation Tailwind (non-stop, trans-Pacific flights using jet stream tailwinds) to Mr. Thomas Burkett (center) and Dr. Bellamy (right).

AWS Supports USAMapTeams

At AWS headquarters last month, 15 Army Map Service personnel were indoctrinated in the use of Air Force weather service facilities.

Indoctrination was undertaken at the request of the Army's Corps of Engineers, parent organization of the Map Service.

Two Army teams were each given six hours of lectures by personnel of the AWS Climatology directorate.

Designated as terrain specialists, the teams will participate in various Army maneuvers, one team going to Texas and the other to Alaska.

AWS weather specialists instructed the Army men in the aspects of weather support available to them in the field and in the methods of obtaining field weather support.

The day-long project also provided information to AWS on the type of service needed by the mapping unit to assist its personnel to provide better support to the Army.

One Army team is slated for Fort Hood, Texas, to take part in Operation Sagebrush, the southwestern maneuvers scheduled for this spring. The Alaskan contingent of Army mappers will cooperate in a mission to collect terrain data in the far north.

Base Choice Draws Air Force Re-Ups

Procedures to permit Air Force reenlistees to designate their choice of assignment in the ZI or overseas went into effect last August. Since that time, USAF headquarters reports, a total of 5,362 airmen have taken advantage of the policy.

Under the setup airmen stationed overseas may reenlist and indicate a choice for a next duty base in that theater. Those returning to the US for separation may reenlist and indicate at the port their choice of a ZI station.

Airmen on duty within the US may indicate their choice of a next duty base upon reenlisting.

Assignment under the policy depends upon existing vacancies and the airman's skill. If an airman's skill is surplus, he may request assignment to a technical school.

Navigation Whiz Visits Pacific

Dr. John C. Bellamy, developer of the "Bellamy Drift" aid to navigation, arrived at Hickam AFB, Hawaii, in February to study possibilities for minimal flight planning within MATS Pacific division.

Dr. Bellamy was accompanied by Mr. Thomas L. Burkett, project engineer for the Cook research laboratories of Chicago, a firm under contract to the government for weather studies.

Briefly, minimal flight planning involves presentation of weather conditions, giving the navigator information as to which routes and altitudes offer the most favorable winds and general flight weather.

In the 57th WRS briefing room on the 16th and 17th of February, Dr. Bellamy and Mr. Burkett briefed more than 100 MATS navigators and weather forecasters on the minimal flight planning system now being used by the MATS Atlantic division.

According to Dr. Bellamy, minimal flight planning "allows the forecaster to give the navigator a flexible and highly accurate weather picture."

Mr. Burkett pointed out to flyers and weathermen of the Pacific units that "minimal flight planning enhances flying safety."

Hotel Replaces Lark Golf Run

Lark Hotel reconnaissance track replaced the Lark Golf track February 1 on the 55th Weather Reconnaissance Squadron's schedule of North Pacific weather-watching flights.

Lark Hotel is approximately the same length as the Golf track, but takeoff time has been advanced by one hour. Flight crews will report at 4 a.m. in the future for the 14-hour flight, instead of at five o'clock.

Scheduling of extra weather flights by the 55th is expected to bring the monthly total to some 40 flights for the West Coast recon squadron.

Two Boeing WB-29 Superforts have been assigned to the 55th from the 57th WRS in Hawaii to aid the hard-working California-based unit in maintaining its schedule.



AN AWS SQUADRON changed hands last month, when Lt. Col. Jacob Follmer (left) relinquished command of the 31st Weather Squadron in Germany and Lt. Col. Edward Roache (right) took over. Colonel Follmer, who returns to the ZI aboard the USS America this month, has been assigned as deputy commander of the 2d Weather group at Langley AFB, Va. Prior to taking the reins of the 31st, Colonel Roache was stationed at AWS headquarters in Washington, D. C. (USAF Photo)

Pole Vaulters Complete 1,400th Ptarmigan Flight In Far North

A Boeing WB-29 Superfortress weather plane touched down on a snow-packed runway at Eielson AFB, Alaska, last month to complete the 1,400th Ptarmigan weather reconnaissance mission.

Sent into leaden Alaskan skies by the 58th WRS, the 1,400th Ptarmigan had been airborne for some 15 hours over the desolate arctic wasteland. After nosing its way along the familiar route to the top of the world and back, passing within 300 miles of the North Pole, the 1,400th Ptarmigan flight had returned without incident.

The flight was a milestone in the history of arctic aerial weather reconnaissance. The 58th WRS has flown more than five million miles in over seven and one-half years without a major accident on the Ptarmigan flight. In over 20,000 flying hours, the big weather ships have covered a distance equal to more than 200 trips around the earth at the equator.

Present at the landing was Lt. Col. Fort W. Lipe, 58th WRS commander, who greeted each crew member personally, congratulating them for a job well done.

