



Established 1975

The Aerograph



Naval Weather Service Association

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August, 2016



President's Report

First of all, Reunion #42 was enjoyed by those in attendance, although a small number. They enjoyed a free tour of The Villages Town Squares and especially the Eisenhower Recreation Center that is decorated with donations from retired military in The Villages and is a tribute to the military services.

I would like to give you the new slate of NWSA Officers for 2017-2019 that will take office at the end of Reunion #43 in San Antonio – President Cap Casperson, 1st VP Jim Romano, 2nd VP Mel Bourn, and Secretary/Treasurer Libby O'Brien (2016-2018).

I have received emails from member Bob Josephs with recommendations/suggestions regarding frequency of issuing The Aerograph, Scheduling of NWSA Reunions (Frequency of Reunions and Days of the Week for conducting them. I will forward them to The Aerograph's Editor to be printed as he has available space.

Speaking of The Aerograph's Editor, a motion was made and passed at Reunion #42 to cover the Editor's Reunion Expenses similar to that of the Secretary/Treasurer's expenses. We hope that will be an incentive for a volunteer to step forward as a replacement for Gary Cox. An Amendment to the C&BL will be printed in the February 2017 Aerograph to be voted on at Reunion #43.

Carol and I are looking forward to Reunion #43 in San Antonio. Right after Joe McKinzie gave us the dates Carol went home and made arrangements for a dog sitter for April 2017. Yes, it takes a year's notice in our area.

Mel Bourn, Jim Romano and I are available to serve you through Reunion #43. Don't hesitate to let me know if you have questions, problems or issues concerning the NWSA. We will do our best to help you anyway we can.

Bill Bowers
NWSA President

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<http://www.navalweather.org>

Attention on Deck!

Now is a good time to begin receiving your Aerograph by email or downloading it from 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) 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 the next to last page.

Thanks from your Aerograph TEAM!



I want to first thank Bill & Carol Bowers and Jerry & Ann Struck for their hard work putting together a great reunion at The Villages. They had a little set back with Jerry and Anne both coming down with a bug but Bill and Carole did a fantastic job of getting it all together. Thanks to all you guys for putting on a great reunion. Of course it wouldn't be a weather reunion unless it rained but thankfully we had only one day of rain. Thank goodness nothing like the Pensacola and Jacksonville reunions.

Welcome Aboard to our two new life members xAG2 Joey Kolstad #477, USN REL and Capt. William Nisley, II, USN RET. Our total membership is 457 of which 379 are Life Members.

Since no one else stepped up to relieve me, I volunteered for another two years. I promised my husband I would definitely step down at the end of this term; of course he doesn't believe me! He knows though I would never leave the association hanging without a Secretary/Treasurer.

I look forward to our next reunion in San Antonio, TX. I know that Joe McKinzie and his group will put on another fantastic reunion. You know "Everything is Bigger in Texas", or so they say. Guess we'll find out next May.

For those who have asked, my son is doing great. No sign of cancer, which we are so thankful and grateful to see those results. Thank you for all your thoughts and prayers. We are truly blessed.

I hope everyone has a wonderful and safe summer. Until next time, God Bless and Be Safe.

Finance Statement 30 June 2016

Checkbook Balance	\$12,316.94
Operating Funds	7,880.21
Scholarship Funds	80.00
Life Membership Funds	4,356.73

USAA CD's

Life Membership	\$32,440.65
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Condensed Minutes of the General Meeting Held at The Villages May 2016

The NWSA 42nd Reunion was held at The Villages from 1-6 May 2016. The reunion was hosted by **Bill and Carol Bowers, and Ann and Jerry Struck.**

At the time of the reunion the NWSA membership was at 455, of which 381 are life members.

The finance committee consisted of **Chuck Steinbruck, Harry Nicholson, Cap Casperson and Lloyd Corbett.** The committee audited the Secretary/Treasurer's books and found the reports were absolutely accurate and complete. Two of the NWSA CD's will be changed to two year term when they mature in September. Right now they are in a one year term. The budget for the coming year was handed out and **Chuck** stated that with our current membership we should be good for another 17 years.

Of the 150 NWSA Challenge Coins purchased, we have 22 remaining. The profit made on the coins to date is \$829.00.

Joe McKinzie reported the 2017 reunion will be held in San Antonio Texas, April 3-7 which is a Monday through Friday. The hotel is The Holiday Inn Express on Market Square at \$107.00 a night plus tax, and free parking. The hotel provides free breakfast and is in walking distance to the Riverwalk and the Alamo, but the hotel will provide a shuttle. The only tour planned at the time is to the Nimitz Museum in Fredericksburg.

The 2018 reunion will be held in New Orleans, LA. **Gary Cox** agreed to be the host, and **Pat and Libby O'Brien** volunteered to assist Gary. One of the tours will be to the WWII Museum. More information will be made available later in the year.

A motion was made and approved to make a change to the Constitution to cover the expenses of the Editor at the reunions. **Bill Bowers** will write up an article to be published in the Aerograph which will be voted on at the next reunion.

The proposed changes to the Constitution published in the Aerograph were approved as stated. The Secretary/Treasurer will incorporate these changes to the Constitution.

Officers for the 2017-2019 are: **President, Cap Casperson, 1st VP Jim Romano** and **2nd VP Mel Bourn**. The Secretary/Treasurer's term is from 2016-2018 since no one was nominated last year **Libby** agreed for another term.

I gave a finance report but since I'm including a more up to date report in this Aerograph I didn't see any reason to add that report to these minutes.

Submitted by Secretary/Treasurer Libby O'Brien



EDITOR'S DESK

The NWSA now has its own Facebook page and a Twitter account, courtesy of Cap Casperson. You can access both of

these features from the NWSA website's homepage, <http://www.navalweather.org/>, by clicking on the Facebook or Twitter icons.

Also, on the NWSA homepage, there is now a blog where you can leave constructive comments and suggestions. Click the link "--BLOG HERE--" on the homepage and a blog window will open where you enter your name, email address and comment. There is a spam prevention block where you must enter the six, displayed numbers to verify that you are a "real, live" person. All comments must be approved for appropriateness and will only be edited the least possible amount.

In a lighter vein:



Submitted by LCDR Bruce DeWald, USN RET

The cut-off date will be **Monday, 24 October 2016** for the November issue of The Aerograph

E-Mail Gary at garylcox@charter.net or aerograph@navalweather.org

USPS Address: xAG2 Gary Cox USN REL
1405 West 31st 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

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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 - 1st Vice President

CWO3 Jim Romano, USN RET - 2nd Vice President

AGCM Moon Mullen, USN RET - Past President

Henceforth, if you submit a biography or best active duty experience article and it is chosen for an Aerograph issue, you will receive a NWSA Challenge Coin, courtesy of the Editor!

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. Submissions should be about 150 words, mailed in or emailed.

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 Gary Cox at aerograph@navalweather.org

Navigation

In the mid-50s I was the X.O. and navigator onboard a patrol boat out of New London, CT. We had been operating out of Norfolk, VA for several weeks. The C.O. was a great ship handler and the day we were scheduled to depart Norfolk for New London it was "pea soup" fog. The C.O. was newly married and asked me if I was O.K. with radar navigating out of Norfolk.

The navigation out of Norfolk is a 3 hour sea detail, in good weather. I said, "no problem." So, we departed and slowly made our way out. The last buoy, to seaward, is 2 CB. I was in combat and the C.O. was on the bridge. I called to the bridge with the course to steer and said, "Buoy 2 CB is dead ahead." The C.O. said, "Roger". Then I called the C.O. and said "2 CB two minutes dead ahead". He said, "Roger". In two minutes I heard a bang on the hull and scraping under the hull. The C.O. called combat and said, "Mark, on top 2 CB." He was one cool C.O.

