



Established 1975

# The Aerograph



Naval Weather Service Association

**Volume 39, Issue 4**

**November, 2015**



## President's Report

We are half way to Reunion 42 in The Villages, Florida, and I am happy to report that Mel Bourn, Jim Romano and I have had a quiet summer as the Association is running smoothly. Our only concerns are filling the positions of Secretary/Treasurer and *The Aerograph* Editor.

When asking for someone to step up to the **Secretary/Treasurer** position, I forgot to mention that **since the Secretary/Treasurer is required to attend the annual reunions he/she receives reimbursement for travel, food and hotel room to attend the reunions.** I'm hoping that if one of you is on the verge of applying for the position, this might be an incentive for you to contact me and put your name up for election at Reunion 42 in May.

We still need someone to step up to accept the position of Editor for *The Aerograph*, our quarterly newsletter. Although there are no reimbursements for this position, there is the great satisfaction of knowing that you are serving our membership by reporting information from them and for them, and keeping them informed of what is happening throughout the Association and our Chapters. You will be provided the hardware and software required to publish *The Aerograph*. Gary Cox, our present editor, will be happy to talk to you about the position. He will also work with you to familiarize you with putting the newsletter together for printing. Mike Gilroy has the newsletter printed and shipped. **This is an appointed position. Please let me know if you would like to be Gary's relief.**

Mel, Jim and I are always at your service. Don't hesitate to let us know if you have questions or concerns, and especially if you are happy with what is happening in the Association.

Bill Bowers  
NWSA President

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<http://www.navalweather.org>

**As a reminder, Mike Gilroy will only be printing and mailing the new, November B-lists to those who contact him directly (425 418-8164 or [mjgrota@gmail.com](mailto:mjgrota@gmail.com)) and request a copy via snail mail.**

## Attention on Deck!

Now is a good time to begin receiving your Aerograph by email or downloading it from [www.navalweather.org](http://www.navalweather.org)

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)—now up to around 200 recipients this way.
2. Via: regular USPS mail (slower and in black and white due to costs)
3. Via: the website (always available, avoids large email files, color)

Currently we mail over 265 print copies per edition! This takes considerable effort to produce and cost to the association. Please help us by updating your preference by emailing ([Aerographpreference@navalweather.org](mailto: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!



Welcome Aboard to our newest life members CDR Glenn Handlers, USN RET #475 and AGAN Joseph M. Street, USN #476. Our membership is now at 473 with 385 of those life members. I'm sorry to report we had a drop in our membership by 23. These are members who did not renew their dues.

I'm happy to report that we have sold all of our Challenge Coins. In fact, Hampton Roads Chapter has ordered 10 and I cannot fill their request until I receive a new order.

A special thanks to all for the prayers we've received for my son Dwayne who is being treated for throat cancer. I'm pleased to say he is doing very well so far. No nausea or after affects from the chemo but the radiation, not so good. His throat is basically being fried so his nourishment is taken through his feeding tube. Hopefully by the time the Aerograph hits the street, he'll be on the road to recovery with all treatments over.

I know I sound like a broken record but I still have to say, the search is still on for a new NWSA Secretary/Treasurer. It is a very rewarding and

interesting job plus you get to meet all the members either in person, by phone, by the internet or by mail. I have held the position since 2008. Even though I enjoy the position, it's time for me to sit back, relax, play golf and enjoy retirement with my husband. Please think about it and consider supporting your NWSA by stepping up to the plate!! My term expires in June 2016.

Hope to see everyone in Florida next year. Mark your calendars now for 1-6 May 2016! Wishing everyone a Happy Thanksgiving a Merry Christmas and a Happy New Year!!

## Finance Statement 30 SEPTEMBER 2015

<b>Checkbook Balance</b>	\$13,612.94
Operating Funds	8,781.17
Scholarship Funds	920.00
Life Membership Funds	3,911.77

## USAA CD's

Life Membership	\$32,276.38
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## NWSA BUDGET 2015-1016

INCOME	2014-15 Budget	2014-15	2015-16
	Budget	Actual	Budget
Membership	2700	2040	1800
Donations	500	3206	500
Reunion Seed	1500	1500	1500
Life Fund (from)	2300	1800	3900
<b>Total Income</b>	<b>7000</b>	<b>8546</b>	<b>7700</b>
<b>EXPENSES</b>			
Operations	500	341	400
Sec/Treas Reunion	0	0	1250
Aerograph	3300	2997	3000
SOY	650	423	0
Reunion Seed	1500	1500	1500
Miscellaneous	500	10	300
<b>Total Expenses</b>	<b>6450</b>	<b>5271</b>	<b>6450</b>

operations includes postage, internet and supplies,

Submitted by Secretary/Treasurer Libby O'Brien

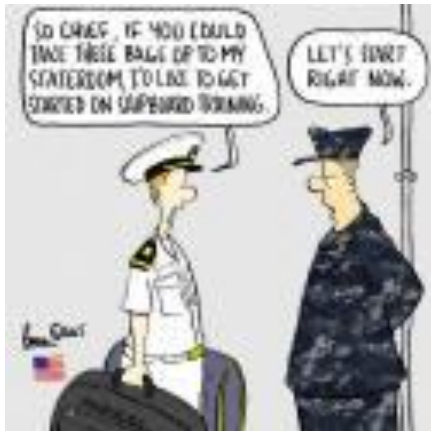


## EDITOR'S DESK

This issue of *The Aerograph* only has three death notices—the least number in my tenure as its editor. Incorporating the death notices is the least enjoyable part of this job, although I recognize its importance. God Bless to those that have “passed over”, and to those of us who haven't.

I am looking forward to Reunion 42 at The Villages in sunny Florida. Let the reunion committee know your schedule as soon as possible, so they can plan accordingly.

In a lighter vein:



Shipboard Training...

The cut-off date will be **Monday, 25 January 2016** for the February issue of The Aerograph  
E-Mail Gary at [garylcox@charter.net](mailto:garylcox@charter.net) or [aerograph@navalweather.org](mailto:aerograph@navalweather.org)

USPS Address: xAG2 Gary Cox USN REL  
1405 West 31<sup>st</sup> St.  
Cheyenne, WY 82001-2435  
307 632-0656 (Please leave a message on the machine, if we don't answer. I'll get back to you ASAP.)

## ASSOCIATION OFFICERS

**President: CWO4 Bill Bowers, USN RET**  
5416 Grove Manor, Lady Lake, FL. 32159-3533  
(352) 750-2970 [bcbowers@embarqmail.com](mailto:bcbowers@embarqmail.com)  
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(301) 932-9902 [aerojro@aol.com](mailto:aerojro@aol.com)  
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(850) 968-0552 [NWSASecTreas@panhandle.rr.com](mailto:NWSASecTreas@panhandle.rr.com)  
**Aerograph Editor: xAG2 Gary Cox, USN REL**  
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(307) 632-0656 [garylcox@charter.net](mailto:garylcox@charter.net)  
**Webmasters: AGC Charles Casperson, USN RET,**  
**xAG2 Gary Cox, USN REL,**  
[webmaster@navalweather.org](mailto:webmaster@navalweather.org)

### Association Committees:

**2016 Reunion Committee:**

**Chair: CDR Jerry Struck, USN RET**  
3440 Dixon Lane, Lady Lake, FL. 32162-7150  
(352) 753-6034 [glvusnret@reagan.com](mailto:glvusnret@reagan.com)  
**Chaplain: CAPT Chuck Steinbruck, USN RET**  
(757) 622-4136 [captchuck@cox.net](mailto:captchuck@cox.net)  
**Finance: CAPT Chuck Steinbruck, USN RET**  
601 Pembroke Ave, #808, Norfolk VA 23507  
(757) 622-4136 [captchuck@cox.net](mailto:captchuck@cox.net)  
**AGC Charles "Cap" Casperson, USN RET**  
PO Box 1225, Inyokern, CA 93527-1225  
(760) 377-3677 [casperc@cox.net](mailto:casperc@cox.net)  
**Mr. Robert Agness, GS RET**  
608 Juanita Court, The Villages, FL 32159-9267  
(352) 750-5102 [ragness@embarqmail.com](mailto:ragness@embarqmail.com)  
**Historian: AGCM Harry Hale, USN RET**  
PO Box 294, Odonnell, TX 79351-0294  
(806) 428-3435 [haleodtx@poka.com](mailto:haleodtx@poka.com)  
**Scholarship: LCDR Mike Gilroy, USN RET**  
1370 Byron Dr. APT 5, Salinas, CA.93901-2159  
(425) 418-8164 [mjgrota@gmail.com](mailto:mjgrota@gmail.com)  
**Nominating: TBA**  
**Parliamentary: AGCM Moon Mullen, USN RET**  
(805) 496-1348 [agcmmoon@earthlink.com](mailto:agcmmoon@earthlink.com)  
**Master-At-Arms: TBA**

### Executive Council

**AGCM Jim Maxwell, USN RET - Past President**  
**LCDR Mike Gilroy, USN RET - Past President**  
**LCDR Joe McKinzie, USN RET - Past President**  
**AGCM Mel Bourn, USN RET - 1<sup>st</sup> Vice President**  
**CWO3 Jim Romano, USN RET - 2nd Vice President**  
**AGCM Moon Mullen, USN RET - Past President**

## Proposed Changes to the Constitution and By Laws June 2015

### ARTICLE X – MEETINGS

Section 2. Annual Meeting. A general membership meeting (reunion/convention) shall be held each year. Insofar as possible, the Annual Meeting will be held in the eastern, central and western geographical regions of the United States.

#### Proposed Change:

Section 2. Annual Meeting. A general membership meeting (reunion/convention) shall be held each year.

### ARTICLE XIII – EFFECTIVE DATE AND AMENDMENTS

Section 2. This Constitution and Bylaws may be amended by having the proposed amendment(s) published by the Secretary-Treasurer in The Aerograph at least 30 days prior to the Annual Meeting that it will be voted on. The amendment will be read by the Secretary-Treasurer as "new business" at that Annual Meeting. A two-thirds (2/3) approval vote of the amendment (original or amended through motions) by the General Meeting

present will assign the amendment to "old business" at the Annual Meeting the following calendar year where the amendment may be adopted with a two-thirds (2/3) approval vote. Less that a two-thirds (2/3) vote at either meeting will be considered disapproval and the amendment will be dropped.

