FROM THE PRESIDENT

As we move into the second half of this term, the first order of business it to thank the North West Chapter for their generosity to the NWSA. Our Secretary/Treasurer’s computer died and while we were looking for the funds to cover a new computer and software they stepped forward and offered to make the purchase for us. Libby O’Brien worked with 1st VP Mike Gilroy and Editor Gary Cox to insure all computers were compatible.

We do, however, still have a dilemma. The two prospects we had to fill the Scholarship Chair position were not able to do so at this time, so we are still looking for someone to step forward to fill this position. If you think you might be interested in serving the association this is an excellent opportunity to do so. Since the AMS is now issuing scholarships for us, the main concern for this position would be fund raising and coordination with the AMS. You can contact 1st VP Mike Gilroy for information on scholarship position.

You will find most all you need to know about Reunion #39 in this issue. Alan and Ruth Davis have been hard at work putting the reunion together and it looks like a good time is in store for us in Las Vegas from May 5 – 9, 2013.

Last and by no means least, our new Editor, Gary Cox, has been very anxious putting together his first edition of The Aerograph. Gary and Mike Gilroy (who will mail the hard copy) have been working together and I’m sure we’ll be reading another good issue of our newsletter.

I pray that you are all well and will have a Merry Christmas/Holiday Season and a safe and Happy New Year.

CWO4 Bill Bowers, USN RET
NWSA President
Attention on Deck!

Now is a good time to begin receiving your Aerograph by email or downloading it from www.navalweather.org

A review of our printed edition mailing list suggests a lot of members may be getting duplicate copies, one by email and another in snail mail. The lists shows a number of our members use email and are use to getting documents electronically but still receiving a print copy. Help us refine our distribution.

We are committed to serve our membership in the best manner and want to reassure anyone who prefers a printed copy that they will continue to receive one in the mail. It is important that we hear from you if we are to be able to provide the most effective service.

There are three ways to receive your Aerograph:

1. Via: email (quicker and in color)
2. Via: regular USPS mail (slower and in black and white dues to costs)
3. Via: the website (always available, avoids large email files, color)

Currently we mail over 400 print copies per edition! This takes considerable effort produce and cost to the association. Please help us by updating your preference by emailing Aerographpreference@navalweather.org or by sending the Secretary-Treasurer a card or letter confirming you wish to continue receive a printed copy in the mail(now or when you renew your membership). See form on last page.

Thanks from your Aerograph TEAM!

I’m very excited and happy to report that the Northwest Chapter bought a new laptop for your secretary treasurer. It’s a Dell 19 inch Inspiron 17R which has more bells and whistles than I’ll ever use but sure is nice and much faster than the HP I was working with. Of course, getting accustomed to it is going to be quite a chore for me. I had to transfer all my files to the new computer and now I have to try and figure out how to operate it so I can get my reports available for the November Aerograph and Bellinger List! Wish me luck!! I hope everyone had a nice summer and looking forward to a cooler fall. We’ve had a mild but wet summer. I wish we could have sent some of the rain over to the areas that were in a drought. Pat and I made a trip to Ireland in August for the Naval Academy and Notre Dame football game played in Dublin. We watched the game from a “Pub” as we didn’t get tickets. As Pat said, “We could drink a lot of beer for what it would cost us to buy tickets”!! Hear! Hear! We had a great time playing golf and seeing the sights. Was a wonderful vacation! I’m happy to announce I sent another check to AMS for $39,820.00 for the NWSA Scholarships which is being administered by AMS. Most of the funds were from a CD that matured in September and from member donations to the scholarship fund. Our member count to date is 544 of which 386 are life members. We have three new life members, CWO4 Bill Highlands, USN RET, LT Todd McDonald, USN RET and xAG3 Tony Mach, USN REL. Welcome aboard to all our new life members. Pat and I would like to wish everyone safe travels during the upcoming holiday season. Thanks to all for your continued support. I am truly enjoying being your secretary/treasurer and feel very blessed to be a part of the association.

Submitted by LCDR Mike Gilroy, USN RET and NWSA 1st President 2012-2013
FINANCE STATEMENT 30 SEPTEMBER 2012

Checkbook Balance $12,012.74
  Operating Funds  3,096.32
  Scholarship Funds  0.00
  Life Membership Funds  8,916.42

USAA CD’s $105,695.95
  Scholarship Funds  74,744.82
  Life Membership  30,951.13

Funds sent to AMS for Scholarship $39,820.00
  USAA Matured CD  38,027.00
  Member Donations  1,793.00

NEWEST LIFE MEMBERS
CWO4 William Highlands, USN RET
LT Todd McDonald, USN RET
xAG3 Tony Mach, USN REL

SCHOLARSHIP DONATIONS IN MEMORY OF LCDR RALPH WRIGHT, USN RET AND MRS. BEV SCOTT
Hampton Roads Chapter

SCHOLARSHIP DONATIONS
AGCS Dave Driggers, USN RET

COMPUTER FUND DONATIONS
Northwest Chapter
LT Thomas Dunham, USNR REL

POSTAGE DONATIONS
LCDR Dale Grages, USN RET

GIFT MEMBERSHIP DONATIONS
xAG2 Gary Cox, USN REL

OUR NEWEST MEMBERS
AG1 James Addison, USN RET
AGC James L. Allord, USN RET
xAG2 Robert Cleary, USN REL
AGC Nickie Flambeaux, USN RET
xAG2 Terry Fouch, USN REL
LCDR Robert Josephs, USN RET
xAG2 Mike Pedneau, USN REL
AGCM George Soulia, USN RET

LIFE MEMBERS ADDRESS UNKNOWN
AGC JIM ARNOLD, USN RET
AGCM JOE BERRY, USN RET
AG1 PAUL BOSCO, JR., USN RET
AGC JIM M. BROWN, USN RET
AG1 W. B. “RED” JOHNSON, USN RET
AGCS TOM LILLEY, USN RET
AGCS (AW) DAVE LUNCH, USN RET
MRS. PAMELA MASON
MRS. MARY McCARTNEY
MR. BILL F. McMillan
MRS. FRAN MORRIS
MRS. LOIS MULLINS
AGCS RAY NELSON, USN RET
MRS. PATRICIA PERKINS
XAG1 JOSEPH NELSON, USN REL
MRS. VIRGINIA REYNOLDS
MRS. THERESA ROCKWELL
MRS. PATRICIA ROWELL
AGC DON SAVAGE, USN RET
LT WILLIAM J. THOMTE, USN RET
MRS. CONNIE ULRICH
LCDR MICHAEL WHITEHEAD, USN RET
AG1 MAY BELLE WILDER, USN RET
AG1 DARRELL WILLIAMS, USNR
LCDR STEVE WOLL, USN

Please help us locate them!

ALL ADDITIONAL INFORMATION IS LISTED IN THE NOVEMBER 2012 BELLINGER LIST

Submitted by Secretary/Treasurer Libby O’Brien

EDITOR’S DESK
As a xAG2 REL, I consider myself very fortunate to be allowed to take over the Aerograph helm from AGCM Charlie Jordan. I will try to maintain the impressive standard Charlie set for the Aerograph, however be prepared for some adjustments that will be made, with the support and approval of the NWSA leadership. The Aerograph is the entire membership’s newsletter, not one or two individual’s newsletter. Constructive criticism and suggestions will always be seriously considered. If you don’t want to “rattle” my cage, I know the NWSA leadership will readily accept your input.

The cut-off date will be 15 January 2013 for the February issue of The Aerograph
E-Mail Gary at garycox@wyoming.com.
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Executive Council
CDR Jerry Struck USN RET

LCDR Earl Kerr USN RET

AGCM Pat O’Brien USN RET

MY BEST EXPERIENCES WHILE ON ACTIVE DUTY

This is a new feature in the AEROGRAPH that is intended to provide a forum for member to tell their stories and remind others of their experiences. Because our diverse membership has service which spans over 70 years the forum will be organized in decades. Please indicate the decade that the experience occurred so we place it correctly in the article. Please try to be brief (250 words or less), or send in a photo with a caption. If your submission does not make it in the next edition of the AEROGRAPH it means we were limited by space and printing costs. It will be included in a future edition. We will also post them immediately on the website. We prefer to receive submission by email but you can mail them in to the Editor if you are still using an old typewriter for correspondence.

Here are some teasers to help you recall some good or important events while you were serving.

I remember when my FDO did…

The most important forecast I ever issued…

The best deployment I had….  

The most difficult balloon launch…

The best duty assignment I had…

The worst watch I ever had…

The best liberty call…

Hope these help stimulate you to share. We will try this for one year to see if our members will contribute.

The forum will be organized as follows:

The Best of the 40’s and 50’s

The Best of the 60’s and 70’s

The Best of the 80’s and 90’s

The Best of 2000 and beyond

For information please contact Mike Gilroy or Gary Cox at aerograph@navalweather.org
From 1973, FWF Keflavik
Many instructions and directives came from the Naval Weather Service headquarters. One of them was regarding the assignment of a presidential forecaster. We chuckled at that and filed it away, never thinking that any U.S. president would come to Iceland. However, we got word that President Nixon would be coming in early summer 1973 to Iceland for talks with French president Georges Pompidou. We tried and failed to find the directive, but we all remembered somebody had to be assigned to be the presidential forecaster. So I was the one assigned. There was much buzzing about on the base in preparation for the visit, and I spent extra hours at work. My main job was to provide forecasts for when the leaders were in Reykjavik, and the aviation forecast for Air Force One for Nixon’s return to the U.S. I prepared a forecast and delivered it to the right place, but I got word from the air operations department that another one was needed. I prepared that and went downstairs asking where I was to call it in. They pointed me to a phone which had no way of dialing. When I asked, they said just pick it up and someone would answer. Sure enough, that was all that was required. I spent a good deal of time preparing the aviation forecast, and all went smoothly. I have been kicking myself ever since for not saving a copy of the flight forecast form.

One day an officer from the air operations department came upstairs asking if anyone could speak Spanish. I said I could, and he explained that there were six pilots from the Peruvian Air Force that were ferrying aircraft they had bought in Italy back to Peru. They were short range aircraft and therefore had to transit Iceland. Since several did not speak English very well, they were committing violations of flying regulations in Europe. So I went out to the tower in case they needed to have instructions translated into Spanish. The first one got in okay, but the second one got confused, so they handed me the microphone. At first I greeted them with “Buenos días”. And then he came back with, “¡Oh, buenos días!” He was obviously greatly relieved when he heard his native language. I translated the controller’s instructions for him to land. There were one or two more that I talked in that day.

Submitted by LT David Ambro, USN RET

4th USMC Weather Service Reunion
The 4th USMC Weather Service Reunion will be held from 2-6 June 2013 at the Harrah’s Hotel and Casino in Las Vegas, NV.

Offer from USMC Weather Service Reunion
If there is any information you would like me to pass on to the Marines attending the 4th USMC Weather Service Reunion about the NWS Association please let me know or if there is someone in the area that would like to make a presentation to our attendees I can make that happen too.

Submitted by CAPT Don Innis USMC RET

Binnacle List

AGCM Al Hassen, USN RET
SOCAL Chapter member Al Hassen has been quite ill for several months. He originally was admitted to Sharps Memorial Hospital in early August. After several weeks of testing and various antibiotics a diagnosis of Viral Encephalitis was made. The next step was large doses of steroids, which did seem to help. Initially, he was in a coma, but came out. He had not been recognizing people and had difficulty trying to talk. Later on, he improved to the point that he was moved from ICU to a regular room. On 15 September he was released from the hospital and moved to a rehab facility. It is the VIDRA Hospital, located at 535 Washington Street in San Diego. He is receiving therapy there, is able to talk some, seems somewhat more lucid, and generally doing better. However, he still has a long way to go.

From SOCAL Chapter news…Editor’s note

DO YOU DO FACEBOOK?
(You must be logged into Facebook to access either site.)

Find Facebook’s Navy AG group here: http://www.facebook.com/#!/groups/34563272172/

Should any of our Navy friends and classmates wish to attend please contact:
Don Innis: dinnis@cfl.rr.com
or Lee Halverson at: Lhazmateer@aol.com

4th USMC WEATHER SERVICE REUNION
The 4th USMC Weather Service Reunion will be held from 2-6 June 2013 at the Harrah’s Hotel and Casino in Las Vegas, NV.
TIME TO REACH OUT AND RECONNECT
NWSA Communications Plan 2012-2013 Continued

In our last AEROGRAPH issue we made everyone aware of a focused effort to enhance communications across the Association. The goal is to increase active participation at Chapter functions and at Association reunions. We believe that can happen in 2012/2013 if a few actions are taken by Board Members, Chapters and individual Members. Please consider devoting sometime to reconnecting to a former shipmate, colleague or someone you served with but did not have a close association at the time.

In this issue you will find the Bellinger List. Please page through it and highlight 3 to 5 folks you have not heard from in a while and send them a card, give them a call or arrange to get together. Speaking from personal experience, when I have done this I have been greatly rewarded, finding the attempt to renew friendships or make a new one to be both appreciated and welcomed by the person I contacted.

Please give it a try and encourage folks to check out the website. Rejoin the Association and attend your Chapter’s next event or the annual reunion.

We want to ask Chapter leaders to try a more organized approach. Please ask your members to do the above but also consider sending a letter/card or email to 10-20 people from the Bellinger list who live within 200 miles of your Chapter “homeport”.

Lastly we want to ask those who have retired or left active service in the past 10 years to begin letting us know how we can meet your needs. Send us your comments via email. Post them on the AG or METOC Facebook pages. We will respond.

Whether during your time of service the Navy’s focus was Meteorology or Oceanography. It does not matter if you read a mercurial barometer or a digital read out of pressure. It does not matter if you tuned in a RO 1051 radio to get that one fax chart or you got it off the Internet. It does not matter if you plotted the SFC map or it was done by a computer. We are all bound by one common and enduring principle: Provide the most accurate and timely environmental support to the communities we served. Our Air, Sea, Subsurface or Joint Forces units have depended on us and we them.

