

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



DECEMBER

1949

Merry  
Christmas



## THE WEATHER LORE

Volume III No. 3

December 1949

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Published monthly by and for the 6th Weather Squadron.

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## EDITORS' NOTE

One year ago this month, it was requested that I leave the weather station at Albrook and come up to Headquarters to carry on the duties of Editor of The Weather Lore.

The past year has been a little difficult at times but, we feel that The Weather Lore has the same standards as it has had from the very first edition in September 1947. Perhaps we are a little bold to say this, but, we have never once received any unfavorable comments from anyone in the past year.

We do not take credit for this, but, instead we are grateful. Grateful to the Officers and Airmen who have periodically or continually contributed material for our publication. We feel that it is only fair to say that without your assistance we would never have maintained the standards which have existed in previous editions.

It is hoped that in the coming year, The Weather Lore will continue to receive the faithful service of all who have and are assisting in making it a fine publication. We feel that The Weather Lore is a part of the 6th Weather Squadron, and without it, something would be lacking in our organization.

In closing we would like to say once again Thank You all and remember, we are always striving for improvement. Any criticism you may care to make, we will try to correct, and any suggestions will be considered.

Headquarters and The Weather Lore join in wishing you all a very Merry Christmas and a very Happy and Prosperous New Year.



CHRISTMAS 365 DAYS A YEAR  
Chaplain Harold D Combs  
Captain USAF

Christmas three hundred sixty-five days a year! Wouldn't that be something? We wonder what boy or girl would not vote for it. How many homeless boys and girls; forgotten, lonesome, hungry people, otherwise remembered only once a year, would not be for it. How many of the common ordinary folk like ourselves would not be the better for it. What a difference it would make in this old world of our--one wonders if it could stand it?

Oh, we do not mean only the Christmas as represented in the full stockings and stomachs alone. Not merely in the outward glamour, tin, sel and display.

But the gladness, the new note of hope and confidence, the spirit of mutual sympathy, sharing and goodwill that comes in to the lives of people at Christmas time; the sheer gladness to be alive. All this every day--three hundred sixty-five days a year!

And yet, we wonder even more, why it isn't so. What ever it is that makes this one day so different and wonderful-- why, if there is any thing to it at all, can it not carry over to effect more fully the other days in the year. Actually, why shouldn't it be? If we are sincere in our observance of the one day, and we desire strongly enough to carry the spirit and meaning over into every day, why don't we do it?

Really the genius of the whole Christmas story is that something happened there that

could not be confined to a single day, the town of Bethlehem or to the lives of Mary and Joseph. The succeeding days were never the same after what happened on that day. The star which stood over Bethlehem was the symbol to the whole wide world; and the song which the angels sang brought a meaning and message to all humankind. "Glory to God in the Highest and on earth peace and goodwill among men in whom He is well pleased..There is born unto you this day in the City of David a Saviour, who is Christ the Lord. "There is nothing limited nor exclusive about this announcement. It was something that had to do with human life, where ever it is as long as it shall last. It bears not one day of life, but on a way of life. Thirty years after the infant Jesus was born in Bethlehem He said, "I am the way, the truth and the life. No one cometh unto the Father but by me. In as much as ye do it unto the least of these, my brethern ye do it unto me."

We can put Christmas into every day by keeping ourselves in this way. By making this the objective of our lives, and by making half the effort for every day as we do for the one day, it can be done.

When this sinner old world needs it so badly, and it accomplishes such wonders we release it, why bundle our sympathy, hope, faith, goodwill and gladness away, like Christmas wrappings, not to be used again until the next December 25th rolls around on the calendar.

The gifts of the Magi and the infinitely more precious Gift of God should be our challenge to spread the generousities and the glory of Christmas throughout all the year.



## MIAMI MAELSTROM

By Pfc John B Hodges

An airman who shall remain anonymous insists that I mention East St. Louis. But what can I say? Only, "East St. Louis; perhaps one day it will improve. "Another Airman who wishes to remain incognito admonished me to be sure and tell all of you how hard we work. This is true. All of us except him.

The detachment held a beach party at Crandon Park on Armistice Day out of our Unit Fund. The officers shouldered the entire burden of staging the party, which was a huge success. Fine weather, plenty of food (and drink!), swimming, volley ball, and soft ball kept us there until after dark. I was especially intrigued by the date of Sgt Peterson, who has since reenlisted; she was of Chinese and Polynesian descent, and 100% fascinating. I was intrigued, however, by the celebrated Miami sand fleas, which I met for the first time. I would prefer to sell my blood if I must surrender it.

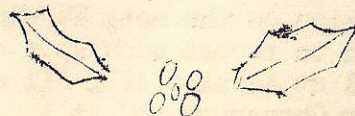
We have been having some sharp games of volley ball with the officers; unfortunately, they usually manage to beat us. But we're hoping soon to surpass them: a wicked rumor has it that Lt Kelly and Lt Davis are subsidized by the enlisted men. One of our best players, Cpl Robert E Webb, is benched with a nasty broken ankle-bone acquired during a hectic bit of play. "Richard" is now limping around quite nicely and is cashing in on his picturesque appearance by frequenting the haunts of Miami's fair sex, who coo over him

with touching tenderness. A current story going around the base declares that the break really happened during a sharp jitterbugging frenzy at "Danceland", but Bob indignantly denies this.

From the heights to the depths Note: Pfc Ed Roskoski has made the base basketball team and now has an excuse to give up his famous one day diets (once one lasted for twenty-five hours, but this merely points out his will-power). Now, Ed declares, he must eat to keep up his strength. Ed's joy is counterbalanced by Cpl Joseph Paris's gloom. His old car gave him so much trouble that he traded it in on a 1933 Chrysler Imperial convertible (a screaming saffron, at that). Out he drove, tra la, to promptly break a rear axle. Joe is now creeping distractedly around searching vainly for a new one. The yelps have now been heard as far away as Detroit.

My own personal sad note; my favorite bar, "Delicate Frank's," has been placed "off limits." No one can mix an Alexander like Delicate.

Amid the soap opera of our private lives, however, work goes on. Our Past Analysis Program is now in full swing; the office is full of busy Airmen and Officers reviewing each storm of the late Hurricane Season.





## NEWS FROM ROBINS

1st Lt Marvin E Key

The Caribbean Sferics Net has not been on full operation status during the month of November due to station changes. Robins and Ramey have been the only two operating stations. There has been some delay encountered in setting up the old Vernam Station at MacDill AFB, Fla. and Bermuda finally had to give up and ship the loops and direction finder to the depot here at Robins for a complete overhaul. All of this indicates that Sferics is due for a definite increase in activity and efficiency very shortly. The Net is getting new and improved equipment in the way of photographic recorders, more powerful and modern transmitters, and most of all an adequate supply of radio trained personnel.

The photographic equipment mentioned above is finally being made available for issue. It is understood via the grapevine circuit that Evans Signal Laboratories, Ft Monmouth, N.J., is setting up a short training course in the installation and operation of this equipment in the stations. One officer and maintenance man from each station will attend. This equipment will increase Sferics accuracy and efficiency tremendously.

At present here at Robins there are seventeen airmen with eleven of these undergoing indoctrination on the net. We expect eleven more airmen to report soon upon completion of Radio School at Keesler AFB. All of these men are Weather Observers and at least three have had prior Sferics training. There is very

good cause for optimism here in the Net Control Station.

