

# THE 6TH DIMENSION

## WILLING & ABLE

XX

OCTOBER 2021 - ATTN ALL 6WSAA STATIONS

→→→ SUMMER HAS PAST, FALL IS HERE AND WINTER IS ON ITS WAY. HERE IN UTAH, THE DROUGHT IS FINALLY GETTING SOME RELIEF WITH A SERIES OF STORMS, WHICH ARE IMPACTING CALIFORNIA HARD BUT MODERATE AS THEY CROSS NEVADA TO MY LOCATION IN UTAH. STARTING TO FEEL MORE LIKE MY OLD NEW ENGLAND. SO NOW I HAVE MY COVID BOOSTER SHOT AND MY FLU SHOT. SIGH'



IN WORKING ON THE 6TH WEATHER HISTORY OF 1969 FOR THIS NEWSLETTER, I WAS AMAZED AT THE NUMBER OF ONGOING AND NEW PROJECTS ASSIGNED TO OUR UNIT. TO THOSE WHO WERE THERE IN 1969, IN THE FIELD OR AT HOME BASE IN SUPPORT, I SAY 'WELL DONE' AND YOU WERE TRULY AN EXAMPLE OF THE 'WILLING AND ABLE' SPIRIT THAT MADE 6TH WEATHER SO GREAT. THE 'MOBILE' DESIGNATION HARDLY DESCRIBES THE VAST MOBILITY REQUIRED OF 6TH WEATHER'S DEDICATED MEN AND WOMEN AND THE DEDICATION AND PATIENCE OF THEIR WIVES AND FAMILIES THAT AWAITED THEIR RETURN.

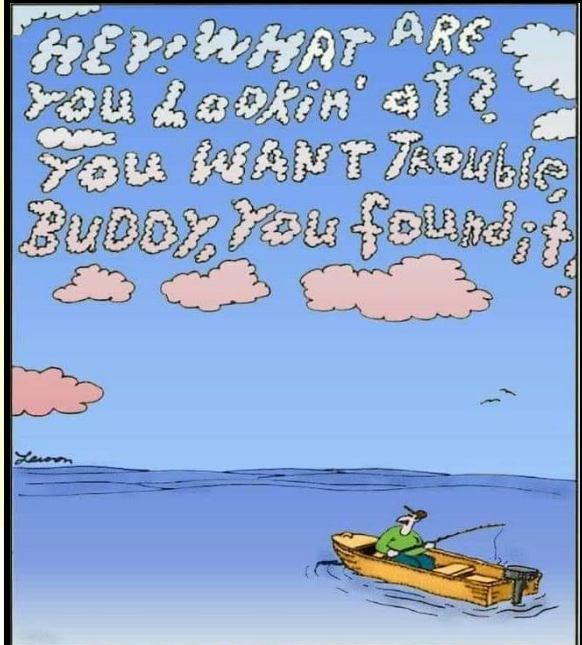
I RECEIVED NO FEEDBACK FROM MEMBERS ON THE 1968 HISTORY OF THE APRIL NEWSLETTER SO UNFORTUNATELY, I HAVE NO STORIES FOR THE FEEDBACK PAGE.

JUST WHEN YOU THOUGHT THINGS COULDN'T GET WORSE THAN THE YEAR 2020, ALONG COMES 2021 WITH ITS OWN PITFALLS AND PROBLEMS, ESPECIALLY INFLATION WHICH IMMEDIATELY AFFECTS ALL OF US ONE WAY OR ANOTHER, WHETHER IT BE GAS, FOOD, OR JUST ABOUT EVERYTHING YOU PURCHASE, OR TRY TO PURCHASE, IF ITS AVAILABLE. IM NOT TRYING TO BE NEGATIVE HERE, BUT...

HERE IS A WISH FOR A BETTER FUTURE, GOOD HEALTH AND JUST BEING COMFORTABLE AND HAPPY. HALLOWEEN IS ALMOST HERE, VETERANS DAY NEXT, THEN THANKSGIVING, CHRISTMAS, NEW YEARS 2022. HERES TO ALL OF YOU AND HAPPIER TIMES.

