



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 1970

6th Weather Squadron History for 1970 written by Gerry Guay, Webmaster and Newsletter Publisher obtained from archives of 6th Weather Squadron history of 1970 as recorded on a new AWS Form 21. This new form required historical reporting quarterly by AWS Squadron/Unit Historian. So for 1970, historian MSgt Tom Rivers wrote the 1st qtr; MSgt Jerome Heydon, later SMSgt Heydon wrote the 2nd & 4 qtrs; and Cpt Don Krejcarek wrote the 3rd qtr. So AWS standardized the historical reports, but I like the old way better which was a 6 month record and where Tom Rivers wrote more descriptive narratives of the projects. So it's my opinion from having to retrieve historical data for the newsletter. Also, in the Statistics table where the table is broken down into Officers, Airmen (NCOs are now lumped in as Airmen instead of a separate count) & Civilians, authorized and assigned, it is also categorized as Forecasters, Observers and Non-weather, so I assume that us Weather Equipment Maintenance people are considered "non-weather" along with Motor Pool personnel. As a Weather Equipment Maintenance Technician I find that really pushing us out by some officer at AWS who made up this table for this new form. But I will say no more here....

1970 and 6th Weather Squadron (Mobile) is still as busy as ever if not more when I look at the projects and personnel augmentations carried out this year. We find Col Frank Kamer Jr is Commander until June 2 when Col Howard Turner takes over as Commander of the 6th, and Lt Col George Akers is still Operations Officer for the year. The manning charts indicate about an average of 183 personnel total, including 7 officers, 175 Airmen (NCOs included) and 1 civilian, a decrease of 16 from last year. About 12 projects continued from last year, and with a total of 37 projects and 72 personnel augmentations, the crew of 6th Wx, with hands full once again, demanding so much from so few. But the "Willing and Able" delivered as always. Providing weather support meant travelling to the countries of Germany, Vietnam, Thailand, Brazil the Canal Zone and 29 states: AK, AL, AZ, CA, CO, FL, GA, IA, ID, IL, IN, KS, KY, MA, MD, MN, MO, NM, NV, NY, OH, OK, SD, TN, TX, UT, VA, WA. And a few Classified sites. Makes me tired just researching and reading this.

Operation's Projects included: **AFP 68-14&15** a Classified project supporting ACGS (Aerospace Cartographic and Geodetic Service), Aerial Survey Team 3 (AST-3) in Vietnam and Thailand. Upper air soundings were provided by a 3 man team at various locations, and continues from November 1967, and terminated in April 1970. **Flight Testing of Lunar Module**, NASA at Ellington AFB, TX support is provided by a 5 man team double with theodolite pibal low level wind data for NASA's flight testing of the lunar module. **AFP 63-32 AST-10**, a continuing Photomapping project in Brasilia, Brazil and outlying areas. 6th 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, a 3 to 5 year project and terminated in September 1970. **Project Cold Ash** is another continuing project from '68 with 1 technician and a GMD-1A rawinsonde unit to Albrook AB, Canal Zone; Mitchell, SD; Eielson AFB, AK; and Sioux City, IA for Det 31, 6th WW High Altitude Balloon Air Sampling Operations for the Atomic Energy Commission (AEC) at various locations and at different altitudes. **Project Have Horn**, SAMSO (Space And Missile Systems Organization), North Truro AFS, MA was supported with seven 6th Wx personnel continuing to provide upper air wind data for the launching of the Nike Hydac rocket system carrying payload devices to be observed by sensors in the Boston area. Terminated in February 1970. AWS



