

Headquarters
6th Weather Squadron
Albrook Field, C.Z.

"IN SCIENTIA VENTORUM VALETUDO PINARUM"

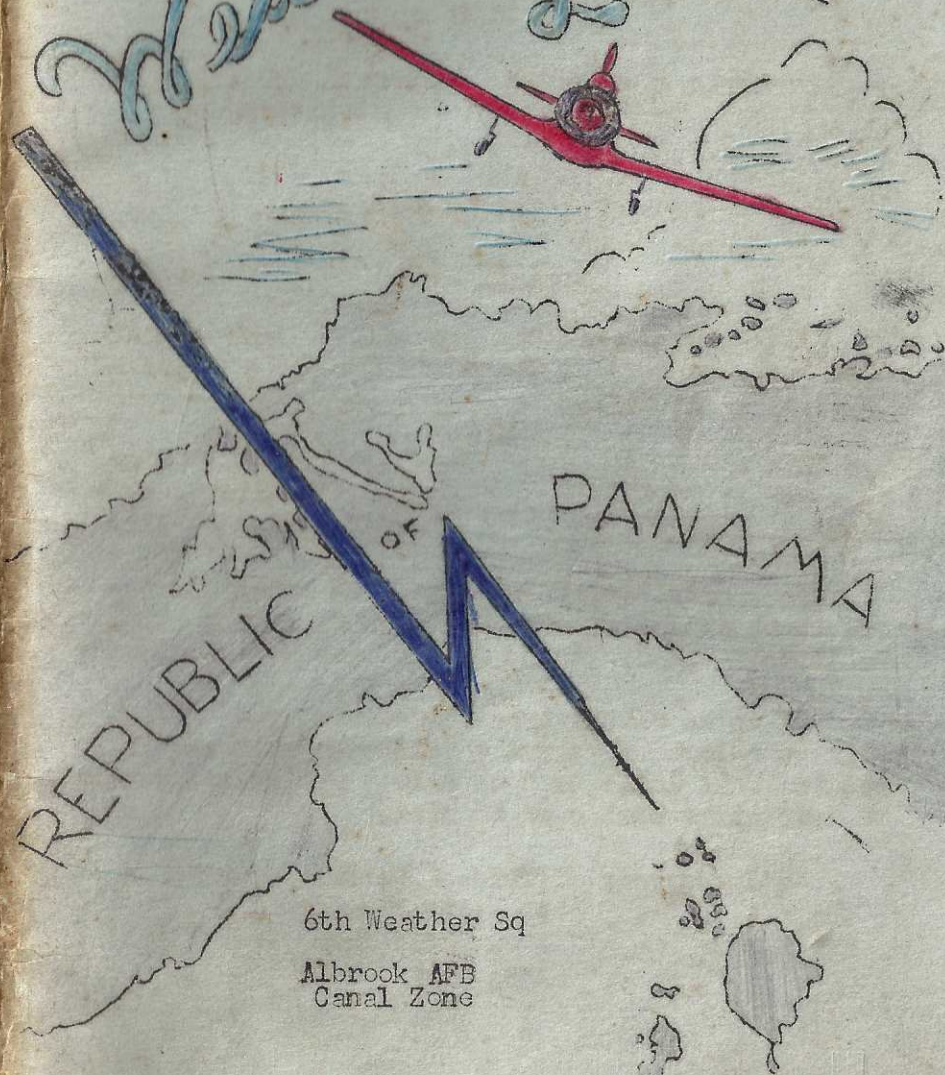


(In the knowledge of the winds lies the strength of the wings)

Work copy

MAY 1948

The Weather Loop



6th Weather Sq

Albrook AFB
Canal Zone

before him, energy, thoughtfulness, and sincerity inspire similar virtues in others and mark him as one deserving of consideration and one capable of assuming and fulfilling responsibilities. An organization without able and energetic leadership cannot function as a unit and consequently exists only by virtue of the capabilities of the individuals. Good morale is a function of good leadership as good conduct and discipline are also directly related to good leadership.

There is only one way to be a good leader and that is to lead. Many individuals fail to get ahead because they don't use the power of leadership. No matter what our future may be, civilian or military, it is necessary for all of us to apply the principles of good leadership in our everyday lives. For only through these principles can we be sure that our goal will be achieved with the grace and dignity looked upon by all of us with respect and admiration.

G. W. M.

We know that in the world today nothing of great moment can be accomplished without leadership, be it business or charity - or be it war. It is more true in war than elsewhere. You cannot fight a battle or run an Army without discipline. Efforts otherwise have never succeeded in the past. They cannot succeed today.

Secretary of the Army
Kenneth G. Royall

THE CHAPLAIN'S CORNER

By Chaplain John L. Anderton
(Albrook AFB, C. Z.)

UNIVERSAL BELIEF OF MANKIND

Father of all! in ev'ry age,
In ev'ry clime adored,
By saint, by savage, and by sage,
Jehovah, Jove, or Lord!

Pope, Universal Prayer.

Human reason is fundamentally a trustworthy faculty. It is the means by which we discriminate between truth and error. It is the basic tool by which we have ferreted out the laws of nature, discovered her source of energy, and harnessed them to do our bidding. It is the fundamental means by which we have achieved our mastery of nature and reached our present state of civilization. To impugn the reliability of man's intellect would mean, therefore, the repudiation of the findings of modern science in which we take such glory and such pride. You might as well ask a modern to deny his own existence as to deny either the verified discoveries of modern science or the trustworthiness of the intellect by which those truths were ascertained.

Now it is a fact abundantly established by historians and anthropologists that mankind in all ages, in all countries and in all stages of civilization has believed in the existence of a Supreme Being. No matter whether the race or tribe was civilized or uncivilized, whether it was in communication with other races or whether it was isolated in the darkness of an African jungle, we find the

clear and unmistakable evidence of the belief in a Ruler of the Universe. True, individuals who doubted or denied the existence of such an Infinite Power can be found here and there. These are the exceptions, however which prove the rule.

They are, moreover, so infinitesimally small in comparison with the overwhelming majority of mankind that they do not affect the moral unanimity of the judgement of the human race. Mankind in all ages has affirmed the existence of a Supreme Being. Can such a deep, universal conviction of the race be an illusion? If "fifty thousand Frenchmen can't be wrong", can all the race be wrong? If we have been endowed with reason to ascertain the truth, can the functioning of that reason in all mankind have served but to lead them to a gigantic conspiracy against the truth?

Could it have served but to mislead them in answering the most important question which the human mind is called upon to answer? To answer in the affirmative is to impugn the trustworthiness of the intellect to know the truth. It is to plunge the race into universal scepticism. But the facts discovered in science, the truths of philosophy, pounded out on the anvil of free discussion, and the general experience of mankind that our intellect is a light and not a darkness, preclude such a conclusion.

Therefore, from these excerpts found in "Truths Men Live By", we are obliged to regard as valid the argument for God's existence that is drawn from the universal consent of mankind.