#### **Proposed Change:**

Section 2. This Constitution and Bylaws may be amended by having the proposed amendment(s) published by the Secretary-Treasurer in *The Aerograph* at least 30 days prior to the Annual Meeting that it will be voted on. The amendment will be read by the Secretary-Treasurer as "new business" at that Annual Meeting. A two-thirds (2/3) approval vote of the amendment (original or amended through motions) by the General Meeting present will cause the amendment to be adopted at the next year's Annual Meeting. Less that a two-thirds (2/3) vote will be considered disapproval and the amendment will be dropped.

#### **Biographies Wanted! What is a Biography?**

It is simply the history of a lifetime. It narrates the most important facts of someone's life, his or her childhood, adolescence, military service, wars he or she lived through, educational background, professional life, marriage, children, and most outstanding achievements. Also, it tells anecdotes, memories, trips and dearly cherished moments. It is our most precious legacy to Shipmates. AGCS Corbett suggests that BIOs be about 150 words and archived on CD/DVDs.

Submitted by AGCS Lloyd Corbett, USN RET

#### **MY BEST EXPERIENCES WHILE ON ACTIVE DUTY**

This feature in the AEROGRAPH 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.

For information please contact Mike Gilroy or Gary Cox at [aerograph@navalweather.org](mailto:aerograph@navalweather.org)

#### **My First Navy Paycheck!**

. Before I joined the Navy I sailed as a third mate onboard an ore ship out of Sparrows Point, Baltimore. Each 10 day round trip to Venezuela I would make about \$1500 – including overtime.

The draft caught up with me, so I joined the U.S. Navy. After my first month in the Navy, the supply officer handed me my

pay check for the entire month, \$322.00!! I said, "This is a joke, you have to be kidding me, etc., etc. I'm getting out of this chicken - - outfit!!"

Submitted by CAPT Ace F Trask, USN RET



#### **BINNACLE LIST**

**DORIS STEPANIAK:** After 2 hospital stays within a two week period I ended up having a pacemaker installed on Oct 2nd. I am doing fine and recovering well.

DORIS STEPANIAK

6117 Saunders Drive  
Virginia Beach, VA. 23464-2111

**DWAYNE LEUDENBURG:** Libby O'Brien's son, Dwayne Leudenburg, was diagnosed with throat cancer at the beginning of August. A PET scan showed no cancer except in the throat. He has been undergoing extensive chemo and radiation treatments. He has a hard road ahead of him so all prayers are certainly appreciated. Dwayne has lived with Libby and Pat for the last 4 years.

Please keep Dwayne in your prayers  
DWAYNE LEUDENBURG  
515 ASHLEY RD,  
CANTONMENT, FL.32533-5610

#### **DO YOU DO FACEBOOK?**

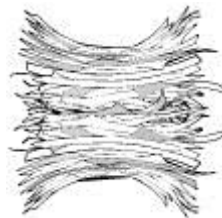
(You must be logged into Facebook to access either site.)

**Find Facebook's Navy AG group here:**

<http://www.facebook.com/#!/groups/34563272172/>

**Find Facebook's Navy METOC Officers here:**

<http://www.facebook.com/#!/groups/98578891936/>



#### **LETTERS**

#### **RECOGNIZING A STROKE**

**Thank God for the sense to remember the '3' steps, STR.**

**Read and Learn!**

Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.

Now doctors say a bystander can recognize a stroke by asking three simple questions:

**S** \* Ask the individual to SMILE.  
**T** \* Ask the person to TALK and SPEAK A SIMPLE SENTENCE (Coherently) (i.e. Chicken Soup)  
**R** \* Ask him or her to RAISE BOTH ARMS.  
 If he or she has trouble with ANY ONE of these tasks, call emergency number immediately and describe the symptoms to the dispatcher.

**New Sign of a Stroke - Stick out Your Tongue!**

Ask the person to 'stick' out their tongue. If the tongue is 'crooked'; if it goes to one side or the other, which is also an indication of a stroke.

A cardiologist says if everyone who gets this e-mail sends it to 10 people; you can bet that at least one life will be saved.

**I have done my part. Will you?**

Submitted by AGCS John "Stroade" Shay Sr., USN RET

[Recently a local 66 year old man, showing signs of a stroke, was delayed in getting to the hospital. He is still alive, but now can't speak or move...Editor]

**Veteran to Veteran  
(YouTube Video)**

[https://www.youtube.com/watch?v=58HA\\_trxpos](https://www.youtube.com/watch?v=58HA_trxpos)

**Now This is the Way to Retire**



Both submitted by AGCM Robert Lee, USN RET

**Middle East Memorial Wall  
(YouTube Video)**

HRC President Steiner wanted everyone to see the following video. It is pretty neat. My nephew was in that massive motorcycle thing and he said it was amazing. Go to the following site:

[http://www.youtube.com/watch\\_popup?v=WEPBQGu74oo&feature=player\\_embedded](http://www.youtube.com/watch_popup?v=WEPBQGu74oo&feature=player_embedded)

Marseilles Middle East Conflicts Wall Committee has the task of maintaining the upkeep of the Memorial Wall. This Committee meet on the First Monday of every month at Marseilles City Hall @ 4:30 PM. Please feel free to attend our meeting. 229 Main Street, Marseilles, IL 61341 is the address of the wall and donations can be sent there I expect.

Submitted by Fay Crossley, HRC Sec.

**Question About Former Commanding Officers**

As part of our Chief Selectee Process here at Stennis Space Center we have been charged with finding information about former commanding officers for CNMOC (Naval Meteorology and Oceanography Command) from 1923 to 1984. I have found some of them and bits of information.

Would you know of any archives or collections of information that this information might be available? I am currently working with a historian for CNMOC at Stennis and the librarians at the Matthew Fontaine Maury Oceanographic Library.

Thank you for any guidance you can provide.

Very Respectfully,  
 AGC David H. Hunter [david.hunter2@navy.mil](mailto:david.hunter2@navy.mil)

**FRA Round Down for Blue Water Vets Survey**

In an effort to fund the "Blue Water Navy Vietnam Veterans Act" (HR-969 and S-681), congressional leaders are looking for a monetary offset. One offset that has been suggested would be for ALL VETERANS receiving disability compensation to allow the VA to round down their benefit to the nearest \$100, dollar. For example, if you currently receive a check for \$100.15,

your payment would be rounded to and the remaining \$0.15 would be placed in a fund to pay for benefits for Blue Water Vietnam veterans affected by exposure to Agent Orange.

Are you willing to give up an amount of \$0.99 per month or less so that other veterans can receive compensation for their disabilities? We need all veterans in receipt of compensation checks to weigh in on their willingness to give their "round down" for this cause by taking this brief, five-question survey.

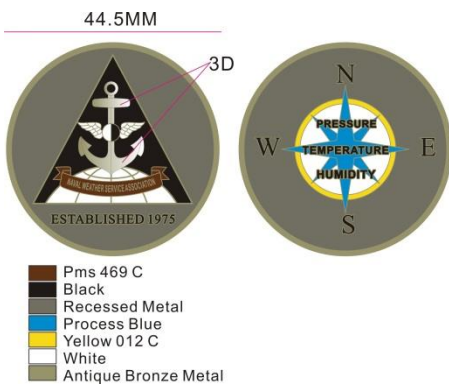
This survey will not collect any personally-identifying data, and will take you less than a minute to complete; please help us make the very important determination of whether to support this funding strategy; click the link below to begin.

**FRA Round Down Survey:**

<https://www.surveymonkey.com/s/XRLPGKY>

Submitted by AGCS Lloyd Corbett, USN RET

**NWSA Challenge Coin**



**Front on Left; Back, Right**

The challenge coins are in and can be purchased. They are \$10.00 each which includes the shipping. However, we are asking Chapter Presidents to canvas their members to see how many are interested in purchasing the coin. It would be easier and most cost effective if we sent coins to Chapters in bulk. Of course, those members who do not have chapters will have their coin sent directly to them.

We have already been contacted by non-members but will give our members first choice to purchase.

There is no rush. We have 100 coins and I don't believe they will sell out fast.

Elizabeth O'Brien  
 NWSA Secretary/Treasurer  
 515 Ashley Road  
 Cantonment, FL 32533  
[nwsasectreas@panhandle.rr.com](mailto:nwsasectreas@panhandle.rr.com)



**NWSA Hats**

The Hampton Roads Chapter of the Naval Weather Service Association is embarking on a venture to provide NWSA hats to members and any interested folks that have money. If the hats do okay, we might expand the selections to Sweat Shirts, Tee-Shirts, and maybe even jackets. We in HRC want to advertise our Association and perhaps bring more people into membership at the various chapter levels.

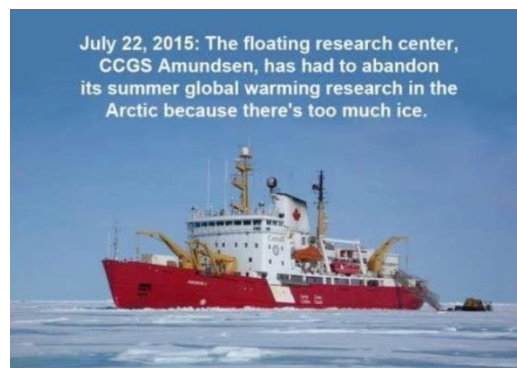
If you would like to buy one or more of the NWSA hats, the price is \$15.00 plus shipping which is usually \$4.00 per hat, but some savings can be shared if you buy more than one hat and have them shipped to the same address.

Send your order to HRC Treasurer AGCS ret Bob Daigle, 3101 Montour CT, Virginia Beach VA. 23453-5547. Bob's phone number is 757-468-3741 if you have questions.

The hats come with basically the same embroidered logo just different colors and the hats are Red, White and Blue. See picture. When placing your order specify hat's color and number of hats you are ordering.

Comments and suggestions should be sent to HRC Secretary Fay Crossley via email at [fdcross@charter.net](mailto:fdcross@charter.net).

Fraternally, HRC membership



**OHHHH THE POOR CLIMATE CHANGE BELIEVERS.....**

**God always has the last word!!!!!**

Submitted by LCDR Bruce DeWald, USN RET



**ROTA REUNION Is ON !!!**  
**Save the dates! June 24th to June 27th 2016**

The plans for the proposed reunion of people that were stationed at FWC/NOCC/NEMOC Rota, Spain are progressing nicely. We have identified a hotel in Pigeon Forge, TN (outside Knoxville) and are now accepting reservations. If you are interested in attending, here are some pointers:

1. You can make reservations now for June 24-27, 2016. If you decide later that you cannot make the reunion, you can cancel up to 24 hours before your expected arrival with no penalty. (Arrive Friday and depart Monday)
2. Nothing will be charged to your card until you arrive.
3. The guaranteed room rate is only 346.85 (after tax) for the 3 nights which is very reasonable for the area in June. Individual nights are 115 for Friday/Saturday nights and 79 for Sunday night.
4. You must call the hotel (Ramada Inn - Pigeon Forge) at 1-865-428-0668 to make the reservations. You must say you are with the "Rota Reunion" to get the reduced rate. Either the attendant at the front desk or Cheri (hotel manager) is standing by to assist.

