



Established 1975

# The Aerograph



Naval Weather Service Association

Volume 36-4 NOVEMBER 2011

## ATLANTIC HURRICANE

WHAT'S WRONG WITH THIS PICTURE? (See Page 2)



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Naval Weather Service Association <http://www.navalweather.org>

## COVER PHOTO

### A Rare South Atlantic Hurricane

This image of "Catarina" was taken by the International Space Station on March 27, 2004. Prior to this event, only two tropical cyclones had been noted in the South Atlantic Ocean. This circulation spun up off the Brazilian coast, then made landfall there on March 27, 2004. You can see the clockwise circulation of this storm.

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**CUT-OFF DATE FOR THE FEBRUARY 2012 ISSUE:**

**0800 CST MONDAY, 16 JANUARY 2012!**

Articles and letters may be submitted in many formats, typed or handwritten and forwarded by email, or USPS. Unfortunately, I am not able to translate data from MSWorks, MAC or APPLE software. Articles may be forwarded to my email. E-mails are preferred since I can copy and paste and will not have to re-type the submission.

**All changes to your personal information (address, phone number, email address, marital status, including your preference for receiving your quarterly Aerograph – (USPS or Email) should be sent to: Libby O'Brien, Secretary/Treasurer**  
[NWSASecTreas@panhandle.rr.com](mailto:NWSASecTreas@panhandle.rr.com)



## President's Report

On October 13<sup>th</sup>, the U.S. Navy celebrated its 236<sup>th</sup> birthday and continues to be the nation's first response around the world in times of crises. I'm sure that you all are as proud to have served in this great institution as I am. As I reported in the August Aerograph, the association continues to run smoothly with little effort from the President. Through the efforts of the associations Officers (especially the Secretary/Treasurer, Aerograph Editor, Webmasters,

Finance Chairman and Reunion Committee), any problems that have surfaced have essentially been resolved prior to any necessary involvement by me. Just the way I like it! The Colorado Springs Reunion for next Spring, continues to come together. More information in this Aerograph issue and it is definitely not too soon to get your reservations in and volunteer to help at the reunion. It has been brought to my attention that some of our long standing members appear to have allowed their dues to lapse. When dues lapse, Aerograph mailings (snail mail or Email) cease. Also, access to the Aerograph via the NWSA Website will be cut off. Double check to be sure that you are not one with lapsed dues. With that, I wish everyone happy holidays, Merry Christmas and a Happy New Year!

*Submitted by LCDR Joe McKinzie USN RET*

### BOOK REVIEW

**MANILA BAY** is a novel that begins on a farm in Minnesota through NATTC Lakehurst to FWC Sangley Point P.I. to FWC Seattle and then to old age and death. Written by "Don Walker", a pseudonym for the author and all the characters of the book, the story takes a young innocent boy and follows him through a four year Navy enlistment in the Philippines and to Seattle WA. It recounts a bit of the rate, but much more of the bars, the girls, and the entanglements that a single sailor might encounter in the early to mid 1950's while stationed at FWC Sangley Point P.I.

**Manila Bay** is available at Barnes and Noble, Amazon, and other internet retailers. My review copy will be available for the Reunion #38 silent auction.

*AGCM Charlie Jordan USN RET*



### LETTERS

#### PRAYERS PLEASE

2 October 2011,  
Yesterday morning, I was involved in a bad auto accident. I'm fine but Dorothy is in the Sacred Heart hospital with possible spinal problems.

6 October 2011,  
Hi; visited Dottie in \*ICU\* again today at Sacred Heart Hospital here in Pensacola. In attendance around Dottie's bed were 1 Physician, 3 Nurses, Father John Licari (pastor of my parish, Saint Anne's), and me. Dottie was in the bed with skinny tubes in her nostrils to feed her nutrition. A larger tube, (1/2 inch in diameter???), was in her mouth to provide oxygen.

There were a myriad of other wires leading from her to various monitoring functions.

The Physician gave me a piece of paper with this written on it to indicate WHAT Dottie's main problem is: SPINAL CORD INJURY,,,, and Assistive Devices.

Dottie can hear and smiled periodically when we chatted.... 'specially \*ME\*..... she can NOT speak because of that big oxygen feed tube in her mouth.

Diagnosis: appears she will need continuous watching by professionals for a long time.

Because of the above, PLEASE \*\*NO\*\* joke or junk email to me until further notice.

THANKS to ALL who are offering PRAYERS for my bride of 56+ years.

15 October 2011

Hi

I just got home from my visit with my Lifetime Partner Dottie who is still in ICU at Sacred Heart Hospital. Today marks the 14th consecutive day for her in there.

She is still stable, but with breathing tubes in her mouth, it is a bit difficult for us to communicate with her.

HOWEVER, they are planning on doing a Tracheotomy. That hopefully will enable her to speak with me ... or others that visit with her.

Earlier this week they put leather braces on both forearms to keep her hands and wrists useable, rather than becoming limp and UNusable.

*AGCS John Shay USN RET*

### SHIPMATE REQUESTS INFORMATION ON MID 1960s AG B School

Request information on the B School curriculum in the mid 1960s. I am looking for a bare-bones outline; XX hours Meteorology; XX hours Mathematics; XX hours Meteorological Instruments; XX hours ASW Oceanography; XX hours Sea, Swell & Surf; [and most importantly] XX hours Aviation Weather Reconnaissance, including X hours practicum in flying classroom.

This is information that usually appears on the back of the Class Completion Certificate or Certificate of Training. Unfortunately, the back of my B School Completion Certificate is blank.

Also, please check your records, Flight Chits or Flight Log Books and let me know if you have the BuNo for the R4D-5T (or) R4D-6T/TC-47H (or) TC-47J aircraft we flew in. Someone told me this aircraft was once a navigation trainer.

Thanks in advance for looking through your dusty files.

Aloha

Bruce DE WALD

e-mail: [sbdewald@earthlink.net](mailto:sbdewald@earthlink.net)

B School Class 706 06.- Feb-28 Jun 1967

*Submitted by LCDR Bruce DeWald USN RET*

### WEATHER SHIP DUTY

An article on Weather Ship Duty appeared in the February 2009 Aerograph. It was very factual and interesting.

Little did I know after receiving orders to FWC Guam in December, 1948, that I would be assigned duty to one of these weather ships. After arriving in Guam via the General Brewster, checked in at the FWC, I was told not to unpack my sea-bag as a ship was awaiting me at Apra Harbor. It turned out to be PCE 896, a ship I will never forget. It was 176 feet long, and the crew consisted of approximately seventy (70) officers and enlisted. It had none of the amenities the ships today have. Our mission was to relieve another PCE at station Bird-Dog (11 N, 156 E).

I believe we steamed for about 3-4 days out of Guam and arrived midway between Guam and Kwajalein to do roughly 23-24 days on station taking surface and upper air observations. Additionally, the ship was to act as a plane guard in case any aircraft crashed or ditched between Kwajalein and Guam. The weather crew consisted of **Bob Beasley, Dan Collins, Jack Hardman, Harry Pratt** and myself. We were all AERM 3/c's or strikers. Dan was the only one with experience in taking radiosondes. The rest of us took the surface observations and PIBALS. The data was transmitted to FWC Guam. We were berthed with the QM's and additionally assigned collateral duties: radar watches, deck watches in port, but mostly chipping and painting the QM spaces.

I would like to pass on a few incidents that occurred during our deployment: **Jack Hardman** (a heck of a nice person) became very sea-sick and when we returned to Guam he had to be transported off. I believe he laid in the 20mm gun tub the entire time we were at sea. One of the officers told him to go down to the galley and get a big chunk of fat to chew on.

Our anemometer located on the mast was always squeaking and apparently go on the EXEC/s nerves. He ordered me to go up the mast and do some oiling. The trip up and down scared the life out of me and to this day I believe the EXEC had it in for us weather types.

Another time we were chipping paint and it was very hot and humid. We were in a fairly small area chipping away when Beasley said something that ticked me off. I called him a Mississippi mud rat and he said "call me that again and I'm going to hit ya." I started to say Mississippi when he plowed me in the mouth. He was small in stature but he packed a punch and my mouth was really bleeding. I jumped up with chipping hammer in hand and started to chase him as I think I wanted to kill him. I ran into and almost knocked the EXEC down and subsequently received extra duty for my efforts. As you can see, the EXEC didn't care for AERM'S.

When we returned to Guam, I happened to participate in a big poker game aboard a floating crane. The cards were real kind to me that evening and believe I was ahead 800 or 900 dollars when a BM 3/C by the name of Robinson went broke and asked if he could borrow a couple of hundred from me. I agreed and a couple of hours later the old axiom about never lending money in a

poker game never was more true as he wound up with everyone's money.

About two weeks later, our weather crew was transferred off the ship and we were flown to Kwajalein to pick up another PCE which was coming out of dry dock in Pearl. Believe it was PCE 882. On this patrol our evaporators broke down and we were rationed water. Our refrigeration also failed and all of our perishables and meats were tossed over the side and the sharks really had a field day. After that we survived on beans, powdered eggs and bread for about two weeks. The water situation was never resolved during the remainder of this deployment. However, one day, dark ominous clouds started to roll in and the captain was informed that rain showers would commence very shortly. The entire crew was notified and they all hurried to take salt water showers and they all raced top-side expecting to rinse off with fresh rain water. To our chagrin, the clouds went over and not one drip of rain did we receive. Needless to say, the weather yogi's were on everyone's hit list, including the old man's.

I could go on and on writing about these and other incidents, but think you all realize we weather types had our ups and downs. I do want to say that when we reached port, an ATF (Reefer ship) came along side and off-loaded plenty of fruits, vegetables and meats. I would up eating 6 or 7 bowls of strawberries and whipped cream (nothing else) and shortly after became very sick.

I could have transferred off the ship but some LCDR from Fleet Weather said if I did one more patrol, he would see to it that I'd be transferred to FWC Shanghai. Readily agreed- did another patrol, but when I returned to LCDR had been transferred stateside and the commies had forced all personnel at FWC Shanghai to evacuate. More icing was added to the cake as the powers to be at FWC Guam offered me duty at Truk or Yap as a reward for my PCE days. Staying put on Guam was my reply to their suggestion.

I'm sure similar incidents occurred on most ships, however, I hope this article was informative and even provided a few chuckles. Looking back, I wouldn't have missed those experiences, but did learn what every sailor should know – DON'T VOLUNTEER.

*Submitted by AGCS Jim "Gordo" Welch USN RET*

## SECRETARY/TREASURERS REPORT



I hope that everyone had a wonderful summer. Where has the year gone? It seems just like yesterday that we attended the reunion in Virginia Beach. Here it is



October, as I write this article, and the holiday season is almost upon us. I'll take this time to wish each of you a Happy Thanksgiving and a Joyous and Blessed Holiday Season. May we all be thankful of all our many blessings. I am happy to report that we have a new Life Member and three new members since the last Aerograph. I continue to enjoy the position of Secretary/Treasurer. I am so thankful for all the support and encouragement I receive from the membership. Again, I encourage you to keep me posted on any changes to your address, phone number and e-mail. It helps me keep an accurate record for the Aerograph. I hope everyone is planning to attend the reunion in Colorado Springs. I know Earl and his committee is working very hard to make this a great reunion. I hope to see you there!



## NORTHWEST CHAPTER

Sept. 11 2011 Meeting Of Northwest Chapter of the NWSA  
The group met at Dee Berrian's home in Oakville WA. at 11:00 a.m.

### Minutes From Meeting # 86

Old Business: none

New business: Treasurer **Jim Black** was present and we were informed that the Chapter is financially sound with \$356.37 in our checking account

The day was beautiful warm day in the 80's, it was our second week of warm weather this summer. And possibly our last day of warm weather for the year as summer, as we all suffered from a subpar summer with more than 70% of the day's 10 degree's or lower than normal temp's.

We all sat around the BBQ and in kitchen table as the food was being prepared talking stories of past duty station's, how people meet their significant other's, and other interesting anecdotes. Soon the food was done, and it was time for some serious business..... eating.

We missed the attendance of a few of our member's of our group, who had other commitment's, or reunion's to attend. **Ken Boden** was in the mid west for the GLAISER reunion ( I think he said it was in Mo.) hopefully we can get a recap on that in NOV. 5. also missing was our senior member, or senior AG. **Fred Olsen**, we tried to get Fred there but he was tending to a sick pet, so he wasn't able to attend. Maybe next time.

**Jim Black** was doing good, he is still exercising reg. ( 3 times a week ) and visiting his coffee shop, and over and above that he and his son have been doing a lot around the house, doing some lawn work, shoring up the fence, and growing tomatoes. I don't know if that mean's a lot of weeding, or just harvesting the tomatoes from the vine.

**Dan & Marilyn Collins** went on a road trip down to get some fresh northwest salmon, from the Indian Reservation. With the trip down to the reservation, and the hotel stay, It might not have been the less expensive salmon they ever bought, but it was freshly smoked, and tastiest salmon that they have eaten in a while.

President **Earl Kerr** and his wife **Lynn** were there with their two well mannered dogs brought some SWEET corn for the feast. They were down south in Centralia WA. working on reshingling a house. And Earl has the roofer's tan too prove it. He said that dog's were down on the ground bellowing that they thought it was TOO hot to be up on a roof, and implied that they had enough of this heat and maybe Earl should too. He attended the M's game the night before and stayed in Marysville with his daughter. (Unfortunately the M's lost to those DARN %\$#@!@ YANKEE'S).

**Jim and Judy Northup** also attended the meeting; they were quite busy this summer. He was reroofing a cabin

## FINANCE STATEMENT SEPTEMBER 2011

<b>September Balance</b>	\$13,652.39
Operating Funds	2,030.67
Scholarship Funds	702.15
Life Membership Funds	10,920.47

Note: \$20,000 was awarded to two scholarship recipients in September.