AIR WEATHER SERVICE - A SPECIALIZED CAREER

USAF's Air Weather Service presents a sound and challenging opportunity for qualified persons to mold a complete military career in the technical study of meteorology and its allied subjects. For those of scientific inclination, the Air Weather Service program embodies a high degree of technical training, superimposed upon the normal advantages offered young men today in military service.

As plans to rebuild the Air Force on a peacetime basis gain momentum, Air Weather Service will expand in proportion. The knowledge and experience gained through schooling and training now offered will enable those in the field at this stage of development to command an important place as the service is enlarged to its full projected strength. The standards are necessarily high; so are the rewards in personal satisfaction and achievement.

A CAREER FOR ENLISTED MEN

A career in the Air Weather Service for enlisted men opens the doors to schooling and training to those who have a good background in algebra and trigonometry and experience or training in electronics. Only men with an AGCT score of 100 or better can qualify for weather service. The basic specialty for enlisted men is Weather Observer and personnel so rated progress to different levels of technical achievement in more or less the same manner as weather officers. Within a few months, the basic soldier moves from semi-skilled to skilled observer. After becoming an observer, the enlisted man may proceed either through on-the-job training or formal course in a technical field; however, he receives training in weather radar operation or takes a formal course in rawinsonde

operation. Beyond this point, he has a choice of two avenues: The first category includes operation of SFERICS and Radar (maintenance requiring further training in Radar fundamentals); General Radar Mechanic (formal course); Weather Equipment Technician (electronic), involving formal Rawinsonde Technician Course and finally, duties of Station Chief, consisting of administrative work and supervising technical and operational phases. In the second category, he may move from skilled observer, after completion of radar and rawinsonde operation training, on to Weather Technician (non-electronic) and finally, duties of Advanced Weather Observer, consisting of administrative work and supervising all operational phases. This specialty requires formal or on-the-job training in operation of all weather instruments and equipment (non-electronic). To include electronics would be a still higher level of training.

OPPORTUNITIES FOR OFFICER PERSONNEL

A prospective weather service officer starts his career as a weather officer. After serving a period of duty in this capacity, further educational opportunities are offered to qualify as Weather Engineer and Survey Officer. He may then go on to a specialized field such as micro-meteorology, oceanography, climatology, ballistics, or one of the many other allied fields within the scope of meteorology. All such advanced education can lead to scholastic degrees as Master or Doctor. Graduate meteorological training at civilian schools is a further possibility for those with regular or reserve USAF commissions, contingent upon acceptance by Air University and by the particular civilian university.

AIR FORCE COMPLETES SURVEY

Approximately half of the enlisted men now in the US Air Force expect to reenlist when their present terms expire, a world-wide troop attitude survey has disclosed.

Thirty-four percent of the personnel are "almost sure" they will reenlist and 17 percent said they "probably will".

Approximately 220,000 Air Force enlisted men at bases throughout the world filled out questionnaires distributed by all USAF commands. These questionnaires did not require the identity to sign his name.

A recapitulation of the replies disclosed these results:

Almost sure they would reenlist	34%
Probably will reenlist	17%
Not sure what they will do	20%
Probably will not reenlist	9%
Almost sure they will not reenlist	20%

Seventy-one percent of the personnel polled said they liked life in the Air Force, and fifty-three percent believed they earned more take home pay in the USAF than they would earn in civilian life.

More than half of the men answering the survey replied that they saw a greater opportunity for promotion in the Air Force than in civilian life, and an equal number thought the USAF's retirement opportunities were better than they could get in a civilian job.

Although fifty-five percent said they liked the food served in the Air Force, sixty percent believed

housing and living conditions could be improved.

Eighty-seven percent of the replies were enthusiastic about the annual 30-day vacation with pay, and more than 100,000 men testified that the Air Force was "a good place" for married men.

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"Study means Success!"

"SEE YOUR Troop Information and Education OR Educational Services Officer TODAY"

ADJUTANT'S CALL

Lt Helehan
T Sgt Kearley

In answer to many inquiries as to why certain articles cannot be bought in the Post Exchange, you are referred to the following letter:

"Attn: Branch Exchange Officer
Dear Sir:

Your orders #40341, 40348, and 40349 were received today. However, we are sorry to inform you that we cannot honor these orders.

This company's agreement to sell domestic exchange arose from a feeling of moral obligation on our part to serve members of the Army. However, it has become increasingly apparent that portions of our merchandise originally sold for re-sale in post exchanges, for exclusive use of members of the Armed Forces, are finding their way into civilian channels. This action has a direct and injurious bearing on the welfare of our traditional outlet, the retail jeweler.

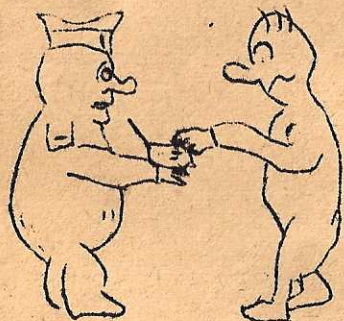
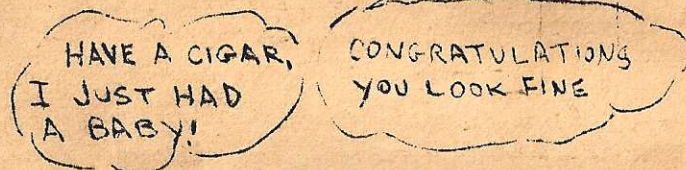
We are extremely sorry that conditions have reached the point at which we must discontinue supplying these domestic exchanges. We enjoyed the contacts we have had with Army personnel, and look forward to the time when we can renew this relationship.

If we can be of service to you in any other manner, please do not hesitate to call on us."

This letter, one of the many that is received by the Post Exchange, shows why they are having difficulty in obtaining the merchandise you desire. If you desire their products at a substantial savings, help them protect themselves. All merchandise purchased through the Exchange is for use of members of the Armed Forces only and not for resale to civilians.

STAT CONTROL

We are pleased with the receipt of monthly and quarterly reports from the stations as to their correct submission and time of arrival. In the future, watch the Stat Control Book for all changes. An Index has been published and will help to keep the book up to date. If any pages are missing from your book, request replacements from this headquarters.



LT. PRIZIO ADDS TO THE 6TH WEATHER FAMILY

The happy event occurred on Mother's Day, which incidentally was Lt Prizio's birthday. The baby has been named Judy and is the second daughter for Lt and Mrs Prizio.

S-1 SOUNDS OFF



Extensions of Foreign Duty Tours

ATC personnel in this theater, regardless of grade, may presently be granted 6 months extension of tour of foreign duty. No extensions for CAirC enlisted personnel are being granted at this time.

OCS

WD Cir 101, 19 Apr 47 will be revoked as governing regulation for USAF OCS on 30 Jun 48. Effective 1 Jul 48 application for USAF OCS will be restricted to eligible individuals stationed or residing within continental limits of US.

All Enlisted Grades Now Permanent

Temporary promotions of EM were discontinued 31 Mar 48. As of that date all Regular USAF non-coms have been considered to hold permanent warrants and promotions subsequent thereto have been permanent.