CAPT Ace T. Trask, USN RET
P.S. No, we did not report it to the Coast Guard. A couple of months later we had the hull checked and somehow the pit sword was bent.



BINNACLE LIST

Ann started another round of chemo last week [mid June]. Her first treatment went well. The second treatment, a week later, went well until late afternoon.

She got extremely ill by having an allergic reaction to the medicine and wound up in the emergency room. She is recovering slowly and will be off chemo for one week.

She will then begin again her third round of chemo which lasts for six more months.

Please keep her in your prayers and thoughts. It is very much appreciated.

Warm regards to all

Salvato (Ann or Jack or both)

2765 Einstein Dr.

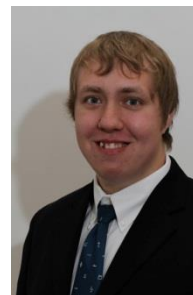
VA. BCH, VA. 23456-8169

2016 AMS-NWSA Scholarship



Jessica Wiedemeier – Freshman Recipient

Jessica, who is a graduate of Westlake High School in Austin TX, is attending the Department of Atmospheric and Geographic Sciences at the University of Oklahoma, in Norman. Jessica plans to specialize in severe weather prediction.



Robert Prestley – Undergraduate Recipient

Robert, who hails from Sheboygan WI, is attending the Meteorology Department at Pennsylvania State University. Robert's undergraduate interests are tropical and synoptic meteorology, as well as weather forecasting. His plan is to go to graduate school in a meteorology or social science field, focusing on how to improve communication of weather hazards, balancing the needs of the general public with the realities and uncertainties of the science.

DO YOU DO FACEBOOK?

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

Find NWSA's Facebook's page here:

<http://www.facebook.com/#!/groups/249261672095702/>

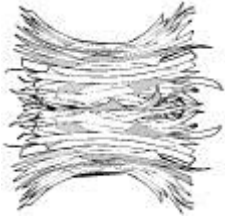
NWSA's Twitter account, upon log in:

<https://twitter.com/NavalWx>

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

What's on Your Mind about the NWSA?

Electronic Delivery of The Aerograph

In the February 2016 Aerograph newsletter the Aerograph Team noted that 200 members receive the newsletter by email but 265 receive it by USPS post! Yet, the 2015 Bellinger list has 379 members with email capability. Which means, 79% of our membership have the capability to receive the Aerograph newsletter electronically! We need to move into the 21st century for cost effectiveness and efficiency. I believe we should transition to an all electronic delivery of the Aerograph newsletter by way of the NWSA website, and starting with the November 2016 newsletter. Whether on the private site or the public domain should be decided by our membership. An all electronic Aerograph newsletter would allow members the option to view or the option to print or the option to do both, thus saving the organization considerable time, effort, and funds associated with printing, assembling, and mailing. For those members who do not have access to the internet, there are the public libraries which have computers and internet capabilities, and where you could print the newsletter for a nominal cost. For our senior citizens who lack computer skills, most librarians will gladly help you learn how to access the NWSA website to read and/or print our newsletters. Additionally, many senior centers and senior resident homes have computers and internet capabilities. While there are some nuts and bolts details to work out, I think the active NWSA members should email the Aerograph editor a simple yes or no vote on this idea— moving the distribution of the quarter Aerograph newsletter to the NWSA website, and whether to the private site or on the public domain site.

LCDR Robert M Josephs, USN RET (LDO -6460)

Note: I think if you publish my article you should add an editor's note detailing the cost to print, assemble, and post 265 newsletters each quarter. You might want to expand on the time and energy you put into getting the newsletter ready for the printer, assembling for posting, and the posting process itself. Aerograph Expenses - 2012-2013: \$3959 / 2013-2014: \$3419 / 2014-2015: \$2997 / 2015-2016: \$2774

Other Suggestions to Improve the NWSA – Constitution and Bylaws on Website, Secretary/Treasurer Position, Reunions, Balloting

1. Have the webmaster publish the current and future revisions of the NWSA Constitution and ByLaws on the NWSA website.
2. Go ahead and create the Recording Secretary as an appointed position to take/record the minutes at the annual reunions. Or explore the possibility of hiring a "temp" stenographer at each reunion to do it for the Secretary/Treasurer. Or explore the possibility of video recording the minutes and posting to the NWSA website. If you create the appointed Recording Secretary let him/her decide on how best to annotate the Executive Meetings and/or the General Business Meetings.
3. Conduct a survey to find what month(s) are best for the majority of members to attend a reunion— have members listed their first, second, and third choice. In the survey ask if reunions should be annual, or every two years, or even every three years. Also ask what is it that members want in a reunion. The survey questionnaire could be published in the Aerograph with members posting their response to a point of contact. Or this survey could be done electronically via a Forms input to the NWSA website or an offsite such as ProProfs.com I am willing to be this point of contact for developing and compiling the survey. The Reunion 42 list of attendees, less significant others/guests is about 28 out of a 461 (about 7% of the active membership) and is not, in my opinion, a good number for our reunions! Nor is it a true representation for voting on our NWSA constitution and Bylaws.
4. Make all future votes to change the NWSA Constitution and Bylaws to be done by balloting either by a mail in ballot or by electronic ballot via our webpage or an offsite such as ProProfs.com. Publish proposals as before in the quarterly Aerograph that would be before the next reunion and let our members have a four to six week window to vote— by mail or by electronic means.
5. Hold a plebiscite this year, by ballot, with all active members allowed to vote, if the survey indicates a change from annual reunions to biannual or triennial reunions to have the NWSA Constitution and Bylaws reflect this change.
6. Conduct a plebiscite, by ballot, this year, with all active members allowed to vote, to change the Secretary/Treasurer from an elected position to an appointed position by the Executive Board and so change the NWSA Constitution and Bylaws to reflect this change.

I have been a NWSA member off/on a few years. I have not been able to attend an annual reunion because of scheduling conflicts. How many other members have had the same problem? That's why I think a survey to find what three months the majority of our membership

believes are the best months for a reunion might improve attendance. The same with what the majority believe should be the time between reunions— one year, two years, and three years.

The NWSA may be running smoothly now but if it doesn't attract new members or find out why members have left it, or get more membership participation, I believe in a few years the NWSA won't be relevant. It will consist of the WWII, Korean War, and Vietnam cohorts but very few newer members. There are two AG community Facebook Groups that appear to have more active participation within their groups than NWSA. The fact that former AGs from FWC Rota have organized a reunion, and used Facebook to do so, should tell you that NWSA needs to revitalize. One way is to start asking our members through surveys what they want.

LCDR Robert Josephs, USN Retired (LDO 6460)

Please submit suggestions/recommendations to: Bill Bowers, NWSA President



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



NWSA Hats on Sale by HRC

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.

Fraternally, HRC membership



NWSA T-Shirts on Sale by HRC

The Hampton Roads Chapter of the NWSA is expanding their sales to include Tee Shirts along with the Hats. Hat sales have been pretty good and we thank everyone that has bought them.

The Tee Shirts will be offered in WHITE, RED, LIGHT BLUE and NAVY BLUE. SIZES on hand "most of the time" will be Large, Extra Large and TWO X. Cost will be the same as hats, \$15 plus S/H which, for the hats have been running about \$4.00 each...S/H would be

less if ordering more. Orders can be discussed and questions answered by contacting AGCS ret, Bob Daigle at..... bcdaigle@cox.net

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. We can only accept checks, please make them out to HRC and in MEMO section put what you have ordered.