Planned (hoped for) weekend activities include a meet and greet Friday night at the hotel, winery tour Saturday afternoon, group dinner Saturday night, group brunch Sunday morning and Dollywood Sunday afternoon/evening. Plenty of shopping and sight-seeing is available in the area for people that choose to venture on their own or in smaller groups. We plan to publish a full agenda early in 2016.

Best of all is a chance to meet old friends who share a special bond having served in Spain. HAY MOTIVO!

For more details or question please contact: AGC Dave Carroll USN Ret at: [retiredweaxman@comcast.net](mailto:retiredweaxman@comcast.net) or Mike Gilroy 425 418 8164 (Pacific time).

Venga todos!

Submitted by LCDR Mike Gilroy, USN RET

**THE FORECAST FOR D-DAY AND THE  
WEATHERMAN BEHIND IKE'S GREATEST  
GAMBLE**

**By John Ross**

Lyons Press, 2014; 272 pp., \$24.95 -- ISBN 9780762786633

Following abridged from a book review in MILITARY Magazine, Sept. 2015, p 28: Book divided into two sections, first section, the status of weather meteorology in the period before 1944; second section, describes the Met organization in SHAFE to collect data and originate forecasts.

"The story of how the Meteorologists met Ike's needs is a story of bureaucratic infighting, strong-willed men disagreeing and cultural barriers." The book ends with a comparison of German

and Allied weather forecasts for the period 04-07 June 1944. "This book is well worth reading to understand the friction of wartime decision making."

I have not read this book

Submitted by LCDR Bruce DeWald, USN RET

**Looking for Shipmates**

Yorktown CVS-10 1966-1967. Also FWC SUITLAND, MD  
1963-1966

George Balogas AG3 USS Yorktown CVS 10  
[gjbalogas@sbcglobal.net](mailto:gjbalogas@sbcglobal.net)

Do you have a Walter Lubejewski and/or a Bruce Archer on your roster? Tks

AG1 Alan D. Baker, USN RET [DER-326@comcast.net](mailto:DER-326@comcast.net)



**Old Sailors talking about the Cotton Region  
Thermoscreen**

. During August 2015 old sailors and their spouses, WO2 Jay and Vanda Kemple, AGCS Lloyd and Daisy Corbett visited AGCM Bill and Nila Lilienthal at their home in Mesquite, Nevada. Many sea stories were exchanged during the afternoon. Bill took us into the back yard to show off the thermoscreen. As an active COOP Observer for the National Weather Service, he has the Maximum, Minimum and a current thermometer mounted for his reading and daily report. The relative humidity is not being reported so there were no wet bulb thermometer or a hygrothermograph.

Our last duty station before retirement was NWSF San Diego for Bill (CMDMC), Jay (OPS) and me USS Saratoga CV-60 (O.A. Division LCPO).

During the 1990's Bill and Jay established the Virgin Valley Group of Aerographers Mates and Meteorologist. We would meet at Bill's home sharing sea stories, libation and food. Daisy and I would drive over from China Lake to meet up with AGC Bob (ACE) and Mary Parker in Las Vegas, and would make the trip to Mesquite to attend meetings.

Submitted by AGCS Lloyd Corbett, USN RET

**3 Carrier Groups**

**Plus:**

**USS New York**

[http://www.navalweather.org/images/3CarrierGroups\\_plus\\_USSNewYork.pdf](http://www.navalweather.org/images/3CarrierGroups_plus_USSNewYork.pdf)

Submitted by C.R. "Moon" Mullen, USN RET





In attendance: (18) **Ive and John Chubb, Frank Muscari, Bob and Carol Daigle, Kathi Clark, Steve and Sylvia Shafer, Bob Steiner, Fay and Donna Crossley, Dan and Carmen Lee and Louise and Chuck Steinbruck and Jack and Ann Salvato**

REGRETS received from:

**Dave Milot:** Son's soccer game.

**Bob Wright:** Moving to TN.....not sure when though.

**LaRue Wright:** Busy.

**Ed Nelson:** Selling wine.

**The Harders:** Some medical problems.

**The Paulys:** Busy as a one armed paper hanger.

**"Dan" Hart:** Busy teaching Weather.

**Doris Stepaniak and Howard Lee:** Attending party

Meeting called to order by **President Bob Steiner** about 345.

Blessing was led by **Capt. Steinbruck**.

Pledge of Allegiance was led by **CMAA Frank Muscari**.

50/50 was won by **Louise Steinbruck** who donated the winnings to the current charity. THANKS Louise for the \$34.

Our servers, Alyssa and Magen were fantastic help to us; we always enjoy the Lucky Oyster thanks to such friendly waitresses.

The president recognized the **Chubbs** who will be departing for SC and their new home 10/12/15. We wish them well and look forward to seeing them again.

Motion was made by **Frank Muscari** and seconded by **Ive Chubb** to accept the Secretary report as sent through email after the last meeting. Motion carried.

Treasurer's report was given. A letter of thanks was received from the American Legion 56 for our contribution to the Wounded Warrior program. (Enclosure 6) **John Chubb** told about what the money was used for, a weekend of fishing, one day on a head boat and the next on several private boats that took them into the Atlantic. HRC has a total of \$2841.84.

Motion was made by **Fay Crossley** and seconded by **Frank Muscari** to accept the report as give. Motion carried.

### OLD BUSINESS:

1. Our Charity for this meeting is The Cancer Care Foundation of Tidewater PO BOX 12693, Norfolk VA. 23541. Their web site is.....<http://www.ccfot.org>.....sponsor is **Jack Salvato**.

2. USS Wisconsin BB64.....**Dennis Pauly** was unable to attend this meeting but sent a note about the workdays being canceled due to other training requirement. We will await further information from Denis on the Wisconsin effort.

3. BINNACLE LIST:

**KATHI CLARK:** At meeting and reported on health.

**EVE MUSCARI:** Hip replaced #2...10/9....doing well.

**HOWARD LEE:** Coping well with by-pass operation.

**ANN SALVATO:** Coping well with therapy; looked great at the meeting.

**JACK SALVATO:** Having some back and neck issues; difficult for him to move his head.

**DICK DEMPSEY:** Difficult situation with his health.

**FRANK STROUT:** Coping well with the Therapy

**JOAN AKERS:** Knee repairs.

**STEVE SHAFER:** Arm and shoulder repairs doing well.

**RON ALFORD:** I regret to say that I have not visited...will soon.

**JOHN SHAY:** Doing well....for an old steamer.

**"DOT" MEEKS:** We were saddened to learn of her passing on 8/30/15.

We need updates on these and any additions please.

4. AG Challenge coin and AG coin orders. The secretary will complete this project and hopefully have the coins for the next meeting.

### NEW BUSINESS

1. Hats...sold 9 hats at the meeting and three have been mailed. We still have 12 to go, will see how the Aerograph AD goes. **Frank Muscari** made a motion that HRC attempt to sell other NWSA items once we see how the hats sell, was seconded by **Steve Shafer**, motion carried. **Fay Crossley** explained the procedures that would be followed and he and the Treasurer would take care of the effort. Could use the first logo from the 1974 reunion. (Enclosure 5)

2. Venue for our Spring Meeting, will be decided by HRC officials. The charity will be the AG1 Edward T. Earhart Memorial Scholarship, Sponsor is **Frank Terrizzi**, contact is Dave.stamper@noaa.gov, address is ((EARHART MEMORIAL SCHOLARSHIP)) Hazard Community College, One Community College Dr., Hazard, KY. 41701.

3 Our Summer meeting /picnic Meeting, Charity is the Wounded Warrior Group in Jacksonville, NC....sponsor is **Steve Shafer**.

4. Reunion #42 at the Villages Florida...5/1-5/16, HRC members attending might be The **Steinbrucks**, The **Daigles**, The **Steiners**, **Fay Crossley**. We did not discuss the AD for the reunion and contribution, which will have to be determined at the next meeting. Anyone else that might want to go and needs a registration form let the Secretary know. (Enclosure 4)

5. **Capt. Steinbruck** suggested that HRC make a contribution to the NWSA scholarship fund, **Bob Daigle** made a motion that HRC send \$100 on a one time basis. Motion was seconded and carried. The Treasure will send the Scholarship fun \$100.

6. Elections of President, Treasurer and CMAA will be held at the January meeting. Members not holding any office should consider one of these positions. Contact any current official to express your interest in helping HRC move forward.

7.....FOR THE GOOD OF THE ORDER:

We wish **Bob Wright** well in his new venture and move.

We wish **Bob and Tammie Steiner** well after new Great Grandson's arrival and also a new grandchild.

We hope that **Ive and John Chubb** have a great move to their new home in SC....address: 33 Wade Hampton Dr., Beaufort, SC. 29907. Picture of the new house was passed around. (Enclosure 1)

**Don "DAN" Hart** is very busy and it is difficult for him to make meetings as he is teaching a course in Meteorology at the Math and Science Academy at Ocean Lakes. He has 45 students in the program (Enclosure 2)

Should HRC plan a gathering at the FRA 99 in support of **Dick Dempsey**, they have a dinner every 2nd WED of the month and Breakfasts every Sunday. (Enclosure 3) Give directions and contact info. Secretary will check into it.

**Kathi Clark** told of her sister and HRC Member **Pat Scott**, who was married on 9/30/15. We wish the newlyweds well.

Kathi also told of **Bev and Bud Scott's** granddaughter Rachael being in Australia studying this year. We are proud of Rachael and glad that we can be a small part of her career.

HRC hasn't heard from **Eileen Fifield** in some time, the secretary will try to contact her.

Copies of any enclosure can be requested from **Fay Crossley**, [fdcross@charter.net](mailto:fdcross@charter.net). A motion was made by **Bob Daigle** and Seconded by **Frank Muscari** to adjourn the meeting, motion carried at 510.