Please give this your attention and take a shot. Call, Write or Meet someone and just say Hi. I’m sure the rest will take care of itself.

See YOU in VEGAS in early May!

Mike Gilroy 1st VP
mjgrota@gmail.com
425 418 8164

LETTERS

Scam Alert!

I received a call supposedly from a former shipmate in the Philippines for help - he was in the ICE program. I don't know how he got my address or info...I know him.....to confirm his identity I asked him two questions that only he would know - once I did that I got no response after 7 hours. Is there some way to notify other NWSA members that this is a ruse?

Submitted by AGC Alan Davis, USN RET

All Aerographers and Met. Officers that served in Operation Deepfreeze 1955-1999! I am compiling a roster of all that served in Antarctica, please forward the following information:

Dates of Service, Rate/Rank at that time, Station of service. Note whether summer support or winter over. Your current address and e-mail address if you have one.If you know others that served during that time along with you, please include information if known.
Honoring Our Fallen

AG1 Edward T. Earhart, USN
9/11 Memorial Bench

Pictures submitted by AG1 Jim Addison, USN RET

“Wild Bill Heagley”
Would like to submit a short story of one of our “colorful” Master Chief’s, “Wild Bill Heagley”. I met Bill during 50’s on USS Tanner, Bill was fresh OUT of AG-A school and I had just graduated from AG-B school. First of all, I noted Bill was a lot sharper than his appearance indicated, I don’t know his total history but he had served in the Navy as a Signalman previously. He loved to go on the bridge of the ship during slow times while we were at anchor to converse with SM on other ships in the harbor and watch Bill mystify our SM with his speed and smooth delivery - he was just as proficient with the signal light as with the flags.

The Capt, of our ship desired to be briefed twice daily, since there were only 2 AGs aboard Bill stepped in and helped out with the briefings. Remember he had just came from A school. His fast wit and quick ability to pick up new wx terminology plus his likeable character impressed the Capt, too Bill was an immediate hit!

I usually briefed Bill first then Bill would pass the weather briefing on to the Capt,

By the time Bill finished he had the Capt. laughing and in a good mood! The Capt. was not known for his pleasant moods but Bill changed that.

Bill was a good sailor, set a good example for the junior men and was liked generally by all, I know I enjoyed serving with Bill as a shipmate and a friend,

Leo J, Horch, AGCS USN RET

Travel via the Moon

Christmas holidays coming up and so are the airline rates….but just wait till mid-January and they’ll be coming back down and that’s the time to buy and make your reservations for the coming year….the airline rates are low in early Nov but start up before the end of the Nov. Remember: if you are leaving the country, call the 800 number on the back of your credit card and tell them when and where you will be out of the USA…..some credit card companies see you going to an ATM or buying out of the US, and they temporarily close your account. By calling them in advance they will NOT shut you down when they see someone getting Euros or British Pounds. Put this on your “getting ready to go” list before leaving home!

And if you’re retired military, some (not many) places will also give you a discount just by showing your military ID (like Lowe’s, Home Depot and others).

Travel…..do we want to go with a group? Group travel in the past 10 years has changed big-time! You can read their itineraries before leaving (read the small-print too and be aware of restrictions, changes, etc) before going.

Many group-travel have less people on them, a local person who knows the area you’ll be going to, and most do not go before 9am. They will also have some recommended places to eat (if not actually making many of the meals part of the group-travel) and more important, give you some actual time off to do independent shopping and visiting. Many of these groups will actually have someone IN PERSON that you can call and get answers to your questions. Emails to your group are designed to “sell” the company but
persons you talk to (always ask their name when you begin the phone-call with a live person) will actually try to help you.
And if you’re still hesitant on not knowing the company, you can always check the Better Business Bureau’s rating of that company….you can also get insurance of the company thru the US Tour Operator’s Assoc and their evaluation of the company. And look for the names Brandon and Trafalgar and others listed with most travel agents for outstanding history that travel agents use all the time. More important to some travelers….how many people will be on the bus when we go from area to area!
Guided vacations as many group tours are now called have found that we prefer less than a packed-bus for the week or two we’re together….25-35 is a common group on the bus (which also has a bathroom). Another problem that often arises is people signing up for a group tour that covers too many countries/cities. If you’re going to too many, you will NOT be seeing many things/places in each country.
It’s your money that you will be spending. You deserve the best, so do some planning and ask other people if they had a good visit, a good group, and make it a memorable trip that you will never forget!
Submitted by AGCM Moon Mullen, USN RET

CHAPTER NEWS

SOUTHEAST CHAPTER

LT TODD McDonald, President
AGCS STEVE TURCO, 1st Vice President
AGC BOB JOHNSON, 2nd Vice President
AGCS FRANK ANDREWS, Sect/Treas

The NWSA Southeast Chapter held its Summer Meeting at the Golden Corral in Orange Park on September 20th.
The following members and guest attending:
LT TODD and CHERYL McDonald, AGCM BOB BENTLEY, AGCS FRANK ANDREWS, AGC BOB and CHARLINE JOHNSON, AG1 DENNIS PAQUIN, LT FRED and LINA BERGMAN and special guest SGM (USA) DEWEY & LILISA WALKER with granddaughter BREANNA, AGCM JOE and RHONDA McGARR, AG1 CLARENCE and SHIRELLE GRAYSON, and there were more than 30 responding that they could not attend with most, it was due to medical reasons or traveling.
Business: LT McDONALD (President) pointed out that we should set up a position of MEDIA OFFICER and that we set up a YOUTUBE location so that we can update our information and that each member would have the quick access. This will be checked into and voted on at next meeting. In the mean time, we will check in to getting a site on YOUTUBE for our next meeting. This is currently in process.
We posted our copies of the tax returns 990EZ for tax period ending 06/30/2011 and 06/30/2012 for our member and guest to review as required by IRS. We also posted several copies of the BELLINGER LIST, the AEROGRAPH and SHIFT COLORS that could be reviewed, explained that a great deal of information could be obtained from the web sites but you could not get the AEROGRAPH or the BELLINGER LIST without being a member of NWSA. Passed out some applications for NWSA and stated we need to push for new members. Remember, we have no local dues and meet only 4 times a year. Our Christmas Party will be held at the Fleet Reserve #91 on Collins Road in Jacksonville on December 7th.. We have a great time and the cost for the dinner will only be $12.50 each, children between the ages of 12 and 16 is half price and under 12 years old is free. The kids enjoy it each year. Exchange of gifts will be the White Elephant method. We used it last year and it was a great success.
Passed out some extra copies of SHIFT COLORS. I will send out a copy via e-mail or the instructions on how to download a copy if requested. Review several important items listed in SHIFT COLORS: VA opening 13 new clinics, the manually produced ID's must be replaced, if you SSN number on your card, it tells you where you can have it replaced and how, the SECNAV Retiree Council is looking for volunteers, information on POA and Guardianships alert for SCAMS that are aimed towards active military and vets, and information on the new TRICARE enrollment fees and they are set to increase this Fall, young adults can still be covered now to 26 years old. SHIFT COLORS will no longer be mailed out and they have to be requested off the internet. And all federal checks will have to be DIRECT DEPOSITS and the deposit information must be set up before March 1st, 2013.
Area Events: The Veterans Day Events in Jacksonville is scheduled to be moved to the 12th of November (Monday) due to the Jaguars football game on the 11th and the Veterans Day events would result in heavy traffic downtown. Also the Jacksonville Sea and Sky Spectacular will be at the Beaches this year on October 20th and 21st with the BLUE ANGLES the show leaders. We had a great meal and we closed our meeting at 2005.
Submitted by AGC Bob Johnson, USN Retired, 2nd VP
Nov 04 – Daylight Saving Time ends
Nov 06 – Election Day
Nov 11 – Veterans’ Day
Nov 22 – Thanksgiving Day
Dec 07 – Pearl Harbor Day
Dec 21 – Winter Solstice
Dec 25 -- Christmas
Jan 01 – New Year’s Day 2012

There are a lot of local citizens in this WashDC area who are pinching themselves to make sure they are really awake and the Nationals have really won the NL East Division title. The WASHPOST says, “The franchise moved from Montreal after the 2004 season and did not experience a winning campaign until now.”

Meanwhile, over at the NavObsy RADM Jonathan White USN has arrived from Mississippi to begin his tour of duty as Oceanographer of the Navy—the 20th person to hold that title since 1960 when it all began.

Assigned to the staff of the CNO White is now head of the Oceanography, Space and Maritime Domain Awareness (MDA) directorate (Op N2N6E). He also serves as head of the Navy’s Positioning, Navigation and Timing directorate, and he holds the title “Navigator of the Navy.”

In addition, White serves as director of the Navy’s Task Force on Climate Change, the naval deputy to NOAA, and director of the Office of the DoD Executive Agent for MDA. Under the MDA hat he leads a dual-hatted organization focused on the effective understanding of anything associated with the global maritime domain that could impact the security, safety, economy or environment of the USA.

The new CNMOC on Stennis Space Center in Mississippi is freshly promoted Rear Admiral (Lower Half) Brian Brown USN. His one-star flag now flies in front of the headquarters building.

Just the other day we had a group of crab lovers enjoying a gorgeous autumn day on the South River near Annapolis—Mike’s Seafood House successfully maintains the correct atmosphere for picking crabs. And we have plenty of blue crabs in the Bay this year. A few customers also ease their boats alongside and join the crowd.

Yes, it was a NAVY football home game so that cost us a few attendees at Mike’s. Also, Vince & Robbie Roper were in Atlanta for an award being presented to Maryland Crime Victims Assn. Jim & Rosalie Romano brought Will & Ella Gould. We were pleased to see Will because lately he has spent too much time in waiting rooms at doctor’s offices. Now he is told that he has “sudden onset Parkinsons brought on by Agent Orange.” I suspect that has something to do with VW-1 in WestPac back in the 1960s.

By conning a neighbor into a ride, Juanita Myers attended and Fran Fisher was escorted by her retired submariner son John. For Don & Marge Cruse it was a seventy-mile drive while Tom Berkeridge lives nearby the crab house. Mac McLeod was temporarily a bachelor as his wife Richele was in California.

At the crab house we missed seeing Richie Freeman due to poor communications. She enjoyed three weeks in the Philippines with friends during the summer and is now engaged in selling her home. Son-in-law John Weaver lived with her for four years while Beverly worked in RI, but now they have bought a home in Hughesville MD. John works at Indian Head, MD for a NAVY contractor.

Leo “Tiny” Hortch moved to York PA with his son & family after Faye passed away. At present Tiny is not answering bells so we don’t know what his situation is. Any help? Gordo Welch has been trying to contact Tiny without success.

Another small group of members & friends gathered for lunch at Leisure World MD to visit with Bob “Duke” Ducharme, who is troubled with macular degeneration. Tom & Gladys Beasley coordinate these events. Duke visited family in Slidell LA recently, braving the airport TSA gangs.

In the bad news department, we lost Joe Meeks at the end of August, after he spent many years in St. Mary’s Nursing Center with Alzheimer’s. Also, we are standing by for firm news on Doc Carver’s memorial service which should take place in early November and give his Maryland friends the opportunity to pay respects. He died 7/08/12 in Florida.

Don & Marge Cruse took advantage of their lifestyle in Ashby Ponds retirement community by locking their apartment door for a month. Off to visit kids in NW Minnesota before cold wx, and a side trip to San Diego for USS WASP (CV-7) reunion. A great opportunity for lunch with John & Kayo Beach one day and John & Fujii Rodriguez separately. Caught up on family news in each case. Fujii has since departed for Japan again.

Along the road there was opportunity for lunch in Detroit Lakes MN with Jim & Gerri Langemo, who happened to be home at the time and not visiting their several kids. In Wheeling WV we had a visit with Hazel Hudock and learned that her youngest son, Monsignor Paul, is now the pastor of St. Anthony’s Catholic Church in Follansbee WV.

It sounds like Ray Chappell is still up to his ears in Navy personnel matters, something that dates back to...
his days as our AG Detailer. He is now on the Oceanographer’s staff.

Finally, Jim & Rosalie Romano gathered a large group of friends and neighbors to help them celebrate 50 years of marriage.

We wish All Hands a wonderful Thanksgiving Day.

Submitted by CDR Don Cruse, USN RET

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

HRC Member Activity and News

Bob Wright AG1 USN ret: I have been enjoying the rural, slow paced, life of Northeast PA and the Pocono Mountains. Just basically sitting here watching the deer and the antelope play... Well not really the antelope, but the deer, the bear, the chipmunk, groundhog, turkey and the occasional fox play in my back yard—which makes walking in my back yard an interesting experience. One does not do this with bare feet. Enjoyed the Wallops tour very much and also enjoyed seeing all the HRC’ers then and whenever I can make the drive to get to the meetings. Hope to see you all on the 16th and looking forward to the corn hole tournament.

Dennis Pauly exAG2 USN: We have been busy. New house is coming along. Sheetrock guys finished; now painters doing their thing. Most of outside done, save for front steps and a little trim over the porch. Builder thinking we might be in by Thanksgiving. Timber guys are busy thinning our pines and otherwise clearing space for a future pasture and pond. Daughter Dani and son-in-law Matt were here visiting from west coast to attend shower for their first baby (due Nov. 4th.) I just completed a 10 week welding course at the local community college (and have the burns and scars to prove it.) Wondering now what kind of “yard art” I might put together . Susan’s getting pretty good at driving the tractor and bush hog when she’s not working or picking out paint colors.

Frank Muscari AG1 USN ret: Eve and I just returned from WV. We attended our 55 year high school reunion and it was great to see our school friends. We also attended our annual high school picnic the next day. I tell you it was great to go home for a few days.

Joan Akers NWSA Life Member: Joan has asked NWSA folks to be thanked for the kind thoughts and prayers during some difficult times. Things are going well for Joan these days. Her family has been doing all kinds of projects at Joan’s house, from painting to replacing the garage door. There were 13 family members at Joan’s for dinner on 9/2. Frank Shroat is also thankful for the prayers and his condition is much improved. They are heading for Ohio and beyond for a week or two starting the end of September.