Now for some personal notes. Lt Marvin E Key reported to Robins AFB on 8 November from Vernam AFB to replace Capt Perry J Emmert, who is now at the Ramey Station. S Sgt John L Madden has decided he likes the life and has reenlisted for an indefinite period. Cpl Roy Holmes has reenlisted for a three year period and wishes to go to Bermuda. This seems to be an excellent record with 100% re-ups this month.

Pfc Flinn was promoted to Corporal and the acrid odor which permeates the station is from the genuine Havana Tampas he passed out to celebrate. Naturally everyone smoked a puff or two. But easily the most outstanding event was that Pfc Dail, our office clerk, met a little Georgia school teacher. A seemingly innocent statement but she married him, and on Thanksgiving Day too! There had better be no anniversary trouble with that one. We all join in our congratulations and wish them the very best of luck.

This seems to be a fairly complete record of happenings for the month. Det 6-26 wishes the rest of the Squadron "A VERY HAPPY HOLIDAY SEASON".

\* \* \* \* \*

The weather report from Mexico says:  
"Chile today and Hot Tamale."

Casanova Brown says: "Seven days make one weak."



## HERE AT BANANA RIVER

Author??? Anonymous!!!

SEASONS GREETINGS from Det 6-31 on the beautiful (?) Banana River commonly known as Mosquito Haven! The mosquitoes here are not the fiercest in existence but the other day a sailor was bitten and has been getting transfusions ever since.

Our station is the scene of the most feverish activity since Nero busted a fiddle string. Day in and day out its, "Lift that bar and tote that pail," but if a person listens hard enough, he can hear the snoring in the background.

Under the combined leadership of Capt. Behrendt and T Sgt Kennedy (He's the man with the anchor for the cravat) we have been progressing by leaps and bounds. It is a little embarrassing, however, to think that we are a Weather Station without a thermometer to our name!

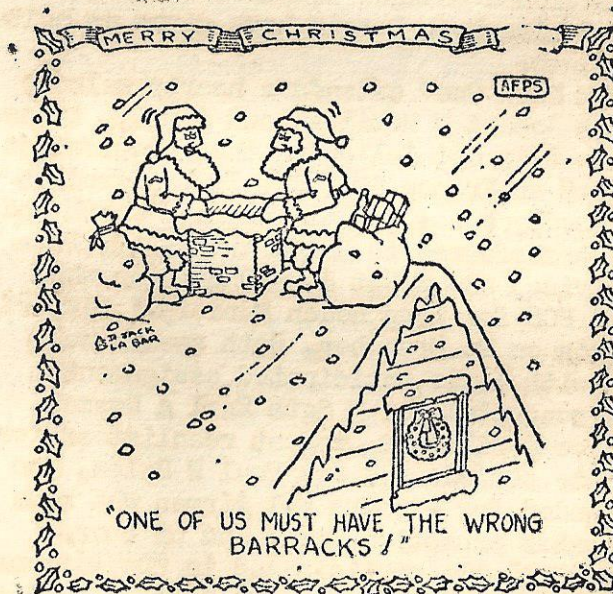
Our Detachment consists of a group of refugees from all corners of the Caribbean.

Seriously though, the fishing in these forbidden parts of Florida is great. The base is somewhat isolated being about 17 miles from Cocoa and 15 miles from Melbourne. However, the isolation isn't so bad what with the beach just across the highway making it about a four minute walk from the Weather Barracks.

Speaking of barracks, the buildings on the base for the most part are of the permanent type and then, too, there are those

which don't look too permanent. All in all, however, there aren't too many complaints being heard from the people that are already stationed here and quite a few think they have a good deal. To check on this, we refer to the December issue of the Liberty magazine which has a fairly good article concerning the base as a whole. So, in signing off, we give to you again the Seasons Greetings and the Best wishes for a very Happy New Year!

MELE KALIKAMAKA





STATION SYNOPSIS  
6th Wea Sq Det 6-1

Due to increases in operational and personnel changes recently, this detachment reports as quite the beehive of activity. Captain John R King is performing the duties of Acting Detachment Commander while Major Ralph P Thompson, Detachment Commander, is currently on leave in the ZI. Following the transfer of M Sgt Nybo to Almagordo, N.M., WOJG Marion L Hershberger returned from inactivated Detachment 6-6 to assume the duties of Station Chief. Above mentioned changes combined with those mentioned elsewhere herein have given us quite a busy month.

"Six Dash One" extends a hearty welcome to 1st Lt Robert W McMillan and family, transferred to this det following the inactivation of Det 6-5 at France AFB, CZ. It behooved us to bid goodbyes to: 1st Lt Thayne O Mauch and family, transferred to Headquarters Air Weather Service, and S Sgt John D Stedina who departed PCS for Long Beach Municipal Airport, California on 26 November. Both seemed well pleased with their anticipated assignments.

We congratulate: T Sgts Earl A Newman and Andrew D Williams, recent reenlistees for indefinite periods and Sgt Paul W Dolan, who has extended for a year; all Airmen who made the December promotion list; and of course all personnel who participated in "Operations Stork" - perhaps the most efficient operations of its kind yet known in these parts - report of resulting changes in status follows:

<u>To</u>	<u>Quantity</u>	<u>Unit</u>	<u>Nomenclature</u>
WOJG and Mrs Marion Hershberger	1	each	Baby Girl, Christine
M Sgt and Mrs L W Nybo and family	1	each	Baby Boy, Stephen A
S Sgt and Mrs Frank Scruggs and family	1	each	Baby Girl, Dianna Rose

With Christmas just around the corner, mucho Officers and airmen are planning leaves to the ZI. We hear that Capt King, Sgts Carlson and Casey, and Cpls Davis, Cahill, and Patrick are all practically on their way. Have a good time, but don't forget us.

Since the latter part of November, T Sgt Newman, and Sgt Casey have been driving '47 Studebakers and '46 Fords in that order. Captain King, 1st Lt Eckmann, and 1st Lt McMillan who have now moved from Howard AFB, have all made favorable comments concerning their quarters here at Albrook.

Following notification that this detachment is due for inspection by Hq 6th Weather Squadron, every effort is being made to place the Forecasting, Administrative, Observing, and "R" Sections in tip-top operational condition.

Detachment 6-1 wishes everyone a very Merry Christmas and Happy New Year.



### DID YOU KNOW THAT

If the budget Bureau has its way, dependents of service personnel will have to pay for their hospitalization and medical care after July 1.

Tiny submicroscopic specks of a material called silver iodide, which are capable of transforming super-cooled clouds to snow, may be the key to any control man may eventually exercise over the weather. Dr. Vincent J Schaefer, General Electric weather scientist predicted recently.

The armed forces on Oct 31 had a combined strength of 1,583,900. The figures include 418,000 Air Force, 658,400 Army, 424,800 Navy, and 82,700 Marine Corps.

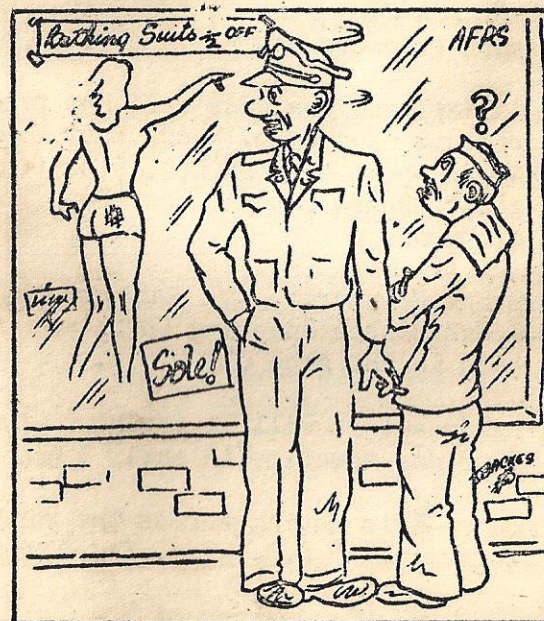
Air Force personnel are being advised that wear of olive drab and gray trenchcoats with the new blue uniform in clear weather is unauthorized. Trenchcoats and raincoats worn with the Army type uniform are authorized for wear in lieu of the Air Force raincoats now being developed.