For those wanting shirts with pockets and/or, Small, Medium and THREE X sizes, these will be handled as special orders and could take up to two weeks to get them in the mail. This is not to discourage you to order what you want. We just can't keep everything on hand. When an order is received we will let you know within a day or two if we have the item in stock and when it will be shipped or if there will be a delay and about how long that will be. If you have email please include that with your order, we like to keep our records straight and email makes it easy.



Fay Crossley, HRC Sec

Fleet Reserve Association Running a Story about Aerographer's Mates

The January *FRA Today* had an item requesting stories on Navy Aerographer's Mates. They will be running a story about AGs in their October issue. This Editor has already made them aware of the NWSA and its website. If you feel you have a story that they should consider in their research for their article, feel free to contact Lauren Armstrong at lauren@FRA.ORG.

Soaring Valor

World War II Vets Visit National WW II Museum
<https://www.youtube.com/watch?v=l3P15s4zWNQ&feature=youtu.be>

Submitted by xAG2 Berl Meyer, USN REL



Ambassador for Peace Medal

The Deadline is August 31st!

Embassy of the Republic of South Korea Seeks Korean War Veterans to honor with the Ambassador for Peace Medal

Are there any Korean War Veterans out there?

If you served, you may be eligible for the Korean Ambassador for Peace Medal. The medal is an expression of appreciation from the South Korean government to US service men and women who served in the Korean conflict.

If a veteran was a Navy service member and had served aboard a naval vessel, then he or she is eligible if the naval vessel was assigned into Korean waters during the 1950 to 1953 time frame. You can find this information in the Veteran's Certificate of Release or Discharge from Active Duty, DD 214.

Criteria:

1. The Korean Ambassador for Peace Medal may be awarded posthumously. The next of kin, such as the spouse or descendants, may receive the Korean Ambassador for Peace Medal on behalf of a deceased Veteran. However, please understand that the highest priority for presenting the medal is given to veterans who are currently surviving.. The next of kin, such as the spouse or descendants may apply for the medal on behalf of a deceased veteran.
2. To establish eligibility, you need a copy of the Veteran's Certificate of Release or Discharge from Active Duty, DD 214. The DD 214 need not be certified or notarized, but it should be legible.
3. Lastly, there are no costs or fees to the family or to the veteran. There are no legal agreements that need to be met, nor any documents to be signed. This is an appreciation in the form of the Korean Ambassador for Peace Medal from the Republic of South Korea for the sacrifices, service and friendship of our American service men and women who served in the Korean War.
4. In order to apply for this commemorative medal, veterans or their family members need to contact the appropriate South Korean Embassy Consulate for application form or other means on how to apply:

Submitted by AGCS Lloyd Corbett, USN RET

New Resources for Veterans

Please go to the following website <http://www.jobhero.com/veteran-career-guide/> for resources for Career Resources for Veterans as well as the website <http://www.socialservicesdatabase.com/veteran-job-search.html>

There are too many resources to attach. Please share this information with others who may be interested.

Submitted by AGCS Lloyd Corbett, USN RET

Looking for Shipmates

Aloha all,

Does anyone have any contact info on:

AG1 Curtis W. Gilbert Jr.
B Scol Class 706 06 Feb-28 Jun 1967

AG1 Gilbert came to B Scol from NavSecGp, and I believe that is where he returned.

Thanks.
Bruce DE WALD
sbdewald@earthlink.net

Trying to find other AGs from the Midway 1963-1965

Joe Petrowski

E-mail: joseph.petrowski@gmail.com

Travel via the Moon

Summertime is here and those plans you made a couple months ago for your vacation trip are just around the corner...time to pack suitcases now. But one item that you don't want to put in those suitcases-medications! Those go in your carry-on bag...and they're easy to take if you get one of those old pill-bottles (plastic) and just fill it up with your daily **AM** pills & 1 or 2 days more, and one more pill-container with your **PM** pills (again, with 1-2 days extra). Even if you have liquid meds you're taking, you can put them in your carry-on even if they exceed the 3 oz. TSA restricts you to...a medical bottle will allow you to have more, or some identifier paperwork along with the bottles will get you thru TSA and the airlines.

Do you need vaccinations where you're going? Your doctor can tell you or just go to cdc.gov/travel and you'll be able to see which country requires what vaccination...4 to 6 weeks before your trip to ensure no medical problems or those that take longer to become effective. If you take prescription medication, a copy of that prescription would be a good idea to take along in case you spend more time than you planned, and be aware, drug stores in some other countries do not say "drug stores: or look like your local store; but your hotel can tell you where/direction the nearest one is. Naturally, a list of those medications is a must for your carry-on. Another thing your hotel can tell you is where an English-speaking doctor is located.

A couple of items you might want to consider beside your usual medicines: motion-sickness pills, laxatives, cold pills, antihistamine, pain-relief, eye-drops, and basic first-aid items like Band-Aids, tweezers, etc.

With a little advance planning, you can enjoy a safe and healthy vacation. **ENJOY.**

Topic # 2... You read this every 3 months and accept it, but did you ever wonder 'where did the name **AEROGRAPH** come from?

Soon after going into the **USN** in the '40s my PO2 boss suggested that I answer the "ad" in the Plan-of-the-Day for an Aerographer's Mate. Sounded great! A flying photographer...wrong. They had all those funny maps of the USA with big blue H's or red L's, blue or red lines 1/2 across the country, and not one photograph anywhere in the office...they didn't think too much of my answer "no" when asked if I had any math, science or physics in high school, but the one thing in my favor (and probably the **ONLY** thing), I could type 46 words per minute...and so I was given six months to learn some of the codes, how to take surface obs and fit in with the other "strikers" fresh from A school in Lakehurst. Before long I was told by the FDO to "take over the map" because the A-schooler was too slow and the duty officer had a forecast to put out... plus a really neat thing!

First class AG's plus senior 2nd's got to fly Aerograph's...but on their day-off at 0830, in the backseat of an SNJ (Queen 9) which had a reputation for good radio communication with the tower **ONLY** when it was on the ground without the engine running, the "horn" never sounded when the landing gear was going down and navigation needles seldom worked or were reliable if you were more than 10 miles from the "aid" which for some reason made the AG in the backseat ask why he was there when he could be sleeping on his day off!!!

So, when I volunteered to take the flight for them (I soloed when I was 16 and this was free flight time that the Chief in the front seat let me have 3/4 of the time including many take-offs and landings), the assigned AG would let me do the flying, without pay, and then they would come in around 1000 and work up the Aerograph.

An Aerograph was an instrument that you strapped onto its holder on the wing, and then you circled over the station (NCO-Quonset PT RI) at 300 ft per minute, recording the temperature and humidity to 10000 ft. In later years it would be replaced by a radiosonde on a balloon. On Queen-9, we often (read "always") got 'lost' and ended up over New Hampshire, Conn, West Mass... almost anyplace but over NCO... of course, but you could always "blame the instruments"... yea, right!



**Minutes of the Meeting
Held at the "Pauly Pavilion Picnic"
(SUMMER Meeting – July 10, 2016)**

Prior to the meeting **Mr. Pauly** gave an outstanding tour of the Historic Murfreesboro, NC. The **Lees**, the **Daigles** and the **Crossleys** were treated to a very interesting snapshot of Murfreesboro. There was the Agriculture and Transportation building, filled with wonderful things including a "plane" flown by James Gatling (yes the gun guy) in 1873. We visited the William Rea Store, filled with civil war stuff...including costumes from Gone With The Wind. The General store was interesting including the rare cigar vending machine, the Evans Tinsmith Shop was our final stop, and it is **Mr. Pauly's** pride and joy, very interesting. We urge all that maybe in the Murfreesboro area to try to see some of these wonderful places. HRC donated \$50 to the Historical Association.

