



Established 1975

The Aerograph

Naval Weather Service Association

Volume 32—2 May 2008



1917 Navy Recruiting Poster

U.S. Naval Historical Center Photograph



Mrs. E. LeRoy Finch

of Port Washington, New York

Accepts a plaque from Captain Robert L. Latta, senior Navy Recruiter in New York City, during a ceremony 30 January 1977. The plaque recognizes her long-time assistance to the Navy's recruiting efforts.

Mrs. Finch was the model for the World War I Howard Chandler Christy recruiting poster "Gee, I wish I was a man". *Official U.S. Navy Photograph*

Inside this issue

Editors Desk	2	Central Coast Chap	11	Travel via Moon	22	Reunion #34 Tours	28
Presidents Report	2	Potomac Chapter	12	Historian Report	23	AFRI Registration Form	28
No Navy Observers	3	Airship Chapter	14	Book Review	24	Hospitality Registration	30
Letters	4	Northwest Chapter	15	Just For Grins	26	Sec/Treas Report	31
CHAPTER NEWS		Pensacola Chapter	16	Scholarships	27	Address Changes	31
Potomac Chapter	10	Hampton Roads	17	NWSA Reunion #34	27	NWSA App	Back Cover
SOCAL Chapter	10	In Remembrance	19	Reunion #34 Program	27		

Association Officers:

President: AGCM Pat O'Brien, USN RET
515 Ashley Rd., Cantonment FL 32533-0552
(850) 968-0552 pobrien@panhandle.rr.com
1st Vice President: CWO4 Bill Bowers, USN RET
5416 Grove Manor, Lady Lake FL 32159-3533
352 750-2970 bcbowers@embargo.com
2nd Vice President: LCDR Earl Kerr, USN RET
386 Deception Rd., Anacortes WA 98221-9740
360 293-5835 k1937err@fidalgo.net
Secy/Treas: AGC Jim Stone, USN RET
428 Robin Rd., Waverly, OH 45690-1523.
(740) 947-7111 sectreasnwsa@roadrunner.com
Aerograph Editor: AGCM Charlie Jordan, USN RET
3464 Chimney Rock Rd., Abilene TX 79606
(325) 692-7642 charlie80@clearwire.net
Webmaster: AGC Mahlon Trenz, USN RET
102248 Aqua View Ct., Nokesville VA 20181-3836
703 392-8870 webmaster@navalweather.org
or metrenz@mrjs.com

Association Committees:

Reunion for 2007/08:

CDR Peter Weigand, USNR RET (Chair)
(301) 773-8180 weigandp@erols.com
LCDR J. Earl Kerr, USN RET (West)
(360) 293-5835 k1937err@fidalgo.net
CDR Marty Nemcosky, USN RET (East)
(757) 497-6872 martbarbnem@aol.com
AGCS Bill Ziebell, USN RET (Midwest)
(847) 438-4716 wzbell@netzero.net

Chaplain: CWO4 Bill Bowers, USN RET
(352) 750-2970 bibowers@comcast.net

Finance:

CAPT Bob Titus, USN RET (Chair)
(775) 345-1949 nevadabob49@juno.net
CAPT Dave Sokol, USN RET
CAPT Chuck Steinbruck, USN RET

Historian: CDR Don Cruse, USN RET
(703) 524-9067 don.cruse@verizon.net

Scholarship:

AGCM Pat O'Brien, USN RET (Chair)
(850) 968-0552 pobrien@panhandle.rr.com
xAG3 Charles E Moffett III, USN REL
(609) 492-2883 cemoffett@aol.com
LCDR Mike Gilroy, USN RET
(425) 418-8164 m.gilroy@gte.net

Nominating: AGCM Moon Mullen, USN RET
(805) 496-1348 agcmmoon@earthlink.com

Parliamentary: AGCM Moon Mullen, USN RET
(805) 496-1348 agcmmoon@earthlink.com

Master-At-Arms: AGC Dan Hewins, USN RET

by the editor, not later than the 15th day of the month preceding the quarterly publication.

CUT-OFF DATE FOR THE MAY 2008 ISSUE
0800 CST 15 APRIL 2008!

Articles and letters may be submitted in many formats, typed or handwritten and forwarded by email, or USPS. Unfortunately, I am not able to translate data from the Microsoft Vista word program, MSWorks, MAC or APPLE software. Articles may be forwarded to my email. E-mails are preferred since I can copy and paste and will not have to re-type the submission. All changes to your personal information (address, phone number, email address, marital status, etc.) should be sent to the Secretary/Treasurer, who maintains the database.

LOOK IN THE MIRROR!

It is my turn on the "soapbox". I received an email from AGCS Fay Crossley USN RET that hit one of my sore spots. Here is the part that set this off:

"See that Senior Chief Gray has sent you an updated version of his letter. Hope that you can print it in the Aerograph even though the Senior Chief might not be a member of the NWSA, he is still a member in great standing in the AG retired community. Perhaps we need to ask ourselves why isn't he a member of NWSA. Why aren't we drawing more Navy Weather Folks into the group. Rather it seems we are just getting old."