Sgt Egghead Makes with The Answers

Dear Sgt Egghead:

I understand that there are no more payroll deductions for Soldiers Deposits. I have a little money that I would like to save and have been wondering how to get to Albrook to make the deposit and have an entry made in my deposit book. I am stationed at the detachment at Managua and don't think that I should have to take a leave every time I want to stash a little money away. What should I do?

N.I.C.

Dear Sgt Egghead:

The tell me that the Soldiers Deposits by payroll deduction is out. Is that correct? If so, please tell me how I can make my deposits now.

C.S.B.

Dear N.I.C. and C.S.B.:

Si, Senors. Payroll deductions for soldiers deposits were discontinued effective 31 Dec 47. Only



cash deposits are now authorized. Under the new deal (AF Ltr 33-14, 30 Mar 48) you do like so: When you're away from the station where your Service Record is maintained, you can make cash deposits by either cashiers check or postal money order. Be sure and make the check or money order payable to the Treasurer of the United States. Mail the deposits to your unit personnel officer. If your deposit book is not now filed with your Service Record, send it in with the first deposit. OK?

Sgt Egghead

Dear Sgt Egghead:

I re-enlisted in the Regular Army on 1 Nov 45. I understand that if I extend my enlistment to six years my family allowance will be guaranteed until 31 October 1951. Is this right?

D. E. R.

Dear D. E. R.:

No, I'm afraid not. Paragraph 12c (4) of AF Ltr 35-114, 12 Mar 48 says that this guarantee is only for those who extend their enlistment to 3 years and that if you extend to 4, 5, or 6 years you will be informed that "possible future legislation may terminate payments of family allowances during part of the period of extension".

Sgt Egghead

OPERATIONS AND TRAINING (S-3)

Lt Terhune

Visits to the weather stations for the month are progressing nicely. At this writing, visits have been completed to Albrook, France, Managua, and San Jose, Guatemala. The visit to Galapagos has been postponed until June. Visits to Barranquilla and Howard will take place the third week in May. All stations visited thus far have been in good shape. S Sgt Wesnor at San Jose, Guatemala is doing a particularly good job of keeping his station in good order.

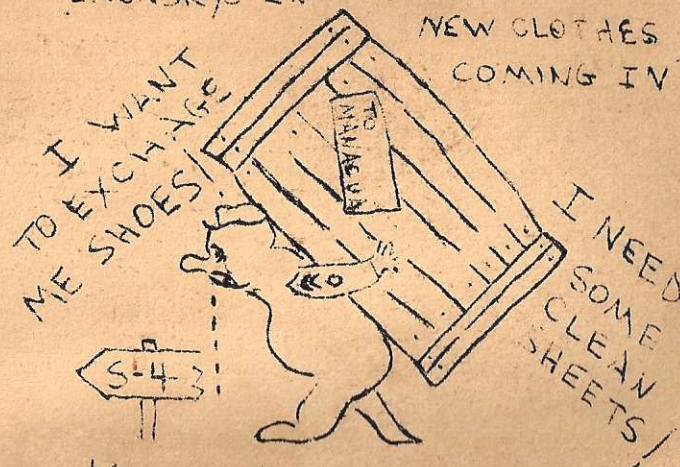
Manuals on the ceilometer set have been distributed to Howard, Albrook and France. This would be a good time to prepare the personnel in the station for the use of the equipment.

One of our two mission stations was closed this month when permission was granted to move out of Talara, Peru. We still have personnel with the mission at Lima, Peru. This leaves us with seven active stations and one mission station.

Plans are well under way to close the weather station at San Jose, Guatemala during the next few weeks and to open a similar station at Guatemala City. This was brought about because of the removal of the PAA forecasting station at the City. Forecasting service to the Air Force planes will be improved insofar as a much larger number of aircraft utilize Guatemala City as a terminal rather than San Jose. As far as personnel are concerned, this will eliminate a rather undesirable station and add a very desirable location. The move should prove beneficial to all factors.

HEY WATSON
LAUNDRY'S IN

WHEN IS MY
NEW CLOTHES
COMING IN?



Kilroy Has Nothing
ON WATSON

The weathermen of this squadron may expect to receive the Aircraft Technician Badges, according to a recent announcement of the S-4 Section. The presentation will take place later in the month.

Made of sterling silver, and slightly larger than the marksmanship badges, the design is that of a four-bladed propeller within a wreath. Below this is a bar or bars with the name of the enlisted man's specialties, such as "Weather Observer", "Weather Forecaster" or any other military qualifications the wearer may have.

T Sgt E. W. Anderson states that Sixth Weather will be the first organization in this area to distribute these badges among its qualified aircraft technicians.

THUNDERSTORMS

By Captain William H Staten

As the rainy season approaches Panama, the familiar old problem appears. That problem is forecasting thunderstorms, their movement, their turbulence, and their conditions (building or dissipating).

To begin, thunderstorms are quite common in this region with the Intertropical Convergence Zone over the area. Therefore, the forecasting of thunderstorms is relatively easy. The big problem is to forecast their movement and conditions.

Let us take up the movement of thunderstorms. It is well known that thunderstorms seem to breathe in at the sides and blow out at the top, and also, that severe down drafts are encountered under the actual storm. It is common belief that thunderstorms always move with the winds aloft of 8-12,000 feet, and in general, this is true for most storms in the northern latitudes because these storms are generally associated with frontal activity. Since storms are set off by frontal activity and are continually dissipating and new storms forming along the front, they seem to an observer on the ground to move along in the same direction that the front is moving. If the front moved in another direction contrary from the usual wind flow, then the storms would move along in the direction that the front is moving and not with the winds aloft. Of course, there are air mass thunderstorms which move in the general flow of the upper air, but this is due to the fact that these storms are so small in comparison with the flow pattern at the steering level that they can not overcome the effects of the flow pattern. However, if the so-called steering level winds are light and variable

as they usually are in the Tropics, the storms will make their own movement. This fact has been proven during the past wet season in Panama. Also this forecaster has personally observed air mass thunderstorms to move contrary to the usual flow for the steering level.

It has been observed in Panama by noting the wind direction from the movement of upper and intermediate cloud systems, that when an easterly wind flow is observed aloft and a southerly wind flow in the lower levels, individual storms move under these conditions from east to west while the entire storm area migrates southward. Counter to the belief that storms invariably move with the prevailing winds aloft, it has been observed that showers often move on a line normal to the observed winds aloft. The more intense storm systems draw the smaller storms into them.

It has been proven by radar observations that some thunderstorms seem to have tremendous movement contrary to the wind flow pattern for short periods of time. It is believed that this apparent movement is due to smaller storms' convergence set up by the large dissipating storms. This results in a large new storm at a considerable distance from the old storm, and to an observer who has not continuously watched the change on a radar scope, it is assumed that the new storm has moved from the position of last report. This erroneous assumption may be overcome by continuous radar observations; however, complications arise due to the fact that the radar set does not operate with maximum efficiency for long periods of time. This problem may be partially solved by using a rule of thumb that is not exactly fool-proof, but has been observed to work in this area. First, it is assumed that you are familiar with the latest rare reports and know the location of all the storms in the vicinity. Then by visual observation

of the direction of the roll cloud of the thunderstorm which you know from the rare reports is dissipating, you can prognosticate the direction of convergence which will draw the smaller storms in the area into one large storm. This new storm may move in the direction of the prevailing winds aloft or it may make its own movement. It is not to be misconstrued that this forecaster has ruled out forecasting the movement of thunderstorms by the prevailing winds aloft but under certain conditions of weak winds aloft, the above rule has proven a valuable forecasting tool.