The FDO's probably often wondered why the winds aloft were never quite what the Weather Bureau forecast. But in those days, with Queen-9, modern technology like the Aerograph, there was never any doubt that our forecast would always be correct... otherwise, it was probably a USNR on 2 weeks active duty that made the "bad forecast".

Lack of Aerograph's probably explains why your local forecast today isn't always correct. Don't tell them!

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

In attendance: (14) **Steve and Sylvia Shafer, Frank and Eve Muscari, Dennis and Susan Pauly, Fay and Donna Crossley, Doug Pauly** (Dennis' brother), **Bob and Carol Daigle, Dan and Carmen Lee and Lauren Reich** (Pauly granddaughter on her way to college).

REGRETS received from:

LaRue Wright – Fell and still not fully recovered

Doris Stepaniak and Howard Lee – visitors

Dave Milot – busy

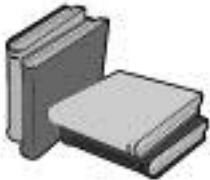
Steinbrucks – Family reunion

Chubbs – distance (they moved to SC – but might be on Eastern Shore late July)

Pat Scott and Kathi Clark – family event.

Meeting called to order by **President Fay Crossley** at 120PM. There was no 50/50. A blessing was given by **Susan Pauly**. The Pledge of Allegiance was led by **CMAA Frank Muscari**.

CHAPTER NEWS



HAMPTON ROADS



President	Fay Crossley
Vice President	Frank Muscari
Treasurer	Bob Daigle
Secretary	Fay Crossley
Social Coord.	Frank Muscari
CMAA	Frank Muscari

**HRC - PICNIC
7/10/16
Pauly's in NC**

TOUR



Summer picnic



Click Image to Enlarge

OLD BUSINESS:

The Secretary and Treasurer's reports were postponed until the Fall (October) meeting, as was any old business.

We wish to thank the **Pauly's** for the hospitality they showed HRC for our summer picnic. They have a beautiful home and extensive property. We may have found picnic grounds for HRC picnics....if they will have us back.

NEW BUSINESS

1.....By – Laws will be changed and the Fall Meeting will review with final approval and acceptance of the new By-Laws being given at the Spring meeting.

a.....do away with VA as an elected position, and make it a Volunteer or delegated position.

b.....A new section giving guidance for the closing of HRC and where funds will go when and if the HRC membership decides to end the HRC Chapter.

2.....Venue for the Fall October 9th meeting are requested. Don't forget to bring Clothing for the homeless veterans for **Bob Steiner** to pick up.

The Charity for this meeting is Vet House, Sponsor is **Dan Lee**. PO BOX 62963 VA BCH, VA. 23466. Phone 757-306-1000.

((Due to the dwindling contributions and HRC making up the difference, this will be our final Meeting Charity.))

FOR THE GOOD OF THE ORDER:

Motion was made by **Bob Daigle** to change our chapter name to anything but HRC....motion did not carry.

BINNACLE LIST

KATHI CLARK....Has good and bad days...but big trip planned for going to Europe as a family....starting 7/15....have a good time Kathi and Pat.

ANN SALVATO....Having difficulties with therapy....but sends her love.

JACK SALVATO.....Doing okay for Ann.

FRANK STROUT.....changed from radiation to a method of have immune system fight the battle.

JOAN AKERS.....doing well.....

STEVE SHAFER....still having difficulties with the arm....but looked pretty good at the meeting

DAN LEE....having shoulder replaced in January.

We need updates on these and any additions please. It is requested that HRC members keep the secretary informed concerning THEIR or someone they know who might be having health issues.

A motion was made by **Dan Lee** and Seconded by **Eve Muscari** to adjourn the meeting, motion carried at 300.

Submitted by Fay Crossley, HRC Secretary



SOCAL CHAPTER

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

Here we are, more than halfway through another year, and the

SOCAL Chapter continues to struggle to keep the Chapter going. One positive note for the Chapter, we just welcomed **Mike Gilroy** to our membership rolls. He has now relocated to Chula Vista, and indicates he is eager to help in any way he can to get our Chapter going again. Welcome aboard, Mike.

CHAPTER ACTIVITIES

Our July business/luncheon meeting was scheduled for Thursday, the 7th, at 11:30 AM at our usual location of the Admiral Baker Navy Golf Course restaurant. **S/T Summey** and **President John Rodriguez** got there

about the same time. As the meeting time came and went, we decided that we were to have a two person meeting. Then **Mike Gilroy** came in. The rest of the time was spent in an informal discussion about the Chapter.

MEMBER ACTIVITIES

JOHN RODRIGUEZ – Japanese Maritime Self Defense Force (JMSDF) Training Squadron visited San Diego for eight days in June. This year, it's around the world for them. From here, they went to Panama, then its Jacksonville and Baltimore. They then proceed to Germany, and London and another Atlantic side European port. After that it's thru the straits into the Med where they have several port visits scheduled, through the Suez. They departed Japan early May and will return mid-November. During their visit here our Yacht Club hosted a two hour luncheon for them which would up lasting two and a half hours.

Submitted by Morry Summey SOCAL Sec/Treas.



PENSACOLA CHAPTER

President Larry Warrenfeltz
Sec/Treas. Ed Straten

Our chapter met on June 4, 2016, at La Hacienda. This was another great lunch and meeting which was well attended. The following members were present **Larry and Nancy Warrenfeltz, Al and Helen Atwell, Bernie Bauer, Dave and Jerrie Dunlap, Elsbeth Lloyd, Denny and Helen Maljevac, Ed and Gerrie Marsch, Pat and Libby O'Brien, Ken and Barbara Overholt, Ed and Patti Straten, and Dick Tokryman. Pat and Libby O'Brien** talked about the wonderful time at the Villages Reunion. Everyone agreed reunions are not only fun but great opportunities for remembrances. **Larry Warrenfeltz** reminded us about the San Antonio Reunion scheduled for April 3-7, 2017. It should be an excellent gathering, and many from our chapter are looking forward to attending.

Ken and Barbara Overholt are headed home after a great trip! They started off in Portland Oregon for a church conference, then headed south to Los Angeles to celebrate Ken's mother's 99th birthday! While there Ken attended his 60th high school reunion. At last count they were in Texas, and by the time they get home they will have put an amazing 5000 plus miles on the motorhome.

Nancy and Larry Warrenfeltz missed Reunion #42 at the Villages because it was held during the one week of the year that Larry works—the Florida High School softball finals. Larry did wave toward the folks at the Villages as he drove past on I-75 on his way from

Pensacola to Vero Beach. As the Lead Umpire evaluator, he spent the week at Dodgertown in Vero Beach critiquing umpire crews and teaching them how to do their job even better. Rain wiped out a full day of play, so 27 games were played in three days! The evaluators were on the fields from 0800 until after 2300 every day. Nancy and Larry also made the long drives to Ocala and to Gainesville so he could participate in meetings of the state Softball Advisory Committee and Officials Advisory Committee. In June, Nancy and Larry drove to Maryland for Nancy's 40th Reunion at Hood College in Frederick. It was a chance for a quick visit with Larry's parents in Hagerstown and his brother nearby in West Virginia. From MD, they continued on to the Outer Banks of NC for the annual beach reunion of Nancy's family in Kill Devil Hills. They greatly enjoyed having their daughter and her family from Seattle and their son and his family from Pennsylvania all together. Five grandkids, all under the age of eight, makes for a fun and exciting time together!