The greatest problem that I have with this email is the NWSA Members ,majority officer and senior enlisted retired from active duty, **have been perfectly willing to sit on our butts and not recruit members for the NWSA!** We keep waiting for "them" to do it. One of my strongest memories of the AG rate in "my Navy" was that if a job needed to be done, we senior personnel would turn-to and make it happen! "A good sailor doesn't have to be told what needs to be done!"

The major reason that we don't have new members is looking back at you out of every mirror that you see!

According to the Bellinger list Senior Chief Gray lives in Okeechee FL. (My search indicated that he lives in Okeechobee FL.) By the way, I just sent AGCS Gray his NWSA application. ...ed...



President's Report

Greetings Shipmates,
It is May, and what would normally be our reunion month is simply another month to get ready for our annual get



EDITOR'S DESK

Publication Information: The Aerograph is published February, May, August and November. Contributions must be received

together. I look forward to seeing the old faces, and hopefully many new faces, come September. I encourage all of you to check your Bellinger List to see if there are some old shipmates, you know personally, that might attend #34 with a little persuasion. A personal contact (phone, e-mail) with anyone who now resides in the Midwest might also prove to be worthwhile. For those of you who are entertaining the idea of joining us, please do. I look forward to seeing old shipmates, and since none of us are getting any younger, now is as good a time as any. Don't put off what you might not get to do in the future. Back in December, I suffered a heart attack. Thanks to some quick work by our local EMT's and the emergency staff at our local hospital, they discovered the problem (a blockage of what they called the widow-maker artery) and in less than 2 hours had the artery roto-rootered and two stints put in place. I feel very fortunate to be here today, and I'd like to be around for many more reunions. More importantly, I'd like to see you at this year's reunion. This year, we're entering unknown territory. This will be our first attempt at having someone other than a local chapter put on our reunion. Armed Forces Reunions Inc. (AFRI) is the company we've hired to handle this. Even with AFRI handling what would be the responsibility of a local chapter, there is still a great deal of work that is being conducted by our reunion committee and members of the Potomac Chapter. I take my hat off to all these folks. They're putting in the extra time it takes to make sure everything is ready when the rest of us arrive on scene.

I know we wouldn't even have considered Waukesha if it hadn't been for Bill Ziebell, our on-scene representative. He did the initial leg work in finding our hotel and making the necessary contacts we needed in order to get the ball rolling. I know Peter Weigand is working very closely with our AFRI representative, and Don Cruse is overlooking everything. My thanks to all of you. Back in October, the wife (Libby) and I went up to Waukesha for a look around. We stopped off at Rantoul, Illinois, where I was the Senior Enlisted Advisor for the Navy Detachment aboard Chanute AFB from 1983 to 1985. The Air Base is closed and the land is now apart of greater Rantoul. Many of the buildings are still there, but they have deteriorated severely, and many have been torn down and replaced with public housing. I tried locating the building that housed the Detachment offices and AG Schools but had no luck. Chanute was home to AG Schools from the late 70's to the late 80's. We contacted Bill Ziebell on our way through Chicago and were invited to his home for dinner. Libby and I were made to feel right at home. We had a lovely evening visiting with Bill and his wife Myrna. On leaving the Ziebells, we headed to the Great Lakes Naval Station. Nothing I saw there reminded me of my boot camp days in 1962. We spent the night at the Navy Lodge, and the next morning we headed to Waukesha. Our hotel for the reunion, The Country Springs, is very nice. I think all of you who attend #34 will be impressed by it. It is on

the outskirts of the city and sits just off Interstate 94. It features a 45,000 square foot watermark, an indoor pool, a fitness center with a whirlpool, the Wildflowers Restaurant, and Coppers' Pub and Grill.

The staff was extremely cordial and helpful. The Willow Run Golf Club is located beside the hotel. It looks like you can walk over there from the hotel, but it's not advisable. By car, it's a little over a mile to the parking lot. The course manager told us he didn't feel there would be any problem getting our golfers on the course while we are there. He did mention that the owners had discussed selling the property, but even if that happens, there are many other courses nearby. There was a lot of road construction taking place between Chicago and Milwaukee while we were there, and I hope by the time September rolls around the construction crews will have moved on to bigger and better things far from us. If you plan on driving from home, or from an airport up there, I recommend you check with Triple AAA before leaving home. If you are flying into Gen. Mitchell International Airport, the hotel recommends "Airport Connection" taxi service. Advance reservations are possible. From Gen. Mitchell to the hotel is approximately 20 miles. The distance from the Country Springs Hotel to the downtown section of Waukesha is about 6 miles. It's a quick trip down Interstate 94. We also took the time to go into Milwaukee which is about 20 miles from the hotel. The trip took us about 35 minutes. On the way into town, we went right by the Brewers' new stadium. Seeing a Brewers' game however, will be difficult. They play Cincinnati at 1:05 PM on Wednesday the 10th and leave that evening for Philadelphia. The Cubbies are also on the road, but the White Sox are home to Toronto and Detroit while we're in Waukesha. The drive to Chicago will take the better part of two hours. In Milwaukee, we had drinks at the revolving restaurant atop the Hyatt. We were there at night, but the view was still spectacular. There are many fine restaurants in Milwaukee, and we opted for a very famous, old German restaurant named Maders. It was recommended by Bill and Myrna Ziebell, and I will add mine to that. The food and service were excellent, the walls are filled with photographs of famous people who have dined there, and they had more Hummel's than you could shake a stick at. As I said earlier, we were there in October. The weather was beautiful, and fall foliage was just beginning to take on the hues of autumn. I'm not going to predict the weather for Sept. 10-14 of this year, but I will predict a good time will be had by all who attend. I look forward to seeing you there.