Doris Stepaniak NWSA/HRC Life Member: As most of you may have already known in April I made a trip to France for eleven days with my church visiting Paris, Normandy, Lourdes etc. and had a wonderful time. July I traveled to Michigan to see my children and grandchildren and in August I traveled to Massachusetts to help my sister celebrate her 85th birthday. On the 29th of Sept I leave for Hawaii for eleven days with Howie (Howard Lee) to attend his Medal of Honor convention. As you can see I’ve kept very busy and plan more trips to Europe as my daughter and her husband have relocated to Cologne, Germany for the next four years.

Ted Lemond YNC USN ret and Marilyn McDonald: During the LPGA golf tournament in Williamsburg, Marilyn and I have had the experience of a lifetime volunteering at Kingsmill. “We love it.”

HRC Board Meeting
Held through Emails and at the Wallops Tour
Monday August 20, 2012

9/16 Agenda items:
1...$50 Scholarship contribution to NWSA in the name of Ralph Wright.
2...$50 Scholarship contribution to NWSA in the name of Bev Scott.
3...Contribution collection for Carmen Lee and Daughter Pam’s Beach group.
   (I have received some information from the Beach House group that I will hand out at the 9/16 meeting. The information was received from Thad Nesin, BH INC.)
4...I will give a report to the group on 9/16 concerning the progress of a social meeting at the Wakefield Weather office to help Bud Scott’s granddaughter Rachel get information concerning weather as a career.
5. Name Tags: Ive has suggested we develop a program of name tags being worn during meetings. She was frustrated she didn’t know a lot of the people that were at her home. She suggested us routine meeting goers might have old Navy tags we could use. We could make up name tags (I did that for another club and it was pretty nice ---- cost would be about $40 to $50 to have routine tags for each meeting and then have ready made for known guests.....

6. Possible new member AG1 retired Mike Williams Bob Steiner knows him (Willy said to say HI)

7. I have sent two packages one to Historian and one to #39, postage cost $31.71 can pick that up at 9/16 meeting.

8. Election of new officers (V.P., Secretary, Social Director and VA Coordinator) will be up for election.

9. Update on Kathi Scott Clark.


11. Thank you letters and contribution to Navy and FRA for Ralph Ceremonies at funeral.

Minutes of the Meeting

Held at McDonald Back Bay retreat

(Fall Meeting – Sunday September 16, 2012)

In attendance: (38)

Dan and Carmen Lee, daughter Pam Gallion and friend Rosie Baker.


Bob Wright, daughter Lacey Wright and her friend Danny Tabor.

Jack and Ann Salvatore. Ted Lemond and Marilyn McDonald.

Doris Stepaniak and Howard Lee. Frank and Eve Muscari.

John and Ive Chubb. Chuck and Louise Steinbruck.

Dennis and Susan Pauly. Todd and Kayla Alsapaugh.

Joan Akers and Frank Shroult. 

...AND LaRue Wright.

Also in attendance were Steven Berg, Jennifer Berg, Joseph Berg, Christopher Berg, Jonathan Berg and Joshua Ubarra, from BSA Troop 408 and Cub Pack 418.

mental health group that she is very active in, it is a worthy cause.

REGRETS received from:

Bobby Steiner and Tammie Pierce – Family Issues

Shaffers – Sylvia’s class reunion.

Joerns – Mike in Europe.

The BSA group provided the gathering with an exceptional look into the Flag Retirement Ceremony. Membership provided them with 6 flags to be retired.

Once a fire was burning very hot, the Pledge of Allegiance was led by Mr. Berg, the BSA leader. He read “I Am Your Flag” – written by Marine MSGT Percy Webb. The boys then proceeded to burn all the flags in a dignified manner. The fire was allowed to burn itself out without being stirred then any remnants were removed from the fire pit to be buried. The ceremony was moving. We hope to be able to take this group up on their offer to perform the ceremony again for us. During the collection phase of our meeting, membership was asked to kick in a few extra dollars to give the BSA for doing the ceremony. A check for $25 will be sent by the Treasurer. It should be noted that Member Joan Akers, in her name, contributed $50 to the group. (See Enclosure 1)

Upon completion of the ceremony, Chuck Steinbruck led the group is prayer prior to eating. The Host and Hostess Ted Lemond and Marilyn McDonald had provided the group with a fantastic spot to enjoy some peace and quiet some clean air and perfect weather (that non-rain dance did wonders Ted.) We thank them for their super effort. Flowers were sent to Marilyn as a small token of HRC thanks. There were also extensive goodies provided by the HRC members. Anyone going hungry surely had a problem.

As everyone ate and chatted, a picture of our Idaho Member, Kathi (Scott) Clark was passed around. Kathi is doing fantastic in Idaho. She has lost some weight, given up walker and cane for walking sticks and is doing 5 K walks. Kathi’s goal is to do a Triathlon on 4/21/13 the anniversary of her mother’s passing. GO KATHI. (See Enclosure 2)

One of the BSA parents inadvertently locked their keys in their car. Our caped hero, Frank Muscari flew in to save the day and got the door opened without damage to the car. What a talent we have in Frank. Thanks Frank.

Meeting was called to order by President Chuck Fifield about 400pm.

The Treasurer’s report was given. HRC has a total of $3233.60 in our coffers. Motion to accept was given by Fay Crossley, seconded by Frank Muscari – motion passed.

The secretary’s report from the July 7 picnic at the Chubb’s had been sent to the membership via Email. Motion was made by Frank Muscari and seconded by Ive Chubb to accept that transmission as the reading of the minutes. Motion passed….good thing, might have still been there if I had to read it.

The president gave a glowing report of the tour of Wallops Island that was organized by Bob Steiner. The tour took place on Monday 9/20/12. The tour organizers treated the HRC folks like royalty the president said. He was amazed as to what they saw and what they were able to see and even touch. GREAT JOB BOB. (See Enclosure 9 for the 8/20 POD.)

OLD BUSINESS:

Agenda Item 3 - During the July meeting it was determined our charity for donation consideration would be the Beach House. Pam Gallion and Rassie Baker again gave a report as to the functions of the Beach
House. They reported at least 75 to 100 people are assisted through this program on a daily basis. They also reported Dollar Tree is a routine generous supporter of the Beach House. A collection was taken and the Treasurer will send $200 to this organization. (See Enclosure 3)

Agenda Item 4 - Fay Crossley gave an update on the progress of the Tour of the National Weather Service office and helping Bud/Bev Scott's granddaughter Rachel work towards her goal of becoming a Meteorologist. Fay has gathered some folks to be at the tour. The tour will most likely be in February and most likely on a weekend with lunch or dinner at the Virginia Diner being part of the event. More Information will be forthcoming, prior to the 1/6 meeting or at the meeting.

Agenda Item 5 – The Name tag project was discussed. Fay Crossley passed around an example of possible tag design. Dan Lee suggested NWSA be larger. Fay also advised the group of a magnetic tag holder that would cost slight more than a dollar each. Fay would make the tags and they would be brought to each meeting. Members attending would use the tags during the meeting and then return the tags to the Secretary for safe keeping. Guest Tags would also be made for those attending a meeting. This brings out the need for keeping the social director informed as to membership attending each meeting and guests they might be bringing. Dan Lee made a motion for secretary to proceed with plans as presented, seconded by Bob Wright. Passed.

NEW BUSINESS:

Agenda Items 1 and 2 - Contributions to NWSA Scholarship fund in the names of Ralph Right and Bev Scott was presented to the membership. Motion was made by Bob Wright and seconded by Frank Muscari to send $50 in each name to NWSA. Motion passed.

Agenda Item 6 - A discussion was led by the President concerning new members. HRC members often run into Navy Weather folks that are unaware of NWSA or HRC. Members are encouraged to get names, phone numbers, email address and make sure these folks are invited to our gatherings. Dan Lee is in contact with AGCM retired Hart and Fay is in contact with AG1 retired Williams. We hope these and others can make it to our January meeting.

Agenda Item 7 – Treasurer provided a check to the Secretary for two packages that were sent to #39 and to the NWSA Historian. The Treasurer also gave Fay a large box containing more “stuff” from the home of Bud/Bev Scott. Fay will go through this and contact the historian to see what NWSA might want.

Agenda Item 8 – Membership was advised of the January meeting elections. The VP, Secretary, Social Coordinator and VA Hospital Coordinator will be elected. All current officers in these positions have agreed to continue on if elected. This does not mean others wanting to be part of this great organization could not be nominated.

Agenda Item 11 – It was suggested that HRC do something (contribution and or letters of thanks) to the Navy and the FRA for their help with Ralph Wright’s funeral. After some discussion it was felt this might be inappropriate.

President Fifield requested of Chuck Steinbruck that he find someone to help him and they get with Treasurer Daigle to audit the HRC books. Capt Chuck agreed.

VA Coordinator Joan Akers, was given several items for transport to the VA hospital at the 9/16 meeting. On Monday 9/17 Joan visited LaRue Wright and LaRue proceeded to fill Joan’s car to overflowing with clothes. It was so full Joan could hardly drive. On Tuesday Joan delivered all the goodies to the VA Hospital. This is a worthy undertaking HRC routinely performs and many thanks go to Joan for the extensive effort she puts into the Coordination Job. Joan Akers gave a report on how items are received from HRC at the VA hospital. Joan is in continual contact with “Marti” at the hospital. Joan is in the process of writing a letter to the hospital ensuring our donations get proper recognition.

The next Board meeting will be at the Crossley home during the first two weeks of December. Fay will provide more information to the board members at a later date.

The next HRC meeting will be our usual January fling at Cagney’s January 6, 2013. Please mark your calendars and make sure you advise Frank Muscari of your attending plans. We went to know if you can or can’t come. 1/6/2013 is a Sunday. Meet and greet will start about 3pm with dinner and meeting starting at 4 or so. More information will be forthcoming.

Our next meeting collection will be for the wounded warriors program. You might want to Google Wounded Warriors to get an extensive back ground into their activities. They are an amazing organization. There are two chapters within our HRC area, one in VB and the other in Hampton. We might want to split the donation and send to both chapters.

HRC Treasurer Bob Daigle delivered flowers to Marilyn McDonald as a token of our thanks for the great meeting on 9/16. Her efforts were exceptional.

FOR THE GOOD OF THE ORDER

LCDR Ralph Wright USN ret: We were devastated as the passing of our HRC member. Ralph passed away on 07/18/12. He will be missed at our meetings where his smile and gleam in his eye were always a part of our meetings. We hope and pray LaRue is coping well. We were thrilled to see her, though briefly, at our 9/16 meeting. LaRue, when you need a ride, let us know. We want to see you as often as we can. A copy of pictures, obituary and newspaper clipping concerning Ralph is contained in (Enclosure 8)

LT Joseph Meeks USN ret: We were saddened by the passing of Joe on 8/30/12. The Navy and the weather business lost a real hero. Our thoughts and prayers go out to “Dottie”.

Kathi (Scott) Clark: Kathi’s move to Idaho has been a boon to her health and her abilities. We hope and pray
the progress continues and Kathi finds her way back to the East Coast. Though we surely wouldn’t blame her for sticking around Idaho, it is a wonderful place for sure. Pam Gallion and friend Rassie Baker: Have made a concerted effort to quit smoking. Our hats are off to them for this undertaking and we wish them continued success...GO PAM AND RASSIE..... Joan Akers: (Agenda Item – 9) Wrote and sent poems and letters to the Ralph Wright family and to the Bev Scott family. These poems were moving and am sure the families were appreciative. They are contained in (Enclosure 4).

HRC: (Agenda Items – 10 ) A letter of thanks was received from the Salvation Army for our contribution ($200) to their efforts. (Enclosure 5) This was our Spring meeting collection. A letter was also received from Avalon for our contribution ($50) to the Center for Women and Children in Bev Scott’s name. (Enclosure 6) A card of thanks was received from the VA Cemetery Wreath Society ($200) which was our July meeting collection. (Enclosure 7) The HRC has big hearts and we enjoy helping others. Thanks to all for accepting this project of a new cause each meeting. You are all to be commended for your willingness to dig deep. Copies of listed enclosures can be obtained by contacting HRC secretary and requesting they be mailed.

A motion to adjourn was made by Bob Wright and seconded by Dan Lee, motion carried and the meeting adjourned about 500PM, while revelry continued and the Corn hole games began.

Submitted by Fay Crossley HRC Secretary

SOCAL CHAPTER

Pres Bernie Cohenour
V. Pres Steve Smith
Sec/Treas Morry Summey

Another year is almost gone. Preparing the SOCAL input for the November issue of the AEROGRAPH makes one realize just how rapidly the time is passing. Seems like no time at all since we were in Colorado Springs.

CHAPTER ACTIVITIES

The SOCAL Chapter held its annual Labor Day Picnic on Saturday, 1 September 2012 at the home of Bill Bridge. The attendees were David and Lois Rue, Bernie and Dolores Cohenour, Morry Summey who brought his granddaughter Tabatha and his grandson Joe, John and Fujii Rodriguez, and host Bill Bridge who had invited a next door neighbor and his houseguest. We had outstanding weather, some very excellent conversation, so everyone had a terrific time.

The October SOCAL Chapter meeting was held on Thursday, October 4th. The attendees were John Rodriguez, Morry Summey, Bernie and Dolores Cohenour, and Chuck and Janice White. We were glad to see the Whites, due to their extended absence over the summer, which they had spent in Vermont. Another shock. They greeted us with the news that they have decided to sell their home here, and move to Florida. During the meeting John Rodriguez reported on the next PARADE OF LIGHTS Dinner. This year's event will be held on 16 December. The choices were either 9 December or 16 December, but 9 December is the day Fujii returns from a two month visit to Japan; it has to be the 16th. The SOCAL Chapter is always happy to see out of town visitors, so if any of you old weather guessers plan to be in San Diego around that date give John Rodriguez or Morry Summey a call.

