HISTORY of 1st AIR WEATHER WING

Jul 1 – Dec 31 1952

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HISTORY OF THE 2143D AIR WEATHER WING

1 July thru 31 December 1952

HCS: 1-AF-D2A

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(AIR WEATHER SERVICE - MILITARY AIR TRANSPORT SERVICE)

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SECTION I

ORGANIZATION

Organization Unit (Unclassified)

Current designation - The current designation is Headquarters, 2143d Air Weather Wing. It was so designated and reorganized under the provisions of General Orders 69, Headquarters, Military Air Transport Service, 22 May 1952, which was effective on 1 June 1952.

Place of Organization - The wing headquarters remained located on the eighth floor of the Meiji Building in Tokyo, Honshu, Japan.

Roster of Officer Personnel - A personnel roster of assigned officer personnel is included herein as Appendix NO. 1.

Assignment of Organization (Unclassified)

The 2143d Air Weather Wing is assigned to Headquarters, Air Weather Service.

Operational Control of Organization (Unclassified)

The 2143d Air Weather Wing is attached to the Far East Air Forces for operational control, administrative and logistic support, per 1st Indorsement, Department of the Air Force, file AFOMO-A, 29 May 1951 to letter Far East Air Forces, file AG 322-M, 13 May 1951, OP-OM, Subject: "Attached Status of Certain MATS Units".

Mission of Organization (Unclassified)

The mission of the 2143d Air Weather Wing is to provide weather service as required to support the Far East Command and the Air Weather Service in the accomplishment of their respective missions.

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The mission and functions of the 2143d Air Weather Wing are outlined in Air Weather Service General Order Number 35, dated 26 June 1952 and is included as Appendix No. 2.

PERSONNEL STRENGTH OF ORGANIZATION (RESTRICTED)

Authorized as of 1 January 1953	Officers	Airmen
15th Weather Squadron	46	174
20th Weather Squadron	115	425
30th Weather Squadron	97	297
54th Strategic Reconnaissance Squadron	99	468
56th Strategic Reconnaissance Squadron	99	468
57th Strategic Reconnaissance Squadron	99	457
Wing Headquarters	85	142

Assigned as of 1 January 1953	Officers	Airmen
15th Weather Squadron	34	160
20th Weather Squadron	94	378
30th Weather Squadron	76	290
54th Strategic Reconnaissance Squadron	94	501
56th Strategic Reconnaissance Squadron	90	486
57th Strategic Reconnaissance Squadron	101	484
Wing Headquarters	68	158

COMMAND OF ORGANIZATION (Unclassified)

Colonel James W. Twaddell, Jr. remained in command of the 2143d Air Weather Wing. Colonel Karl T. Rauk became Deputy Wing Commander on 23 August 1952.

STATIONS (Unclassified)

Appendix No. 3 lists all stations within this wing as of 31 January 1952.

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DIRECTORATE OF PERSONNEL (UNCLASSIFIED)

There was a continued forecaster shortage during this period as well as a temporary deficit in certain other AFSC's.

The number of non-rated weather officers volunteering for duty with the 6166th Air Tactical Reconnaissance Squadron did not satisfy requirements. Consequently, a recommendation was made to Air Weather Service that officer forecasters be placed on 120 days TDY direct from the ZI to the 6166th ATRS.

Indefinite term appointments for reserve officers made up one of the most important personnel actions. More than 400 officers of this command were affected, 35 of whom were at this headquarters. Only 18 officers of the command will be separated in March 1953 as the result of declining renewal of their reserve appointment.

The Airmen's Proficiency Tests under the Career Program also got underway. Eligible airmen in the 60, 64 and 43 career fields were tested in September and those in the 73 field followed in November. On the whole, test scores were high.

Surplus officers and airmen who were eligible for early release and who indicated their desire for such have been returned to the ZI for separation. The program has been completed and reasonable stability can be expected for some time.

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Turnover of personnel was in some cases more rapid than anticipated due to the early release program and non-acceptance of indefinite reserve commissions. It also resulted in some dependents and their sponsors returning to the ZI before completing twelve months in the theater.

The dependent housing program in Japan has been decentralized. Housing has been pro-rated to each service according to the percentage of sponsors within each service that are eligible for government quarters. The waiting period for the arrival of dependents has been estimated to be 12 to 15 months. Many sponsors have made private rental agreements and brought their dependents here under the non-priority system.

Within this directorate, Major Robert T. Beam, Assistant Director of Personnel, returned to the ZI for separation in September. Captain Eli G. Jordan was appointed to succeed him.

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DIRECTORATE OF INTELLIGENCE (SECRET)

All intelligence information available was reviewed for its effects upon the mission of the 2143d Air Weather Wing. The Commanding Officer and Director of Operations were briefed weekly with special briefings given as required.

Intelligence information necessary for the operations of the subordinate squadrons was disseminated. This information consisted of intelligence publications, submarine and other naval operations notices, Far East Air Force identification and authentication systems and codes and Evasion and Escape material. Evasion and Escape material consisted of training posters, bulletins, maps, overlays, Fifth Air Force recognition systems, interrogation reports and other Escape and Evasion publications including "The Seven Keys to The Kimchi Kurtain". Maps and other intelligence materials were obtained for the squadrons as necessary.

FEAF was again queried as to the procedures aircrews on the Buzzard reconnaissance flights should follow in the event one (1) of the aircraft was forced to land in Communist held territory. Aircrews on the Buzzard Delta flights flying near Russian held territory and over stretches of extremely cold water were particularly concerned with this problem. Procedures presently outlined in various FEAF and MATS regulations and in special Escape and Evasion Bulletins indicated that usual diplomatic procedures and channels should be followed by the aircrew members to hasten return to United States organizations.

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However, due to the present political situation existing in the Far East, FEAF recommended that, whenever possible, evasive tactics should be employed.

The Far East Air Forces intensified its surveillance program throughout the period in areas contiguous to Northern Japan and to Communist held territory north and west of Japan. The 56th SRS cooperated in the program as far as possible without hindering its primary mission.

The 56th SRS reported that one of its aircraft violated FEAF Regulation 60-1 which prohibits U. S. Aircraft out of battle areas from flying closer than 40 miles to Communist held territory. However, FEAF Reconnaissance orders specifically exempted reconnaissance planes flying specified tracks from compliance with FEAF Regulation 60-1. Consequently no action was taken concerning the reported violation.

Members of the 54th SRS reported the sighting of unidentified flying object. This report was placed in intelligence channels by the 19th Bombardment Wing in accordance with AF Letter 200-5.

The Directorate of Intelligence cooperated with the Air Provost Marshal in obtaining and disseminating information about Japanese Communist activities to members of this command. In most cases such instances were separate public meetings of the Japanese Communist Party.

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The program for the support of the AFOAT-1 Activities in the Far East theater of operations took up a large portion of this Directorate's time and effort during the past quarter. Liaison between Team G-406 and the Eastern Operating Center at Yokota was established.

During the early part of the period classification of Formosa weather data was changed and the data was transmitted in the clear. Three and six hourly reports from Formosa are being broadcast over JPNZ radio teletype broadcast from Tokyo. Coordination with the Nationalist Chinese Air Force weather section was continued throughout the period through the Staff Weather Officer of the Military Assistance Advisory Group on Formosa. Captain

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Rexon of MAAG visited this headquarters during the latter part of the period to help further this coordination.

No reports on Foreign weather service were obtained during the period. Some information concerning the Chinese Communist Weather Service was obtained from a translated publication.

Monitoring of Foreign Weather Broadcasts was continued in cooperation with the Japanese Central Meteorological Observatory.

Major Don H. L. Anderson became the Director of Intelligence on 16 December 1952, vice Major Robert P. Craig.

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COMMUNICATIONS SECTION (RESTRICTED)

One of the most important activities of the Communications Section was the constant monitoring of weather communication operations in the Pacific and Far East theater. This checking was accomplished by a number of surveys, some of which were on a regular basis and others as required.

The No Text Indicator Survey of Weather Collections transmitted on the 63F2 Tokyo Blind Weather Broadcast was established on a weekly basis to monitor the status of weather reports transmitted without actual weather content. A similar survey was established at Andersen Weather Station, 15th Weather Squadron, for monitoring transmissions on the 631F1 Guam Blind Weather Broadcast. The surveys indicate the total of no text indicators utilized for weather reports by units of this wing and show the nature of each weather report originating at any particular unit. The reports were sent to 1808th AACS Wing and to squadron headquarters for their use and information.

Another survey monitored the time of handling weather messages from reconnaissance aircraft flying the Buzzard Kilo track to determine reasons for excessive time delays, if any. The average time from the completion of the weather observation to broadcast over the Tokyo Blind Weather Broadcast was 53 minutes for the five (5) month period, July through November 1952.

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During this period the ship survey was conducted on a bi-monthly basis. This survey indicated the total number of all ship reports included in collections MTPA JPNZ and THPA JPNZ. The daily reports for ships Sugar, Victor, Tango and Extra are also reflected in the survey.

Data requirements for all units of the wing were collected and compiled. This provided information necessary to permit collection and transmission of the proper matter as well as providing accurate information for the Semi-Annual Data Requirements report as required by Headquarters Air Weather Service. The present method of requiring subordinate units to review their data requirements will be continued. The compilation of data requirements for all wing units will be maintained at this headquarters subject to periodic revision.

The requirements for Alaskan data were reviewed with the result that 112 messages were found excess. Upon concurrence of the 20th Weather Squadron and the Tokyo Weather Central these messages were eliminated. Present requirements for Alaskan data are 114 messages daily.

Tropical weather data requirements for Andersen Air Force Base and Clark Air Base weather stations were established. Action to meet these requirements was taken by modifying the collections of Australian weather data intercepted at Clark Air Base.

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In addition, a complete review of Asian data intercepted at Clark Air Base is being made to determine if some of the data intercepted by the Philippine CAA can be utilized. If so, some of the Clark Air Base facilities can be released for other work.

The routing of weather reports from the Trust Island weather stations in the South Pacific was investigated. Arrangements were made with Navy Communications for the handling of these reports.

The Fifth Air Force Weather Station at Seoul required Russian upper air data in addition to that broadcast over JPNZ. As AACS was unable to intercept this data at Seoul, arrangements were completed with the Japanese Central Meteorological Observatory to send the Collections PBRU3 JPNZ, PBRU4 JPNZ, PBRU5 JPNZ, RSRU3 JPNZ and RSRU4 JPNZ to the 5th Air Force Weather Station by address message.

The old MANOP collection heading of KHRM (Harmon AFB) was changed to KAND (Andersen AFB) effective with new Pacific Handbook on Weather Collections dated 10 October 1952.

During the period, the function of preparing ship reports at Guam was transferred from Fleet Weather Central to NPN, the U. S. Navy Radio station. As a result the MTPAL KGUM Collection was deleted and MTPA NPN added.

The method of handling pilot reports on Okinawa was studied with the result that PRSP KAHA Collection of Special Pilot Reports was discontinued. The three hourly Collection PRPA KAHA was modified. This collection included Navy as well as Air Force Pilot Reports.

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Radio outages are responsible for many weather messages not being received. To improve the reception of the Guam Broadcast at Tokyo, AACS added a fifth frequency in an effort to reduce the radio outages in early morning hours. Considerable outage was experienced on the Taegu-Tokyo radio teletype circuit. In order to insure receipt of weather data in Tokyo from Korea special half-hourly rerun requests for Korean weather were set up.

A new Tokyo broadcast schedule was set up which provided weather data in fifteen (15) minute blocks instead of thirty (30) minute blocks.

During the period July through December the Communications Section furnished AACS with the information necessary for the issuance of numerous Manams. The Pacific Handbook on Weather Collections was revised and reissued effective 10 October 1952. The Weather Editors SOP (Pacific), the Communication section of the Typhoon Warning SOP (Pacific) and the Communications Manual for the Far East are all being revised with completion scheduled for early in 1953.

Sixteen (16) new facsimile sets were received in the theater during the period. These sets were issued to the field in accordance with a priority list established by the Directorate of Operations.

Throughout the period excellent cooperation on communication matters was maintained with the Japanese Central Meteorological Observatory.

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All messages concerning seismographic data originating at the CMO are now being sent to the Honolulu Magnetic Observatory with an emergency precedence. Also Communications were speeded up when an agreement was reached with the CMO to eliminate the word "MARU" from ship collections.

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DIRECTORATE OF OPERATIONS

Plans and Organization Division

Plans (Restricted)

Two plans have been written and will be published to establish procedures for providing weather forecast service under emergency conditions. One is a mobility plan to open new weather stations. The other prescribes methods for coordination of forecasts between Tokyo Weather Central, Hickam Forecast Center, Andersen Area Forecast Center and weather detachments. It makes the information and facilities of any one of these agencies readily available to the others.

Organization (Restricted)

T/O Authorizations:

MATS GO 146, 6 October 1952, reorganized the 57th SRS under both T/O 1-1723 and 1-1724P, effective 20 October 1952. With this reorganization, the first composite reconnaissance weather squadron came into existence.

T/D Authorizations:

MATS GO 124, 22 August 1952, implemented 2143d Air Weather Wing headquarters T/D W-902, November 1952 with a strength of 85 officers and 142 airmen effective 1 November 1952. T/D-A W-957, November 1952, augmenting the troop space authorizations of the 57th SRS by 2 officers and 5 airmen was implemented by MATS GO 124, 22 August 1952. Mission directives in subject-to letter form to assigned weather squadrons were published on 29 August 1952. The directives for the reconnaissance squadrons were published on 13 December 1952.

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Minimum Manning Requirements (Unclassified)

The MATS Fifth Year Program as expounded by AWS continued the requirement for close analysis of operational planning in order to offer the most effective service. This has been a continuous process at this wing particularly because of the operational needs imposed by changes in the tactical situation in Korea, the increased forecasting service requested by the Eighth Army in Korea and the influx of forecasters and observer personnel with low experience levels.

AWS Letter 35-2, Forecaster Requirement Projections, dated 5 August 1952 was rescinded by AWS in its index dated 5 December 1952. This action cancelled the corresponding directive put out by this wing. Nevertheless, the conditions cited above have demanded the continuance of the Minimum Manning Requirements study by this wing.

In order to approach the manning problems in a realistic vein and to keep properly appraised of fluid requirements, especially in Korea, the established minimums were determined by discussions with squadron personnel and operations sections on frequent staff visits. Minimums were compiled monthly and forwarded to the Director of Personnel. Squadrons were manned on the basis of these minimums.

This program, which was outlined in a previous history, has paid large dividends both in heights obtained and in percentage of observations completed. It was noted that fluctuations of

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Pibal altitudes during June and September coincides with the passage north and south of the Polar Front. Lower altitudes during the winter months were due primarily to marked increases in speeds aloft. Low ceilings were a secondary factor.

Surface Observations (Unclassified)

Since the responsibility for checking surface weather observations was returned to the squadrons on 1 June 1952, the number of errors has remained at acceptable levels. This has allowed all units to stress the representativeness and prompt dissemination of observations. One point of particular concern was the assignment of a large number of unseasoned airmen to replace the veteran observers within the wing. This has resulted in considerable extra training and supervision to bring the work levels up to desired standards.

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Temporary SFERICS Network (SECRET)

Early in June, correspondence arrived from Hq, AWS, proposing the establishment of a Far East SFERICS Net. Near the end of the month, a second letter advised that the original proposal was changed to a commitment for a temporary net. This temporary net was requested by the AEC to support Project IVY (RESTRICTED). At the end of July a TWX from Hq, AWS, listed specific requirements for this effort and Captain James W. Green was immediately appointed Project Officer. By the end of August, site surveys had been completed and the sites were in the process of being prepared for the arrival of TDY personnel on 20 September. Operations began 7 October and continued through 15 November after which the equipment was packed and stored by the TDY personnel who returned to the ZI by 10 December. A complete report on the Project IVY (RESTRICTED) phase of the temporary Far East SFERICS Net is now in preparation.

Rawinsonde Program (RESTRICTED)

Most rawinsonde stations of this wing achieved the following stated goal every month:

a. Complete 90% of scheduled runs.

b. 55,000 feet average height of raobs.

c. Less than one major error per observation.

Therefore, it was decided to place increased emphasis on transmitting data when scheduled. A new rawinsonde performance evaluation formula which includes communications efficiency was devised. The new formula evaluates the following four components equally:

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a. Rawin performance

b. Raob performance

c. Data evaluation efficiency

d. Communications efficiency

During the period five radiosonde stations were equipped with AN/GMD-1 or AN/GMD-1A automatic direction finders.

The 2143d Air Weather Wing supplement to AWS Addendum I to WBAN Manual of Radiosonde Observations was completed, approved and disseminated.

To provide additional upper air data in the Korean area a tactical station was established at Sachon (K-4). Operations began on 8 October 1952.

Graphic representation of rawinsonde performance is contained in Appendixes No. 4, 5 and 6. Monthly rawinsonde Performance Summaries are attached as Appendixes No. 7, 8, 9, 10, 11 and 12.

Northern Hemisphere Historical Map Projects (UNCLASSIFIED)

Excellent cooperation continues between this section and Japanese stations as well as Tokyo Central Meteorological Observatory. Upper air data is received from the following Japanese stations:

47401 Wakkanai	47646 Tateno
47412 Sapporo	47744 Yonogo
47582 Akita	47778 Shionomisaki
47590 Sendai	47827 Kagoshima
47600 Wajima	

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Synoptic data from all Japanese weather stations are tabulated in the daily Weather Chart published by the CMO. A complete set is forwarded monthly to this headquarters and thence to the Chief, U. S. Weather Bureau, for study and research.

Wind Factor Program (UNCLASSIFIED)

This program continued in a routine manner during the period. The Wake Island weather bureau's participation in the program was severely curtailed in September and October when typhoon Olive reduced forecasting facilities.

Wind Factor Verification Summaries are included as Appendixes 13, 14, 15, 16, 17 and 18.

Typhoon Warning Service (UNCLASSIFIED)

During this period, 24 typhoons and tropical storms occurred, an unusually high number for any six months. Two of these deserve special mention. "Olive" struck Wake Island in September with very little warning and winds in excess of 160 knots. "Olive" was unusual because it reached its peak before positive identification and also it developed far east of the usual typhoon source regions. "Wilma" originated south of Guam in late October and moved across the central Philippines into Indo-China. Prior to hitting the Philippines, its wind and turbulence reached extreme proportions. The winds were estimated at more than 160 knots and a WB-29 of the 54th SRS was lost on 26 October while reconnoitering the typhoon. The cause of the loss was unknown.

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The Typhoon Warning System operated very effectively during this period. Air Force and Army installations received adequate warning on all tropical cyclones. The average 24-hour forecast error for 1952 will be approximately 140 nautical miles as compared with average of 150 nautical miles for 1951 and 187 miles for 1949 and 1950.

This headquarters took over complete responsibility for typhoon reconnaissance transfer from the squadrons. In this way, the best utilization of aircraft could be realized.

During December plans were made for revising the typhoon SOP. Important factors under consideration were elimination of the TROPAD institution of warning bulletins based on present wind intensity (Tropical Depression Bulletins, Tropical Storm Bulletins, Typhoon Bulletins), more adequate bulletin description of maximum and 50 knot wind fields, addition of box pattern to typhoon reconnaissance methods of circumnavigation, elimination of sections on Methods and improved communication procedures.

Easterly Wave Program (UNCLASSIFIED)

During the latter half of 1952, the Easterly Wave Program progressed satisfactorily. For the most part, the tie-in of this program with the Typhoon Warning Program was excellent. Kwajalein Naval Air Station's participation in the program improved during this period. Continuation of Kwajalein in the program is anticipated inasmuch as the value of pireps

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and debriefing in Easterly Wave detection precludes greater centralization of the Easterly Wave network. The Typhoon Post-Analysis Board is currently preparing its first annual report on the Easterly Wave Program. This report is expected to be an excellent one. Copies will be forwarded to Air Weather Service when the report is published in March.

Forecast Capabilities Program (UNCLASSIFIED)

The Forecast Capabilities Program was initially established by AWS Letter 55-18, dated 20 March 1952 as amended. It was instituted "For the accurate determination of Air Weather Service forecasting capabilities, for the purpose of continuously monitoring these capabilities, and to provide a firm basis for the formulation of forecast improvement programs".

The program was implemented by this wing with the publication of AWW Letter 55-18, dated 20 June 1952 (Appendix 19) which was later superseded by the same numbered directive dated 15 September 1952 (Appendix 20). When the initial reports (AWS Forms 36 and 37) were received, discrepancies of the following types were noted: upper air forecasts indicated as having a "prepared at" time coincident with the valid time of the basic chart, improper upper air forecast periods, surface and upper air forecasts prepared for one level only, failure to prepare forecasts for upper air elements, insufficient verification of upper air forecasts, carelessness in computing vector errors, failure to indicate time of latest upper air wind data used, surface wind elements not recorded in correct manner, and occasional illegibility.

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Action was immediately taken to prevent recurrence of these discrepancies. Certain operational problems were presented by some detachments. These were successfully solved by correspondence, staff visits and practical discussion. For example, permission was granted by Hq, AWS to make forecasts of surface elements for six-hour periods. This information was incorporated in the above cited Air Weather Wing numbered letter.

Likewise, Haneda Air Base, Japan, has been authorized to use 740 mb (8500 feet pressure altitude) as a forecast level, since this detachment is involved almost exclusively in forecasts for overwater flights at that level and prepares corresponding charts and prognoses.

Having overcome some of the earlier obstacles and problems, the Forecast Capabilities Program has proceeded vigorously and systematically in harmony with its expressed purposes. Preliminary comments contained in the six-month reports have been very favorable. They recommend retention of the program. When all the reports have been finally reviewed, it is anticipated that any proposed modification will make the program even more flexible and usable to meet the expanding needs of AWS.