Sincerely, P.J. O'Brien, President NWSA

NO MORE NAVY WEATHER OBSERVERS?!

Navy Moving to Contract Weather Observers

By George Lammons, NAVY METOC Public Affairs
STENNIS SPACE CENTER, Miss. (NNS) -- Military weather observers at all 25 U.S Navy continental United States air fields will be replaced by civilian contracted observers this year, in response to a Navy efficiency study. The turnover began this month at five air fields - Naval Air Station Lemoore, Naval Air Station North Island (including

San Clemente and Imperial Beach) and Naval Air Station Meridian. The other 22 Navy air fields will change in a phased approach to accommodate Sailors' scheduled transfers and reenlistments.

The contracted weather observers also will have a one-month turnover with the military observers to ensure a smooth transition. The majority of the transition will take place this year and should be complete by January 2009.

"We're still going to have qualified (weather) observers at our air fields, the only difference is they will be civilians," said Capt. Grant Cooper, Director of Operations for Aviation Weather at the Naval Oceanography Operations Command (NOOC).

NOOC is a subordinate of the Naval Meteorology and Oceanography Command (NMOC), based at Stennis Space Center, Miss.

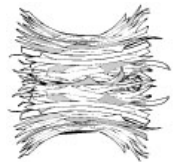
The services provided by the civilian contracted observers will remain the same as the services that had been provided by the military observers. The weather observations are used in formulation of weather forecasts and weather models.

This year's change is another step in the NMOC effort to streamline its aviation weather directorate.

The Naval Aviation Forecast Center (NAFC) was established January 2005 in Norfolk to centralize Continental United States aviation weather forecasting services as a key part of the comprehensive transformation in the Naval Oceanography Program. Manning at 25 naval air stations and outlying fields drew down as the Flight Weather Briefer program was established as an automated tool to request and receive a pre-flight weather brief via the web.

Two master jet bases (NAS Oceana and NAS Lemoore) as well as four large training air fields (Corpus Christi, Pensacola, Whiting Field and Whidbey Island) retained weekday, on-site forecasting services because of their operational tempo and to provide an extra level of risk mitigation. Off-hour requests are supported by NAFC.

Naval Aviation Forecast Detachment (NAFD) San Diego will be established in summer, as a forecasting hub for the western naval air fields and Texas air stations (Corpus Christi, Fort Worth and Kingsville). Additionally, the consolidation of forecasting services has occurred in Asia and Europe and is supported by the Naval Aviation Forecast Detachment in Atsugi, Japan, and the Naval Aviation Forecast Detachment in Sembach, Germany.



LETTERS

Navy Moving to Contract Weather Observers

This is all true, and has been in the works for over a year. The downsizing of AG continues. I just came from the CMC/SEA Conference at CNMOC last week. I wrote to CAPT Kiser, CNMOC N33...

"From: Kiser, Robert E. CAPT CNMOC N33

Sent: Tuesday, January 22, 2008 9:07

To: Handley, Jill A. AGC FNMOOC, OPS

Cc: Walker, Kenneth L AGCM NOOC, N3

Subject: RE: All CONUS Mil Observers Replaced?

This article is correct and was staffed through CAPT Cooper, FLT OPS Director. The weather observer contract was the excellent work of AGCS Dennis, at CNMOC East in Norfolk.

The driver behind this CIVSUB was the 29% manpower reduction we received 3 years ago by LMI. Let me know if you have any questions.

R/CAPT K"

Submitted by AGC Jill Handley USN

NO AG's AT NAS LEMOORE!

I know all of you know by now that the AG's staffed at Naval Air Stations are slowly be replaced by contract civilian employees. Here at NAS Lemoore, Feb 1, 2008 the last three AG's have detached and the 65903 UIC has been disestablished. **AG2 Jason Sammons, AG3 Amy Torres, and AG3 Brayla Olsen** was the last to leave. In my opinion, it is a sad moment in history.

One good thing though, the contractor's staffing the civilian observers here have chosen former AG's and a good solid base of knowledge is still here. Both **Mike Northrup** (former AG1 ret-88) and myself former AG are Civilian FDO's here. I have been here since Feb 1988 with **LT Mike Hyytinen** as OIC. As for Mike he's transferred down here from NAS Fallon in 2006 when they closed the Civ FDO billet in Fallon. Mike will be retiring in Sep 08 later this year. As it stands, I will remain here as the lone FDO as long as I want (according to **Capt Cippriano**, former CO NAFC Norfolk). I have no plans on retiring for quite some time.

I just wanted to drop a line to let you know of the latest changes here at Lemoore. I know CDR Cruse use to be stationed here as OIC many decades back. Okay that is it from me. If you have any questions, just let me know.

Submitted by xAG Donald W. Eckard USN REL

Forecast Duty Officer (559)-998-1020

(NWSA Non-Member)

How does one find out about job openings for the contract civilian positions?