<b>USAA CD's</b>	\$176,882.68
Scholarship Funds	146,812.62
Life Membership	30,070.06

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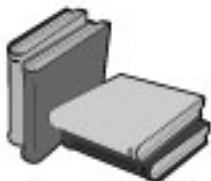
RADM John & Ivette Chubb USN RET  
AGC(AW) Rose Frazier USN RET  
Hampton Roads Chapter

### COMPUTER FUNDS DONATION

XAERM3 Alohonse J. Parisi USN REL

### GIFT MEMBERSHIP DONATIONS

AGCM Moon & Nadine Mullen USN RET



## CHAPTER NEWS

of his own (in WA you reroof your house during the three weeks of good weather that we have. What we call SUMMER!) Jim & Judy also did some blackberry pickin, and some clam diggin, and when there was some free time were pickling, and canning beet's and peaches. And he did some flagging for the logging crews if he was called upon. WHEEW! Is this what I have to look forward to upon my retirement? You folk's do more than I do in a week for the government except that I expect Jim & Judy are a lot better organized.

Our hosts, **Ray and Dee Berrian** were both in good health, and busy working around the house. They were putting in a new watering system, running new lines out to the field and throughout the yard. Even though the work was being done, they had set up a patio tent out back and an area to cook up this feast. They both were exceptional host's for us all.

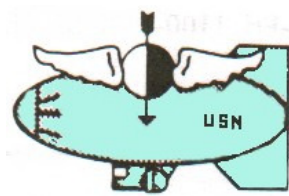
As for my father, and myself, we have been mostly idle this summer making an occasional dentist, or doctor's appointment. Where they tell us to cut down on the sweets or to lose a pound or two. Well that isn't going to happen today. My father doesn't answer too many e mail letters lately, so if you e mail him and he does not respond, don't get too upset . He hardly answer's any of them anymore.

We have decided to have another meeting on the 5th. of NOV. in Arlington Wa. at the Denny's there by the freeway. We will have it around 11:00 A.M. but will send out a definitive time a little later.

Those In Attendance for the Annual Dee's Picnic:

**DEE & RAY BERRIAN, JIM BLACK, EARL & LYNN KERR, DAN & MARILYNN COLLIN'S, JIM & JUDY NORTHUP, and FRANK & MARK BAILLIE**

*Submitted by Mark Baillie*



### AIRSHIP CHAPTER

President	Rod Elliott
Vice President	Al Parisi
Secretary/Treas	Gene Merrill
Reporter	Pam Elliott
Chaplain	Marie Garrity
Sunshine	Ann Bucher

The Airship Chapter had their Annual Picnic at the home of **Charlie and Carol Moffett** in Beach Haven on Long Beach Island in August. It was a small gathering. President **Rod Elliott** began the meeting with thanking all for attending and thanking the Moffett's for their hospitality. **Gene Merrill** presented the secretary/treasurer's reports. The meeting was adjourned. In the absence of Chaplain **Marie Garrity**, **Pam Elliott** offered the blessing prior to our meal. Attendees included: **Bill and Joan Suydam, Al and Jane Parisi, Gene and Carol Merrill, Rod and Pam Elliott, Henry and Bobbie Losch, Charlie and Carol Moffett.** As usual with a group of AG's, the rain began just as we were finishing our meal. Goes without saying! The deck had an awning so we were protected. We

wished our sick shipmates better health and hope to see them at the December Christmas meeting.

**Ray and JoAnn Bierly**, Hello Everyone. The light is changing and the days are getting cooler 80/60. Can't say that there is much happening here other than our volunteering at the hospital. Joann just chaired the Celebration of Life Service at the hospital on Saturday, October 1st and Ray still serves as Treasurer for the Auxiliary among other things. We are doing well and extend to everyone our hope for a Glorious Holiday Season.

**Mike and Marie Garrity**, we sure missed being with our shipmates on Long Beach Island for the picnic. Mike and I continue to have health issues. The one thing we still have is our sense of humor which keeps us going. Over all, life is good as our family is doing fine with the new great grand babies & thank God they are all working! But I know that, "God is good, All the time, All the time, God is good".

**Gene & Carol Merrill**, have just returned from our New England & Canada Cruise. We discovered Carol's youngest son has health issues. Please keep the family in your prayers.

**Norm Macomber**, spent nearly two weeks during August in the Pine Tree State of Maine. He visited his sister and brother-in-law, who still live in the homestead where he grew up. He also spent a week in a lake cottage. As part of his 83rd birthday celebration, Norm had a chance to participate in the Wings of Freedom Tour sponsored by the Collings Foundation based in Massachusetts. The group operates three WWII planes that they make available for display and flights - a B-24 Liberator, a B-17 Flying Fortress, and a P-51 Mustang. Norm had a 30 minute flight in the B-17 and enjoyed the experience.

**Toddy McGayhey**, there was a Family Reunion September 17th in Forked River which was a good time and all enjoyed visiting with the many generations in attendance. The Church Dinner some AG folk attend was October 6th. **Toddy** was joined by her son **Frank and his son Tommy**, along with Toddy's cousin **Catherine** who is staying with her and LR Upton's nephew and relation to Toddy, Walter and Linda Applegate. Others were: **Henry and Bobbi Losch and Rod and Pam Elliott.** This is always a nice function which allows shipmates to stay in touch. We missed the Merrill's as they were cruising.

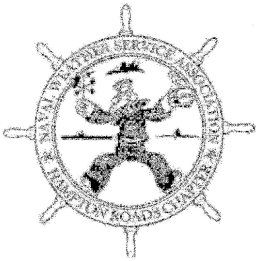
**Henry and Bobbi Losch**, Bobbi is anxiously awaiting her birthday, **her brother Ray and his wife Connie** are coming to help her celebrate. They are busy preparing for a trip to TX to visit daughter **Debbie, granddaughter Kaitlyn** and other relatives.

**Rod and Pam Elliott** continue to keep busy, Pam attends credit union conferences while Rod joins her. They have slowed the traveling since May, except for trips to VA Beach to see granddaughter **Hannah.** They will begin traveling in December, January and February.

Happy New Year's and Good Health to All

*Submitted by Reporter Pam Elliott*

## HAMPTON ROADS CHAPTER



President Chuck Fifield  
Vice Pres Bob Steiner  
Treasurer Bob Daigle  
Secretary Fay Crossley  
Social Coordinator Frank Muscari  
VA Hospital Coordinator Joan Akers  
CMAA  
Frank Muscari

Minutes of the Meeting Held at Cagney's  
in Virginia Beach- (Fall Meeting)

In attendance: (20) **Bob and Carol Daigle, Frank and Eve Muscari, Jack and Ann Salvato, Bob Steiner, Fay Crossley, Dennis and Susan Pauly, Ralph and LaRue Wright, Ted Lemond, Marilyn McDonald, John and Ive Chubb, Chuck and Eileen Fifield, Bob Wright and Joan Akers.** Regrets were received from **Ed Nelson**, in Mississippi helping granddaughter with 1st birthday. **Doris Stepaniak**, in Ohio helping with sick relative. Late regrets from **Dick and Mary Dempsey and Steve and Sylvia Shafer.**

The membership started gathering at Cagney's prior to the appointed hour of 3PM. Everyone was in good spirits and the social hour was filled with much talk and lots of laughter.

A brief Can Drive was conducted by HRC to support a young man working on his Eagle Scout project. **Ben Jumper** will be thrilled to get a trunk full of cans that Fay will deliver. Thanks to all that contributed. The VA



Assistant Coordinator also received a trunk full of soaps and shampoos and **Ted or Joan** will see it all gets to the hospital.

**YNC Ted Lemond  
USN RET delivers  
about 50 pounds of  
donated items to a  
representative of the  
VA Hospital. This is a  
part of an ongoing  
program by the  
Hampton Roads  
Chapter of the NWSA.**

*Thanks to AGC Fay  
Crossley USN RET*

**Thanks to all that brought in these donations.**

The 50/50 drawing (\$30) was won by **LaRue Wright**. The meeting was called to order about 3:45PM by President **Chuck Fifield**. The prayer was given by **John Chubb**. The membership was led in The Pledge Of Allegiance by the CMAA.

A motion was made by **Frank Muscari** and seconded by **Bob Wright** that the reading of the Secretary report be accepted as sent via email, this passed.

A review of the Board Meeting that was held at the Crossley home on August 14 was conducted. Membership received this report. These meetings will be conducted prior to each full meeting of HRC. It is hoped the Officer Meeting will help to shorten the meetings and allow for more social time.

The Treasurer's report was given by **Bob Daigle**. Checking had \$2000.14 and Savings \$1405.13 for a total of \$3405.27. Bob reported that he had received a Thank you card from the Nemcosky family for HRC's donation to the Memorial Fund in Marty's name. The Treasurer also reported that the Jessie Steiner Scholarship Fund had \$120 and more contributions were requested at this meeting. The Treasurer would then tabulate the donations and send in a check to NWSA Scholarship.

### Agenda:

1. By-Laws. A review of the proposed by-laws for HRC was conducted by the president. The proposed by-laws were sent to the membership and some copies were provided at the meeting. The membership is to review this document. Any suggestions for changes should be sent to the Secretary. Minor typographical errors will be corrected. As long as no fundamental corrections are proposed the final by-laws can be approved and signed at the January 2012 meeting. The major changes were to add the elected position of CMAA, and the change in the scholarship wording.

2. Projects and Charitable Works. The president reviewed HRC charity involvement. Keeping our long term VA commitment was considered to be the cornerstone of our "works". It was brought to the membership attention that short term involvement for special projects were encouraged. Suggestions should be sent to the secretary for further distribution and consideration. Getting involved with other groups through charity work will be helpful to get the word out about HRC.

3. Meeting Location. A discussion took place concerning the locations for HRC meetings. The January meeting will always be at Cagney's. The July meeting will always be the Picnic at Chubb's (as long as they are willing to host the event). This leaves open the meetings for April and October. It was suggested that HRC Members would come up with ideas for these meetings and develop the location, new and interesting sights are encouraged. **Frank Muscari** (Social Coordinator) will help with these meetings. Put on your thinking caps and come up with some good ideas.

4. Officer (Board) Meetings. Will be scheduled prior to each meeting. Location and date/time will be coordinated through the Secretary. Information will be forthcoming as to the late November or Early December meeting.

5. HRC members are encouraged to develop outings for the membership. These would not be meetings, but





## POTOMAC CHAPTER

President.....Vince Roper  
Vice President.....Jim Romano  
Secretary-Treasurer Tom Berkeridge  
Email [tbscode@aol.com](mailto:tbscode@aol.com)  
Tel 410.987.5384

Corresponding Secretary Don Cruse  
Email [don.cruse@verizon.net](mailto:don.cruse@verizon.net)  
Tel 703.723.1275 (cell 304.2152)

### POTCHAP CALENDAR

Oct 13 US Navy Birthday  
Oct 31 Halloween  
Nov 06 Daylight Saving Time ends  
Nov 08 Election Day  
Nov 11 Veterans' Day  
Nov 24 Thanksgiving Day  
Dec 07 Pearl Harbor Day  
Dec 21 Winter solstice  
Dec 25 Christmas Day

### ROSTER CHANGES

**CHAPPELL, AGCM Ray & Doreen** cellphone  
703.966.9152

**HORTCH, AGCS Leo** new address 1149 Heindel Rd  
York PA 17408-7392

**MCLEOD, AGC Elroy & Richele** new phone  
443.968.2780

**WEIGAND, CDR Peter & Marcia** new Email  
[weigandp@verizon.net](mailto:weigandp@verizon.net)

### PEOPLE NEWS

We are surrounded by autumn festivals and Oktoberfest. Now that this writer lives "in the country," all these events are much more visible.

Back in April **Helen Kelley** took action to reserve a NavSta Annapolis picnic site for our use—despite her ongoing chemo therapy. We greatly appreciate her effort. The chemo is now history but later **Rich Kelley** had surgery for a tumor in his leg. More recently, **Chuck Kincannon** had open heart surgery (aortic valve replaced) and is now walking again. We hear that **Vince Roper** is sporting a new pacemaker.

And by the way our June 11<sup>th</sup> picnic was really great, right on the bank of Severn River across from USNA. At our picnic the annual election of chapter officers resulted in the names displayed above. Thanks to **Mac McLeod** for heading the Nominating Committee.

On May 28 in Prince Frederick MD **Mac McLeod** and **Richele Sprague** tied the knot in a beautiful service held in St. John Vianney Catholic Church. A large contingent of PotChap people witnessed the ceremony and later enjoyed a fabulous feast. For their honeymoon, **Mac & Richele** drove to Baltimore and boarded the MS ENCHANTMENT for a five-day excursion to Bermuda. BTW her first husband, **Robert Sprague**, now deceased, was a submarine sailor. In his memory the church accepted all the monetary wedding gifts and added them to its Nicaragua housing construction fund.

social events only. Suggestions abounded at the August Board Meeting as well as the HRC Meeting on 10/9. Suggestions should be sent to the Secretary for distribution. The key to such events is advanced warning. Plan well ahead.

6. Collection for Scholarship Fund (Jessie Steiner). As discussed and outlined in the Treasurer's report.

7. Nominations of Officers/Continuation in office as proposed in the by-laws. The new by-laws stagger the election of officers. This is in order to keep some experienced officers. The new by-laws also stipulate that each officer will be in office for two years. The current officers agreed to be nominated for the upcoming elections, this does not preclude other nominations from being submitted. Once the by-laws are approved at our January meeting the elections will go forward as stipulated therein. After the by-laws are enacted, the President will select a committee to develop nominations for the upcoming elections, the committee will form after the July HRC meeting.

8. Old Business.

a. The 2011 reunion was mentioned and the president reminded HRC that we would have to make a decision about 2020 or 2021 in 2019.