HOPE YOU ENJOY THIS NEWSLETTER. STILL WILLING AND ABLE. WARMEST REGARDS, GERRY GUAY - 6WSAA WEBMASTER/NL PUBLISHER

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Understanding only German, Fritz was unaware that the clouds were becoming threatening.

**f** "LIKE" us on Facebook!

6th Weather Squadron Mobile

**Military Appreciation and Giving Back to Veterans on Veterans Day** - To honor members of the military, many restaurants are offering veterans free meals on or around Veterans Day, November 11. Check in your local area...

**This newsletter** is e-mailed to each member who has an e-mail address and helps us save the labor and cost of publishing and mailing a paper copy. So if you are receiving a paper copy and you have an e-mail address or no longer want to receive the newsletter, please e-mail us at: [webmaster@6thweathermobile.org](mailto:webmaster@6thweathermobile.org) or write us at: 6WSAA c/o Buck Bucklin, 8 Sherwood Lane, East Hampton, NY 11937

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6TH WEATHER SQUADRON  
(MOBILE)  
ALUMNI ASSOCIATION  
WILLING & ABLE



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This 6th Dimension Newsletter is published for the exclusive use of our 6WSAA members. Information is included as reported without vetting and is edited for space. If you discover an error or items that need a correction, please notify Gerry Guay Editor, Email: webmaster@6thweathermobile.org Members are encouraged to submit articles, information or stories that would be of interest to the general membership.

### *My Notes from 6th Weather Squadron ~ January to December 1969*

**6th Weather Squadron (Mobile) Mission Statement:** Provide and deploy mobile meteorological units capable of observing and sensing surface, atmospheric and space environmental parameters in support of requirements of the USAF, DOD, and other governmental agencies and qualified civil contractors as authorized by the Commander, Air Weather Service. Formulate concepts and techniques for the development and employment of environmental observing and sensing equipment to be used in a mobile ground or air transportable role.

**6th Weather Squadron History for 1969** (written by Gerry Guay, Webmaster and Newsletter Publisher obtained from archives of 6th Weather Squadron history of 1969 as recorded by 6WS historian TSgt Tom Rivers and SSgt Ken Austin)

1969 and 6th Weather Squadron (Mobile) is living up to its name and motto "Willing & Able" with all the many assigned projects around the world. Col Frank Kamer Jr continues as Commander and a new Operations Officer Lt Col George Akers is in place. 6th Wx now has 6 Officers, 124 NCOs, 60 Airmen and 1 Civilian for a total personnel count of 191, a slight increase from last year. Looks like there were many promotions to NCO ranks since last year. There were many continuations of projects from last year and the total projects were 29 with 18 augmentations in Barbados, Liberia, Brazil, Greenland, Vietnam, Germany, Canal Zone and shipboard on many USCG and Research ships in the Atlantic. Stateside in CA, OR, WA, AK, NY, CO, NM, TX, MD, FL, SD, MA, IA, VA, MS, WI, WV and Washington DC. Whew, how did they do it all? Almost forgot the Classified sites also but I don't know where. This year the **Projects included:** RS-135A/USQ-28 with Flight Teams 1, 2 & 3 conducted by Geodetic Map & Survey Systems (ACGS), continued from 1968 and provided the Air Force with global capability with mapping and surveying functions. Specially instrumented RC-135A aircraft and SHIRAN equipment were employed for positioning. The teams used AN/AMQ-9 Rawinsonde equipment and 230 of the 230 runs met the mission requirements. Team 1 operated at the Tomokalee, Florida Airport Beacon Facility, Team 2 out of Hernando County Airport at Brooksville, Florida and Team 3 at Madison County Airport. **Liberia Photomapping Project, AFP 67-1** operating since 1967 we supported the 1370th Photomapping Wing and AST-2. On the West coast of Africa in Liberia, 6th Wx provided 2 six man rawinsonde upper air teams using AN/UMQ-9 rawinsonde equipment. This completed the weather support and personnel plus equipment were returned to Tinker by 5 March. **AFP 68-14&15** a Classified project supporting ACGS (Aerospace Cartographic and Geodetic Service) AST-3 in Vietnam and Thailand. Upper air soundings were provided by a 3 man team from various locations. **AF Fog Dispersal Project** consisted of developing ground based equipment such as a vertical blower to seed the fog in a large area to allow aircraft operations. This consisted of 4 sub projects as follows: **Project Combat Warm** at Travis AFB, CA with a two man Wiresonde team with readings to 500 feet. **Project Cold Plume** at Kingsley Field, OR with a two man Wiresonde team with readings to 500 feet. **Project Cold Wand** at Fairchild AFB, WA with a 2 man