Lunar Landing Module Test

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Modification Series was a project studying fog dissipation through seeding operations and terminated in March 1970 and ran from November 1968. Reported as one operation, it was a series of sub-projects with operations in Alaska, Germany and Washington state. **Project 8620, AFCRL** at Wallops Island, VA. Tasks required rawinsonde support from five sites requiring 23 personnel on the Atlantic Coast. This project was a study in the detection of Clear Air Turbulence (CAT) and each site provided soundings at 2 hour intervals for 12 hours during CAT periods during January and February. **NCAR Support** in Kremling, CO. during February and March provided a rawinsonde team of 5 personnel to provide upper air observations to 50 mbs for an intensive study of lee wave phenomenon east of the Continental Divide in Colorado. **3rd Weather Wing Fog Study** at March AFB, CA, 6th Wx deployed 3 wx observers for wiresonde observations from February to April. **Adverse Weather Aerial Delivery System (AWADS)** for Aeronautical Systems Division at Wright-Patterson AFB, OH. Four wx observers deployed February for low level double theodolite Pibal observations in support of this project. Second phase deployed 5 wx observers in April to August, then 4 wx observers deployed in November. **Project Handec I & II** for the Air Force Weapons Laboratory (AFWL) in Cedar City, UT was a continuation from March 1969 to March 1970 with 1 wx observer for surface and Pibal observations during thunderstorms and winds over 25 knots. **Project Stratoscope** for NASA in Palestine, TX, 6th Wx provided 3 observers and 1 technician for 2 rawinsonde observations per day to 80,000 feet at the NCAR Balloon Base in March. **Project for National Severe Storms Laboratory (NSSL)** is a yearly continuation of a network in southern and central Oklahoma. In April through May, 6th Wx deployed 8 four man teams, 1 non-deployed team and a headquarters element for a total of 38 personnel using GMD-1As. The Tinker team provided data until the end of July. The data 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. **Project Cold Chuck** (Classified) from April to August an 8 man rawinsonde team followed by two more teams supported this project with 17 personnel at unknown locations. **Project Logic** from May to September with 2 wx observers providing surface observations for the Aeronautical Systems Division (ASD) at Edwards AFB, CA. **Project TAC Test 70A-052** at Fort Bragg, NC and Fort Campbell, KY drop zones. In May and June, 7 wx observers provided double theodolite wind observations for the drops. **Project Troposcatter** a AFCRL continuing project of a joint Air Force and Canadian scientific project to correlate meteorological parameters and microwave data. 6th Wx deployed a 7 man rawinsonde/surface observation team to Port Henry, NY in June. **Project Falcon** in June and July, 6th Wx provided a 6 man team and static display of a TKR-1 Van at Norton AFB, CA. **Project Lightning Detection Equipment Test** at Patrick AFB, FL was provided a 2 wx observer, 1 technician team from June to September. **AWSR Tests** at Arnold Engineering Development Center (AEDC) in Tullahoma, TN. 6th Wx deployed 1wx observer to support tests to determine accuracy, response characteristics and repeatability of different types of sondes and sensors in November. **MMQ-2 Weather Vans CAT III Tests** with 3 maintenance technicians at Fort Hood, TX in August to November. **WTR Operations** aboard USNS Watertown with 2 observers providing pibal observations in August to November in support of the AFWTR. **C-119 Tests (AFLC)** at Camp Attebury Range in Indiana, 1 observer provided single theodolite observations in July and August. **Classroom Instruction at St. Thomas University** in Houston, TX in July and August by 2 observers and 1 technician, then with 4 observers and 1 technician in October and November in the SIOGE Project. Support consisted of providing classroom and practical training in rawinsonde procedures to all students enrolled on this special course. **Project Chase (US Army)** at locations in 3 states. With 30 observers and 6 maintenance technicians in Anniston, AL; Richmond, KY and Wilmington NC. 12 man teams provided hourly observations for a period of 20 days. **Project Handshake** at Richards Gebaur AFB, MO in August where 2 6th Wx observers deployed with a TKR-1 Van for a static display during an AFCS base open house. **Project Cold Flake** takes place at Hahn AB, Germany with 6 wx observers and 1 maintenance technician leaving in November on a 120 day TDY. Their mission was to operate and maintain propane gas dispensers in the AWS fog