**AG1 RET Frank Terrizzi's son, John, promoted to COL.**  
Submitted by Fay Crossley, HRC Secretary

Diego 17 June through the Canal down the east coast of South America and is currently proceeding up the west coast of South America. It departed Santiago two days before the earthquake and will stop in Mexico prior to departing for Hawaii, then returning to Japan. The second group departed San Diego, and currently is in Hawaii in joint exercises.

Our daughter in Sacramento will be in for Thanksgiving and Christmas. Hope next year is not so busy.

**BERNIE COHENOUR:** Bernie and Dolores watched the super lunar eclipse rise over the San Diego city skyline from the Bali Hai Restaurant on Shelter Island. The food was excellent and the eclipse was terrific. Next super moon eclipse is in 33 years.

**DAVID RUE:** David and Lois report their daughter, Jennifer, after many years working at Sharp Memorial as a clinical psychologist, switched jobs and is now working for the VA. She works with homeless veterans, trying to get them housing.

Submitted by Morry Summey SOCAL Sec/Treas.



**SOCAL CHAPTER**

Pres John Rodriguez  
V. Pres David Rue  
Sec/Treas Morry Summey

As the SOCAL Chapter prepares our report for the next AEROGRAPH, we realize that the holiday season will soon be arriving, and that means another year is nearly at an end.

**CHAPTER ACTIVITIES**

The annual Labor Day Picnic, normally held in September, had to be cancelled due to insufficient signups by the deadline.

SOCAL's October business/luncheon meeting was held on Thursday, 1 October 2015 at the Admiral Baker Navy Golf Course Restaurant. Attending were **John Rodriguez, Morry Summey, Dave & Lois Rue,** and **Bernie & Dolores Cohenour.** A rather lengthy discussion was held regarding future Chapter social events. It was decided, based on past attendance, that the Parade of Lights Dinner and the Labor Day Picnic would only be planned if there were sufficient attendance promises before the event. In the past, our Valentine's Day Brunch has done much better, and will continue as before.

**MEMBER ACTIVITIES**

**JOHN RODRIGUEZ:** John and Fujii have been busy with JMSDF. The first group of three ships departed San

**PENSACOLA CHAPTER**



President Larry Warrenfeltz  
Sec/Treas. Ed Straten

**Greetings from the Pensacola Chapter!**

Our Chapter met on September 13 with a great group including **Al and Helen Atwell, Bernie Bauer, Paul and Cheryl Belt, Dave and Jerri Dunlap, Marion and Greene Hawks, Denny and Helen Maljevac, Ed and Gerrie Marsh, Ken and Barbara Overholt, Pat and Libby O'Brien, Dick and Elizabeth Tokryman, Ed and Patti Straten and Larry and Nancy Warrenfeltz.**

We discussed the reunion at the Villages next May.

Our heartfelt prayers go out to **Libby O'Brien's** son Dwayne who is being treated for throat cancer. All our best wishes were sent to **Elsbeth Lloyd** who was at home recovering from a fall.

**Libby O'Brien** distributed the challenge coins that were purchased.

Our Christmas Party will be hosted this year by **Larry and Nancy Warrenfeltz** on December 6, and the entire Chapter looks forward to a wonderful ho ho ho time.

**Pat and Libby O'Brien** have stayed pretty much close to home since their last report. **Libby's son, Dwayne,** was diagnosed with cancer of the throat, and he's been undergoing chemo and radiation treatments. Of course, Libby and Pat are hoping for a complete recovery. As season ticket holders to the Pensacola Blue Wahoos'

Baseball Team, along with **Bernie Bauer**, they got to see the Wahoos make the playoffs for the 1st time in their short history. The Wahoos didn't win the playoff, but as the old saying goes, "There's always next year." Meanwhile, the O'Briens play golf, work around the yard and house and await the start of the ice hockey season.

**Ed and Patti Straten** recently returned from a fun trip to Las Vegas where they were lucky enough to see the BeeGees Tribute Show, Jimmy Buffett and the Young Wolfetones a great Irish band. Shows were wonderful but that is where the luck ended.

**Patti Straten** attended her 50th High School Reunion in Portsmouth NH in September. Lots of hugs and great memories from 65 classmates.

**Nancy and Larry Warrenfeltz** have been road warriors for the last several months. Two weddings of nieces in West Virginia and Maryland, grandson's first birthday party in Pennsylvania, 40th Reunion of the Naval Academy class of 1975, a Seattle trip to meet the newest grandson, and a road trip to Nags Head NC for the Outer Banks Marathon have kept them busy. Seems like as soon as the laundry is done and the yard is mowed, it's time to hit the road again!

**The Fraziers, Arthur, Rose and Tim** have all been sick recently but are getting better. They have had a busy fall so far, with Tim being a senior in the band. Lots of football games, practices, and competitions. After football season is over, it's time to get started on Indoor percussion, Christmas concerts and planning graduation and a trip. Tim is planning to attend Florida Institute of Technology in Melbourne, FL. **Arthur and Rose** will again be Santa and Mrs. this December and the calendar is filling up fast. In January, they will be going on a cruise to Mexico, Belize and Honduras with other seniors from their church. In March, the annual band trip will be over Spring break to Washington, DC and New York City. Rose is hoping to go along as a chaperone. **Arthur's** back won't allow him to ride a bus for 18 hours.



**Bob Jaques** was going through his old Navy file recently and came across a 1960 Christmas Card his weather office sent out from NAS Moffett Field, California. He thought it might be of interest. Thanks, Bob.



Submitted by Ed Straten, Pensacola Sec/Treas.



## SOUTHEAST CHAPTER

Pres.: LT Todd McDonald  
 1st V.P.: AGCS Steve Turco  
 2nd V.P.: AGC Bob Johnson  
 Sec/Treas: AGCS Frank Andrews



Bob and Charlene Johnson      Frank and Jane Andrews



Jerry and Ann Struck      Bill Bowers

## REPORT ON NWSA SE CHAPTER MEETING HELD ON OCTOBER 01, 2015 IN ORANGE PARK, FL.

The following members were present:  
**LT Todd McDonald (Pres.) and wife Cheryl**  
**AGCS Steve Turco (On duty, 1<sup>st</sup> VP)**  
**AGC Bob Johnson (2<sup>nd</sup> VP) and wife Charlene**  
**AGCS Frank Andrews (Sect/Treas) and wife Jane**

**CWO4 Bill Bowers** (as the National NWSA President) from Lady Lake

**CDR Jerry Struck** (as the 2016 Reunion Committee Rep.) **and wife Ann.** Bill and Jerry provided information on the 2016 NWSA Reunion scheduled to be held just south of Ocala (FL) the 1st to the 6th of May 2016. The Reunion hotel is the 'TownePlace Suites by Marriott at The Villages. Regular suite includes taxes is \$105.45; very reasonable rates. Information can be provided by

contacting Jerry Struck at 352-408-0283 or you may contact **Bob Johnson** at 904-777-4443 or my e-mail address and I will also assist you in obtaining reunion information. There is a complete breakdown of the Reunion in the August 2015 Aerograph.

We welcomed our new member: **LCDR Eric and Loreta von Jungefeld**. They were our special guest at our 2014 Christmas Party. It was pointed out that our Christmas Party will be held at our President's (**Todd McDonald**) home on the 17th of December. Additional details will follow in November. Again we were asking for old members to assist in locating weather types as members. We remain a social group with NO DUES. Financial report made and members were advised that a copy of our 990EZ tax return was on display for viewing, if they wish. Also on display were recent copies of the Aerograph, the Bellinger List, the Shift Colors, the information from the Pensacola NWSA Reunion in 2014 and the most recent Necrology list.

With no additional business to report and many thanks to **CWO4 Bill Bowers** and **CDR Jerry and Ann Struck** we called it an evening and headed back home. Reminded members, that if they wanted copies of the publications that I had brought to the meeting, please let me know and I would see that they got the information they were looking for.

Submitted by AGC Bob Johnson, 2nd VP



President Curtis Arnold  
Sec/Treas. Jim Maxwell

Many know that I (**Charlie Jordan**) have been a pretty strong advocate of bike riding for fun and for health for about the last twenty years or so. During my heyday, it wasn't unusual for me to ride 30 to 40 miles every other day. I wasn't limited by miles, I was more limited by time of availability.

During the past six months to a year, my riding has been cut back because of minor injuries as I began to have minor accidents. Individually, each accident was a loss of skin, a bruise or two, or a combination. However, they began to be more frequent until early September.

It was a Sunday morning and a biking friend and I were returning home after about 20 miles - when I went from a competent rider to a disoriented person sitting on a bike at 15 mph without being able to put my feet on the pedals and steer the bike. Of course I fell and I fell hard! In addition to bruises and scrapes, I landed on my right side and bruised that entire side of my body. I had a cut where the chain from the bike cut the inside of my left calf and some pretty ugly scraps from the road. Ann

took me to the emergency room where I was X-rayed. They said that I (at 79 years old) should have shattered bones, but they could find no bone injuries. (Just lucky I suppose.) I used a walker for slightly more than three weeks. The doctors seem to think that I must have had a minor stroke while I was riding that caused my disorientation.

So my bike (a very good road bike) will be given to a needy person who might use it for transportation. Or I will sell it. I'm not a rider anymore.

**Jim and Lolis Steinbeck** will be going to Beijing China and cruising countries in east Asia the month of November. We will be visiting our son (Master Chief Edgar, AFCM) and family stationed in Guam, in the month of December. He and his wife, Edi, and 4 kids love it there. All the kids hitting those straight A's in school, two of them playing in rugby and volleyball teams, and others cheerleading or involved in the science fair etc.

**Jim Maxwell** had a complete knee replacement done in August. Everything went well and new performing well. Jim will be going in for lower back fusion surgery in January 2016. Hopefully, that will be it for a while. Jim's wife **Suzanne** had cataract surgery on both eyes in August. everything went as expected and her eyesight is very good.

**Mel Bourn and Pat Partesius** just returned home in early October after spending several months this summer in much cooler Vermont. They summer over in Vermont every summer!

That's about all that's going on down here!

Submitted by Charlie Jordan via Jim Maxwell



President - Tom Berkeridge  
Vice President - John Weaver  
Treasurer - Pete Weigand  
Corresponding Sec'y - Jim Romano

Greetings from the Potomac Chapter:

Last June we gathered at the home of **John and Beverly Weaver** and Bev's Mom, Richie Freeman, near Hughesville, MD for our annual picnic. The highlight of which were Richie's homemade Lumpia. Hot dogs, hamburgers and homemade salads and desserts were also on the menu. Also attending were **Jim & Rosalie Romano, Tom Berkeridge, Robbie Roper, Shellie & Mac McLeod, George & Diana Delano and Ella Gould**.