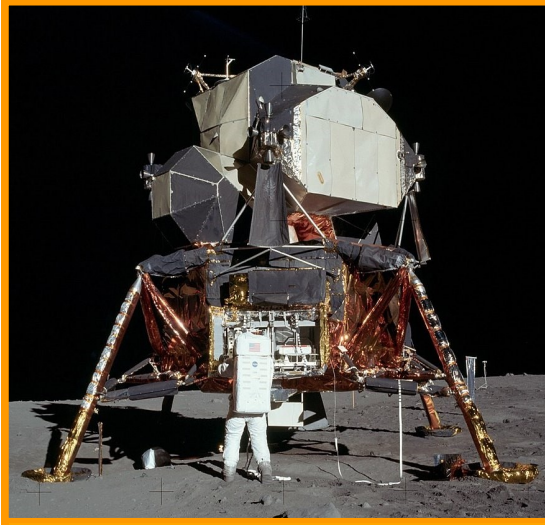
Supply plane over Weather site. Camp Ram Rod, Monrovia, Liberia AST-2

readings to 500 feet. **Project Cold Wand** at Fairchild AFB, WA with a 2 man (Continued on Page 3)



## My Notes from 6th Weather Squadron ~ January to December 1969 (Continued from Page 2)

Wiresonde team with readings to 300 feet. **Project Cold Cowl** at Elmendorf AFB, AK with 1 NCO providing observing weather support. **Handec I & II**, a project at a Air Force Weapons Laboratory in Cedar City, UT was supported by a 6<sup>th</sup> Wx observer for surface observations during thunderstorms and wind speed over 25 knots including low level pibal winds. **National Severe Storms Laboratory (NSSL)** in a network in Oklahoma at Oklahoma City, Norman, El Reno, Piedmont, Mustang and Ninco. In April through May they made a series of 400 mb runs and specials to 250 if time permitted. The data



Apollo 11 Lunar Landing Module Eagle lands on Moon on July 20, 1969

collected was used to define a thunderstorm profile, structure and dynamics as affected by actions between storms and their environments to aid in forecasting their severity. We deployed 6 three man rawinsonde teams working out of vans and Jamesways and using GMD-1As. **Project 407L, Shelter Test** conducted at Howard AFB, Canal Zone by AFCRL (Air Force Cambridge Research Lab). Testing the Hybrid Inflatable Shelter for the capability to withstand the combined effects of the natural environment, ease of erecting, striking, maintenance, and component replacement in the field. A five man team was deployed. **Project 672A Clutter Discrimination** sponsored by the AF Weapons Lab in Kirtland AFB, NM in March. 6<sup>th</sup> Wx deployed a two man pibal team to provide winds to 5000 feet altitude. **Project LO-LOCAT Phase 3 Boeing Air Turbulance Correlation Study** continuing from 1968 at Oxnard AFB, CA, with that team returning in mid-January, then continued at with a five man rawinsonde team in mid-January at Peterson Field, CO providing 50 mb

rawinsonde data for aircraft missions. 124 runs were completed and the team returned to Tinker in May. Another 4 man rawinsonde team was deployed in May to Piseco, NY and provided 3 runs per day, 5 days a week with 24 runs completed by end of June, then returned to Tinker. **Project Troposcatter** a AFCRL project in cooperation with the Canadian Defense Research Communication Establishment to correlate meteorological parameters and microwave data. 6<sup>th</sup> Wx deployed a 6 man rawinsonde/surface observation team to Port Henry NY in January and February with 11 runs to 20 kilometers, and again in July and August. **Project Falcon** in June and July provided an opportunity for 6<sup>th</sup> Weather Squadron to represent 6<sup>th</sup> Weather Wing, and AWS at their request and provide a static display of our mobile weather van, a flatbed trailer and associated weather equipment. This was provided by four 6<sup>th</sup> Wx Sq personnel at Norton AFB, CA as the Military Airlift Command (MAC) hosted the Air Force Academy Class of 1972. **Lunar Module Flight Test** by NASA at Ellington AFB, TX requested a three man double theodolite pibal team for NASA's flight testing of the lunar module. Readings were to 3,000 feet at 5 second intervals. 175 runs were completed by June 30<sup>th</sup>. **AFCRL Project 6670** at Thule AFB, Greenland to flight test 30 meteorological balloons under arctic conditions. A two man team was deployed for February and March. **Project Bomex** (Barbados Oceanographic and Meteorological Experiment continues into 1969 sponsored by ESSA on many fronts. 6<sup>th</sup> Wx has deployed 59 personnel to the Barbados area with 43 assigned to shipboard duty and 16 on island duty. Duties included rawinsonde and