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dispersal project. **Project Cold Crystal** at Ranstein AB, Germany required 1 wx observer leaving in October for 150 day TDY to assist 31st Weather Sq personnel to assimilate, tabulate and analyze during fog seeding operations and assist in quality control and technical effectiveness measures. **Project Cold Wand** at Fairchild AFB, WA was supported by 2 wx observers and 2 maintenance technicians who left in Oct on 120 day TDY. Their mission was to operate and maintain propane gas dispensers in the AWS fog dispersal project. **Refractive Index Sounding System** required several deployments for testing this equipment in Baltimore, MD. 1 wx equip technician assisted in the RISC manual review in November. Later 4 wx observers and 4 maintenance technicians attended the operational and maintenance training on the RISC system in November and December. **AN/TMQ-25 CAT III Test** was held at Fort Bragg, NC and Hurlburt Field, FL in November and December with 1 wx observer at each location to provide operational support during the CAT III testing period. **AWS Support** at Scott AFB, IL required 3 wx observers in November to provide a demonstration of the parafoil capabilities to MAC and AWS headquarters and operational personnel. **Project Have Horn II** at Provincetown, MA in December was short lived and the team of 5 wx observers and 2 maintenance technicians returned to Tinker. This was an AFSC (SAMSO) project to provide radiosonde and double theodolite pibal data and a specially designed wind tower was erected for wind data at 3 levels. The short project life was due to extremely bad weather and equipment failures but was scheduled to resume in January 1971. **Mini-computer/Rawinsonde set** operation and evaluation for possible use by AWS. 6th Wx deployed 1 wx observer and 1 equipment technician in December to the NWS station at Dulles International Airport in Sterling, VA where the unit was being utilized. **MMW-2 Van Conference** was attended by 1 wx equipment technician at AWS to assist in the evaluation of the CAT III test results. **Stratiform Cloud Study** at McClellan AFB, CA, as part of the AFCRL fog study, the 3 man team wx observers supported with wiresonde observations as required by the director. **FAA Fog Study** at Salt Lake City Airport, UT was provided 3 wx observers and 1 maintenance technician in December continuing through January 1971. The team provided surface and wind data observations during the propane and fog dispersal tests on the fog dispersal system being installed at the airport.

Personnel Augmentations of 72 Personnel Included: 1 Observer, 1 Technician at Det 11, 6th WW at Patrick AFB, FL in Jan thru Apr; 1 Technician to Det 31, 6WW at Sioux City, IA in Feb thru Apr; 11 Operators at 7th WW in Jun for nine different detachments for 60 days; 1 Technician to Det 48, 11th WS, May thru Jun; 2 Observers to 4th WW at Duluth International Airport, MN in Sep thru Dec; 1 Observer to 5th WW Mountain Home AFB, ID in Sep for 90 days; 1 Technician to 6th WW Patrick AFB, FL in Sep for 60 days; 11 Observers to 7th WW at 8 detachments in Sep; 2 Observers to 4th WW McChord AFB, WA in Oct thru Nov; 2 Observers to 4th WW Richard-Gebaur AFB, MO in Nov thru Dec; 1 Technician to 6th WW Patrick AFB, FL in Oct thru Dec; 1 Technician to 6th WW Eglin AFB, FL in Oct thru Dec; 1 Observer to 6th WW Dugway Proving Grounds, UT in Nov & Dec. **The following are all 5th WW Detachments:** from Oct to Nov and Dec, 1 Observer at McConnell AFB, KS; 2 Observers at Shaw AFB, SC; 1 Observer at Bergstrom AFB, TX; 2 Observer at unknown Det; 1 Observer at Hunter AAF, GA; 1 Observer at Homestead AFB, FL; 1 Observer at Luke AFB, AZ; 1 Observer at Nellis AFB, NV; 2 Observers at Fort Riley, KS; 1 Observer at Fort Benning, GA; 1 Observer at Cannon AFB, NM; 3 Observers at George AFB, CA; 2 Observers at Bergstrom AFB, TX; 1 Observer at Mountain Home AFB, ID; 2 Observers at Ellington AFB, TX; 1 Technician at Fort Meade, MD; 1 Technician at Fort Leavenworth, KS. **The following are all 7th WW Detachments:** in Oct & Nov, 2 Observers at Moody AFB, GA; 2 Observers at Randolph AFB, TX; 1 Observer at Laredo AFB, TX; 1 Observer at Robin AFB, GA; 1 Observer at McCord AFB, WA; 1 Observer at Reese AFB, TX; 1 Observer at Altus AFB, OK; and 2 Observers at unknown sites.

The Weather Equipment Maintenance Section performed organizational and field maintenance on all weather equipment assigned to this squadron. A 6 week AN/GMD-4 Maintenance Training Course was conducted for 4 McGuire Maintenance Shop personnel and 2 6th Wx Maintenance personnel. It was decided to expand the course to 7 weeks, an *(Continued on Page 5)*



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extra week of on-equipment training. The next course was held in July to train an additional 4 squadron personnel. A third course was held in Sep/Oct for another 5 squadron and 1 AWS personnel. A complete inventory of 6th Wx equipment was satisfactorily conducted in September.