The conditions of the storms are not quite so difficult to forecast with aid of the radar set. Any good observer with a radar set can forecast the conditions of a thunderstorm by watching the core areas develop. This also can give an indication as to the height of the thunderstorm. If the rain area is increasing in height, you can be sure the storm is building. If, on the other hand, the rain area is decreasing, the storm is dissipating.

These rules are not hard and fast rules but are rules of thumb or practical rules used to aid the forecaster in predicting sudden or severe changes in storms which might not be noticed by other means.

THESE MODERN TIMES

Given the unpleasant task of breaking the news to a woman that her husband had committed suicide, the chaplain went to the widow's house. "I bring you bad news", he said. "Your husband just jumped into the river."

"Oh", she sighed, "him and his new fountain pen."
(AFPS)

PRACTICAL RESULTS OF RECENT EXPERIMENTS TO PRODUCE RAIN ARTIFICIALLY

In view of the very great economic importance that might result from development of successful methods for artificial production of rainfall, the United States Weather Bureau has kept closely in touch with experiments in this field and promptly examines reports of practical results in producing rain by artificial means. The most recent experiments are those which have grown out of the research work of Dr. Irving Langmuir and Mr. Vincent Schaefer of Schenectady, N.Y., who during the last year developed new techniques for using dry ice (solid carbon dioxide) to precipitate snow or rain showers from clouds of water droplets existing at temperatures below freezing. In years past, many different substances or reagents have been used in the effort to produce rainfall. In earlier experiments, sand, calcium chloride, pulverized ice (Montgolfier, 1745-1810) as well as liquid or solid carbon dioxide (dry ice) have been tried. Most of the earlier tests were negative or inconclusive. The few in which success was claimed could never be confirmed by subsequent investigations. Recent experiments with dry ice have included attempts in Australia, England, Mexico, as well as a very large number of unofficial tests on shower clouds by private flyers and commercial agencies in many parts of the United States.

The results to date may be summarized as follows: first, it has been definitely shown that particles of dry ice dispersed in clouds with temperatures below freezing will, under conditions not yet fully known, cause the precipitation of snow which may melt and form rain. However, much of the snow or rain may evaporate on its way to the ground and there is as yet no authenticated case where precipitation reaching

the ground solely as a result of "seeding" a cloud has mounted to more than a fraction of an inch.

Second, up to the present time there is no conclusive evidence as to how much, if any, of the shower was produced entirely by artificial means (dry ice) and how much resulted from natural causes. Experiments are under way to determine quantitatively the amounts that can be produced artificially under various circumstances.

Third, it is generally agreed that there is no method so far developed that is likely to produce sufficient rainfall to relieve drought under the conditions of inadequate supply of moist air, a deficiency that practically always prevails when there is serious drought. Clouds will not form unless there exists both sufficient moisture and upward movement of air.

Fourth, there is no real evidence at present that artificial methods can be used to create, destroy or deflect hurricanes. The possibilities will be investigated in future tests.

Some of the physical factors that enter into the production of rainfall are discussed briefly in the following paragraphs.

According to Dr. Langmuir's researches, seeding creates myriads of sublimation nuclei or "ice germs"; and each ice germ may grow to an ice crystal and fall as precipitation if there is sufficient moisture available. Ordinarily there is not sufficient moisture in the treated cloud to gather around each and every ice germ and cause it to grow to sufficient size to fall. The moisture content, however, may be increased by convection and/or advection. But when additional moisture (either liquid or vapor) replaces the seeded

portion of the cloud, there will be few or no seeds available in the new cloud formation to transform it into an ice cloud. Hence, it is very important for spread of the precipitation area that the ice germs diffuse to unseeded portions of the cloud by mixing or convective processes. The extent of this diffusion is a subject of current investigation, but it is not likely to exceed a few miles.

Silver iodide also has ice nucleation properties and has the advantage that the nuclei thus formed do not evaporate or melt and so can remain for long periods regardless of the temperature until they come into the presence of supercooled water droplets and produce their effect. On the other hand the nuclei produced by dry ice are minute ice crystals which evaporate and melt when the air is dry or the temperature above freezing. Such ice nuclei are produced not only by dry ice but apparently by any material at temperatures below -35°C .

Extensive experiments are being conducted under government sponsorship in which elaborate equipment and scientific controls are being employed. Results of these experiments should determine the scientific or economic significance of inducing precipitation by artificial means.