Balloon Launch on NASA research vessel Mt Mitchell during Project Bomex

(Continued on Page 4)



### My Notes from 6th Weather Squadron ~ January to December 1969 (Continued from Page 3)

surface observations with a total of 2031 taken by June 30<sup>th</sup>. All personnel and equipment returned to Tinker by end of July. The project included the following assignments: **Sterling VA** included 5 maintenance personnel to support testing and evaluation of the Wind Finding at Sea System (WFSS). **Miami FL** with 2 technicians supporting the Atlantic Tradewind Experiment (ATEX) aboard the USC&GSS (United States Coastal & Geodetic Survey Ship) Discoverer. Then 4 technicians trained on the Boundary Layer Instrument Package at the Sea Air Interaction Lab. **Tinker AFB OK** with project officers Mr. Seeko & Schribner conducted briefings for operations, vehicle schedules, and equipment to be used on all vessels and deployment schedules. **Madison WI** hosted training for 4 observers for the Bomex Project. **Gulfport MS** 6<sup>th</sup> Wx deployed 2 men to transport 3 GMDs to Gulfport, 2 men were later deployed to return 2 of the GMDs to Tinker. In March and April, 43 observers and technicians were deployed for on ship duties. Deployed on **USC&GSS Rainier** were 8 observers and 3 technicians; on **USC&GSS Mt Mitchell** were 6 observers and 4 technicians; on **USC&GSS Oceanographer** were 6 observers and 2 technicians; on **USC&GSS Discoverer** were 7 observers and 2 technicians; on **USCG Rockaway** were 4 observers. On **Barbados** in the West Indies, the local headquarters for Bomex were 14 observers and 2 technicians including the project and operations NCOICs. **AFP-63-32 AST-10** Photomapping in Brasilia, Brazil and outlying areas. 6<sup>th</sup> Wx is providing 18 personnel for five 3 man rawinsonde teams and a 3 man headquarters team to supply upper air data to ACGS's AST-10 3 to 5 year project. **Project Bold Shot/Brin Fire** 5<sup>th</sup> WW in Fort Hood, TX and Fort Carson, CO. Two observers at FT Hood in August supported air drop operations with hourly surface obs and pibals as requested. Phase II in late August supported by a 4 man team at Ft Carson, with the same operational. schedule. **Project SAMSO (Space And Missile System Organization)** at Vandenberg, CA for the study of wind and temperature structure inland and on the coast through the maritime inversion. This was required for Titan III-D rocket exhaust gases diffusion estimates. 6<sup>th</sup> Wx provided 8 personnel in 2 rawinsonde teams taking soundings simultaneously. **Project 474N, ESD** at MacDill AFB, FL where two 6<sup>th</sup> Wx observers tracked a metal sphere for positioning data, borne aloft by 2 upper air balloons for radar evaluation. **Fog Dispersal Project** for AFCRL in Lewisberg, WV. A continuation from 1968 at other locations, 6<sup>th</sup> Wx supported the development of a ground based mobile fog dispersing equipment with a 6 man wiresonde/pibal team in August, September and October. **Magnetometer Observations** a project for Fredericksburg Geomagnetic Center (ESSA) and the Solar Forecasting Center in Bolder, CO took place in Camp A.P. Hill, Bolling Green, VA 6<sup>th</sup> Wx provided a team of 3 observers to make 90 minute observations of the three components of the Earth's magnetic field on a 24 hour basis. **Project Cold Ash** is another continuing project from '68 with 1 technician and a GMD-1A rawinsonde unit to Eielson AFB, AK and Mitchell, SD for Det 31, 6<sup>th</sup>WW High Altitude Balloon Air Sampling Operations for the Atomic Energy Commission (AEC) at various locations and at different altitudes. **Operation Mineral Rock** in Cedar City, Utah for the Defense Atomic Support Agency (DASA) where 6<sup>th</sup> Wx was tasked to provide surface, pibal and upper air observations in support of their operation which included the detonation of 100 tons of high explosive material. Support included three rawinsonde soundings per day prior to the test day and six soundings the day of the test. It also included hourly surface obs for six hours the day before and before and up to the test, with pibals at the discretion of officials. We deployed six personnel and three vehicles. **Project Have Horn**, SAMSO, North Truro AFS, MA was supported with seven 6<sup>th</sup> Wx personnel to provide upper air wind data for the launching of the Nike Hydac rocket system carrying payload devices to be