Six American harbors and the Panama Canal probably would be the first targets attacked should an atomic war be launched against the U.S., according to Maj Gen. Hugh J Knerr. AF (Ret)

Dramamine, the new air and seasickness remedy is available now to all MATS passengers and is to be issued to all MATS transports.

Thirty Boeing B-17 Flying Fortresses, excess to Air Force requirements are being transferred to the Navy for continuing research and development of AEW (Airborne Early Warning) equipment.

MATS is conducting a photography contest. First prize will be \$25.00. Details and rules for this contest are posted on the barracks bulletin board.





## HEARD AND OVER HEARD

- HEARD: Colonel Hass received every Golfer's dream, by landing "a hole in one", at the Amador Golf course.
- FOUND: Preparations being made for a 10 foot Christmas tree in the Weatherman's Bay.
- HEARD: Headquarters and Det 6-1 are having a combined Squadron party at the Albrook N.C.O. Club on the 13th of January. A chicken dinner is on the menu along with some top entertainment.
- HEARD: Colonel and Mrs Hass were the proud parents of a 6 lb. 7 oz. baby boy, James Allan, born to them Dec. 9th. Congratulations are extended to them from everyone.
- FOUND: S Sgt Reinhardt, Cpl Hamerschock, and S Sgt Benson enjoying Christmas at home in the good old U.S.A.
- RUMORED: Headquarters will be moving to Cocoa, Florida, sometime in early 1950.
- HEARD: Det 6-1 is moving across the runway to the old P.A.D. area. Bon Voyage.
- RUMORED: That Cpl Vic Johnson of Det 6-31, is going to try and submit a cover design each month. (We hope so) He designed this month's cover.

## IF THE SHOE FITS --

By Capt Ronald E Dunlap

(The general terms used below are not intended in any way to reflect upon those great many martial souls who have within themselves the true militant spirit, who have through simple endeavor and persistence kept our military establishment great. It is on the other hand thrust directly at the individual whom it characterizes.)

The state of mind required and expected of the professional military man to subordinate his personal desires and ambitions to the good of the service seems not to be existent these days as it was prior to the late war. With the departure of discipline characteristic of the Military Service previous to World War II went also and to practically the same extent the virtue of militant idealism. With the loss of discipline and esprit de corps this ideal has given way to some extent to a parasitical attitude wherein personal gain has become of such importance as to replace to a certain degree the virtue of true patriotism, a virtue that must be the possession of real professional military men.

It has become quite apparent that personal effort, contribution or sacrifice in many cases is not measured so much by its patriotic values as for the personal profit that it will bring. The rewards of honor, valor and patriotism which have heretofore been held up as perfection have in these cases been displaced and to the paramount objective of personal gain have bowed in melancholy submission.

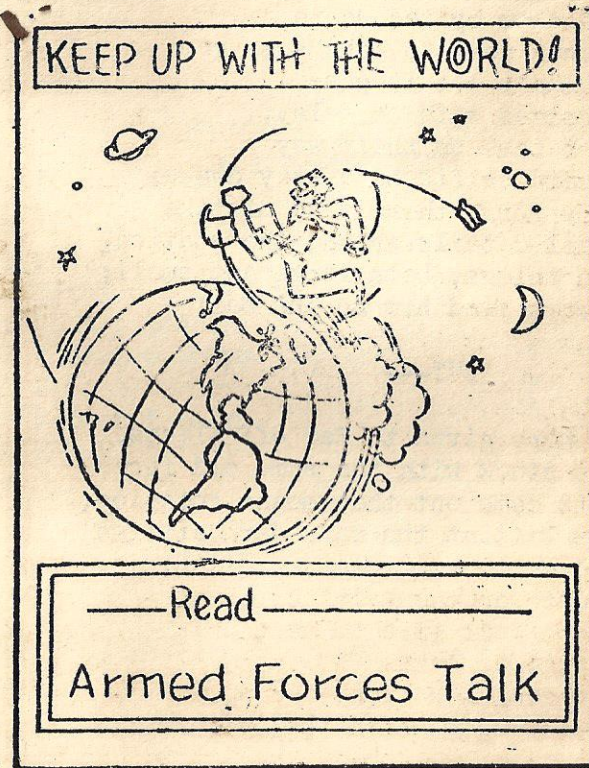


The military politician is perhaps the best example of the delinquent patriot. No better than most of the other parasites he is more apt to be universally tolerated, condoned even rewarded, though he actually be the most loathsome. Generally loud like a demagogue the military politician is deceptive and invariably given over to considerable self-deception. Insolent and impatient as to the rights of others he is without exception obsequious to his betters and if not brutal, completely aloof to his subordinates. He embraces only those who tickle his vanity or aid in the betterment of his personal position. In his actions he sees no wrong for he is ignorant of the primitive principles of militant patriotism established by those before him.

The next best example is the individual who is even more common. He is the rogue who will put forth effort only when there is a promise of personal advancement. So delinquent is he in patriotism as to be considered not removed from the sphere of negative treason.

The man who views the peacetime service as just another peacetime job, though he might perform his job to satisfaction also contributes to the degeneration of military idealism. Despite the indoctrination and training he receives he never grasps the military spirit which forms the mold of the real soldier. More fit to carry the HOD than the badge of a military man, he is the brute who dumbly blunders through his career ripping and rending our system with sloth like persistence, crying out when conditions are not to his personal liking.

The regular military service is not the place for such individuals as those described above. If that description fits you, then immediate plans should be made for a civilian career. If you consider yourself to be a part of the service with the service definitely a part of you, then stick around, you're the type of officer or airman who will continue the brilliant record of our regular service and the traditions upon which that record has been made.



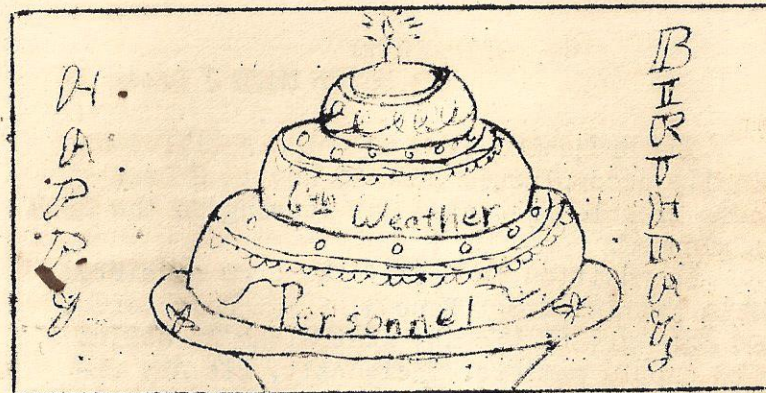


## "ELMER"

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,  
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.



## OFFICERS AND AIRMEN BORN IN DECEMBER

S Sgt Joseph C Fouts	December 10
Cpl Louis J Pete	" 12
Pfc Bernard S Philips	" 17
S Sgt John L Madden	" 19
Cpl Robert C Knupp	" 22
Cpl Glen E Sanders	" 24
Sgt Robert L Haas	" 25
Cpl Ray E Sharrer	" 25
Sgt Dan Casey	" 28

\* \* \* \* \*

Diner: "Young lady, do you have frog legs?"  
Waitress: "No you fresh thing: It's rheuma-  
tism that makes me walk this way!"