Aerial Weather Reconnaissance Reports (RESTRICTED)

Four surveys of reconnaissance data and communications time-delays were made. Evaluation of the RECCO code was also completed. This information is on file at Hq AWS. In addition,

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several studies dealing with AWSTR 105-84, "Wind Estimation from State of Sea Observations", altimeter calibration, dropsonde surface pressures, dropsonde instrument (3, 3A, 3C and 3D) performances and dropsonde-radiosonde comparison tests were undertaken. These have been completed recently or are nearing completion. All will be sent to Hq AWS.

Proficiency Training. (UNCLASSIFIED)

Workbook I, "Surface Observations", and Workbook II, "Meteorological Codes" have been revised and are currently being typed for reproduction.

Workbook III, "Climate and Geography of the Far East" is still in process of preparation by Climatic Projects Division, Tokyo Weather Central.

Workbook IV, "Elementary Meteorology", was distributed previously and is presently in use as a training manual.

Workbook V, "Rawinsonde Operations" was completed, printed, and distributed on 12 December 1952.

Dropsonde (RESTRICTED)

The dropsonde temperature data correction system recommended by Air Weather Service was implemented on 9 July 1952. The original system had technical errors in it and was very difficult to use. Therefore, a revision was put into use early in August and submitted to Hq, AWS on 9 August 1952. The revised AWS Manual 105-23, "Dropsonde Observations", was received in September 1952. The excellent temperature data corrections procedures contained in this manual have proved usable in the

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squadrons. Surveys indicate that the correction values are too great; surface pressures are now usually too low instead of too high.

AN/AMT-3C and AN/AMT-3D dropsondes were first used in September 1952. A slightly higher percentage of successful instruments has been obtained using AN/AMT-3D dropsondes than has been achieved with other models. A total of 1720 instruments of all types were dropped; 70% (1208) were considered successful.

(See Appendix 21)

OPERATIONS AND TRAINING DIVISION

Operations (SECRET)

The three strategic reconnaissance squadrons assigned to this wing accomplished their respective missions and established several operational records indicative of the progress made.

The 56th SRS at Yokota Air Base, Japan, surpassed wing records by flying a total of 1115 hours during July. One WB-29 of the squadron flew 210:55 hours in one month.

The most significant operational progress was made by the 54th SRS at Andersen AFB, Guam. During August the squadron flew a total of 1006 hours WB-29 time, an all-time record for the 54th. In September another squadron high mark was set by attaining a utilization factor of 2.92. The utilization factor went up to 3.5 during October after flying 1221 hours while possessing an average of 11.2 WB-29 aircraft. The resulting

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figure of 109 flying hours per aircraft is the highest ever attained by an AWS reconnaissance squadron.

The 57th SRS at Hickam AFB, Hawaii performed its assigned mission in an excellent manner although no new records were made.

Along with flying fixed tracks, making typhoon penetrations, ferrying and other special missions, the reconnaissance squadrons participated in several projects.

Probably the most important was Project IVY (RESTRICTED) in which the 57th SRS played a significant role. The project began in September when ten aircraft and 173 personnel from the 57th SRS were assigned to Joint Task Force 132 at Kwajalein. During the following month the squadron flew 51 missions for a total of 577 hours. In November, 46 missions for 484 hours were flown in direct support of IVY. Aircraft and personnel were returned to Hickam on 16 and 17 November when the operation was completed.

Other projects requiring synoptic weather reconnaissance were Fox Peter I and Fox Peter II. The former took place in July with jet aircraft flying from California to Hickam. From there they flew to Japan with stops at five islands en route. The 57th SRS, providing close support and weather reconnaissance all along the way, sent out 24 missions for 225 hours.

Fox Peter II lasted for eleven days starting on 3 October. Also a mass jet flight, it differed from Fox Peter I in that

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there was only one stop, at Midway Island, between Hickam and Japan. The last leg, covering 2190 nautical miles, stretched the capabilities of the squadrons to the limit. The 57th SRS handled the reconnaissance from Hickam to Midway. From there to Japan the 56th took over the responsibility. Missions were flown at the 300mb and 500 mb level all along the proposed routes to provide the jet commanders with accurate forecasts and weather data.

In support of Fox Peter II, the 57th totalled 34 hours in five missions. The 56th amassed 106:25 hours on ten missions.

Both projects were considered highly successful and valuable experience was gained for similar operations in the future.

During the period there were changes made in some of the reconnaissance tracks. Authority was received from Hq, AMS to change the PETREL tracks flown by the 57th SRS; and on 25 October PETREL Coca and PETREL Delta were implemented. This eliminated the "dog leg" on the last part of the course. It also brought about a direct return from Position No. 15 to Hickam.

The VULTURE Kilo and VULTURE India tracks of the 54th SRS were also changed. They were lengthened by about an hour to obtain better weather coverage and aircraft utilization. Their new designations were VULTURE Metro and VULTURE Lima. Flights along the new tracks are scheduled to begin on or about 1 January 1953.

On 26 October 1952, the 54th SRS lost WB-29 44-69770 which had been dispatched to obtain a fix on typhoon "Wilma". The last reported position of the aircraft was at 11°08'N and

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129°42'E. At 0840K a radio message indicated that the ship was approaching the eye of the typhoon. Nothing further was heard and at 1415K it was declared missing.

An all-out search by the 11th Air Rescue Squadron, assisted by units of the 54th SRS, produced negative results. The effort was suspended 13 November after more than 1700 hours had been flown to no avail.

Operations Reports for the squadrons are found in Appendixes 22, 23, 24, 25, 26 and 27.

Training throughout the wing has progressed satisfactorily with particular emphasis on WB-29 transition. This has been due to the unusually large turnover of personnel within the reconnaissance units. Ground and air training within the subordinate squadrons were closely monitored by this headquarters.

Personnel

Lt. Colonel David G. Smith was appointed Deputy Director of Operations on 1 October 1952. Major Thomas H. Gunn was assigned additional duty of Wing Flying Safety Officer. Major Ray J. Schwendiman replaced Major Harold O. Erwin as Assistant Chief of Aerial Operations and Training.

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DIRECTORATE OF TOKYO WEATHER CENTRAL (UNCLASSIFIED)

Tokyo Weather Central realized its first six months of operation as a directorate of this wing during the period. The analyses, forecasting and climatological responsibilities and functions continued to be the same as before.

Fox Peter I and Fox Peter II

Two long-distance over-water flights by jet aircraft tested TWC's technical and forecasting abilities during the period. Fox Peter I moved a formation of F-84G's from Hickam to Japan with stops at five islands en route. This was little more than routine forecasting for the weather central.

Fox Peter II was considerably more difficult. It involved a non-stop flight from Midway Island to Japan of 2190 nautical miles. With the exceptions of the points of departure and arrival, there was only one reporting station (Weather Ship "Extra") on the route. Accurate forecasts for winds at 30,000, 35,000 and 40,000 feet had to be made. Most exacting of all were the precision forecasts required for the refueling spaces.

Support by units of the 56th SRS was provided giving maximum consideration to forecast deadlines and synoptic chart times. One officer forecaster and one observer were placed on TDY to Midway to receive, decode and interpret all TWC messages.

The forecasts, reflecting the considerable preparation and planning that went into the operation, proved to be quite accurate. They were the deciding factors as to whether the flights would be made.

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Analysis Techniques

In October, TWC began experimenting with thickness techniques (differential analysis). Dr. George P. Cressman, AWS consultant, supplied the impetus for this program. He offered considerable guidance not only in the mechanics of drawing the charts, but also in some of the finer points such as recognizing suspicious data and checking it.

Appendix 28; "Revised Facsimile Schedule" describes the new program of prognosis and analysis.

Meteorological Technicians

Three WAF Meteorological Technicians, all graduates of the Intermediate Meteorological Course at Oklahoma A&M, were assigned to TWC on 24 October 1952. Their performances since then have dispelled any doubts as to their utility to the central. By the end of the period, all were fully qualified in and performing such duties as the construction of the 1000 mb chart, the preparation of the preliminary contour analysis of the 300 and 200 mb charts from the 500 mb temperature fields, the preliminary isotherm analysis at all levels and the maintenance of continuity charts at all levels. Thus the thickness program (described above) has been adopted without the addition of always critically short weather officers. So far, the concept of meteorological technicians has appeared to be very worth while.

Climatological Projects

During the six (6) months covered by this history, approximately 26 major projects requiring 30 or more man hours of work

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were completed. A host of lesser projects were requested and completed. Types of major projects completed include the following:

1. The effect of the position of the polar front on rainfall in Korea.

2. Most frequent wind directions and wind speeds at upper levels for fifteen locations over East Asia and the western Pacific by months throughout the year.

3. Preliminary investigations into rainfall - river stage relationships in central and southern Korea to determine the feasibility of reasonable river stage forecasts.

4. Regional climatic descriptions for areas or specific points in Korea, Japan, or China. Approximately twelve studies of this type were made.

5. Astronomical and tide tables for 1953 for Korea and Japan.

6. Monthly climatic outlooks for operational briefings, target plannings, forecaster orientation, flying safety meetings and publications.

7. Summaries of recently observed weather in Korea or Japan for such agencies as the Directorate of Climatology, Hq AWS; D/I FEAF; and the 406th Medical General Laboratory.

8. Forecast verification, including organization and monitoring of the forecast capabilities program.

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The punch card section within this period transferred weather observations to about 938,000 IBM punch cards for shipment to the Data Control Division of Air Weather Service.

Forecasts for VIP Personnel

Among the forecasts provided for VIP personnel were those given the pilots of the airplane carrying President-Elect Dwight D. Eisenhower to Korea and back. Forecasts provided by Tokyo Weather Central covered the trips from Iwo Jima to Seoul, Korea, and from Seoul to Guam. Preparation of the forecasts was cloaked in secrecy in keeping with the news blackout connected with the event. The forecasts for these trips verified very well.

Departure of Navy

After two years and three months close association, a separate Navy Weather Central was established at Yokosuka Naval Base on 15 December 1952. Forecasters of Tokyo Weather Central and the Navy worked in close harmony during the time they shared our facilities. Cooperation was excellent particularly for those coordinated forecasts for joint air operations over Korea.

Personnel

Lt. Colonel Arthur F. Gustafson was appointed Director, Tokyo Weather Central, on 21 August 1952, replacing Lt. Colonel John J. Jones who returned to the ZI. Lt. Colonel Nicholas J. Gavares was assigned as Director on 20 September 1952.

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DIRECTORATE OF MATERIEL

WEATHER SUPPLY AND MAINTENANCE (RESTRICTED)

Equipping Policies (RESTRICTED)

During the period covered by this history, all squadrons received their first UPREALS, the UAL-BAL Worksheets were submitted, the first UPREAL In-Use and Variable Item Authorization Report was submitted, and plans were made for implementing use of AF Form 538 as directed by AFR 67-81.

All Detachment UPREAL property was transferred to the squadron UPREALS, putting a heavy workload on squadron supply personnel. Due to this heavier than normal administrative workload and the extensive research required by all supply personnel on these new systems, everyday supply problems such as shortages of expendables were at times neglected.

Meteorological Equipment (RESTRICTED)

The supply of major items of meteorological equipment was not critical for the most part. Detachment locations and missions have been fairly stable throughout the period resulting in a low requirement for new or replacement equipment. The GMD-1A's began to arrive in the theater and the improvement in rawin heights and observations has been encouraging. GMD-1A spare parts shipped on an AFSD have arrived and no difficulty is expected, although spare parts will be in short supply for some time. Three of the 4 GMD-1A's received are in operation and one is being used in the GMD-1A school being conducted by the 20th Weather Squadron.

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All squadrons have been alerted that more CMD-1A's are on the way and advised to requisition expendables so that operations with the new set can commence as soon as possible.

AN/TMQ-1 sets remain in short supply. There are sufficient sets on hand to fulfill present operations but back-up sets to cope with any emergency or support various theater plans are limited.

Two SCM-1 Meteorological Vans assigned to the 15th Weather Squadron were turned in without meteorological equipment. A part of it went to the 30th and the remainder was shipped to theater stocks.

Five radiosonde receptors AN/FMQ-1 were replaced with rehabilitated sets from the ZI. Three of these replacement sets were received in corroded and unsatisfactory condition and required considerable maintenance.

Expendable Supplies (RESTRICTED)

Expendable meteorological supplies remained in short supply with a few exceptions. The Signal Corps has been very cooperative on several occasions by loaning expendable items to AWS Units. These items were returned when stocks were adequate or a transfer of funds arranged. Specific items which have been in short supply at one time or another from July through December are as follows:

(1) Hydrogen gas (Commercial)

(2) Caustic Soda

(3) Ferrosilicon

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(4) Grease Pencils and wood cased plotting pencils

(5) Erasers

(6) ML-304 and ML-305 Calcium Hydride

(7) Radiosondes AN/AMT-2B

(8) Balloons ML-391 and 443

(9) Twine BP-15

(10) WBAN 10A and 10B

(11) Lighting Units ML-338 and ML-179

(12) Forms WBAN 12 and ML-236

(13) Chart Roll ML-182

At the present time, the levels of expendables on hand, due in, due out, and enroute to AF 718 CSD are monitored by this headquarters and Air Weather Service is notified of specific items which are in critically low supply.

A supply of WBAN 10A and 10B Forms and ML-236 Forms were printed by the Far East Printing Plant and furnished to FEALOGFOR to relieve a critical shortage of these forms.

Maintenance (RESTRICTED)

The FEALOGFOR Class 16-H Rehabilitation Shop had a decreased volume of work during the period, due to lower requirements from the field. Two of the four technicians assigned have been declared surplus and a request has been submitted to FEALOGFOR for their PCS return to the 2143d Air Weather Wing.

Major items of equipment which were overhauled during the period were two SCR-658's, one ceilometer AN/GMQ-2, five Recorders AN/FMQ-1, one Test Set TS-28/U, one Test Set

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TS-65, and six BC-1364 Receivers.

General (RESTRICTED)

A very successful Supply and Maintenance Conference was held at this headquarters on 21 - 24 October 1952. Personnel attended from Hq, AWS, 15th, 20th and 30th Weather Squadrons and the 57th SRS.

The representatives from AWS were capable and well versed in their particular parts of the conference and they seemed genuinely interested in proposals, problems and recommendations presented by materiel people of this wing. The conference never lagged and in fact a maintenance session was held after the conference had formally closed in order that specific maintenance items could be discussed. It was felt that a conference of this nature was beneficial and should be a yearly affair.

AIRCRAFT SUPPLY AND MAINTENANCE (RESTRICTED)

Approximately one-half of the WB-29 aircraft assigned to this wing have been through cycle reconditioning at Warner-Robbins. Their loss to the DIR line has been felt in all squadrons, and the shortage was further aggravated by the receipt of WB-29, 44461600A, by the 54th SRS. This plane was received with a wrinkled stress plate and was restricted from flying typhoon reconnaissance. A replacement ship has been requested as depot maintenance will be required on 44461600A.

Engine time for WB-29 aircraft remains high and probably accounts for the recent change in T. O. 00-25-4, which increased the allowable hours between overhauls of the R-3350 engines

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installed in WB-29 aircraft from 600 hours to 700 hours.

A continuous problem with the 54th SRS and 56th SRS is the high AOCP rate. The 54th SRS AOCP time is excessively high and is due to the long pipeline time from AF 718 CSD. Air-lift allocation for Guam has been more than doubled in the past two months and some improvement is expected. To aid the Andersen AFB Supply the 54th SRS has utilized the YC-97 for air-lift of certain aircraft classes which were normally sent to Guam by surface transportation.

The Mobile training unit scheduled to the 54th SRS and 57th SRS during the coming year is expected to speed up the training program, give the mechanics a better working knowledge of the aircraft, and bring up the experience level which has decreased during the last two years of rapid expansions.

There is a continuing requirement for a C-54 type support aircraft. The last C-54 assigned to this wing was returned to the ZI during July and the two C-47's assigned are not adequate for long over-water flights. One C-47 is assigned to the wing and the other C-47 is assigned to the 20th Weather Squadron, which shares it with the 30th Weather Squadron. The YC-97 assigned to the 54th SRS has not been a suitable substitute for a support aircraft for special projects, due to its limitations, excessive maintenance and shortage of parts. A crew left this headquarters 26 December to pick up the first of two SB-17

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aircraft which were procured by Air Weather Service as an interim measure. These aircraft will assist greatly as administrative support aircraft, but there remains a dire need for suitable four engine cargo type aircraft for this wing and reconnaissance squadrons.

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INSPECTOR GENERAL (UNCLASSIFIED)

Inspections:

a. During the second half of the calendar year 1952, the following General Inspections were performed by personnel of the Office of the Inspector General:

Unit Inspected	Date
Det 13, 30th Weather Squadron	1 - 3 Jul 52
Det 39, 20th Weather Squadron	14 - 17 Jul 52
Det 15, 20th Weather Squadron	21 - 24 Jul 52
57th Strat Recon Sq (M) Wea	7 - 11 Aug 52
Det 2, 57th Strat Recon Sq (M) Wea	22 - 26 Aug 52
Hq, 20th Weather Squadron	2 - 5 Sep 52
Det 2, 15th Weather Squadron	15 - 19 Sep 52
Det 1, 15th Weather Squadron	22 - 25 Sep 52
Hq, 30th Weather Squadron	6 - 10 Oct 52
Hq, 15th Weather Squadron	14 - 17 Oct 52
Det 8, 15th Weather Squadron	18 - 19 Oct 52
Det 16, 20th Weather Squadron	28 - 30 Oct 52
Det 1, 57th Strat Recon Sq (M) Wea	5 - 8 Nov 52
Hickam Forecast Center	10 - 13 Nov 52
54th Strat Recon Sq (M) Wea	20 - 25 Nov 52
Det 5, 20th Weather Squadron	24 - 28 Nov 52
Det 7, 15th Weather Squadron	3 - 6 Dec 52
56th Strat Recon Sq (M) Wea	8 - 12 Dec 52
Det 8, 20th Weather Squadron	15 - 18 Dec 52

Deficiencies and irregularities which were observed most frequently are summarized as follows:

a. Administration:

(1) Personnel were flying as aircrew members without being placed on flight orders (Reconnaissance Squadrons).

(2) Files of reference publications and Technical Orders were improperly maintained (squadrons and detachments).

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(3) Handling of correspondence was unsatisfactory due to inadequate suspense systems and lack of a controlled routing system (squadrons and detachments).

b. Operations:

(1) Weather data available was not plotted, or was improperly plotted (detachments).

(2) Incomplete or improper entry of weather data on aircraft clearance forms and forms for over-water flight folders (detachments).

(3) Failure to disseminate promptly, to all using agencies, weather observations (detachments).

(4) Failure to utilize equipment and pilot reports for obtaining cloud heights (detachments).

c. Supply:

(1) Property records were not maintained current and accurate (detachments).

(2) Equipment was improperly stored or inadequately protected (detachments).

d. Maintenance:

(1) Lack of a corrosion control program (detachments).

(2) Maintenance records were not maintained or were not current (squadrons and detachments).

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e. Ground Safety:

(1) Inadequate fire prevention and protection measures - most prevalent deficiency was the failure to periodically inspect fire extinguishers (squadrons and detachments).

f. Training:

(1) Deficiencies in training were generally attributable to the lack of a realistic training program (squadrons and detachments).

In addition to scheduled General Inspections, informal inspections were conducted of all sections within the Wing Headquarters with the exception of the Office of the Comptroller.

There were no special inspections or investigations performed during this period and there were no Case Reports initiated.

There was a slight increase in the number of grievances and inquiries presented at Personal Conference Periods; however, a study of problems presented indicated that the majority of them could have been handled by the commanding officer of persons concerned. No particular trend or morale problem was indicated by the nature of the grievances.

The Activities of the Air Provost Marshall have been consolidated and appear in Appendix 30.

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OFFICE OF THE ADJUTANT (UNCLASSIFIED)

The duties of the Office of the Adjutant were primarily routine during the period. The Records Administration Program moved into full swing. Several questions concerning the overall program were answered by AWS and were incorporated into local procedures.

The Forms Management Program recently became the partial responsibility of this section. An officer of this section will serve as Forms Manager. He will handle the administrative details of the program. A Wing Charts and Forms Control Board will approve or disapprove all requests for new or revised forms and will periodically review existing forms.

The Publications Division continued without a serviceable mimeograph machine for the entire period. As before, FEAF headquarters handled all stencilling for this headquarters. Despite this excellent cooperation, there were times when this arrangement seriously inconvenienced both parties.

Problems in distribution and supply of AWS charts and forms have been reduced through the use of a new system. Headquarters Squadron Supply Section took over the storage which was long a sore point here; and automatic distribution based on normal requirements was initiated to subordinate headquarters. However, this section continued to process all requisitions above normal requirements.

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A uniform system of message and cite symbols throughout the wing was established. Also, this headquarters requirements for squadron publications were announced in a numbered letter.

A new suspense system was initiated on incoming radios, with a one-day suspense on all action radios to this headquarters and seven-day suspense on all information copies and messageforms.

The processing of MATS and AWS publications through this headquarters to subordinate squadrons has added considerably to the workload of this section. To assist distribution, a new "Publications Receipt" has been devised. This form provides sufficient space for special instructions to the squadrons concerning required internal and external distributions.

During the period Wing Sergeant Major M/Sgt Paul J. Dorsey returned to the ZI for hospitalization. S/Sgt Joseph Ozag served as his replacement until the arrival of M/Sgt Andrew F. Youngkin.

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Colonel Karl T Rauk became Deputy Wing Commander on 23 August 1953. Col. Rauk came here from Headquarters, Air Weather Service, where he served as Inspector General.

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For meritorious service in support of the United Nations campaign in Korea, Major Charles E Rohr (r), now of this headquarters, was awarded the Commendation Ribbon by Colonel James W Twaddell jr, wing commander, in August. Then in command of a weather detachment serving an important fighter group, he was cited for "inspiring and resourceful leadership under all sorts of handicaps.