Pat and Libby O'Brien have been on the road a great deal in 2016. In addition to attending the NWSA Reunion in The Villages in May, they have traveled to Connecticut to attend a grandson's college graduation; to Toronto to visit golfing friends; to Detroit to visit with granddaughter, to Dayton to visit granddaughter and family. Hard to imagine but this was all in one trip! The following month they were on the road again, driving to Norfolk and Virginia Beach to attend a grandson's high school graduation. In July they travel to Indiana to attend a granddaughter's wedding shower. Libby's new car is getting a workout. They have one additional trip to make in August which is to Maryland to attend a memorial service for Pat's brother-in-law. When they are home, Pat continues to play golf, do yard work, and attend Blue Wahoo's Baseball Games. Libby does likewise except she substitutes housework for yard work. They feel very blessed to be able to travel in their golden years.

Ed and Patti Straten celebrated Ed's retirement with a fabulous 15 day Celebrity cruise to the Panama Canal, Guatemala, Costa Rica, Columbia, and Mexico. Oh! The food! The shows! The music! The shopping! The wine! The new friends! This unforgettable adventure ended in San Diego, and they flew to Las Vegas to see a few shows before they arrived back in Pensacola with pictures and stories of a lifetime.



After catching their breath, they hosted a houseful including Ed's sister, Peggy, from Ohio, and his niece, Karen, and her family, from Kentucky. They are getting very good at providing tours of the beaches, the museums, the history, and all the wonders Pensacola has to offer. Patti is on her way to NH to visit her family, sisters, aunts and cousins, as well as their three youngest grandchildren. Braedyn, Jordyn and Ryan will be traveling back to Pensacola with her for a fun filled two weeks while their son, Craig, and his wife, Melissa, enjoy a relaxing little vacation. Ed says he has been so busy that he certainly hasn't had time to be bored in retirement.

The Frazier's did a road trip for Timothy's graduation present. They spent 3 weeks on the road, visiting Ohio, West Virginia, Pittsburgh Pa (where Rose was born), Niagara Falls, both sides!, Gettysburg and Hershey, PA, and Valley Forge near Philly where they spent a number of days for their Pool Nationals. Then Rose and Tim drove through New England on their way to Lowell, MA for the second Congress for Future Science and Technology Leaders. Incredibly, they went through or to every state east of Ohio/KY/TN on their trip. None of them placed high in the pool Nationals but they had fun. Tim graduated with honors and is a member of two National Honor Societies. He is now preparing to go to Florida Institute of Technology for the next 4 years. Rose and Arthur expect to make a few trips to Melbourne and maybe add a few cruises out of Port Canaveral to those trips! They are not sure how the empty nest is going to feel but they are proud of their son and his accomplishments, and they are happy he is going to the college of his choice.

Denny and Helen Maljevac made a short, but enjoyable trip to see their son Mike and his family in Jacksonville. Susan is 12 and Kristina is 17 and will be a senior this coming fall. Hard to believe that time is moving so fast.

Pensacola Chapter has had an exciting 2016 already!
Submitted by Ed Straten, Pensacola Sec/Treas.



LONE STAR CHAPTER

Pres.: Curtis Arnold
Sec/Treas: Jim Maxwell

On Saturday, June 11, 2016, the Lone Star Chapter travelled to Abilene, TX for its summer meeting. The meeting was scheduled in West Texas to allow for easier travel for several members that otherwise would have to travel more than 6 to 10 hours to meetings in DFW. Those members in attendance included **Pat Partesius and Mel Bourn, Ann and Charlie Jordan, Jeanie and Harry Hale, Jim and Suzanne Maxwell, Joe McKinzie,** and a

new member **Dave Bollinger**. Welcome Aboard Dave!!! The meeting was held at the Lytle Land and Cattle Company. The lunch was enjoyed by all. There was a lot of good conversation, some good ideas about the reunion were exchanged, and a few "Sea" stories. A special thanks goes to **Charlie** for setting up the luncheon.

With the 43rd Reunion in San Antonio fast approaching, now only 8 months away, the meeting was held to discuss where we are at planning wise. **Joe McKinzie** briefed everyone on what has been accomplished thus far, and what is yet to be done, when it needs to be done, and who will be responsible for accomplishing the remaining tasks. Much has been accomplished, but many things have yet to be done. **Joe McKinzie and I (Jim Maxwell)** will be travelling south to San Antonio on Aug 9th and 10th to hopefully get a number of tasks taken care of. We will be staying at our Reunion Hotel which will have just completed a total makeover by the first week of August.

Not much else going on down here. Our energy is totally geared and focused on the Reunion 43. Information on the Reunion is already appearing on the NWSA website, so watch for more as it becomes available.

Submitted by Jim Maxwell, Sec/Treas.



POTOMAC CHAPTER

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

Greetings from the Potomac Chapter. Hope you're all having a nice summer (the hottest year in history.) I wish I were back at McMurdo!!

Our President, **Tom Berkeridge** has been traveling around the world in his capacity of Travel Coordinator for several outfits. He's had some exciting clients like Ali MacGraw, Ryan O'Neal and the Sultan of Oman. He's been able to visit 51 countries and 39 states. Neat job.

Ray & Marie Godin are beating the bushes in Maine for part of the summer.

Mo Gibbs is keeping the Coast Guard on its toes up in breezy Nantucket, by standing watches for the Auxiliary and holding safety classes for local boaters. He & Millie enjoy singing with local choral groups.

Gerry & Lora Delaney are keeping house in Delaware near Ocean City, MD. They stay fit walking the pets daily and singing in their church choir.

Elroy & Shellie McLeod have been traveling this summer and are very active in church.

Tom & Mary Ann Miovas have been driving their RV all over Alaska for a few months. That's beating the heat!

Robbie Roper is still very active as a Maryland Crime Victims advocate, enjoying her grandchildren and tending her garden. She is also planning a trip out west with daughter Sharon and family to visit the Grand Canyon area.

Ken & Joyce Smith have written a set of orders for themselves and transferred from Hilton Head to Chapel Hill, NC. They moved to a retirement community to be with Joyce's sisters and their husbands. It's a real family affair.

George & Diana Delano and **Jim & Rosalie Romano** attended their Guam Gang reunion in Pensacola during the last week of April. The Romanos then traveled on to the Villages, FL for the NWSA reunion. Jim & Rosalie also welcomed their 2nd granddaughter, Olivia on June 6. The same day her three year old sister, Isabella was born. That's right B-Day, the 6th of June!!

John & Beverly Weaver are enjoying the company of Beverly's mom the lovely and talented Richie Freeman. Richie make the world's greatest Lumpia.

Ella Gould has been having some health problems, however that feisty Irish demeanor keeps her spirits up. She is still coping with the loss of her dear Will. If you know Ella, give her a call. 301-855-9127

Heard from **Marge Cruse**. She's doing fine in Colorado Springs. This summer she travelled to the Adirondacks for her annual family reunion.

We are planning a late August luncheon at Mama Roma's in Brandywine, MD. We wish everyone a great year and look forward to lunch on the Riverwalk in 2017.

Submitted by CWO3 Jim Romano USN RET



**LCDR David Greenberger,
 USN RET**

July 30, 1930 to July 4, 2016

David "Dave" Greenberger, age 85, lived in Melbourne, Florida from 1984 until his death on July 4, 2016 at the Williams and Childs Hospice House in Palm Bay, Florida. Born: 7/30/1930 in Linden, New Jersey

Employed by the United States Navy as a meteorologist and while in the Navy he functioned in many roles ranging from a Hurricane Hunter to commanding fellow naval personnel. when he was promoted to the position of Lieutenant Commander. He enjoyed his job and was always proud to serve his country. He entered the Navy as an enlisted man and retired as an Lieutenant Commander after 32 years of service. He was awarded the National Defense Service Medal, United Nations Medal, Vietnam Service Medal, China Service Medal, Korean Service Medal and Good Conduct Meritorious Unit Commendation.