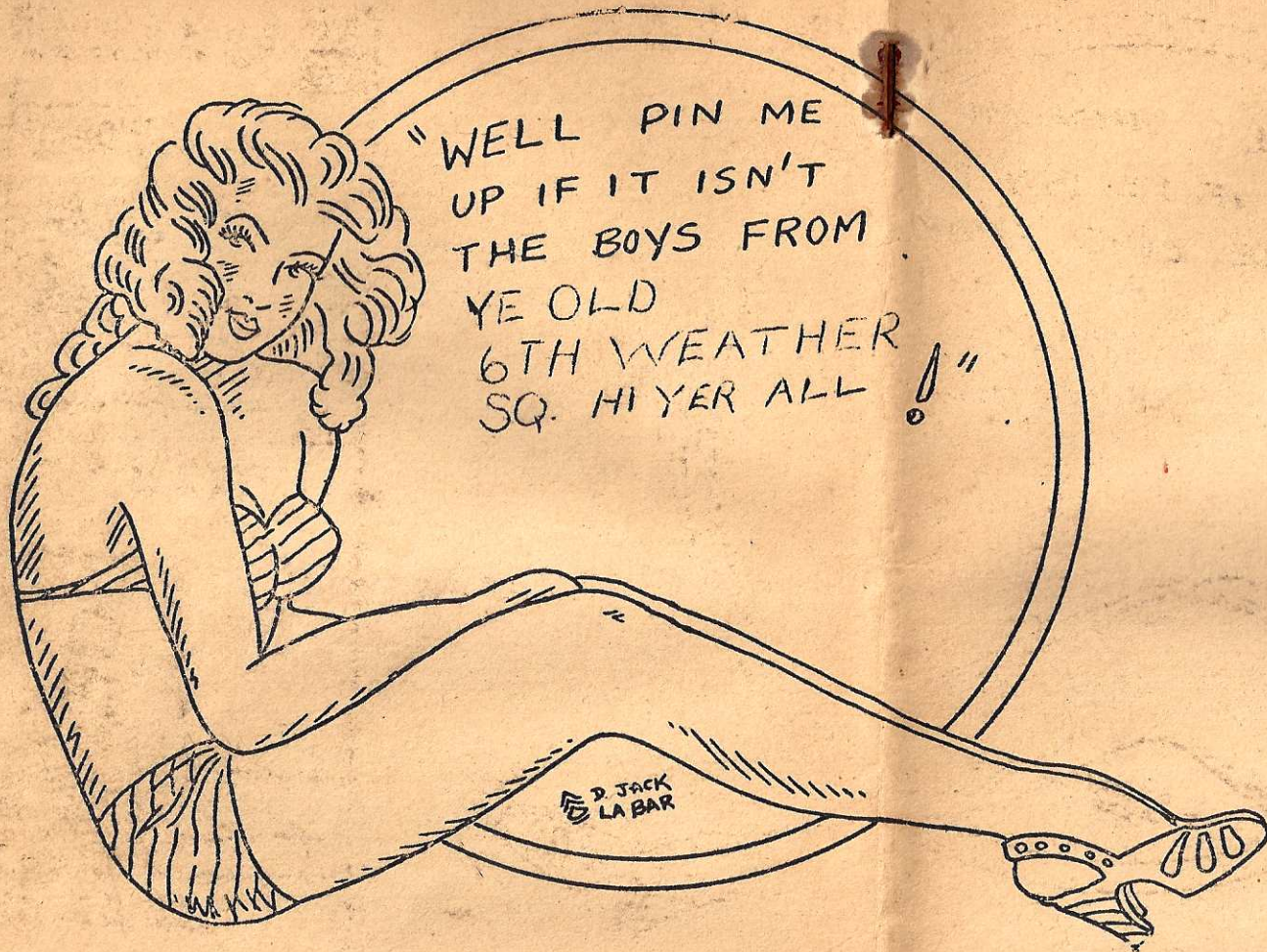
WRONG ANSWER

The doctor was giving a young recruit a medical examination.

"Are you troubled by improper thoughts?"

"Why, no," answered the patient. "To tell the truth, I rather enjoy them."

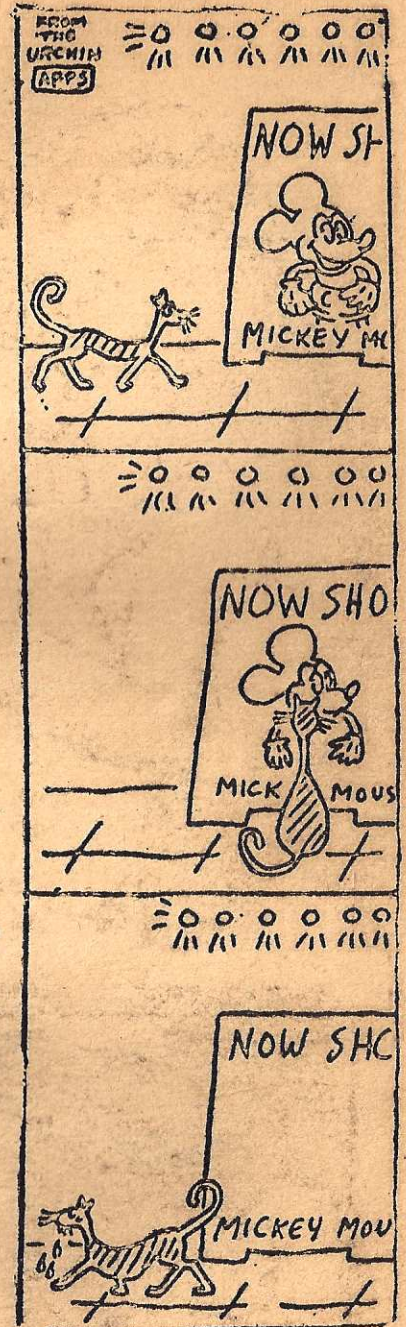
-(AFPS)



"WELL PIN ME UP IF IT ISN'T THE BOYS FROM YE OLD 6TH WEATHER SQ. HIYER ALL !!"

D. JACK LA BAR

JILLY DILBERT ----- By Ray back



AIRCRAFT CLEARANCES

The number of aircraft forecasts made by the forecasters of this organization for the month of APRIL total 2832. The distribution of clearances throughout the area was as follows:

<u>Station</u>	<u>23's</u>	<u>7A's</u>	<u>Local</u>	<u>Total</u>
Howard	66	31	1230	1327
France	208	14	461	683
Albrook	242	308	118	668
San Jose, Guat	96	4	4	104
Managua, Nic	37	13	-	50
TOTAL			2832	



Analysis of Heights Attained by Upper Air Stations of the 6th Weather Squadron During the Month of April 1948

<u>Station</u>	<u>No. Runs</u>	<u>Max. Height (Feet)</u>	<u>Av. Height (Feet)</u>
<u>RAWIN</u>			
Albrook	114	65,700*	48,969
Barranquilla	80	60,000**	48,000
Managua	53	62,380#	41,774
<u>RAOB</u>			
Albrook	60	55,863##	44,390
Barranquilla	50	60,000**	44,000
Managua	31	62,320#	

* Run made by Cpls Donald Knoblauch and Harry E Cox.

** Runs made by Sgt John R Austin and Cpl Joseph C Krush.

Runs made by Sgts Robert M Schwenner and Robert M Wilson

Run made by Cpl Donald E Knoblauch and Mr M Ciesielski

"I wish to marry your daughter, sir."
 "Do you drink, young man?"
 "Thanks, but let's get this other matter settled first."

(AFPS)

PERSONNEL OF 6TH WEATHER SQ ADRON

HEADQUARTERS

Major George W Moxon ✓ Commanding Officer
Capt Edward J Goettlicher ✓ Radar Weather Officer
1st Lt Elton G Clohecy ✓ Personnel Officer
1st Lt Eugene K Helehan ✓ Adjutant
1st Lt Neville D Libby ✓ Asst Operations and
Training Officer
1st Lt Harold B Terhune ✓ Operations & Training O

M Sgt William M McIver Radio Operator-Mechanic
T Sgt Earl W Anderson ✓ Supply NCO
T Sgt Robert A Kearley First Sergeant
T Sgt Billy Kelly ✓ Aerial Engineer
S Sgt Thomas E O'Born ✓ Personnel Clerk
S Sgt James S Watson ✓ AF Supply Technician
Sgt Garland M Casey ✓ A & E Mechanic
Sgt James V Hutches ✓ Personnel Clerk
Sgt Thomas H Wolfe ✓ Personnel Clerk
Cpl John R Arnett ✓ Message Center Clerk
Cpl Calvin S Israel ✓ Headquarters Clerk
Cpl William Thayer ✓ Message Center Clerk
(Civ) Miss Jo Ellis ✓ Secretary

ALBROOK (6th Wea Sq Det 6-1)

Major Stanley J Krowka Station Weather Officer
Capt Frederick W Marr Asst Station Weather O
1st Lt Earl W Holtzscheiter ✓ Asst Station Weather O
1st Lt Thomas A Prizio ✓ Asst Station Weather O
1st Lt Harold Rashin ✓ Asst Station Weather O
1st Lt Dan T Rogers ✓ Asst Station Weather O

M Sgt Ernest M Ely ✓ Weather Forecaster
T Sgt Gene F Szuch Weather Forecaster
S Sgt Patsy A Manieri Chief Weather Observer