Webmaster AGC Mahlon Trenz USN RET

I am not exactly sure where CNMOC is in the transition of converting military personnel to contract services. I know it is a phased approach, but not sure of the completion date. In a recent conversation with my relief, AGCS Ted Dennis, he stated that CNMOC only secured a one year contract with the current company. The preliminary request for information on the upcoming contract was posted on FEDBIZOPS in late January. If anyone is interested in reading the request, it is located at <http://www.fbo.gov/servlet/Documents/R/815248>. It informs potential contract companies a broad overview of the expected delivery order CNMOC will need. It is meant to give them a chance to review the requirement to

respond to the contracting office if they can meet the commitment.

Future announcements with regards to the weather observer contracts may be viewed at the web site also. Users will need to search thru the data base to see postings. The best way to find them is to filter on Department of Navy for both active and archived postings. Once the filter for those categories has been used, on the first page of announcements, at the bottom, is another opportunity to filter based on a specific word. Type in weather, observer, or meteorology, and it will reduce the number of pages to 1 or 2 with announcements to view. Applying the filters really cuts the work down. I was able to go from 700+ pages to 1 by carefully applying the filters....made it easy to find the request.

Unfortunately my new job is with a company that doesn't work with navy meteorology or in the weather profession. Because of that, I am detached from what is going on within the community. I on occasion see Capt Archer Wright at Fleet Forces Command, but otherwise don't interact with any active duty METOC associates. I hope this sheds some light and sorry I could not give more. *Submitted by AGCM Mike Joern USN RET*

This is one Donald to another Donald email .. to say thanks for the update on NAS Lemoore. But this Don Cruse was never stationed there...in fact, during my NAVY days I'm not sure NAS Lemoore had even been invented. Always heard it was good duty. Us old-timers are just shaking our heads at all these recent regurgitations within the METOC community ... trying to digest it is difficult. But RDML Titley briefed us in Pittsburgh at our 32nd annual NWSA reunion about this stuff coming over the horizon ... and in Branson the previous year AGCM Mike Joern did the same.

CDR Don Cruse USN RET

THE NAVY'S BETRAYAL OF THE AG RATING

In 1977, the AG Schools at NATTC Lakehurst were moved to Chanute AFB and "co-located" with the USAF weather school. It was merely a matter of time before the AG Schools were actually "consolidated" and the Navy became subordinate to the USAF in weather training. This event can be marked as the beginning of the Navy's betrayal of the AG rating, which was foreseen by many senior AGs at the time.

The next year, 1978, the betrayal went further when the Naval Weather Service was replaced by the Naval Oceanography Command, and the AG rating sponsor became the Oceanography of the Navy, a flag officer submariner. The reason for the command change was reportedly to provide the 1800-officer community with a flag officer billet. However, the effect on the AG rating was to essentially separate it from its roots in Naval Aviation and the protection it was afforded within OPNAV. This became even more obvious when it was subsequently suggested that the AG rating be renamed "Oceanography Technician," to which AGCM Fred Baillie notably commented, "I would rather have a sister

in a warehouse than have an AG be called an Oceanography Technician." The AG rating's name was not changed, but it was clear from the attempt that the oceanography officers, not meteorology officers, now had the upper-hand. In 1985, for example, the AG "Operational Oceanography" C-1 School was created.

Without any internal OPNAV protection, the AG rating became an easy target. In October 1985 and January 1986, two studies prepared for the Oceanographer of the Navy and the Commander, NAVOCEANCOM, predicted that emerging Navy manpower policies would convert the AG rating to a sea-duty intense rating, much like QMs. In April 1986, CNO directed that 200 AG E5-E9 shore billets be converted to sea-duty intense ratings, which resulted in QMs, AWs and OSs being assigned to NAVOCEANCOM duty stations in place of AGs. Consequently, this led in June 1986 to COMNAVOCEANCOM's ill-conceived creation of the "Sub-Regional Support Plan," which began downgrading on-scene weather services at NAS detachments and instead providing those services from remote regional centers. The fallacies of doing so were (1) that remote aviation meteorological support could not be done as efficiently, effectively and accurately, and (2) that demonstrating that you could supposedly make do with less, whether it be manpower or funding, will always result in yet further reductions.

In 1994, the word "Meteorology" was added to the command's title, "Naval Meteorology and Oceanography Command," solely to serve the interests of internal OPNAV politics, but doing so did little to help the AG rating.

The downsizing of the AG rating's manpower and shore billets has continued, with regional centers subsequently being eliminated and even greater centralization taking place. The last of the AG weather observer billets at 25 CONUS detachments are now being replaced by civilian contractors. The AG rating has become sea-duty intense, as predicted. More and more the Navy has foolishly followed the centralized organizational model of the USAF's Air Weather Service (re-named the Air Force Weather Agency in 1997).

But, something far worse than simply becoming a clone of the USAF has ultimately occurred. As the Navy's role in land-based, military aviation weather support has become technologically automated and downsized, the USAF has seized the opportunity to make another power grab, much like it did in 1937 when its predecessor, the Army Air Corps, acquired responsibility for the Army's overall weather support. Now, the USAF has succeeded in consolidating the Navy's European weather units (Rota, Sigonella, Naples and Souda Bay) into a USAF command in Germany. The USAF is finally fulfilling its long-standing goal of becoming the service primarily responsible for all over-land, military weather support, leaving the Navy with only the open oceans. If it were not for the existence of aviation-capable ships, there would not even be an AG rating.