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T/Sgt. Lawrence W Kleinsmith (r) received the Commendation Ribbon for outstanding work as the Wing Public Information Supervisor and Historian from Col. James W Twaddell jr, wing commander, at headquarters in August.

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Air Weather Service Deputy Commander Thomas
S Moorman is congratulated by Colonel James W
Twaddell Jr, wing commander, after receiving news
of his recess appointment to brigadier general.
Gen. Moorman was inspecting weather installations
in the Far East when his promotion was announced.

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At an early December conference in wing headquarters, squadron commanders met with the wing commander. (l to r) Lt.Col. Carl L Wagner, CO of the 30th Wea Sqdn, Korea; Col. Wray D Dartling, CO of the 20th Wea Sqdn, Japan; Lt.Col. Jack H Pelander, CO of the 15th Wea Sqdn, Okinawa; Lt.Col. Roger A Stevenson, CO of the 54th Strat Recon Sqdn, Guam; Col. James W Tweddell jr, wing commander; Col. Karl T Hauk, deputy wing commander; Lt.Col. Lester R Perriss jr, CO of the 56th Strat Recon Sqdn, Japan; Lt.Col. Lawrence Cometh, CO of the 57th Strat Recon Sqdn, Hawaii.

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A few days before Christmas, Wing headquarters personnel helped the 82 orphans of the Tujin Ayoritsu Nursery in Tokyo celebrate the occasion. From funds collected within the headquarters gifts of clothing were presented to all the youngsters. A tree-trimming and a party were also held. A representative group of airmen and wives of headquarters personnel participated in the event. Shown on the left is Mrs. James H Kenna, near the center is Mrs. Gerald C Crary and at the right is Mrs. James W Twaddell.

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SECTION II

APPENDIX

1. Roster of Headquarters Officer Personnel as of 1 Jan 53
2. AWS General Order No. 35 "Mission of the 2143d Air Weather Wing", 26 June 1952
3. 2143d Air Weather Wing Station List as of 1 November 1952
4. Monthly Average Height of all Raob and Rawin Runs
5. Average Number of Errors Per Run - All "R" Sections
6. Percent of Completed Obligated Raobs and Rawins
7. Rawinsonde Performance Summary for June 1952
8. Rawinsonde Performance Summary for July 1952
9. Rawinsonde Performance Summary for August 1952
10. Rawinsonde Performance Summary for September 1952
11. Rawinsonde Performance Summary for October 1952
12. Rawinsonde Performance Summary for November 1952
13. Monthly Wind Factor Verification Summary for June 1952
14. Monthly Wind Factor Verification Summary for July 1952
15. Monthly Wind Factor Verification Summary for August 1952
16. Monthly Wind Factor Verification Summary for September 1952
17. Monthly Wind Factor Verification Summary for October 1952
18. Monthly Wind Factor Verification Summary for November 1952
19. 2143d Air Weather Wing Letter 55-18, "Forecast Capabilities Program", 20 June 1952
20. 2143d Air Weather Wing Letter 55-18, "Forecast Capabilities Program", 15 September 1952

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21. Performance of Dropsondes, AN/AMT
22. Operations Report of the 54th, 56th and 57th Strategic Reconnaissance Squadrons for July 1952
23. Operations Report of the 54th, 56th and 57th Strategic Reconnaissance Squadrons for August 1952
24. Operations Report of the 54th, 56th and 57th Strategic Reconnaissance Squadrons for September 1952
25. Operations Report of the 54th, 56th and 57th Strategic Reconnaissance Squadrons for October 1952
26. Operations Report of the 54th, 56th and 57th Strategic Reconnaissance Squadrons for November 1952
27. Operations Report of the 54th, 56th and 57th Strategic Reconnaissance Squadrons for December 1952
28. Letter, Subject: "Revised Facsimile Schedule" 22 December 1952
29. Report of Air Provost Marshal Activities July - December 1952

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Any errors or discrepancies will be reported to the Adjutant Ext 481 immediately.

ROSTER OF OFFICERS ASSIGNED TO HEADQUARTERS 2143D AIR WEATHER WING

1 January 1953

NAME	SERVICE NO	STF ASGMT	OFF PH	OFF ROOM	P-AFSC	D-AFSC	ASSIGNMENT	AERO RATING	ARS PHONE	ARS	FAM STAT	DEROS	DR
	COLONEL												
TWADDELL, JAMES W JR	1227A	CO	325	807	2516	2516	Commanding Officer	CP	868085	GH-236	P	Dec 53	23 Aug 43
RAUE, KARL T	2020A	DWC	571	807	2516	2516	Deputy Wing Commander	SP	267551	SA-205A	A	Jan 55	22 Nov 48
	LT COLONEL												
CARROLL, JAMES V	5581A	TWC	472	831F	2524	2524	Deputy Dir TWC	NR	495848	USH-816	P	Jan 53	1 Jun 52
CARTER, EUGENE A	A0857014	DO	678	815	2516	2541	Ch Plans & Orgn	NR	48-4005	PR	P	Aug 54	1 Aug 51
CRARY, GERALD D JR	7426A	DO	683	814	2516	2541	Ch Wea Opns & Tng	Nav	868262	GH-338A	P	Jul 53	1 Jun 52
GAVARES, NICHOLAS J	3350A	TWC	622	831F	2516	2516	Dir TWC	NR	335521-81	AH-210	A	Sep 54	1 Aug 51
GUSTAFSON, ARTHUR F	A0420907	TA	624	819	2546	2546	Technical Advisor	NR	335521-115	AH-303	A	Jun 53	20 Feb 51
HALL, HARVEY P	20674A	IG	344	831D	1416	2511	Insp General	P	462948	WH-104C	P	May 53	20 Feb 51
HATH, GEORGE E	5017A	DO	491	846	2516	0036C	Dir of Operations	SP	463722	WH-433S	P	Oct 53	19 Oct 50
SMITH, DAVID G	5460A	DO	491	846	2516	2516	Deputy Dir of Opns	NR	463830	WH-187C	P	Jul 53	1 Aug 51
TREAT, JAY T	A0446132	DP	583	831C	0016C	0016C	Dir of Personnel	NR	331141	AMH	P	Jun 54	20 Feb 51
	MAJOR												
ANDERSON, DON H L	A0421734	DI	361	831	2516	2541	Dir of Intelligence	P(NF)	257301-104	UC-509	A	Jun 54	15 Feb 51
ARNOLD, GEORGE L	20755A	TWC	227	824	2546	2546	Wea Fcstr	NR	335521-113	AH-211	A	May 54	15 Feb 51
BOGARD, WAYNE C	9433A	DM	211	840A	3044	0041C	Dir of Materiel	P	335610	PH-G-102	P	Aug 53	14 Dec 50
CRAIG, ROBERT P	20649A	DI	361	831	2524	2524	Intelligence Off	Nav	335180	PH-F-204	P	Aug 53	12 Mar 51
CHYSLER, RICHARD D	A01107885	TWC	624	819	2546	2524	OIC Cltgl Branch	NR	868582	GH-722C	P	Feb 53	15 Feb 51
FOGHTMAN, ORMOND F	A0793239	DO	432	815	7316	1534B	Asst Recon Opns Off	Nav	25-7301	UC-304	A	May 54	15 Feb 51
GUNN, THOMAS H	15799A	DO	432	815	2016	1324C	Ch, Aerial Opns & Tng	SP	867595	GH-244B	P	Apr 53	1 Sep 51
JONES, DALE N	22781A	Atsugi NAS			2524	2511	Joint Tech Advisory Gp	P			P	Jan 53	15 Feb 51
KENNA, JAMES H	A02056611	DO	678	815	2524	2524	Plans Officer	Nav	867934	GH-344	P	Jul 53	1 Jun 52
LAND, PATTERSON B	A0342738	CR	373	831B	6834	6811	Comptroller	NR	335521-61	AH-332	A	Feb 55	17 Oct 51
LEE, HAROLD G	7106A	TWC	227	824	2524	2541	Ch, CKSS Proj Div	P	463966	WH-557C	P	Jan 53	14 Dec 50
LEONARD, WILBUR E	A0683533	DM	211	840A	3044	3044	Wea Sup & Maint	SP	335521-95	AH-219	A	Dec 54	1 Jun 52
QUINN, WILLIAM H	14377A	TWC	227	824	2541	2541	Wea Fcstr	NR	257301	UC-320	N	Nov 54	1 Sep 51
REDDS, ROBERT H	A0586377	TWC	227	824	2524	2541	Briefing Off	NR	463480	WH-335A	P	Oct 53	27 Oct 51
ROGERS, ROLAND	15810A	TWC	227	824	2524	2541	Shift Chief, Anal & Fcst Div	NR	464171	PR	P	May 54	1 Jun 52

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OFFICERS ROSTER (CONTINUED)

ROHR, CHARLES E	15117A	TWC	472	831F	2524	2541	Chief, Anal & Fcst Div	SP	868125	GH-334A	P	Mar 53	1 Sep 51
SCHMENDIMAN, RAY J	A0727051	DO	432	815	1534A	1534B	Asst Air Opns Off	Nav	None	PR	P	Dec 54	15 Feb 51
SQUIRE, JOHN J	A0581243	DI	361	831	2524	2541	Intelligence Off	NR	867703	GH-153A	P	Mar 54	15 Dec 51
STAYTON, JAMES E	A0423361	TWC	227	824	2524	2541	Shift Chift Anal & Fcst	P(NF)		PR	P	Aug 54	1 Sep 51
VENABLE, BENTON R	A0737504	IG	344	831D	2524	2511	Wg Inspector	P	868060	GH-274A	P	Oct 53	29 Nov 51
WILLIAMS, ARCHIE F	A0880850	TWC	227	824	2524	2541	Shift Chief	P	463537	USH-857	P	Mar 53	1 Sep 51
WILLIS, W. B.	12982A	TWC	227	824	2524	2541	Chief Wea Presentation	P	257301-68	UC-318	A	Oct 54	1 Sep 51
WILMER, THOMAS A	A0448434	DM	402	840A	4316	4344	Acft Maint Off	NR	335521-112	AH-312	A	May 55	15 Feb 51

CAPTAIN

BROWN, EDWIN E	A0875554	DI	452	831	2524	2524	Wea Com Staff Off	NR	None	PR	P	Sep 54	16 Jan 51
COVEY, CHARLES A	A0874220	TWC	227	824	2524	2541	Wea Fcstr	NR	335521-136B	AH-406	A	Sep 53	31 Oct 50
COURTNEY, FRANCIS E JR	A0871151	TWC	227	824	2524	2524	Wea Fcstr	NR	335521-46	AH-211	A	May 54	15 Dec 51
CROME, LOYAL W	12021A	Hq Sq	268010	NKB	1435	7024	CO, Hq Sq Sec	SP	463830	WH-243C	P	Jan 53	1 Jul 45
CULP, ROBERT C	A0649319	CR	373	831B	6934	6811	Asst Comptroller	NR	867028	GH-471B	P	Jan 53	1 Apr 44
EVANS, WILLIE B	A0865452	TWC	624	819	8526	2541	Asst Cltgl Br	NR	463639	WH-349A	P	Jun 53	1 Jun 52
FLODDER, RICHARD P	A0811609	Hq Sq	268010	NKB	1435	1435	Opns Off, Hq Sq Sec	P&Nav	5799-432	TE-612	P	May 54	19 Dec 50
GRAYSON, BERNARD L	A0703984	DO	678	815	2524	2524	Orgn Off, DO Plans	Nav	867769	GH-463A	P	Oct 53	15 Feb 51
GREEN, JAMES W	15821A	DO	683	814	2524	2511	OIC Hq SFERICS unit	NR			A	Nov 54	30 Jun 50
GULINSON, JOSEPH L	22671A	TWC	227	824	2524	2524	Briefing Off	Nav	335521-40	AH-226	A	Aug 54	16 Jan 51
JONES, MURRAY O	A0589858	TWC	227	824	2524	2524	Wea Fcstr	NR	335521-136B	AH-406	A	Dec 54	1 Sep 51
JORDAN, ELI G	A0725310	DP	583	831C	7324	7324	Pers Off & PIO	P(NF)	463117	WH-573B	P	Jul 54	8 Apr 49
KING, WELTON R	21465A	DO	296	814	2524	2524	Wea Opns & Tng Off	SP	463225	WH-411A	P	Mar 53	1 Sep 51
MATT, JOHN	A0716496	DO	432	815	1534B	1534B	Asst Air Opns Off	Nav	335521-137	AH-322	A	Feb 55	31 Oct 50
MCGAUGHEY, DONALD K	20662A	DO	683	814	2524	2534	Wea Opns & Trng Off	Nav	867045	GH-530A	P	Oct 53	1 Sep 51
MCPHERSON, ALEXANDER	A0397956	TWC	227	824	2524	2524	Wea Fcstr	P			A	May 54	
MILOGLAV, NICHOLAS P	A0880764	TWC	227	824	2546	2546	Wea Fcstr	NR	335521-144B	AH-419	A	Apr 54	31 Oct 50
MOIR, JAMES F	17712A	DO	683	814	2524	2524	Wea Opns & Tng Off	NR	463000	WH-546B	P	Feb 53	1 Sep 51
OATES, ARTHUR E	A0586295	IG	26-8135	831D	7024	7721	APM	NR	335521-18	AH-333	A	May 53	23 Jan 46
PURDON, ALAN W	A0411205	Adj	481	807	7024	7011	Adjutant	P	463684	WH-348B	P	Feb 53	24 Dec 50
RAJALA, MELVIN H	A0874968	TWC	227	824	2524	2524	Wea Fcstr	NR	None	PR	P	Sep 54	19 Dec 50
SAXTON, DAVID W	22674A	TWC	227	824	2524	2541	Wea Fcstr	NR	None	PR	P	Aug 54	19 Dec 50
WETTERS, NORRIS C	A0873417	TWC	622	831F	2524	2524	Wea Fcstr	NR	867223	GH-722A	P	Jan 53	31 Oct 50
WILCOX, CHURCHILL K	A0865699	TWC	227	824	2546	2546	Chief Extended Fcst Br	NR	86-7695	GH-372P	P	Mar 54	29 Apr 46

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OFFICERS ROSTER (CONTINUED)

FIRST LIEUTENANT													
HANSEN, ROBERT A	18404A	Adj	478	810	6834	7021	Asst Adjutant	NR	46-3553	WH-320B	P	Dec 53	12 Dec 50
HILLIS, HAROLD R	A0590070	T.C	227	824	2524	2524	Mea Pcstr	NR	5799-546	TE-	A	Sep 53	16 Jul 49
HILSON, MINTON W	A0937351	Hq Sq	C-359	HAB	4344	4344	Maint Off, Flt Det	SP	46-3272	WH-304B	P	Aug 53	17 Mar 48
SECOND LIEUTENANT													
HINA, EDWARD T	A0943028	Hq Sq	268010	NKB	6424	7321	Pers Off	Nav(NF)	None	PR	P	Aug 54	6 Jun 51
CHIEF WARRANT OFFICERS													
BILIK, MARGARET	951586H	DF	467	831C	73000	7321	Class & Asgmt Off	NR	335621	MA-4C1A	N	Dec 53	30 Jun 50
HAYES, JIMMY P	950690E	T.C	227	824	25200	2521	Mea Pcstr	NR	868317	GH-494A	P	May 54	19 Feb 52

KEY TO QUARTERS ABBREVIATIONS

GH - Grand Heights
WH - Washington Heights
PH - Pershing Heights
UC - University Club
PR - Private Rental
AMH - Ambassador Hotel
USH - United States House
AH - Army Hall
TE - Tokyo Electric
MA - Mampei Apts
SA - Sanno Apts

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BOARDS AND COUNCILS

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LT COL NICHOLAS J GAVARES, 3350A
MAJ WAYNE C BOGARD, 9433A
MAJ ROBERT P CRAIG, 20649A
CAPT RICHARD P FLODDER, A0811609
CAPT ELI G JORDAN, A0725310
C/C MARGARET BIZIK, 951586H

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MAJ CHARLES E ROHR, 15117A
CAPT WELTON R KING, 21465A
CAPT ALAN J PURDON, A0411205
2ND LT EDWARD MIKNA, A0943028

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CAPT DONALD K "C" GAUGHEY, 20662A
CAPT LOYAL W CROWE, 12021A
CAPT RICHARD P FLODDER, A0811609
M SGT JAMES D BATY, AF34167793
M SGT ROBERT E HOULES, AF6552810
M SGT JERRELL L VASBINDER, AF6299650
C/C MARGARET BIZIK, 951586H

CHARACTER GUIDANCE COUNCIL

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LT COL DAVID G SMITH, 5460A
CAPT RICHARD P FLODDER, A0811609
CAPT LOYAL W CROWE, 12021A
CAPT ARTHUR E OATES, A0596295
M SGT JAMES D BATY, AF34167793
S SGT GEORGE D PETRUZZIELLO, AF12317089

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LT COL DAVID G SMITH, 5460A
LT COL GERALD D CRARY, 7426A
MAJ ROBERT P CRAIG, 20649A
CAPT ELI G JORDAN, A0725310

CHARTS AND FORMS CONTROL ED

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MAJ BENTON R VENABLE, A0737504
MAJ WAYNE C BOGARD, 9433A
MAJ WILBUR E LEONARD, A0683533
CAPT WELTON R KING, 21465A
CAPT JAMES F MOIR, 17712A

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MAJ ROBERT E MCKOWN, 12939A
CAPT CHURCHILL K WILCOX, A0865699
CAPT WILLIE B EVANS, A0865452

Robert A. Hansen
ROBERT A HANSEN
1st Lt, USAF
Asst Adjutant

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AIR WEATHER SERVICE
MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
Washington 25, D. C.

GENERAL ORDERS)
NUMBER 35)

26 June 1952

I. MISSION OF THE 2143D AIR WEATHER WING. - The mission of the 2143d Air Weather Wing is to provide weather service as required to support the Far East Command and the Air Weather Service in the accomplishment of their respective missions.

II. Function. - The functions of the 2143d Air Weather Wing include the following:

a. Establish, administer, and technically supervise assigned units.

b. Determine doctrine and develop techniques for provision of weather service to supported commands.

c. Provide aerial weather reconnaissance.

d. Coordinate with the Japanese Central Meteorological Observatory (CMO) as required by CINCFE to insure maximum support for the Far East Command.

e. Supervise and assist in the rehabilitation of the Ryukyuan Weather Service as required by CINCFE.

f. Provide technical advice and assistance in the reorganization and rehabilitation of the Korean Weather service as required by CINCFE.

g. Monitor meteorological agreements and insure adoption of meteorological procedures and techniques pertinent to USAF operations by coordinating with U. S. civil agencies and specified foreign governments by:

(1) Liaison with appropriate state agencies.

(2) Providing representation to JMC/Pacific and JMC/FEC.

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General Orders No. 35, fr AWS MATS USAF, Washington 25, D. C.

(3) Representation at international meteorological conferences as directed by the Commanding General, Air Weather Service.

h. Maintain a weather central.

i. Maintain forecast centers as required.