9. New Business.

a. VA representative suggested not only is food for the homeless through the VA hospital required, but food for pets is needed as well.

b. It was also suggested Labels for Education could be developed as a project for HRC.

c. The new by-laws require an HRC member to pay dues this includes significant others. To be allowed to vote any person wanting to vote on HRC matters must be a member of HRC. \$5 per person is required.

d. The January Meeting will be at Cagney's on January 8, 2012 starting with social hour at 3pm.

10. For The Good Of The Order.

**Bonnie Terrazzo** - Fell and re-injured her ankle. She is progressing well.

**Doris Stephaniak** - In Ohio helping with daughter-in-law health issues.

**Dorothy Shay** - Spinal injury in car accident, long term care expected.

**Carmen Lee** - Weekend Walk for Mental Health, we hope she and Pam did well.

**Donna Crossley** - leg disorder, Doctor unsure what is causing lump MRI forthcoming.

HRC Membership is reminded to keep the secretary informed as to those in need of our thoughts and prayers. We feel that listing those in need can only help.

At 540PM a motion was made to adjourn by **Frank Muscari** and seconded by **Ted Lemond**, motion passed.

*Submitted by AGC Fay Crossley USN RET*



**Hazel Hudock** tells us that her youngest son, Father Paul, continues to serve as primary aide to the Bishop of WV, but his title is "Vocations Director" – meaning that he is a recruiter. At the end of August **Marge & I** lunched with **Hazel & Paul** in her apartment in Wheeling WV.

From Nantucket **Mo Gibbs** reports on his successful hip surgery "over in America." A long ferry ride—and expensive. **Tom Berkeridge** completed his 15-day trip to Spain, Portugal & Morocco despite the pain of gout. Hope those new pills work, Tom.

Think back to May in Malta. There was another gathering of meteorologists & oceanographers who had served in NATO billets. USN reps were **John Lincoln, Neil O'Connor, George Delano, Doc Carver**, and their spouses. These reunions occur periodically. John presented my paper describing two voyages into the Med in March/April 1942 when USS WASP (CV-7) ferried nearly 100 Spitfires badly needed by defenders of Malta. The Spitfires quickly countered the daily Luftwaffe bombing raids.

From Hawaii came an inquiry from **Gary G. Myers USMC (Ret)** asking about **Randall Richardson**. The Pacific Aviation Museum in Pearl needs to record the story of **Richardson**, who spent a lifetime flying in China. He was one of my classmates in Primary Aerog School. We graduated at Lakehurst January 1941 and **Richardson** became one of the Aerogs clandestinely recruited for duty with the Flying Tigers (others went into "The Rice Paddy Navy.") This story is still playing out.

**Lorraine d'Entremont** tries to keep up with various grandchildren, one of whom is attending UND in Grand Forks ND studying aeronautics. Son **Brian** continues to live with Mom and care for the house. Spoke to **Carl "Beetle" Bailey**, who lives down the Connecticut River Valley a little distance, about the passing of **Mike Kalles** on 6/15 – they were not close friends. Also checked with **John "Buzz" Buzzanco** and received the same answer—although when **John** was Command Senior Chief at the Naval Ice Center **Mike** was AG Detailer in BuPers across the Potomac.

Tropical storm IRENE moved N'wd along the Atlantic Coast at the end of August, requiring everybody to batten down the hatches. On occasions such as that, it's very nice to NOT have a boat to worry about. None of our PotChap members was seriously affected by IRENE or LEE, but huge floods occurred to the north of us.

With my CofS on board to do the navigating and help with driving, we departed on a long drive to NW Minnesota 8/28, spent two weeks with son & daughter-in-law, had lunch in Detroit Lakes MN with **Jim & Gerry Langemo**, visited a WI cousin, and attended annual reunion of USS WASP (CV-7) near O'Hare Int'l Airport. The **Langemos** shoved off on a tour of Russia with a large group of local friends at end of August.

Other recent travelers: **Mo & Millie Gibbs** (Oregon), **Will & Ella Gould** (Las Vegas w/ friends), **Tom & Mary Ann Miovas** (California wedding), **Tom & Gladys**

**Beasley** (RV-ing to Bedford PA and Lancaster PA), **Richie Freeman** (TX, CA & NY), **Buddy Bateman** (Mazatlan).

By the way, visitors to Bedford PA can tour the 9/11 monument in the new Shanksville Memorial Park.

Yes, our PotChap social schedule is non-existent this quarter, but there are gatherings nevertheless. For instance, **Dave Sokol** initiated a group dinner in Purcellville VA with NATO/MilOc friends. Then he followed up with a Leesburg lunch attended by himself and **Harriett, Randy & Joan Ashby, John & Janet Lincoln, Don & Marge Cruse**.

The **Lincolns** are preparing to return to Europe for several months, while the **Sokols** and the **Ashbys** are headed to San Diego for a cruise to Hawaii and back. **Richie Freeman** will spend Thanksgiving in Brooklyn NY with one of her sons & family. Before that holiday arrives we hope to convene another group of friends at Jerry's Seafood in Prince Frederick MD and include **Richie**.

What was originally the Glen Burnie MD group has begun gathering at **Ducharme's** place in Leisure World of MD. **Tom Beasley** seems to be the group coordinator and maintains contact with **Romanos, Andersons, Jim Dacy**, and the **Cruses**. Yes, a common element with this group is previous duty behind the fence at Fort Meade MD.

Which reminds me—I heard that **Mac & Richele McLeod** are laying plans for a winter stay in San Diego, where she has loads of family.

All PotChap people should stand by for another mid-winter dinner meeting at a time and place yet to be determined. With horses nearly ready to resume harness racing at Rosecroft Raceway in MD, there is the distinct possibility that we can return to our favorite haunt.

## HAPPENINGS

From HamRds Chap we learn of this NWSA Face book site: [www.facebook.com/group.php?gid=34563272172&ref=mf](http://www.facebook.com/group.php?gid=34563272172&ref=mf). Yes, "Friend" status is required for participation.

Newly selected Captains in METOC community: Raymond R. Delgado III, Henry A. Miller, John A. Okon, and Seven P. Sopko.

## From NAVY TIMES

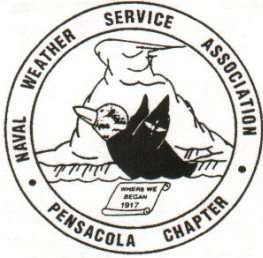
American Veterans Disabled For Life memorial is under construction in WashDC on a 2.4-acre site across from the U. S. Botanic Garden.

By now everyone with access to a telephone should know these are forbidden Area Codes: 809, 876 and 284. Be aware of flimflam artists who may snooker you into using one of these.

What happened to **LCOL Bill RESAVY USMC (Ret)** who was employed by SAIC until he dropped out of sight?

The Doolittle Raiders of WW2 will celebrate the 70<sup>th</sup> Anniversary of their historic mission on 17-20 April 2012 at the National Museum of the U.S. Air Force which is located in Dayton OH. Stand by for further details.

*Submitted by CDR Don Cruse USN RET*



## PENSACOLA CHAPTER

On 28AUG11, at 1530, the Pensacola Chapter met at Ski Beach. The following members were present::

**Pat and Libby O'Brien, Steve and Betsy Deola, Dave and Jerrie Dunlap, Howard and Shirley Graham, Bernie Bauer, Al and Helen Atwell, and Richard Tokryman.**

**Bernie Bauer** mentioned that one **LCDR Cecil Johnson USN (Ret)** owns a restaurant named Five Sisters Blues Café and members were encouraged to 'check it out'. So my wife and I did. It has indoor/outdoor seating, live jazz and blues on the weekends and some very good food. My wife being the budgeter she is, found a 'groupon' for the joint. We paid \$10 to get \$20 in food credit. When we go back I would pay. It doesn't look like the place is going out of business...ever!

Apparently, **Bob Selinka** was spotted digging out of a bunker at the Scenic Hills Golf Course. One of the observers apparently put blowing sand in the ob.

In related news, **Howard and Shirley Graham** are leaving Pensacola for the easier life in Monck's Corner, South Carolina as soon as the house sells. They may be staying a while longer.

**Don Cruse** hasn't slowed down even during the transition to a plush, fancy retirement community.

In July, the **O'Briens** traveled south to Miami to board the Oasis of the Seas for a seven day Caribbean Cruise with **Pat's** daughter and family. The weather was ideal, the ship was most impressive, and the get together with family - priceless. In August, Pat's youngest son, **Sean** and his family drove down to P'cola to spend a week. They had a great visit. The grandchildren really enjoyed the few days they spent at the Blue Angel Recreation Area. After the children left, **Pat & Libby** settled down and spent almost two months at home. In late September, they celebrated Libby's 70th by attending the last two days of the Fedex Cup golf tournament in Atlanta. Military, active & retired, received free tickets, and there was an armed forces hospitality tent opposite the 16th green where food and drink were provided free of charge. You might want to remember Coca Cola, Budweiser, Chick Filet, and Hooters the next time you're out and about. These companies were the primary sponsors. Libby was also treated to dinner at the revolving Sundial Restaurant atop the Westin Hotel in downtown Atlanta. The nighttime view of the city was awesome, the service excellent, and the food pricey not priceless. The next stop was supposed to be the mountains of Georgia or North Carolina for a couple of days, but the weather wouldn't cooperate. Therefore, they opted to go west and stayed in Huntsville, AL. at the

Army's Redstone Arsenal. They managed to get twenty-seven holes of golf on the Patriot Course while there. Then it was onto Evansville, IN, to visit Libby's youngest daughter and family. While there, Libby got to celebrate her birthday one more time. This time with cake and ice cream. In early Oct, they returned to P'cola, and as of this writing, they've been on a diet for six days. Pat said, "Too much of a good time requires sacrifices in order to fit in one's clothes."

That's all we have this time.

*Submitted by AG1 Steve Deola USN RET*



## CENTRAL COAST CHAPTER

President Harry Nicholson  
Sec/Treas Glenn Handlers

**Harry Nicholson** wrote 19 July he got a couple bits of news. With the earlier springtime celebration of FNMOC anniversary interest was generated about some of the early names connected with the Numerical application of weather and **Captain Paul Wolff** was one of the first Commanding Officers of the infant numbers game in Naval Weather. What happened to this pioneer? Well there are some in the neighborhood who knew him and kept in touch. It seems Paul Wolff walked the wind 16 Sep. 2009 less than a year after his wife Margaret died 20 Oct. 2008.

The other bit of news was **Captain Sam Houston** fell and broke a wrist and a rib. This may have happened in Sam's Park Lane Apartment.

Carl's analysis of July weather was what he called benign, with just a tad below normal for temperatures and precip which was all nighttime light drizzle. A normal summer time event on the coast is fog and July had one day more than normal with 9 days of heavy fog.

5 August 2011, **Captain Erika Sauer** took command of FNMOC when she relieved **Captain Jim Pettigrew** as Commanding Officer.

August weather was almost 3 degrees F below normal in temps and 11 days of measurable precip with a total of 0.16 Inches which is small but above normal for Aug.

In early Sep, the Oct. issue of Discover has an interesting article on fire, and as much of Texas and Oklahoma were having much warmer and windy weather than normal with wildfires destroying many homes. a little trivia about fire seems apropos.

America's deadliest fire took place 27 April 1865, aboard the Steamship Sultana. Among other passengers were 1,500 recently released Union prisoners traveling home up the Mississippi when the boilers exploded. The ship was 6 times over capacity which helps to explain the death toll of 1,547.

The Peshtigo fire in Wisconsin was the second deadliest blaze in United States History, taking 1,200 lives – four times as many as the Great Chicago Fire. Both conflagrations broke out on the same day, 8 Oct. 1871.

It seems odd that in 85 years I never heard of the Peshtigo Wisconsin fire, just the Great Chicago Fire and we often hear about the biased news media in the current day.

Sunday, 18 September, while shopping in the commissary at old Ft. Ord, I ran into **Charlie Workman**. We see each other once in a while in the commissary. Then 23 September, while shopping at COSTCO, I ran into **Barbara Lewitt**. She is doing OK but like the rest of us has good days and bad days.

**Carl Thormeyer's** Marina weather station indicated a normal September temperature-wise with only one day exceeding 80F. Precipitation, mostly drizzle was below normal. As the normal average precip is .28 inches and we got .27 that .01 inch below normal is a miniscule difference from normal.

The first week of October gave us a cooler than average frontal system pass through our local area and gave us rain for a couple or three days. It also dumped almost a foot of snow on the Donner Pass area between Sacramento and Reno on the 5th of Oct.

How many members of NWSA live in Wisconsin? For sure there is one who many in our community must know. **Frenchy Corbeille** lived in Washington State till about 2005 when he moved back to his home state of Wisconsin. Frenchy is a walker and a bird watcher among other things. From time to time Frenchy shared his outdoor walking experiences with a few friends. I am honored to be among that select group of people Frenchy calls friend. Though not sure exactly when I think it was around 2006 or 2007, Frenchy acquired a pup he named Boomer. It was then Frenchy's strolls through the woods of each early morning became more interesting. The editor of the Brillion Wisconsin weekly paper happened to get one of Frenchy's very descriptive messages about an early morning walk and asked Frenchy to write a weekly column for the Brillion Paper. The articles were titled "Glimpses of Brillion". The Brillion Nature Center became involved in Frenchy Corbeille's Glimpses and just this fall published some of Frenchy's 2009 articles in book form. 11 Oct. 2011 I received my copy of this fascinating view of nature through the eyes of a man who paints pictures with words. The non fiction book, Glimpses of Brillion Vol. 1 sells for 8 bucks plus 2.05 shipping and worth every penny of the investment for those who like to read about the world we live in as seen in Brillion Wisconsin. Am sure Vol. II for the year 2010 will be published later.

There is little news from the Monterey area at this time of year so that winds up this edition.