The Motor Vehicle Maintenance Section is responsible for the maintenance and dispatch of all motor vehicles, van, trailers, and power generators.

Outstanding individual and unit accomplishments have been reflected in the numerous letters of appreciation from supported agencies and awards, decorations and other forms of recognition which the squadron and its personnel have received. In October TSgt Richard Hathaway was decorated with the Bronze Star for meritorious service as Chief Observer at Det 17, 10 Wx Sq, while engaged in ground operations against an opposing armed force at Ubon Airfield, Thailand from Jan 1968 to Jan 1970.

An AWIIG Team visited the squadron in March and found that 6th Weather Squadron (Mobile) was accomplishing its mission in a satisfactory manner. *You think??? A satisfactory manner??? I think they meant "in an Outstanding manner".*

-End of 6th Weather Squadron (Mobile) 1970 History-

Project "Have Horn" and Strange Occurrences in Provincetown, MA *Written by John Webb*

In 1970 I was part of a team that was deployed to Truro AF Station on Cape Cod in Massachusetts, in order to support Operation Have Horn. After we arrived on the Cape we rented apartments in Provincetown (PTown) where we would live for the duration of the project. I was not aware of what a "colorful" place PTown was nor of many of the famous residents who lived there during the winter. I considered myself a relatively knowledgeable "man of the world", but PTown really opened my eyes. My first experience occurred while I was exploring the waterfront one Saturday morning and I came upon an elderly couple with a very large display of photographs. I was very impressed with what they had and started asking for prices. I almost fainted. The prices were higher than Joe Namath's New York City's bar tabs. When I made a comment to the lady about the prices she looked at me like I was some kind of moron (which, I guess I was). She said the photo's were by Ansel Adams. I told her I had never heard of him and she said she was Mrs. Ansel Adams and Mr. Ansel Adams was setting in a lawn chair just a few feet away from us. I had obviously become a persona non grata so I quickly scurried away. I was not until a number of years later that I discovered what a world renown artist Ansel Adams was and I felt like a bigger fool than I did the day I almost got to meet him. A few weeks later, during the late evening, I was driving one of our AF trucks back to my apartment when I saw a guy hitchhiking into PTown. It was kind of an unwritten law around there that you picked up hitchhikers. It was also extremely cold and was snowing quite hard. So I picked the guy up. We started talking and he told me he was the new chef at one of the restaurants in PTown and that was where he was headed. He told me that when we got there if I would come in he would buy me a drink and fix a special appetizer for me. We got to the restaurant so I stopped and went inside with him. I sat down at the bar and next to me was a short, rather thick looking drunk who could barely stay seated on his bar stool. When the guy I picked up came in, the drunk acted like he had just seen his long lost brother. He grabbed the guy and started hugging him and saying how he had been waiting for him to show up. The hitchhiker introduce me to the drunk as the driver who brought him into PTown and the drunk started hugging me and profusely thanked me for bringing this guy to the restaurant. Then I discovered the drunk was Norman Mailer. He lived in PTown during the winter and did a great deal of his writing there. I sat at the bar and Norman just kept buying he and I drink after drink. Pretty soon, after he could no longer stay seated on his bar stool he decided he probably should leave, Norman wrapped a heavy scarf around his neck, put on a very heavy looking brown cashmere overcoat and stumbled out of the bar. I offered him a ride but he said he preferred to walk. So the last image I have of Norman Mailer was him trudging very slowly through the snow, down the street, headed for the far end of PTown and I guess his home. *John*



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 or USPS mail us 6WSAA c/o Buck Bucklin, 8 Sherwood Lane, East Hampton, NY 11937



The Fastest Manmade Object...