In closing, I offer the following historical note. In 1980, the USAF Global Weather Center at Offutt AFB, in support of "Operation Eagle Claw," the Iranian Hostage Rescue

Mission, failed to detect and forecast the blowing dust that reportedly contributed to the mission's failure. However, the AGs of the OA Division aboard USS NIMITZ (CVN-68), with the knowledge gained from four months of on-scene weather surveillance of Iran, observed and correctly forecasted the blowing dust, a fact that has remained unreported. This historical example of the superiority of on-scene weather support should not be forgotten when depending upon the accuracy and timeliness of centralized, remote weather forecasting, whether it be by the USAF or the Navy.

By Vernon Gray, AGCS-Retired

This article has generated a significant amount of internet traffic amongst NWSA membership. ...ed...

From: [Maurice Gibbs](#) LDO CDR Wx USN ret

Subject: Re: Decimation of the Naval weather service
Some interesting points there. When I have time, will get back to you on more of it. But did want to let you know that USS NIMITZ met type DID report what you discussed in the last para. Unfortunately, it was classified, and sure didn't get the circulation it needed. For anyone that has been in that part of the world, the word: "SHAMAL" means 'heads up', the crap is about to fly. Unfortunately those Offutt forecasters flubbed this one and badly.

More will follow, but I'm chain-sawing dead pine trees today, and its too good to stay inside on a keyboard.

Cheers, Mo Gibbs

From: [Charles Bates](#) (LtCol USAF ret Met/Oceano guy co-author of Americas's Weather Warriors

Subject: RE: Decimation of the Naval weather service
Frank-- excellent analysis.. Unfortunately RADM Ed Snyder was the officer guilty of having everyone be a "geophysicist" in order to make UnderSecNav Dave Potter happy. Then Snyder's errand boy, Gaffney, made three stars by continuing the charade...

I tiptoed around this issue in "Hydro to NavOceano" but glad to have another's viewpoint..

Yes, I visited Chanute-- but the Navy guys barely gave me the time of day...

Charles Bates

From: [Phil Humble](#) MGYSGT Wx USMC ret

Subject: AG rating and USMC Wx

Gents, In my opinion, this has been in the planning stages for a long time. The USAF won the fight for \$\$ when they got the USN and USMC to move to Chanute. The Navy put up almost zero defense, the USN Captain at NATTC Lakehurst was the only one putting up a fight - He received O assistance from D.C. nor Pensacola.

Schoolhouse and Barracks killed any chance NEL had.

I came into the USMC Manpower circle when a LtCol at Manpower thought that I had a "level head" as he said. Initially the challenge was USMC student input and backdoor efforts to get our Wx Techs a MOS pyramid to Pay Grade E9. Anything else kills the MOS structure

and leads to the job being transferred to another somewhat related Field.

Case in point: look what happened to the USCG Weather People.

Back to AGs and USMC Wx. At the USMC Wx reunion in Biloxi, questions were asked of the HQMC rep. Many of us in the audience could read between the lines. There were some questions asked of the Navy Wx future. Looked like it was terminal to me by the answers or lack of answers.

Some irony here: The USAF tried the "centralized Weather service" years ago. It was a failure. Take off forecasts saying VFR had no response when the pilot said that it was so foggy that he could not find his airplane.

I wonder if HQMC will send this old fart to 1stSgt/SgtMaj school???

Phil Humble sends

From: [Jerry Struck](#)

Subject: Re: Decimation of the Naval weather service
Frank, I agree with the chief to a point.... Actually while I was in headquarters the weather side of the house had a chance to take over the oceanographic side of the house and they did not want to be bothered with oceanography, so later on oceanography took over weather and the rest is history.

Jerry

From: [J. E. Kerr](#) LCDR Wx USN ret

Subject: Re: Decimation of the Naval weather service

As the Chairman of the Reunion in Everett last year, I sent out a number invitations to folks who have in the past supported the Naval Weather Service and our Association. I sent a virtual "duplicate letter" to Bay St. Lewis inviting the Admiral or at least a representative. I also sent what one might consider a "new letter" to the Commanding Officer of Fleet Numerical. I did not get a response to either letter. An index of the lack of leadership is the fact that not one Capt. resigned as a result of the decimation. Sad to say that the Naval Weather Service for which a whole bunch of us have given our best is a non-entity.

J. E. Kerr, LCDR, USN (Ret)

From: [Frank Baillie](#) LDO LT Wx USN ret

Subject: Decimation of the Naval weather service

I know that many of you received this essay from Vern himself or from my brother Fred but I wanted be sure that you all see it. I would expand the "hatchet job" betrayal to the entire Navy Weather community & to those Navy & Marine components that we served. Enlisted AGs were not the only ones to suffer & many fine officer's careers ended as a result of the process described by Vern Gray.