*Submitted by AGC Zane E. Jacobs USN RET*



## SOCAL CHAPTER

President	Bernie Cowenhour
Vice Pres	Steve Smith
Secretary/Treasurer	Morry Summey

As another year approaches its end, the Southern California Chapter would like to wish all NWSA Members birthday greetings and a wish that the New Year will bring good health and happiness to one and all.

### CHAPTER ACTIVITIES

The annual chapter's Labor Day picnic was held on Saturday 3 September 2011 at the home of **Bill Bridge**. The attendees were **David & Lola Rue, Al Hassen with Arlene Seek, Bernie & Delores Cohenhour, Morry Summey**, and our host, **Bill Bridge**. Bill invited his next door neighbor, who has attended other of our functions, including last year's picnic. The weather was gorgeous and the view from Bill's place had an outstanding view overlooking Mission Valley and Qualcomm Stadium. We spent a most pleasant evening reminiscing about the Navy, the Naval Weather Service, and past experiences before partaking of lots of good food. Once again it was a huge success, although more Chapter attendees would be nice.

The October Chapter business/luncheon meeting was held on Thursday, the 6<sup>th</sup> at the Admiral Baker Navy Golf Course Restaurant. Attendees were **Al Hassen, John Rodriguez, Al Marchment, Morry Summey, Bernie & Delores Cohenhour, and Davis & Lola Rue**. Some of the topics for discussion were a proposal by President **Cohenhour** that an E-Mail copy of the Chapter Newsletter could be sent to those members capable of, and interested in receiving it in that form. **Bernie** would send out the E-Mail. In the interest of expanding the chapter, he is also in close contact with the Fleet Weather Center at North Island, and would also include them in the transmission of the newsletter. A second discussion point, raised by **David Rue** was the Midway Museum. David volunteers at the museum. He pointed out that they do not have any displays of weather connected instruments or other display information. It was decided that the SOCAL Chapter would be willing to offer assistance, provided the museum indicated their desire for such assistance. Davis would serve as liaison.

The next Chapter Social Event is our annual Parade of Lights Dinner to be held on a Sunday in early December. To date, it has not been scheduled. As always, the SOCAL Chapter would like to extend an invitation to any NWSA members who might be in the San Diego area about that time. Just call **John Rodriguez or Morry Summey**.

### MEMBER ACTIVITIES

John Rodriguez supplied the following report.

The Japanese Navy ship ASWIGARA (DDG178) visited San Diego arriving Thursday morning, 18 August and departing Friday morning 26 August. Knowing that their schedule for Thursday, Friday and Saturday was pretty full, we extended an invitation for 15 of them for Sunday Champagne Brunch at Admiral Baker just down the hill from us. They had several more people who wanted to attend, so we extended the invitation to 20. Counting ourselves and the local liaison we wound up with 30. We told them it was from 10 until 1, but when **Fuji** and I

arrived at 9:30 am they were already there and we didn't leave until 3 pm. However, they had a really great time. Monday evening was their shipboard reception. We are usually given eight to ten extra invitations which we doled out to several of our yacht clubs. There was lots of food and drinks and the ship's crew put on a wonderful karaoke show in which even the CO performed. Of course there was also the traditional sake keg breaking. One our yacht club associates is also a co-owner of a brewery with his son-in-law. They extended an invitation to the CO and he accepted.

Tuesday morning to the CO and two others and they really enjoyed themselves. They make not only beer, but several kinds of hard liquor including whiskey and vodka. Last year they sold 25,000 bottles of beer. This year 50,000. Next year it will be 100,000 bottles and the year after that 200,000. The following year they will be moving to a new facility since the current one will have reached maximum capacity. Upon departure, the guests were presented with 4 cases of beer and a couple dozen sample bottles of hard liquor.

Anyway, on Wednesday we invited twenty people to our home for a BBQ. We wound up with thirty people. Luckily for us, our daughter **Yuri** came down from Davis for a two week visit. And was a great help with the get together. I drove the CO and four others back to the base at midnight and five cabs carried the other 25 there.

We were washing dishes and glassware all day Thursday and we went down Friday morning to see them off. The ships that were here in June and then went through the canal to Halifax are now on their way back to Japan after replenishing in Hawaii and will be arriving there the end of this month. The ASWIGARA has already returned to Japan.

**David & Lois Rue** will be celebrating their 50<sup>th</sup> anniversary with an eleven day cruise down the Mexican Riviera.

From **Bernie Cohnour**: R/P FLIP, Scripps Inst. Of Oceanography research platform was supported by Naval Weather Center San Diego. This support was arranged by Bernie Cohnour by a formal request for 2 weeks in September. FLIP was towed to NW of San Clemente Island and moored. NWC\_SD provided dailt Oceanography and weather forecasts which were of benefit during FLIP's operation. **BZ to NWC-SD**

Submitted by LCDR Morry Summey USN RET



## TRAVEL VIA THE MOON

When you're not booking a "tour group" trip overseas, or even worse sometimes, right here in the USA, car rental can be more expensive than hotel stays. One place to look for lower rates is on the computer at [www.rentalcars.com](http://www.rentalcars.com).

For a selection of most rental cars at the airport/city you select...you can also "google" rental cars and get a list of individual companies. And you can make reservations for your car right there on the computer, quite often for a lesser price than walking up to the counter at the airport. But, just like hotel reservations, if you give your credit card number, be sure you find out if there is a cancellation fee or when you can cancel without being charged! This warning should be considered also for overseas rentals.

Renting a car from the airport where you land is almost always more expensive than renting "in town" ... however, getting to those "in-town" locations via taxi/bus can be bringing the car rental up a little higher. The option at many cities is getting a "courtesy car" to your hotel where they also have a Car Rental desk in the lobby/near by. When making your hotel reservation, query them on the nearest car-rental office.

Car-rental offices love to add "extra" on your bill too. Want GPS ... additional insurance ...automatic gas fill-up at their cost ... check the 'add-on' charges. At the airport there are always "airport charges" which can be 10-15%; you will never get away from taxes and state add-on's ... planning to drop-off your car at a place other than where you picked it up??? Big bucks! Plan on 2 to 3 times the daily cost at most car rental agencies ... some will not even allow that! So plan your trip accordingly and consider that it may be cheaper to fly to another destination rather than rent a car and drive. One more item in the rental that can go unnoticed ...free mileage. Often low advertised rates will NOT include free mileage and you will end up paying for each mile you drive. And finally, look at your car before you accept it from the agent ...note any dents or appearance of damage ... and the mileage as noted on your contract ... have the agent witness/sign/change your copy of the contract before leaving. When driving away from the car rental lot, look at gas prices a couple of miles from the lot and remember where the cheap gas was ... a fill-up before turning it back can be expensive near the lot.

With the economy down and fewer people traveling, car rentals have been less during the past year and companies have increased their rates considerably ... get on the computer/800 numbers and look for good prices. Your credit card company and the insurance company for your personal car may cover rental cars ... check!

Renting in Europe? If a travel agent is doing it, understand what you are paying for ... what countries you can drive in with that rental ... ask the rental company before leaving the lot to confirm where you may drive/display certain permits. Avoid getting a rental car in cities such as London/Rome/Paris/Madrid & most major cities ... public transportation is better/cheaper. Parking your car even at many hotels can be costly (read \$5-10 a day). Think trains in Europe. Again, hotel concierges can be your answers to the best of rates/parking/routes ... ask. In many countries you will pay extra for automatic shift,



air-conditioning and larger vehicles and don't expect Interstate hiways. ENJOY!

Submitted by AGCS John Shay USN RET



### **CAPTAIN PAUL WOLFF USN RET**

16 September 2009

Submitted by AGC Zane Jacobs USN RET



### **LCDR KENNETH S. COLAW USN RET**

Kenneth Samuel Colaw, LCDR USN (Ret), passed away on August 1, 2011, in Pensacola, Florida. Born January 4, 1929 in Stephens City, Virginia, Ken was the son of Daniel Albert Colaw, Sr. and Atrill Stickley Cook. Preceded in death by his beloved wife of 47 years, **Dolly Louise Cate Colaw;**

his brother, **Daniel Albert Colaw, Jr.**, he is survived by his sister, **Mary Colaw Quanbeck** of Lewisville, Texas, his daughter **Jo Ella Colaw Flinton** of Oklahoma City, Oklahoma, four grandchildren, eleven great-grandchildren, nieces, nephews and friends.

LCDR Colaw enlisted in the U.S. Navy in 1945, rose through the ranks and retired in 1973. During his 28 year naval career as a meteorologist, he served aboard the USS Salisbury Sound and USS Shangri La. He was stationed in Guam, Okinawa, China, Alaska, Midway Island, Hawaii, the Philippines, and Spain. Military awards and decorations include the Good Conduct Medal, World War II Victory Medal, the Korean Service Medal, the Japanese Occupation Medal, the United Nations Medal, Asiatic-Pacific Campaign Medal, American Campaign Medal, the China Service Medal and the National Defense Medal.

After retiring from the U. S. Navy, Mr. Colaw worked as an environmental engineer for the State of Florida. He retired again in 1994 and enjoyed his life traveling, fishing and visiting with family and friends. The long time resident of Pensacola was a member of many local civic organizations, including the Veterans of Foreign Wars, Post 706; AMVETS, Post 292 and Loyal Order of Moose.

LCDR Kenneth S. Colaw was buried on August 5, 2011 at Barrancas National Cemetery with full military honors. VFW Post 706 hosted a luncheon after the service in his memory. The family thanks the VFW and requests that the VFW be the recipient of any memorial gifts.

God speed Ken! You were loved by many and will be missed by all.

### **AG1 ROBERT W. HUDMAN USN RET**

Submitted by AGCM Marty Bonk USN RET

### **AGC JAMES (JIM) B. VOLLMER USN RET**



August 17, 1941-July 24, 2011

Jim passed away in his home in Milpitas surrounded by his loving family. He is survived by his devoted wife **Sue**, his three children **Laura Sullivan (Kevin)**, **Jaime Orendac (Paul)**, and **James Vollmer (Dawn)**, and his three grandchildren **Paul Orendac**, and **Caden and Rylan Vollmer**. Jim

grew up and was a long time resident of Pacific Beach. He enlisted in the Navy in 1958 and served two tours of duty in Vietnam. He retired from the Navy in 1978, then pursued a career in meteorology, which was a life-long passion. He will be greatly missed by his family. His family will hold a private memorial service.

### **Dr. Helene Marie Stutsman Ph.D.**

Born February 7, 1920, in Philadelphia, PA as Helen Marie Reed. Her father, Tom Reed, was a railroad freight foreman, and her mother Helen was a housewife. She was the middle child between brothers **Tom** (oldest) and **John** (Jack). At 14, taking advantage of transferring to a new school, she changed her name to Helene by adding an "e". She graduated high school with honors and continued her education at Pierce College, a technical school, where she trained to be a corporate secretary. When WWII broke out, she joined the WAV corp. and trained as a meteorologist. Using her knowledge of weather patterns, she was assigned to the war room in Washington DC and decrypted Japanese messages, deciphered the first part of the message (which had the weather information) and forwarded her portion of the decrypted message for further processing. Very few individuals knew what Helene was doing for the war effort -- even her immediate supervisor did not have the appropriate security clearance. While in DC, she met and married **Lt. Robert E. Stutsman, MD, USNR**, Medical Corp. Over time, the Navy family moved to Philadelphia; Newfoundland, Canada; Miami; San Diego (twice); Sanford, Florida; and New Iberia, Louisiana. When Capt Stutsman retired from the Navy, the family moved to Little Rock, and eventually to Paradise Valley, Arizona. Following her children (**Robert, John, Reed, Peter and David**) reaching maturity, she enrolled in classes at Mesa Community College and upon the creation of Scottsdale Community College, transferred there where she obtained her AA degree. She then enrolled at Arizona State University where she obtained her B.S, Masters and Ph.D. degrees. Her near perfect 4.0 grade average while attending college was smudged by a B in a Spanish class. Upon graduation, she worked at the Beatitudes Center D.O.A.R. as a Program

Coordinator. She died August 10, 2011 at Hospice of the Valley Eckstein Center, of old age, which ravaged her body but not her spirit or mind -- which remained sharp to the end. She is preceded in death by her brothers and husband, but is survived by all of her children, along with numerous grandchildren and great-grandchildren. As the matriarch of her family, she will be missed. Her ashes will be interred at Arlington National Cemetery in Washington, D.C., alongside of her husband.

Submitted by CDR Don Cruse USN RET and AGCS Paul Johnson USN RET

*Don, An interesting obit about a Wave from before my time. Because there is no one from before your time, I thought I would see if you knew her or knew of her. Perhaps others would be interested if you want to forward. Hope all is well with you and yours.*

*Paul Johnson*

*Hi Charlie. Here is a piece of history that goes back to the WWII period when folks at NavSecGru Nebraska Avenue WashDC were trying hard to break the Japanese naval codes. I've read about that period and we know there were also Aerographers assigned to the spook shop in Pearl Harbor, some of whom we later encountered ourselves in NavSecGru.*

*Don Cruse*

### **LCDR RAYMOND WILSON HENNESSEY USN RET**



Born in Baltimore, Maryland on Dec. 24, 1929, Departed on Aug. 24, 2011 and resided in Middleburg, FL.

Let it be known, when tomorrow starts without me, and I'm not here to see; If the sun should rise and find your eyes are filled with tears for me. I wish so much you would

not cry the way you did today; while thinking of so many things we did not get to say. I know how much you cared... as much as I cared for you; And each time you think of me, I know you will miss me too. But when tomorrow starts without me, please try to understand that my Jean came, and called my name, and took me by the hand.