MEMBER ACTIVITIES

SOCAL Chapter member Al Hassen has been quite ill for several months. He originally was admitted to Sharps Memorial Hospital in early August. After several weeks of testing and various antibiotics a diagnosis of Viral Encephalitis was made. The next step was large doses of steroids, which did seem to help. Initially, he was in a coma, but came out. He had not been recognizing people and had difficulty trying to talk. Later on, he improved to the point that he was moved from ICU to a regular room. On 15 September he was released from the hospital and moved to a rehab facility. It is the VIDRA Hospital, located at 535 Washington Street in San Diego. He is receiving therapy there, is able to talk some, seems somewhat more lucid, and generally doing better. However, he still has a long way to go.

Fujii Rodriguez left for Japan on October 2nd, and will be returning to San Diego on the 9th of December. She will be taking care of personal business, visiting with Japan Maritime Defense Forces people, and also attending her college reunion. The PARADE OF LIGHTS at TOM HAM's this year will be December 16, (2nd parade). Normally it would be 9 December, but I have to drive to Los Angeles to pick up Fujii and won't get back in San Diego until somewhere around 8 PM.

Bernie and Dolores Cohenour attended the retirement ceremony of CDR Mike Kuypers, formerly executive officer of Fleet Weather Central San Diego. This was held on 30 September 2012 on the flight deck of the USS Midway. Fair winds and following seas, Mike.

Bernie and Dolores Cohenour also attended Fleet Weather Center San Diego’s DINING OUT on July 5th, at the Coronado Civic Center. Good attendance and a "Great Time Was Had By All".

Chuck and Janice White returned from Vermont the middle of September and have put their house up for sale—after having owned it since 1974! Our summer in Vermont was hectic having taken trips to FL, AL, PA, NY, CT, and visiting friends. Highlight of the summer was attending the Commissioning Ceremony of 2nd LT Chris Heishman, USMC aboard the USS Mobile Bay. Chris’ father, CDR John Heishman USN RET, METOC
Howdy,

At this time of year news is a bit scarce. My meetings in the Commissary since the last Aerochart of members of the local weather group have been none nor have I run into anyone at COSTCO. Local newspapers sometimes give the passing of another guesser and the past quarter fortunately none have shown up on the obituary pages.

Carl Thormeyer’s Marina station shows Normal precipitation for July which is .05 inches and that is what we got this past July from 8 days of light drizzle. Shoot, it is so light I call it Oregon Mist as it missed Oregon and hit Monterey Bay. Temperatures for Aug. were almost a degree below normal due to the warmer heating in the Big Valley to the east of us.

Carl’s records shows August was well below normal by 2.8 Degrees of Temperature. Again, Fresno CA in the Big Valley showed the hottest month since 1931 so the hotter the Central Valley the cooler it is along the coast where Marina is located. Carl says we were near normal with .11 Inch of precipitation as normal for Aug. is .14 Inches. That .03 In. below normal is hardly worth mentioning in a desert climate which we entertain. Sep. continued the colder than normal temperatures with the coldest month of Sep. since Carl started compiling data 27 years ago. Up till 30 Sep. the extreme Max temperatures were ready to break a record of being all below 70 degrees then a heat wave hit our area 30 Sep. and Temperatures shot up to 78 degrees. That was close but close only counts in Horseshoes and hand grenades. Normal Precip for Sep. is .14 inches and we were way below normal for the month with only .02 Inches. Carl mentions a Thunderstorm crossing our area 5 Sep. only because thunder is heard about once every 3 years here in Sep.

Harry Nicholson sent a bit of social news that he knows about. Jack & Helen Pingel were on a Celebrity Lines Cruise which stopped in Monterey Wed. 3 Oct. 2012. The Schramm’s, Nicholson’s & Edgren’s had lunch on the Wharf with the Pingel’s. Jack gave a Sitrep on Ken Ruggles who was doing well.

Herb Hansen was briefly on the binnacle list when a change in medication put him in hospital overnight.

Harry and Pat spent a few days in Poland this summer then went on a cruise of the Elbe River.

Don Mautner completed ten years teaching at Cal State Monterey Bay.

Last Dec. the Well Weathered Wives club sponsored a set down lunch at Rancho Canada. Bill Schramm coordinated that lunch and as no one volunteered to take care of the details for Dec. 2012 Bill has again arranged to have the Well Wethered Wives meeting at Rancho Canada and it will be Wed. 19 Dec. 2012 at Rancho Canada and a buffet style this year with a choice of Beef Tips Burgundy or Baked Salmon Filets. That is about all the news the past quarter here on the central coast of CA.

Zane E. Jacobs AGC USN Ret

PENSACOLA CHAPTER

Greetings from all in Pensacola. We had our quarterly gathering at McGuire’s Irish Pub. One could never accuse McGuire’s of serving small portions. A very pleasant time was had by all. Those in attendance were Ken and Barbara Overholt, Larry and Nancy Warrenfeltz, Ed and Gerrie Marsch, Pat and Libby Obrien, Denny and Helen Majevac, Greene and Marion Hawks, Al and Helen Atwell, Dick and Elizabeth Tokyrman, Howard and Shirley Graham, Dave and Jerrie Dunlap, Elspeth Lloyd, and Bernie Bauer. We had a short meeting at the end of our meal and discussed planning for our hosting of the reunion in 2014. Rose and Art Frazier were unable to attend as she recently had knee surgery, and is still a bit slowed up. John and Dottie Shay were also unable to attend. Dottie is still bedridden, and continues to receive nursing and physical therapy at home. With her enthusiasm and outlook, she will regain all movement in time and be chasing John around the house once more. Our next gathering will be in December at the home of Pat and Libby Obrien. Pat and Libby Obrien continue to travel around our great country and to sites outside its borders. Their latest venture took them to Ireland for the Notre Dame football game held in Dublin. They went with two former Naval Academy grads; Paul Reese and Sam Pratton. Mrs. Mollie Reese also joined them. Mollie is an ex AG. Sam and Paul got tickets to the game at Aviva Stadium while Pat, Libby, and Mollie watched the game at the Woolshed Baa and Grill. Pat wants everyone to know that it is pronounced Baa, not Bar. He loves the play on words. Mollie felt their seats at the Pub were better than those at the ballgame. She said "we were waited on, and the restrooms were nearby, with no lines." On the Sunday following the game they departed Dublin in a rented VW Transporter and headed to Killarney On the way they stopped in...
Limerick for a pint and a bite to eat. In Killarney they stayed at the Crystal Springs Bed and Breakfast. Pat and Libby say, “if you are going to Killarney, stay there.” While there the group played golf on three different courses. The Dooks, Skellig Bay, and the Ring of Kerry Golf and Country Club. Pat said the courses were all very different, but the one thing they all had in common was the scenery. It was awesome. The weather also cooperated. It was sunny with temperatures rising into the mid 70’s each day. From Killarney, the group headed to Cork and Blarney Castle. Pat and Libby shopped while the others partook in kissing the Blarney Stone. The Obrien’s did that on a previous trip. From Cork it was back to Dublin where Sam caught the flight back to CONUS. The Obrien’s and Reese’s headed to Northern Ireland. They stayed in Bushmills. Pat is a beer drinker, but for those of you who enjoy the harder stuff, this town is where the Bushmills Distillery is located. The group did some sightseeing i.e. The Giant’s Causeway, the Rope Bridge, etc, and played a round of golf at Gracehill’s Golf and Country Club. While playing Gracehill’s the foul weather gear had to be broken out. I guess three out of four golfing days with good weather wasn’t bad. The group’s next stop was in Belfast. Although they didn’t get to play it, they visited Hollywood CG which is the home course of Rory McIlroy. From Belfast, it was back to Dublin and home. Following the trip Libby told Pat that she was ready for a REAL vacation, a cruise. The Obrien’s got home in time for their second anniversary of her thirty ninth birthday. Happy birthday Libby. Pat is taking her on a cruise to Pensacola Beach, in the car. Libby didn’t count on this type of “CRUISE” Bernie Bauer drove up to Pittsburgh and spent some time with his sister. While there he did visit his favorite feeding trough (Primanti’s). A very enjoyable time was had doing nothing. Le (Bernie’s wife) is still in Viet Nam having a good time visiting with her mother and family. While there she has made trips from Saigon to Hanoi. Yes, Hanoi is a bit friendlier now than it was forty-five years ago. Bernie did not go with her as the extreme south of Viet is a bit to “ruffing it” for him (Bernie likes all those western comforts).

Submitted by AGCM Bernie Bauer USN RET

LONE STAR CHAPTER

Spring Meeting – April 21

The Lone Star Chapter, NWSA was well represented at the Colorado Springs Annual NWSA Reunion in May. Attending were Joe McKinzie, Jim and Suzanne Maxwell, Mel Bourn and Patricia Partesius, Charlie and Ann Jordan and Harry and Jeanie Hale. Good times were had by all and Tom Miovos and Earl Kerr get high marks for conducting another great reunion. The altitude of Colorado Springs left some of us gasping for breath and learning to ride on a school bus with long legs was an adventure. Our Jim Maxwell was elected 1st Vice-President at the general meeting. Looking forward to the next reunion. Las Vegas here we come!

The Lone Star Chapter held its Spring meeting at the Golden Corral Restaurant, just south of the Fort Worth Carswell Joint Reserve Base on April 21st. The Lone Star Chapter’s Spring meeting is held to resolve any outstanding business and nominate officers for the following year. Officer nominations at the meeting were: President – Mel Bourn, Secretary Treasurer – Curtis Arnold. The chapter voted to hold nominations open until the November meeting to attract additional candidates. Since the meeting, Charlie Jordan, our Aerograph Editor, has been nominated for President. We are holding the nominations open for any other candidates. No additional nominations for Secretary Treasurer have been received, but are eagerly awaited. In other outstanding business, the Chapter decided to shift our regular lunch meetings to every other month. Members at the Spring meeting were: Charlie and Ann Jordan, Joe McKenzie, Jim and Suzanne Maxwell, Mel Bourn and Pat Partesius, Bill Orvis, Harry and Mary Hale and Curtis Arnold. Chapter members got together for lunch in June at Pappadeaux’s in Fort Worth and enjoyed a white table cloth, multiple wine glass lunch in Pappadeaux’s Wine room. Attendees were Mel Bourn and Pat Partesius, Joe McKenzie, Bill Orvis, Robert and Remy VanHoven and Curtis Arnold.

Another lunch is planned for September 29th at Romano’s Macaroni Grill. Mel Bourn and Pat Partesius have spent August and September on extended vacation in Vermont and will be rejoining the chapter in early October for our bi-monthly lunches.

Our Fall Chapter meeting is planned for mid November. We will elect our officers for 2013 and
dispose of any other business. We have two candidates for the president’s office and looking forward to their electoral debates.

On the Binnacle List. Robert VanHoven had a detached retina repaired and is recovering nicely. Harry Hale had skin cancers removed from his face and can’t be out in the sun for a while.

Submitted by xAG2 Curtis Arnold USN REL

The Airship Chapter had the Summer Luncheon at the Captain's Inn in Forked River. Our attendance is smaller at each gathering. Attendees: Rod & Pam Elliott, Gene & Carol Merrill, Ann Bucher, Norm Macomber, Charlie & Carol Moffett, Bob & Lucille Wiorek, Henry & Bobbie Losch, and Bill & Joan Suydam. There was a business meeting. Most important item was lack of attendance at functions. Our members are aging and not able to get out. The list of birthdays and anniversaries was read. It is a nice way to remember these occasions. We send prayers to Al & Jane Parisi, Marie Garrity as well as Toddy McGayhey for improved health for each of you.

There was an update on Harry Whitworth; he is back home in Florida. He does not like the cold of Jersey in the winter months.

Gene and Carol Merrill: Their son, Richard continues with Chemo therapy for cancer and they ask that you keep him in your prayers. They have canceled their annual January Hawaii trip to be close to him. Both are having health issues to deal with. God bless America and keep our service people out of harm's way.

Mike and Marie Garrity: We missed them at the luncheon. They both continue with health problems. They are so thankful to have their children close. They send prayers and good wishes for improved health. And so from their home to yours, they send best wishes & prayers that each of you are doing well.

Ray and JoAnn Bierly: Continue to get emails on their comings and goings. They were in Jersey to see family. But always love getting home after the trips.

Toddy McGayhey: Had an email from her son recently and was glad to hear they have removed her from hospice care as she can get out of bed now. She has a new health aide so along with her grandson Tommy; they get Toddy in her wheelchair and take her outdoors. She loves the fresh air. Losch's were over to visit her. Bobbie said she is very alert and loves to have visitors.

Please keep her in your thoughts and drop a note; she would be very pleased to hear from you.

Bill and Joan Suydam: Spoke with Joan; she had just received an award from Outreach for being "Number One" and for being so loyal. "You make volunteering a form of Art". "Outreach We Care" comes straight from your heart. They had their 57 anniversary!

Bob and Lucille Wiorek: They have had a fairly good summer. Lucille has only had to use her oxygen as needed. Bob's diabetes is where it is stable. He still gets injections in his eye every 6 to 8 weeks. Their granddaughter Caitlyn was married May 27th to her Navy Pilot, he is such a great guy and they love him dearly. Lucille tried to tell her what she was getting into but all she tells her is "Mom Mom you did it so can I". Their grandson Eddie changed jobs. He is with BASF, which is a chemical plant. Wishing all a safe winter!

Rod and Pam Elliott: We are busy as ever. Pam continues with Credit Union training and Board of Director duties. Rod attends most training functions with her. Pam had successful knee replacement surgery in July, has physical therapy 3 days a week. In early October they were at the new casino, Revel, in Atlantic City for CU training and annual convention. The 3rd week of October they head to Mohegan Sun in CT for CU training. The Dodd-Frank Act has CU's going nuts with new compliance rules, thus all the training.

November Pam and daughter Kristie will have a mother-daughter couple of days in DE, then home to prepare for Thanksgiving since son in law Dick and granddaughter Hannah be coming up.

Merry Christmas, Happy New Year and good health to all from each Airship Chapter Members

Submitted by Reporter Pam Elliott

In Remembrance

CDR Donald R. “Doc” Carver USN RET

Donald Richard Carver (Doc) was “called Home by the Lord” while vacationing with family on Cape Hatteras, North Carolina on July 8, 2012. He was surrounded by family and loved ones when he passed.