Thanks Vern & Fred, Frank Baillie

THE PLIGHT OF THE RATE

Don't you just love the way our government thinks. It reminds me of the move of our schools from Lakehurst to Chanute A.F.B. I'm sure this current move must have something to do with the Air Farce. It took "A" School graduates and put them directly into "B" School. Their thinking: One job was not related to the other, nor needed

to do the other. If enlisted observers are no longer needed, are enlisted forecasters far behind? When we became a part of the Oceanography Command, I guess our fate was sealed. I'm afraid the handwriting is on the bulkhead. Aerographers' Mates are soon destined to be removed from our Navy's list of ratings. I can't say we didn't see it coming, but I am left to wonder if anyone at the Naval Oceanography Command fought it in any way. It's a sad day. *Obie*

DEEP FREEZE

CDR Elmer Erdei USN RET wrote of Deep Freeze II in the November 2007 issue PF the AEROGRAPH. I read it with great interest, as I was on the ice six times beginning in Deep Freeze I. For anyone interested in reading more about Deep Freeze, I suggest that you read Dian Olson Belanger's Deep Freeze the United States, the International Geophysical Year and the Origins of Antarctica's Age of Science. The author did extensive research – the result is a fairly accurate account and a good read. *The book was published by University Press of Colorado, 5589 Arapahoe Ave., Boulder CO 80303, 1-800-627-7377*
www.upcolorado.com ...ed.....

AGC Bill Horner USN RET

COMPUTER NEWS

<http://www.openoffice.org/> I recently acquired a laptop with Windows Vista. So far, no significant problems with Vista but on my old computer I had MS Office and Outlook, both of which I really liked. Not wanting to pay for new Office and Outlook software, I contacted a Geek friend who informed me of a free download of a near equivalent to Office. It has equivalents to Word, Excel, Draw, etc. I find they are compatible with MS Office including ability to accept .doc and excel files from MS Office.

As to Outlook, Vista comes with Windows Mail which is a close approximation to Outlook.

Just thought I would pass this on to those of you changing or considering changing to Vista.

LCDR Joe McKinzie USN RET

TRAVEL

I couldn't help notice Chief Mullens' comments on London and it being the second most expensive place in the world to visit. (...see pages 11 and 12 of *The AEROGRAPH*, Vol. 32-1, Feb. 2008...Ed...)

There is a club right off Marble Arch (northeast corner of Hyde Park) which might as well be central London - called The Victory Services Club (www.vsc.co.uk). It is strictly run for military personnel on active duty and retired in the English speaking countries (there may be others). The rooms are not the Dorchester (just south of Marble Arch) but clean, and there is all the amenities of home too include a cafeteria and dining room. Membership is nominal and there is yearly fee if one wishes to keep their membership active. All costs are within one's pocket book. The beauty of the club is its

location. The location/building was used by the Red Cross during WWII.

Comments on Moscow - yes - it is expensive, but booking with a tour group it is more reasonable.

Submitted by AGC William Darichuk AGC RET

ANOTHER TRUE LIFE SAGA BY FRENCHY CORBEILLE

In January 1955, after a one-year tour on the island of Adak in the Aleutian Chain, I was assigned to NAS Whidbey Island, WA. I was elevated to the lofty rank of AG3 the day I reported aboard, and naturally enough, I was assigned to the Aerology Division, Air Operations Department, as were all other Aerographer's Mates (AGs). The Air Operations Department was then housed in a World War Two era building of frame and clapboard construction, designed to be quickly built and meagerly functional. So, even though space was provided for the Aerology crew, there was no balloon inflation shelter.

We were scheduled to launch four pilot balloons (Pibals) daily and mostly used 100-gram balloons. When properly inflated, a 100-gram balloon is somewhere around 40 inches in diameter and can be tracked with a 25-power theodolite many thousands of feet into the atmosphere, or until it enters a cloud layer. Tracking data are then used to compute upper-level winds, information which is helpful to both the weather forecaster and the aviator.

Having no special balloon inflation facility at our disposal, the erstwhile AGs who preceded me had developed a pretty workable scheme which involved running a hose from the helium tank outside through a partially opened window and hooking it up to the inflation equipment inside the office. Then it was a simple matter of having one man on the valve outside and one inside to signal when the balloon was full and tying the stem tightly shut.

To preserve the balloons in storage, they were packed in talcum powder, with a liberal sprinkling internally to prevent the balloon from sticking itself shut. So once inflated and tied off, one then had this rather awkward powdery orb which was in the weather office and needed to be taken outside for release. The doorway out of the Aerology Office was something less than three feet wide, so this 40-inch sphere had to be compressed slightly. This was not as delicate an operation as one might think, because these balloons were pretty 'thick-skinned' critters. Being dimensionally challenged in arm length, it was a bit tricky for me to get my arms around the beast, but I could do it. Then I would back carefully through the doorway out into a 6-foot wide passageway which led to the great outdoors - through a double door.

The last time I was asked to perform this particular task was a memorable one for me, and for at least one other Navy person. Unbeknownst to me, as I was backing out of the Aerology Office, carefully keeping the balloon from scraping on the doorframe, the Air Operations Officer, a Navy Commander whose name I no longer remember, was backing out of his office, while conversing with someone still inside. We emerged about simultaneously and turned together to head down the passageway, he clockwise, I counterclockwise. He had a cigar in his mouth. The resulting explosion was not deafening but the

cloud of dust was certainly overwhelming. The Commander's "Aviation Green" uniform now had a very chalky appearance, as did his eyebrows and hairline. His black eyes were fairly snapping fire. I quickly envisioned my new AG3 "crow" flying away with my return to the rank of AGAN! What saved the day, especially for me, was the uncontrolled laughter of my division officer, the late George Berrian, then Lieutenant-Commander Berrian. He could see the whole thing unfolding, but, in his words, it was kind of like watching a freight train de-rail. One could see it happening but was powerless to do much about it, so one might as well enjoy the show. Enjoy it he did. He literally doubled up in mirth, and soon the Air Operations Officer saw a bit of humor in the whole thing himself. At that point I departed the area, with not so much as a "By your leave, Sir". I was transferred to Fleet Weather Central Yokosuka, Japan a few months later.