## OPERATIONS

By Major Mark J Brown Jr

The projected trip thru the Antilles was finally accomplished from 29 Nov to 2 Dec. Radio trouble prevented our leaving on the 28th as planned.

In addition to myself the crew consisted of Lt Rashin, S Sgt Benson, S Sgt Reinhardt, and Sgt Burton. Pfc Aby went along to assist with supply matters. Incidentally, Pfc Aby received extensive training in sending position reports. Too bad some character had the switch turned to "Interphone" and the pilot was on the other end.

The trip was more hurried than I like to make them inasmuch as we intended to catch Miami and Robins the following week. Upon landing at Albrook, however we found all planes were grounded for a PAD maintenance inspection. Our plane will probably not be in the air until the later part of January. The inspection of Miami and Robins will have to wait until then.

At Waller we found the station in good shape and jumping with rumors about closing. Weather personnel would save themselves many calories of energy if they would forget "Base" rumors and remember that action concerning them will come only thru the Squadron. But then, rumors lend spice to living.

Waller's biggest problem has been inoperative upper air equipment. It is expected they will shortly have the necessary tools and test equipment to resume full operation. We expect to close operations at Waller about 20 December and discontinue the detachment

as soon as we can move the personnel. Ramey will assume forecasting responsibility for Waller.

At St Thomas we received very favorable comments on the work of Sgts Pittman and Korinke from the Commanding Officer of the San Jose Project and his staff officers. Sgt Pittman will soon be rotated to 6-1 and his replacement will be Sgt Dahlgren from 6-1.

At Ramey we conducted an inspection which proved the station to be superior. In addition a lengthy conference produced a meeting of minds on many minor items. Discussions such as we had at Ramey emphasized to me the importance of staff visits to the field.

I was particularly impressed with the efficient delegation of duties to assistant station weather officers and the enthusiastic manner in which those administrative duties are carried out. This provides the close supervision of sections that is required in the operation of our ever-growing weather stations.

On the return trip we landed at Vernam for gas and picked up about 1,000 pounds of weather equipment supplies which had been left there when the station closed. Capt Rodgers, our Plidar Liaison Officer was the only weather man on the base and he has since returned to Ramey. An excellent forecast service is being provided by Ramey.

Christmas Holidays are nearly upon us. My Best wishes for a safe and happy holiday season.



## THE MODERN SOLOMONS

Thomas C Renner

There were twenty of them originally, all stalwart and straight as saplings. They had their red heads high. Proudly and defiantly they faced a future destined to be climaxed by sudden and violent destruction. They knew the score, these modern solomons, this old-young beings. They realized that their rigid and mechanically perfect bodies would some day be grasped in a steel-tight grip, and with a single movement, they would become no more than sacrificial fires in the hands of a ruthless master.

Only yesterday they had been a compact group, secure and protected against a hostile and alien world. Their new homeland was cool and dark, in complete contrast with their own warm, vibrant, and sparkling personalities, but they had quickly acclimated themselves, and taken advantage of the short time remaining.

"It can't become any worse," they assured themselves, as they settled down for a period of waiting. Suddenly jarred from their soliloquies, however, they again found themselves forced by powers beyond their resistance into another land, a region of depth, softness, and warmth, where they were crushed against an object that cracked with vexation upon contact.

The twenty soon learned to find comfort and support in each other's presence, and while there remained a certain amount of aloofness and rigidity, firm friendships were established. They all had the same story to tell, and hour after hour they compared philosophies and predictions. None was ashamed to admit asthenic tendencies; none disclaimed the fatalistic viewpoint. There was no room, no place

for faith in their lives. The odds were 1,000-1 against salvation, and they knew without a doubt that someday their door would be forced open, and one by one they would be torn from their roots. Then, in a sudden flash it would be over, and the others would wonder that the flame of life could be snuffed out with one flip of the wrist.

Then after an eternity of waiting it happened. Powerful digits reached down and grasped them upward along with their mysterious neighbor, who again voiced an opinion in that crackling voice they had come to know. The first blow was struck almost immediately after transportation. A sudden light invaded the semi darkness as the first victim was unhesitatingly selected. The selection made, the door was reclosed and what followed was to become all too familiar to those left behind. A violent jarring shook the remaining occupants, and with a flashing light came the pungent odor they had come to associate with infinity. This then was the death blow, the dramatic ending that paved the way to an unknown, and dramatic beginning.

Hour after hour the process of transportation and selection continued, until there remained but one, a passive and unflinching specimen, the victim of a corrupt and extravagant civilization. Only at the end did he falter. After a period of constant association with his brethren, he was at last alone. No one had he to comfort him in his affliction, and when finally the end came, no one laughingly cautioned him with "don't lose your head," as he had the others. Then, with the words, "brother can you spare a match?" echoing in his ears, the last of the Twenty Salesmen burst into a flame of oblivion!





# WIZARDS OF WEATHER

BE IT KNOWN THAT \_\_\_\_\_, HAS ON THIS DAY OF OUR LORD, \_\_\_\_\_, BEEN RAISED ABOVE THE ORDINARY STANDARD OF COMMON MORTALS, BY BEING DULY AND LAWFULLY, APPOINTED AND ACCEPTED, AS A MEMBER OF GOOD STANDING IN THE "WIZARDS OF WEATHER", OF THIS ISTHMUS OF PULCHRITUDE, PLAINTAINS, AND PARANOIDS, PANAMA; THAT SAID PERSON HAS MET ALL REQUISITS OF THIS EXALTED ORGANIZATION AND HAS BEEN PROVEN WORTHY OF THE HONOR THUS BESTOWED, BY PROVING ABILITY TO GRIPE, LAWBONE, DRINK EXCESSIVE AMOUNTS OF STRAIGHT RUM, HILARIOUSLY TELL BARE FACED LIES, AND ALL ELSE THAT IS COMMONLY DETRIMENTAL TO GOOD CHARACTOR, THAT UPON DISCHARGE FROM ACTIVE DUTY AS A WEATHER MAN, "SAD" PERSON WILL AT ALL TIMES KEEP UP AND MAINTAIN TO THE BEST OF HIS ABILITY, THE COMMON PRACTICE OF DODGING WORK, ACTS REQUIRING THINKING, AND ANYTHING ELSE BENEFICIAL TO PUBLIC GOOD AND FOREIGN TO THE CODE OF THE WEATHERMAN.

WITNESSED;

D. BAUCH

K. PASA

I.M. MERRYWEATHER  
PERPETUAL PERSPIRING PROPHET



## WEATHER MAN AND THE MOON

By Capt Fred W Pope

With the approaching age of rockets and guided missiles it is not impossible that some of us "Weather Birds" will be given an opportunity to volunteer for an assignment to the moon. We may receive attractive incentives too, such as flying pay while enroute, rations and quarters for living off the post. Probably per diem, and last but not least, two girls and a case of scotch for every man.

But before you succumb to such temptations you should know some facts that I have gathered for you from books and papers by such noted astronomers as Dr. Clyde Fisher, Sir Richard Proctor, ect.

Most astronomers now believe that there is no atmosphere on the moon, or so little that it is negligible. The reasons given by them for this conclusion are several:

There is no ring of light around the moon in a total eclipse of the sun. Since the moon is exactly between us and the sun at such a time, there should be a ring of light around it if it has an atmosphere.