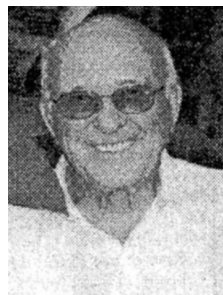
Funeral services for Raymond Wilson Hennessey LCDR, USN, 81, will be held 11AM Monday, August 29, 2011 at St. Luke's Catholic Church, 1606 Blanding Blvd., Middleburg, FL with Father Edward Rooney officiating. Interment will follow at a later date in Arlington National Cemetery. Raymond served his country proudly in the United States Navy, during The Korean Conflict and the Vietnam War. He retired as a LCDR with over 30 years of decorated service. Raymond was the past president of MOAA, and a member of the Naval Weather Service Association. He was a Navy Hurricane Hunter and

served in VW1 And VW4. After retirement Raymond went on to serve as a volunteer at Naval Hospital Jacksonville for over 20 years. Mr. Hennessey was predeceased by his loving wife, "**Jean**" Hennessey in 1992. He is survived by two daughters, **Debbie Hennessey, and Kathleen Hennessey Davitt**; and many other loving family members and friends.

*Submitted by AGCM Marty Bonk USN RET*

I had the privilege of serving with Ray several times from the early 50's until the early 70's, both as enlisted and commissioned. He also had two tours in VW-1. A sailor's sailor. *Submitted by LCDR Bud Horn USN RET*

### **AGCS WILLIE "BILL" SANDERS USN RET 1929-2011**



Sandy passed over the bar 8/09/11. He enlisted in the Navy in 1947, shortly after his high school graduation in London OH. As an Aerographer he served in Panama, Antarctica, Hawaii, Washington DC, and California.

While stationed in Op-533 Aerology in the Pentagon, Sandy worked with Jim King in Communications. At that time the AG Detailer was Yag

Crawford and then Bulldog Drummond. Bob Freeman was in Climatology with Joe Frosio and Jack Keyser while Doc Blanchard and Al Atwell were assigned to R&D with Dan Rex and Florence Van Straten. Sandy met Shirley Jean Meili and they were married in 1950. Later they had three children.

Sandy retired from USN in 1968 and went to National Weather Service office in Las Vegas NV, then in 1971 to Concordia KS. He retired there in 1975.

*Submitted by CDR Don Cruse*

### **AGCM MICHAEL KALLES USN RET 1938-2011**

Mike passed away 6/15/11 at Potomac Hospital, Woodbridge VA. He leaves a daughter, Kelly. Mike was born in Tacoma WA and shipped into the Navy there. Fresh from Aerographer (A) School on NAS Lakehurst he filled a one-man billet in USS GENERAL BUTNER, a large transport operating between NYC and Bremerhaven. After four years (the AG Detailer lost his file) Mike went to FWF Yokosuka, where he was advanced to AG2.

During the Viet Nam war Mike served in a carrier on three deployments. He then went to BuPers in WashDC and filled the AG Detailer billet from 1978-81. He served an additional tour in BuPers as Master Chief Petty Officer detailer before retiring in 1983.

Until his wife, JoAnn, died in 1995 Mike managed the Rental Depot located in Woodbridge VA. He commented that after that he became "Master of the Crock Pot." His subsequent years were devoted to caring for Kelly.

*Submitted by CDR Don Cruse USN RET*

*From Historian Don Cruse Column in NWSA Aerograph dtd 11 November 2009, Vol 33-4.*

**Mike Kalles** was a prime example of a young, inexperienced AG3 going to sea directly from Primary Aerographer School. He relieved another AerM in USNS BUTNER (TAP-113) in 1956 and remained aboard until 1959. Somehow the Navy lost his personnel records when Seavey-Shorevey was effected. During those years BUTNER served the North Atlanticroute between New York-Southampton-Bremerhaven, transporting troops and families.

Mike made forty-four Atlantic crossings in BUTNER. After being aboard BUTNER for many voyages and advancing to AG2, Mike was designated Leading Quartermaster in N Division. *(Editor)*

### **CWO WALTER M. WINFREY USN RET 1915-2011**

Walt passed over the bar in Rome NY 9/14/11. He was born in New Britain CT but orphaned at age six. Sent to Chicago he graduated from Moose Heart High School there and began his naval service in 1936. His first enlistment was spent in USS WEST VIRGINIA (BB-48) as a Seaman First Class. One highlight was the cruise from her west coast home port to NYC for the 1940 World's Fair.

After shipping over Walt was assigned to Class 20, Primary Aerographer School on NAS Lakehurst NJ and graduated in January 1941. He was transported to NAS Seattle and NAS Dutch Harbor in Alaska before being captured by the Japanese Army on Kiska in the Aleutians. Aerog3/c Jim Turner from Class 20 was also captured. More than three years as a POW in Japan followed.

After repatriation in 1945 and brief hospitalization, Walt attended Class C-3 at Lakehurst as CAerM. He married Rose in 1946 and was promoted to CWO2. Orders to NOTS Inyokern CA followed. A daughter was born and the family went to Guam and Saipan before rotating to NAS Quonset Point RI. Summer 1952 brought orders to Point Barrow, Alaska for a one-year Arctic research project, and promotion to CWO3.

Assignments to NAS Alameda, NavSta Midway, and NPGS Monterey followed before retirement from the Navy in May 1957. The family relocated to Rome NY and reconnected with Rose's family there. A son was born in 1962. Walt spent twenty years working at Rome State School, and then retired. Macular degeneration affected his eyesight during the latter years of his life.

### **AGC BOB LLOYD USN RET**

Robert Baldwin Lloyd (1933 - 2011) was born in Newton, Iowa on October 3, 1933, the sixth of nine children born to **Edward and Rena Lloyd**. He was an Eagle Scout. After graduation from Newton High School and a year at the University of Northern Iowa, he enlisted in the Navy, spending a fulfilling twenty year career which took him from Adak, AK to Rota, Spain, and many an interesting point in between. He was quietly proud of his weather

forecasting abilities, which were put to use in the difficult political atmosphere of the 1960's.

Bob loved to fly, and held a private pilot's license for many years.

After retiring from the Navy, he completed his BA and MA in History from the University of West Florida and taught briefly before embarking on a second twenty year career evaluating naval training programs in the federal civil service.

Bob loved music, singing for many years in Barbershop Quartets and church choirs, and spent many hours and miles pursuing his love for history in family genealogical research. He was an active member of Christ Episcopal Church and the Brotherhood of St. Andrew, the Naval Weather Service Association, the Navy League and the West Florida Genealogical Society. After he retired, he was a docent at Pensacola Historical Village for several years until his health declined.

Bob was preceded in death by his parents, two brothers **Edward and Richard**, and a young daughter, **Mary Suzanne**.

He is survived by his wife of fifty three years, **Elsbeth Andrus Lloyd**; two daughters, **Margaret (Brian) Lenharth** of Tucson, AZ and **Lucy** of Downers Grove, IL; one son, **Dr. Robert (Ann) Lloyd, Jr.** of Thousand Oaks, CA; ten grandchildren, **Andrew, Philip, Ellyn, Owen, David Lawrence, William, David Robert, Benjamin, Peter, Paul**, and one great-granddaughter, **Micah**. He is also survived by two sisters, **Delores Butler and Mary Ann Iske** and four brothers, **Donald, James, Larry and Thomas**. He leaves behind a large and loving extended family of nephews and nieces, whom he loved dearly.

Memorial services will be held on Friday, October 14, 2011 at 9:30 am at Christ Episcopal Church. A private interment will be held at Barrancas National Cemetery.

The family would like to thank **Dr. Thomas Tan** and Covenant Hospice for the loving and compassionate care that eased our husband and father's last days.

In lieu of flowers, please make memorials to the Naval Aviation Museum or Music at Christ Church.

### **HAPPY 50<sup>TH</sup> BIRTHDAY USS ENTERPRISE CVN-65**



The Enterprise is the oldest active warship and the world's first nuclear-powered aircraft carrier. It will celebrate 50 years of service 25 November 2011. This reunion will be especially poignant because the ship is scheduled to be decommissioned in 2012.



My grandson was visiting one day when he asked, "Grandma, do you know how you and God are alike?"

I mentally polished my halo, while I asked, "No, how are we alike?"

"You're both old," he replied.

Submitted by Captain Frenchy Corbeille USN RET

### STEPPED FREQUENCY MICROWAVE RADIOMETERS INSTALLED ON HURRICANE HUNTER AIRCRAFT

Instruments that measure surface winds are attached to the wings of C130 aircraft that fly through hurricanes. These instruments, known as stepped frequency microwave radiometers, provide important information about storm intensity and are able to measure the wind speeds by detecting levels of radiation emitted from foam created by these high speed winds. The devices provide forecasters at NOAA's National Hurricane Center with real-time data about intensity changes and rainfall rates of a particular storm system. The instruments were installed on aircraft of the Air Force Reserve 53rd Weather Reconnaissance Squadron in 2008 and will be used to collect information about tropical storms during missions.

### THIS IS A REAL PROBLEM



A man blamed a low-flying pelican and a dropped cell phone for his veering his million-dollar sports car off a road and into a salt marsh near Galveston, about 35 mi. southeast of Houston.

A Lufkin TX, man told of driving his French-built Bugatti-Veyron when a low flying pelican distracted him. The motorist dropped his cell phone, reached to pick it up and veered off the road and into the salt marsh. The car was partially-submerged in the brine about 20 feet from the road when police arrived.

The driver seemed to take his very expensive mistake in stride. "He was calm," "If it had been me, I'd have been cussing, but he was calm. I imagine inside he was probably pretty upset."

The Bugatti Veyron is the fastest and most expensive production car in the world.

A 2006 Bugatti Veyron was recently offered for sale in Jonesboro, Ark., for \$1.25 million.

### IS NAVAL AVIATION CULTURE DEAD?

Proceedings Magazine, September 2011 Vol. 137/9/1,303

By John Lehman

We celebrate the 100th anniversary of U.S. naval aviation this year, but the culture that has become legend was born in controversy, with battleship admirals and Marine generals seeing little use for airplanes. Even after naval aviators proved their worth in World War I, naval aviation faced constant conflict within the Navy and Marine Corps, from the War Department, and from skeptics in Congress. Throughout the interwar period, its culture was forged largely unnoted by the public.

It first burst into the American consciousness 69 years ago when a few carrier aviators changed the course of history at the World War II Battle of Midway. For the next three years the world was fascinated by these glamorous young men who, along with the Leathernecks, dominated the newsreels of the war in the Pacific. Most were sophisticated and articulate graduates of the Naval Academy and the Ivy League, and as such they were much favored for Pathé News interviews and War Bond tours. Their casualty rates from accidents and combat were far higher than other branches of the naval service, and aviators were paid nearly a third more than non-flying shipmates. In typical humor, a pilot told one reporter: "We don't make more money, we just make it faster."

Landing a touchy World War II fighter on terra firma was difficult enough, but to land one on a pitching greasy deck required quite a different level of skill and *sangfroid*. It took a rare combination of hand-eye coordination, innate mechanical sense, instinctive judgment, accurate risk assessment, and most of all, calmness under extreme pressure. People with such a rare combination of talents will always be few in number. The current generation of 9-G jets landing at over 120 knots hasn't made it any easier.

Little wonder that poker was a favorite recreation and gallows humor the norm. In his book *Crossing the Line*, Professor Alvin Kernan recounts when his TBF had a bad launch off the USS *Suwanee* (CVE-27) in 1945. He was trying desperately to get out of the sinking plane as the escort carrier sped by a few feet away. Looking up, he saw the face of his shipmate, Cletus Powell (who had just won money from him playing blackjack), leaning out of a porthole shouting "Kernan, you don't have to pay. Get out, get out for God's sake." No wonder such men had a certain swagger that often irritated their non-flying brothers in arms.

### Louis Johnson's Folly

By war's end more than 100 carriers were in commission. But when Louis Johnson replaced the first Secretary of Defense, Jim Forrestal—himself one of the original naval aviators in World War I — he tried to eliminate both the Marine Corps and naval aviation. By 1950 Johnson had ordered the decommissioning of all but six aircraft carriers. Most historians count this as one of the important factors in bringing about the invasion of South Korea, supported by both China and the Soviet Union. After that initial onslaught, no land



airbases were available for the Air Force to fight back, and all air support during those disastrous months came from the USS *Valley Forge* (CV-45), the only carrier left in the western Pacific. She was soon joined by the other two carriers remaining in the Pacific.

Eventually enough land bases were recovered to allow the Air Force to engage in force, and more carriers were recommissioned, manned by World War II vets hastily recalled to active duty. James Michener's *The Bridges at Toko-Ri* and Admiral James Holloway's *Aircraft Carriers at War* together capture that moment perfectly. Only later was it learned that many of the enemy pilots were battle-hardened Russian veterans of World War II.

By the time of the armistice, the Cold War was well under way, and for the next 43 years, naval aviation was at the leading edge of the conflict around the globe. As before, aviators suffered very high casualties throughout. Training and operational accidents took a terrible toll. Jet fighters on straight decks operating without the sophisticated electronics or reliable ejection seats that evolved in later decades had to operate come hell or high water as one crisis followed another in the Taiwan Strait, Cuba, and many lesser-known fronts.

Between 1953 and 1957, hundreds of naval aviators were killed in an average of 1,500 crashes per year, while others died when naval intelligence gatherers like the EC-121 were shot down by North Koreans, Soviets, and Chinese. In those years carrier aviators had only a one-in-four chance of surviving 20 years of service.

#### **Vietnam and the Cold War**

The Vietnam War was an unprecedented feat of endurance, courage, and frustration in ten years of constant combat. Naval aviators flew against the most sophisticated Soviet defensive systems and highly trained and effective Vietnamese pilots. But unlike any previous conflict, they had to operate under crippling political restrictions, well known to the enemy. Antiaircraft missiles and guns were placed in villages and other locations known to be immune from attack. The kinds of targets that had real strategic value were protected while hundreds of aviators' lives and thousands of aircraft were lost attacking easily rebuilt bridges and "suspected truck parks," as the U.S. government indulged its academic game theories.