The fastest manmade object isn't a hypersonic jet or spacecraft, but a large manhole cover.... When the US started doing underground nuclear testing, nobody really knew what would happen. One test bomb was placed at the bottom of a 485-foot deep shaft on July 26, 1957, and someone thought it was a good idea to put a half-ton iron manhole cover on top to contain the explosion. The bomb turned the shaft into the world's largest Roman candle, and the manhole cover was nowhere to be found. Robert Brownlee, an astrophysicist who designed the test, wanted to repeat the experiment with high-speed cameras so he could figure out what happened to the cover. So another experiment was created, this time 500-foot deep, and a similar half-ton manhole cover

was placed on top. On August 27, 1957, they detonated the bomb. The high-speed cameras barely caught a view of the cover as it left the top of the shaft and headed into oblivion. Brownlee used the frames to calculate the speed to be more than 125,000 miles per hour.... more than five times the escape velocity of the Earth, and the fastest man-made object in history. Physicists have debated the whereabouts of the two manhole covers ever since. Recently, with the help of supercomputers and a lot more scientific knowledge, physicists are certain that they wouldn't have had time to burn up completely before exiting the atmosphere. This means both of the remaining pieces would have passed Pluto's orbit sometime around 1961 and are way beyond the edge of the solar system by now.



It was good to get a little feedback since the last newsletter. I received an email from Ed Skowron sharing his story of Project Have Horn on Cape Cod in 1969, and I posted it below. It brought back memories of my trip to MA, (my home state also) back in early '63 for a Radar Propagation over Water Study for AFCRL. And also a Sign-In on our website from Michael Seaver. Thank you both for the feedback....

Hi Gerry, I was looking forward to this newsletter. I joined 6th Wea. in Sept. 1969 and was sent to my home State (Mass.) on my first project. We left Tinker with three trucks and seven operators and one maintenance man. It took five days to get to Truro Radar Station going no faster than 55mph. We had governors on our vehicles at that time. I'm pretty sure I read two books during the trip. Our NCO in charge was Phil Hess (great guy); also on the team was Bill Toppin (also from Mass.), and Ken Dropco. Forgot the rest of the guys. The launch of the rockets was done at night and was quite a sight. Cape Cod at that time, (during the Winter) was devoid of people, compared to today. I always tell everybody that it was us and the seagulls, ha! My Wife and I went back to see if we could find the Radar Station around five years ago; we spent a couple hours and finally unearthed the place. The station was abandoned quite a few years ago, and turned over to the local Town. It felt surreal to be there; but brought back good memories. Gerry, do you have the names of the other guys? Thanks for putting out the "newsletter"; looking forward to 1970 and beyond! Have a great Holiday Season! Thanks, Ed Skowron

2/27/2022 - Hello to all! My name is Michael C Seaver. I was assigned to Tinker AFB, 6th Weather from Chanute, spring of 1962, and served various TDY Assignments. Chiefly, Eglin AFB in the summer/fall of 1963, ground support for dispersion of Agent Purple/Agent Orange. Love to make contact with members of that team. Michael



Cost of Living in 1970: Inflation: 5.8%; Average Cost of new house: \$23,450; Average Income per year: \$9,400; Average Monthly Rent: \$140; Gallon of gas: 36 cents; US Postal stamp: 6 cents; 25" Color TV \$740. United States population: 205 Million.



1970



Apollo 13 mission accident occurred when an oxygen tank exploded April 13 on the way to the moon., the astronauts messaged "Houston, we've had a problem". After four days of nervous planning and problem solving, they had a successful re-entry and splashdown on April 17th. All survived.



Boeing 747 Jumbo Jet makes its 1st commercial passenger trip on January 22. It flew to London from New York City as Pan American Airways with 350 passengers and crew on board. It is noted for its upper deck and is the 1st wide body jet aircraft. Later models could carry 550 passengers. It is still in service.



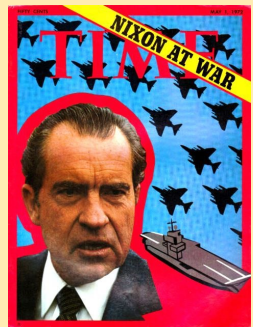
Nuclear Non-Proliferation Treaty was ratified by 45 nations with the three pillars of nonproliferation, disarmament, and peaceful uses of nuclear energy .

The Aswan High Dam is completed during July of 1970. Located across the Nile river in Egypt, the dam cost about one billion dollars and took eleven years of construction to build. The dam measured at nearly 350 feet tall, over 12500 feet long.



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.