Sgt James S Finley
Sgt Allan T Ford
Sgt Howard A Moore
Sgt John P Torok
Sgt Hugh E Warner
Cpl Billy Conley
Cpl Harry E Cox
Cpl Richard P Jaques
Cpl Arthur J Johnson
Cpl Willett S Mitchell
Cpl William B Timmerman
Cpl Donald E Knoblauch
Pfc Gerald A Bennett
Pfc Clarence F Boatwright
Pfc Dan M Chadwick
Pfc Richard E Dahlgren
Pfc Chester Darling
Pfc Paul Dolan
Pfc John Eddins
Pfc Thomas G Machen
Pfc Richard F McDonough
Pfc Eugene O'Neill
Pfc Rudy A Villarreal
(Civ) Mr M Ciesielski
(Civ) Mr G Haller
(Civ) Mr T E Rowley

FRANCE (6th Wea Sq Det 6-5)

Capt Thomas P Cody
Capt William H Staten
1st Lt Lewis J Allison
2nd Lt Vernon W Windell

M Sgt Lelyn W Nybo
S Sgt Gerald R Porter
Sgt Charles S Branch
Sgt Thomas H Kauffung
Sgt Herbert H Wilson

Weather Observer
Weather Observer
Rawinsonde Technician
Weather Observer
Weather Observer
Wea-Ob-Wea Inst Tech
Rawinsonde Operator
Weather Observer
Rawinsonde Technician
Rawinsonde Operator
Weather Observer
Rawinsonde Operator
In-Station Training
In-Station Training
In-Station Training
In-Station Training
Weather Observer
Weather Observer
Weather Observer
Rawinsonde Operator
Weather Observer
In-Station Training
In-Station Training
Project Hypo
Project Hypo
Project Hypo

Station Weather Officer
Asst Station Weather O
Asst Station Weather O
Asst Station Weather O

Weather Forecaster
Weather Observer
Weather Observer
Weather Observer
Weather Observer

Sgt William J Lawless	Weather Observer
Cpl Bruno Del Fabbro	Weather Observer
Cpl David J Pentecost	Weather Observer
Cpl Howard G Price	Weather Observer
Cpl Ernest J Zimmerman	Weather Observer
Pfc William S Hale	Weather Observer
Pfc Carlo V Menucci	Radar Technician

HOWARD (6th Wea Sq Det 6-6)

Capt Russell G McGrew	Station Weather Officer
Capt John C Brigham	Asst Station Weather O
1st Lt Thayne O Mauch	Asst Station Weather O
1st Lt Robert P Walter	Asst Station Weather O

S Sgt James M Allman	Weather Equipment Tech
S Sgt Frederick W Low Jr	Weather Observer
S Sgt William H Thomas	Weather Observer
Sgt Richard G Boyce	Weather Observer
Sgt Dean A Brungart	Weather Observer
Sgt Philip R De Salle	Weather Observer
Sgt Earl D Forslund	Weather Observer
Sgt Wayne R Lundberg	Weather Observer
Sgt Jack N Wentz	Weather Forecaster
Cpl Henry T Frey	Weather Observer
Cpl Joseph D Hemleron	Weather Observer
Cpl Edward J Langwasser	Weather Observer
Cpl Harold R Sadler	Weather Observer
Pfc Edward D Arnett	Radar Technician

MANAGUA, NICARAGUA (6th Wea Sq Det 6-8)

M Sgt John W Havens	Weather Forecaster, NCOIC
Sgt William D Cashatt	Weather Observer
Sgt Robert M Schwenner	Radiosonde Operator
Sgt Robert M Wilson	Radiosonde Operator
Cpl Andrew Polansky	Radiosonde Operator
Cpl Paul Saraduke	Radiosonde Operator
Cpl John D Stedina	Radiosonde Operator
Pfc Robert J Perez	Weather Observer

SAN JOSE, GUATEMALA (6th Wea Sq Det 6-12)

S Sgt William D Wesnor	Weather Forecaster, NCOIC
Sgt Harrison H Estep	Weather Observer

GALAPAGOS IS., ECUADOR (6th Wea Sq Det 6-14)

Sgt Marcelo G Gandara	Weather Observer, NCOIC
Pfc Leo J Hall	Weather Observer

BARRANQUILLA, COLOMBIA (6th Wea Sq Det 6-19)

Sgt John R Austin	Radiosonde Operator
Sgt Joseph F MacKissic	Radiosonde Operator
Sgt Robert E Stooksberry	Wea Equip Tech, NCOIC
Cpl Walter C Black	Radiosonde Operator
Cpl Joseph C Krush	Radiosonde Operator
(Civ) Mr Vincent Alfano	Project Hypo

LEMA, PERU (Mission)

S Sgt Carter E Moore	Weather Forecaster
Sgt John D Reed	Wea Ob, Teletype Technician



T/S ANDERSON

CARRY THAT

IS GOING TO
WELL KNOWN BALL

PERSONNEL CHANGES

14 April 48 - Transferred to Armed Forces Radio
Cpl Quinn Finta

22 April 48 - Transferred to 8th Weather Group
Sgt John J Gutowski

23 April 48 - Transferred to 8th Weather Group
Sgt Richard A Havel

30 April 48 - Promoted to Staff Sergeant
Sgt Frederick W Low Jr
Sgt Patsy A Manieri
Sgt Gerald R Porter

Promoted to Sergeant
Cpl John R Austin
Cpl Charles S Branch
Cpl Harrison H Estep
Cpl Allan T Ford
Cpl Wayne R Lundberg
Cpl Robert M Schwenner
Cpl Robert M Wilson

1 May 48 - Assigned to Albrook from 8th Wea Gp
1st Lt Harold Rashin

Pfc Gerald A Bennett
Pfc Clarence F Boatwright
Pfc Dan M Chadwick
Pfc Richard E Dahlgren
Pfc Chester Darling
Pfc John W Eddins Jr
Pfc Leo J Hall
Pfc Albert J Mills
Pfc Eugene O'Neill
Pfc Rudy A Villarreal
Pfc Michael J Zizzi

3 May 48 - Transferred to Albrook fr Managua, Nic.
Cpl Willet S Mitchell

3 May 48 - Transferred to Managua, Nic. fr Albrook
Cpl Andrew Polansky

4 May 48 - Transferred to 104th Wea Gp, Robins AFB, Ga
Sgt John W Barber

5 May 48 - Transferred to Albrook fr France AFB
Sgt Hugh E Warner Jr

Transferred to France AFB fr Albrook
Pfc William S Hale

Transferred to France fr Talara, Peru
Sgt Thomas H Kauffung

11 May 48 - Transferred to 8th Weather Group
Cpl Horace Hardy

12 May 48 - Transferred to France AFB fr Albrook
Pfc Carlo Menucci

Transferred to Howard AFB fr Albrook
Pfc Edward D Arnett

13 May 48 - Transferred to Managua, Nic. fr Albrook
Pfc Robert J Perez

Transferred to Galapagos fr Albrook
Pfc Leo J Hall

Transferred to Howard AFB fr Galapagos
Cpl Henry T Frey

"ELMER"

ELMER was a weather observer
Who did his job with burning fervor
When it came time to take an ob,
There was ELMER on the job
Or someone had to spot a map;
ELMER seemed to be the chap
If it was time to take a run,
ELMER was ready; rain or sun
Some men fear the ninety-four,
ELMER did them by the score
If there was need to make some gas
ELMER wouldn't let it pass
Those messages with no delay,
ELMER sent them on their way
On graveyard shifts he'd stay awake;
On all his forms there's no mistake
Those small details around the station,
ELMER would handle the situation
A million things, both large and small;
You'd always find him on the ball

BUT---

If trips were given to far off places,
ELMER was stuck with the same old faces
When lists came out that meant rotation,
ELMER was left at the same darn station
When it came time to make a rating,
ELMER had to do the waiting
I only hope I'll live to see,
The day that he makes PFC
I guess that ELMER didn't know,
How to get in good with the SWO.