No clouds or areas of haziness or obscuring matter similar to those that are sometimes seen in the atmosphere of Mars have been seen on the moon.

At the time the moon passes between us and a star, the star disappears and reappears exactly on time, there being no delay or hastening due to refraction and absorption of light by an atmosphere.

From theoretical reasons it is believed

that the moon could have no atmosphere because its mass is too small. The surface gravity, which is dependent upon the mass, is not great enough to prevent the molecules of an atmosphere from escaping into space. Any body, large or small, moving away from the moon at a speed of more than  $1\frac{1}{2}$  miles per second (known as the velocity of escape) would continue to recede and would never return. On the earth with its greater mass, the velocity of escape is  $7\frac{1}{2}$  miles per second. (For a rocket to escape the earth's gravity it must attain a velocity of  $7\frac{1}{2}$  miles per second or 27000 miles per hour to escape the moon a trifling 5400 miles per hour is necessary).

If we were transported to the moon we should find some surprising conditions there caused by the lack of atmosphere. We should have a black sky for there would be no molecules of gases, no haze, no dust, and no smoke to break up and scatter the light of the sun to make the sky blue as is the case for us on earth. On the moon we should have no gorgeous sunrises or sunsets.

We should have no shooting stars, for there would be no atmosphere to heat them to incandescence by friction. There would be no Polar Auroras etc for these are produced by electrified particles shot out by the sun which strike the upper regions of our atmosphere, where the gases are extremely rare, causing them to glow.

The stars and milky way would be much more brilliant and there would be no twinkling of the stars, for there would be no



convection currents of different density in an atmosphere to cut off intermittently their light from our eyes by refraction effects.

The earth would furnish a wonderful sight. With a diameter nearly 4 times that of the moon, the earth's disk as seen from the moon would have an area of 13.4 times that of the moon's disk as seen from the earth. It is estimated that the earth has 6 times the reflecting power of the moon. Therefore, the "Full Earth" would shine with about 80 times the full-moon light as seen from the earth. Since the moon always keeps the same side toward the earth, if we were on the side toward the earth, we could see it both day and night.

With no atmosphere there would be no resistance to falling objects or - except for any direction. If other things were such that a baseball game were possible, no pitcher could throw a curve ball, for air resistance is what makes a ball curve.

Due to less gravity a player could throw or hit a ball 6 times as far as on the earth. This distance would be even farther, though, because of the lack of resistance of air.

The maximum temperature would be measured at approximately 214 deg F and the minimum at approximately minus 234 for a diurnal variation of about 450 degrees.

There would be no sound for air is necessary for its transmission. There would be no clouds or fog, no mist or rain, no hail or snow, no wind, no halos, no rainbows, in fact no nada.

## HOME TOWN NEWS (AFPS)

Pittsburg - Chivalry isn't dead. A squad of red-faced firemen proved that recently as they dashed out of a department store with a woman whose clothing was ablaze. While she stood placid and undisturbed, the firemen stripped her - then quickly draped a blanket over her. Rest easy, mates...it was a smoldering window dummy.

New York - It's long been the barracks-lawyer's contention in the military Services that untalkable, sullen or moody servicemen are unhappy. It's also been held that the ones who gripe possess good morale. Now the National Committee for Mental Hygiene verifies it. Among a list of rules for applying mental health to everybody living, the committee says that blowing off steam at your family and close friends is the best way to drain off troubles and emotions-and to gain a fresh start.

Pullman, Wash. - The statisticians are at it again. This time the dope is that women are smarter than men; spring does not cause a lapse in school grades; married men make better grades than bachelors and veterans still are earning top grades. That's all according to the Washington State College registrar, Harry Chambers, whose views are based on statistics of last year's students.

\* \* \* \* \*



SQUADRON CHANGES  
November 4 - December 4

- Nov 4 Transferred to 26th Weather Sq  
T Sgt Frederick G. Baum
- Nov 4 Transferred to 1st Weather Sq  
Cpl Donald W Seay
- Nov 4 Transferred to Tinker from Albrook  
Sgt Eugene O'Neill  
Cpl Gerald W. Corey
- Nov 4 Transferred to Great Falls AFB  
T Sgt William D Wesnor
- Nov 4 Transferred to Cocoa Fla. from Albrook  
S Sgt Arthur J Johnson  
S Sgt Ralph S Johnson
- Nov 4 Transferred to Albrook from Vernam  
S Sgt Victor L. New
- Nov 5 Transferred to Tinker AFB from Vernam  
Sgt Maurice C Rollins  
Cpl Albert R Woodford
- Nov 5 Transferred to Scott AFB from Vernam  
Cpl Ernest N Ritter
- Nov 5 Transferred to Hill AFB from Vernam  
Pvt Henry C Pugh
- Nov 5 Transferred to Davis-Monthan from Vernam  
Sgt Gordon L Bolton

- Nov 5 Transferred to Long Beach from Vernam  
S Sgt Cecil J Esneault  
Sgt Merle J Giesler  
Cpl Manual Cabral
- Nov 6 Transferred to Robins AFB from Vernam  
1st Lt Dee G McGary
- Nov 7 Transferred to Moses Lake from Howard  
Major Henry A Harper
- Nov 7 Transferred to Albrook from Howard  
1st Lt Robert P Walter
- Nov 7 Reenlisted for an Indefinite period  
S Sgt Jimmy C Davis
- Nov 8 Transferred to Waller from Albrook  
Cpl Ray E Sharrer
- Nov 9 Reenlisted for an Indefinite period  
M Sgt Lelyn Nybo  
T Sgt Andrew D Williams  
T Sgt Earl A Newman
- Nov 9 Transferred to Ramey from Headquarters  
Cpl Bernard W Caton  
Cpl Russell W Davis  
Cpl Burl W Alpert  
Cpl Richard R Canady  
Cpl Raymond P Wilson  
Cpl Charles O Rogers
- Nov 10 Transferred to Albrook from Guat City  
1st Lt Robert W McMillan



Nov 15 Transferred to Hq & Hq Sq Robins  
AFB for Separation  
Cpl Roy Holmes

Nov 18 Returned to Z I for Discharge  
Sgt John R Arnett

Nov 20 Transferred to Orlando for Separation  
Sgt James P Peterson

Nov 23 Transferred to Great Falls from Albrook  
1st Lt Thayne O Mauch

Nov 23 Transferred to McChord AFB from Hq  
1st Lt Neville D Libby

Nov 23 Reenlisted for an Indefinite period  
S Sgt Donald P Benson

Nov 24 Transferred to Robins from Ramey  
1st Lt Joseph B Burris

Nov 26 Transferred to Kindley from Albrook  
Cpl Maurice H Backus

Nov 26 Transferred to Long Beach Arpt from Albrook  
S Sgt John D Stedina

Nov 26 Transferred to Craig AFB from Albrook  
S Sgt William H Thomas

Nov 27 Transferred Kindley weather det from  
the 8th Weather Sq., to the 6th Weather  
Sq., 8 Officers and 37 enlisted men,  
effective 10 November.

Nov 28 Returned to Z I for Reassignment  
M Sgt Lelyn W Nybo

Dec 1 Returned to Z I for Reassignment  
1st Lt Robert P Walter

Dec 1 Transferred to Robins from 2108th AWGp  
S Sgt David J Hanks  
Pfc Paul R Singer

Dec 2 Reenlisted for an Indefinite period  
S Sgt John L Madden

Dec 2 Reenlisted for 3 years  
Cpl Roy Holmes

\* \* \* \* \*

Teacher: "Now children, observe what happens  
when I put these worms in this  
glass of whiskey."