BY COMMAND OF MAJOR GENERAL SENTER:

OFFICIAL:

OLIVER K JONES
Colonel, USAF
Chief of Staff

ROBERT B. EDWARDS
Lt Colonel, USAF
Adjutant General

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HEADQUARTERS
2143D AIR WEATHER WING
APO 925, c/o POSTMASTER
SAN FRANCISCO, CALIFORNIA

2143D AIR WEATHER WING STATION LIST
as of 1 November 1952

Prepared by
DIRECTORATE OF OPERATIONS

(Supersedes 2143d Air Weather Wing Station List of 1 July 1952)

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Chief of Staff, Hq USAF ATTN: D/P&O	2
CINCFE, ATTN: G-3	4
CG SAC (X-RAY)	2
CG RYCOM	2
CG USAFFE	2
CG 8th Army	2
CG XVI Corps	2
CO Yokohama Engineer Depot ATTN: Stock Control Division Requirements Section	2
CO Yokohama Signal Depot ATTN: Stock Control Division	2
COMNAVFE, ATTN: Staff Aero Off	5
CG FEAF, ATTN: D/O	6
CG FEAF, ATTN: Adj Gen	1
CG FEAF, ATTN: D/M	2
CG FEALOGFOR	6
CG JADF	2
CG 315th Air Division	2
CG Fifth Air Force	6
CG Thirteenth Air Force	2
CG Twentieth Air Force	2
CG 1503d ATW, MATS	2
CO 1808th AACS Wing	5
CINCPAC, ATTN: Staff Aero Off	5
COMDR PACDIV MATS	2
Meteorologist in Charge, USWB, Honolulu, T. H.	2
CG AWS	4
CO 7th Air Weather Group	2
Chief, Data Control Division, Asheville, N. C.	2
CO 15th Weather Squadron	10
CO 20th Weather Squadron	25
CO 30th Weather Squadron	20
CO 54th Strat Recon Sq (M) Wea	3
CO 56th Strat Recon Sq (M) Wea	3
CO 57th Strat Recon Sq (M) Wea	6
APO 239-1	1
APO 500	1
APO 710	1
APO 925	1
APO 953	1
APO 970	1

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2143D AIR WEATHER WING STATION LIST AS OF 1 NOVEMBER 1952

DESIGNATION	LOCATION	APO (SF)	AUTH PERSONNEL OFF	W/O	AMN	AGG
Headquarters, 2143d Air Weather Wing (Includes Tokyo Weather Central *) (Personnel authorized in accordance with AF-MATS-T/D No. W-902, dated November 1952)	Tokyo, Honshu, Japan	925	85		142	227
54th Strat Recon Sq, Medium, Wea (Organized in accordance with 1 x part II, DAF T/O 1-1724W, dated 1 December 1951)	Andersen AFB, Guam, Marianas Islands	334	99		468	567
56th Strat Recon Sq, Medium, Wea (Organized in accordance with 1 x part II, DAF T/O 1-1724W, dated 1 December 1951)	Yokota AB, Tokyo, Honshu, Japan	328	99		468	567
57th Strat Recon Sq, Medium, Wea (Organized in accordance with 1 x part II, DAF T/O 1-1724P, dated 1 December 1951 and DAF T/O 1-1723, dated 1 January 1952, with remarks 4, 8, and 16 applying plus AF-MATS-T/D-A W-957, dated November 1952)	Hickam AFB, Oahu, T. H.	953	95	4	457	556
15th Weather Squadron (Organized in accordance with DAF T/O 1-1723, dated 1 January 1952, with remarks 4, 8, and 16 applying.)	Kadena AB, Okinawa, R. I.	239-1	39	7	174	220
20th Weather Squadron (Organized in accordance with DAF T/O 1-1723, dated 1 January 1952, with remarks 4, 8, and 16 applying.)	Nagoya, Honshu, Japan	710	99	16	425	540
30th Weather Squadron (Organized in accordance with DAF T/O 1-1723, dated 1 January 1952, with remarks 4, 8, and 16 applying.)	Seoul City, Korea	970	83	14	297	394
AGGREGATE TOTAL OF PERSONNEL AUTHORIZED 2143D AIR WEATHER WING			599	41	2431	3071

* North Pacific Typhoon Warning Sub-Center

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SITES	DESIGNATION	T/O 1-1723 COMPOSITION*	APO (SF)	NORTH LAT	EAST LONG	INT'L INDEX NO.	ICAO PLACE NAME ABBREV
15th Weather Squadron							
Kadena AB, Okinawa, Ryukyus Islands	Headquarters	AB, 2CF, DA, 3EC, EE, EG, EH, 2FK	239-1	26°21'	127°45'	47931	KDNA
	Kadena Wea Sta	BC, BH					
Andersen AFB, Guam, M. I.	**Det 2	BB, BH, ED, EL	334	13°34'	144°56'	91218	KAND
Clark AFB, Luzon, P. I.	***Det 1	BC, BH, ED, EF	74	15°11'	120°33'	98327	DUCL
Naha AB, Okinawa, Ryukyus Islands	Det 7	BC, BF, 3CF, EF, EJ, FL	235	26°12'	127°39'	47930	KAHA
Yontan Aux AB, Okinawa, Ryukyus Islands	Det 8	BD	239-1	26°23'	127°44'	47932	KOKW
20th Weather Squadron							
Nagoya, Honshu, Japan	Headquarters	AB, BD, CF, CG, DB, 5EC, EE, 3 EH, FA, FC, FE, FK, FN	710	35°10'	136°54'		
	Nagoya Wea Sta	BF					
Ashiya AB (J-1), Ongagawa, Kyushu, Japan	Det 18	BC, EJ	75	33°52'	130°38'	47803	JASH
Brady AB (J-5), Fukuoka, Kyushu, Japan	Det 33	BC	963	33°41'	130°23'	47841	JBRA
Central AB, Iwo Jima, Bonin Islands	Det 25	BD, BH, EF, EJ, FK	815	24°47'	141°20'	91115	KIWO

*For personnel authorizations and capabilities of cells see DAF T/O 1-1723, dated 1 January 1952.
**Andersen Forecast Center, North Pacific Typhoon Warning Center.
***North Pacific Typhoon Warning Sub-Center.

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SITE	DESIGNATION	T/O 1-1723 COMPOSITION	APO (SF)	NORTH LAT	EAST LONG	INT'L INDEX NO.	ICAO PLACE NAME ABBREV
Chitose AB(J-4), Chitose, Hokkaido, Japan	Det 4	BD	919-1	42°49'	141°39'	47425	JOSE
Fuchu, Honshu, Japan	Det 38	BF, FN	959	35°41'	139°30'		
Haneda AB (J-9), Tokyo, Honshu, Japan	Det 5	BB, BH, EJ	226	35°34'	139°46'	47671	JHAN
Itami AB (J-12), Osaka, Honshu, Japan	Det 7	BC	15	34°48'	135°26'	47771	JAMI
Itazuke AB (J-13), Fukuoka, Kyushu, Japan	Det 6	BC, BE, BH, 3CF, EF, EJ	929	33°35'	130°27'	47808	JITA
Iwakuni AB (J-14), Iwakuni, Honshu, Japan	Det 37	BD	954	34°09'	132°14'	47764	JRAF
Johnson AB (J-16), Tokyo, Honshu, Japan	Det 8	BC, BE, 2CE, CF, EJ, FE	994	35°50'	139°24'	47643	JOHN
Kisarazu AB (J-19), Kisarazu, Honshu, Japan	Det 40	BD	925-2	35°23'	139°55'	47661	JKIS
Komaki AB (J-21), Nagoya, Honshu, Japan	Det 17	BC, BH, EF, EG, EJ	710	35°15'	136°56'	47635	JOYA
Matsushima AB (J-24), Yamoto, Honshu, Japan	Det 19	BD	547	38°24'	141°13'	47591	JMAT
Miho AB (J-25), Yonago, Honshu, Japan	Det 21	BC	950	35°30'	133°16	47743	JMHI
Misawa AB (J-27), Furumaki, Honshu, Japan	Det 20	BC, BF, BH, 2CF EF, EJ, FJ, FK	919	40°41'	141°22'	47580	JMIS
Niigata AB (J-30), Niigata, Honshu, Japan	Det 39	BD	68	35°57'	139°07'	47573	JNIG
Tachikawa AB (J-6), Tachikawa, Honshu, Japan	Det 15	BC	704	35°43'	139°25'	47660	JAWA
Tsuiki AB (J-36), Yukuhaski, Kyushu, Japan	Det 29	BD	917	33°41'	131°02'	47840	JSUI
Yokota AB (J-38), Tokyo, Honshu, Japan	Det 16	BC, 4FK	328	35°44'	139°22'	47642	JOTA

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SITE	DESIGNATION	T/O 1-1723 COMPOSITION	APO (SF)	NORTH LAT	EAST LONG	INT'L INDEX NO.	ICAO PLACE NAME ABBREV
30th Weather Squadron							
Seoul City, Korea	Headquarters	AB, 2CD, 8CF, DB, EE, EG, 2EH, EI, FA, FC, FJ, 10FK, FN	970	37°34'	126°58'		
	Seoul City Wea Sta	3CC, 2FJ					
Chinhae AB (K-10), Chinhae, Korea	Det 16	CD	970	35°08'	128°42'	47111	
Chunchon AB (K-47), Chunchon, Korea	Det 29	CB, EF	970	37°55'	127°45'	47139	
Hoengsong AB (K-46), Hoengsong, Korea	Det 28	CB, EF	970	37°29'	128°01'	47138	
Kangnung AB (K-18), Kangnung, Korea	Det 26	CD, EF	970	37°35'	128°55'	47205	
Kimpo AB (K-14), Seoul, Korea	Det 23	CB, CG, EF	970	37°34'	126°48'	47208	KMPO
Kunsan AB (K-8), Kunsan, Korea	Det 27	CB, EF	970	35°55'	126°37'	47110	
Pusan West AB (K-1), Pusan, Korea	Det 31	CB, EF	970	35°11'	128°56'	47101	
P'yongtaek AB (K-6), P'yongtaek, Korea	Det 20	CB, EF	970	36°58'	127°04'	47106	
Sachon AB (K-4), Sachon, Korea	Det 30	CG, EF	970	35°05'	128°04'	47104	
Seoul AB (K-16), Seoul, Korea	Det 18	CB, EF	970	37°34'	126°58'	47210	
Suwon AB (K-13), Suwon, Korea	Det 21	CB, EF	970	37°15'	127°00'	47114	
Taegu AB (K-2), Taegu, Korea	Det 11	CB, ED, EF	970	35°54'	128°39'	47102	KTWO

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SITE	DESIGNATION	T/O 1-1723 COMPOSITION	APO (SF)	NORTH LAT	EAST LONG	INT'L INDEX NO.	ICAO PLACE NAME ABBREV
57th Strategic Reconnaissance Squadron, Medium, Weather							
Hickam AFB, Oahu, T. H.	Headquarters	EG, FN	953	21°20'	157°57'W	91180	KHIK
	*Hickam Wea Sta	BB					
Eniwetok Atoll, Eniwetok, M. I.	Det 2	BD, BI, EF	187	11°21'	162°21'	91250	ABE
Johnston Island AFB, Johnston Island	Det 1	BC, BH	105	16°44'	169°31'W	91275	KJON

*Hickam Forecast Center, North Pacific Typhoon Warning Sub-Center

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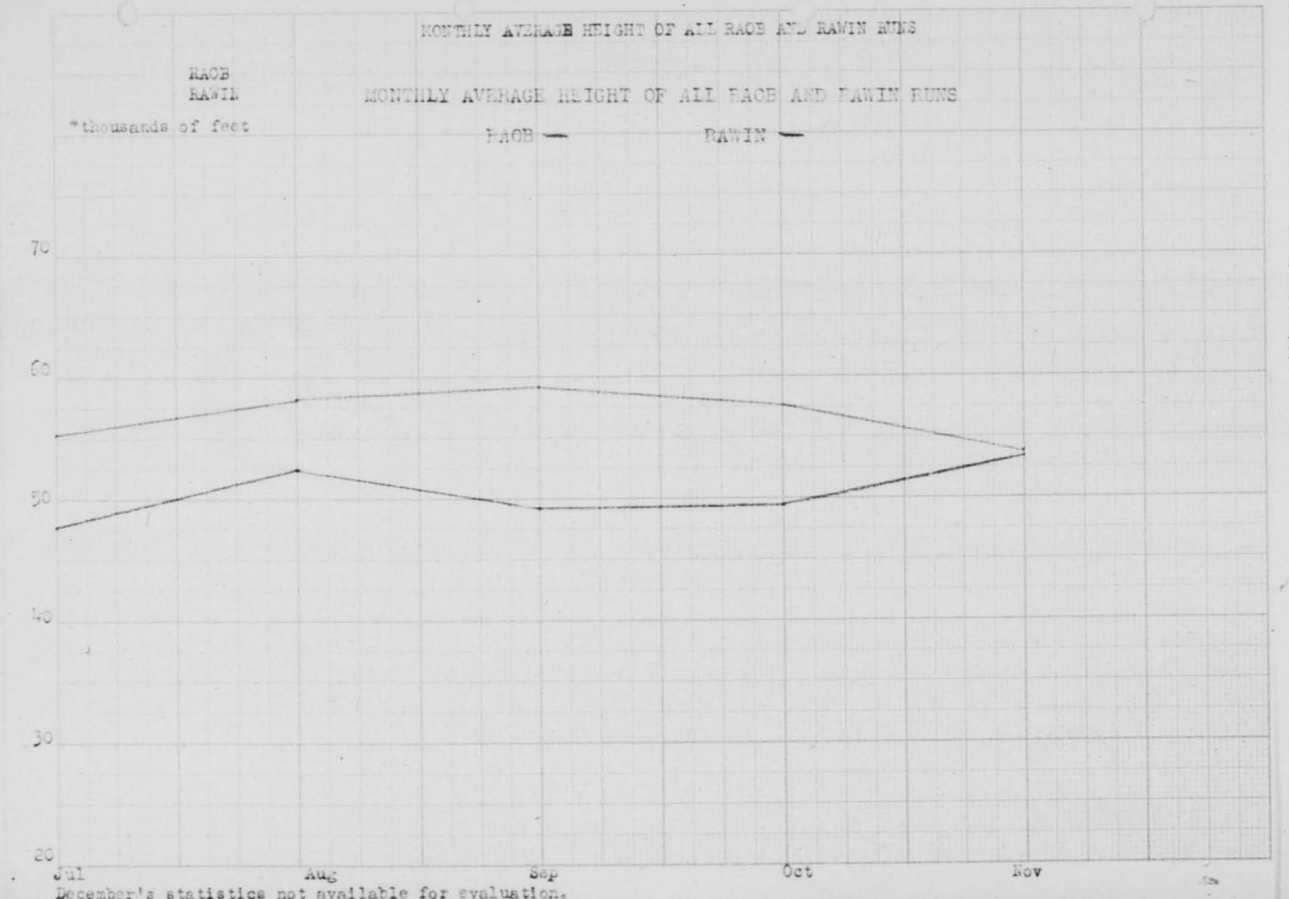
MONTHLY AVERAGE HEIGHT OF ALL RAOB AND RAWIN RUNS

RAOB
RAWIN

MONTHLY AVERAGE HEIGHT OF ALL RAOB AND RAWIN RUNS

*thousands of feet

RAOB — RAWIN —



December's statistics not available for evaluation.

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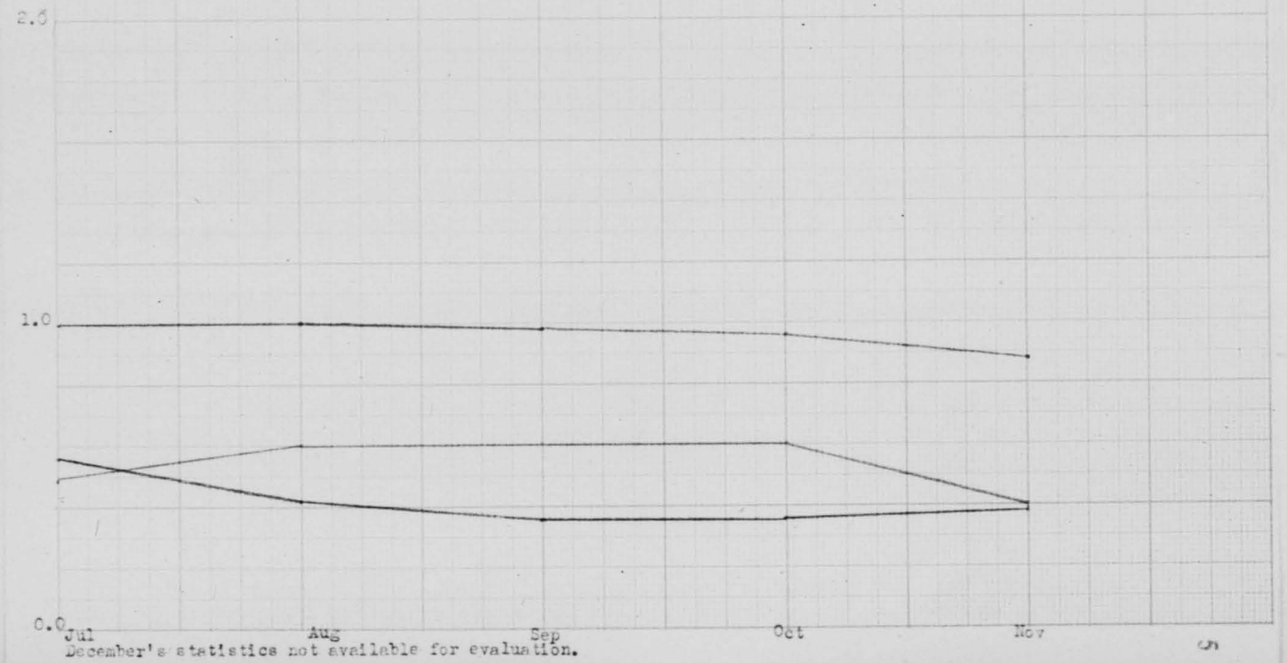
AVERAGE NUMBER OF ERRORS PER RUN-ALL "R" SECTIONS

MAJOR ——
MINOR ——
TOTAL ——

AVERAGE NUMBER OF ERRORS PER RUN - ALL "R" SECTIONS

MAJOR — MINOR — TOTAL —



December's statistics not available for evaluation.

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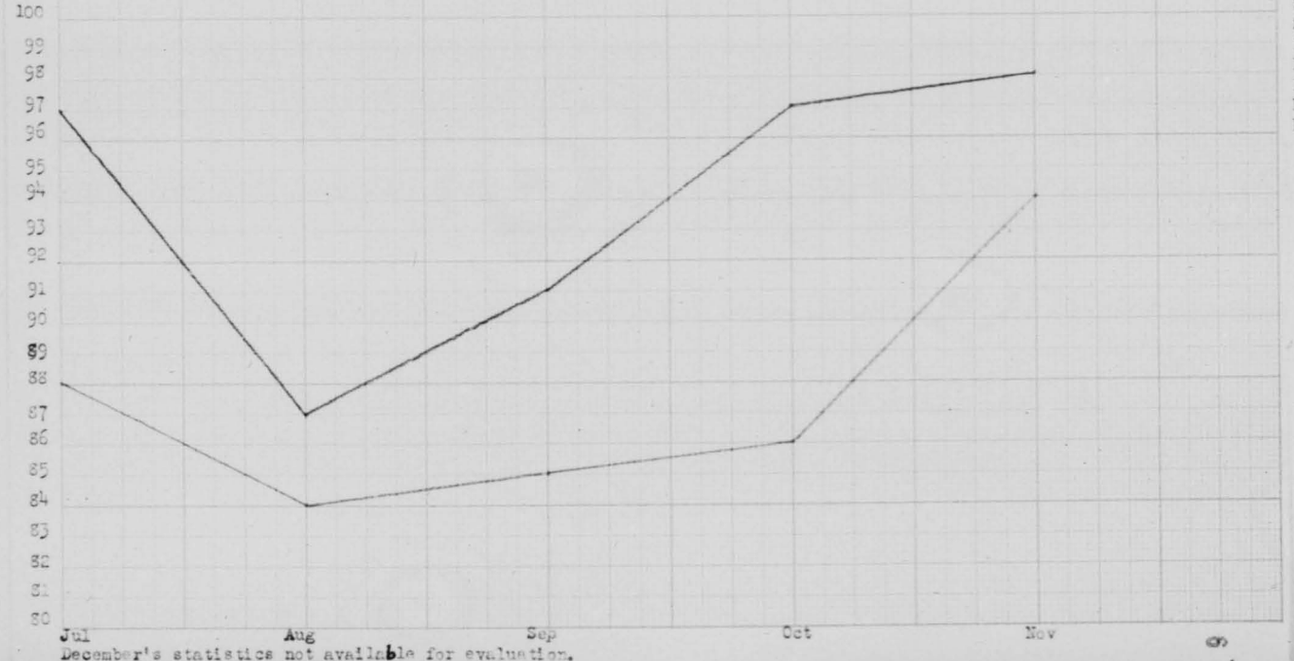
PERCENT OF COMPLETED OBLIGATED RAOBS AND RAWINS

RAOB ——

RAWIN ——

PERCENT OF COMPLETED OBLIGATED RAOBS AND RAWINS

RAOB — RAWIN —



December's statistics not available for evaluation.

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RAWINSONDE PERFORMANCE SUMMARY
JUNE 1952

STATION	Av Ht Raob	% Raob Comp	Av Ht Rawin	% Rawin Comp	Opr Eff	Wg Opr Stdg	Av Maj Error Per Run	Av Min Error Per Run	Av Adm Error Per Run	Av Tot Error Per Run	"A"	Obs Eff	Wg Error Stdg	Overall Eff	Overall Wg Stdg	Overall Sq Stdg
Andersen	60620	98	57763	100	54.5	2	0.8	0.80	0.00	1.60	1.15	38.5	8	93.0	2	30th 95.0%
Central	47457	80	33963	83	42.0	8	0.5	1.00	0.00	1.50	0.95	40.5	6	82.5	9	15th 91.1%
Clark	48405	79	45978	999	45.5	6	0.2	0.95	0.00	1.15	0.38	46.2	1	91.7	4	20th 86.8%
Eniwetok	50308	35	50308	68	37.3	10	0.7	0.45	0.05	0.80	0.93	40.7	5	78.0	10	57th 73.4%
Haneda	45771	92	42963	92	48.9	5	1.1	0.65	0.05	1.80	1.38	36.2	10	85.1	7	
Itazuke	63356	97	28284	97	51.4	4	0.5	0.90	0.00	1.40	0.90	41.0	4	92.4	3	Wing 86.6%
Johnston	54327	10	42503	93	34.6	11	1.4	0.45	0.00	1.85	1.62	33.8	11	68.4	11	
Kadena	49803	83	38891	93	45.2	7	0.5	0.20	0.00	0.70	0.55	44.5	2	89.7	6	
Kimpo	58117	98	47011	98	55.3	1	0.6	0.85	0.00	1.45	1.03	39.7	7	95.0	1	
Komaki	42536	80	25554	98	41.9	9	0.4	0.95	0.20	1.55	0.79	41.7	3	83.6	8	
Misawa	60817	94	39331	93	52.8	3	1.1	0.40	0.00	1.50	1.30	37.0	9	89.8	5	

220 Records Checked
5 Administrative Errors

151 Major Errors
298 Total Errors

142 Minor Errors

Incl #1

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ERRORS FREQUENCY OF OCCURRENCE FOR
July 1952

TYPE	Hq 15th	15-1	15-2	Total 15th	20-5	20-6	20-17	20-20	20-25	Total 20th	30-23	Total 30th	9-5	15-9	Total 57th	Wing Total
1	0	1	0	1	1	0	1	0	0	2	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1
5	0	0	0	0	2	0	0	1	1	4	0	0	0	0	0	4
6	0	1	1	2	0	2	0	1	0	3	2	2	1	1	2	9
7	1	0	0	1	2	4	2	3	1	12	0	0	1	1	2	15
8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9	1	0	0	1	0	0	1	1	1	3	0	0	1	0	1	5
10	3	5	19	27	6	0	1	11	7	25	1	1	2	0	2	55
11	5	4	11	19	8	6	8	6	4	32	0	0	5	6	11	62
12	0	0	0	0	1	5	0	1	0	7	0	0	0	0	0	7
13	3	1	0	4	2	0	1	10	0	13	0	0	1	0	1	18
14	0	0	0	0	1	0	0	2	1	4	0	0	2	0	2	6
15	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	2
16	2	2	0	4	6	0	0	3	3	12	5	5	2	3	5	26
17	0	0	2	2	3	2	0	1	1	7	6	6	1	2	3	18
18	8	10	13	31	9	3	13	20	12	57	7	7	10	4	14	109
19	1	0	0	1	1	0	1	0	0	2	0	0	1	1	2	5
20	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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RAWINSONDE PERFORMANCE SUMMARY