(Taken from "SIROCCO")



For little morale boosters it is difficult to beat letters from friends telling us about the joys of the States. But not to be overlooked is the package from home. The big holiday season plus Valentine Day and Mother's Day is gone..leaving only Father's Day for a few of the lads to look forward to.

Packages are varied and range from little bitty crushed ones to big smashed boxes. Let us look at a few that come in, but be it understood that this is all in fun. The folks back home go to a lot of trouble with the P.O. to send them and we love 'em.

COOKIES AND CAKES

The mice probably enjoy these packages more than anyone and for some reason (understood only by naturalists) they like to eat a little bite from each piece. The cookies need not be of any special shape because they are all the same on arrival. It would be fine if they were baked like crumbs at the start. You see they have Three GIs at the P.O. who spend all day jumping on boxes labeled cookies. The cakes ...unless they are baked in corrugated iron pans and sent in the very same pans will "fall" enroute. Fruit cakes are nice because you can't hurt them anyway. Personally we like a rum cake made with three quarts of light Baccardi and a cup of cake.

THINGS FOR THAT MAN IN THE SERVICE

If all the enterprising opportunists who dupe our dear relatives were made to use this junk, it would put an end to the ghastly business. Sewing kits are a great little example. We have three dozen and basically they are of an ilk. There is thread that matches nothing and buttons that would get you a court-martial. The needles are too small to pass the thread thru the eye and the scissors.. ..oh well.

And toilet kits...oh. Here they cut the end off a ten-cent toothbrush, add a cheap comb and a mirror that comes from a carnival fun-house. Lumpy shave cream and tooth paste round out a kit that is placed in containers that crush upon the slightest change in atmospheric pressure. To top it off, your Aunt probably had to pay seven bucks for it.

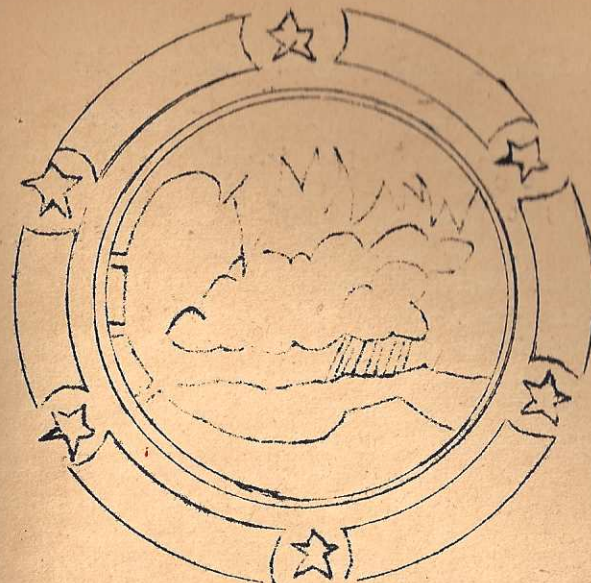
Other little gems are button shining outfits with a useless cloth and shield; first-aid kits that a Boy Scout would not be caught at camp with, and a million glittering gadgets that fill the windows or line the shelves of the "Army Supply Store". These many articles are made to sell rather than to use and, as we said, we love our family, find morale lift in packages, but feel legislature should be enacted to prevent the vultures from preying on our families.

RENOVATION

"Every time I kiss you it makes me a better man."

"Well, don't try to completely reform in one evening."

(AFPS)



"In Scientia Ventorum Valetudo Pinarum", "In the science of weather lies the strength of wings". Such is the motto of the Sixth Weather Squadron.

The insignia shown above with the Latin phrase inscribed about its perimeter is now borne by the squadron plane.

The design was the work of ex-Corporal Beach, a commercial artist who has since returned to civilian life.

The landscape occupying the center of the insignia shows a palm bordered tropical lagoon and in the distance a storm advances over the horizon. Six stars in the outer circle represent the Sixth Weather Region.

The next time anyone gives you an argument about the job you do, quote the motto to him.

NEW COMMAND ORGANIZED

The following message received from the Chief, Air Weather Service is quoted for your information:

Secretary of Defense, James Forrestal, announced that the Military Air Transport Service, a consolidation of the Air Transport Service of the Air Transport Command and the Naval Air Transport Service, plus certain other supporting services will be established effective one (1) June 1948. The new command will be headed by Major General Lawrence S Kuter. There will be two deputy commanders, Major General William H. Tunner for Air Transport Operations and Major General H M McClelland for Operational Services. Under the supervision of General McClelland will be the Airways and Air Communications Service, the Air Weather Service, the Air Rescue Service and Flight Service. Each of these services will have its own command officer and will continue to perform its assigned support functions as in the past.

AND SO IT GOES

A pilot is said to be a man who knows a great deal about very little, and who goes along knowing more and more about less and less until finally he knows everything about nothing.

A radioman is a guy who knows very little about a great deal, and keeps on knowing less and less about more and more until he knows practically nothing about everything.

A WEATHERMAN starts out knowing practically everything about everything, but ends up knowing nothing about anything, due to his association with pilots and radiomen.

DISTINGUISHED AVIATION CADETS MAY RECEIVE REGULAR COMMISSIONS

Up to five percent of each Aviation Cadet graduating class hereafter will be offered Regular Air Force commissions under a program inaugurated today by the US Air Force.

Aviation Cadet graduates normally are commissioned as second lieutenants in the Air Force Reserve and ordered on extended active duty, during which time they may qualify for Regular Air Force commissions. The new program makes it possible for distinguished cadets to obtain a Regular commission immediately upon graduation.

A distinguished Aviation Cadet is a graduate designated by the Commanding General of Air Training Command who:

Possesses outstanding qualities of military leadership, high moral character, and definite aptitude for military service; has distinguished himself either academically or by demonstrated leadership through his accomplishments while participating in recognized cadet activities; and has a current standing among the upper third of his class in flying, academic, and military performance.

Approximately 440 Aviation Cadets, exclusive of commissioned officers receiving flying training will be graduated from pilot training during the remainder of 1948; of these, 250 will be graduated in June and 190 in October.



This is right from the guy that sleeps next to me, who got it from a guy he met in the chow-hall. Be a B. T. O. See your name in print.