Mary: "Why they all die."

Teacher: "And what does that prove?"

Johnnie: "If you drink, you won't have worms."

My sister got herself a second Lieutenant,-  
the first one got away.

Joe: "How come you are using that bull for  
plowing?"

Moe: "I just want him to know that life on  
the farm isnt all romance."



## "THE OLD SARGE SAYS"

By S Sgt Donald L Lindemer

My discussion this month will deal with ways and means of saving money while you are a member of the service. I believe that the desire of most of you is to have a nest egg acquired while you are in the service for that eventual civilian status. If you are married you are dreaming of a home, an automobile or any other innumerable items that make life more interesting. If you are single, you may have marriage plans or you may want a college education which all takes a considerable amount of money, so if you wish your dreams to materialize start saving your cash while you are still in the service.

There are several ways to invest money some of them are profitable and safe, some are not. For the airman who can't afford to gamble with his dough the surest and best way to save is through Savings Bonds and Soldiers' Deposits. To familiarize you with these two best methods the following brief is presented:

First gentlemen, we'll discuss United States Savings Bonds: A United States Savings Bond is a direct obligation of our Government and its promise to the original purchaser upon his demand at any time after 60 days from date of issue, 100 per cent of the purchase price plus any interest due the bond. The purchase of United States Savings Bonds provides for military personnel a method of saving money with the assurance of absolute security of principal and interest. The purpose of United States Savings Bonds is to secure the financial future of Americans in all walks of life. While the money

is being used by the government the bonds will be earning interest, and the owner will be accumulating a personal estate..

United States Savings Bonds are issued in three series identified as series "E", "F" and "G". Series "F" and "G" are for large investors (principally corporation) while series "E" bonds are for individuals.

The total cost of a \$10.00 (maturity value) bond is \$7.50, of a \$25.00 is \$18.75, of a \$50.00 bond is \$37.50 and of a \$100.00 bond is \$75.00. All series "E" bonds mature in 10 years.

The \$10.00 denomination (GI) bonds may be purchased only by officers and enlisted personnel while on active duty. Bonds of series "E" purchased by pay deductions and \$10.00 denominational bonds, regardless of how purchased, must be registered in the name of the purchaser of the bond. Bonds of series "E", other than \$10.00 denominational bonds purchased for cash may be registered in the name of any person as owner.

Individuals may name one coowner or one beneficiary for their bonds including \$10.00 denominational bonds. A coowner has all the rights that the subscriber possesses with respect to the bonds and he may cash the bonds with or without the consent of the subscriber. A beneficiary may cash the bonds only after the death of the owner. Bonds may be cashed at any time after 60 days from the issue date.

Subscribers should direct that bonds be mailed to their permanent addresses. Bonds will not be mailed outside the continental limits of the United States except to Alaska, Hawaii, Puerto Rico, Panama Canal Zone and the Virgin



Islands. Bonds may be kept in safekeeping at the Federal Reserve Bank, Chicago, Illinois, at no expense to the owner, if so desired.

Remember this about bonds, they are not transferable and cannot be used as collateral for loans (Ref TM 14-513).

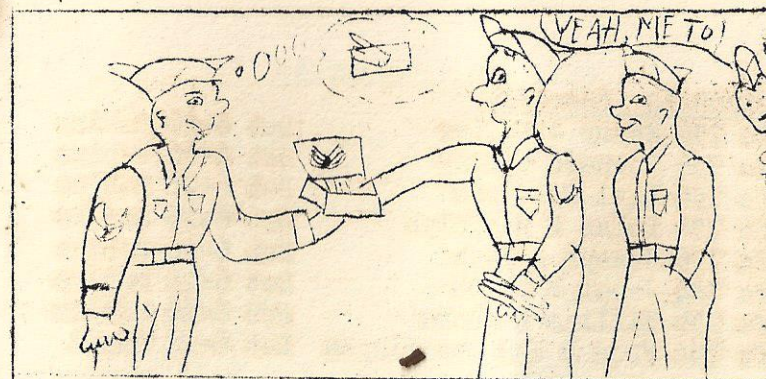
If you really want to put your dough down deep in the old sock you can't beat Soldiers' Deposits. You fellows now on active service may deposit your savings in cash with any disbursing officer in even dollars and in sums of not less than \$5.00 each. Repayment of such savings will only be made on discharge, retirement, transfer to another active status in a reserve component, or when final settlement is made in the case of your death. For any sums not less than \$5.00 deposited for a period of 6 months or longer you will receive upon repayment, the interest rate of 4 percent per annum.

If you desire further clarification on Soldiers' Deposits you are invited to read AR 35-2600.

In closing, I would like to remind you of a saying from "Poor Richards Almanac" by Benjamin Franklin, "A Penny Saved Is A Penny Earned" a wise man was Ben Franklin, so wise-up fellows, use these ways to save money. I assure you, you can't go wrong in either case.

I wish you all a most profound Merry Christmas and a Joyous New Year to come.

\* \* \* \* \*



# PROMOTIONS Effective 1 December 1949

## TO STAFF SERGEANT

Sgt 782 Hershel J Olinger	Det 6-1 Albbrook
Sgt 787 Charles O Roe	Det 6-31 Kindley
Sgt 754 Louis E Weldon	Det 6-25 Ramey

## TO SERGEANT

Cpl 942 Harold J Aldrich	Det 6-1 Albbrook
Cpl 942 Harold Dail	Det 6-1 Albbrook
Cpl 784 John W Eddins	Det 6-1 Albbrook
Cpl 784 George T Garner	Det 6-1 Albbrook
Cpl 784 Robert C Haywood	Det 6-31 Miami
Cpl 784 Robert C Knupp	Det 6-25 Ramey
Cpl 784 Norman W Slatton	Det 6-25 Ramey
Cpl 942 Richard A Thomas	Det 6-1 Albbrook
Cpl 784 Boyce D Worley	Det 6-28 Waller

## TO CORPORAL

Pfc 756 James E Dail	Det 6-26 Robins
Pfc 756 Floyd H Gleason	Det 6-26 Robins
Pfc 756 Robert J Hanson	Det 6-26 Robins
Pfc 784 Willis D Hunkins	Det 6-24 Miami

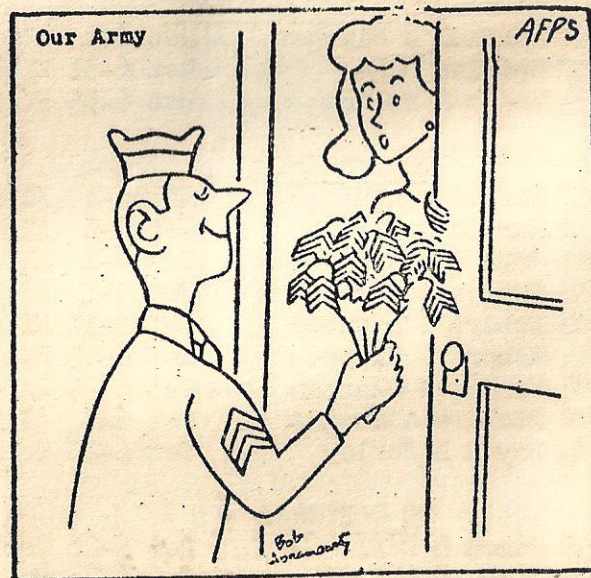


# CORPORALS (Cont'd)

Pfc 756 Harry J Kohler	Det 6-26 Robins
Pfc 756 Bernard G Long	Det 6-26 Robins
Pfc 756 Earl C McGraw	Det 6-26 Robins
Pfc 756 Lolas E Randolph	Det 6-26 Robins
Pfc 756 Joseph A Rick	Det 6-26 Robins
Pfc 784 James M Smith	Det 6-26 Robins
Pfc 756 William G Thoms	Det 6-26 Robins
Pfc 784 Fred D Van Swearingen	Det 6-24 Miami

## TO PRIVATE FIRST CLASS

Pvt 784 Walter M Lunzman	Det 6-1 Albrook
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# TRAVEL ORDERS - 1779

The following was extracted from Behind The 8 Ball. We might add, "so you think you have it rough? well read the following orders."