We were saddened recently by the loss of our good friend and shipmate, **CDR Bob Junghans**. He will be laid to rest in Arlington on December 3, 2015. Jean & Bob were always a joy to be with at picnics and other outings.

Our president **Tom Berkeridge** has been traveling around the world in his capacity of Tour Coordinator for travel groups. The **McLeods** are planning a huge Thanksgiving outing with their 13 Grand Children in Emerald Island, NC. Wow!! Will be a large turkey!!

**Jim & Rosalie Romano** spent a few days in Sun City Hilton head with old buddies **Ken & Joyce Smith** and then they all toured the National Museum of The Mighty Eighth Air Force with Jim's RAF Chicksands Group, holding their annual reunion in Savannah this October.

We also held our elections at the picnic and our new officer slate for the next two years is as follows:

President - **Tom Berkeridge**

Vice President - **John Weaver**

Treasurer - **Pete Weigand**

Corresponding Sec'y - **Jim Romano**

Hope to see many of our shipmates in The Villages next May

Submitted by Jim Romano, Sec'y



**CAPT John J. MacPherson,  
USN RET**

November 21, 1928 to July 21, 2015



John J. MacPherson walked quietly and peacefully into the light at home surrounded by his family on July 21st. John grew up in Lynn, Massachusetts and attended St. Marys High School.

He was a graduate of the United States Naval Academy class of 52 and the Naval Post Graduate school. He served his country as a pilot and meteorologist for 34 years. His military career took him all over the world with his family of six children and his former spouse Jackie.

During the last three years of his command at Alameda Naval Weather station Captain John MacPherson attended USF law school. He graduated from USF and would enjoy a 33 year career as an attorney. John's law practice in Monterey was devoted to the residents of Monterey county. He had an open door policy with his clients, and he was always willing to talk and help them. John and his wife Lori worked together for twenty years before illness forced John to close his practice in early 2014. John's life of dedication and devotion extended to God, his country, and his family,

John was also an avid tennis player who loved the tennis community on the Monterey Peninsula. John was active in the Carmel River School PTA when his children were younger, The Military Officers Association and the Weather Association. He was a devoted parishioner at the Carmel Mission.

John is survived by his wife Lori, his sons John MacPherson, Mike MacPherson, daughters Melinda Decker (Bob), Jeanne Schultz (Greg), Mia Sparks (Tim), Johanna MacPherson and his stepson Jerry Dudley. He is also survived by his brother Dr. Donald MacPherson and preceded in death by his parents Daniel and Catherine MacPherson and siblings Jean, Joan, Mary his adoring sister, and Richard. John had 13 grandchildren and one great grandchild..and many loving nieces and nephews.

A funeral and mass was scheduled for Thursday July 30, 2015 at the Carmel Mission Basilica.

Submitted by CDR Carl Thormeyer, USN RET



**AGCS Alexander V. Chapates,  
USN RET**

Died September 25, 2015 at Age 86

Alexander Vincent Chapates, age 86, died on Friday, September 25, 2015 at his home in The Villages, FL. Alex was born in Pittsburgh, Pennsylvania to Alexander S. and Mary (Locatis) Chapates, immigrants from Lithuania. He was the youngest of four children, affectionately called Sonny by his parents and sisters.

Upon graduating from Langley High School in 1947, he enlisted in the United States Navy. As a young sailor he met and fell in love with his beautiful wife, Winona, at a dance in Philadelphia. They raised a family while stationed all over the world: in Guam, the Philippines, Morocco and Spain, before returning to the States to Lakehurst, New Jersey. Alex proudly served the Navy for twenty-two years, retiring as an Aerographer's Mate Senior Chief Petty Officer.

Following his Navy career, Alex worked as a meteorological technician for NOAA's National Weather Service, first at Naval Air Station- Lakehurst, New Jersey and then at Worcester Municipal Airport in Worcester, Massachusetts, residing in the town of Holden.

In 1990, Alex and his wife moved to The Villages where they spent their retirement years golfing (Alex with his group "The Knights of the Unstable Table"), traveling, socializing at the Elks Lodge, and watching the Pittsburgh Steelers games and The Weather Channel. Over the years they delighted in many reunions with life-long friends at the annual Naval Weather Service Association Aerographer's Mate Reunions, attending the first one held in August of 1975. Throughout his life Alex enjoyed fishing, attending/watching sports of all sorts, coaching his oldest in Little League baseball, his beloved Siamese cats and his cigars.

Alex was preceded in death by his parents and his loving sisters Marcella, Stella and Lenora. He is survived by his wife of sixty-seven years, Winona (Creighton) Chapates, their six children and their spouses: Robert and Jan of Royal Oak, Michigan; Linda and Lee Carrier of Yuma, Arizona; John and Cindy of Manassas, Virginia; Marianne Holmes of Garden Grove, California; David and Jennifer of Allen, Texas; Diane and Bill Scherer of San Diego, California; as well as eleven grandchildren and thirteen great-grandchildren.

Following a Mass of Christian Burial on October 16th, there was a procession to Florida National Cemetery, 6502 SW 102nd Ave, Bushnell, FL for an inurnment with full military honors.

Memorial donations may be made to the charity of your choice.

Online condolences may be left at [www.beyersfuneralhome.com](http://www.beyersfuneralhome.com).

Submitted by Bill Bowers, NWSA Pres.

### **Dorothy “Dot” Meeks**

March 22, 1925 to August 30, 2015

Wife of the late LT Joe Meeks, USN RET

Dorothy was born in Atlantic City, New Jersey on 3/22/1925. She was the daughter of the late William Shields and Mary Carberry. She and Joe were married in 1948. Dorothy is survived by her sisters Elizabeth Clayton of Norfolk VA and Gertrude Long of Egg Harbor NJ and her two daughters Eileen T. Meeks of Falls Church VA. and Shirley A. Poehnelt of Reston VA.

Dorothy was a proud US Navy wife, accompanying Joe from Yokosuka Japan, to Port Lyautey Morocco and many stateside billets from San Diego CA to Quonset Point RI. Joe retired in the early 1970s and they settled in Southern Maryland.

Dorothy was laid to rest September 12 in the Holy Face Catholic Church Cemetery Great Mills Md. Contributions in Dorothy's name can be made to Friends of Cedar Lane, 22680 Cedar Lane Court, Leonardtown, MD. 20650 or to the Hospice of St. Mary's, PO box 625, Leonardtown, MD. 20650.

Submitted by Fay Crossley, HRC Secretary.

The U.S. Navy is struggling with an undersized fleet, and is being pushed to its breaking point. The facts are clear. The carrier force is below the mandate required by law. Our ships are going on deployments of ever increasing lengths, all longer than planned—as long as 10 months. Because of backlogs of ship maintenance, unplanned repairs are popping up with increasing frequency stretching out the ships' repair periods. Training periods are now being cut by three-fourths of their planned time.

Vital areas like the Mediterranean Sea and the Persian Gulf are being gapped of the presence of an aircraft carrier for the first time in decades. The Navy's expected ability to surge three more carrier battle groups to a conflict will not be achievable by 2020 unless congressional budget uncertainty and sequestration cuts to readiness are fixed now. And finally, the newest aircraft carrier, USS Gerald R. Ford (CVN-78), will be kept from deploying for perhaps as long as four years for excessive testing.

The bottom line is this: the Navy needs more carriers and ships, and they are needed in the Fleet soonest if the Navy is to meet the National Command Authority's operational requirements.

After World War II, the United States massively demobilized its military forces, reducing the Navy's carrier force from 24 to eight. But that was before the Soviet Union detonated its atomic bomb, cemented its subversion of Eastern Europe behind the Iron Curtain, and developed seemingly close communist ties with Mao's China. To defend against that threat the National Security Council, led by Paul Nitze, who later became the Secretary of the Navy, issued its famous **NSC-68 directive in April 1950**, calling for a massive response from the free world against the communists' aggressive actions. In response the Joint Chiefs set a 12-carrier force as its goal. Two months later, communist China invaded South Korea. **The U.S. Navy responded by bringing back 10 mothballed Essex carriers** that increased the force to 18 by the time of the cease-fire. Afterward, in 1953, **the Joint Chiefs aimed for 15 carriers**, a goal it maintained until 2000.

But 15 carriers were difficult to maintain. In 1992 budget pressures forced the U.S. Navy to decrease the force from 15 to 12 by 1998. In 2006 more financial constraints threatened to further reduce the number. Congress responded by putting a floor under the carrier force at 12, which was codified into law in U.S. Code Title 10, Section 6052. However, USS John F. Kennedy (CV-67), which was expected to stay in service until 2018, retired in 2007. Faced with continuing budgetary woes and no alternative, Congress cut the number to 11 in 2007.

Recent events show the wisdom of 12.

First, in 2013 USS Enterprise (CVN-65) retired after 52 years of service. Although the Ford should have replaced her to maintain the force at 11, the Department of Defense's transformational changes to the carrier



## **Articles**

### **Opinion: Get the Ford Carriers to the Fleet** [Excerpts from]

**USNI News**

**By: Adm. Stan Arthur, USN RET and Capt. J. Talbot Manvel, USN RET**  
September 14, 2015

program delayed her delivery until 2016, so Congress waived the requirement of 11 reducing the force to 10 until the Ford enters the fleet.

Second, in 2014 after back-to-back deployments with just a three-month interlude, several serious problems with the U.S. Navy's second oldest carrier, the Dwight D. Eisenhower (CVN-69), were found in the shipyard, requiring repairs that stretched her stay out for almost one more year. **This forced the Navy to swap its entire schedule to the newer Harry S. Truman (CVN-75).**

Third, at his recent confirmation hearing to become Chief of Naval Operations, Admiral John Richardson confirmed that the Navy would not have a carrier patrolling the Persian Gulf for several months later this year, and that the Navy can only surge one carrier strike group to a crisis now. To Senator Tim Kaine's (D-VA) point that unless congressional budget uncertainty and sequestrations cuts to readiness are corrected now, the Navy wouldn't be able to restore the surge capability back to the expected three strike groups by 2020, **Admiral Richardson reluctantly agreed.**

Fourth, less than a month later, Vice Admiral Michael Shoemaker, the commander of U.S. Naval Air Forces, confirmed the daisy-chain effect of one carrier's problems on an undersized force by announcing that the upcoming training periods for the Truman, which had maintenance problems of its own—and probably the George H. W. Bush (CVN-77)— will be shortened considerably **to just 40 days from the expected 154-day training cycle to meet their scheduled deployments.**

We are failing with a force of 10. 11 are law, but having 12 would be much better.