Who knows what talent may be hidden beneath a synoptic mind? This is the time to write! Send us your poems, stories, jokes, cartoons, features, troubles, questions and letters.

DO IT NOW!!!

LITTLE NOTICE OF SMALL IMPORTANCE

Members of the "Gripe and Groan" group will gather for a bellyache session in the near future. Said meeting will be held in the Blue Room of the Hydrogen Shelter. TS slips will be awarded as door prizes. Long faces will be worn. Refreshments will not be served, however a cylinder of hydrogen will be opened. What with the balloons, the gas and the gripes, it is predicted that quite an odor will be raised about one thing or other.

SPORTS

CAGE STARS

The Squadron has great expectations for its basketball team. - winning three games and losing one in a very hard fought battle. At this writing Sgts Bill Barsteand and Tom Wolfe and Cpl Billy Conley are the team's high scorers. The team has new strength and vitality in the persons of Lt Jack Smith and Pfc's Tom Machen and Gene O'Neill. S Sgt Patsy Manieri, a member of last year's quintet, is still a valuable player. A new addition is the green and white uniforms, which are without a doubt making our team the best looking ball club on the Isthmus.

ON THE LINKS

Lt Terhune, who shoots a terrific game of golf, is on Albrook golf ladder. Just watch his score.

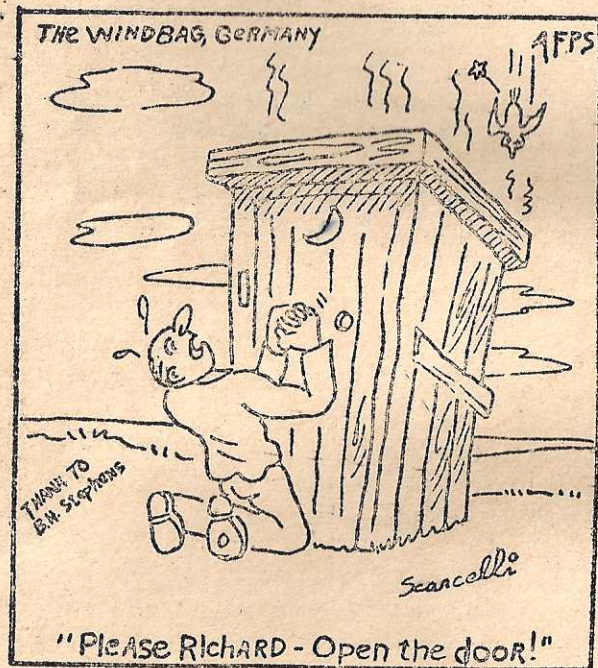
Sgt Wolfe and Cpl Israel were caught in the ITC just recently but managed to play right through the pouring rain. Final scores, don't ask.

NET STAR

Sgt Tom Wolfe, who can be seen playing tennis almost daily, has won a berth on the Base Tennis team. Many critics claim his style is very much like Ellsworth Vines.

KEGLERS

A very large turn-out for the bowling team clearly indicates that every weatherman can participate in some form of athletics. T Sgt Earl Anderson, Captain of the team, said "Every man that takes an interest in the game and will come out for practice, will most assuredly have an opportunity to bowl in the forthcoming league games."



USAF WILL TRAIN 3,800 AIR-ROTC TRAINEES AT NINE BASES

Thirty-eight hundred Air Reserve Officer Training Corps students from colleges and universities throughout the country will receive six weeks of full time summer camp training at nine United States Air Force bases during June and July.

The trainees, who have completed the first three years of Air-ROTC, will be stationed at Lowry AFB, Denver, Colorado; Stewart AFB, Newburgh, New York; March AFB, Riverside, California; Kelly AFB, San Antonio, Texas; Langley AFB, Hampton, Virginia; Wright-Patterson AFB, Dayton, Ohio; and Orlando AFB, Orlando, Florida.

On-the-job instruction supplementing the classroom work taken during the first three years of ROTC will be given all trainees, and students may fly as passengers on operational missions conducted by USAF tactical units. Field trips, bivouacs, and range firing are included in the training scheduled at each of the nine USAF bases.

While at summer camp, the trainees receive \$75 a month, plus travel pay, uniforms, rations and quarters.

More than 21,000 college students are enrolled in Air-ROTC courses at 96 schools, and a special staff of 700 officers and enlisted men is assigned to train them. Upon completion of four years of part-time training, the students are commissioned second lieutenants in the USAF Reserve and can apply for active duty with the Air Force.

This year, more than a hundred outstanding graduates of Air-ROTC courses will be offered Regular

commissions in the United States Air Force. Qualified officers are eligible to apply for assignment to flight training, technical courses, and special schools conducted by USAF.



DID YOU KNOW —

ONE YEAR AGO THIS MONTH (MAY)

- 4th Business Management system will control Air Force expenditures.
- 5th Air Materiel Command believes underground facilities are best protection against air attacks.
- 12th New bomber base, Mile 26, under construction in Alaska.
- 12th Fairchild C-82 to be tested with track-type landing gear.
- 14th Eddie Rickenbacker says air power can prevent World War III.
- 16th More than 100 Boeing B-29's of Strategic Air Command "raid" East Coast cities.
- 18th Air Force-National Geographic expedition photographs solar eclipse in Brazil.
- 22nd Air Force announces industrial preparedness plan for aircraft production.
- 27th Helicopters rescue crew of Boeing B-17 from Nicaraguan jungle.
- 29th 40 die in C-54 crash in Japan.

GUIDED MISSILES

A guided missile with a 400 mile range, twice that of the V-2, is in the hands of Soviet Russia. The missile was developed by the Germans and captured by the Russians at Peenemunde. The U. S. has plans and specifications for the rocket, known as the A-9, but no working model. The rocket is similar to the V-2 but has wings that double the range. Special control devices give it at least as much accuracy as the V-2.

FIRST JET PLANE

Thompson Products 1949 calender reveals that the first jet plane to fly was the German Heinkel HE-178 on August 27, 1939 - exactly one year before the highly publicized flight of the Italian Caproni-Campini. The Italian flight was previously generally accepted as the first successful jet flight. The Heinkel 178 preceded the British Gloster E-28/39 by 21 months.

TEST FLIGHT READY

Curtiss-Wright test pilot Lee Miller will fly the four jet XP-87 experimental all-weather fighter, on its initial flight tests. Assembly of the XP-87 has been completed at Muroc and ground tests have begun by Air Force personnel preparatory to Miller's first flight.

OPERATION "DE-MOTHIN"

Both Navy and Air Force plan to continue aircraft "de-mothing" operations until 1950 at which time it is estimated that present aircraft storage stocks will be exhausted.

FIRST JET TRAINER

The first British jet trainer is the Boulton Paul prototype P-108. When in production, it will be called the Balliol and fitted with a Rolls-Royce Dart engine or an Armstrong Siddeley Mamba turbine. Although its primary purpose is to instruct pupils in the operation of the airscrew turbine engine, the craft is also suited for instruction by day or night in gunnery, navigation bombing, or glider towing; and can be adapted for deck-landing training. It is a three seater with all-metal construction.