His survivors include two daughters, Alana Montgomery-McBurnie and her husband Bryon McBurnie and Dawn Freeman. He had three grandchildren, Lindsey Bogard who is married to Randy Bogard, Lauren Montgomery and Natasha Freeman. He is also survived by two step grandchildren, Christopher McBurnie (and his soon to be wife Chrissie Jones) and Katie McBurnie. He is also survived by his older sister, Ruth Weinish and her children; Mark, Jay, and Shari as well as his great niece Erin and her husband and great nephew, Lawrence and his partner Daniel.

Dave enjoyed his many friendships that he developed over the years, and many of his friends considered him part of their family too. Dave enjoyed discussing many topics and always loved eating good food. He will be missed greatly by all the people that he had touched throughout his lifetime. He never met a stranger and instantly befriended people that he came into contact with. Dave contributed time, energy and finances to many causes to help people and organizations.

Dave was known to be an unselfish, loving, good humored individual whose laughter would fill up a room. Dave will be missed but not forgotten.

If you would like to make a donation in Dave Greenberger's name, then please consider helping the Hospice House in Palm Bay, Veterans, or Dave's favorite organization, the National Rifle Association. Dave did not want a funeral service or memorial service but wished everyone to celebrate his life, good humor and memories. He had chosen to be cremated so there will be no formal services.

Submitted by LCDR Steve Kozlowski, USN RET



**AGCM Nathan E. Lambert,
USN RET**

Passed December 8, 2013

AGCM Nathan E. Lambert, USN RET, passed December 8, 2013 after fighting emphysema for 10 years. He enlisted in the Navy a

year after we were married in 1951 as teen-agers, and was my husband and best friend for 62 years.

His first sea duty took him to Kwajalein Atoll in the Marshall Islands for a year. He wrote and sent pictures of the Marshallese people, who were sent to Kwajalein during the first hydrogen bomb tests conducted on Eniwetok.

He attended 'A' and 'B' schools in Lakehurst New Jersey, and Chief's school in Norman OK, where we were able to drive to the stock car races in Oklahoma City. He was stationed at FWC Pearl Harbor twice, in 1955 and 1965, when he had the honor of giving closed circuit TV forecasts to CINCPACFLT, Seattle WA. After his successful tour in Pearl Harbor FWC in 1965 he was advanced to Chief Warrant Officer. He served aboard two ships, the heavy duty cruiser St. Paul, out of Long Beach in 1958, next Corpus Christi, TX, then to the training carrier, Antietam in Pensacola in 1963, and finally to Guam where he retired. He also had a hand in Oceanography while in Norfolk, VA in 1966. On retirement in 1971, thinking of his family, he took the responsible fact of Master Chief's better retirement pay and retired as AGCM.

We were able to travel with our family of 4 kids to Guam, thanks to a wonderful sponsor of Moon Mullen, who found us a terrific boonie house with a tin roof to catch the falling cocoanuts and chickens running everywhere.

Nathan's dream was always to work for the Forest Service and he got his wish when he was hired by the Kaibab Forest Service in Arizona, close to his elderly parents in Sedona. The mountains and trails were his serenity.

A graveside service was held in the Veteran's section in Flagstaff, AZ. He is survived by his wife Norma, 4 children, 16 grandchildren and 10 great-grandchildren. He was especially proud of a granddaughter who enlisted in the Navy after learning welding in high school. She carried her grandfather's picture with her and on learning of his death had a flag risen for him at her base in Norfolk and had it sent to us.

Submitted by his wife, Norma Lambert

Lois A. Wanzor

Passed April 23, 2016 at Age 80

Widow of AGCM Edward Wanzor, USN RET

Lois A. Wanzor died on April 23, 2016 in Red Bank. She was born in College Point, NY and graduated from St. Agnes' High School in College Point. She lived in Alaska, Midway Island, Pennsylvania, and Bayville, NJ moving to Middletown, NJ in 1969. Lois worked as a Teachers Aid for St. Mary's School for 23 years before retiring in 2000. She was a faithful communicant of St Mary's.

Surviving are her son & daughter-in-law, Frank and Jennifer Wanzor; of Jackson; daughter & son-in-law, Donna and Richard Cleary of Middletown; brother, Frank and Candy Baumann of Berlin; and 6 grandchildren, Daniel, Nicole, Samantha, Allison, Jessica, and Renee.

Lois was preceded in death by her husband, Edward Wanzor (2007), and a brother, Carl Baumann.

In lieu of flowers please consider a contribution in Lois's name to the American Cancer Society; Eastern Division, 2310 Route 34, Suite 1D, Manasquan, NJ 08736.



Margaret L. Halminski
December 30, 1923 to April 12,
2016
Widow of CDR Sylvester J.
Halminski, USNR RET

Margaret Lenore Halminski, daughter of Lewis Bradbury Polk and Margaret Lenore Gemmill, passed away peacefully on April 12th, surrounded by her loving children.

A resident of Leesburg, Virginia, she was active in her community as chair of the Lansdowne Woods Activities Committee, Budget and Finance Committee, and Lansdowne Woods Women of Note.

Born on December 30, 1923 and raised in Santa Monica, California, she was married to Sylvester James Halminski, a career Naval officer, who preceded her in death. During their travels, she volunteered as a Gray Lady, caring for patients in overseas military hospitals.

She is survived by seven children, Sandra Halminski, Katherine Super, Stephen Halminski, Michael Halminski, Robert Halminski, Margaret Halminski and Christine Darges, 11 grandchildren and 11 great grandchildren. Her passing marks the end of a long and fulling life and many of us will miss her dearly.

A Mass of Christian Burial was celebrated on April 19. In lieu of flowers, donations may be made to www.TheShepherdFoundation.org
Published in the San Gabriel Valley Tribune April 19, 2016



CDR William H. Keith, USN RET
June 14, 1931 to July 9, 2016

Retired Commander William H. Keith, died peacefully at the age of 85, on Saturday, July 9, 2016 at HonorHealth Shea, in Scottsdale, Arizona. He was born on June 14, 1931 in Sioux Falls, South Dakota

and was an only child to Hale and Evelyn Keith.

After marrying his one and only love Dolores and graduating from University of Wisconsin, is when Bill began his 22 years of military service in the U.S. Navy. His assignments included the Marshall Islands where his son Scott was born, Hawaii, wintered over at McMurdo Sound in the South Pole, South Weymouth in Massachusetts, London, and Naval Postgraduate School

in Monterey, CA, Washington DC and finally ended his career as Chairman of the Environmental Science Department at the U.S. Naval Academy.



After retirement from the USN he began his second career as a scientist with the Environmental Protection Agency until his second retirement 23 years later.

Soon after, he and Dolores followed their son to Arizona where they spent their golden years around their 3 wonderful grandchildren. Bill will be remembered as an intelligent, loving man that left behind something special with every person he came in contact with. He will be greatly missed by everyone that knew him.

The Keith family would like to extend our gratitude to everyone who contributed to Bill's long happy life.

Military burial occurred at Paradise Memorial Gardens, 9300 E. Shea Blvd., Scottsdale, AZ.

Bill was my O-in-C when we wintered over at McMurdo 1960-61. He was a good guy and I enjoyed working with and for him. We also served in FWF London and FWF Suitland together.

Fun story...The man had style. When we were in London, He had this big beautiful Pontiac convertible and the Brits used to hire it out for movies.

Submitted by Jim Romano, NWSA 2nd V.P.

AGC Francis J. Smyth III, USN RET

Passed June 14, 2016

Chief Smyth passed on Jun14 and leaves to cherish his memory a 16 year old daughter.

Chief Smyth retired from NAVLANTMETOCCEN in the late 90's and was a 16 year member of the Knights of Columbus Council 367, and attended Christ the King Church in Norfolk.