Donald was born in Frenchtown,
New Jersey on Oct. 27, 1935 to Horace and Mary (Flek) Carver. “Donny” grew up in Frenchtown playing sports for numerous local baseball, football, and basketball teams including those at Frenchtown High School, where he graduated. He attended Ursinus College in Collegeville, PA. Although he was invited to try out for several professional sports teams, Don had his sights on a career in medicine and attended Temple University where he earned the nickname “Doc” Prior to finishing at Temple University he met a beautiful lady named Bonnie Jean Marmula. They fell in love, and engaged to be married. The US Military also called and the newlyweds began traveling with the US Navy. After graduating from the Navy’s Officer Candidate School, Doc became a Navy pilot flying everything from seaplanes to fighter jets during the Vietnam War. He later became a Navy Meteorologist serving on two deployments aboard the USS Intrepid during the Cold War. The military took Doc and Bonnie to numerous ports of call including Florida, Texas, California, Idaho, Arizona, Bermuda, New England and the Mid-Atlantic. Frequent moving and long deployments did not stop them from raising a family. Together, they had three boys. Between assignments, Doc spent quality time taking the family camping and sightseeing across the nation. As military life slowed and a new career with the Federal Aviation Administration developed, Doc became more involved with family activities and the community. He became a basketball and football coach. Doc also took on the courageous task of Scout Master for two different Boy Scout Troops and organized adventures such as 20 mile Appalachian Trail hikes and 100 mile white water canoe trips. As his boys grew older, Doc was instrumental in preparing and supporting them, as they set off on their own.

Doc and Bonnie retired and spent several years helping the boys with their young families. They spent valuable time with their grandkids and taught them about life in many little ways. Once the grandkids were off to school and busy with extra activities, they built a little cottage on the coast in New Harbor, Maine. Doc and Bonnie made one last move within a stone’s throw from where they vacationed every year for twenty years. Doc loved the small town atmosphere, which reminded him of his childhood home. He joined the church choir, volunteered for many community events, hosted picnics, and enjoyed the company of others. Bonnie passed in early 2011 with Doc by her side. Although he grieved her loss, Doc remained as active as ever. He traveled overseas, reconnected with high school and college classmates, and kept in touch with a huge collection of friends amassed from a lifetime of professional and personal travel.

Doc Carver, is survived by his brother Horace (Huck) Carver, and his sons, Donald Craig Carver and children, Austin (A.J.) and Madison of Fallston, Md., Neal Graham Carver and children, Trevor and Zachary of Crofton, Md. and Joel Scott Carver of Baltimore, Md., his middle son.

Doc’s ashes will be held by the family for two memorial services in his honor. The first memorial service will be held at the New Harbor United Methodist Church on Oct 13, 2012 at 11am. The church is located at 8 Southside Rd. New Harbor, ME 04554. The second memorial service will be held at the St. James’ Parish on Nov 3, 2012 at 11am. The church is located at 5757 Solomon’s Island Road Lothian, MD 20711-9707. Arrangements are under the direction and care of the Strong-Hancock Funeral Home, 612 Main St. Damariscotta, ME. Condolences, and messages for the family, may be expressed by visiting: www.StrongHancock.com. Submitted by Neal G. Carver

**AGCS Charles “Fergie” Ferguson USN RET**

Died July 19, 2011
Submitted by Elizabeth O’Brien, NWSA Sec/Treasurer

**AGCM Paul T. Goins USNR RET**

Paul Trenton Goins of Birmingham died July 11, 2012 at his residence. Mr. Goins was born October 8, 1923 in Birmingham, AL. He is preceded in death by his wife, Jean Ledbetter Goins and son, Richard Stephen Goins. He is survived by daughters, Teresa Goins Hill of Birmingham and Rebecca Goins Lilley of Houston, TX, grandsons Eric Hill and Trenton Lilley and great grandson Cameron Hill. He graduated from Samford University with a major in Business Administration. He served his country in the United States Navy as a meteorologist and later taught weather forecasting. He was a successful small business owner after retirement from the navy. A civil war buff he loved to travel and explore the United States of America. He truly loved his country. A graveside service will be held on Saturday, July 14, 2012 at 11:00 am at Jefferson Memorial Gardens East with the Rev. Tim Hennings officiating. Donations may be made to the Wounded Warrior Project at www.woundedwarriorproject.org. Jefferson Memorial Funeral Home Trussville directing.

From the *Birmingham News* newspaper

Paul enlisted in the Navy in 1943 and attended AG "A" school at the Newman School in Lakewood, NJ. He served on ships in the Pacific during WW II and was discharged in 1946. He returned to Birmingham, AL, and took over the family office supply business. Later, he entered the TAR Program at NAS Birmingham and was promoted to AGC.

When NAS Birmingham closed, he was transferred to NAS NY where he was promoted to AGCS. While there, he was the first TAR AG to make AGCM. When the base closed, he was ordered to Cubi Point where he was the Command Master Chief.
In lieu of flowers, his family requested donations be made to the Wounded Warrior Project.

Submitted by LCDR Wayne H. Ledbetter, USN (Ret)

**LT Joseph R. (Joe) Meeks**
**USN RET**

LT Joseph (Joe) R. Meeks, 86, of Leonardtown MD, died August 30, 2012 at St. Mary’s Nursing Center after a long battle with Alzheimer’s.

Born March 11, 1926, in Jamaica, New York he was the son of the late Robert E. Meeks and Caroline Kohr and was the elder brother to the late Alice Schmidt.

Joe is survived by his wife Dorothy (Dot) A. Meeks of Leonardtown, MD whom he married on August 28, 1948 in Atlantic City, NJ. and by his two children and son-in-law: Eileen T. Meeks of Falls Church, VA, Shirley A. Poehnelt of Reston, VA and Dean Poehnelt of Reston, VA.

Joe joined the Navy in July of 1943 during World War II, served in Vietnam, and retired in 1971. He loved weather forecasting and worked in a number of positions in the meteorological and oceanographic offices including weather forecaster and electronic technician. He was commissioned as an officer in 1960 and retired as a Lieutenant. While in the Navy he served at a number of duty stations spanning from Yokosuka Japan to Port Lyautey, Kenitra, Morocco and in the states from San Diego, CA to Quonset Point, RI. After he retired from the Navy, Joe worked at Oceanographic Office at Patuxent Naval Air Station until 1993.

The family will receive friends on Friday, September 7, 2012 from 9:30AM to 10:30AM in Holy Face Catholic Church, Great Mills, MD. A Mass of Christian burial will be celebrated at 10:30AM with Father Joseph Callis officiating. Interment will follow in the church cemetery. Serving as pallbearers will be Steve Vetter, Brian Vetter, Dean Poehnelt, and “George” Dunn.

In Lieu of flowers contributions may be made to the USO www.uso.org, St Mary’s Nursing Center 21585 Peabody Street, Leonardtown, MD 20650, Alzheimer’s Foundation of America 513 E. Charles Street P.O. Box 1889 La Plata, MD 20646.

Arrangements provided by Mattingley-Gardiner Funeral Home, Leonardtown, MD.

Submitted by Fay Crossley, HRC Secretary

**CDR Walter F. Martin**
**USN RET**

Walter Martin was born November 6, 1921 and entered USNA with the class of 1944. Due to the war he was graduated June 1943. Walt wed his high school sweetheart, Josephine Ann Currie, went to sea in USS MAYRANT (DD-402) and performed convoy duty in the Med and Atlantic. In January 1945 he volunteered for flight training and earned his Wings of Gold. At NPIS Monterey Walt studied Meteorology and helped establish a typhoon recon squadron at NAS Seattle before deploying to Guam just as the Korean war began. Next came helicopter training and fleet operations in the Med and WestPac. Following these aviation assignments Walt became skipper of Fleet Weather Facility Argentia and then moved to the University of Minnesota as ONR field representative. He managed Navy contracts and funding for cosmic ray research using high altitude balloons, then retired from the Navy in 1966.

Walt joined the balloon operators at Winzen Research Co. as general manager but after four years shifted to ONR in WashDC to resume cosmic ray research. His primary focus was Project Skyhook.

In January 1984 Walt finally retired and moved to Perdido Key FL where he soon began docent duties at the National Museum of Naval Aviation on Naval Air Station Pensacola. He loved telling others about the marvels of naval aviation until he passed over the bar July 23, 2012. His wife, Josephine, preceded Walt in death by just a few days.

Submitted by CDR Don Cruse USN RET

**AGC GENNARIO A. “JERRY” D’AURIO**
**USNR RET**

Gennaro A. “Jerry” D’Auria, CPO USNR - Ret, age 94, died August 15, 2012 at Middlesex Hospital in Middletown. A long time resident of Manchester, he was born June 14, 1918 in New York City, the fourth son of the late Vincenzo and Luisa (DeMartino) D’Auria. He was predeceased by his beloved wife F. Marie (Squires) D’Auria; son Michael; and his siblings and their spouses, Salvatore (Jayne), John (Kay), Francis (Sophie) and Caroline (Eugene Phillips). Survivors include son Anthony C. D’Auria; and grandson Cyril (Elizabeth) D’Auria; several nieces and nephews as well as dear friends, Suzanne and Alicia Morse. Jerry enlisted in the US Navy serving during World War II from 1942 - 1946. He was trained as an Aerographer (weatherman) and quickly advanced to Chief Petty Officer assigned to duty in Bahia, Brazil, the Azores, Philadelphia and lastly aboard the USS West Point. Shortly after the War, he joined the Naval Reserves, serving from 1951 - 1978 where he was part of the USNR Naval Security Group, 3-11, at Hartford, CT for many years. Using the skills learned in the Navy, Jerry worked for the US Weather Bureau for 35 years, primarily at Bradley Field Weather Station, Windsor Locks. As a weatherman, he was known for his expertise and precision in calculations and predictions, and consequently received many commendations and awards. Jerry was often the “Voice of the Weather Bureau” for Bob Steele’s morning radio
LCDR RALPH A. WRIGHT JR. USN RET

Ralph Andrew Wright, Jr., born January 19, 1922, departed on July 18, 2012, aged 90. Lieutenant Commander Ralph Wright, who passed away at his home in Virginia Beach, is survived by his loving wife of 65 years, LaRue Wright. He leaves 5 loving daughters and their husbands, LaRue and Archie Allen (New York), Denice and John Maphis (Virginia Beach), Diana and Dave Vickers (Virginia Beach), Claudia and Dave Liebig (Virginia Beach) and Jennifer and Rob Case (Charlottesville). He is also survived by ten grandchildren, Karrie Lyons and her husband David, John Maphis and his wife Natalie, Elizabeth Maphis, David Liebig, Alexandra Liebig, Daniel Vickers, Andrew Case, Mack Case, Julia Case, and Jack Case. He is also survived by his sister, Miriam Barber (Philadelphia), and extended family members and dear friends. He was predeceased by his father, Ralph A. Wright Sr., his mother, Emma Wright and brother Robert Wright.

LCDR Ralph Wright was born and raised in Philadelphia, PA. At the age of 16 he achieved the prestigious level of Eagle Scout. At 21 he enlisted as a seaman in the United States Navy and soon met and married the love of his life, LaRue Hess on May 31, 1947. He devoted thirty years of service to the U.S. Navy, rising from an Enlisted Sailor to a Lieutenant Commander as a meteorologist. Ralph proudly served his country during WWII in France, England, and South America.

Additionally, he completed tours of duty in Philadelphia, New York, New Jersey, Japan, Cuba, Puerto Rico, and Virginia Beach. Ralph was a devoted family man and took pride in the 2 homes that he built for them. After retirement, he continued his love of building as an independent contractor, designing and crafting custom improvements for family, friends and neighbors. Ralph enjoyed spending time with his family and friends, traveling, tirelessly improving and maintaining the family home, and spoiling his best doggy friend, Riley. He is remembered by his loving family as a guiding force of wisdom and strength in their lives.

Submitted by Jim Futtner

AG1 LEROY F. WILLFORD

Source August FRA Today
Submitted by AGCM Marty Bonk USN RET

CAPT JAMES I. JOHNSTON, USN RET

On September 26, 2012, James Irvin Johnston of Oak Harbor, WA, age 82 died at home with his wife at his side. Jim was born December 12th, 1929 in the Seattle, WA house built by his parents, Irvin and Mary Johnston.

After graduating from the University of Washington ROTC scholarship program he began his career as a U.S. Navy Meteorologist, serving at duty stations across the USA and Guam. Jim developed a state of the art weather reporting system he then presented to Congress. It is still in use by the Navy today. He received his first master’s degree at the U.S. Navy War College and served on the Navy’s Presidential Commission to India.

Jim retired at the rank of Captain in 1978 after 28 years of service and returned to his hometown of Seattle. He was a life member of the Military Officers Association. A second master’s degree in computer science led him to Seattle City Light as the Manager of the SCADA Division, running a highly advanced network of servers that monitored and controlled the flow of electricity from regional dams to the city.

Jim met Annelise Andrade in 1980 and they married in June of 1987. In 1991 they built and settled in their retirement home on Whidbey Island. Jim cultivated an orchard of chestnuts, walnuts, hazelnuts and fruit trees. Intrigued with genealogies, Jim and Annelise traveled the US and the world. They toured Australia, Buenos Aires, Rio, the Antarctic and the Amazon; took a European adventure through Scandinavia, Russia, Helsinki, and St. Petersburg, Estonia; and journeyed to Cook Island, Easter Island, and much of the South Pacific.

John Maphis (Virginia Beach), Diana and Dane Vickers (Virginia Beach), Claudia and Dave Liebig (Virginia Beach) and Jennifer and Rob Case (Charlottesville). He is also survived by ten grandchildren, Karrie Lyons and her husband David, John Maphis and his wife Natalie, Elizabeth Maphis, David Liebig, Alexandra Liebig, Daniel Vickers, Andrew Case, Mack Case, Julia Case, and Jack Case. He is also survived by his sister, Miriam Barber (Philadelphia), and extended family members and dear friends. He was predeceased by his father, Ralph A. Wright Sr., his mother, Emma Wright and brother Robert Wright.