Why Twelve?

Since World War II, the U.S. Navy has routinely deployed three carriers forward at the same time to provide a powerful presence to areas of potential conflict. If conflicts arise, the U.S. Navy can surge three more carriers from a group that has recently returned from deployment or from the three preparing for deployment, which makes it possible to muster as many as six. In recent times with a force of 12, we mustered four for Operation Enduring Freedom in 2001, and six for Iraqi Freedom in 2003.

Therefore, to deploy three at the same time all the time and surge as many as three more forward to muster up to six for a conflict—while letting the three deployable carriers remain behind to continue training or do repairs—we need at least nine deployable carriers. A tenth carrier can then be up “on the blocks” for a year in a dry-docking repair period, and the 11th can be out of service in the multi-year midlife refueling. A 12th carrier provides back up when something goes wrong.

To get the carrier force's numbers back up, the Ford's exceptionally long test plan can and should be questioned by Congress to get her into the Fleet and deployed as soon as possible.

With the exception of the new nuclear plant on the Nimitz, all the other critical carrier technologies or innovations were first developed and proven decades earlier on five classes: 13 Essex-class carriers, three Midways, four Forrestals, four Kitty Hawks, and the first nuclear-powered carrier, the Enterprise.

But not all these technologies panned out. For example, the Enterprise's SCANFAR system, the guided-missile program's first attempt to put a phased-array radar on warships in the 1960s that gave the Big E's island her unique boxy shape, was a failure and had to be replaced. It took another 22 years to successfully put the phased array radar to sea on the missile cruiser Ticonderoga (CG-41) in 1983 by the now-revered Aegis program.

This is very similar to the Ford's phased array radar, the dual-band radar, whose development from the Navy's DD-1000 truncated destroyer program produced only one set—the Ford's. It will be replaced with the **new Enterprise Air Surveillance Radar (EASR) on the new John F. Kennedy.**

So how can the Navy deal with the systems (advanced arresting gear and the electromagnetic launching system) that will not have been cycled hundreds of thousand times? As safely as possible, that's how. Already cycled hundreds—if not thousands—of times at the Naval Air Warfare Center in Lakehurst, New Jersey, they will be further tested on the ship to ensure proper installation. Then the Ford would go to sea for the next two years at least 20 times and test them vigorously until they are certified safe to use.

Once certified, they would be managed by the Navy's Naval Aviation Safety Management Program (SMS), which would strictly specifies their certified configuration and safe envelopes of operations.

However, the DOD just ordered the Navy to conduct shock trials on Ford that will further delay its first deployment. Shock trials are expected on new ships, but have yet to be done on the first ship of the class.

Ignoring those facts and the fact that the carrier force is below minimum and overstressed, the DOD still ordered the shock test on Ford. **The Navy's response is that it may further delay the Ford's first deployment by two more years.** However, if further testing is required, it shows that we are paying for the investment now, and it must not be wasted. Moreover, the extended stay of Eisenhower in the shipyard saved its fuel for another year and a later retirement in 2028. That provides an opportunity to build two more carriers within the next 10 years to restore the force back to 12.

[Complete article can be found at:

[http://news.usni.org/2015/09/14/opinion-get-the-ford-carriers-to-the-fleet?utm\\_source=USNI+News&utm\\_campaign=2e710695fa-USNI\\_NEWS\\_DAILY&utm\\_medium=email&utm\\_term=0\\_0dd4a1450b-2e710695fa-230398221&mc\\_cid=2e710695fa&mc\\_eid=250e58496c](http://news.usni.org/2015/09/14/opinion-get-the-ford-carriers-to-the-fleet?utm_source=USNI+News&utm_campaign=2e710695fa-USNI_NEWS_DAILY&utm_medium=email&utm_term=0_0dd4a1450b-2e710695fa-230398221&mc_cid=2e710695fa&mc_eid=250e58496c)]

## Japan of Yesteryear

By CAPT R. Claude "Frenchy" Corbeille, USN RET  
(Part 1 of 2)

The experiences I am about to relate will awaken a few memory cells in some and cause others to question my veracity, if not my sanity. I was 21 years old in August 1955 when an Air Force R6D deposited me on the tarmac at Yokota AB, somewhere between Tokyo and Yokohama. I was a most reluctant visitor, having spent the entire year 1954 on isolated duty in the Aleutian Islands (on Adak) and I had been looking forward to at least 18 months at Naval Air Station (NAS) Whidbey Island in Northwest Washington. The directive that ordered me to report to Fleet Weather Central (FWC) Yokosuka was as distasteful as it was surprising, and when I debarked from the aircraft I was still seething inwardly at being jerked out of a place I liked and sent to one I was determined to dislike. I disagreed vehemently with all who told me I was going to really like my new duty station.

The Japan I am going to tell you about no longer exists. Many of you of my vintage, plus or minus a few years, will readily relate to much of what you read, especially if you were ever stationed in Japan or made port calls there. I was at FWC Yokosuka from August 1955 until early December 1956. I then volunteered to be transferred to NAS Iwakuni in the southern part of the island of Honshu, about 30 miles from Hiroshima, and was there until May 1957. Once I had recovered from my initial culture shock, I came to like Japan very much, and remain to this day fascinated by her people, their pragmatic outlook on life, their way of life as it was at that time, and by the language. Absolute and total honesty was their most notable attribute. There was no other port in the world where a sailor could get inebriated, go to sleep on a bar stool, and wake up with all of his money stacked neatly in front of him. I have never been any other place where I could argue for thirty minutes over the price of an item, then have the proprietor run after me for blocks on my way to the train station to give me the 30 or 40 yen in change that I neglected to wait for. Many readers will remember things different from my experiences. I can only relate what I remember, which undoubtedly omits much of what some may consider more important than that which I do remember.

The first thing that struck me about Japan was the smell – the odors, if you will. There was the smell of thousands of charcoal fired cooking devices – hibachi pots – that cast a pall of smoke everywhere. The aroma

of the hibachi pots mingled with that of the open sewers, which I later learned were called binjo ditches. Only the major cities had underground sewers. Binjo is the Japanese word for toilet, hence the appellation "binjo ditch."

I boarded a Navy bus, one of those ubiquitous gray ones with the butt-busting bench seats, and headed south to Yokosuka. Progress was slow by any standard save ox cart. There were no freeways, nor any four lane highways. We were on the left side of the road, which was somewhat disconcerting. I do not recall if we passed through Yokohama or only skirted it, but I have vivid recollection of steel skeletons of bombed out and burned out factories. After leaving behind the blackened skeletal remains we were in a more agrarian setting with many garden plots, both large and small. Mount Fuji came into view, reminding me of Mount Baker in Northwest Washington. I decided that Mount Fuji was okay, but Mount Baker is better.

After nearly two hours of bus ride, I was at Naval Station Yokosuka and soon thereafter reported for duty at the Fleet Weather Central. I was AG3, pay grade E-4, and was assigned to a rotating watch section to perform the routine duties of an Aerographer's Mate. Decoding weather reports and plotting maps was one of the duties, but only at night because there were Japanese employees who performed those duties in the daytime. Observing and reporting weather phenomena were tasks performed only by sailors, at all hours of the day.

August and September passed, and when November rolled around my thoughts turned to hunting. My self-confidence was bolstered by promotion to AG2, with a slight increase in spending money. I was resigned to being where I was and decided to enjoy it as best I could. I learned that I could sign out a shotgun from the Navy Special Services department, procure cartridges at the Navy Exchange, and through an English speaking Japanese ministry in Yokosuka, I obtained a hunting license. I then set about the daunting task of finding a place to hunt. There was a Japanese employee at the weather central, Taguchi, who was probably the most Americanized Japanese on the payroll. He was about 25 years old, single, spoke English well, and was really interested in accompanying me on a hunting trip. His work schedule was a Monday through Friday one, so I had to gear my hunting trip to his weekend of free time. In short order, we found ourselves, on a Saturday morning, on a train, heading for Ito on the Izu Peninsula. I had been up most of the night because I worked the midnight to 0730 shift, so I dozed a lot during the train



ride, but I was aware that we changed trains at Ofuna and went from there to Ito, where the rail line ended and we boarded a bus. After about 45 minutes on the bus we arrived in a small settlement, situated on a lakeshore. We walked to a hotel and booked ourselves into a room, dumped our spare clothes and toiletries, and set off in pursuit of whatever game the countryside offered. Taguchi had no gun but his enthusiasm was not dampened by that fact and he proved to be an excellent beater and game flusher. I recall shooting only one pheasant and one small partridge, not much larger than a quail, which I learned later was called a bamboo partridge – by English speaking folks. The Japanese word for pheasant is kiji. Their word for bamboo partridge is kokiji, which means, literally, little pheasant. But I digress. We hunted only Saturday, availed ourselves of the community bath, fed by hot springs, ate whatever food the hotel provided, went out like a burned out bulb (at least I did), and on Sunday made the return trip to Yokosuka. We bestowed the kiji and the kokiji on the hotel owner who was immensely pleased to receive them, or so it appeared to me. All in all, it was quite a good experience and one which I hoped to repeat soon.

The next time my watch schedule provided a block of time in which I hoped to go hunting did not occur on a weekend, hence Taguchi would be unable to accompany me. I re-played the previous trip and decided that I could very well go it alone. I mean, how hard can that be? All I had to do was buy a train ticket to Ito, change trains in Ofuna, get off the train in Ito, walk across the train yard to a bus, buy a ticket on that, and get off when I see a village near a lake. It all came off like clockwork – almost. When I debarked from the train, there was the bus, waiting in the exact spot where Taguchi and I boarded a bus some eight days ago. I was almost the last passenger to board but I found an empty seat and parked me and my cased shotgun there. I noticed that almost all of the passengers carried colorful little knapsacks but did not think much beyond that noting. Soon the bus got underway and a soft-spoken female barker, with the aid of a sound system, captured the attention of all passengers but me. I understood almost no Japanese at that point in my life, so had no idea of the subject matter. I decided to not worry about it

The bus soon arrived at some sort of shrine and everybody got off. With nothing better to do, I became the first one to ever tour that shrine carrying a shotgun. And so it went, throughout the day, going from shrine to cemetery to viewpoint and to yet another shrine, and me all the while with my shotgun in tow, ignorant of the fact that I could have left the shotgun on the bus and no one would have bothered it. It was an absolute certainty that no one would have stolen it, but I was a newcomer

to Japan, as yet unknowing of so very much. When it got to be noon, my stomach thought my throat had been cut and chances of procuring a bite to eat were zero. I need not have been concerned. When all of those colorful knapsacks were opened, food appeared from every quarter. It seemed that every passenger was aware of this gaijin (foreigner) who came on the tour without any food and each of them was determined that I should be well fed. I ate things I never saw before, let alone tasted, but almost all of it was quite palatable, especially to a hungry sailor. With so many generous benefactors, this foodless one probably had more to eat than any other one passenger. I was glad that my meager vocabulary included the words for please and thank you.