My fascination with weather balloons was not to end there, however. Epilogue follows:

In 1962, while assigned to Heavy Attack Squadron Two, I was aboard the USS Coral Sea, moored to a pier at Cubi Point, RP. The reason I was aboard was because I was LTJG Corbeille then and I was Squadron Duty Officer (SDO); the rest of the squadron was enjoying a squadron picnic at the base recreation facility. There is no space more dead than a squadron ready room when everybody save the SDO is at a squadron picnic. With time on my hands and lots of room for stray thoughts, my mind kept playing through some of the Executive Officer's (XO) favorite sayings: "Let's get the **ball pumped up!**", or "Keep the damned **ball pumped up!**" On my way back from noon meal I happened right by the passageway off which was the XO's stateroom; I could see that the door was slightly ajar. I also noted that there was a low pressure air line in the passageway right outside his door. One thought led to another and in no time at all, I was in the Coral Sea Weather Office requesting a large weather balloon. They gave me a 700-gram size, which is akin to the Graf-Zeppelin, or maybe the Goodyear blimp. So, now outfitted with a really nice balloon and a length of inflation hose, along with some string for tying off the inflation nozzle, I returned to the XO's stateroom. After making all necessary connections, I inflated that hummer right there in his room. It completely filled the place! When I got all done and had returned all equipment, I hung a fairly large sign on it that read "Keep this damned ball pumped up!" Then I returned to my duty station in the ready room from where I awaited developments.

The XO, Commander William D. Fries, was one of the first returnees from the picnic and he dutifully checked in with the SDO to inquire whether or not all was well. It was, and he left for his stateroom. In less than a minute he was back, very excited, and says "Come on Frenchy, you gotta see this". So I accompanied him down his passageway, and even innocently asked him how the hell he got that thing in there. He was more concerned about how to get it out. The ever pragmatic one, I

suggested poking a hole in it, an idea he quickly vetoed, because he wanted to save the thing for a souvenir. I almost suggested just getting a brand new one from the weather office, but thought better of it. I told him instead that there must be an inflation spout on the thing somewhere; if it can be inflated, it can be deflated. He got down on the deck and discovered the nozzle (right where I had left it), and proceeded to remove the string. I probably should have told him about the talcum powder, which had, for the most part, settled down near the nozzle. When he got the string off, there was a gout of dust the likes of which are seldom seen. He should have been further from the source. He had snapping black eyes just like the Air Operations Officer at Whidbey Island, all surrounded by a chalky mask. What he said sounded good, but it doesn't look good in print.

What amazed me is that he still had not identified me as the perpetrator of the deed. It was some weeks later, on a Sunday afternoon at sea, standing down from air operations, and again I was SDO. Commander Fries kept looking at me and looking at me, and then suddenly shouted "**YOU DID IT!**". Then he went on to explain his deductive reasoning which involved the fact that I was an Aerographer's Mate when I was an enlisted man, that I would know about weather balloons and where to get one, etc., etc.. No one could have taken it all in better stride and just last year he sent me a copy of the official Navy photo he had taken of the balloon in his stateroom.

So there's the rub - once a balloon blower, always a balloon blower! We just can't get it out of our system.

CAPT French Corbeille USN RET

BLIMPS ON THE NORTHWEST COAST

In Nov 1943, Aerm1/c Joe Zaffino's name was on the flight schedule for Squadron ZP-33's aerial coverage of the Northwestern corner of the U.S. He made and issued the morning forecast for an approaching storm which would bring increasing southerly winds. Having briefed the crew, he slept for 3 pre-watch hours as K-71 flew toward their patrol area (expecting that a patrol area consistent with his forecast would be chosen). He would regret not having asked where their patrol area was located. On waking, he asked the Navigator where they were and when shown he groaned, asking, "How the hell do we get back?" After a brief discussion with the airship commander, they turned for home facing a very strong southeast wind for a return to Tillamook OR, their home station. They made poor headway but did manage to move eastward toward the coast. As they neared the coast their radar went down and since it was wartime the coast was blacked out. At about 9PM they were challenged by blinker from a ship. The blimp signalman responded and found their challenger to be the Columbia River light ship. They were well off course and far north of Tillamook. They turned nearly due south but winds had increased to fifty knots which put them at a near stand still. To compound their problems the starboard engine caught fire but they could not afford to shut it down and lose the power it represented. K-71 turned north hoping to make the auxiliary field at Astoria,

OR on the south coast of the Columbia River. It was fogged in despite the high winds (not uncommon in northwest waters or in Alaska). They passed over a light which was determined to be the North Head lighthouse on the north side of the river. Fuel supply had become critical when they spotted a small beach area and they decided to land at the next suitable sandy beach sighted. The Coast Guard had been alerted and a landing party was arranged by blinker messages thru a signalman in a jeep. They put full power on their engines and headed at the beach but a heavy gust caused a starboard roll and one propeller dug into the sand. Aerm 1/c Zaffino was aft at the "rip cord" when the pilot cut power. He ordered Zaffino to "rip the bag" and for all hands to jump. The crew escaped uninjured as the bag collapsed around them after an 18 hour and 30 minute flight. *Submitted by Lt Frank Baillie USN RET*

LOTTA TRUTH HERE

When a good Veteran leaves the "job" and retires to a better life, many are jealous, some are pleased and others, who may have already retired, wonder if he knows what he is leaving behind, because we already know.