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operational commands. Functions directed by the Naval Weather Service and amazed at the weather service unit in Saratoga and their integrated with the ship's company. He would also be Aerographer's M would find the OA Division consists of nine Environmental Service Unit on the Saratoga today, he met back in 1923 is still alive and being met by Angola M Hall (1975-1988). If Jake were to hold an inspection of the Naval today's AG Mark I Eyeball.

It's Raining!
By AGCS Bill Lilienthal

A little over 52 years ago a quartermaster named Jake was standing a mid watch on an old four piper when it began to rain. It was during that mid watch that Jake made the remark that was to be heard throughout the Navy—"It's raining!". Before the end of that cruise Jake's designation was changed to QMA, he was issued a pencil and thermometer, and hence called, the "Ship's Weather Guesser". Up until the beginning of World War II Jake had very little information or equipment to work with. At best, he could forecast a cold front that could only be detected by the Mark I Eyeball. When the cold frontal passage and Japanese attack on Pearl Harbor had subsided, the Navy Department took a new look at the requirements and needs for its own weather bureau. As a result, in 1942, Jake became an aerographer's mate designated AerM. With continued need for Jake's service, in 1948, he was given his rightful place in the Naval rating system as an "AG", which is still worn today. Of course Jake has long since retired but the challenge he met back in 1923 is still alive and being met by today's AG—but, with a few changes. If Jake were to hold an inspection of the Naval Environmental Service Unit on the Saratoga today, he would find the OA Division consists of nine Aerographer's Mates and one officer. The unit is integrated with the ship's company. He would also be amazed at the weather service unit in Saratoga and their functions directed by the Naval Weather Service and operational commands. Jake would find radar and satellites being used as a basic meteorology tool. His mouth would gape at the speed with which raw weather data is exchanged via radio teletype and facsimile over a worldwide meteorological communications network.

Sailors of the Naval Weather Service Command have come a long way since Jake first sharpened his pencil and prepared to write the first operational Navy forecast. Today, the Naval Weather Service Command has broadened its activities to include research in the associated fields of meteorology and oceanography. Computerized weather, a product of the Fleet Numerical Weather Center at Monterey, Calif., has become a reality in the past decade. Automatic weather stations have been placed in many remote parts of the world and at sea.

The man that said "everyone talks about the weather but no one does anything about it", was wrong. The weather service command's more than 2,500 officers and men are doing something about it. In today's weather office, as in Jake's office, weather could not be made or changed. However, Saratoga's weather guessers are on tap to insure that forecasts are written on changes before they occur and recorded when they do occur. …Ed...The previous article appeared in the USS Saratoga's newspaper in December 1969

Greetings from Las Vegas

Time is moving very fast to our next reunion in May. Registration, Tours and meals will be located elsewhere in this bulletin and those items can be done on their web site.

A supplemental order form is also in this bulletin for shirts (sorry no hats), additional coffee cups, and tickers for Beer and Wine (see special on those), 50 / 50 raffle, and a free night at the Palace Station Hotel. The number of free nights will be determined by the number of tickets sold exclusively for that prize. If you are staying elsewhere you will be awarded the price of your hotel room to a maximum of $99 plus 13% tax.

This addition form needs to be mailed to me so that I will have a bit more working capital as my wife and I will doing the “Welcome Aboard Meet & Greet” party. We couldn’t get together on prices with the hotel on this party.

There were a lot of suggestions for the tours and what we have come up with are tours that we received the most requests for. If your idea isn’t among them, there will be plenty of time to do other things. Some ideas are:
Venetian Hotel - Gondola ride
New York Hotel - Roller Coaster
Paris Hotel – Eiffel Tower
Circus-Circus - Circus acts (Free)
Stratosphere Hotel—360 deg dining or visit
Cirque Soleil shows - Mystere / Love / “O” / KA / Zumanity / Be-lieve / Zarkana (Elvis will be closed soon)
Louis Anderson at Palace Station (special price tickets for us)
Fashion Show Mall & Caesars Forum shops (shopping)
La Reve / Blue Man Group / Jersey Boys / Comedy Clubs & other headliners that are in-town next May
Bellagio Hotel - Dancing Fountains at night (Free)
Mirage – Volcano (Free) / Secret Gardens
Other Tours - Helicopter / Plane / Jeep around / over Las Vegas, Grand Canyon, Valley of Fire / Red Rock.

Please remember this is a one person committee...me. It is imperative that we have participation from members and non-members. I have made a promise to the hotel that we will have at least 40 rooms per night or 160 room nights (includes those coming early or staying on additional nights). If this is not met there will be a big loss of amenities that were awarded to us resulting in unanticipated costs.

If the registration fee seems a bit high please remember that Military Reunion Planners is taking a chunk of the registration fee for setting up the web site, collecting money (add credit card fees for them), arranging the tours, making up and setting prices for the meals through the hotel and paying those vendors. Then the costs for the goodie bag you will receive with very nice logo coffee cup and my costs for other sundry items including taking care of assistance from Valet's and bellhops, etc. I only want to break even on all expenses.

The absolute cutoff date for-shirt orders is April 18th as they will be screen printed. So please get your order (with size) in early.

All of this should make for a great reunion - our third here in Las Vegas. There will be shuttle bus from the Palace Station to the strip and various hotels. The hotel has plenty of parking, a valet, a large swimming pool and (of course) winning machines and table games.

Dress will be casual for all events except banquet which will be business casual...jacket & tie optional...tropical shirts preferred.

There will be a sign-up sheet for assistance in the hospitality room. Hours will be posted and subject to change by participation or lack thereof. I'm sure some of you will sign up to help.

If you have any questions please don't hesitate to send me an email: cqcqdx@cox.net - I usually check my mail daily or call: 702-838-7932 (H) or 702-376-1381 ©

I'm looking forward to a big turnout.

Have a Merry Christmas and Happy New Year.

Alan Davis, AGC, USN, Ret.
Chairman (or person)

NAVAL WEATHER SERVICE ASSOCIATION
2013 Reunion- 5-9 May 2013 Las Vegas, NV

Welcome to Las Vegas
Las Vegas is an ever changing fantasy-land wrapped up in a city that has seen an unbelievable expansion since it emerged from the desert just over 100 years ago. It has often been described as the "Entertainment Capital of the World." The NWSA Reunion will afford plenty of opportunity to enjoy Las Vegas. You will explore the lights and sounds of Vegas on a City Sights and Lights Tour, where you will experience the fabulous Bellagio's waltzing waters, the Mirage with its erupting volcano and the full scale sea battle at Treasure Island! You'll take a trip to the spectacular Hoover Dam, sample sweets from Ethel M's Chocolates and be an amateur FBI agent in pursuit of organized crime figures at the MOB Museum. Learn about the most secret place in America, Area 51, at the National Atomic Testing Museum. You'll also have plenty of time to catch up with old friends, make new and explore Las Vegas on your own, whether shopping, dining or taking your chances at the tables.
Hotel Information
The reunion is officially scheduled from Sunday, May 5th, to Thursday, May 9th, 2013. You will be staying at the Palace Station Hotel & Casino located at 2411 W. Sahara Avenue, Las Vegas, NV 98102. The room rate is $99.00, plus tax per night. For those of you who choose to arrive early or stay after the reunion ends, the same room rate will be available for three days prior and three days after, based on availability. Reservations may be made beginning October 15, 2012 by either calling the Palace Station Hotel & Casino direct at 1-800-634-3101 and identifying yourself as an attendee of the NWSA Reunion group and referring to the group code PCINWSR, or on the reunion website www.MilitaryReunionPlanners.com/NSWA. Hotel check-in is 3:00 p.m. Please do not expect to get into your room before then. You may cancel your hotel room up to 48 hours prior to arrival without penalty. Each guest is required to provide a credit card and one night’s room and tax deposit. Please note; the hotel reservation cut-off date is April 6, 2013, thereafter; reservations will be taken on a space available basis only.

Airport Transportation & Parking
If you are flying to the reunion, the Palace Station Hotel & Casino offers scheduled shuttle service to and from McCarran International Airport and the Las Vegas Strip. Please visit the hotel website https://palacestation.sclv.com/Hotel.aspx for exact times, locations and driving directions to the hotel. For those of you driving, the hotel offers both covered and exterior parking at no cost. Valet parking is available for an additional charge.

Travel safely and we will... See you in Las Vegas!

Excellence in Military Reunion Planning

CHAIRMAN’S WELCOME ABOARD PARTY
Sunday, May 5 (5:30pm in the Hospitality Room)
After settling in from a long days travel, head to the hospitality room; grab a glass of wine, soda or a beer, something to eat and meet new friends and reconnect with old. Getting reacquainted, sharing stories of the years gone by and making plans to meet and share new adventures is a perfect way to start this year’s NWSA Reunion.

ASSOCIATION EXECUTIVE BOARD MEETING

Sunday, May 5 (2:00pm Salon G)
The Naval Weather Service Association Executive Board of Directors meeting will take place in Salon G of the hotel. Only the members of the Executive Board are requested to attend.

THE MOB MUSEUM
Monday, May 6 (9:00am-12:00pm)
Located in the heart of downtown Las Vegas, the Mob Museum showcases both sides of the notorious battle between organized crime and law enforcement. This fascinating history in America is brought to life through one-of-a-kind artifacts, such as the wall from the St. Valentine's Massacre in Chicago, interactive touch screens and unique displays to interact with law enforcement and organized crime tools. Shoot assimilated Tommy gun, listen to real FBI surveillance tapes on wiretapping equipment or take part in FBI weapons training! From famous heroes to infamous villains, these men and women have their fingerprints not only on Las Vegas, but the nation as a whole. You can finally discover the "whole truth and nothing but the truth."

PICNIC AT THE PALACE BUFFET LUNCHEON
Monday, May 6 (12:00pm-2:00pm Salon C&D)
Come join your friends for a Picnic at the Palace buffet luncheon. You will be delighted with the sights and smells that emanate from your "imaginary" picnic basket with choices of great salads, hamburgers, BBQ chicken breast and spare ribs! Yum! To add to this flavorful picnic you'll have great sides of mashed potatoes, and an old favorite, mac and cheese, plus baked beans and sweet, fresh corn-on-the cob followed with the best saved for last... dessert!

GENERAL MEMBERSHIP MEETING
Monday, May 6 (3:00pm Salon D)
The Naval Weather Service Association General Business Membership Meeting will take place in Salon D of the hotel. Registration is not required to attend.

LAS VEGAS SIGHTS & LIGHTS TOUR
Monday, May 6 (7:00pm-10:00pm)
Las Vegas at its best!! Board your luxury coach for an evening of glittering attractions along the famous "Vegas Strip". Must see attractions include the fabulous Bellagio's waltzing
waters, the Mirage with its erupting volcano, and Treasure Island with a full scale Sea Battle. Tour stops also include the stunning Luxor, its brilliant beacon visible from space, the "Eiffel Tower", and the New York skyline. There will be several opportunities to get off the motor coach to enjoy many of the more interesting attractions and venues up close, including the "Fremont Experience" with the largest big screen on planet earth! This will be a whole new way of seeing the world's most exciting city. Please Note: Dinner is Not included in this tour. Please be sure to have dinner prior to departure.

**HOOVER DAM TOUR & ETHEL M’S CHOCOLATES**
**Tuesday, May 7 (8:00am-4:00pm)**

After an early breakfast, climb aboard the air conditioned coach for a trip to the Hoover Dam. Start your tour at the Visitors Center to see a movie on the Dam's construction, the museum and exhibit gallery. From this point you will take an elevator ride down 530 feet through the rock wall of Black Canyon exiting into a tunnel drilled in the 1930’s. Take in the panoramic view of the 650 foot long Nevada wing of the power plant and eight of the dam's 17 huge generators, navigate through tunnels to explore rarely seen areas of the dam itself, peek out of air vents opening to the downstream face of the dam. Be sure to take a walk on top of the dam for an unforgettable view. This is an awe-inspiring tour and an absolute wonder of the world! At noon board your coach and head to Boulder City for lunch on your own. End your tour with a delicious stop at the famous Ethel M's Chocolates for a sweet treat. Here you will have time to take a self-guided tour of the factory and stroll through the botanical and cactus gardens. * Photo 10 Required

**THE NATIONAL ATOMIC TESTING MUSEUM**
**Wednesday, May 8 (9:00am-12:00pm)**

The National Atomic Testing Museum is a repository for one of the most comprehensive collections of nuclear history. As part of its mission, the Museum collects and preserves a wide variety of materials and artifacts relating to atomic testing, the Nevada Test Site, the Cold War, and nuclear and radiological science and technology. The Museum’s current collection includes thousands of rare photographs, videos, artifacts, scientific and nuclear reports and data, and one-of-a-kind scientific collections. Learn about the most secret place in America, Area 51. The first ever exhibit on Area 51 has been developed with the help of the very people that worked there. This exhibit will explore the truth and the real programs along with addressing the secrecy that surrounds the base at Groom Lake. Aliens, secret tunnels, Motherships ... Myth or Reality?

**NWSA 2nd GENERAL MEMBERSHIP MEETING**
**Wednesday, May 8 (1:30pm Salon D)**
The Naval Weather Service Association's 2nd General Business Membership Meeting will take place in Salon D of the hotel. Registration is not required to attend.

**ASSOCIATION EXECUTIVE BOARD MEETING**
**Wednesday, May 8 (3:30pm Salon D)**
The Naval Weather Service Association Executive Board of Directors meeting will take place in Salon G of the hotel. Only the members of the Executive Board are requested to attend.

**NWSA RECEPTION & BANQUET**
**Wednesday, May 8 (6:00pm-10:00pm Salon G)**
Come join your friends for a wonderful evening beginning with a no-host cocktail reception at 6:00pm followed by dinner at 7:00pm. Please make your entree selection on your reservation form.