Stephen Coonts' *Flight of the Intruder* brilliantly expressed the excruciating frustration from this kind of combat. During that period, scores of naval aviators were killed or taken prisoner. More than 100 squadron commanders and executive officers were lost. The heroism and horror of the POW experience for men such as John McCain and Jim Stockdale were beyond anything experienced since the war with Japan.

Naturally, when these men hit liberty ports, and when they returned to their bases between deployments, their partying was as intense as their combat. The legendary stories of Cubi Point, Olongapo City, and the wartime Tailhook conventions in Las Vegas grew with each passing year.

Perhaps the greatest and least known contribution of naval aviation was its role in bringing the Cold War to a close. President Ronald Reagan believed that the United States could win the Cold War without combat. Along with building the B-1 and B-2 bombers and the Peacekeeper missile, and expanding the Army to 18 divisions, President Reagan built the 600-ship Navy and, more important, approved the Navy recommendation to begin at once pursuing a forward strategy of aggressive exercising around the vulnerable coasts of Russia. This demonstrated to the Soviets that we could defeat the combined Warsaw Pact navies and use the seas to strike and destroy their vital strategic assets with carrier-based air power.

Nine months after the President's inauguration, three U.S. and two Royal Navy carriers executed offensive exercises in the Norwegian Sea and Baltic. In this and subsequent massive exercises there and in the northwest Pacific carried out every year, carrier aircraft proved that they could operate effectively in ice and fog, penetrate the best defenses, and strike all of the bases and nodes of the Soviet strategic nuclear fleet. Subsequent testimony from members of the Soviet General Staff attested that this was a major factor in the deliberations and the loss of confidence in the Soviet government that led to its collapse.

During those years naval aviation adapted to many new policies, the removal of the last vestiges of institutional racial discrimination, and the first winging of women as naval aviators and their integration into ships and squadrons.

#### **Break the Culture**

1991 marked the dissolution of the Warsaw Pact and the end of the Cold War. But as naval aviation shared in this triumph, the year also marked the start of tragedy. The Tailhook Convention that took place in September that year began a scandal with a negative impact on naval aviation that continues to this day. The over-the-top parties of combat aviators were overlooked during the Vietnam War but had become accidents waiting to happen in the postwar era.

Whatever the facts of what took place there, it set off investigations within the Navy, the Department of Defense, the Senate, and the House that were beyond anything since the investigations and hearings regarding the Pearl Harbor attack. Part of what motivated this grotesquely disproportionate witch hunt was pure partisan politics and the deep frustration of Navy critics (and some envious begrudgers within the Navy) of the glamorous treatment accorded to the Navy and its aviators in Hollywood and the media, epitomized by the movie *Top Gun*. Patricia Schroeder (D-CO), chair of the House Armed Services Committee investigation, declared that her mission was to "break the culture," of naval aviation. One can make the case that she succeeded.

What has changed in naval aviation since Tailhook? First, we should review the social/cultural, and then

professional changes. Many but not all were direct results of Tailhook.

### **De-Glamorization' of Alcohol**

Perhaps in desperation, the first reaction of Pentagon leadership to the congressional witch hunt was to launch a massive global jihad against alcohol, tellingly described as "de-glamorization." While alcohol was certainly a factor in the Tailhook scandal, it was absolutely not a problem for naval aviation as a whole. There was no evidence that there were any more aviators with an alcohol problem than there were in the civilian population, and probably a good deal fewer.

As a group, naval aviators have always been fastidious about not mixing alcohol and flying. But social drinking was always a part of off-duty traditional activities like hail-and-farewell parties and especially the traditional Friday happy hour. Each Friday on every Navy and Marine air station, most aviators not on duty turned up at the officers' club at 1700 to relax and socialize, tell bad jokes, and play silly games like "dead bug." But there was also an invaluable professional function, because happy hours provided a kind of sanctuary where junior officers could roll the dice with commanders, captains, and admirals, ask questions that could never be asked while on duty, listen avidly to the war stories of those more senior, and absorb the lore and mores of the warrior tribe.

When bounds of decorum were breached, or someone became over-refreshed, as occasionally happened, they were usually taken care of by their peers. Only in the worst cases would a young junior officer find himself in front of the skipper on Monday morning. Names like Mustin Beach, Trader Jon's, Miramar, and Oceana were a fixed part of the culture for anyone commissioned before 1991. A similar camaraderie took place in the chiefs' clubs, the acey-deucey clubs, and the sailors' clubs.

Now all that is gone. Most officers' and non-commissioned officers' clubs were closed and happy hours banned. A few clubs remain, but most have been turned into family centers for all ranks and are, of course, empty. No officers dare to be seen with a drink in their hand. The JOs do their socializing as far away from the base as possible, and all because the inquisitors blamed the abuses of Tailhook '91 on alcohol abuse. It is fair to say that naval aviation was slow to adapt to the changes in society against alcohol abuse and that corrections were overdue, especially against tolerance of driving while under the influence.

But once standards of common sense were ignored in favor of political correctness, there were no limits to the spread of its domination. Not only have alcohol infractions anonymously reported on the hot-line become career-enders, but suspicions of sexual harassment, homophobia, telling of risqué jokes, and speech likely to offend favored groups all find their way into fitness reports. And if actual hot-line investigations are then launched, that is usually the end of a career, regardless

of the outcome. There is now zero-tolerance for any missteps in these areas.

### **Turning Warriors into Bureaucrats**

On the professional side, it is not only the zero-tolerance of infractions of political correctness but the smothering effects of the explosive growth of bureaucracy in the Pentagon. When the Department of Defense was created in 1947, the headquarters staff was limited to 50 billets. Today, 750,000 full time equivalents are on the headquarters staff. This has gradually expanded the time and cost of producing weapon systems, from the 4 years from concept to deployment of Polaris, to the projected 24 years of the F-35.

But even more damaging, these congressionally created new bureaucracies are demanding more and more meaningless paperwork from the operating forces. According to the most recent rigorous survey, each Navy squadron must prepare and submit some 780 different written reports annually, most of which are never read by anyone but still require tedious gathering of every kind of statistic for every aspect of squadron operations. As a result, the average aviator spends a very small fraction of his or her time on duty actually flying.

Job satisfaction has steadily declined. In addition to paperwork, the bureaucracy now requires officers to attend mandatory courses in sensitivity to women's issues, sensitivity and integration of openly homosexual personnel, and how to reintegrate into civilian society when leaving active duty. This of course is perceived as a massive waste of time by aviators, and is offensive to them in the inherent assumption that they are no longer officers and gentlemen but coarse brutes who will abuse women and gays, and not know how to dress or hold a fork in civilian society unless taught by GS-12s.

One of the greatest career burdens added to naval aviators since the Cold War has been the Goldwater-Nichols requirement to have served at least four years of duty on a joint staff to be considered for flag, and for junior officers to have at least two years of such joint duty even to screen for command. As a result, the joint staffs in Washington and in all the combatant commands have had to be vastly increased to make room. In addition, nearly 250 new Joint Task Force staffs have been created to accommodate these requirements. Thus, when thinking about staying in or getting out, young Navy and Marine aviators look forward to far less flight time when not deployed, far more paperwork, and many years of boring staff duty.

### **Zero-Tolerance Is Intolerable**

Far more damaging than bureaucratic bloat is the intolerable policy of "zero-tolerance" applied by the Navy and the Marine Corps. One strike, one mistake, one DUI, and you are out. The Navy has produced great leaders throughout its history. In every era the majority of naval officers are competent but not outstanding. But there has always been a critical mass of fine leaders. They tended to search for and recognize the qualities making up the right stuff, as young JOs looked up the chain and emulated the top leaders, while the seniors in

turn looked down and identified and mentored youngsters with promise.

By nature, these kinds of war-winning leaders make mistakes when they are young and need guidance—and often protection from the system. Today, alas, there is much evidence that this critical mass of such leaders is being lost. Chester Nimitz put his whole squadron of destroyers on the rocks by making mistakes. But while being put in purgatory for a while, he was protected by those seniors who recognized a potential great leader. In today's Navy, Nimitz would be gone. Any seniors trying to protect him would themselves be accused of a career-ending cover-up.

Because the best aviators are calculated risk-takers, they have always been particularly vulnerable to the system. But now in the age of political correctness and zero-tolerance, they are becoming an endangered species.

Today, a young officer with the right stuff is faced on commissioning with making a ten-year commitment if he or she wants to fly, which weeds out some with the best potential. Then after winging and an operational squadron tour, they know well the frustrations outlined here. They have seen many of their role models bounced out of the Navy for the bad luck of being breathalyzed after two beers, or allowing risqué forecastle follies.

#### 'Dancing on the Edge of a Cliff'

They have not seen senior officers put their own careers on the line to prevent injustice. They see before them at least 14 years of sea duty, interspersed with six years of bureaucratic staff duty in order to be considered for flag rank. And now they see all that family separation and sacrifice as equal to dancing on the edge of a cliff. One mistake or unjust accusation, and they are over. They can no longer count on a sea-daddy coming to their defense.

Today, the right kind of officers with the right stuff still decide to stay for a career, but many more are putting in their letters in numbers that make a critical mass of future stellar leaders impossible. In today's economic environment, retention numbers look okay, but those statistics are misleading.

Much hand-wringing is being done among naval aviators (active-duty, reserve, and retired) about the remarkable fact that there has only been one aviator chosen as Chief of Naval Operations during the past 30 years. For most of the last century there were always enough outstanding leaders among aviators, submariners, and surface warriors to ensure a rough rotation among the communities when choosing a CNO. The causes of this sudden change are not hard to see. Vietnam aviator losses severely thinned the ranks of leaders and mentors; Tailhook led to the forced or voluntary retirement of more than 300 carrier aviators, including many of the finest, like Bob Stumpf, former skipper of the Blue Angels.

There are, of course, the armchair strategists and think-tankers who herald the arrival of unmanned aerial

vehicles as eliminating the need for naval aviators and their culture, since future naval flying will be done from unified bases in Nevada, with operators requiring a culture rather closer computer geeks. This is unlikely.

As the aviator culture fades from the Navy, what is being lost? Great naval leaders have and will come from each of the communities, and have absorbed virtues from all of them. But each of the three communities has its unique cultural attributes. Submariners are imbued with the precision of engineering mastery and the chess players' adherence to the disciplines of the long game; surface sailors retain the legacy of John Paul Jones, David G. Farragut and Arleigh "31 Knot" Burke, and have been the principal repository of strategic thinking and planning. Aviators have been the principal source of offensive thinking, best described by Napoleon as "*L'audace, l'audace, toujours l'audace!*" (Audacity, audacity, always audacity!)

Those attributes of naval aviators—willingness to take intelligent calculated risk, self-confidence, even a certain swagger—that are invaluable in wartime are the very ones that make them particularly vulnerable in today's zero-tolerance Navy. The political correctness thought police, like Inspector Javert in *Les Misérables*, are out to get them and are relentless.

The history of naval aviation is one of constant change and challenge. While the current era of bureaucracy and political correctness, with its new requirements of integrating women and openly gay individuals, is indeed challenging, it can be dealt with without compromising naval excellence.

But what does truly challenge the future of the naval services is the mindless pursuit of zero-tolerance. A Navy led by men and women who have never made a serious mistake will be a Navy that will fail.

**Dr. Lehman was the 65th Secretary of the Navy and a member of the 9/11 Commission.**



## THE PEACOCKS AT MONTEREY CA

Howdy Zane,

You made mention of the peacocks on display at the Naval Postgraduate School grounds. I can provide the background on how they got there.

In October 1966, my class was graduating and I was the only member who had finished work on his thesis. The class leader appointed me and one other fellow, who was settling for a bachelor's degree and not writing a thesis, to procure a tree for our class to plant somewhere on the school grounds. That was the ongoing tradition at that time, and may still be so. My partner in crime, one **LT Donald C. Witt USN**, killed in Vietnam riverboat action a few months later, suggested we do something more constructive than plant a tree for dogs to pee on.

We mulled it over some, and came up with the thought of peafowl, believing they would go a long way in lending color to the place. A search of the want ads (no e-Bay yet) disclosed a farmer out in Carmel Valley about 30 miles away who had some for sale. We motored out to his place, explained our needs (wants) and he agreed to donate two peacocks and two peahens to our project. We figured four would be sufficient.

Next step was to approach the admiral to see if our intended class gift would be appropriate. The flag secretary was pessimistic but the admiral was quite the reverse. We planned to bring in our peafowl on a Saturday morning and he had the Public Works folks working well into the night Friday building a suitable enclosure. Said enclosure took in the tops of two eucalyptus trees! Definitely not your typical bird cage. Saturday morning, Don and I retrieved the birds, stuffed them in gunny sacks and put them in my new Volkswagen Squareback Sedan (which never smelled new again after that transport). We hauled the sacks into the enclosure, amid much hoopla and fanfare, including Monterey Peninsula Herald shutterbugs and reporters, and emptied the sacks. The admiral was most pleased and our traditional departing gift to the school was delivered.

I was back in the area TAD to Fleet Numbers in the summer of '69 and noted that the peafowl had multiplied. The huge cage was left open so the birds roamed (and crapped) all over the place. I was sitting in the barber chair, the window was open, and a beautiful peacock flew into a live oak tree right outside the window, spread his tail, and let out a loud raucous call. I commented to the barber on what a pretty sight it made, hoping to lead up to the fact that I was one of the folks who were instrumental in establishment of their presence.

The barber responded with "Yea, some goddam class graduated a few years ago and left them bastards here, and now they're all over the place, squawking and yelling, even into the night". I decided he didn't really need to know of my role in the peafowl procurement, and not wanting to jeopardize the outcome of my haircut, I merely muttered something along the line of "I always wondered where they came from".