No arrangements are available at this time.

Submitted by Bob Daigle via Lloyd Corbett



Articles

A Thank You Note to Don and Marge Cruse



I first met the Cruse couple in Japan in the early 60s. Fleet Weather Yokosuka was a great place to work, and working for CDR Cruse was career enhancing. Marge and Don were family friendly and kind to my family visiting my home now and then.

The Cruses left and when I was transferred to Suitland in 67 I heard from Don when he asked if I would like working for him again at the HQ. I jumped at the chance and what a joy it was to work there.

Don retired in 68, but we continued to keep in close contact through NWSA, fantastic "crabs at the crik" events and occasional visits. Don and Marge stayed at our home in Wakefield VA., and were most supportive as I retired from the National Weather Service in 2006.

I last saw Don a few months before he passed away and was glad to be able to talk with him about anything and everything. Marge introduced Don to the relaxing atmosphere of Camp Of The Woods in Speculator, NY after they were married. They made many trips to the retreat over the years. The Crossley "rustic" camp is about 5 air miles from the retreat, and Don and Marge found it one summer, Marge was able to enjoy the comforts of the "outhouse" on that trip.

I was able to see Marge this summer at her beloved Camp Of The Woods with daughter Donna. It was wonderful to see her again, and to talk with her about all the activities that she continues to be involved with.

I wish to thank Marge again for her kindness to me and my family during and after my Navy career. Don was a real leader and mentor, and Marge continues to be a real joy and a true friend. All the best to you Marge.

VR.....AGC ret Crossley



Riverwalk

Alamo

Market Square

Reunion #43 will be in San Antonio Texas, April 3-7, 2016. Arrangements are on-going with details and prices still being finalized. The hotel is completing some

extensive refurbishments and upgrades so the Reunion Committee has deferred their next visit to San Antonio for finalizing details, until August 9 and 10 and final details and registration information will be in the November Aerograph and on Facebook. We do know the hotel selected is the Holiday Inn at Market Square and group room rates will be \$107/night plus 16.76% occupancy tax. Their website is <http://www.ihg.com/holidayinn/hotels/us/en/san-antonio/satal/hoteldetail>. At this time, the only organized tour scheduled will be a day-trip to the National Museum of the Pacific War and Nimitz Museum in Fredericksburg. Should anyone be particularly interested in other tours, we highly suggest you look at the website http://www.viator.com/San-Antonio/d910_to_schedule_your_individual_tours.

Ever since the Dallas Reunion, we have been receiving requests to host a reunion in San Antonio so here it comes. Our theme for the reunion will be "Fiesta" so think "Mexico". Our hotel is within a short walk of Market Square where you will find plenty of local flavor shopping and restaurants. Although, there is plenty to see and do in San Antonio, visitors always think first of the Alamo and the Riverwalk. You may notice if you visit the above website that the hotel is only "a few minutes" walk from the Riverwalk but in fact, and especially for those our age, it is not really within walking distance from the hotel. The Alamo is well within walking distance of the Riverwalk. River boat excursions are available and Senior Citizen Tickets are only \$7.00. Tickets for Evening Dinner cruises are \$38.00, but must be made well in advance. Prices are subject to change between now and the Reunion.

We are still nailing down modes of transportation to and from the Riverwalk but we assure you arrangements will be made.

Some of the things included in the hotel room price are:

- Hot American breakfast buffet
- Free outside parking
- WIFI within the hotel

This year, we are providing an additional incentive to register early. For those registering prior to February 1st, 2017, there will be a drawing for a free room. This does not take the place of the traditional free room raffle. We will still have that raffle plus the 50-50 drawing. So, when the registration form is published in the November Aerograph, get your registrations in early. Look for additional information in November and we are looking forward to seeing you at the Reunion in San Antonio.

Submitted by Joe McKinzie, Reunion 43 Chairman

The Pacific Eye Team

By Norman L. Canfield and Jerry D. Jarrell

A number of books and articles have described the first publicized flight into the eye of an Atlantic hurricane. During WWII COL Joseph B. Duckworth, a U.S. Army Air Force pilot, accompanied by one other officer, twice flew a single-engine AT-6 trainer into the eye of a severe storm, in the Gulf of Mexico on 27 July 1943.

Who, then, was the first pilot to fly into the eye of a Pacific typhoon, and when did he do it? The apparent answer is LTJG Harvey M. Waldron, Jr., USN (1920-), on 7 August 1945. At the very least we can say Waldron's flight that day was the first documented flight into the eye of a Pacific typhoon.

Waldron was not alone. He was the commander of a PB4Y-2 Privateer with a crew of seven plus LT Paul A. Humphrey (1920-2010), a Navy aerological (weather) officer.

COL Duckworth's 1943 flight into the eye of a Gulf of Mexico hurricane was his own idea. LTJG Waldron's flight into a Pacific typhoon was the idea of someone higher in the military chain of command.

In the predawn hours of 7 August, Waldron and Crew No. 24 of VPB-104, gathered in the briefing area at Clark Field, north of Manila, Philippine Islands, for what they expected to be a routine patrol searching for enemy targets, particularly Japanese ships. However, they were greeted by LCDR William Cole, VPB-104's CO, who told them they were to determine the location of a typhoon over the South China Sea.

Cole told the 24-year-old Waldron he was selected for the typhoon flight because he had the most instrument flying hours of all the squadron pilots. Waldron was introduced to LT Humphrey the aerological (weather) officer, and the two spent 90 minutes preparing for the flight. Waldron wanted to learn everything then known about typhoons, and it turned out Humphrey was an excellent source.

It was still dark when Waldron's Privateer took off from Clark Field with Humphrey and six crew members aboard, including ENS George E. Maxfield, navigator, copilot ENS Kenneth W. Gibson, lead mechanic William N. Fulton, mechanic George R. Harris, and radiomen Daniel B. Phillippi and Lewis G. Webb.

Approaching the storm, Waldron flew just above the surface to maintain visual contact with the water to determine wind direction, helping to lead him into the eye of the typhoon. The crew expected and experienced extreme turbulence. Humphrey and other crew members took photographs of the sea state at various estimated wind speeds.

The four-engine bomber encountered problems during the approach to the eye. Heavy rain cooled the engines down to dangerously low operating temperatures. Waldron lowered the landing gear to increase drag on the plane and added power to increase the temperature of the engines. Almost immediately he realized the extra profile had increased the buffeting from the wind, forcing him to retract the landing gear.

Then the radio altimeter ceased to function during the approach to the eye. The altimeter remained at the last indicated pressure. But flying toward the eye the atmospheric pressure continued to drop, causing the plane to fly at a lowering true altitude, toward the ocean surface.

Waldron remembered, "Ultimately, as a crew member screamed

over the intercom to pull up, the left wing dipped into the crest of a wave, and I immediately pulled up. The aircraft yawed and the outboard prop varied its pitch. Had the crew member not called out at that moment, the plane would have probably crashed into the sea.

"We later discovered that the storm stripped much of the paint off the leading edges of the wings and fuselage, and left wrinkles in the aluminum skin of the fuselage. The Privateer did not fly again. Waldron believed it was cannibalized for parts."

Once in the eye, the ocean calmed, the wind died down, and panoramic photographs of the eye wall were taken. Waldron, who flew the entire six-hour flight manually, said, "We escaped from the typhoon the same way we entered, in a shattering, low-altitude nightmare. Happily, he aircraft and crew made it back to Clark Field safely. I was so exhausted from the extreme physical effort necessary to control the plane that I sacked out for two days."

Waldron and Humphrey never saw each other again after this pioneering flight. However, each flew subsequent typhoon reconnaissance missions and paved the way for dedicated Naval Aviation weather "recon" squadrons in 1945 and subsequent years.