**TOUR CANCELLATION INSURANCE**

Protect yourself from unforeseen expenses caused by illness, injury or other causes that may impact your travel plans. Tour Cancellation Insurance allows you to receive a refund of tour and banquet expenses. Please note there is a $10 processing fee. Cancellation Insurance expires at 11:59pm the day before the reunion begins. No refunds are given the day of the reunion (beginning at midnight). **even if you purchased cancellation insurance.** Should you need to cancel your reservations please contact our office immediately by calling 817-251-3551 Monday through Friday 9:00am-4:00pm CST and email us at cancel@MilitaryReunionPlanners.com. If you did not purchase cancellation insurance please note all tour and banquet monies are refundable up until 6 weeks prior to the reunion, at that point all monies paid are non-refundable.

**Important Reunion Notes:**
• Tours may be cancelled if a minimum of 30 people per bus is not met. In this case, full refunds will be given.
• Please understand that a certain amount of walking is necessary to/from the bus in order to view attractions and in some instances, to tour or explore the attraction itself.
• Be sure to bring photo identification (like a driver's license) to all events.
• Tour times are subject to change. Please check registration for the final itinerary.

ALL RESERVATIONS ARE DUE BY March 31, 2013.
Late reservations will be accepted on a space available basis with a non-refundable $10 per person late fee. Please make a copy of this information for your records. Should you need additional information call our offices Monday through Friday at 817-251-3551 or email usatinfo@MilitaryReunionPlanners.com. Requests for cancellations and refunds must be made by email or in writing to MRP, P.O. Box 1588, Colleyville, TX 76034, and postmarked before March 31, 2013. No refunds will be made after this date unless you have purchase Tour Cancellation Insurance. Sorry, no refunds will be given for any reason beginning at midnight the day of your reunion. Please note there is a refund processing fee of $10 per person. For written confirmation of your cancellation please send a self-addressed, stamped envelope with your request to our office. Your cancelled check is your receipt as well as your proof of purchase. A $25 return fee will be charged for NSF checks. MRP will not be held liable for failure of vendors to provide contracted services or any injuries/accidents that may occur during the reunion.
# NWSA REUNION RESERVATION FORM

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>EVENT</th>
<th>COST</th>
<th>#</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mon 5/6</td>
<td>9:00am-12:00pm</td>
<td>REUNION REGISTRATION FEE - Per Person</td>
<td>$39pp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mon 5/6</td>
<td>12:00-2:00pm</td>
<td>Event A: Mob Museum Tour</td>
<td>$30pp</td>
<td></td>
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</tr>
<tr>
<td>Mon 5/6</td>
<td>7:00-10:00pm</td>
<td>Picnic at the Palace Buffet Lunch (Hotel-Salon C&amp;D)</td>
<td>$30pp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tue 5/7</td>
<td>8:00am-4:00pm</td>
<td>Event B: Las Vegas Sites and Lights Tour</td>
<td>$30pp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wed 5/8</td>
<td>9:00am-12:00pm</td>
<td>Event C: Hoover Dam &amp; Ethel M's Chocolate's</td>
<td>$69pp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wed 5/8</td>
<td>6:00pm-12:00am</td>
<td>Event D: Atomic Museum</td>
<td>$35pp</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>NWSPA Reception and Banquet * (choose 1 per person)</td>
<td>$40pp</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pasta Primavera with Grilled Shrimp &amp; Lemon Sauce</td>
<td>$37pp</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Salmon with Lemon Caper Buerre Blanc</td>
<td>$49pp</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Non-Refundable Late Reservation Fee (if registering after March 31, 2013)</td>
<td>$10.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tour Cancellation Insurance: Protect your $$</td>
<td>$10.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL**

**PROVIDE THE FOLLOWING:**

Name (As you want it to appear on badge):

Spouse/Guest(s):

Address: ____________________________________________________________________________

City: ___________ Zip: ________ ST: ______

Best Phone #: ___________________ Other: ___________________ Email Address: ___________________

Emergency Contact Name & Number during the Reunion: ___________________ ___________________

Years Served: ___________________


OR > Mail this completed form with a check payable to: MRP, Box 1588, Colleyville, TX 76034

**RESERVATIONS ARE DUE BY MARCH 31, 2013**

➢ Reservation money is non-refundable after due date unless Tour Cancellation Insurance is purchased.

➢ Insurance holders are eligible for a refund less processing fee until Midnight before the 1st day of the reunion.

➢ Insurance ends once the reunion begins – notification in writing/email must be received prior to start of reunion.

➢ Late reservations are accepted on a space available basis with a non-refundable $10 per person late fee.

➢ Watch for an email confirmation of your order and online roster update as your proof of payment.

➢ Change/cancellation is not available through the website. Email/Call notice for cancellations required.

➢ To register and pay by check please print this form and mail it with a check to: MRP, Box 1588 Colleyville, TX 76034

Call or email MRP if you need to add, cancel or modify your reservation at 817-251-3551 or email info@MilitaryReunionPlanners.com. MRP agents are available weekdays from 9-4 CST. Voice Mail is 24/7.

You must leave a voice message to receive a call back. Thank you for using Military Reunion Planners, LLC

Date Rec'd: ___________________ Check#: ___________________ Amount: ___________________ XCL #: ___________________
# Supplemental Order Form

<table>
<thead>
<tr>
<th>ITEM</th>
<th>NUMBER</th>
<th>COST</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome Aboard</td>
<td>______</td>
<td>$15.00</td>
<td>______</td>
</tr>
<tr>
<td>Meet &amp; Greet pp OR</td>
<td>______</td>
<td>$15.00</td>
<td>______</td>
</tr>
<tr>
<td>...2 for $25</td>
<td>______</td>
<td>$25.00</td>
<td>______</td>
</tr>
<tr>
<td>T-Shirt</td>
<td>______</td>
<td>$13.50</td>
<td>______</td>
</tr>
<tr>
<td>Specify size (S-M-L-XL)</td>
<td>______</td>
<td>$13.50</td>
<td>______</td>
</tr>
<tr>
<td>2X-5x ($2 Extra) Note:</td>
<td>______</td>
<td>$13.50</td>
<td>______</td>
</tr>
<tr>
<td>I must have a total order of at least 24 or price increases $ 6.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional Coffee Cups</td>
<td>______</td>
<td>$ 7.00</td>
<td>______</td>
</tr>
<tr>
<td>Beer Tickets</td>
<td>______</td>
<td>$ 2.00</td>
<td>______</td>
</tr>
<tr>
<td><strong>OR</strong> (15 for $26.00)</td>
<td>______</td>
<td>$26.00/set</td>
<td>______</td>
</tr>
<tr>
<td>50 / 50 tickets</td>
<td>______</td>
<td>$ 1.00</td>
<td>______</td>
</tr>
<tr>
<td>Room Raffle</td>
<td>______</td>
<td>$ 5.00</td>
<td>______</td>
</tr>
</tbody>
</table>

Make check out to Alan Davis, Chairman

Mail direct to: 8431 Garnet Peak Ct.
Las Vegas, NV 89117

No refunds on shirts / coffee cups / welcome aboard party
NATIONAL WEATHER SERVICE ASSOCIATION
~2013 REUNION ITINERARY~

SUNDAY, 5 MAY
- 0700 Reunion Preparation Committee meets (Coffee will be served)
- 0900 Hospitality Room and Registration Opens
- 1400 Executive Board Meeting (Salon G)
- 1500 Hotel Check-in (Rooms may be available earlier)
- Afternoon on your own
- 1730 Chairman’s Welcome Aboard Party (Hospitality room)

MONDAY, 6 MAY
- 0800 Hospitality Room and Registration Opens
- 0900 Bus departs for Mob Museum Tour (Event A)
- 1130 Bus departs to hotel (ETA at hotel 1200)
- 1200 Picnic at the Palace Buffet Luncheon
- 1500 General Membership Meeting
- Dinner on your own
- 1900 Bus departs on Las Vegas Sites & Lights Tour (Event B)
- 2200 ETA at Hotel

TUESDAY, 7 MAY
- 0800 Hospitality Room and Registration Opens
- 0800 Bus departs for Hoover Dam and Ethel M's Chocolates (Event C)
- 0930 Tour Hoover Dam
- 1200 Bus departs Hoover Dam for Boulder City and lunch on your own
- 1400 Bus departs Boulder City for Ethel M's Chocolates
- 1430 Ethel M’s Chocolates
- 1530 Bus departs to hotel (ETA at hotel 1600)
- Dinner and evening on your own

WEDNESDAY, 8 MAY
- 0800 Hospitality Room Opens
- 0900 Bus departs hotel for Atomic Museum (Event D)
- 1130 Bus departs Museum to hotel (ETA hotel 1200)
- Lunch and afternoon on your own
- 1330 NWSA 2nd General Membership Meeting
- 1530 Executive Board Meeting (Salon D)
- 1800 No-Host Cocktails
- 1900 Naval Weather Service Association Banquet (Salon D)

THURSDAY, 9 MAY
- 1200 Hotel Check-out
- Say good-bye to old friends until next time

Thanks for coming! We wish you good health and safe travels!!
Visit us at www.MilitaryReunionPlanners.com
On 1 July, Barbara and I embarked on our “Arctic Adventure,” a motor vehicle/fifth wheel trip that would encompass more than three weeks and 8,075 miles. Our destination was Inuvik, North West Territory (NWT), Canada, reachable on land only via the Dempster Highway, an unpaved all-weather road that crosses and re-crosses the continental divide three times, as well as the Arctic Circle. It is one of two roadways in North America that cross the Arctic Circle, the other being the Dalton Highway that stretches north from Fairbanks to Prudhoe Bay, Alaska. The Dalton Highway is unpaved also, but is referred to as a highway nevertheless. The Dempster was our route to the land of the midnight sun, close enough on the heels of the summer solstice to experience that phenomenon.

My part in preparations consisted mainly of vehicle readiness. Our truck has a set of fairly new Goodyear Wrangler tires, four wheel drive, and undercarriage protection, including a steel shield for the fuel tank. I made guards for the headlights and radiator/grill using half-inch mesh hardware cloth in a metal frame and lashed them in place with nylon straps. A change to new synthetic oil completed preparations on the truck. I equipped the fifth wheel with two spare tires, in deference to the 900-plus miles I expected to travel on dirt roads.

Barbara, for her part, was in charge of the menu and all food items. She started several weeks ahead of departure, preparing first a menu for each of the days we planned to be on the road, with a few days beyond in case of an unplanned extension. Then she prepared and pre-cooked all of the meals, for each menu item, so all we had to do on the road was remember to take next day’s meals out of the freezer compartment, and then heat it, in a microwave when 110-volt power was available, on the stovetop when it was not. I call it Barbara’s “Meals on Wheels.” I know of no other person who is capable of, first, preparing a menu to cover some 24 days on the road, and secondly, to pre-cook and store in the freezer compartment of the refrigerator, all of the resulting meals. The fact that I returned from the excursion weighing one pound more than I did when we left is testament to her skills in planning and preparation.

Our first day on the road was rather unexciting since we were crossing northern Wisconsin, circumnavigating Minneapolis, and then heading westward on I-94. We sighted two bald eagles in Central Wisconsin, near the Wisconsin River, and one in Minnesota. To its credit, the one in Minnesota was flying eastward toward Wisconsin. We stopped about 60 miles short of North Dakota which we entered early on Monday, 2 July. We stayed with I-94 to Bismarck, and then took U.S. 83 north to Minot and U.S. 52 to Portal, ND and the border crossing into Saskatchewan. Somewhere northwest of Minot we started to see fields of green and gold, some more gold than others. At first I thought we were seeing soybean fields with a liberal lacing of mustard weed, but eventually concluded that the golden plants were not mustard, but some other plant with which I was unfamiliar. During a re-fueling stop I checked with a local man and learned that we were seeing fields of canola. That was merely the beginning. We crossed into Saskatchewan and the canola continued. In fact, it grew in lateral extent, all the way across Saskatchewan and through most of Alberta. If your local grocer ever runs out of canola oil, please blame someone other than the Canadian farmers. They are certainly doing their part to maintain the supply. We stayed overnight about 50 miles into Saskatchewan.

Day 3 was spent on the northern plains, through Saskatchewan’s capitol of Regina and on to Saskatoon and link-up with the Yellowhead Trail, my favorite trans-Canada route. The Yellowhead, or Highway 16, gets its name from the nickname of the trapper/explorer who discovered this easy passage through the Canadian Rockies. His name was Pierre Tousant and he was of French and Indian extraction. Because he had a shock of blond hair, he became known as “Tete Jaune,” French for Yellow Head, and when he discovered this desirable route through a rather formidable mountain barrier separating east from west, it became known as the “Yellowhead Trail.” The highest point on the route is only a little over three thousand feet.

Travelling among spring wheat and canola fields, with woodlands and potholes interspersed throughout the region proved interesting, if not exciting. Each pothole had its quota of ducks, mostly family units, wherein Mama Duck acted as flagship, guiding her flotilla of offspring to the cover of rushes. Many ducklings appeared to be aged in days, rather than weeks. Small wonder that this portion of our continent is frequently referred to as “North America’s Duck Factory.” A young cow moose jogging through a golden canola field provided an idyllic moment, until I realized that the moose’s course and ours would coincide a few hundred yards ahead of our truck. I applied the brakes, but the driver in back of us ignored the brake lights and came whizzing around us. Fortunately for him, the moose responded to my blaring horn by turning back into the canola field, removing danger of a collision. The afternoon of Day 3 was interspersed with showers and thunderstorms, some of them quite heavy. All the while, we were being ushered along, for the third straight day, by a southeast wind. My meteorological mind simply could not ignore this unlooked for good fortune and I concluded that low pressure to the west of us was responsible for this phenomenon. I filed away that bit of data and enjoyed the showers. Then we started seeing small gulls, one or two here and there, and then scores of them. They had black heads and black wing tips, strongly resembling laughing gulls, but way out of area for laughing gulls. Barbara paged through the field guide while I drove and learned that we were seeing, for the first time in our lives, Franklin’s gulls. They nest on the northern prairies and spend our winter months on the west coast – of South America!
Day Five dawned calm and beautiful, with a virtually cloudless sky. It seemed like a perfect day to embark on the Alaska Highway, or “ALCAN,” and we reached milepost zero, Dawson Creek, BC, at around 1000, just about 2,000 miles from Brillion. We were on that route only a few miles when a 4X4 mule deer, antlers heavy in velvet, crossed the highway ahead of us. A few miles later, an oncoming truck threw a pebble which struck our unprotected windshield, causing a dent, which eventually became a crack. A few miles after that, a different truck did the same thing, so now we have two dents which became cracks. During the remaining six thousand miles of travel, we never received another ding until we were almost home. We reached Fort Nelson, British Columbia (BC) that night and stayed over in an RV park. It seemed that about half of the park occupants carried Canadian license plates, and I deduced that, overall, traffic on the ALCAN was on the light side. I have wondered off and on if that stems in part from the rising popularity of cruise ships which take a traveler to Anchorage where he can then rent a vehicle and tour Alaska, rather than make the trek up the ALCAN. Others simply fly to Anchorage or Fairbanks and rent a vehicle. For some, time constraints can make that a desirable and viable option. We like to see what there is to see along the way, so we had to drive.