AST-10 Photomapping. Copacabana, Brazil

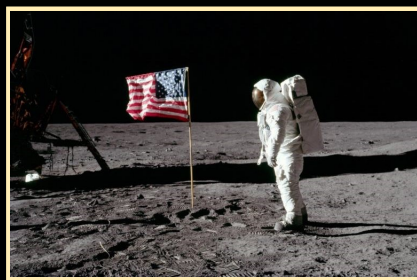
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*My Notes from 6th Weather Squadron - January to December 1969 (Continued from Page 4)*

observed by sensors in the Boston area and to continue in 1970. **Project Cold Crystal**, the continuing 3<sup>rd</sup> project in the AWS Modification series was supported by 6 observers at 4 locations in Germany. A 3 man team was taking wiresonde and runway observations at Hahn AB, 1 observer each in Spangdahlem, Bitburg and Ramstein. **Personnel Augmentations of 24 Personnel Included: 2 Observers** to 6<sup>th</sup>WW El Centro NAS, CA in Jan thru Jul. **3 Observers** to Det 2, 6<sup>th</sup>WW at Andrews AFB, MD in Jan thru Apr. **2 Observers** to Det 19, 6<sup>th</sup>WW Dugway Proving Ground, UT in Jan thru May, then **2 Technicians** there in Jun to assist GEEIA in installing a FPS-77 Radar System. **4 Observers** to ETAC, 6<sup>th</sup>WW in Washington, DC in Jan thru May. **4 Observers** to Det 11, 6<sup>th</sup>WW at Patrick AFB, FL in Jan thru May. **2 Observers** to Det 35, 3<sup>rd</sup>WS, 5<sup>th</sup>WW Homestead AFB, FL in Feb and Jun. **5 Observers** to 3<sup>rd</sup>WW, 1 to Det 5, 8<sup>th</sup>WS at McCoy AFB, FL in Feb and Mar. 1 to Det 13, 26<sup>th</sup>WS at Little Rock AFB, AR in Feb and Mar. 1 to Det 14, 26<sup>th</sup>WS at Blythville AFB, AR in Feb and Mar. 1 to Det 28, 26<sup>th</sup>WS at Wurtsmith AFB, MI in Feb and Mar. 1 to Det 24, 9<sup>th</sup>WS at F.E. Warren AFB, WY in Feb and Mar. **2 Observers** to Det 23, 6<sup>th</sup>WW at Kirtland AFB, NM in Jul thru Nov. **1 Rocketsonde Launch Control NCO** to Det 48, 12<sup>th</sup>WS, 4<sup>th</sup>WW at Thule AB, Greenland in Sep and Oct to reactivate their rocketsonde launch operations and qualify their LC-Officer. **1 Observer** to Det 11, 6<sup>th</sup>WW at Patrick AFB, FL in Dec thru Mar 1970. **1 Maintenance Technician** to Det 31, 6<sup>th</sup>WW at Sioux City, IA in Nov.

**Cost of Living in 1969:** Average Cost of new house: \$15,550.00 Average Income per year: \$8,550.00 Average Monthly Rent: \$135.00



**The Apollo 11 module/the Eagle** lands on the Moon on July 20. An estimated 500 million people worldwide watched the live broadcast. Neil Armstrong takes his historic first steps on the Moon at 10:56 pm Eastern time and states his now-famous words, "That's one small step for man, one giant leap for mankind."