STATION	Av Ht Raob	% Raob Comp	Ac Ht Rawin	% Rawin Comp	Opr Eff	Wg Opr Stdg	Av Maj Error Per Run	Av Min Error Per Run	Av Adm Error Per Run	Av Tot Error Per Run	"X"	Obs Eff	Wg Error Stdg	Overall Eff	Overall Wg Stdg	Overall Sq Stdg
Andersen	52569	93	51516	100	50.0	6	1.1	0.50	0.00	1.60	1.31	36.9	10	86.9	8	39 89.1
Central	46834	87	39488	91	43.6	11	0.5	0.57	0.00	1.07	0.75	42.5	3	86.1	10	17 89.6
Clark	57182	82	53917	99	50.1	5	0.4	0.16	0.00	0.80	0.60	44.0	3	94.1	4	20 88.1
Eniwetok	63200	84	64048	100	54.4	3	0.2	0.30	0.03	0.53	0.39	46.1	4	97.5	2	
Haneda	36461	87	36606	85	39.8	10	0.7	0.73	0.03	1.43	1.10	39.0	9	78.8	11	
Itazuke	58770	97	45915	97	51.1	4	0.5	0.17	0.09	0.75	0.58	44.2	2	95.3	3	Wing 92.4
Johnston	50738	70	47260	99	45.0	8	0.5	0.73	0.00	1.23	0.87	41.3	8	86.3	9	
Kadena	51735	89	51073	99	49.0	7	0.5	0.34	0.03	0.87	0.67	43.3	5	92.3	6	
Kimpo	64052	98	57880	99	55.6	2	0.3	0.77	0.00	1.07	0.85	43.5	4	99.1	2	
Kamaki	48940	89	34728	95	44.6	9	0.5	0.43	0.03	0.96	0.69	43.1	6	87.7	7	
Misawa	78245	98	42326	98	56.4	1	1.1	0.94	0.00	2.04	1.40	36.0	11	92.4	5	

335 Records Checked
8 Administrative Errors
211 Major Errors
427 Total Errors
208 Minor Errors

Incl 1

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RAWINSONDE PERFORMANCE SUMMARY

August

STATION	... No Rawin	% Rawin Comp	Av Ht Rawin	% Rawin Comp	Opr Eff	Wg Opr Stdg	Av Maj Error For Run	Av Min Error For Run	Av Adm Error For Run	Av Tot Error For Run	"X"	Obs Eff	Wg Error Stdg	Overall Eff	Overall Wg Stdg	Overall Sq Stdg
Andersen	59203	98	60289	100	54.7	4	0.4	0.33	0.00	0.73	0.54	44.6	3	99.3	1	15th 94.5
Central	48212	80	53811	60	35.2	11	0.6	0.47	0.00	1.07	0.83	41.7	6	76.9	11	57th 93.5
Clark	48373	75	50046	98	44.1	9	0.4	0.15	0.00	0.55	0.43	45.7	2	89.8	7	20th 88.9
Eniwetok	65686	91	69877	100	58.3	1	0.9	0.28	0.02	1.18	1.00	40.0	8	98.0	2	30th 87.5
Haneda	59209	97	63704	100	56.1	2	0.7	0.60	0.02	1.32	0.95	40.5	7	96.6	4	
Itazuke	60544	96	56745	98	53.7	5	0.5	0.28	0.00	0.78	0.66	43.4	4	97.1	3	Wing 91.1
Johnston	62362	74	55531	74	48.3	8	0.6	0.60	0.00	1.20	0.88	41.2	5	89.5	8	
Kadena	57874	84	55843	95	49.7	6	0.3	0.25	0.00	0.55	0.40	46.0	1	95.7	5	
Kimpo	52068	96	50699	94	49.5	7	0.8	0.73	0.02	1.53	1.20	38.0	10	87.5	9	
Komaki	51033	90	39980	84	42.2	10	0.7	0.70	0.00	1.40	1.00	39.0	9	81.2	10	
Misawa	75372	97	71521	97	56.1	2	1.1	0.28	0.05	1.38	1.31	36.9	11	92.8	6	

420 Records Checked 258 Major Errors 174 Minor Errors
5 administrative Errors 437 Total Errors

Attachment #1

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RAWINSONDE PERFORMANCE SUMMARY

September

STATION	Av Ht Raob	% Raob Comp	Av Ht Rawin	% Rawin Comp	Opr Eff	Wg Opr Stdg	Av Maj Error Per Run	Av Min Error Per Run	Av Adm Error Per Run	Av Tot Error Per Run	"X"	Obs Eff	Wg Error Stdg	Overall Eff	Overall Wg Stdg	Overall Sq Stdg
Andersen	53438	96	50397	100	51.0	8	0.3	0.23	0.0	0.53	0.41	45.9	1	96.9	5	20th 96.8
Central	64777	44	42987	50	39.4	11	0.6	0.33	0.0	0.93	0.79	42.1	8	81.5	11	30th 98.4
Clark	53628	79	51132	86	46.8	10	0.5	0.23	0.0	0.73	0.56	44.4	3	91.2	9	15th 93.7
Eniwetok	71335	94	70331	98	59.4	3	0.6	0.25	0.0	0.85	0.70	43.0	6	102.4	3	57th 99.7
Haneda	62634	97	62690	98	68.3	1	0.8	0.50	0.0	1.30	1.05	39.5	10	107.8	1	
Itazuke	61945	92	44472	94	60.4	2	0.3	0.63	0.0	0.93	0.59	44.1	5	104.5	2	
Johnston	73154	95	62454	97	58.4	4	1.5	0.68	0.0	2.18	1.82	31.8	11	89.2	10	
Kadena	52608	88	55174	98	49.8	9	0.5	0.15	0.0	0.65	0.58	44.2	4	93.0	8	
Kimpo	43320	99	41089	93	53.6	6	0.4	0.30	0.0	0.70	0.52	44.8	2	98.4	4	
Komaki	47224	85	40512	100	53.2	7	0.6	0.35	0.0	0.95	0.72	42.8	7	96.0	6	
Misawa	65056	93	27648	94	53.8	5	0.8	0.33	0.0	1.13	0.94	40.6	9	94.4	7	

Wing Av 97.2

389 Records Checked
0 Administrative Errors
221 Major Errors
352 Total Errors
131 Minor Errors

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RAWINSONDE PERFORMANCE SUMMARY

October

STATION	Av Ht Raob	% Raob Comp	Av Ht Rawin	% Rawin Comp	Opr Eff	Wg Opr Stdg	Av Maj Error Per Run	Av Min Error Per Run	Av Adm Error Per Run	Av Tot Error Per Run	"X"	Obs Eff	Wg Error Stdg	Overall Eff	Overall Wg Stdg	Overall Sq Stdg
Andersen	52926	100	50941	100	51.1	8	0.5	0.30	0.00	0.80	0.67	43.3	4	94.4	7	57th SRS-100.7
Central	53018	39	45351	89	39.8	11	0.6	0.19	0.00	0.79	0.73	42.7	5	82.5	11	15th Wea Sq-95.9
Clark	50787	95	49596	98	49.2	10	0.3	0.20	0.00	0.50	0.40	46.0	2	95.2	6	30th Wea Sq-98.6
Eniwetok	79842	96	79783	99	64.3	1	0.4	0.36	0.00	0.76	0.60	44.0	3	108.3	1	20th Wea Sq-93.0
Haneda	55108	97	55121	92	62.3	2	1.0	0.44	0.00	1.44	1.28	37.2	10	99.5	2	
Itazuke	54052	96	30528	98	51.6	7	0.6	0.32	0.00	0.92	0.78	42.2	6	93.8	8	Wing Av - 95.8
Johnston	69475	94	60558	94	58.4	4	1.2	0.72	0.00	1.92	1.52	34.8	11	93.2	9	
Kadena	59190	78	56164	100	51.9	6	0.3	0.16	0.00	0.46	0.37	46.3	1	98.2	5	
Kimpo	57234	98	38451	98	57.1	5	0.7	0.38	0.00	1.08	0.85	41.5	8	98.6	3	
Komaki	53297	92	48067	98	58.8	3	0.8	0.52	0.00	1.32	1.04	39.6	9	98.4	4	
Misawa	48750	94	27546	98	49.5	9	0.6	0.38	0.00	0.98	0.81	41.9	7	91.4	10	

458 Records Checked
___ Administrative Errors
229 Major Errors
400 Total Errors
171 Minor Errors

2143d AWW Form 27A (9/52)

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DESIRED RAWIN HEIGHTS

Central Kadena:	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	25,000	25,000	30,000	35,000	45,000	45,000	50,000	50,000	50,000	45,000	35,000	30,000

Haneda Itazuki Kimpo Komaki Misawa:	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	21,000	21,000	21,000	21,000	35,000	35,000	50,000	50,000	25,000	25,000	25,000	21,000

Anderson Clark Eniwetok Johnston:	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000

$$\text{Efficiency} = \frac{3 \times \text{Av Ht Raob}}{10{,}000} - \frac{15 \times \text{Comp Raob}}{\text{Obligated Raob}} - \frac{10 \times \text{Av Ht Rawin}}{\text{Desired Ht Rawin}} - \frac{10 \times \text{Comp Rawin}}{\text{Obligated Rawin}} - (50 - 10\text{"X"})$$

$$\text{"X"} = \frac{\text{No. of Major Errors} - \text{No. of Minor Errors} \times 0.5 - \text{No. of admin Errors} \times 0.1}{\text{No. of Observations Checked}}$$

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RAWINSONDE PERFORMANCE SUMMARY - MONTH OF NOVEMBER

STATION	Av Ht Raobs	% Raobs Comp	1. Av Ht Rawins	2. % Winds Comp	Operational Effectiveness	Wing Stdg	Av Major Errors Per Run	Av Minor Errors Per Run	3. % Late Trans missions	Evaluation Communications Efficiency	Wing Stdg	Perfor- mance	Overall Wing Stdg
Central	55840	9x3	40489	98	84.0	9	1.07	0.30		74.8	9	79.4	10
Haneda	71938	9x8	68435	88	93.0	5	1.15	0.30		74.0	10	83.5	8
Itazuke	57149	9x5	48727	98	88.8	7	0.20	0.40		92.0	3	90.4	5
Komaki	62326	9x8	57441	99	96.5	2	0.58	0.38		84.6	6	90.5	4
Misawa	56981	9x4	37723	100	82.4	10	0.80	0.31		80.9	7	81.7	9
20th Wea Sq Av	59647	96	50563	97	88.9	X	0.76	0.34		81.3	X	85.1	
Andersen	55344	100	51722	100	93.8	4	0.32	0.32		90.4	5	92.1	2
Clark	50768	8x9	49885	100	84.7	8	0.08	0.12		97.2	1	90.9	3
Kadena	47149	8x7	46840	97	79.5	11	0.30	0.30		91.0	4	85.3	7
15th Wea Sq Av	50652	92	49449	99	86.0	X	0.23	0.24		92.9	X	89.4	
Kimpo	58468	9x9	53861	100	94.4	3	0.25	0.25		92.5	2	93.5	1
Sachon	NOT EVALUATED					—					—	—	—
30th Wea Sq Av	58468	99	53861	100	94.4	X	0.25	0.25		92.5	X	93.5	
Eniwetok	79146	9x7	69064	96	91.5	6	0.74	0.54		79.8	8	85.8	6
Johnston	67428	9x5	62949	100	97.5	1	2.00	1.10		49.0	11	73.3	11
57th Strat Recon Sq Av	73287	91	66007	98	94.5	X	1.37	0.82			X		
Wing Av	59685	94	52877	97	89.7	X	0.69	0.39		82.4	X	86.0	

Not evaluated this month because some information was not available.

NOTES: 1. Does not include Rawins terminated due to low elevation angles.
2. Includes Rawins, Rabals, and Pibals.
3. Includes FINO and 10143

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HEADQUARTERS, 2143D AIR WEATHER WING

MONTHLY WIND FACTOR VERIFICATION SUMMARY

JUNE 1952

Route From	Route To	Mean Abs Error	Mean Error	One St Dev	Two St Dev	Error Plus	Error Minus	Ave W.F.	No. Verif N
Hickam	Travis	4.1	+2.9	± 4.6	± 9.2	17	10	- 6.8	83
	Wake	3.8	+3.3	± 3.7	± 7.4	11	2	+13.6	45
	Midway	Only one datum							
	Johnston	4.3	+2.2	± 5.0	±10.1	14	13	+11.6	184
Johnston	Hickam	5.4	+2.9	± 6.6	±13.1	25	7	-10.3	32
	Wake	3.4	+2.3	± 3.8	± 7.5	7	2	+13.9	7
Kwajalein	Johnston	5.4	+3.5	± 6.4	±12.7	16	10	- 7.8	46
	Hickam	3.7	+3.4	± 4.6	± 9.1	15	2	- 6.9	13
	Guam	2.9	-0.5	± 3.6	± 7.2	10	6	+12.8	48
Haneda	Iwo Jima	Only three data							
	Guam	Only two data							
	Naha	10.5	-6.6	±12.1	±24.2	7	26	-14.2	6
	Clark	Only one datum							
	Midway	7.0	+3.0	± 8.1	±16.3	13	4	+21.7	7
	Wake	3.8	+1.9	± 4.6	± 9.1	17	9	+ 6.7	171
Naha	Iwo Jima	4.1	+1.6	± 4.9	± 9.9	9	6	+ 7.1	7
	Clark	Only three data							
Guam	Iwo Jima	Only three data							
	Clark	2.5	+0.3	± 3.7	± 7.3	5	10	+10.7	16
	Haneda	Only one datum							
	Wake	Only one datum							
Wake	Johnston	4.8	+4.1	± 4.4	± 8.9	10	3	- 8.9	11
	Hickam	3.8	+3.0	± 2.8	± 5.6	5	2	- 6.8	5
	Haneda	3.9	-3.5	± 5.1	±10.2	14	15	- 5.1	105
	Iwo Jima	5.6	+5.6	± 2.1	± 4.2	8		+ 8.5	9
Iwo Jima	Guam	3.7	-1.7	± 6.1	±12.1	5	12	- 7.7	6
	Wake	6.0	+1.7	± 8.5	±16.9	18	8	- 3.3	7
	Haneda	Only three data							
	Naha	5.1	-0.2	± 7.4	±14.8	12	12	- 3.2	9
Okinawa	Haneda	Only two data							
Clark	Naha	5.8	+5.8	± 1.8	± 3.6	7		+16.0	5
	Guam	2.7	+1.9	± 3.2	± 6.4	9	4	-10.7	15
	Haneda	None							

All figures in Knots.

For an explanation of the statistical terms and a discussion of the summary limitations, see reverse side.

Appendix II

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EXPLANATION OF STATISTICAL TERMS

1. MEAN ABSOLUTE ERROR: The average error computed by disregarding error sign. This term gives an indication of the magnitude of the error.

2. MEAN ERROR: The average error computed by taking error sign into account. This term shows the direction of the error. When the Mean Error has a positive sign, the observed winds were more favorable than the forecast winds.

3. STANDARD DEVIATION: Standard Deviation is a measure of the variation in error about the sample mean (Mean Error). One Standard Deviation delineates a range about the sample mean error within which about 67% of the sampled errors fall if the errors are randomly sampled and normally and independently distributed. Assuming these conditions are reasonably met, it may be used as an estimate of the range within which 67% of all future errors will fall. Two Standard Deviations, in the same way, delineates a range including about 95% of the errors.

4. ERROR RANGE: This term gives the maximum plus and minus errors.

5. NUMBER VERIFIED: This term gives the number of elements in the data sample.

6. AVERAGE WIND FACTOR: The arithmetic mean of the observed wind factors over each route.

SUMMARY LIMITATIONS

Before attempting to formulate conclusions based on the statistics in this error summary, the following facts should be considered.

a. The accuracy of the observed wind factor is affected by the following errors:

(1) Navigator error in computing Average True Air Speed, estimated probable error ±3 knots.

(2) Navigator error in computing Average Ground Speed estimated probable error ±2 knots.

b. In addition to these computational errors, an important error is introduced when a plane departs from the flight plan course. Every effort has been made to eliminate all data from flights conducted off course or flight plan altitude.

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HEADQUARTERS, 2143D AIR WEATHER WING

MONTHLY WIND FACTOR VERIFICATION SUMMARY

Month July Year 1952

Route From	To	Mean Abs Error	Mean Error	One St Dev	Two St Dev	Error Plus	Error Minus	Ave W.F.	No. Verif N
Hickam	Travis	4.9	+2.7	±5.9	±11.8	25	11	- 6.9	140
	Johnston	5.9	+0.2	±5.8	±11.6	16	13	+ 7.9	78
	Wake	3.7	+2.4	±3.8	± 7.6	12	6	+11.3	33
	Midway	Only four data							
Johnston	Hickam	5.8	+3.7	±7.0	±14.0	29	11	- 5.2	58
	Kwajalein	4.6	-0.5	±6.0	±12.0	18	13	+10.1	64
	Wake	Only four data							
Kwajalein	Hickam	5.7	+3.0	±6.8	±13.6	17	7	- 7.4	12
	Johnston	5.0	+3.3	±5.9	±11.8	16	7	- 7.6	44
	Guam	2.9	-0.6	±3.6	± 7.2	9	8	+12.0	49
Clark	Guam	3.2	-2.0	±4.4	± 8.8	5	15	- 5.9	18
Naha	Clark	Only four data							
	Iwo Jima	7.5	+1.5	-8.8	±17.6	11	15	+ 3.8	8
Haneda	Naha	7.4	-1.0	±8.9	±17.8	9	15	+ 1.4	10
	Iwo Jima	Only two data		+7.3	±14.6	26	19	-3.7	185
	Wake	5.7 ~~5.5~~	+4.5 ~~+2.9~~	~~±6.9~~	~~±13.8~~	~~19~~	~~7~~	~~- 4.2~~	~~15~~
	Guam	2.9	-0.9	±5.1	±10.2	5	13	- 3.1	9
	Clark	Only two data							
Guam	Naha	Only four data							
	Kwajalein	3.4	+1.9	±3.8	± 7.6	11	5	-12.0	34
	Wake	Only two data							
	Clark	No data							
Wake	Haneda	4.6	+1.3	±5.9	±11.8	19	13	+ 5.2	165
	Hickam	2.8	+2.8	±2.2	± 4.4	9	-	- 6.9	6
	Johnston	4.2	+2.2	±4.6	± 9.2	10	6	- 8.2	12
	Iwo Jima	7.2	+6.8	±4.9	± 9.8	11	1	-10.0	5
Iwo Jima	Haneda	No data							
	Wake	Only two data							
	Naha	Only three data							
	Okinawa	Only one datum							
Okinawa	Haneda	4.5	+0.2	±7.0	±14.0	10	14	+10.6	8
Midway	Wake	Only four data							

All figures in Knots.

For an explanation of the statistical terms and a discussion of the summary limitations, see reverse side.

0744

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EXPLANATION OF STATISTICAL TERMS

1. MEAN ABSOLUTE ERROR: The average error computed by disregarding error sign. This term gives an indication of the magnitude of the error.

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4. ERROR RANGE: This term gives the maximum plus and minus errors.

5. NUMBER VERIFIED: This term gives the number of elements in the data sample.

6. AVERAGE WIND FACTOR: The arithmetic mean of the observed wind factors over each route.

SUMMARY LIMITATIONS

Before attempting to formulate conclusions based on the statistics in this error summary, the following facts should be considered.

a. The accuracy of the observed wind factor is affected by the following errors:

(1) Navigator error in computing Average True Air Speed, estimated probable error ±3 knots.

(2) Navigator error in computing Average Ground Speed estimated probable error ±2 knots.

b. In addition to these computational errors, an important error is introduced when a plane departs from the flight plan course. Every effort has been made to eliminate all data from flights conducted off course or flight plan altitude.

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E DQUARTERS, 2143D AIR E.THER WING

'C.THID .IID F CTOR VERIFIC.TI.N SUMMARY

Month Au ust Year 1952

Route From	To	Mean Abs Error |x̄|	Mean Error x̄	One St Dev σ	Two St Dev 2σ	Error Plus	Error Minus	Av .F.	No. Verif. N
Hickam	Travis	5.0	+3.6	±5.6	±11.2	21	11	- 2.0	145
	Johnston	4.6	+1.0	±6.1	±12.2	14	22	+ 0.6	143
	Wake	4.4	+1.4	±5.2	±10.4	14	7	+ 9.8	43
	Midway	Only two data							
Johnston	Kwajalein	3.7	+3.9	±4.4	± 8.8	11	9	+13.8	85
	Wake	Only one datum							
Kwajalein	Johnston	4.0	+2.3	±4.4	± 8.8	15	5	-10.2	40
	Guam	2.3	+1.8	±3.2	± 6.4	6	10	+1 .1	55
Clark	Guam	4.2	+3..	±6.4	±12.8	21	2	- 3.4	10
	Iwo Jima	Only one datum							
Naha	Clark	Only four data							
	Guam	Only two data							
	Iwo Jima	5.6	-0.9	±8.0	±16.0	15	13	- 2..	11
Haneda	Naha	6.1	+4.1	±7.0	±14.0	16	4	+ 1.6	7
	Wake	4.2	+1.7	±5.3	± [illegible]3/06	17	16	+ 0.5	226
	Guam	4.0	+0.2	±4.9	± 9.8	8	5	- 4.9	9
	Clark	Only three data							
	Midway	3.6	-0.6	±4.5	± 9.0	6	8	+10.6	8
Guam	Naha	4.0	+2.3	±7.0	±1..0	17	5	+10.0	7
	Kwajalein	4.2	+0.4	±5.6	±11.2	1[illegible]	12	-13.2	35
	Clark	8.7	-3.4	±1[illegible].4	±20..	12	32	+ 0.2	10
	Haneda	Only one datum							
Wake	Haneda	3..	+0..	±4..	± 9.6	16	13	+ 1.2	124
	Johnston	2.7	+1..	±3.5	± 7.0	10	4	-10.8	14
	Iwo Jima	3.8	+3.0	±4.4	± 8.8	9	2	+ 2.8	5
Iwo Jima	Haneda	Only one datum							
	Wake	6.0	+3.1	±7.0	±14.0	14	7	- 4.5	9
	Naha	4.6	+3.1	±4.7	± 9.4	10	5	+11.4	7
	Guam	Only one datum							
Okinawa	Haneda	Only one datum							

All figures in Knots.