About mid-afternoon the bus arrived back at the train station and everyone got off. Having been duly chastened by the trip that took me nowhere, I set about trying to find the right bus. I recalled that there was a golf course near the lake, at the edge of the little village, so I thought to perhaps pantomime my way to the golf course. I found a round stone approximately the size of a golf ball, held the cased shotgun by the barrel, and swung a few practice strokes, with a group of about fifteen onlookers captivated by this scene. When I contacted the stone with the butt stock, sending it rolling, someone in the crowd yelled “Golf.” I pounced on that and immediately started conversing with the man in English, receiving in return a blank stare. I went back to the word golf, followed by please, and the man pointed at a bus parked nearby. I bought a ticket on that one and eventually, and most gratefully, arrived at the little village and proceeded directly to the same hotel in which I had stayed before. I suspect the proprietor was glad to see me because he anticipated receipt of game birds for his larder. Because I had worked the midnight to 0730 shift prior to embarking on this adventure, I was really tired, so I did not hunt that first day. I slept the clock around instead, in hopes of a better day to come.

Next morning I breakfasted at the hotel and set off for a pleasant day afield. I shot one pheasant of a kind I had not seen before – a very dark bird, almost black. I think it was a mutant pheasant, but do not know for sure. Eventually my foot travels took me over a hill and into a grassy field where a Japanese family was cutting and bundling tall grass and stowing it in a horse-drawn cart. I watched for a few minutes, then sauntered over to pay my respects, a virtually impossible task given my lingual limitations. The group consisted of a man, a woman, and two small children, maybe 8 or 10 years old. They were all bowing profusely, saying lots of words in a friendly tone, none of which were understandable by me. Eventually it dawned on me that they uttered “conichiwa,” which is “good day,” and I exhausted most of my vocabulary with my reply of that word. They beamed and smiled, and it occurred to me that they could well be very apprehensive. They were,

after all, unarmed, in the presence of a gun-toting foreigner, in all likelihood, the first American they had ever seen, at least close up. It would have been reasonable for them to have some trepidation regarding this gun-toting interloper who appeared out of a forest. Sensing their potential unease, I gave them my pheasant. Their thanking and bowing seemed to go on forever, but the happiest note for me came when they offered me an orange and some rice balls. My planning for this adventure had completely omitted the noon meal, with me foolishly thinking that if I should get hungry, I will just have to stay that way until evening. Oranges and rice may not be every man's fare, but for me they were a lifesaver. I made my way back out of the hills and down to the lake without finding any more game birds, but while skirting the lake shore I managed to bag a mallard. Now I had something for the hotel man. After all, I surely could not return to the Naval Station with a duck to cook since we had no cooking facility in the barracks. I stayed over that night and returned to Yokosuka next morning. By the time I was back at the Naval Station I was determined that I was going to master the Japanese language. If I could not become totally fluent in it, I would surely get good enough to preclude a bus tour of some shrines when I was trying to reach a hunting destination.

A shopping run to the Navy Exchange was rewarded with procurement of a neat little book titled "Japanese in Thirty Hours." It would have been more appropriately named if its title had been "Japanese in Three Hundred Hours." The language was more than a little daunting at first, but the more I got into it, the easier it became. While surfing local radio stations for listenable music, I happened onto one that featured English lessons for Japanese listeners. It was a fairly simple leap to take Japanese lessons from the English language course and I used those sessions to augment my learning text. I never did go hunting again that year but I was much better prepared linguistically for the hunting season of 1956. I learned from Taguchi that the name of the little village was Ipeikiko and cemented that vital piece of data in my memory bank.

Strangely, Japan no longer smelled. I did not notice the pall of smoke overlying every town and the binjo ditches seemed to have lost their stench. I enjoyed browsing in the market places, where eggs were sold by the "each" rather than by the dozen. Most fruit was sold by the individual item also, so one could purchase one peach, one apple, or one plum. Of course we had been advised right at the start that, no matter how good the stuff looked, or how attractively it was displayed, we Americans were not to eat any of it. It was definitely bad for us. Perhaps it is my rebellious nature, but I soon concluded that if it really were bad for us, all of those Japanese people who were eating it would soon be dead. I watched and waited, and when none of them toppled over, I got right into the fresh fruit. One time I got a sore throat and on another occasion I had a cold,

but I never really believed either of those ailments was caused by the fresh fruit.

Street vendors were a common sight. Two that I remember best are the man squatting beside a charcoal fired brazier, cooking tiny little birds on bamboo sticks and the Osoba cart which appeared only at night, always tended by a woman. Its arrival was announced by the tinkling sound of a small bell. The tiny little birds were suzume, which translates to sparrow, and they cost ten yen each, or about three cents. I ate a few of them on various occasions but never really cultivated a hankering for roasted sparrows. Osoba, on the other hand, is a very flavorful noodle soup, well liked by all who tried it.. A generous bowl of it cost 50 yen. The exchange rate was 360 yen for one dollar so the osoba set one back a grand total of about fourteen cents. Of course we Americans were advised to never ever patronize these street vendors. In fact, the only places we were allowed to eat or drink had a big red A on a placard placed in a window, visible from the street. With no room for displaying a placard on a charcoal brazier or on an osoba cart, all of them were technically "Off Limits." Very few restaurants had the big red A in their window and the ones that did were invariably the most expensive. All of the bars and night clubs were marked with the ubiquitous placard, consequently that is where most Americans congregated.

Card-playing in the barracks and frequenting bars and night clubs seemed to be the major pastimes for the American sailor stationed in Japan. I had a girlfriend in Wisconsin and did not care to fritter away my money, seemingly always in short supply, on nonsensical things like poker and booze, so I strayed often and far from the path of red A placards. All one had to do was ride a train to the next town and the red A placards disappeared. My reasoning told me that the eateries in Kamakura and Ofuna were not really off limits. They simply were not ON limits. I frequented them at will. I recall one afternoon in a nearby town when I was absorbing my surroundings prior to working the 1700 to midnight shift. I mentally ran through what remained of the day, noting that I needed to return in time to change into a work uniform and shave. A haircut would also be a good idea.

The barbershop on the Naval Station had all Japanese barbers on the payroll, some of whom were females. I passed a barbershop and noted that a barber at work was a female. All barbershops were off limits to U. S. service personnel, but I could see little difference between the one on base and the one in front of me, so I went in, and was cordially welcomed. It was an unforgettable experience, especially the shave. Lying back in the reclining chair I watched a man coming at me with steaming hot towels and winced when he plopped them on my face. Too hot at first, they soon came to feel really nice. A second application was even better. The towels were removed and a young lady applied a generous layer of shaving lather.

A second lady, not as young, and wielding a straight razor, then went to work. I think it took close to half an hour to get shaved. It was not the typical “scrape and wipe” routine common to barbers everywhere, but it seemed each whisker was individually cut, with the skin pinched to expose more whisker. I remember thinking when she was working under my chin that I sure hoped she hadn’t lost loved ones in the Yokohama bombings. I was most vulnerable, slightly apprehensive for a while, and then eventually completely comfortable. When all was done, face wiped, more hot towels, then lotion applied, I was given a neck massage. The total cost for all of this was the exact same fee as just a haircut at the base barbershop, which saw less and less of me in the ensuing months. By the way, the haircut was first rate also, but less memorable than was the shave. It was two days later when the whiskers finally reached the surface again.

Kamakura is home to a famous Buddhist Shrine and features a famous huge bronze statue of a sitting Buddha. The place is well known and a tourist destination for travelers from within Japan and elsewhere. It is about a 20-minute train ride from Yokosuka with a 15-minute walk tacked on the end. When the flowering cherry trees are in bloom, sakura, there are few sights that are its equal. There is in Nara in the southern part of the island of Honshu, another statue of Buddha. The less devout among the visitors jokingly ask which Buddha will stand up first – the one in Nara or the one in Kamakura. I have never visited Nara and do not know if the Buddha there sits in such a lovely setting as does his counterpart in Kamakura. I last visited Kamakura in 1973 when Barbara and I visited Japan from our duty station on Guam. It seemed unchanged from the Kamakura of 1955 and I suspect that the shrine is still a major attraction to visitors from around the globe, looking much like it did 60 years ago.

I soon learned that taxi fares could eat up ones available resources almost as fast as beer and poker, so I used public transportation a lot – busses and trains. I also used my leg-o-mobile. One afternoon, prior to an evening working shift, I was out in Yokosuka shopping when it started to rain. Most of us sailors owned umbrellas because summer heat precluded the wearing of raincoats, but my umbrella was in my locker in the barracks. I had a mile to walk or pay taxi fare. I opted for the walk, but before striking out I bought a paper umbrella – for 100 yen. I still have it. It no longer looks like new, but it did save me from a thorough soaking and, more importantly, provided insight into how the Japanese launched bomb-laden balloons across the Pacific Ocean during World War Two. A coating of shellac on the paper makes it absolutely air and water tight. They filled the paper balloons with hydrogen and sent them on their way, riding the air currents to North

America. The paper umbrellas were considered inferior by indigents, suitable only for the very poor who could not afford a nice black cloth one. They faded out of existence during my tenure and can now be found only in museums and in our umbrella stand.