**1969**



**One of the deadliest days** for the United States in postwar Asia. April 15, 1969 marked the shootdown of a U.S. Air Force reconnaissance aircraft off the coast of North Korea. It was unprovoked, and cost the lives of thirty-one Americans. Despite stern calls from Congress to avenge the deaths of the American servicemen, President Richard M. Nixon ultimately decided to avoid retaliation, lest he start a second



**B-52G crash**  
4 September 1969, during an ORI at Loring AFB, Maine



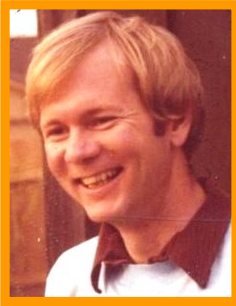
**Johnston Atoll** on July 23 & 24, 1969. President Nixon is enroute to the U.S.S. Hornet to greet the crew of Apollo 11 post splashdown.



**Changes:** To keep our costs low: Please keep us informed of any e-mail or address changes by e-mailing us at [webmaster@6thweathermobile.org](mailto:webmaster@6thweathermobile.org) or USPS mail us 6WSAA c/o Buck Bucklin, 8 Sherwood Lane, East Hampton, NY 11937



## Final Launch



**Thomas J. Larkin** April 4, 1946 - Dec. 4, 2011 So comes Thomas Joseph Larkin into the Kingdom of Our Lord where God has promised that he is now restored to the fullness of self, to lively mind and to healthy vigor. There he waits for us along with loved ones passed, Lark and Neno, Nonnie and Dada and Don. We will always remember him for his genuine kindness, good humor, willingness to sacrifice his time and energy in service to others and for his devotion to his family. He worked steadily without complaint. He gave open-heartedly without expectation of reward or praise. He loved lavishly and unselfishly. We will carry forward with us the memory and the spirit of a life well and graciously lived. Tom was born April 4, 1946 in San Antonio Texas. He served in the United States Air Force and in 6th Weather Squadron from 1969 to 1971. He graduated from the University of Texas at Austin in 1975. He worked for the State of Texas as a meteorologist until his retirement from the Texas Natural Resource Conservation Commission in 2001. He is survived by his wife Priscilla, daughter Katy, son John, daughter-in-law Kelly, granddaughter Leah and sister and brother-in-law Sylvia and Darrell Johnson.



**James A. Lefever** 1948 – 2011 James Alan Lefever; son, husband, father, grandfather, brother, friend, mentor, and adventurer; passed away in a boating accident on Rehoboth Bay on Saturday August 6th, 2011 at the age of 63. James has many names: Jim, Jimmy, Daddy, Da. Regardless of the name by which he is known, he is deeply loved. Jim grew up in Lancaster County and was a graduate of McCaskey High School and Penn State University. Jim served our country proudly as a former member of the United States Air Force. He served in 6<sup>th</sup> Weather Squadron from at least 1969 to 1970. Jim's wife, Iris, his daughters, Megan and Nicole, his grandsons, Cooper and Maximillian, his mother, Marie, and his siblings, Suzanne and Jeffrey, survive him. Jim lived life to the fullest. He loved sailing, surfing, skiing, fly fishing, cooking, photography, biking, running, attending Men's' group at church, reading, and swimming just to name a few. He was an active participant in the lives of his friends and family and he will be missed each and every day. He gave selflessly of his time, love, and energy. The family's only consolation is that Jim died doing what he loved, sailing on a beautiful sunny day with the wind at his back. Jim loved the time he spent in the water along the Delaware Coastline.