Day 6 was spent entirely on the ALCAN, between Fort Nelson, BC and Teslin, Yukon Territory (YT). The number of wild animal sightings was greater than day than on any other of the entire trip. In addition to eight black bears, we saw two grizzlies, three mountain caribou, one stone sheep (nice ram), four moose, and six wood bison. These latter are an endangered species, closely akin to the plains bison, but dwellers of woodlands. They are more solitary beasts and seemingly seek no company in their surroundings, quite the opposite of the plains animals which often exist in vast herds. Stone sheep are another rare beast, but not endangered. They are one of the four species of wild sheep indigenous to North America and are found only in the mountains of Northern British Columbia, in Yukon Territory and North West Territory.

Our stay in Teslin, a small community on the northeastern shore of a large, long lake of that name was in an RV park occupied by only a few travelers and zillions of mosquitoes. The mosquitoes were penetrating our defenses through the air conditioner for which cool temperatures negated a need, so we covered the ducts with heavy paper from a shopping bag. That solved the mosquito problem.

Day 7 resumed travel on the ALCAN until we got to Whitehorse, the capitol city of Yukon Territory, where we switched to the Klondike Highway, going north toward Dawson. We crossed the Yukon River, east to west, just south of Whitehorse, then re-crossed back to the east side at Carmacks, YT. Those were two of the only three bridges across the Yukon River over its entire length of more than 2,000 miles. The remaining bridge that crosses the Yukon is north of Fairbanks on the Dalton Highway. We had lunch on the river bank there in July, 1999. There was a paucity of wildlife along the ALCAN from Teslin to Whitehorse and all we saw were one red fox and some snowshoe hares. We saw no animals along the Klondike Highway. At 1520 on Day 7 we reached the start of the Dempster Highway, 3,217 miles from Brillion. The first three miles has a McAdam paved surface – then things changed – for the worse. A light rain was falling and the road was muddy.

In the first one-fourth mile, a sign advises travelers that there are no medical services ahead. Another sign advises that there is no fuel available for 385 Km, or about 240 miles. When the pavement ends and the pace must be slowed, because of the teeth jarring potholes and bumps, I had this passing thought about whether or not we should continue. It was a very passing thought. We did not travel 3,200 miles so that we could turn back! No indeed! We would press on, at whatever slow pace was dictated by the road surface, but we would press on. We stopped for the night in a gravel pit, where materials for road construction had been extracted, leaving a level and pleasant parking area right next to a gurgling stream (rushing river might be a more appropriate appellation). Our fifth wheel and truck were both well coated in mud. I had had the good sense to bring along a 5-gallon bucket and a brush with a long and extendable handle, so while Barbara got our dinner going, I hauled water from the stream and washed the mud from the fifth wheel. After supper I washed the truck, so we traveled toward Inuvik, NWT in two clean units. We were sufficiently close to the Arctic Circle that the night never grew dark, even though the sun did disappear for a short while. It just never went far enough below the horizon to bring on darkness. We slept well, with the shades drawn.

Day 8, which would be spent entirely on the Dempster, greeted us with an azure sky, cloudless, with no appreciable wind. We were surrounded by mountains on all sides and after a hasty breakfast, made our way into the most incredible beauty to be found anywhere on our planet. The highway climbed higher, upstream along the gurgling brook, eventually topping
out on a vast extensive ridge from which one can see forever. We soon crossed the continental divide, the first of three such crossings, well above tree line at something over 4,000 feet. I have an altimeter in our truck, but did not stare at it long enough to get a precise reading. I should mention that the only guard rails on the entire length of this 450-mile road are on the two longer bridges. Attention to driving is definitely warranted, especially if one wants to avoid most of the potholes and washboards. When the road descended from the ridge and into a different watershed, we were then threading our way among the mountains, with boreal forests in all of the lower elevations. Wild flowers bloomed everywhere and when we entered an area that had been devastated by fire a year or two ago, we were treated to a sea of deep pink. It seems that even in the Arctic, when vegetation is wiped out by fire, fireweed is the first blooming plant to add new life to the area.

We saw a cow moose just off the road – a really large animal – and when we stopped and reversed for a better view, she quickly headed into a thicket, leading us to believe she had a calf to attend to. Several miles further along, we had a huge bull moose cross the road ahead of us, lending credence to the glowing tales of how large are the moose of the Yukon. That was at about 0830 and we never saw another large animal the remainder of the day. We did see several snowshoe hares, one cross fox and many rock ptarmigans. With ridges and valleys all along the route, there was a lot of climbing and descending in our travels. Altitudes changed by 1,500 to 2,000 feet quite often, always easily noted by the boreal forests giving way to open treeless tundra during the climbs with the forests returning during the descents. From the ridges, the horizon appeared to be 60 or 70 miles away. We were often higher than the patches of snow and some of the lakes were still ice covered. Breathtaking scenery was commonplace, but never so common as to escape our deep admiration for God’s arrangement of geographical features. We never ceased to thank Him for putting us where we were at a given time.

The half-way point on the Dempster is marked by the settlement of Eagle Plain, population 8. We did not stop there because it had nothing we needed and we reached the Arctic Circle at 1100, where we consumed our lunch, which featured Wisconsin Cheese as the main ingredient. Barbara dined on aged sharp cheddar and I had aged brick. A lady from Alaska, travelling alone, took our photo, posed in front of the Arctic Circle sign, and I took hers. It was there that I discovered that the Dempster had taken its first toll on our fifth wheel by popping an exposed water line, causing us to lose most of our fresh water. Prior to proceeding, I put in a temporary plug and then we stopped at the next stream crossing from which I hauled water in a large (6-gallon) plastic container we brought along for just such a requirement, filling our tank to most of its capacity. At 1300 we crossed the frontier from Yukon to North West Territory and advanced our clocks one hour to conform to the Mountain Time Zone. We soon reached the Peel River which is crossed by ferry, free of charge, and then on to Fort McPherson, a larger settlement of more than 250 souls, both Indigenous and Caucasian, with the former comprising the majority.

It was about ten miles beyond Fort McPherson that we experienced a bit of bad luck when the left rear spring on the fifth wheel broke, followed by the shackles links. I was made graphically aware of the problem when the fifth wheel suddenly veered toward the middle of the road and a glance in the mirror showed the axle behaving rather strangely. Almost immediately, the left rear tire blew, with a resounding pop, followed by its mate on the right rear. I stopped as soon as practicable, which was pretty quickly considering we were not going very fast, and got out to survey the situation. It was not a pretty sight. I carry spare wheels and tires, but not spare springs and shackles links. Each passing vehicle stopped to offer help and advice; one driver said he would go into Fort McPherson and get Danny Wright, a mechanic who could fabricate new links and was capable of fixing anything. While we waited for Danny to show up, I fabricated a better plug for the broken water line. Eventually, a van driven by a Caucasian from Inuvik, advertising arctic tours and guest lodging, stopped to offer assistance. I apprised him of the fact that we were waiting for a Danny Wright and he said he knows Danny, and he will go and get him. He, too, disappeared in a cloud of dust headed for Fort McPherson, and about thirty minutes later, he returned, only to inform us that Danny had spent too much time celebrating something and would be unavailable for repairs. He said that he was on his way to Dawson and would not be back until Wednesday, but if we could get our rig to Inuvik, we would be welcome to whatever parts we might find in his several years collection. He was certain he had shackles links and was quite sure we could find a spring that would be at least a temporary fix. The immediate problem then became getting the rest of the way to Inuvik, the north terminal on the Dempster. After much surveying and assessing, we concluded that we could force the axle back into alignment and keep it there by chaining it to the front axle, using an aircraft tie-down chain that I always carry in the truck bed. We then were able, using the two jacks I also carry, to lift the frame high enough above the axle so that we could insert a large wood block, one of two I use when I drop the legs on the front of the fifth wheel. When we lowered the frame, the block was held securely in place by the weight of the fifth wheel and the axle was chained in place. It could not slip aft and had no inclination to go forward, so we should be able to proceed – slowly and carefully. The problem remaining was the absence of brakes on the fifth wheel because they are electrically operated and the wires got wiped out when the axle swung back and the tires blew. Now both my spare tires were on the ground, and I did not even want to think about a flat tire.

We had another river to cross – the McKenzie, at its confluence with the Red River of the Arctic. I helped a motorcyclist get his repaired tire re-inflated while we waited for the ferry and then we experienced a fairly uneventful crossing, first over the Red River to an Inuvialuit Village, then the McKenzie to a no-man’s land. We travelled about 20
miles more, then hove to in another gravel pit. Gravel pits do make splendid RV parks, as long as one is not concerned about the amenities. The sun did not set that day, but merely swung low in the sky. We had had a most eventful and trying day, so I was physically spent and both of us retired before 2100. Sometime in the night a most violent thunderstorm struck, complete with a driving rain and lightning flashes everywhere. I was one very surprised meteorologist, because I never expected that type weather phenomenon so far north on our continent. When we finally arrived at our destination and parked in the yard of our roadside benefactor, I was almost immediately advised that many of the Inuvialuit people had experienced thunder and lightning for the first time in their lives!

I then set about making arrangements for a visit to the Arctic Ocean. I had a wolf cross the road in front of my truck while I was skirting the north side of Inuvik — a surprise and a thrilling one.

On Day 10, while awaiting air transport to Tuktoyaktuk, NWT, we ventured into town for breakfast at a local eatery. The fare was modest, but not in price, as one might expect so far off the main stream. We visited a few shops, bought a few souvenirs for friends in Brillion, and learned what we could absorb about the community. Electricity is generated by a fuel oil fired boiler. Formerly, the town had two natural gas wells that powered the boiler but one well filled with water and the other went dry. A shop owner advised me that his electric bill in his home is now $600 per month and it will increase to $1,200 per month in the early winter. Residents are lobbying for the drilling of a new gas well, and I now understood why I was paying $35/day for a parking space with an electrical receptacle. We returned to our fifth wheel to check on my flight, which had been delayed because of weather at Tuktoyaktuk. I had a little time to kill so I took a walk through some muskeg. In a matter of fifty feet or so I knew that I did not want to walk very far in this type terrain. Each footfall sunk in seven to ten inches, making a walk something of a challenge. The roots do not penetrate the permafrost, so the trees are very shallow rooted, causing them to lean over at all kinds of crazy angles. Some refer to it as a drunken forest, a fairly apt description of what I saw.

At 1400 my plane was scheduled for departure and I made my way to the airport in time to get aboard. Barbara wanted no part of that flight and stayed in the fifth wheel. I told her that if I failed to return she would have to enlist the aid of someone to drive our rig back to Brillion for her. The flight to Tuktoyaktuk was mainly over the McKenzie River Delta, supposedly the tenth largest delta in the world. It gave me pause when the pilot advised us (five passengers) that the colorful stuff visible on the tundra below was the remains of a plane that crashed some time back. We landed in Tuktoyaktuk with a 20-knot crosswind. The pilot did a superb job of setting the plane on the runway so I knew he had experienced crosswind landings before. He would do so again when we returned to Inuvik. Our tour was conducted by a late-middle-aged indigenous couple who spend eight months of the year off on their own in their trapping cabin. They proudly showed us the tanned pelts of animals they trap and hunt, including such beasts as wolverines, wolves, musk ox, sable, arctic fox (white phase), cross fox and caribou. Then we had dinner at their table, eating samples of their various foods. Whitefish chowder was innocent enough and the other went dry. A shop owner advised me that his electric bill in his home is now $600 per month and it will increase to $1,200 per month in the early winter. Residents are lobbying for the drilling of a new gas well, and I now understood why I was paying $35/day for a parking space with an electrical receptacle. We returned to our fifth wheel to check on my flight, which had been delayed because of weather at Tuktoyaktuk. I had a little time to kill so I took a walk through some muskeg. In a matter of fifty feet or so I knew that I did not want to walk very far in this type terrain. Each footfall sunk in seven to ten inches, making a walk something of a challenge. The roots do not penetrate the permafrost, so the trees are very shallow rooted, causing them to lean over at all kinds of crazy angles. Some refer to it as a drunken forest, a fairly apt description of what I saw.

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Bird sightings in the far north were something of a disappointment. We observed, for the most part, birds which we have already seen way down south. The only difference is that we were seeing them on their breeding and nesting grounds. Golden Plovers, for example, are winter residents of the warm Pacific Islands, but here we were seeing them where they spend their summers. Lapland Longspurs are winter visitors to the Brillion area, but they are more colorful by far when they are in their breeding grounds. Robins were quite common, as were Flickers, White Crowned Sparrows and Harris’s Sparrows. I had not seen Northern Phalaropes since leaving Pacific Missile Range in Southern California, where they spent several months each winter. Now I know where they went when they left Point Mugu.

Our Tuktoyaktuk tour eventually came to an end and we boarded our six-seater for the return flight to Inuvik. It was our last night to be there and it was with good memories along with strong trepidation that we planned for our early morning departure.

Editor’s Note…The second half of Arctic Adventure will appear in the February Aerograp…
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