While I was engrossed in furthering my linguistic skills I had a piece of unbelievably good luck. A new shop sprung up on Yokosuka’s already jam-packed souvenir alley and I stopped to chat with the proprietor and owner. He was recently arrived from a different part of Japan where down-sizing had closed an American air base, thus ending the souvenir sales in that town. For reasons I will never know, I liked the guy, though I had no intention of buying anything from him. His name was Auku and I will never know if that was his surname or his given name. I just called him Aukusan. One Sunday afternoon when there were no ships visiting and things were really slow in the souvenir trade, I invited him and his wife to accompany me to the enlisted men’s club for dinner. We ate chicken and both of them loved it. His wife, whose name I do not recall, was a really pretty lady, somewhat shy, and mostly smiling. That simple gesture of hosting them to a meal seemed to endear me to them forever and I never went to town after that without stopping at their store for a chit chat. One day Aukusan’s wife handed me a doll she had made – one of those stuffed ones, on a pedestal, with much fancy embroidery on it. I had shown her a picture of Barbara and the doll was her gift to my future wife. We treasured the doll for decades and then somewhere in the last thirty years some careless movers failed to deliver the carton with the doll in it (along with several other personal treasures). Fortunately, we still have the memories. Five years after I left Japan, I returned to Yokosuka on an aircraft carrier. Aukusan was still there, still in the same business, and doing well. Some ten or eleven years after that, when we visited Japan from Guam, I took Barbara to Yokosuka and once again visited souvenir alley, in hopes of having her meet the lady who had made the doll for her. Alas, such a meeting was not to be. There were a lot of people who remembered Aukusan but no one who could tell me where to find him. One man told me he had moved to a different city, something I found plausible since he had arrived in Yokosuka from some small town in northern Japan.

[Japan of Yesteryear, Second and final part will appear in the February 2016 Aerograph...Ed.]



**REUNION #42 – THE VILLAGES, FL**  
**1<sup>st</sup> to 6<sup>th</sup> May, 2016**

The Villages is located 20 miles south of Ocala or 55 miles from Orlando. The hotel is the Marriott's TownePlace Suites:

<http://www.marriott.com/hotels/travel/leets-towneplace-suites-the-villages/>

Besides the usual amenities of a hospitality room and banquet, a golf tournament and free breakfasts will be offered at Reunion #42. Due to all the potential activities and attractions at or near The Villages, there will be no official tours.

**Recommended Side Trip:**  
**(See Page 22)**

**[Grand Oaks Carriage Museum](http://www.navalweather.org/images/Carriage_Museum.pdf)**

[http://www.navalweather.org/images/Carriage\\_Museum.pdf](http://www.navalweather.org/images/Carriage_Museum.pdf)

Submitted by Bill Bowers, NWSA Pres.

**Driving an RV to the 42nd Reunion?**

I recommend Recreation Plantation, 609 Hwy 466, Lady Lake, FL 32159. Phone: (352) 753-1222 It is located within a 5-10 minute drive of the Marriott.

Submitted by Jerry Struck

*Welcome to*

**The Villages**

*Florida's Friendliest Hometown!*

Hotel registration form for  
 Naval Weather Service Assn. Reunion #42  
 TownePlace Suites by Marriott  
 1141 Alonzo Ave., The Villages, FL 32159  
 Reservations Phone (352) 753-8686

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_ M.I. \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_

Phone No. \_\_\_\_\_ Email: \_\_\_\_\_

Number in party: \_\_\_\_\_ Number of Rooms: \_\_\_\_\_

Special accommodations needed: \_\_\_\_\_

Arrival Date: \_\_\_\_\_ Departure Date: \_\_\_\_\_

Room type: Suite with King bed \_\_\_\_\_, Suite with 2 Queens \_\_\_\_\_,

Special Needs: \_\_\_\_\_ For a larger suite call the Marriott.

Cost per regular suite includes taxes: \$105.45.

It is recommended that Marriott reservation be made by phone especially if you are using a credit card.

If you have a problem with registration, ask for Jan Swedenborg, she is our reunion contact at the Marriott.

## NWSA Reunion 42 Registration Form

### Personal Information

Name as you want it to appear on you badge: \_\_\_\_\_  
 Spouse/guests: \_\_\_\_\_  
 Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_  
 Phone Nbr: (Best) \_\_\_\_\_ Other: \_\_\_\_\_  
 Email Address: \_\_\_\_\_ Chapter association: \_\_\_\_\_  
 Emergence Contact: Name & Ph Nbr: \_\_\_\_\_

### Events

Date	Time	Event	Cost/Person	Nbr.	Total
		Registration Fee: (Not refundable)	\$20.00	_____	_____
Sun May 1		Mid afternoon & evening			
Mon May 2	6:00 PM	Welcome Aboard	\$20.00	_____	_____
Tues May 3		Open			
Wed May 4	7:30AM	Harbor Hills Golf Course	\$35.00	_____	_____
Thu May 5	6:00PM	Cocktails/dinner at Hacienda Club			
		Beef Wellington	\$43.00	_____	_____
		Chicken Cordon Bleu	\$43.00	_____	_____
		Pan Seared Grouper w/lemon sauce	\$43.00	_____	_____
		Desert includes tea or coffee			
				Grand	
				Total	_____

### Notes:

Drink and 50/50 tickets will be sold at the reunion

Reservations are due no later than 31 March 2016.

Reservations are not refundable after due date.

Mail reservations to: Gerald Struck, 3440 Dixon Lane, The Villages, FL 32162

Questions? Phone (352)408 0283 or Email: glvsusnret@Reagan.com

## NWSA # 42 Daily schedule

### Sunday 1 May:

1300-1800 Check in the hospitality room off the lobby

### Monday 2 May:

0700-0900 Coffee and breakfast in the hospitality room

0930 Executive Board Meeting

1800 Welcome aboard dinner and bar

### Tuesday 3 May:

0700-0900 Coffee and breakfast in the hospitality room

### Wednesday 4 May:

0700-0900 Coffee and breakfast in the hospitality room

0700 Golf at Harbor Hills

### Thursday 5 May:

0700-0900 Coffee and breakfast in the hospitality room

0930 General Business Meeting

1100 Executive Board Meeting

Cocktails and Banquet at the Hacienda Club

### Friday 6 May:

0700-0900 Coffee and breakfast in the hospitality room

Depart for home..... Safe traveling for all.

The Villages Reunion group is accepting ads for the NWSA 42<sup>nd</sup> Reunion flier.

The cost will be as follows:

Full Page: \$80.00  
Half Page: \$45.00  
Quarter pg: \$25.00  
Business Card: \$15.00

Email your ads to: [glvsusnret@Reagan.com](mailto:glvsusnret@Reagan.com)

Or snail mail them to:

Gerald Struck  
3440 Dixon Lane  
The Villages, FL 32162

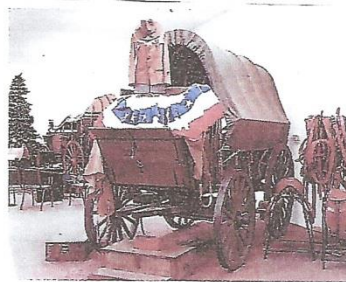
#### RECOMMENDED SIDE TRIP

# GRAND OAKS RESORT & MUSEUM

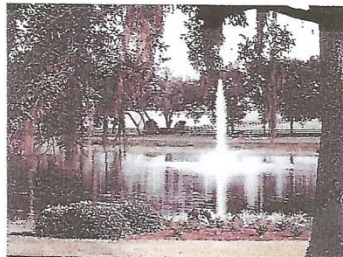
*Take a journey through time into the world of man's most vital mode of transportation of past centuries. The Grand Oaks Carriage Museum is home to one of the world's largest private collections of carriages and equine artifacts. Step back in time and enjoy the elegance and pageantry of over 160 European and American Carriages.*

Open Daily 1000 to 1600

Museum Pass \$12.50 plus \$5.00 for a guided tour



John Deere Wagon  
Actually Used During WWI





**Membership Renewal and Address Change Form**

**Eligibility:** Any person, military or civilian, who has served honorably, or been closely associated with any unit of Naval Weather Service, its branches or detachments, ashore or afloat, is eligible for membership. The spouse of a deceased member shall be eligible for continued membership in the NWSA.

Life membership: \$175.00 (Includes Membership Plaque if requested)

Active Duty: \$20/year

Retired/Inactive: \$20/year + \$10 Registration fee (new members)

Annual Renewals: \$20/year

Expired Membership (lapsed more than 1 year): \$20/year + \$10 Registration Fee

Make all Check Payable to: Naval Weather Service Association, 515 Ashley Road, Cantonment FL, 32533-5610

Questions: [NWSASecTreas@panhandle.rr.com](mailto:NWSASecTreas@panhandle.rr.com) Tel: 850 968 0552 (No Credit/Debit Cards)

Name	Rank/Rate	Service /Status

Mailing Address

--

Telephone	Email Address

For New members only			
Spouses Name	Date Entered Service	Date Left Service	Total Service

Rank/Rate/DOR	USNA GRAD (Class)	NPS (Year Completed)	Navy A/B/C Schools (Year Completed)

Change of Address      Yes         No  

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Gift Memberships \$10.00 (Please provide name and all contact information) (\$ )

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Total Enclosed (\$ )

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(831) 647-9872  
[Robert.g.handlers@saic.com](mailto:Robert.g.handlers@saic.com)

AGAN Joseph M. Street, USN  
140 Phantom St. Unit #14687  
Keesler AFB, MS 39534-3510  
(720) 975-6726  
[joestreet@me.com](mailto:joestreet@me.com)

**SCHOLARSHIP FUND**

AGC Marshall Monroe, USN RET  
CAPT James Langemo, USN RET

NWSA Hampton Roads Chapter

**GENERAL FUND DONATIONS**

(Includes Postage, Printing and Supplies Donations)

AGC Marshall Monroe, USN RET  
xAG1 Frank Kuba, USN REL  
xAG3 John Barr, Jr. USN REL  
LCDR Denny Maljevac, USN RET  
AGC Will A. Vik, USN RET

LCDR Ralph E. Wrenn, USN RET  
xAG1 Robert Costa, USN REL  
AGCM Moon Mullen, USN RET  
AGCM Marty Bonk, USN RET  
Mrs. Cheryl Warren

**OUR NEWEST MEMBERS**

(New or Dues Expired More Than A Year)

AGC Patrick A. Smaldore, Jr. USNR RET  
1111 Ingleside Avenue  
McLean, VA 22101-2131  
(703) 528-3935  
[patricksmaldore@live.com](mailto:patricksmaldore@live.com)

xAG2 John D. Gould, USN REL  
6909 Crestview Drive  
Fort Wayne, IN 46835-1525  
(260) 492-4442  
[ramp5466@msn.com](mailto:ramp5466@msn.com)

**NEW ADDRESSES, PHONE NUMBERS, E-MAIL ADDRESSES**

(This information is included in the November 2015 Bellinger List)

**NAVAL WEATHER SERVICE ASSOCIATION**

Mrs. Elizabeth O'Brien  
515 Ashley Road  
Cantonment, FL  
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