"Fort Belvoie, Va. - M-Sgt R J Grazier of the Finance Section, 2571st S.U, has unearthed travel orders issued during the Revoulutionary War that show something of GI complications in those days. Dated July 8, 1779, and issued by the office of the Acting Commandant, Federal Defense of Yorktown and N.Y. Harbor in Yonkers, N.Y., the orders are addressed to the CO, 1st Light Infantry, Braddock, Braddock Barracks, Miller's Junction, R.I. They read as follows:

"Issue necessary orders sending one enlisted man, on horseback, via safest and most convenient route, at Government expense to Fort Van Steuben, on the Ohio River below the junction of the two great rivers at old Fort Pitt, for the purpose of carrying secret dispatches to Major Alonzo De LaFayette, who, at last official roll call, is the commandant of Fort Van Steuben. If, upon arrival, Major LaFayette is either dead or resigned, the soldier will deliver the dispatches to the immediate commanding officer.

"The expense section of the Finance Department will supply this courier with the necessary cash to buy himself sufficient food supplies to subsist him the entire journey. If the Finance Department at the destination is not functioning, the enlisted man is authorized to barter with neighboring Indians for necessary salt and other miscellaneous necessities for the return trip. Uniform buttons



and musketry badges may be utilized in connection with bartering. If the situation warrants fraternizing with Indian tribes, due precaution will be taken insofar as the relief tepees are concerned, soldier making full use of his medical kit immediately after exposure. The expedition directed is considered necessary in the military service. Government mounts and subsistence will be furnished, and if used in bartering, uniform buttons and marksman medals will be replaced by the Government upon application for same by the enlisted man concerned.

"Upon return to his home station, soldier will submit a written report showing the full names and ranks of commanding officers of all forts visited, so that the War Department can be informed and bring rosters up to date."

\* \* \* \* \*

#### JUST A JOKE

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

A RADIOMAN is a man 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.

#### HISTORY OF THE 6TH WEATHER SQ.

As a unit organization, our history is nonexistent until the establishment of a headquarters at Albrook Field in August 1939. Before this, the first weather station on the Isthmus, to our surprise, was France Field which began operations on Nov. 11, 1924. There is no record of their observations made at this station until January 1935. Albrook Field Weather Station was established in 1934, but there are no records dated prior to October 1936. These two weather stations were under the control of the Signal Corps until July 1937, when it was decided that the Air Corps might enlarge and intensify this branch of service; it then became part of the Air Corps.

This squadron (including what is now the 9th Weather Squadron) was activated on 11 Dec., 1940 as the Air Corps Detachment, Weather, Panama. Previous to this date most of the weather forecasting in and around the Zone was done by the Pan American Meteorological Station at France Field. At the time of activation, the enlisted personnel of the outfit consisted of one Staff Sergeant, one Sergeant, two Corporals, four Pfc's and four Pvt's. In December 1941 the name was changed to Sixth Air Corps Squadron, Weather (Regional Control). A second change in the name took place on 30 May 1942; it became the Sixth Army Air Forces Squadron Weather (Regional Control). Again on 25 September 1945 the name was changed to 6th Weather Squadron (Regional Control). By this time the strength of the organization had



increased to 242 enlistedmen; the increase was due mainly to the threat of invasion after Pearl Harbor. Throughout this period and until the activation of the 9th Weather Squadron, the 6th Weather Region consisted of the entire Latin American Theater.

On July 20, 1942 it was decided to divide the region into two separate squadrons for closer control and supervision. Accordingly, on 7 September 1942 the 9th Weather Region was activated. The 6th Weather Region now consisted of the following boundaries; on the east, 70° West Longitude, on the west and north the boundaries remained the same as those of the Latin-American Theater, which included all of Mexico and Central America. South America was divided by the 70th Meridian and so as not to split up certain countries, the borders of Colombia, Peru and Chile were followed. In June 1943 Mexico was made a part of the Third Weather Region, cutting out northern borders to Guatemala and British Honduras. At present Mexico is once again included in the area covered by the 6th Weather Squadron.

By July 1943 it was realized that radar could be used to detect rain areas in this vicinity, hence the radar storm warning network was developed. For this purpose, the air warning sers of the Signal Corps were used.

In September 1943 four radiosonde instruments arrived in this area with a group of twelve men trained to operate them. This equipment greatly aided in the gathering of upper-air data. Originally four stations were set up, two of which are still in operation, mainly Albrook Field and Managua, Nicaragua.

1944

In March of '44 there were 28 officers and 239 enlisted men which composed the 6th Weather Squadron. Forecasting service at several stations was discontinued in April by direction of Brigadier General Ralph H Wooten Commanding General of the 6th Air Force. After a trial period it was found advisable to resume forecasting. Statistical Control over the 6th Weather Sq. at this time was exercised by I Troop Carrier Command at Stout Field, Indiana. The tour of duty in the Caribbean for Weathermen was 24 months. In June increased activity at Howard Field, and Rio Hato made it advisable to return forecasting to those places. Also in June the Weather station at Sixoalo, Costa Rica was inactivated. Thunderstorms and associated turbulence in the Aguadulce - David route presented a serious hazard to single-engined traffic. An idea had occurred to utilize Panamanian personnel. A weather observer with a bilingual background went out to visit outposts and taught the natives how to make simple weather observations. These observations were then telephoned to Aguadulce where they were placed on the Panama Weather Teletype Net. A type D station was set up at Parrita, Costa Rico in September. At the end of the quarter, "Regional" was dropped from the unit's designation and the official name became "6th Weather Sq." In November of this year a type D station at Madden Field C.Z. was inactivated. At the end of the calendar year of 1944, the 6th Weather Squadron totaled 42 officers and 234 enlisted men. Of these 130 were stationed at Albrook.



1945

In February of this year forecasting was resumed at Talara, Peru and Aguadulce R de P. A squadron picnic in March 1945 ended tragically as Cpl Kenneth A Bendimhe was killed in an auto accident. In March the use of radar weather data in the tropics was still developing. Although the war had moved farther and farther from the Isthmus during these months the importance of the Panama Canal to the logistics of global war had not lessened. When the AAF Weather Service began operating in this area, it had to deal with an enigmatic series of phenomena, the like of which neither Bjirnes nor Petterssen had envisioned. To a bewildered, temperate-climate-trained group of weathermen there was but one answer--trial and error, hypothesis and surmise--hope and pray. During April 3 additional Radar Weather Stations were activated at Cape Mala, San Blas Point and Darien C.Z. At this time 33 weather installations constituted the 6th Weather Region. With the coming of V E Day and the lifting of security restrictions on the transmission of weather data, it became possible to deliver a completely plotted chart to the Forecaster in one to one and a half hours less time than had previously been required. Upon the request of the Commanding General, Sixth Air Force, the Research Section prepared a study of the feasibility of an attack on the Panama Canal by the Japanese free balloon. A study of the general and particular circulation patterns influencing the Isthmus of Panama made it clear that the

Canal was not vulnerable to such an attack because of its location in the belt of the prevailing easterlies and the doldrum belt.