For an explanation of the statistical terms and a discussion of the summary limitations, see reverse side.

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EXPLANATION OF STATISTICAL TERMS

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3. STANDARD DEVIATION: Standard Deviation is a measure of the variation in error about the sample mean (Mean Error). One Standard Deviation delineates a range about the sample mean error within which about 67% of the sampled errors fall if the errors are randomly sampled and normally and independently distributed. Assuming these conditions are reasonably met, it may be used as an estimate of the range within which 67% of all future errors will fall. Two Standard Deviations, in the same way, delineates a range including about 95% of the errors.

4. ERROR RANGE: This term gives the maximum plus and minus errors.

5. NUMBER VERIFIED: This term gives the number of elements in the data sample.

6. AVERAGE WIND FACTOR: The arithmetic mean of the observed wind factors over each route.

SUMMARY LIMITATIONS

Before attempting to formulate conclusions based on the statistics in this error summary, the following facts should be considered.

a. The accuracy of the observed wind factor is affected by the following errors:

(1) Navigator error in computing Average True Air Speed, estimated probable error ±3 knots.

(2) Navigator error in computing Average Ground Speed estimated probable error ±2 knots.

b. In addition to these computational errors, an important error is introduced when a plane departs from the flight plan course. Every effort has been made to eliminate all data from flights conducted off course or flight plan altitude.

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HEADQUARTERS, 2143D AIR WEATHER WING

MONTHLY WIND FACTOR VERIFICATION SUMMARY

Month September Year 1952

Route From	To	Mean Abs Error |1|1	Mean Error Σ	One St Dev σ	Two St Dev 2σ	Error Range Plus	Error Range Minus	Avg W.F.	No. Verif N
Hickam	Travis	4.1	+1.7	± 5.3	±10.6	18	15	- 3.1	172
	Johnston	4.0	+1.8	± 4.7	± 9.4	13	12	+ 9.4	109
	Wake	Only four data							
Johnston	Hickam	4.6	+2.5	± 5.5	±11.0	22	9	- 6.4	42
	Kwajalein	3.6	+1.2	± 4.5	± 9.0	16	10	+11.7	116
Kwajalein	Hickam	6.8	+6.1	± 6.2	±12.4	16	3	- 5.7	9
	Guam	2.7	-0.8	± 3.3	± 6.6	7	11	+10.5	57
	Johnston	5.2	+5.0	± 4.0	± 8.0	11	2	- 6.9	35
Clark	Guam	4.2	-0.8	± 5.8	±11.6	9	13	- 9.8	13
Naha	Clark	Only two data							
	Haneda	Only three data							
	Iwo Jima	8.5	-1.2	±11.0	±22.0	9	23	- 6.0	8
Haneda	Naha	Only four data							
	Iwo Jima	Only one datum							
	Midway	4.7	-2.0	± 6.4	±12.8	5	14	+ 5.8	9
	Wake	1.8	+1.2	± 3.1	± 6.2	7	1	+ 7.3	6
Guam	Haneda	6.7	+0.6	± 9.7	±19.4	27	15	+ 4.3	22
	Kwajalein	3.2	+1.2	± 3.7	± 7.4	9	5	-10.4	36
	Naha	3.9	+1.2	± 5.4	±10.8	12	6	+10.1	13
	Clark	6.8	-0.2	± 8.8	±17.6	19	11	+ 6.6	13
Wake	Haneda	3.7	+2.2	± 4.4	± 8.8	13	7	- 0.9	61
	Johnston	Only four data							
Iwo Jima	Haneda	Only three data							
	Naha	6.0	+6.0	± 6.2	±12.4	16	—	+12.0	5
	Guam	Only one datum							

All figures in knots.

For an explanation of the statistical terms and a discussion of the summary limitation, see reverse side.

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HEADQUARTERS, 2143D AIR WEATHER WING

MONTHLY WIND FACTOR VERIFICATION SUMMARY

Month October Year 1952

Route From	To	Mean Abs Error 1σ	Mean Error x̄	One St Dev σ	Two St Dev 2σ	Error Range Plus	Error Range Minus	Ave W.F.	No. Verif N
Hickam	Travis	6.8	+3.3	±8.2	±16.4	29	16	+ 5.6	157
	Johnston	4.0	+1.2	±5.3	±10.6	22	12	+ 4.6	95
	Wake	6.3	+6.3	±2.2	± 4.4	11	—	+15.3	6
Clark	Guam	3.7	-0.3	±4.4	± 8.8	6	7	-12.2	11
	Naha	Only two data							
Guam	Clark	4.0	-2.9	±4.6	± 9.2	3	10	+ 9.1	13
	Haneda	Only three data							
	Iwo Jima	Only one datum							
	Kwajalein	3.6	+1.7	±4.1	± 8.2	8	8	-13.3	27
	Naha	6.3	+3.8	±7.4	±14.8	18	9	+ 7.5	13
Haneda	Guam	7.3	+5.6	±9.8	±19.6	23	6	+ 2.6	7
	Iwo Jima	Only one datum							
	Naha	Only one datum							
	Wake	4.9	+2.9	±5.7	±11.4	18	10	- 2.9	100
Johnston	Hickam	4.7	+2.6	±5.5	±11.0	15	10	- 2.2	50
	Kwajalein	3.8	+1.4	±4.6	± 9.2	16	9	+13.3	10
Kwajalein	Guam	3.9	-0.6	±5.1	±10.2	11	16	+11.9	65
	Johnston	6.3	+5.4	±5.6	±11.2	20	10	- 8.2	39
Naha	Clark	Only two data							
	Haneda	3.6	+0.5	±5.2	±10.4	7	7	+ 8.7	6
	Iwo Jima	Only one datum							
Wake	Haneda	4.4	+2.1	±5.5	±11.0	17	10	+ 4.4	127
	Iwo Jima	Only one datum							
	Johnston	Only two data							

All figures in knots.

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HEADQUARTERS, 2143D AIR WEATHER WING

MONTHLY WIND FACTOR VERIFICATION SUMMARY

Month November Year 1952

Route From	To	Mean Abs Error |ε|	Mean Error ε̄	One St Dev σ	Two St Dev 2σ	Error Range Plus	Minus	Avg W.F.	No. Verif N
Hickam	Travis	5.2	+2.4	± 6.2	±12.4	18	16	- 5.0	140
	Johnston	4.9	+2.1	± 6.2	±12.4	17	11	+12.7	85
	Kwajelein	5.9	+3.1	± 6.2	±12.4	10	8	+17.5	8
	Wake	6.7	+6.4	± 4.7	± 9.4	15	1	+16.9	9
Iwo Jima	Guam	Only three data							
	Haneda	Only three data							
Johnston	Kwajelein	3.8	-1.9	± 4.2	± 8.4	10	11	+16.7	95
	Hickam	5.3	+3.1	± 6.3	±12.6	16	16	- 9.3	55
Kwajelein	Guam	3.3	-0.4	± 4.5	± 9.0	8	20	+16.9	60
	Johnston	4.0	+2.6	± 4.4	± 8.8	12	7	-14.1	47
Naha	Guam	Only one datum							
Okinawa	Clark	Only two data							
	Haneda	9.8	+7.5	±10.7	±21.4	23	5	+ 7.8	6
Wake	Haneda	5.6	+1.2	± 7.0	±14.0	16	16	- 2.4	137
	Iwo Jima	Only one datum							
	Johnston	Only three data							
Clark	Guam	4.9	-1.7	± 5.4	±10.8	6	9	-14.7	10
	Naha	Only three data							
Guam	Clark	3.3	-0.1	± 4.6	± 9.2	11	6	+10.4	13
	Haneda	Only four data							
	Iwo Jima	Only four data							
	Kwajelein	4.7	+2.7	± 5.5	±11.0	15	8	-15.5	37
	Naha	5.5	+3.0	± 6.5	±13.0	16	8	+13.7	16
Haneda	Clark	Only one datum							
	Guam	6.2	+5.4	± 6.7	±13.4	14	2	- 6.6	5
	Iwo Jima	Only one datum							
	Naha	Only four data							
	Midway	7.4	+4.6	± 8.1	±16.2	17	5	+28.2	9
	Wake	7.3	+4.8	± 8.5	±17.0	30	14	+ 6.5	142

All figures in knots.

For an explanation of the statistical terms and a discussion of the summary limitation, see reverse side.

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AWWL 55-18

Air Wea Wg Ltr
No. 55-18

HEADQUARTERS
2143D AIR WEATHER WING
APO 925

20 June 1952

OPERATIONS

Forecast Capabilities Program

This letter supplements AWSL 55-18, 20 March 1952.

1. Paragraph 5a(2)(b) is supplemented as follows:

a. Forecast units indicated below will prepare upper air forecasts for stations listed:

(1) Stations on Honshu and Hokkaido - Haneda Air Base, Japan.

(2) Stations on Kyushu - Itazuke Air Base, Japan.

(3) Stations in Korea - Kimpo Air Base, Korea.

2. Paragraph 7, is supplemented as follows:

a. Completed forms will be forwarded so as to arrive in this headquarters not later than the 15th day of the month following the required reporting period.

b. Six month evaluations will be forwarded so as to arrive at this headquarters not later than 23 December 1952.

BY ORDER OF COLONEL TADDELL:

OFFICIAL:

ALAN W FURDON
Captain, USAF
Adjutant

/s/ Robert A Hansen
/t/ ROBERT A HANSEN
1st Lt, USAF
Asst Adjutant

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*AWWL 55-18

Air Wea Wg Ltr
No. 55-18

HEADQUARTERS
2143D AIR WEATHER WING
APO 925

15 September 1952

OPERATIONS

Forecast Capabilities Program

This letter supplements AWSL 55-18, dated 20 March 1952.

Substitute paragraphs indicated below for the corresponding paragraphs.

* * * * * *

5. Procedures.

a.

* * * * * *

(2) Upper Air Elements.

* * * * * *

(b) Forecast units listed below will prepare upper air forecasts for the stations indicated:

1. Johnston and Hickam - Hilo, Hawaii

2. Eniwetok - Kwajalein Naval Station

3. Andersen - Andersen AFB, Guam

4. Clark - Clark AFB, P.I.

5. Stations on Okinawa - Kadena AB, Okinawa

6. Stations on Honshu and Hokkaido - Komaki AB, Japan (effective 1 Oct 52)

7. Stations on Kyushu - Itazuke AB, Japan

8. Stations in Korea - Kimpo AB, Korea

(3) Forecast Periods.

(a) Forecasts of surface elements will be for any two of the following periods: 6, 12, 18, 24 and 36 hours. Forecast period and valid time will be based on operational requirements. Once selected, length of forecast period will not be changed

*(This letter supersedes AWWL 55-18, dated 20 June 1952.)

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except as dictated by a change of operational requirements.

* * * * * *

(5) Recording Data.

* * * * * *

(e) Examples of correctly recorded data are given in attachments 1 and 2.

6. Forms. Forms will be requisitioned in accordance with AWWL 9-101.

7. Reports.

a. Completed forms will be forwarded monthly through channels to arrive at Headquarters, 2143d Air Weather Wing not later than the 15th day of the following month.

b. At the end of the first six-month period each forecast unit and squadron headquarters will submit a report consisting of pertinent comments and recommendations concerning all aspects of this program through channels to arrive at Headquarters, 2143d Air Weather Wing not later than 25 December 1952.

* * * * * *

BY ORDER OF COLONEL TWADDELL:

OFFICIAL:

ALAN W PURDON
Captain, USAF
Adjutant

ALAN W PURDON
Captain, USAF
Adjutant

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2 Attchmts:
1 - AWS Form 36
2 - AWS Form 37

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FORECAST CAPABILITIES PROGRAM
SURFACE ELEMENTS

July (Month) 1952 (Year)

Forecast For Andersen air Force Base (Location)

Forecast Period 18 hrs
Prepared at 0000 Z
Valid at 1800 Z
Basic Chart Used 1800 Z
Latest Hourly Data Used 1230Z

Prepared By Detachment 15-2, 15th Weather Squadron (Unit)

Valid Date (GCT)	Lowest Cloud Layer 1				Ceiling (Hnds of ft) 2		Visibility (Miles) 3		Obstructions to vision 4		Temperature (°F) 5		Surface wind (wind arrows & knots) 6				(Remarks) 7
	Height (Hnds of ft)		Amount (Tenths)														
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	Forecast Drxn	Forecast Speed	Actual Drxn	Actual Speed	
02	25	2-	3	4	120	80	7	15			80	78	↙	15	↙	10	
03	10	8	5	10	25	8	8	8		K	80	77	↙	10	↙	5	
04	20	25	5	3		45	6	3	K	F	75	69	↙	4		0	

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FORECAST CAPABILITIES PROGRAM

UPPER AIR ELEMENTS

July (Month) 1952 (Year)

Forecast For Kimpo Air Base (Location)
Prepared by Detachment 30-21, 30th Wea Sq (Unit)

Forecast Period 24 Hrs
Prepared at 0300 Z
Valid at 0300 Z
Basic Chart Used 1500 Z
Latest Wind Date Used 2100 Z

MB LEVEL

Valid Date (GCT)	Wind (Degrees Knots) 1					Contour Hgt (ft) 2		Temperature (°C) 3		(Remarks) 4
	Forecast Drxn	Forecast Speed	Actual Drxn	Actual Speed	Vector Error	Fcst	Actual	Fcst	Actual	
02	010*	10#	040*	12#	5#	10300	10350	8**	7**	
03	110	15	M	M	M	10400	M	7	M	
04	100	12	090	15	4	10400	10360	8	6	

AWS Form 37 (Mar 52) Reference AWSL 55-18

*All winds will be entered in degrees (use three figures).

#Speed and vector error values will not be followed by "K" or "Kts".

**Plus signs will not be used

Attachment 2 to AWWL 55-18

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PERFORMANCE OF DROPGOUDES, AN/AMT

AN/AMT		-3			-3A			-3C			-3D		
		U	M		U	M		U	M		U	M	
Month	SRS	D/S	D/S		D/S	D/S		D/S	D/S		D/S	D/S	All
July	54th		5/3			43/28							
	56th					137/95							
	57th		166/135		21/18								
Aug	54th		39/25			14/9							
	56th					139/89							
	57th		100/144										
Sep	54th		14/6		3/0	45/30							
	56th				1/0	113/73			14/6			2/1	
	57th				45/37	82/60							
Oct	54th		45/29			19/12							
	56th		12/9			96/56		18/14	4/3		20/19	3/3	
	57th		55/43								16/15		
Nov	54th		25/15			4/1		10/5			4/2		
	56th	6/6	2/1		75/25	8/6		28/23			11/9		
	57th				3/2			4/3			73/60		
Dec	54th												
	56th				24/15			40/29			50/34		
TOTAL		6/6	543/410		172/107	700/459		100/74	18/9		176/139	5/4	1720
Percent Successful		100%	75%		62%	66%		74%	50%		79%	80%	70%

D/S - Dropped/Successful
U - Unmodified
M - Parachute release mechanism modified

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HEADQUARTERS
2143D AIR WEATHER WING
APO 925 C/O POSTMASTER
SAN FRANCISCO, CALIFORNIA

WCDP 373 28 August 1952

SUBJECT: (UNCLASSIFIED) Operations Report of the 54th, 56th, and 57th Strategic Reconnaissance Squadrons, Medium, Weather, for July 1952

TO : Commanding General
Far East Air Forces
APO 925
ATTN: Deputy for Operations

1. Operations:

a. The 54th Strategic Reconnaissance Squadron met or exceeded normal requirements of two (2) flights per day except for three (3) days, on which aircraft were available for only one mission per day. A total of 68 missions were flown as compared with normal schedule of 62.

		Hours
(1)	19 Vulture India.	234
(2)	8 Vulture Juliett	104
(3)	26 Vulture Kilo	307
(4)	3 Vulture Special	31
(5)	12 Typhoon Missions (Emma, Harriet)	116
(6)	WB-29 Training.	6
(7)	WB-29 Test and Ferry.	27
	Total WB-29 Time.	825
(8)	YC-97	0
	Total Flying Time. .	825

b. The 56th Strategic Reconnaissance Squadron met or exceeded normal requirements of two (2) flights per day for the month of July 1952. A total of 80 missions were flown as compared with normal schedule of 62.

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	Hours
(1) 31 Buzzard Delta	407
(2) 31 Buzzard Kilo	373
(3) 17 Buzzard Special	165
(4) 1 Typhoon Mission (Freda)	8
(5) WB-29 Training	34
(6) WB-29 Test and Ferry	128
Total WB-29 Time	1115

c. The 57th Strategic Reconnaissance Squadron met or exceeded normal daily requirements of three (3) flights every two days except for two days. On one day aircraft was not available, and on the other day aircraft was held in reserve to be available for a subsequent mission of higher priority. A total of 64 missions were flown as compared with normal schedule of 47.

	Hours
(1) 28 Petrel Alfa	408
(2) 9 Petrel Bravo	126
(3) 26 Petrel Special	228
(4) 1 Lark Foxtrot	11
(5) WB-29 Training	26
(6) WB-29 Test and Ferry	35
Total WB-29 Time	834

d. Aircraft Utilization Factor (WB-29):

54th	56th	57th
2.22	2.79	2.38

2. Unit combat readiness index as of 10 August 1952:

	54th	56th	57th
a. Unit Commander Estimate of Combat Readiness	7	9	9
b. Authorized Personnel assigned	8	8	10

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	54th	56th	57th
c. Combat Readiness of Personnel.	9	9	10
d. Serviceable T/O&E Equip (other than acft) Asgd	9	9	10
e. Combat Readiness T/O&E Equip (other than acft).	9	9	10
f. Type and Model of Aircraft	WB-29	WB-29	WB-29
g. Number of Aircraft Possessed	12	11	12
h. Average Number of Aircraft Possessed . .	12	12	11
i. Average Number of Combat Ready Aircraft.	4	8	6
j. Number of Complete Combat Crews Assigned	12	13	11
k. Number of Combat Ready Crews	11	13	11

3. Personnel Strength:

	54th		56th		57th	
	Off	Amn	Off	Amn	Off	Amn
a. Authorized.	99	468	99	468	78	385
b. Assigned.	100	541	102	512	101	567

4. Materiel:

a. Aircraft Status for July (WB-29):	54th	56th	57th
(1) Aircraft in Commission	44%	65%	55%
(2) Aircraft Out of Commission for Parts	10%	15%	18%
(3) Aircraft Out of Commission for Maint	46%	20%	27%
(4) Aircraft Out of Commission for Other Reasons	0	0	0

b. Maintenance:	54th		56th		57th	
	No	Av Time	No	Av Time	No	Av Time
(1) Engine Changes	8	330	6	526	8	461

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5. General Comments:

a. The Mobile Training Detachment completed training of 54th SRS personnel on 9 August 1952. Increased training and decreased AOCP rate account for the increased number of missions and higher aircraft utilization factor for the 54th SRS.

b. Although the 54th SRS aircraft in commission increased from 28% to 44%, the average number of combat ready aircraft has remained the same due to a shortage of one-man and six-man life rafts. Personal equipment shortages severely curtails capabilities during staging operations.

c. Each squadron showed a marked improvement over the previous month. The 56th SRS surpassed previous wing records by flying a total of 1115 hours for the month.

d. The YC-97, which is assigned to the 54th SRS, has not flown since 27 June 1952, due to AOCP for a propeller and numerous fuel system seals and gaskets.

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HEADQUARTERS
2143D AIR WEATHER WING
APO 925 C/O POSTMASTER
SAN FRANCISCO, CALIFORNIA

WCDO 373 2 October 1952

SUBJECT: (UNCLASSIFIED) Operations Report of the 54th, 56th, and 57th Strategic Reconnaissance Squadrons, Medium, Weather, for August 1952

TO : Commanding General
Far East Air Forces
APO 925
ATTN: Deputy for Operations

1. Operations:

a. The 54th Strategic Reconnaissance Squadron met normal requirements of two (2) flights per day during the month of August. A total of seventy-two (72) missions were flown as compared with a normal schedule of sixty-two (62).

	Hours
(1) 15 Vulture India	205
(2) 13 Vulture Juliett	181
(3) 29 Vulture Kilo	365
(4) 4 Vulture Special	49
(5) 11 Typhoon Missions (Ivy, Jeanne, Karen, Lois, and Mary)	137
(6) WB-29 Training	13
(7) WB-29 Test and Ferry	56
Total WB-29 Time	1006
(8) YC-97 Test	3
Total Flying Time	1009

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b. The 56th Strategic Reconnaissance Squadron met normal requirements of two (2) flights per day during the month of August. A total of seventy-one (71) missions were flown as compared with a normal schedule of sixty-two (62).

	Hours
(1) 31 Buzzard Delta	410
(2) 31 Buzzard Kilo	373
(3) 9 Typhoon Missions (Jeanne, Karen)	83
(4) WB-29 Training	66
(5) WB-29 Test, Ferry and Other	49
Total WB-29 Time	981

c. The 57th Strategic Reconnaissance Squadron met normal daily requirements of three (3) flights every two days except for one (1) day when aircraft aborted after 6:50 hours because both radar altimeters were inoperative. A total of forty-seven (47) missions were flown which is the normal schedule for August.