*Submitted by Captain Frenchy Corbeille USN RET*

## BRIEF HISTORY OF RAINFALL MEASUREMENT HOW LONG HAVE PEOPLE BEEN TRACKING PRECIPITATION?

In his book *Meteorologica*, Aristotle (340BC) mentioned topics such as clouds, mist, rain, snow, etc, but not the measurement of precipitation. Measuring rain and keeping records of it was apparently still far off in the future.

The earliest quantitative device for measuring rainfall seems to be credited to a king in Korea called King Sejong who lived from 1397 to 1450. One of his goals as king was to make his people literate, so not only did he invent a rain gauge, but more importantly, he invented a phonetic alphabet for the Korean language as distinct from the Chinese characters widely in use in his time and movable type for that alphabet.

He decided that instead of digging into the soil to check for moisture, it would be better to have a standardized container about 30cm in depth and 14cm in diameter that stood on a pillar to measure the rainfall. These containers were to help villagers determine their potential harvest and to give King Sejong a better idea of how much the farmers should be taxed! So, these standard containers were distributed to each village. The rain gauge was invented in the fourth month of 1441, according to records.

The tipping bucket rain gauge was invented by Christopher Wren in Europe around 1661 and used the standard of weight, or sometimes volume, of the liquid precipitation. This tipping bucket idea is still used in many of the automated electronic gauges today.

In 1887, Mr. Abbe Cleveland wrote a manual on "Meteorological Apparatus and Methods" for the U.S. Army Signal Corps (agency responsible for U.S. weather observations at the time). In this booklet, Mr. Cleveland described the standards for the weather gauges to be used by the U.S. Army Signal Corps. This standard 8 inch diameter gauge is still in use by many National Weather Service offices and cooperative weather observers across the United States and abroad.

*Submitted by LCDR Bruce DeWald USN RET*

## USS FORRESTAL FIRE SURVIVORS REUNITE Survivors Recall, Cope With Navy





Wednesday, September 14, 2011

JACKSONVILLE, Fla. -- The 1967 USS Forrestal fire is considered one of the greatest tragedies in U.S. Navy history. In all, 134 sailors died when several bombs went off on the flight deck.

Many of the survivors reunited in Jacksonville on Wednesday, where the carrier was home ported from 1977 to 1990. "A lot of us thought we were being attacked," said Ken Killmeyer, historian for the USS Forrestal Association. The men were united by the same near-death experience. In 1967, they were Navy sailors serving in Vietnam aboard the USS Forrestal when one morning, a rocket accidentally ignited on the flight deck.

"That weapon fragmented and hit the external fuel tanks of two aircraft," Killmeyer said. "One was (U.S. Sen.) John McCain's and one was Fred White." The fire set off nine bombs, killing 134 sailors. The devastation was so bad that many of the survivors couldn't bring themselves to talk about it.

"Because this is traumatic, so you shut it down," Killmeyer said while tearing up. "When you get home, you don't talk about it either."

Now, survivors of the Forrestal fire get together each year.

"This is therapeutical for all of us that were aboard it because now we're talking about it," Killmeyer said. While many sailors went on to live productive lives after the war, others could never cope, Killmeyer said. "They went to alcohol. They went to dope. They went and were angry," he said.

"This is the first time I've ever talked about it. It's been 44 years," survivor Charles Russell said. Charles and his wife, Anna, had their first time at the reunion Wednesday.

"The night before, I had a restless night and I dreamed that the ship was on fire," Anna Russell said. At the time of the fire, Anna was nine months pregnant and didn't know if she'd ever see her husband again. She remembers the day he came home.

"So finally, I saw him. I said, 'There he is,'" Anna said. "So he ran to us and we hug, and I said, 'This is your baby.'"

Charles and Anna had their son baptized on the Forrestal. Anna said she wants to keep the memories alive for her grandchildren. And now her husband will find the heart to share his war stories, too, she said.

The first stop on the Forrestal's return trip home was Mayport. Several of the airmen were stationed at Cecil Field.

*Submitted by AGCM Fred Baillie USN RET*

## **AGENT ORANGE EXPOSURE**

### **AS A RESULT OF BEING STATIONED ON GUAM**

From Scott Wagner (VW-1 12/1965 – 6/1967)

Each time I read the VW-1 Tracker I am amazed at how poorly our country and the VA are treating our friends. I personally had no difficulty with the VA at all. I walked into the VA Clinic in Elgin, IL and showed them my DD-

214 and they said, "...you are automatically covered for Agent Orange because you received a Vietnam Service Medal." Their care has been outstanding.

However, there are a lot of you who have not been so fortunate. After the last reunion in Orlando, I received several e-mails from a friend outlining the use of Agent Orange in Guam and the subsequent contamination of the water supply in Guam and particularly on military installations. These e-mails included the scientific document about water tests, Blue Ribbon Panel reports, Congressional Hearing minutes, well testing data, Lake Fena EPA testing results and VA appeal hearing results showing that the GI was entitled to disability benefits as a result of being stationed on Guam.

Therefore, it appears that our friends don't need buddy letters, or TAD orders, although they would certainly help. We should only have appeal on the basis of being in VW-1 on Guam. That may not be easy but I can give you the websites that will get you doing your own homework so that you can approach one of the several veterans appeal firms that work on a contingency basis.

Start by doing a search on the following ideas and sites:

Guam: Water Contamination (read everything)

Guam and Agent Orange – the Sanderson Research

Guam: Agent Orange Water Contamination

Guam: Agent Orange Contamination

Guam: Agent Orange

Notice the Agent Orange VA claims. Pay particular attention to the Sample Cases! Also the several cases for service on Guam!

Guam: Naval Air Station water contamination

List of contaminated military installations.

Search for firms that specialize in VA/SSA appeals that will work on a contingency, some as low as 20 per cent.

This will give you some direction for your appeals to the VA. I wish that I could help you more, but this is all that I have.

Scott's e-mail: [scottwagner@wideopenwest.com](mailto:scottwagner@wideopenwest.com)

Phone: 847-888-4842

(Note: Thank you, Scott, for this information on the Agent Orange situation. It was refreshing to hear that your experience with the VA office in Elgin was so rewarding. Nice to know that there is somewhere where it is being done RIGHT.)

### **Agent Orange in Guam and in the Water Supply at NAS Agana, Guam**

I want to give you an additional helping hand in your research regarding Agent Orange on Guam. This is a list of just SOME of the web sites relating to AGENT ORANGE contamination of the water supply on Guam over the time that VW-1 was headquartered on Guam.

[www.guamagentorange.info](http://www.guamagentorange.info)

Start here. There are a lot of congressional inquiry minutes, and a lot of personal experiences and opinion, but this brings all of the bits and pieces into one central site. Be sure to read "DANGERS OF FORMER MILITARY BASES." Anderson and NAS were directly above the main aquifer on Guam.

[http://guamagentorange.info/yahoo\\_site\\_admin/assets/docs/Point\\_paperFont.118230730.pdf](http://guamagentorange.info/yahoo_site_admin/assets/docs/Point_paperFont.118230730.pdf)  
[http://guamagentorange.info/yahoo\\_site\\_admin/assets/docs/Some History of Agent Orange on Guam.238144444.pdf](http://guamagentorange.info/yahoo_site_admin/assets/docs/Some History of Agent Orange on Guam.238144444.pdf)

Unfortunately this vet doesn't include his name or outfit, but apparently he was at NAS. Read the e/mails from other people.

[www.veteransinfo.org/guam.html](http://www.veteransinfo.org/guam.html)

This site brings together a lot of information found in the other sites that I have found as well as a whistle blower report by a MD, PhD from the University of Guam (Agent Orange 3 Guam)

[www.veteranstoday.com/2010/06/22/rainbow-colored-chemical-agents-on-guam/](http://www.veteranstoday.com/2010/06/22/rainbow-colored-chemical-agents-on-guam/)

[www.bluewaternavy.org](http://www.bluewaternavy.org) More data

<http://www.vba.va.gov/bln/21/Benefits/Herbicide/AOno3.htm>

Here is a list of the diseases attributed to AO exposure. This is the official VA info.

<http://www.landscaper.net/agent2.htm>

Follow this site to AGENT ORANGE for Statistics; and then further to the AGENT ORANGE website ([www.lewispublishing.com/orange](http://www.lewispublishing.com/orange)) for VA claim and benefit info.

I hope that what I compiled will help you in your fight with the VA to get the care that we all so richly deserve, and perhaps the disability payments that some so desperately need.

When I enter the Hines Veteran Hospital in Maywood, IL, I see a sign that states: "The cost of freedom is evident here." Please feel free to call or E/mail if I can be of further help.

Scott Wagner 847-888-4842  
[scottwagner@wideopenwest.com](mailto:scottwagner@wideopenwest.com)

AKA: AX3 R.S. Wagner, VW-1 CIC, crews 7, 3 and 8, and occasional clerk for the Captain.

*Submitted by LCDR Bud Horn USN RET*



## **NWSA REUNION #38 COLORADO SPRINGS COLORADO 16 to 20 May 2011**

Planning for the hotel, tours and dining options are well underway for Reunion 38. The selected hotel is the Crowne Plaza which is located in Southern Colorado

Springs, just off Interstate 25. Getting to Colorado Springs is very straight forward. For those who will drive, I-25 runs north and south and I-70 goes east and west, but does go through Denver. The COS airport is only 10 minutes away from the hotel and the hotel has a free pick-up and return for those people who will be using this airport. The Denver airport is only about 1 hour driving time from the hotel and there is a direct shuttle which will provide transportation to/from the hotel. The "Colorado Springs Shuttle" will cost about \$50 each way and discounts are available. We have placed RV information on our Web site. It should be noted that Cheyenne Mountain State Park is new and has RV sites. The park is located some 5 miles to the south of the hotel and is ideally suited for ease of journey to the hotel.

The hotel is medium size and details about the hotel are available at <http://cpcoloradosprings.com>. We have made arrangements for two different rooms. The regular rooms will cost \$120 per night and those situated around the pool cost \$131 per night. We get one room upgrade to a suite and this up-grade will be a reward for some lucky member who checks in early. A famous NWSA person will select a random number for the early check in. There will also be a traditional room raffle to be held at the banquet for one registration guest. The hotel will provide a complementary full breakfast buffet for our members. The Hospitality Room is large and the hotel will provide free coffee. The hotel has lots of parking for both cars and larger vehicles. Finally, the hotel is within easy walk of shops and local restaurants.

Given that there are no NWSA members living in the Springs, we are asking those who can arrive early and can be available on Tuesday, 15 May, to do so, and help with the final preparations. We already have had lots of help from lots of folks and more folks have said they will be on the early bus. The local Visitors Bureau will have available goodie bags and all sort of things for stuffing the bags. We will be armed with a detailed Excel spread sheet which will have a list of all the players, the events, the individual selections, the tickets for events, eating reservations, raffles, and name tag components. The big deal is to get all of these items carefully sorted out and individual bags filled for each member. We also need to make a Commissary and Refreshment run to near by Ft. Carson. There will be a sign up sheet for the folks who will be volunteering for Hospitality Room duty. As another reward for such good service, we have scheduled a luncheon trip on Wednesday, May 16 to Old Colorado City.

Tours and Events

We hold a reunion to join together, have fun and on occasion tell a few old stories. We are going to Colorado to see the rugged snow capped mountains and take in some of the most spectacular sites in this part of the world. We will be using a "school bus" for most of the side trips to keep the cost down. However, we will use a regulation tour bus for the big trip to the Royal Gorge. The many costs have not been quoted on the

NWSA Registration form because of the anticipation of inflation for next year. The next Aerograph will have the prices inserted into the Registration form.

First up will be a **Walking Tour of Old Colorado City** which is located some 3 miles from the hotel and has a Wild West atmosphere. There are Unique Shops, Galleries, a Historic Museum and numerous good places to eat. We will have a knowledgeable person give us some hints on what to see, where to go and for dining suggestions prior to departure from the hotel. The cost will be for the transportation only and dining will be up to the individual.

The **Tour to the Royal Gorge Bridge** will be with Gray Line and will include a pre-paid lunch. People taking this tour will be able to see the Red Rock Canyon and the Royal Gorge. The waters of the Arkansas River have eroded the canyon to a depth of some 1055 feet and the view from the bridge is awesome. There are train tracks running along side the river and when observing a regulation train, the cars look like those of a toy train. The Spanish knew about the Royal Gorge area in 1642.

On Friday we were hoping to have a **Tour of NORAD**. This visit may have to be deleted due to concerns about security. In the event that we must schedule a substitute we will make a **short trip to Manito Springs**. There, one can taste the mineral waters which made Manitou famous, one of a kind shops, galleries and a variety of dining. In Manitou, there are cliff dwellings which can be explored and one can get a real sense of what living was like for the Ancient Anasazi. This impressive edifice will show some of the mysteries of the Native American culture. Both of these two tours will be for the cost of transportation and as before, eating will be an individual responsibility. We will again get a local person to give some guidance before leaving the hotel as to what can be seen and the restaurant options.

On Friday night we will be bused to the Flying W Ranch for a **Western Grub Night in the Steakhouse**. It is a true-to-life working spread where folks of all ages can get the feel of the old west. If we get there early, they have a regulation Happy Hour with finger foods and traditional bar drinks. The food options include a Steak Dinner, BBQ Ribs or Chicken. After the meal there will be Western entertainment and foot stomping cowboy music. Cost will include both transportation and a food selection.

On Saturday, there will be a **tour of the AF Academy Cadet Chapel**. It is a truly magnificent structure which can be seen across the valley from I-25. We are working on getting permission to have our bus be able to drive up to the Chapel and obtaining a free guided tour. After the Chapel visit, the bus will travel to the **Garden of the Gods**, where one can observe the wonders of Nature. There will be time for taking lunch at the Balanced Rock Café. These two sites and are down right picturesque so do bring along your camera. Again, as before, eating will be an individual responsibility. Cost will be for the transportation.