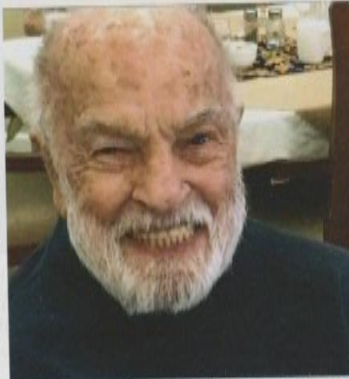
There are no known details of the link between Waldron's flight and the development of Navy weather squadrons once WWII ended. The authors searched files including those of the Naval History and Heritage Command, the National Archives and the National Air and Space Museum, all in Washington D.C., but we found no additional details.

Waldron was never told why the typhoon flight was necessary. Interestingly, he did not know early on 6 August that the first atomic bomb had been dropped on Hiroshima, Japan the previous day. Concern that the typhoon would change direction to the north and affect plans for the second bomb drop, was among speculations during the following days. For certain, preparations for the Navy's role in a possible invasion of Japan were underway at the time.

One of the few aircraft to survive the attack on Pearl Harbor, was a Sikorsky amphibian, now on display at the Smithsonian National Air and Space Museum. The authors visited the museum when it was presented. This afforded us the opportunity to personally meet Harvey Waldron, the elderly ex-crewman who was honored at the occasion, a most memorable experience. At this writing Waldron lives on a picturesque hilltop ranch outside of Bend, Oregon.

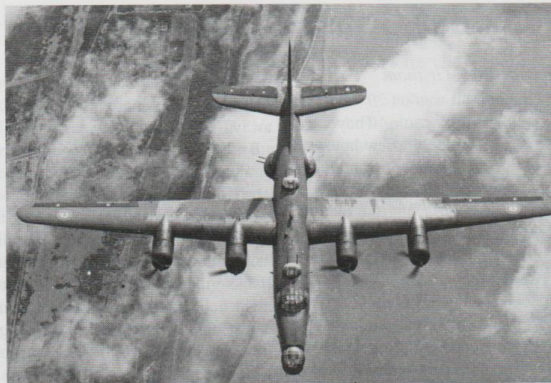
Waldron's late wife, Genevieve, was quoted by the local Bend, Oregon newspaper in 2004 of her former pilot husband. She said, "He has told the typhoon story so many times I could tell it for him."

In retrospect, Harvey enlisted in the Navy in 1938 after graduating from high school in Queens, New York. His father advised him to stay away from aviation because it was very dangerous. After boot camp he had temporary duty typing assignment orders. These one-to-two page documents had one or more names at the top, duty station and reporting date followed by several paragraphs of boilerplate, including funding numbers and travel rules. He and a yeoman buddy sought aviation duty while two other friends requested battleship orders. Consequently, when the message arrived spelling out assignments, Harvey and his buddy were sent to battleships and their friends to aviation, opposite of what they preferred. A chief yeoman corrected the error. Harvey had often wondered if in so doing he had sent one or both of the other men to their deaths at Pearl Harbor.



95 year old Harvey M. Waldron, Jr. today.

1985-04
→



PB4Y-2, like this one, was flown through a typhoon, into the eye, then exited the storm. (Rich Dann Collection)

Harvey reported to VJ-1 at Ford Island, Hawaii in December 1939. He and his new bride were there on 7 December 1941 but were uninjured. Harvey's squadron had one of the few remaining flyable aircraft so they were pressed into around-the-clock duty for early detection of what was expected to be a follow-on invasion. Because of pressing duties, disruption of communications and restrictions on movement of personnel, Harvey and Genevieve were unable to contact each other for four days after the attack.

Harvey had known that pilot training was available for enlisted men, and he applied for it. Because he had a stellar record at Ford Island he was selected for the program in March 1942. Genevieve was sent home when Harvey was ordered to flight training, earning his wings in August 1942. He was assigned to a VPB squadron, first flying the PBY Catalina and later the PB4Y-2, the Navy version of the B-24 bomber. In January 1944 he became an ensign and in early 1945 he was promoted to LTJG. That partially explains how such a junior officer turned out to be the most experienced instrument pilot in VPB-104.

Neither Waldron nor Humphrey were decorated for their typhoon achievement and neither expected special recognition. Years later, the USAF gave Air Medals to crew members who penetrated typhoons at 10,000 feet. Navy flyers penetrated typhoons at low levels but received no medals.

Waldron was later awarded the Distinguished Flying Cross and Air Medals for achievement in combat. VPB-104 earned the Presidential Unit Citation for its performance in WWII.

Waldron retired after 22 years of service in 1960 as a LCDR. He subsequently embarked on an academic career. He had earned a B.S. degree at the University of Idaho while on active duty and in retirement earned a Master of Science degree from Washington State University. He completed his second career as an Associate Professor of Biological Sciences at Central Oregon Community College. His third career involves raising Andalusia horses at his ranch near Bend, Oregon. He and Genevieve raised three sons and one daughter. Harvey taught all three sons to fly and one followed in his father's footsteps to become a Naval Aviator.

Paul Humphrey was awarded a Bronze Star for his work, sometimes under attack from enemy aircraft while assigned to Pacific Navy Weather Central in 1944, and as a lead weather officer for Fleet Air Wing 17 in 1945. In 1946 he was a meteorologist aboard a ship for the first Bikini, Marshall Islands, atomic bomb tests. In December 1946 he left the Navy and rejoined the U.S. Weather Bureau (now National Weather Service).

His civilian employment had barely started when the Navy request-

ed his services in an advisory capacity for three atomic bomb tests in the Pacific at Kwajalein Atoll, in 1947 and 1948. In 1948 Humphrey received the Robert M. Losey Award by the Institute of Aeronautical Sciences.

Humphrey's assignment to the Idaho Reactor Testing Station in the early 1950s began his domestic career as an air pollution meteorologist started, despite his involvement with the Antarctic and other initiatives of the International Geophysical Year (1954-1958). From 1959 until his retirement at Raleigh, NC, in 1980, Humphrey provided assistance to city and state air pollution agencies and traveled to many air-pollution emergency situations such as barge accidents and train wrecks.

During his Weather Bureau/National Oceanic Atmospheric Administration (NOAA) employment, Humphrey received two Silver Medal Awards from the Commerce Department for his service. He passed away in 2010.

No article about WWII aircraft reconnaissance would be complete without mention of the large number of such flights by the U.S. Army Air Forces crews over vast areas of the Atlantic and Pacific Oceans. In the Western North Pacific in 1945, most missions were flown by the 55th Reconnaissance Squadron, led by LTCOL Nicholas H. Chavasse.

For typhoon reconnaissance, standard practice was to circumnavigate the storm. Archival materials held by the Air Weather Reconnaissance Association reveal no specific instance of a Pacific typhoon eye penetration. One informal note by an unidentified writer suggested penetration of the eye may have been tried but resulted in an understandable determination that it wasn't a good idea. Other types of reconnaissance missions were also flown. The 55th squadron flew 500 varied missions in 1945.

August 2015 marked the 70th anniversary of the pioneering flight by Harvey Waldron, his patrol bomber crew and meteorologist Paul Humphrey. Just as COL Duckworth's 1943 flight led to active planning for organized sorties into Atlantic hurricanes, LTJG Waldron's 1945 flight did the same for even more frequent typhoons in the western Pacific. We salute all the flight crews and meteorologists who participated in tracking and making vital measurements of thousands of severe storms during and since WWII.

Editor's note. Both authors are former USN and National Weather Service meteorologists. Canfield served in WWII. Jarrell served in the Cold War era (1957-1977). Jarrell is also a former Director of the National Hurricane Center.



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