1946

The early part of 1946 found the demobilization of the 6th Weather Squadron great. In January 1946 Ria Hato was directed to go on twelve hour operating status. David R de P was directed to operate 6 hours a day 6 days a week on caretaker bases. In February Aguadulce R de P was closed. Chame R de P was closed. Guatemala City was authorized to operate 6 hours a day 6 days per week. Radiosonde observations at Talara, Peru were discontinued. The station at Barranquilla, Colombia was deactivated and one man was left as caretaker. The station at Managua, Nicaragua closed with 1 officer remaining to furnish forecasting. Observing was discontinued at San Jose, Guatemala. In April all activities were to be abandoned at Galapagos Island by July 1, 1946. It was requested that consideration be given to award Cpl Justin L Cobb the Soldier's Medal, for meritorious and heroic action in connection with reconnaissance and recovery work at the scene of the crash of an Army C-54 on Taboga Island. In August fire destroyed the Weather barracks at Rey Island. A type D station was activated at Jaque R de P in August. A type D station at Cocle del Norte, R de P was deactivated in August. Three stations were deactivated in November, Chame, R de P, Parrita, Costa Rica and Taboga Island, R de P due to the shortage



of personnel. In November of '46 tragedy struck the 6th Weather Sq. again when Pfc William F Jones met death by drowning.

1947

In the early part of 1947 the Squadron received 5 civilian HYPO men. Three of these were Rawinsonde men and two were Forecasters. Due to the continued shortage of observers the following stations were discontinued: Jaque and Rey Island R de P and Parrita, Costa Rica. The air base at David was returned to Panama. The early part of May, two observers were transported to Seymour Island in the Galapagos Islands and the very next day the station was in operation. The weather stations at Darien and Rey Island R de P were inactivated. A newsworthy incident occurred during June. A rawinsonde unit ascended to 46,000 feet and then descended and landed less than 100 yards from the point of release. The apparatus was returned 90 minutes after the time of release. In July, 3 HYPO men were sent back to the states. A DX station at San Jose Island began operation. The squadron aircraft C-47 8810 suffered a major accident during October, and a replacement was furnished by 8th Weather Group. Our squadron publication, The Weather Lore received praise, and the Editor Captain Goettlicher was commended by Brigadier General Yates. The weather basketball team in the Post League did very well and ended up in second place. Each player was awarded a medal and a loving cup was presented to the squadron.

1948

Three stations were discontinued in January, Pocri, R de P, San Jose Island, R de P, and Rio Hato, R de P. The bases were closed due to the abandoning of all bases in the Republic of Panama. An "E" section at Barranquilla, Colombia began operation. June brought about the reorganization of the 6th Weather Sq. to include all the detachments formerly assigned to the 9th Weather Sq. This consolidation included 36 officers and 257 enlisted men, and an aircraft C-47 7272. Also during the month of June a type "B" station was established at Guatemala City, Guat. During this period the squadron was transferred to the Command Control of Military Air Transport Service. This later brought about the new MATS policy requiring Weather and AACS personnel to participate in base "housekeeping" duties. However, this did not effect us. A type "D" station was activated at St Thomas, Virgin Islands and a fifth Sferics station was opened on 21 July 1948 at Ellington AFB. Miami and Robins, formerly detachments of the 9th Weather Sq., were transferred to the 104th Weather Group Zone of Interior Command in early August. In September, Det 6-27, Vernal AFB participated in the tracking down of a possible hurricane by taking three hourly rawin runs. November brought about the deactivation of a type "D" station at Galapagos Island, The Ellington Sferics station, over which this squadron had technical control, was closed



in December due to the shortage of Sferics personnel. The system of verbally briefing the pilots and not entering weather data on the Form 23 was inaugurated in December. Authorization from CAirC for base units to maintain 201 files for the Airmen of this Squadron was welcomed by the airmen for this alleviated the necessity of having to wait for checks to arrive from Headquarters. Tragedy struck at Atkinson AFB, when the CO of the weather detachment, Major George W Walsh his wife and three base personnel took off on a local flight and never returned.

1949

Steps were taken during January of this year to transfer the editing unit for weather from the WZA building to Albrook Weather Station. Nine Venezuelans arrived in the 6th Weather Sq. to be trained as weather observers. These men lived with the Weathermen. In February Pomar forms were introduced into the command, this proved to be a definite aid to the forecasters. During March the forecasting section at Managua was deactivated and the "R" section personnel were compelled to move into town due to the deactivation of the base there. The later part of March, the base at San Jose, Guatemala was deactivated. Also in March, the forecasting section at Coolidge AFB was closed and the observing section at France AFB was closed. In May 2 detachments were activated Det 6-24 Miami Hurricane Office Miami, Fla. and Det 6-26 Robins AFB, Georgia. May also brought about the deactivation of the detachments at Atkinson and Beane AFB. An "R"

section was set up at Waller AFB. In June, the squadron aircraft C-47, 7272 was transferred to the 2108th Air Weather Group. Coolidge AFB was deactivated in August. In September the "Y" and "R" sections at Vernam ceased operations with the remainder of the station closing September 30. 10 weather observers were sent to radio operators' school and Group Hq advised us that 10 radio operators would be assigned this organization from the November graduating class at Keesler AFB. It appears that Sferics will finally be given sufficient personnel and a chance to prove itself. In August, Det 6-23, Coolidge AFB was discontinued due to the closing of the base. On 15 September, France weather station was deactivated as the base was closing in the near future.

October the 19th brought about the discontinuance of Det 6-19, Barranquilla, Col. The 27th of October, Det 6-8 at Managua, Nic. was discontinued. October 31, Det 6-20, Guatemala City, Guatemala was discontinued. November brought more discontinuance when Det 6-6, Howard AFB was discontinued on the 4th. It is anticipated that Waller, Det 6-28 will be discontinued around the 1st of 1950. The discontinuance of these detachments was caused by the economy program of the Air Force to cut down on its expenditures. Nov 10th, we welcomed Det 6-31, Kindley AFB which was transferred to us from the 8th Weather Sq.

This brings us to the close of 1949. Now that you have read a brief history of the Squadron, let us go forth and make more history, which in the future will also be well worth printing and reading.



## INSPECTORS NOTES

By Capt Frederick W Marr

This month we welcome a new detachment 6-31 at Knikley AF Base, Bermuda, into the 6th Weather Sq.

As the Squadron Inspector I made a staff visit to Bermuda and was pleased with what I discovered there. In general the station was in pretty good shape. The forecasting section particularly impressed me. Their maps and briefings were excellent. I had a chance to check the accuracy of their forecasting on the return trip from Bermuda to Brookley AF Base, Alabama and am pleased to say that the forecast was 99% correct.

Don't let anyone fool you - Bermuda is not a winter vacation paradise. A short coat was a comfortable article of attire during my entire stay there.

This station is also no vacation spot for forecasters, as approximately 550 clearances a month are made of which appx 450 - yes 450 are verticle cross sections. Any forecaster want a transfer to Bermuda?

Scheduled for inspection during December are Detachment 6-1 and headquarters. Since the Squadron aircraft is grounded until approximately 15 January 1950 we will be unable to inspect Miami, Warner Robins and Bermuda during this quarter.

Next month this section will be written by Lt Dan Rogers, the new Squadron Inspector.

Merry Christmas and a Happy New Year to all.