	Hours
(1) 30 Petrel Alfa	476
(2) 17 Petrel Bravo	237
(3) WB-29 Training	70
(4) WB-29 Test and Ferry	68
Total WB-29 Time	821

d. Aircraft Utilization Factor (WB-29):

54th	56th	57th
2.58	2.47	2.24

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2. Unit combat readiness index as of 10 September 1952:	54th	56th	57th
a. Unit Commander Estimate of Combat Readiness	7	9	9
b. Authorized Personnel Assigned	8	9	10
c. Combat readiness of Personnel	9	9	10
d. Serviceable T/O&E Equip (other than acft) Asgd	9	9	10
e. Combat Readiness T/O&E Equip (other than acft)	9	9	10
f. Type and Model of Aircraft	WB-29	WB-29	WB-29
g. Number of Aircraft Possessed	12	12	12
h. Average Number of Aircraft Possessed	12	13	11
i. Average Number of Combat Ready Aircraft	5	8	5
j. Number of Complete Combat Crews Assigned	12	13	11
k. Number of Combat Ready	10	13	11

3. Personnel Strength:	54th		56th		57th	
	Off	Amn	Off	Amn	Off	Amn
a. Authorized	99	468	99	468	78	385
b. Assigned	103	526	100	503	102	561

4. Materiel:

a. Aircraft Status for August (WB-29):	54th	56th	57th
(1) Aircraft in Commission	46%	70%	45%
(2) Aircraft Out of Commission for Parts	17%	7%	7%

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	54th	56th	57th
(3) Aircraft Out of Commission for Maintenance.	37%	23%	48%
(4) Aircraft Out of Commission for Other Reasons.	0	0	0

b. Maintenance:

	54th		56th		57th	
	No	Av Time	No	Av Time	No	Av Time
(1) Engine Changes	4	485	1	307	4	372

5. General Comments:

a. The 54th Strategic Reconnaissance Squadron flew a total of seventy-two (72) missions for one thousand and six (1006) hours WB-29 time during August which is an all-time record for this squadron. The eleven (11) typhoon missions flown by this squadron increased the flying total considerably.

b. During the month of August there was considerable typhoon activity. For the month, Wing aircraft flew twenty (20) weather reconnaissance missions on five (5) typhoons for a total of two hundred and twenty (220) hours.

c. An additional forty (40) hours WB-29 time was flown by the 54th Strategic Reconnaissance Squadron on ferry missions. (Aircraft returning to the Zone of Interior for DIR.) This time was not included on AF Form 110 report since the interpretation of AF Reg 65-110 by 19th Bomb Wing Statistical Control prohibited its inclusion.

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HEADQUARTERS
2143D AIR WEATHER WING
APO 925 C/O POSTMASTER
SAN FRANCISCO, CALIFORNIA

WGDO 373 27 October 1952

SUBJECT: (UNCLASSIFIED) Operations Report of the 54th, 56th and 57th Strategic Reconnaissance Squadrons, Medium, Weather for September 1952

TO : Commanding General
Far East Air Forces
APO 925
ATTN: Deputy for Operations

1. Operations:

a. The 54th Strategic Reconnaissance Squadron met normal requirements of two (2) flights per day during the month of September. Seventy-two (72) missions were flown as compared with a normal schedule of sixty (60):

		Hours
(1)	12 Vulture India	173
(2)	9 Vulture Juliett	121
(3)	29 Vulture Kilo	367
(4)	13 Vulture Special	126
(5)	9 Typhoon Missions (Mary, Nona, Olive and Polly)	107
(6)	WB-29 Training	19
(7)	WB-29 Test, Ferry and Other	61
	Total WB-29 Time	974
(8)	YC-97 Test, Ferry and Other	60
	Total Flying Time	1034

b. The 56th Strategic Reconnaissance Squadron met normal requirements of two (2) flights per day during the month of September. Seventy-three (73) missions were flown as compared with a normal schedule of sixty (60).

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	Hours
(1) 30 Buzzard Delta	383
(2) 30 Buzzard Kilo	351
(3) 9 Buzzard Specials	84
(4) 4 Typhoon Missions (Jeanne, Karen)	47
(5) WB-29 Training	69
(6) WB-29 Test, Ferry and Other	68
Total WB-29 Time	1002

c. The 57th Strategic Reconnaissance Squadron met daily requirements. During the month, these requirements were gradually reduced from the normal three (3) flights every two (2) days to one (1) flight every two (2) days. This reduction was to permit preparation and transfer of aircraft and crews for Project Ivy (RESTRICTED). Thirty-five (35) missions were flown during September as compared with the revised schedule of thirty-three (33).

	Hours
(1) 26 Petrel Alfa	364
(2) 7 Petrel Bravo	97
(3) 2 Petrel Specials	22
(4) WB-29 Training	17
(5) WB-29 Test, Ferry and Other	22
Total WB-29 Time	522 (See Par 5)
(6) YC-97 Test, Ferry and Other	45
Total Flying Time	567

d. Aircraft Utilization Factor (WB-29):

54th	56th	57th
2.92	2.62	1.42

2. Unit combat readiness index as of 10 October 1952: (57th SRS as of 2 Oct 52)	54th	56th	57th
a. Unit Commander Estimate of Combat Readiness	7	9	8
b. Authorized Personnel Assigned	8	8	10
c. Combat Readiness of Personnel	9	9	10
d. Serviceable T/O&E Equip (other than acft) Asgd	9	9	10
e. Combat Readiness T/O&E Equip (other than acft)	9	9	10
f. Type and Model of Aircraft	WB-29	WB-29	WB-29
g. Number of Aircraft Possessed	12	12	5 (See Par 5)
h. Average Number of Aircraft Possessed	12	13	12
i. Average Number of Combat Ready Aircraft	5	8	7
j. Number of Complete Combat Crews Assigned	12	13	12
k. Number of Combat Ready Crews	10	13	11

3. Personnel Strength:	54th		56th		57th	
	Off	Amn	Off	Amn	Off	Amn
a. Authorized	99	468	99	468	78	385
b. Assigned	103	519	97	490	100	548

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4. Materiel:

a. Aircraft Status for September (WB-29)	54th	56th	57th
(1) Aircraft in Commission.	58%	72%	56%
(2) Aircraft Out of Commission For Parts	9%	3%	5%
(3) Aircraft Out of Commission For Maintenance	33%	25%	39%
(4) Aircraft Out of Commission For Other Reasons	0	0	0

b. Maintenance:	54th		56th		57th	
	No	Av Time	No	Av Time	No	Av Time
(1) Engine Changes.	4	450	9	331	4	468

5. General Comments:

a. The 54th Strategic Reconnaissance Squadron has again established a new record for the squadron by attaining a utilization factor of 2.92 for the month of September.

b. The 56th Strategic Reconnaissance Squadron also established a new record by accumulating a total of 210:55 hours on one aircraft during September.

c. The decrease in the 57th Strategic Reconnaissance Squadron's combat readiness, total flying time, utilization factor, and number of aircraft possessed is caused by a split operation of the squadron. The squadron, during this reporting period, had ten (10) aircraft with crews and one hundred seventy-three (173) maintenance personnel on TDY to Kwajalein on Project Ivy (RESTRICTED). Aircraft remaining at Hickam were augmented by three (3) from the 55th Strategic Reconnaissance Squadron.

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HEADQUARTERS
2143D AIR WEATHER WING
APO 925 C/O POSTMASTER
SAN FRANCISCO, CALIFORNIA

WGDO 373 4 December 1952

SUBJECT: (UNCLASSIFIED) Operations Report of the 54th, 56th and 57th Strategic Reconnaissance Squadrons, Medium, Weather, for October 1952

TO : Commanding General
Far East Air Forces
APO 925
ATTN: Deputy for Operations

1. Operations:

a. The 54th Strategic Reconnaissance Squadron met normal requirements of two (2) flights per day during the month of October. For five (5) days, when all available 54th Strategic Reconnaissance Squadron aircraft were used to conduct search for WB-29 44-69770, the requirement of five (5) scheduled VULTURE Kilo missions was met by the 56th Strategic Reconnaissance Squadron. Eighty-nine (89) missions were flown as compared with a normal schedule of sixty-two (62).

		Hours
(1)	8 VULTURE India	112
(2)	5 VULTURE Juliett	66
(3)	26 VULTURE Kilo	332
(4)	3 VULTURE Hotel	44
(5)	8 VULTURE Specials	92
(6)	6 Ferry Missions (Two aircraft returning from DIR)	85
(7)	14 Typhoon Missions (Rose, Trix, Vae and Wilma)	164
(8)	19 Search Missions	271
(9)	WB-29 Training	9
(10)	WB-29 Test and Other	46
	Total WB-29 Time and Total Flying Time	1221

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b. The 56th Strategic Reconnaissance Squadron met normal requirements of two (2) flights per day during the month of October. Eighty-three (83) missions were flown as compared with a normal schedule of sixty-two (62).

	Hours
(1) 31 BUZZARD Delta	412
(2) 31 BUZZARD Kilo	383
(3) 14 BUZZARD Specials	134
(4) 7 Typhoon Missions (Polly and Rose)	56
(5) WB-29 Training	26
(6) WB-29 Test and Other	30
Total WB-29 Time and Total Flying Time	1041

c. The 57th Strategic Reconnaissance Squadron met daily requirements. For the month of October, mission requirements for the squadron were reduced from the normal three (3) flights every two (2) days to one (1) flight every two (2) days. This reduction in the number of scheduled flights resulted from the squadron's participation in Project IVY (RESTRICTED). Thirty-three (33) missions were flown during October.

	Hours
(1) 16 PETREL Alfa	213
(2) 10 PETREL India	110
(3) 7 PETREL Specials	71
(4) WB-29 Training	0
(5) WB-29 Test and Other	14
Total WB-29 Time	408
(6) YC-97 Test, Ferry and Other	46
Total Flying Time	454

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d. Aircraft Utilization Factor (WB-29):

54th	56th	57th
3.50	2.58	2.41

2. Unit combat readiness index as of 10 November 1952:

	54th	56th	57th
a. Unit Commander Estimate of Combat Readiness.	7	9	8
b. Authorized Personnel Assigned . .	8	8	10
c. Combat Readiness of Personnel . .	9	9	10
d. Serviceable T/O&E Equip (other than acft) Asgd	9	9	10
e. Combat Readiness T/O&E Equip (other than acft)	9	9	10
f. Type and Model of Aircraft. . . .	WB-29	WB-29	WB-29
g. Number of Aircraft Possessed. . .	12	12	5
h. Average Number of Aircraft Possessed	12	13	5
i. Average Number of Combat Ready Aircraft.	5	8	5
j. Number of Complete Combat Crews Assigned.	12	13	12
k. Number of Combat Ready Crews. . .	10	13	11

3. Personnel Strength: (As of 31 October)

	54th Off	54th Amn	56th Off	56th Amn	57th Off	57th Amn
a. Authorized	99	468	99	468	98	455
b. Assigned	97	530	98	491	105	545

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4. Materiel:

a. Aircraft Status for October (WB-29)	54th	56th	57th
(1) Aircraft in Commission	54%	73%	68%
(2) Aircraft Out of Commission for Parts	12%	2%	0%
(3) Aircraft out of Commission for Maintenance	34%	24%	32%
(4) Aircraft Out of Commission for Other Reasons	0	1%	0

b. Maintenance:	54th		56th		57th	
	No	Av Time	No	Av Time	No	Av Time
(1) Engine Changes	10	490	4	423	1	312

5. General Comments:

a. The 54th Strategic Reconnaissance Squadron has again established a new squadron record by attaining a utilization factor of 3.50 for the month of October. The squadron flew 1221 hours while possessing an average of 11.2 WB-29 aircraft. The resulting figure of 109 flying hours per aircraft possessed is the highest ever attained by an Air Weather Service reconnaissance squadron.

b. On 26 October 1952, the 54th Strategic Reconnaissance Squadron dispatched WB-29 44-69770 to obtain a fix on Typhoon Wilma. The last reported position of the aircraft was at 11° 18'N 129° 42'E. A radio message received at 0840K indicated that the aircraft was approaching the eye of the typhoon. The aircraft was declared missing as of 1415K and an all-out search effort by the 11th Air Rescue Squadron was conducted from 26 October through 13 November with negative results. The 54th Strategic Reconnaissance Squadron flew 271 hours in search for the missing aircraft. Search efforts were suspended 13 November 1952.

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c. During October the 57th Strategic Reconnaissance Squadron had ten (10) aircraft assigned to Project IVY (RESTRICTED). These aircraft flew fifty-one (51) missions for a total of five hundred and seventy-seven (577) hours. These missions were not credited to the 57th Strategic Reconnaissance Squadron since the aircraft were possessed by Joint Task Force 132.

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HEADQUARTERS
2143D AIR WEATHER WING
APO 925 C/O POSTMASTER
SAN FRANCISCO, CALIFORNIA

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WGDO 373 2 January 1953

SUBJECT: (UNCLASSIFIED) Operations Report of the 54th, 56th and 57th Strategic Reconnaissance Squadrons, Medium, Weather, for November 1952

TO : Commanding General
Far East Air Forces
APO 925
ATTN: Deputy for Operations

1. Operations:

a. The 54th Strategic Reconnaissance Squadron met normal requirements of two (2) flights per day during the month of November except on four days. On these days only one mission was flown because of aborts and insufficient in-commission aircraft. Sixty-six (66) missions were flown as compared with a normal schedule of sixty (60).

		Hours
(1)	12 VULTURE India	155
(2)	5 VULTURE Juliett	66
(3)	22 VULTURE Kilo	282
(4)	13 Specials	120
(5)	14 VULTURE Typhoon Missions (Agnes, Bess, Carmen and Della)	175
(6)	WB-29 Training	23
(7)	WB-29 Test and Other	21
	Total WB-29 Time	842
(8)	YC-97 Flying Time	54
	Total Flying Time	896

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b. The 56th Strategic Reconnaissance Squadron met normal requirements of two (2) flights per day during the month of November. Seventy-three (73) missions were flown as compared with a normal schedule of sixty (60).

	Hours
(1) 30 BUZZARD Delta	406
(2) 30 BUZZARD Kilo	379
(3) 7 Specials	71
(4) 6 Typhoon Missions (Agnes, Bess and Carmen)	57
(5) WB-29 Training	25
(6) WB-29 Test and Other	14
Total WB-29 Time and Total Flying Time	952

c. The 57th Strategic Reconnaissance Squadron met daily requirements for the month of November. The normal requirement of three (3) flights every two days was reduced to one (1) flight every two days from 1 November through 16 November because of the Squadron's participation in Project IVY (RESTRICTED). Forty (40) missions were flown during the month.

	Hours
(1) 12 PETREL Alfa	148
(2) 10 PETREL India*	114
(3) 6 PETREL Coca	65
(4) 3 PETREL Delta	38
(5) 9 Specials	89
(6) WB-29 Training	18
(7) WB-29 Test and Other	15
Total WB-29 Time and Total Flying Time	487

*Aircraft returning to Hickam from Project IVY (RESTRICTED)

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d. Aircraft Utilization Factor (WB-29):

54th	56th	57th
2.33	2.38	1.86

2. Unit combat readiness index as of 10 December 1952:	54th	56th	57th
a. Unit Commander Estimate of Combat Readiness.	8	9	10
b. Authorized Personnel Assigned.	7	9	10
c. Combat Readiness of Personnel.	9	9	10
d. Serviceable T/O&E Equip (other than acft) Assigned	9	9	10
e. Combat Readiness T/O&E Equip (other than acft)	9	9	10
f. Type and Model of Aircraft. .	WB-29	WB-29	WB-29
g. Number of Aircraft Possessed.	11	13	12
h. Average Number of Aircraft Possessed	11	13	10
i. Average Number of Combat Ready Aircraft.	5	7	7
j. Number of Complete Combat Crews Assigned.	11	13	12
k. Number of Combat Ready Crews.	9	13	12

3. Personnel Strength: (As of 30 November)	54th Off	54th Amn	56th Off	56th Amn	57th Off	57th Amn
a. Authorized	99	468	99	468	99	457
b. Assigned	96	517	97	494	104	542

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4. Materiel:

a. Aircraft Status for November (WB-29)	54th	56th	57th
(1) Aircraft in Commission.	46%	74%	73%
(2) Aircraft Out of Commission for Parts	10%	3%	0
(3) Aircraft Out of Commission for Maintenance	44%	22%	27%
(4) Aircraft Out of Commission for Other Reasons	0	1%	0

b. Maintenance:	54th		56th		57th	
	No.	Avg Time	No.	Avg Time	No.	Avg Time
(1) Engine Changes	5	522	5	564	4	456

5. General Comments:

a. During the period 10 November to 10 December 1952 the 54th Strategic Reconnaissance Squadron lost 1131 hours of in-commission time due to AOCP. Aircraft out for major inspections and unscheduled maintenance plus the aircraft lost to AOCP held the average number of combat ready aircraft below 70%.

b. On 25 November 1952 the 57th Strategic Reconnaissance Squadron started flying two new tracks: PETREL Coca and PETREL Delta. These new tracks are the same as the previous tracks (PETREL Alfa and PETREL Bravo) except that the "dog-leg" in each track was changed to a direct route to Hickam from Position #15.

c. From 1 November through 16 November 1952 the 57th Strategic Reconnaissance Squadron had ten (10) aircraft assigned to Project IVY (RESTRICTED). These aircraft flew forty-six (46) missions for a total of 484 hours. The missions and flying time were not credited to the 57th Strategic Reconnaissance Squadron since the aircraft were possessed by Joint Task Force 132.

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APO 925, c/o Postmaster
San Francisco, California

27

27 Jan. 1953

TOO 373

SUBJECT: (UNCLASSIFIED) Operations Report of the 54th, 55th and 57th Strategic Reconnaissance Squadrons, Adlm, Yamato, For December 1952

TO: Commanding General
Far East Air Forces
APO 925
ATTN: Deputy for Operations

1. Operations:

a. The 54th Strategic Reconnaissance Squadron met normal requirements of two flights per day during the month of December except on four days. On these days only one mission was flown because of alerts and insufficient in-commission aircraft. Sixty-eight (68) missions were flown as compared with a normal schedule of sixty-two (62).

		Hours
(1)	9 [illegible] India	158
(2)	4 [illegible] Juliett	69
(3)	27 [illegible] Nilo	430
(4)	1 [illegible] Hotel	14
(5)	19 Specials	185
(6)	8 [illegible] Typhoon Missions (Blaine, Lorie and Tester)	88
(7)	[illegible]-29 Training	58
(8)	[illegible]-29 Test and Other	61
	Total [illegible]-29 Time	963
(9)	[illegible]-97 Flying Time	62
	Total Flying Time	1090

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Hq, 2143d A"B, Subj: "(U) Operations Report of the 54th, 56th and 57th [illegible] Sqn, for Dec 1952" (Cont'd)

b. The 56th Strategic Reconnaissance Squadron met normal requirements of two flights per day during the month of December. Sixty-three (63) missions were flown as compared with a normal schedule of sixty-two (62).

	Hours
(1) 31 BUZZARD Delta	412
(2) 31 BUZZARD Hilo	405
(3) 1 Special	9
(4) "B-29 Training	71
(5) "B-29 Test and Other	19
Total "B-29 Time and Total Flying Time	916

c. The 57th Strategic Reconnaissance Squadron met normal requirements of three (3) flights every two days during the month of December except for one (1) day. Forty-eight (48) missions were flown during the month as compared with a normal schedule of forty-seven (47).

	Hours
(1) 36 [illegible] Oscar	402
(2) 16 [illegible] Delta	200
(3) 2 Specials	17
(4) "B-29 Training	69
(5) "B-29 Test and Other	43
Total "B-29 Time and Total Flying Time	731

d. Aircraft Utilization Factor ("B-29):

54th	56th	57th
2.54	2.29	1.97

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(S, 1434 ..", Subj: "(U) Operations Report of the 54th, 56th and 57th ... (") "ca, for December 1952" (Cont'd)

2. Unit combat readiness index as of 10 January 1953:

	54th	56th	57th
a. Unit Commander Estimate of Combat Readiness.	8	9	10
b. Authorized Personnel Assigned.	7	9	10
c. Combat Readiness of Personnel.	9	9	10
d. Serviceable T/A... Equip (other than Left) Hand	9	9	10
e. Combat Readiness T/A... Equip (other than left)	9	9	10
f. Type and Model of Aircraft . .	TB-29	TB-29	TB-29
g. Number of Aircraft Possessed .	11	13	12
h. Average Number of Aircraft Possessed	11	13	10
i. Average Number of Combat Ready Aircraft	5	7	7
j. Number of Complete Combat Crews Assigned	11	13	11
k. Number of Combat Ready Crews .	9	13	11

3. Personnel Strength:

(As of 31 December)	54th Off	54th Aun	56th Off	56th Aun	57th Off	57th Aun
a. Authorized	99	468	99	468	99	437
b. Assigned	94	501	94	480	101	484

4. Materiel:

a. Aircraft Status for December (TB-29)

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Security Information

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		54th	56th	57th
(1)	Aircraft in Commission . . .	44%	57%	64%
(2)	Aircraft Out of Commission for Parts.	19%	0	0
(3)	Aircraft Out of Commission for Maintenance.	37%	43%	36%
(4)	Aircraft Out of Commission for Other Reasons.	0	0	0

b. Maintenance:

	54th		56th		57th	
	No.	Avg Time	No.	Avg Time	No.	Avg Time
(1) Engine Changes	5	339	4	439	7	454

5. General Comments:

a. During the period 10 December 1952 to 10 January 1953 the 54th Strategic Reconnaissance Squadron lost 1498 hours of in-commission time due to ADCP. Time lost to ADCP, major inspections and unscheduled maintenance held the average number of combat ready aircraft below 70%.