**I received no Feedback from members so I am adding my 1962 Round Robin trip from our 6 days R&R in Hawaii back to desert island Malden Island.** Flying in our trusty C-124 Globemaster, and leaving Hickham AFB and Hawaii, I had no idea our 3 day trip back to Malden would take 9 days in the South Pacific islands. Our first stop was at Canton Island after flying 1,910 miles, the longest leg on our trip back, and at cruising speed of 230 mph it would take us about eight and a half hours to get there. I have no recollection of the short stop while CWO Bill Stricker debarked and paid the troops. It was then off to Nandi in the Fiji Islands, a 1,275 mile leg for about five and a half hours and a nice welcome by a few local Fijians. We checked in for a two night stay on May 2nd and 3rd, and got comfortable. The next day Dave and I walked around the area and encountered a number of Fijian children who thought I was President JFK. We had a good laugh. Thirty eight percent of the Fijian population is Indian and the children we met were Indo-Fijian, and had very bright and nice smiles. We were off again on the huge Globemaster, better known as "Old Shakey" to us. Now were flying 535 miles, and just over two hours from Fiji to Tongatapu in the Tonga Islands, a small Island and British possession at the time. We were met at the plane by Art Linkletter's (a TV personality) wife who said she was representing the queen. A nice greeting and a very short stay and off we go. A 490 mile and two hour flight to Pago Pago, the territorial capital and main port of American Samoa was welcomed and we would have an overnight stay at 6WS Flight B as guests of MSG Jones. We did notice some native women showering at the stream by the road on the way to camp. How could we not notice? We didn't have time to be tourists here as our schedule called for a flight to Rarotonga in the Cook Islands. So here we go to Rarotonga, a volcanic island 865 miles east and about 4 hours later we arrived on 3 engines after feathering one engine because of an oil problem. Hmmm, everyone on board knew this island was as close to paradise as you could get on this earth. So why wouldn't you have engine problems on the way in? After landing and the pilots verifying the engine problem, we soon learned that we would have to wait for another engine to be flown in from Hawaii to replace this one. This means we would stay here for four days, in paradise and the mechanic and flight crews would have to spend time here while the engine is replaced. Dang! Such luck. Rarotonga, today a bustling tourist resort with hotels and international airport, wasn't the case in 1962, then a part of New Zealand when we landed on their grassy golf course which also doubles as an airport. I think everyone on the island was there when we landed in this huge Air Force cargo plane. It was quite a welcoming group that came out to greet us, but most likely to view the biggest plane to land here. After the gathering and debarking, we were ushered to our quarters at Hotel Rarotonga, the sole hotel, a wooden one story arrangement of rooms around a small courtyard with glass doors with curtains. Very informal but comfortable. At the hotel I met Les Brown not famed Les Brown and the Band of Renown, who was generous to let me borrow his camera and bike so I could bike around the island, 21 miles, to see and take pictures. A beautiful island with jagged peaks covered with palm trees and orange groves that produce large juicy fruit which was a main export. The variety store in the center of the small town had a jukebox on the wooden front porch that everyone seemed to enjoy and playing Elvis Presley songs. They put on a display of their local dance troupe who performed native dances wearing flowers in their hair, flower leis, grass shirts and lava lavas to local drum rhythms and song. This troupe also performs on board visiting ships and people on board ship are not permitted to set foot on the island. So I guess we were lucky. One night on the pier at their port used to load large boats with their orange crates, they held a dance for us which was warmly welcomed. Another C-124 arrived from Hawaii with a replacement engine for our plane, so it was time to grudgingly depart this island paradise. We bid a fond farewell to the large group of islanders who came to the airport to see us off. We departed with a fond memory of our short stay on Rarotonga Island. Our next island was back to Pago Pago to refuel the plane that just arrived from Hawaii with the engine, so another 865 miles west this time. After landing, our navigator was checking the tires and found a bad cut on one, probably from the crushed coral used for runway pavement on many of the islands. Now we had to wait two days for a tire replacement from Hawaii on another plane and crew. Two more days on Pago Pago and staying at a small hotel near the beach. I remember buying a water glass full of an extra dry martini on the rocks for 35 cents. Mr Stricker, CWO asked and I said martini for 35 cents, he gave me some money to get six of them which we drank. I don't remember what happened after that. Soon we were ready to depart this island once again and we spent the last night away from our assigned island of Malden and looking forward to settle back in. On our seventh leg of our round robin flight we left American Samoa and headed to Penryhn Island, aka Tongareva, northernmost Island of the Cooks, a 933 mile leg and four hour flight. A little coral atoll surrounding a large lagoon. After a short stay and Mr Stricker paying the GIs there, we left for our own special island, our temporary home for 5 months, Malden Island. The total miles for our R&R is about 9,000 miles and 40+ in flight hours.