Before the late evening take-off, Colonel Cordes F. Tiemann, Eielson AFB commander, commended the recon squadron for its polar flight record. He made special mention of the strides the unit had made in the development and perfection of polar navigation technique.

Piloted by the 58th WRS Flying Safety officer, Capt. Elmer Drusba of Bethlehem, Penn., the weather-modified aircraft had left the ground at midnight

to fly deep into the Arctic Circle in search of vital weather information. It turned homeward some 6 hours later at the 85th parallel.

Ptarmigan 1,401 was scheduled for the next evening and the historic 1,400th flight became simply a log-book statistic.

Skilled navigators of the 58th WRS, experienced in polar navigation, have helped other organizations carry out supply missions in the arctic area. Beginning in March 1952, and continuing until it was evacuated, 58th crews made low-level drops of supplies by parachute to the weathermen on Fletcher's Ice Island deep in the arctic basin. It is the 58th WRS which merits a great deal of credit for the discovery, exploration and reconnaissance of the huge masses of ice in the Arctic Ocean.

A majority of US and Canadian weather begins to form in the arctic. To get the information necessary to forecast for these areas, reconnaissance aircraft of the AWS began to probe Alaskan weather in 1946. In March 1947 the first Ptarmigan flight—named for a far-ranging arctic bird—was made. In the early days, Ptarmigan flights were made directly over the North Pole.

The 58th WRS may resume flights to the North Pole when the squadron converts to the longer-range B-50 aircraft this summer.

Red Cross Asks Funds

The American Red Cross again holds an outstretched hand to all Americans in an appeal for funds to carry on the various missions of the organization. Campaigns for the ARC are now in progress not only throughout the US but on US military installations.

The service of the ARC to military men can be measured in tangible, dollars and cents terms, but intangibles, the spiritual succor offered by an organization that stands ready to help when the need arises, cannot be tallied like a column of figures.

They need the financial help of every person who feels in the least bit neighborly to those less fortunate, to those stricken by accident, disease or disaster.

Wherever a person may wander, in any corner of the earth he is not alone, because the symbol of the Red Cross will also be there.



NOT ONLY does the American Red Cross answer the call for disaster relief, but much of the organization's activities are directed towards the prevention of accidents—swimming instruction, practical nurses' training and first-aid. Swathed in bandages is Mrs. Karl Rauk, wife of the 1st Wea Wg CO in a Tokyo, Japan, Red Cross first-aid course. (ARC Photo)

AF Officers' Slots Set For FY 1956

AF officer temporary promotions for fiscal year 1956 were announced last month by the Air Force.

Spaces allotted for the fiscal year, captain through general, total 9,534. In addition there will be 18,746 promotions to first lieutenant.

Of the 9,534 promotion spaces allotted, the breakdown is as follows:

Captain, 6,000 with 12,350 eligibles; major, 2,275 vacancies for 22,020 eligibles; lieutenant colonel, 930 vacancies for 12,500 eligibles; colonel 290 vacancies for 4,950 eligibles and for general officers, 39 vacancies for 2,050 eligibles.

Air Force headquarters stated that competition for rank will be stiffer this year than in previous years.

They pointed out that in fiscal year 1955 there were 9,649 spaces for 49,570 eligibles and in fiscal year 1954 there were 9,276 spaces allocated with 45,274 eligibles.

Headquarters further stated that while the opportunity for promotion appeared slim, a large percentage of promotions through lieutenant colonel were made by seniority. Competition is more competitive in promotion to colonel.

The reason for such wide zones of eligibility is to provide maximum promotion to younger officers with exceptional ability.

Policy and procedure for temporary promotion of all AF officers on active duty to the grades of captain through colonel is completely outlined in AF regulation 36-89.

Processing Center

Leaves Kilmer In June

New York (AFPS)—The Air Force has taken over the US Maritime service's Sheepshead Bay training station in Brooklyn. USAF will rename it Manhattan Beach AF Station and convert it into a processing area for overseas personnel.

The station expects to be ready to handle 10,000 officers and airmen a month by next June. The 2225th Personnel processing group will transfer its 1,000 officers, airmen and civilians from Camp Kilmer, N. J., to the new station late in the spring.



TERRY MOORE of 20th Century Fox, replete in spotted sheath. Mere words would do no justice to her pulchritude, so here she is.



"But General, it's supposed to make rain."



A WEATHER OFFICER, 1st Lt. Preston B. Sampson, member of the 2d Wea Det at Anderson AFB, Guam, is presented with a diploma for successful completion of the squadron officers' course by correspondence, by detachment commander Lt. Col. Jacob Dickinson.



OUTSTANDING AIRMAN award at the 2d Weather wing in Furstentfeldbruck, Germany, recently went to A/1c John H. Wehrman, an aircraft engineer at the European weather headquarters. Lt. Col. Ralph G. Suggs, wing executive, here presents the award to the Tucson, Ariz., airman, who received the recognition for outstanding performance of duty and military conduct from October through December 1954.

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