J. V. TADDELL, JR.
Colonel, USAF
Commanding

cc: IACD
CO AWS
CO 54th SRS
CO 56th SRS
CO 57th SRS

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HEADQUARTERS
2143D AIR WEATHER WING
APO 925

WGWX 311 FAX 22 December 1952

SUBJECT: Revised Facsimile Schedule

TO: Commanding Officer
15th Weather Squadron, APO 239, Unit 1
20th Weather Squadron, APO 710
30th Weather Squadron, APO 970

1. During the past month Tokyo Weather Central has been employing analysis techniques which seem to satisfy the peculiar problems of the Far East more satisfactorily than those employed heretofore. The full benefit of these methods cannot be realized by the detachments that are served until the present facsimile program is revised to allow full exploitation of these techniques.

2. Attached for your study is a facsimile schedule which will become effective at 022255Z January 1953. The associated MANAM is forthcoming. This schedule allows exploitation of current analysis techniques in Tokyo Weather Central and is believed to better satisfy requirements of stations in the field. It is desired that this new program be closely monitored and studied for at least ten (10) days and that your comments and constructive criticism be forwarded to arrive this headquarters no later than 15 February 1953. Your comments are intended to tell us if your requirements are met, and to guide us in revising and improving this schedule. Revision will, of necessity, have to be governed by available facsimile time and the evaluation of requirements from all stations.

3. The techniques that Tokyo Weather Central has been experimenting with are not new but their vigorous and continuous application to the solution of the Far East analysis problems is new. They are based on the concept of layer analysis rather than level analysis. Layer analysis is more tedious than level analysis but the results are correspondingly more satisfying. Despite the increased workloads which are inherent in layer analysis, there is no need for a delay in the times of transmission of facsimile charts. In fact, the attached facsimile schedule reflects an improvement in transmission time for practically all charts with the exception of the Pacific Sections.

4. Layer analysis is synonymous with thickness or differential analysis and is being accomplished for the present at Tokyo Weather Central in the following way for a given synoptic time:

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a. The basic chart is the 1000 mb chart which is readily obtained from the surface synoptic map. This chart has an auxiliary purpose; it helps to determine those raobs which require careful checking.

b. A 1000 - 700 mb thickness analysis is graphically added to the 1000 mb chart. This describes the 700 mb contour analysis without reference to 700 mb data. The 700 mb data is then placed on this chart and a final analysis is made, adjusting as necessary for the data or thickness. Again, heights that are not consistent with the thickness analysis are recomputed from the raob.

c. Similarly, the 500 mb analysis is made using the layer from 700 - 500 mb and adding it to the final 700 mb analysis.

d. The 300 mb and 200 mb analyses are then made using the 500 mb temperature field and the conservativeness of the thickness of the layer based on the 500 mb temperatures. Results have been gratifying even over Russia where there is little 300 mb data and even less 200 mb data.

5. The above steps result in analyses for the various levels, including the surface, which are consistent with each other. The analysts are now thoroughly familiar with the vertical structure of the atmosphere and now are ready to prepare the prognoses. Erroneous data has been pinpointed and more accurate prognoses should result.

6. A prognosis of the 500 mb level is accomplished first, since this level lends itself well to the use of extrapolation and height change methods and, in addition, to the use of constant absolute vorticity trajectories. The 300 mb and 700 mb prognostic charts are prepared next and consistency with the 500 mb prognosis is assured by thickness checks. Similarly, the 1000 mb (surface) prognosis is prepared and consistency with the 700 mb prognosis is assured by a thickness check. The 200 mb prognosis will be transmitted upon request whenever a given detachment has a forecast requirement for that altitude.

7. The net result is a series of internally consistent prognostic charts, produced by team effort as against individual effort. Although this does not assure perfect prognoses, it does prevent gross errors. Group effort as opposed to individual effort may not produce spectacularly good prognoses but it decreases the possibility of spectacularly poor prognoses.

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8. Full appreciation of the attached schedule requires an understanding of the operational schedule and techniques (discussed above) employed by Tokyo Weather Central, and, in addition, the considerations made relative to timing and charts.

a. Timing. In general the attached schedule reflects the following time sequence of charts: 850 mb, 700 mb, surface, 500 mb, 300 mb, and 200 mb analyses and then the 500 mb, 700 mb, surface, and 300 mb prognoses. The completion time of the initial chart of a given series determines the starting time of that series. Subsequent charts are usually ready for transmission long before they can be transmitted.

b. Charts. In addition to information contained above relative to charts, the following is offered for your thoughts:

(1) The West Wind Component Chart is not scheduled. This chart duplicates information which can be derived from the constant pressure charts. The time required to prepare and transmit this chart would delay the preparation and transmission of the more useful upper air charts.

(2) Some Pacific Sections have been deleted to speed up the reception of the Asiatic Sections. Pacific Sections are used primarily by one (1) detachment and occasionally by a few other detachments. The interest of the large majority of detachments lies in the Asiatic Section, West of 160° E.

(3) The Briefing Charts have been arranged to follow the prognostic charts. Thus, the Briefing Charts should be in constant alignment with the prognostic charts, depicting the clouds and weather anticipated as logical developments from the prognostic patterns. In addition, these charts reflect coordination between Tokyo Weather Central and those agencies having specific interest in Korean Air Operations. These agencies are the Hq, 30th Weather Squadron Weather Station, and the Staff Weather Officers of FEAF Bomber Command and 315th Air Division.

(4) A requirement does exist for a 48 hour surface prognostic chart and so it has been initiated. In addition, it fills the gap between the 24 and 72 hour surface prognoses. It would be optimistic to assume

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that this 48 hour surface prognosis will verify as well as one of shorter duration. However, it should provide a more objective forecast than mental extrapolation which could be embarrassing to any of us.

(5) More surface sectionals have been added to keep you better acquainted with our continuity of thought and to provide you with another viewpoint during a difficult synoptic situation.

9. In order to enhance receipt of comments to this headquarters by 15 February 1953, multiple copies of this letter and inclosures are attached to facilitate rapid dissemination to the field.

JAMES W. TWADDELL, JR.
Colonel, USAF
Commanding

1 Incl:
Facsimile Schedule

Info cys to:
CO, 54th Strat Recon Sq
CO, 56th Strat Recon Sq
CO, 57th Strat Recon Sq

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FACSIMILE SCHEDULE
Effective 022255Z January 1953

New Time	Present Time	Difference Hrs	Difference Mins	Chart	Section
0010Z	0040Z		-30	500 mb Analysis (15Z)	Asiatic
0035Z	0335Z	-3	00	300 mb Analysis (15Z)	Asiatic
0100Z	0130Z		-30	200 mb Analysis (15Z)	Asiatic
0125Z	0245Z	-1	20	500 mb Prog (15Z-15Z) (24 Hr)	Asiatic
0150Z	0155Z		-05	700 mb Prog (15Z-15Z) (24 Hr)	Asiatic
0215Z				Surface Prog (18Z-18Z)(24 Hr)	Asiatic
0240Z				Briefing Chart #1 (09Z-21Z)	
0305Z				Surface Prog (18Z-18Z)(48 Hr)	Asiatic
0330Z				Briefing Chart #2 (21Z-09Z)	
0400Z				Surface Sectional (00Z)	
0425Z	0400Z		+25	300 mb Prog (15Z-15Z)(24 Hr)	Asiatic
0450Z	0220Z	+2	30	700 mb Prog (15Z-15Z)(24 Hr)	Pacific
0515Z	0310Z	+2	05	500 mb Prog (15Z-15Z)(24 Hr)	Pacific
0540Z	If Requested			200 mb Prog (15Z-15Z)(24 Hr)	Asiatic
0700Z				Surface Sectional (03Z)	
0725Z	0655Z		+30	Surface Prog (12Z-12Z)(72 Hr) (Mon, Wed, and Fri only)	Asiatic
1055Z	1150Z		-55	850 mb Analysis (03Z)	Asiatic
1120Z	1215Z		-55	700 mb Analysis (03Z)	Asiatic
1145Z				Surface Regional (06Z)	Asiatic
1210Z	1240Z		-30	500 mb Analysis (03Z)	Asiatic
1235Z	1535Z	-3	00	300 mb Analysis (03Z)	Asiatic

Inclosure 1

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New Time	Present Time	Difference Hrs	Difference Mins	Chart	Section
1300Z	1330Z		-30	200 mb Analysis (03Z)	Asiatic
1325Z	1445Z	-1	20	500 mb Prog (03Z-03Z)(24 Hr)	Asiatic
1350Z	1355Z		-05	700 mb Prog (03Z-03Z)(24 Hr)	Asiatic
1415Z				Surface Prog (06Z-06Z)(24 Hr)	Asiatic
1440Z				Briefing Chart #3 (21Z-09Z)	
1505Z				Surface Prog (06Z-06Z)(48 Hr)	Asiatic
1530Z	1600Z		-30	300 mb Prog (03Z-03Z)(24 Hr)	Asiatic
1600Z				Surface Sectional (12Z)	
1625Z	1420Z	+2	05	700 mb Prog (03Z-03Z)(24 Hr)	Pacific
1650Z	1510Z	+1	40	500 mb Prog (03Z-03Z)(24 Hr)	Pacific
1715Z	If Requested			200 mb Prog (03Z-03Z)(24 Hr)	Asiatic
1900Z				Surface Sectional (15Z)	
2255Z	2350Z		-55	850 mb Analysis (15Z)	Asiatic
2320Z	0015Z		-55	700 mb Analysis (15Z)	Asiatic
2345Z				Surface Regional (18Z)	Asiatic

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REPORT OF AIR PROVOST MARSHAL ACTIVITIES

RCS: AF-Y7

TO:

FROM: 2143d Air Weather Wing
APO 925, c/o Postmaster
San Francisco, California

DATE OF REPORT: 15 Jan 53

FOR MONTH ENDING: Jul - Dec 52

I. VIOLATIONS AND OFFENSES

A. AWOL AIR FORCE PERSONNEL

	OFF	AMN	TOTAL
101. AWOL AS OF END OF PRECEDING MONTH	0	2	2
102. GOING AWOL THIS MONTH	0	18	18
103. VOLUNTARILY RETURNED FROM AWOL THIS MONTH	0	12	12
104. APPREHENDED THIS MONTH BY MILITARY AUTHORITIES	0	6	6
105. APPREHENDED THIS MONTH BY CIVILIAN AUTHORITIES			0
106. DROPPED FROM THE ROLLS THIS MONTH AS DESERTERS ON THE 30TH DAY OF ABSENCE			0
107. AWOL AS OF END OF THIS MONTH (*Total of 101 and 102 minus total of 103, 104, and 105*)	0	2	2
108. MAN-DAYS LOST BY AWOL PERSONNEL DURING MONTH (*Total the days absent during the month for personnel of the command*)	0	57	57
109.			

B. TRAFFIC

	MIL	CIV	TOTAL
120. TRAFFIC ACCIDENTS ON BASE INVOLVING GOVERNMENT AND/OR CIVILIAN VEHICLES			1
121. TRAFFIC ACCIDENTS OFF-BASE INVOLVING GOVERNMENT VEHICLES			1
122. MOVING TRAFFIC VIOLATIONS ON BASE INVOLVING GOVERNMENT AND/OR CIVILIAN VEHICLES	23	0	23
123. MOVING TRAFFIC VIOLATIONS OFF-BASE INVOLVING GOVERNMENT VEHICLES OR CIVILIAN VEHICLES OPERATED BY MILITARY PERSONNEL AND REPORTED BY MILITARY OR CIVILIAN AUTHORITIES	34	0	34
124.			

C. SECURITY VIOLATIONS

	MIL	CIV	TOTAL
130. SECURITY VIOLATIONS INVOLVING SAFEGUARDING OF MILITARY INFORMATION OR MATERIAL	12	0	12
131. SECURITY VIOLATIONS INVOLVING TRESPASSING IN MILITARY RESTRICTED AREAS (*Refer to AFR 205-5*)			0
132.			

D. OFFENSES AND CRIMES

	OFF	AMN	TOTAL
140. SERIOUS CRIMES - ALL CRIMES OCCURRING WITHIN THE COMMAND AND CLASSIFIED AS FELONIES (*Defined in the Uniform Code of Military Justice*)	0	1	1
141. DRUNK AND/OR DISORDERLY	2	36	38
142. INSUBORDINATE CONDUCT (*Any offense under Arts. 89, 90, 91, and 92*)	0	22	22
143. LARCENY, HOUSEBREAKING-BURGLARY, AND ROBBERY	1	7	8
144. SELLING, DISPOSING, OR DESTROYING MILITARY PROPERTY OF U.S. (*Art. 108*)	0	1	1
145.			

E. OFFENDERS

	OFF	AMN	TOTAL
150. TOTAL NUMBER OF OFFENDERS THIS MONTH (*Offenders, not offenses, include AWOL, traffic, security, all crimes listed in Section D, and other infractions*)	47	355	402
151.			

F. PUNISHMENT

	OFF	AMN	TOTAL
160. TOTAL AIR FORCE PERSONNEL PUNISHED UNDER ARTICLE 15, UNIFORM CODE OF MILITARY JUSTICE, THIS MONTH	2	143	145
161.			

II. GOVERNMENT PROPERTY - MONETARY VALUE

	LOST OR STOLEN	RECOVERED
201. TOTAL VALUE OF GOVERNMENT PROPERTY LOST UNDER SUSPICIOUS CIRCUMSTANCES OR STOLEN AND RECOVERED THIS MONTH	$ 133.74	$ 76.00
202.		

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III. CORRECTIONS	OFF	AMN	TOTAL
301. AIR FORCE SENTENCED PRISONERS AT END OF MONTH	Not reported.		
302. AIR FORCE UNSENTENCED PRISONERS AT END OF MONTH			
303. NUMBER OF PRISONERS DETAINED FROM OTHER SERVICES THIS MONTH			
304. NUMBER OF INSTALLATIONS AT WHICH A CONFINEMENT FACILITY IS OPERATING			
305. AIR FORCE PRISONERS WHOSE SENTENCES AS APPROVED BY THE CONVENING AUTHORITY DURING THE MONTH INCLUDE CONFINEMENT OF NOT MORE THAN 30 MONTHS, AND ARE CONSIDERED SUITABLE FOR TRANSFER TO A RETRAINING GROUP UNDER PARAGRAPH 2C, AFR 125-33			
306. NUMBER OF PRISONERS IN MINIMUM CUSTODY AT END OF MONTH, PARAGRAPH 10C, AFR 125-35			
307. NUMBER OF PRISONERS IN MEDIUM CUSTODY AT END OF MONTH, PARAGRAPH 10C, AFR 125-35			
308. NUMBER OF PRISONERS IN MAXIMUM CUSTODY AT END OF MONTH, PARAGRAPH 10C, AFR 125-35			
309.			

IV. SECURITY CHECKS AND SURVEYS	TOTAL
401. NUMBER OF SECURITY CHECKS FOR THE SAFEGUARDING OF MILITARY INFORMATION OR MATERIAL DURING MONTH	209
402. NUMBER OF SECURITY SURVEYS OF MILITARY RESTRICTED AREAS (AFR 205-5) DURING THE MONTH	0
403.	

V. LOYALTY - SECURITY PROGRAM	PERSONNEL			
5C. CLEARANCE ACTION (Background and/or national agency check) AS DEFINED BY AFR 205-6	CIV	MIL	CONTR	TOTAL
A. CLEARANCES REQUESTED	1	254	0	255
B. CLEARANCES GRANTED	5	791	0	796
C. CLEARANCES DENIED	0	12	0	12

502. CLEARANCE REQUESTED IN COMPLIANCE WITH AFR 205-5	PERSONNEL CIV	MIL	CONTR	TOTAL
A. CLEARANCES REQUESTED				0
B. CLEARANCES GRANTED				0
C. CLEARANCES DENIED				0
503.				

VI. AIR POLICE PERSONNEL	OFF	AMN	CIV	TOTAL
601. NUMBER OF GRADUATES OF THE AIR POLICE SCHOOL OR PROVOST MARSHAL GENERAL SCHOOL	Not reported			
602. NUMBER OF CIVILIAN GUARDS AUTHORIZED				
603. NUMBER OF CIVILIAN GUARDS PERFORMING DUTY				
604.				

VII. ADDITIONAL STATISTICAL DATA *(From subordinate units as required by major commands)*

Total Corts-Martial (airmen) for the period: Summary - 25; Special - 5;

General - 4.

Average strength: 3108

REMARKS

TYPED NAME AND GRADE OF AIR PROVOST MARSHAL	SIGNATURE
ARTHUR E. OATES, Captain, USAF	Arthur E. Oates

29584-Army-AG Admin Cen-FEC-7 52-25M

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HEADQUARTERS
2143D AIR WEATHER WING
APO 925, C/O POSTMASTER
SAN FRANCISCO, CALIFORNIA

GENERAL ORDERS)
NUMBER 12)

16 July 1952

STAFF ASSIGNMENT

Announcement is made of the appointment of MAJ WAYNE C BOGARD, 9433A, USAF as Director of Materiel, effective this date, vice MAJ ROBERT W DICKMAN, A0436413, reld.

BY ORDER OF COLONEL TWADDELL:

ALAN W FURDON
Captain, USAF
Adjutant

OFFICIAL:

Robert A Hansen
ROBERT A HANSEN
1st Lt, USAF
Asst Adjutant

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HEADQUARTERS
2143D AIR WEATHER WING
APO 925, C/O POSTMASTER
SAN FRANCISCO, CALIFORNIA

GENERAL ORDERS}
NUMBER 13)

16 August 1952

STAFF ASSIGNMENT

Announcement is made of the appointment of LT COL ARTHUR F GUSTAFSON, A0420907, USAF as Director, Tokyo Weather Central, eff this dt, vice LT COL JOHN J JONES, 6452A, reld, w/add dy as Tech Advisor to the Commanding Officer.

BY ORDER OF COLONEL TWADDELL:

OFFICIAL:

ALAN W FURDON
Captain, USAF
Adjutant

ROBERT A HANSEN
1st Lt, USAF
Asst Adjutant

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2143D AIR WEATHER WING
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GENERAL ORDERS)
NUMBER 14)

23 August 1952

STAFF ASSIGNMENT

Announcement is made of the appointment of COL KARL T RAUL, 20300A, USAF as Deputy Wing Commander, 2143d Air Weather Wing, eff this dt.

BY ORDER OF COLONEL TWADDELL:

OFFICIAL:

ALAN W PURDON
Captain, USAF
Adjutant

Alan W Purdon
ALAN W PURDON
Captain, USAF
Adjutant

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GENERAL ORDERS)
NUMBER 15)

28 August 1952

RECISSION OF GENERAL ORDERS

I. The following 2143d Air Weather Wing General Orders are rescinded.

a. General Orders No. 3, 14 February 1951.

b. General Orders No. 20, 3 November 1951.

c. General Orders No. 21, 3 November 1951.

BY ORDER OF COLONEL TWADDELL:

OFFICIAL:

ALAN W PURDON
Captain, USAF
Adjutant

ALAN W PURDON
Captain, USAF
Adjutant

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2143D AIR WEATHER WING
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SAN FRANCISCO, CALIFORNIA

GENERAL ORDERS)
NUMBER 16)

20 September 1952

STAFF ASSIGNMENT

1. Announcement is made of the appointment of LT COL NICHOLAS J NAVARIS, 3350A, USAF, as Director, Tokyo Weather Central, Headquarters, 2143d Air Weather Wing, vice LT COL ARTHUR F GUSTAFSON, A0420907, USAF, reld, eff this dt.

2. Announcement is made of the appointment of LT COL ARTHUR F GUSTAFSON, A0420907, USAF, as Technical Advisor to Commanding Officer, Headquarters, 2143d Air Weather Wing, eff this dt.

BY ORDER OF COLONEL TWADDELL:

OFFICIAL:

ALAN W PURDON
Captain, USAF
Adjutant

Alan W Purdon
ALAN W PURDON
Captain, USAF
Adjutant

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GENERAL ORDERS)
NUMBER 17)

1 October 1952

RELIEF FROM ASSIGNMENT

LT COL DAVID G SMITH, 5460A, USAF, is reld from duty as Executive Officer, 2143d Air Weather Wing, eff this date.

BY ORDER OF COLONEL TWADDELL:

OFFICIAL:

ALAN W PURDON
Captain, USAF
Adjutant

Robert A. Hansen

ROBERT A HANSEN
1st Lt, USAF
Asst Adjutant

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GENERAL ORDERS)
NUMBER 18)

1 October 1952

STAFF ASSIGNMENT

Announcement is made of the appointment of MAJ PATTERSON B LAND, A0342738, USAF, as Comptroller, Headquarters, 2143d Air Weather Wing, vice CAPT ROBERT C CULP, A0649319, reld, effective this date.

BY ORDER OF COLONEL TWADDELL:

OFFICIAL:

ALAN W PURDON
Captain, USAF
Adjutant

Robert A. Hansen

ROBERT A HANSEN
1st Lt, USAF
Asst Adjutant

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2143D AIR WEATHER WING
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GENERAL ORDERS)
NUMBER 19)

13 December 1952

RECISSION OF GENERAL ORDERS

1. 2143d Air Weather Wing General Orders Number 11, 20 May 1952, and Section V, 2143d Air Weather Wing General Orders Number 17, 1 August 1951, are rescinded.

BY ORDER OF COLONEL TWADDELL:

OFFICIAL:

ALAN W PURDON
Captain, USAF
Adjutant

Robert A Hansen

ROBERT A HANSEN
1st Lt, USAF
Asst Adjutant

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HEADQUARTERS
2143D AIR WEATHER WING
APO 925, C/O POSTMASTER
SAN FRANCISCO, CALIFORNIA

GENERAL ORDERS)
NUMBER 20)

16 December 1952

STAFF ASSIGNMENT

Announcement is made of the appointment of MAJ DON H. L. ANDERSON, A0421734, USAF, as Director of Intelligence, Headquarters, 2143d Air Weather Wing, vice MAJ ROBERT P CRAIG, 20649A, reld, effective this date.

BY ORDER OF COLONEL TWADDELL:

OFFICIAL:

ALAN W PURDON
Captain, USAF
Adjutant

Robert A. Hansen
ROBERT A HANSEN
1st Lt, USAF
Asst Adjutant

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