In April 1970 Nixon orders a secret invasion of Cambodia by US and South Vietnamese troops.



Kent State University Shootings. On 4 May, 1970 after a number of days of protest against US invasion of Cambodia the National Guards fired on protesters at Kent State University and 4 were killed and a further 10 were injured.



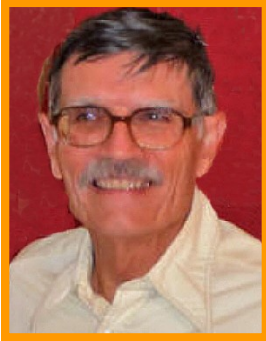
Changes: To keep our costs low: Please keep us informed of any e-mail or address changes by e-mailing us at webmaster@6thweathermobile.org or USPS mail us 6WSAA c/o Buck Bucklin, 8 Sherwood Lane, East Hampton, NY 11937



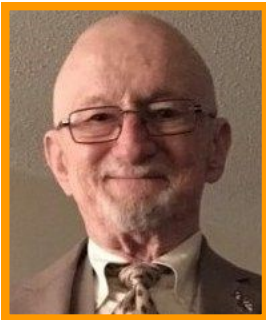
Final Launch



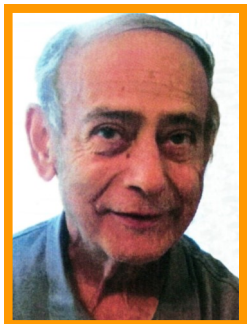
Charles E. Lee - - 2021 Charles Edward Lee died June 30, 2021 in Yukon, OK He served in 6th Weather Squadron Mobile from 1959 to 1966 and was a member of 6WSAA. No obituary available.



Charlie D. Mabe Sr. 1933 - 2021 Charlie Douglas Mabe Sr. went to be with the Lord on Oct. 4th, 2021. Born to Charlie and Pearl Stephens Mabe, on Sept. 19, 1933 in Dolphin, VA. He is preceded in death by his parents, three older siblings and his wife, of 65 years, Elizabeth "Betty" Hunter Mabe. He is survived by a sister, Lucille Harris (Marvin), two daughters and three sons. Laura Jones (Jim), Charlie Jr., Timothy, Linda Long (Joe), and Robert (Deana); eight grandkids, four great grandkids, and Aunt Elvira. Charlie served in the 6th Weather Squadron, now known as the Storm-Chasers, for the USAF from 1954 to '58, and he was a member of 6WSAA. He then retired as a weatherman for NOAA in 1987. He was a pilot for the US Agriculture Department after retirement, and he was also the Commander for the local Civil Air Patrol for several years. He was a preacher for many years in both NC and TX, and started several new congregations.



Earl Glenn Gordon - 1942 - 2019 Glenn Gordon was born August 3, 1942 in Oklahoma City, the son of E.B. and Ruby (Skinner) Gordon. He passed from this life October 26, 2019 in Oklahoma City at the age of 77 years. Glenn proudly served his country in the United States Air Force. He served in the 6th Weather Squadron Mobile from 1963 to 1966. He also was a graduate of UCO with a Bachelor's degree in Marketing. He retired from AT&T after 25 years of service in Sales and then went on to work for USA Digital. Glenn was a member of the Elvis Presley Fan Club and dedicated his time to helping others through charity work for various organizations. He was preceded in death by his parents and a son, Michael Wisner. He is survived by his wife Julie Gordon of Oklahoma City; daughter, Wendy Malone and husband Mike of El Reno; sister, Ruth Ann Frick and husband Bob of Oklahoma City; grandchildren, Shannon Wisner and Charity Christian; great-grandchildren, Malachi Christian and Machila Christian; and nieces, Natalie DuBuc and husband Kevin and Shelley Speer and husband Austin.



Salvatore Briante Salvatore Briante 1944 – 2022 Age 77 died January 7, 2022 in Mount Sinai, NY. He served in 6th Weather Squadron Mobile from 1968 to 1972. There is no obituary.



A deadly late-season tornado outbreak, the deadliest on record in December, produced catastrophic damage and numerous fatalities across portions of the Southern United States and Ohio Valley from the evening of December 10 to the early morning of December 11, 2021. And the deadly EF-4 tornado that hit Mayfield, Kentucky.