Ironically, we have not scheduled a trip up Pikes Peak, which is some 14,115 feet above sea level, simply because of concern that a number of our members may have a propensity for altitude sickness and not even know it. In the event that Pikes Peak is a must for this reunion, there are options. Several companies offer trips up the mountain which can be traversed via coach or the Cog Railway. There are three variations for coming down the mountain – Coach, Cog Railroad or on a bicycle. We can help you make reservations or simply wait until your arrival and call one of several companies offering Pikes Peak trips.

The events taking place within the hotel are listed on the 2012 Program and are generally self explanatory and traditional. The Reunion is still a long way off and it is reasonable to assume that there will some changes. The major items are on contact with a 9/11 clause, which was initiated to give us a certain amount of protection. The lesser items will be dealt with as required. Attempting a Reunion without having a hometown does present some challenges.

*Earl Kerr, Reunion Chairman*

**SHUTTLE SERVICE**

**COST: \$50 EACH WAY**

<http://www.coloradoshuttle.com>

**(DIA) DENVER INTERNATIONAL AIRPORT TO COLORADO SPRINGS**

DEPART DIA	ARRIVE CROWNE PLAZA HOTEL
8:30 AM	10:25 AM
10:30 AM	12:25 PM
2:00 PM	3:55 PM
5:30 PM	7:25 PM
8:00 PM	9:55 PM

**COLORADO SPRINGS TO (DIA) DENVER INTERNATIONAL AIRPORT**

DEPART CROWNE PLAZA HOTEL	ARRIVE DIA
5:45 AM	7:40 AM
7:45 AM	9:40 AM
11:15 AM	1:10 PM
1:45 PM	3:40 PM
4:45 PM	6:40 PM



**Reunion 2012 PROGRAM**  
**38rd Annual Naval Weather Service Association**  
**May 16 – 20th in Colorado Springs**

**Tuesday, 15 May**

1300-1700 Reunion Preparation (With Coffee) in the Hospitality Center

1400-1530 Commissary and Refreshment run to Ft. Carson

1700-2100 Hospitality Center opens for limited use

**Wednesday, 16 May**

0700-1500 Hospitality Center open & Reunion registration

1030-1400 Old Colorado City visit (Briefing before departing)

1430-1600 First annual Executive Board Meeting in Room \_\_\_\_

1700-1900 Welcome Aboard Party (No Host) in Room \_\_\_\_

1900-2200 Hospitality Center opens & Reunion registration

**Thursday, 17 May**

0700-1730 Hospitality Center open & Reunion registration

0900-1030 First NWSA Membership Meeting #1 In Room \_\_\_\_

1030-1700 Royal Gorge Tour

1800-2000 Pizza Gathering on the Patio

2000-2200 Hospitality Center Late Night Open

TBA Audit Committee meets with Secretary-Treasure Libby O'Brien

**Friday, 18 May**

0700-1630 Hospitality Center Open & Reunion registration

1000-1800 ??Manitou Springs visit or NORAD trip??

1800-1930 Western Grub at the Flying W Ranch

2000- 2200 Hospitality Center Late Night Open

**Saturday, 19 May**

0700-1200 Hospitality Center opens

1000-1400 Air Force Academy Chapel tour & Lunch at Garden of the Gods

1430-1600 NWSA Membership Meeting #2 in Room \_\_\_\_

1600-1700 Second Annual Executive Board meeting in Room \_\_\_\_

1800-1900 No Host Cocktail In Room \_\_\_\_

1900-2300 Reunion Banquet In Room \_\_\_\_

**Sunday, 20 May**

0630-0900 Hospitality Center Close Out (Take Time to enjoy the Rocky Mountains)

**HAVE A SAFE TRIP HOME**





**HOTEL RESERVATION FORM**  
**Navy Weather Service Reunion**  
**May 15 – 21, 2012**

<b>Name:</b> _____	<b>Phone:</b> _____
<b>Address:</b> _____ _____	

**Email:** \_\_\_\_\_

**Check In:** \_\_\_\_\_ **Check Out:** \_\_\_\_\_

**Credit Card Number and Expiration:** \_\_\_\_\_

**NUMBER OF ADULTS:** \_\_\_\_\_  **1 King Bed**  **2 Double Beds**

**Reservation Cutoff Date: April 30, 2012**

**Room Rate: \$109 + \$10.25 Tax = \$119.25**

**(Reservations made after April 30, 2012 may not be confirmed at the above rate)**

**Poolside rooms are available at a rate of \$119 plus tax**  
**(please check box to block your pool room)**

**Individuals must guarantee the reservation with a credit card or the reservation will not be held. The credit card will be used for guarantee purposes only and will not be charged prior to arrival.**

**RESERVATIONS MAY BE MADE BY:**  
**PHONE 1-800-981-4012 or 719-576-5900**  
**FAX 719-576-0507**  
**OR E-MAIL [reservations@hgc.com](mailto:reservations@hgc.com)**

**Please identify that you are with the Navy Weather Service Reunion and use group code **N8Z** when making reservations.**

**Crowne Plaza Colorado Springs**  
**2886 South Circle Drive**  
**Colorado Springs, CO 80906**

# 38<sup>TH</sup> ANNUAL NWSA REUNION IN COLORADO SPRINGS CO

**MAY 15-20, 2012**

## REGISTRATION FORM

Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_  
 Name(s) preferred for badge(s) \_\_\_\_\_ Spouse/Guest \_\_\_\_\_  
 Address \_\_\_\_\_  
 Telephone # (\_\_\_\_) \_\_\_\_\_ Cell # (\_\_\_\_) \_\_\_\_\_ E Mail \_\_\_\_\_  
 In Case of an Emergency Name \_\_\_\_\_ Phone/E Mail \_\_\_\_\_  
 Will stay at Crowne Plaza Yes  No  We will be at the following location \_\_\_\_\_  
 Contact # if Different from Above (-----) \_\_\_\_\_  
 Planned arrival date \_\_\_\_\_ Departure date \_\_\_\_\_

### FEES AND CHOICES

Registration Fees: Member \$20 **Non-member \$25** Spouse/Guest \$5.00 each			= \$ _____
Old Colorado City Tour Assume 25 Folks	How many _____	X \$TBD	= \$ _____
Welcome Aboard Party (no host bar)	How many _____	X \$TBD	= \$ _____
Royal Gorge Tour 20 Persons Minimum	How many _____	X \$TBD	= \$ _____
Pizza Gathering On the Patio	How Many _____	X \$TBD	= \$ _____
Manitou/NORAD Trip Assume 20 Folks	How many _____	X \$TBD	= \$ _____
Western Grub @ Flying W Assume 30 Folks, BBQ Beef or Chicken @\$30 = _____			= \$ _____
or Kansas City Strip @ \$35 = \$ _____			= \$ _____
AF Cadet/Garden Gods Assume 30 Folks	How many _____	X \$TBD	= \$ _____
Banquet Program - Select your Entrée(s) for Saturday, Orange Roughy # _____			= \$ _____
Vegetable Wellington # _____, Flat Iron Steak # _____		X \$38	= \$ _____
*****TOTAL AMOUNT THIS SECTION			\$ _____

### CAPS, CUPS, TICKETS

NWSA Caps, @ \$TBD	How many _____	X \$TBD	= \$ _____
NWSA Shirts, Size M, L, XL, XXL @ \$TBD	How many _____	X \$TBD	= \$ _____
NWSA 38 extra coffee cup @ \$TBD	How many _____	X \$	= \$ _____
Orders for 50/50 tickets @ \$1.00 each or 6 for \$5	How many _____	X \$	= \$ _____
Beverage tickets @ \$1.00 each, 6 for \$5.00	How many _____	X \$	= \$ _____
Hotel Room Raffle Tickets @\$5.00	How many _____	X \$	= \$ _____
TOTAL AMOUNT THIS SECTION			\$ _____
TOTAL AMOUNT ENCLOSED			\$ _____

**(Check No \_\_\_\_\_) Please make check payable to Northwest Chapter NWSA and mail to:**

**Earl Kerr  
 15375 Deception Road  
 Anacortes, WA 98221-9740**

**Will volunteer to help with (please check when you might be available – roster to be posted early)**

- Hospitality room for May 16 \_\_, 17 \_\_, 18 \_\_, 19 \_\_, 20 \_\_ Note my Trips Above! \_\_
- Registration desk for May 16 \_\_, 17 \_\_, 18 \_\_ Note my Trips Above! \_\_

## MEMORIES OF OUR SEABAGS

And I wouldn't trade those days and memories for anything!!!! God Bless the U.S. Navy (the Old Navy that is!)

Sweet memories ... You guys that owned a seabag with 'backpack' straps. sailed on ships with air conditioning, had heads with 'stalls', and a locker bigger than 2'x2'x14 deep, underneath the bottom canvas rack, can't really appreciate living out of a seabag.

There was a time when everything you owned had to fit in your seabag. Remember those nasty rascals? Fully packed, one of the suckers weighed more than the poor devil hauling it.

The damn things weighed a ton and some idiot with an off-center sense of humor sewed a carry handle on it to help you haul it.

Hell, you could bolt a handle on a Greyhound bus but it wouldn't make the damn thing portable. The Army, Marines and Air force got foot lockers and WE got a big ole' canvas bag.

After you warped your spine jackassing the goofy thing through a bus or train station, sat on it waiting for connecting transportation and made folks mad because it was too damn big to fit in any overhead rack on any bus, train and airplane ever made, the contents looked like hell. All your gear appeared to have come from bums who slept on park benches.

Traveling with a seabag was something left over from the "Yo-ho-ho and a bottle of rum" sailing ship days. Sailors used to sleep in hammocks, so you stowed your issue in a big canvas bag and lashed your hammock to it, hoisted it on your shoulder and, in effect, moved your entire home from ship to ship.

I wouldn't say you traveled light because with ONE strap it was a one shoulder load that could torque your skeletal frame and bust your ankles.

It was like hauling a dead linebacker.

They wasted a lot of time in boot camp telling you how to pack one of the suckers. There was an officially sanctioned method of organization that you forgot after ten minutes on the other side of the gate at Great Lakes or San Diego.

You got rid of a lot of the 'issue' gear when you went to a SHIP. Did you EVER know a tin-can sailor who had a raincoat? A flat hat? One of those nut-hugger knit swimsuits? How bout those 'roll-your-own' neckerchiefs... the ones girls in a good Naval tailor shop would cut down & sew into a 'greasy snake' for two bucks?

Within six months, EVERY fleet sailor was down to ONE set of dress blues, port & starboard undress blues and whites, a couple of white hats, boots, shoes, a watch cap, assorted skivvies, a pea coat and three sets of bleached out dungarees.

The rest of your original issue was either in the pea coat locker, lucky bag or had been reduced to wipe-down rags in the paint locker. Underway ships were NOT ships that allowed vast accumulation of private gear.

Hobos who lived in discarded refrigerator crates could amass greater loads of pack rat crap than fleet sailors. The confines of a canvas-back rack, side locker and a couple of bunk bags did NOT allow one to live a Donald Trump existence.

Space and the going pay scale combined to make us envy the lifestyle of a mud-hut Ethiopian. We were global equivalents of nomadic Mongols without ponies to haul our stuff.

And after the rigid routine of boot camp, we learned the skill of random compression, known by mothers world-wide as 'cramming'. It is amazing what you can jam into a space no bigger than a bread-box if you pull a watch cap over a boot and push it with your foot.

Of course, it looks kinda weird when you pull it out, but they NEVER hold fashion shows at sea and wrinkles added character to a 'salty' appearance.

There was a four-hundred mile gap between the images on recruiting posters and the ACTUAL appearance of sailors at sea.

*Submitted by AGCM Marty Bonk*

**Elizabeth O'Brien USN Spouse**  
**515 Ashley Road**  
**Cantonment, FL 32533-5610**

Name \_\_\_\_\_ Rank/Rate \_\_\_\_\_ Date \_\_\_\_\_

Mailing Address \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_ E-Mail Address \_\_\_\_\_

Include Branch of Service \_\_\_\_\_ Active, Retired, Released

Dues for \_\_\_\_ years. Life Membership \_\_\_\_\_ Plaque Yes \_\_\_\_\_ No \_\_\_\_\_

Preference to Receive Aerograph US Mail \_\_\_\_\_ E-Mail \_\_\_\_\_

**"Make Checks Payable to "NWSA"**

Annual Dues \$20.00 \_\_\_\_\_ Life Membership \$175.00 \_\_\_\_\_

**Membership Dues:**

**Active Duty** – No Registration only \$20.00 Annual Dues \$ \_\_\_\_\_

**Non-Active Duty** New Member- Registration \$10.00 + \$20.00 Annual dues \$ \_\_\_\_\_

**Former Member** – Dues expired 1 year or longer – Same as new member \$ \_\_\_\_\_

**Scholarship Donation** (IRS Deductible) Indicate Current Use or Principal \$ \_\_\_\_\_

**Gift Membership** \$10.00 (Name and Address) \_\_\_\_\_ \$ \_\_\_\_\_

Computer Fund Donation \$ \_\_\_\_\_

**Total Enclosed** \$ \_\_\_\_\_

**NEW MEMBERS ONLY INFORMATION** – Please complete information below.

Spouse's Name \_\_\_\_\_ Schools Attended (Yr) Basic (A) \_\_\_\_\_ Advanced (B-C1-C7) \_\_\_\_\_

USN Academy \_\_\_\_\_ (Grad Date) PG \_\_\_\_\_ Last Duty Station  
++ \_\_\_\_\_

Entered Service \_\_\_\_\_ Left Service \_\_\_\_\_ Highest Rate/Rank \_\_\_\_\_ Date  
Attained \_\_\_\_\_

**NAVAL WEATHER SERVICE ASSOCIATION**

**Nonprofit Organization**

**Mrs. Elizabeth O'Brien**  
**515 Ashley Road**  
**Cantonment, FL**  
**32533-5610**

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