We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times. We know in the Military life there is a fellowship which lasts long after the uniforms are hung up in the back of the closet. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is.

These are the burdens of the job. You will still look at people suspiciously, still see what others do not see or choose to ignore and always will look at the rest of the Military world with a respect for what they do; only grown in a lifetime of knowing. Never think for one moment you are escaping from that life. You are only escaping the "job" and merely being allowed to leave "active" duty.

So what I wish for you is that whenever you ease into retirement, in your heart you never forget for one moment that "Blessed are the Peacemakers for they shall be called children of God," and you are still a member of the greatest fraternity the world has ever known.

from an email sent by LCDR Dan Collins USN RET

MEMORIES

From: [Bill Barnard](#) (Silver Eagle, former enlisted pilot, Captain US Navy Ret, got his wings in 1941, enlisted 1932 was in the Navy weather school 1938 whose students were line handlers, as were Parachute rigger trainees. on the Hindenburg, has a commendation in his records signed by Col General Hermann Goering re the line handlers rescue work on the burning dirigible)

To: [Frank Baillie](#)

Sent: Thursday, January 31, 2008 11:52 AM

Subject: Re: Anyone heard of an Air Force pilot flying from a carrier??

Fank... Don't know about the modern organization set ups, but I remember in the 50's, the mix was normal. almost every squadron had at least one USAF or foreign pilot in it – it was a regular program. A pilot could apply for the exchange program and, very likely get it to either a foreign or other US service for a tour.

In one instance on Guam, while I was there, the exchange pilot in a typhoon chasing squadron became Skipper for a time. His seniority had placed him as Ops Officer in the normal organization. The squadron lost both its Skipper and Exec in two days, one looking for the other, and the AF guy was the third senior guy in the P2V squadron. happened in 1953 as I recall.

As far as Navy pilots landing in a limited piece of terrain... The maximum stress in the pre-WWII days at P-COLA, in all phases of training, was power landings in the least amount of space. Sometimes it seemed that every time you went out, you shot a couple of dozen 50 ft circles. BARNEY

GUAM BASED P2Vs LOST IN THE 1950's

I called Captain Barnard this morning to clarify his statement re a Foreign officer acting as CO of a Navy Hurricane Hunter P2V Squadron out of Guam (see item below). Apparently "Barney" Barnard used to fly with them occasionally. The Squadron's CO launched on a typhoon & was lost. The XO of the squadron launched to search & was also lost. A third launch was lost. BAD storms. Searchers found the CO's a/c wreckage in or around an old volcano. Vestiges of wreckage were seen on at least one of the others. Could this be the period in which someone volunteered to take your place on a flight which was lost? Perhaps it was earlier? (my memory is not so great).. *LT Frank Baillie USN RET*

ANNUAL NAVY BREAKFAST AT AMS MEETING

Once again, numerous Navy METOC old-timers attended the 14th annual "Navy Breakfast" now held each year in conjunction with the Annual Meeting of the American Meteorological Society. This year, the reunion was held on 23 January 2008 at the New Orleans Hilton Riverside Le Croissant Express restaurant. We had a good turnout of 21 hardy souls for the 0700 get-together, including the latest CNMOC, Rear Admiral Dave Titley! (The restaurant gave us a hard time and wouldn't take reservations, so we simply commandeered the place!) We keep telling the same "sea stories" year after year, but they just keep getting better! A good time was had by all.

It's always good to see our friends and shipmates again... those attending the New Orleans event included (in alphabetical order): **John Brown**, **Dave Dimitriou** (non-member), **Mike Gilroy**, **Mark Gunzelman** (non-member), **Kris Harper** (non-member), **Pat Kelly***, **John Kent** (non-member), **John Lincoln**, **John Malay*** (non-member), **Gary Minehart** (non-member), **Chris Moren**, **Craig Nelson** (NOAA Corps) (non-member), **Cynthia Nelson** (non-member), **Bob Plante**, **Jennifer Salazar** (CNMOC)

Flag LT (non-member), **Scott Sandgathe** (non-member), **Dick Thayer**, **Carl Thormeyer***, **Dave Titley (CNMOC)** (non-member), **Glenn Trumbower**, and **Larry Warrenfeltz***.

(* = Plankholder at original Navy breakfast in Dallas in 1995) *Submitted by CDR Carl Thormeyer USN RET*

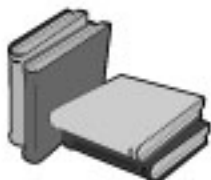
I have indicated the attendees that were non-members. Can our shipmates do some recruiting? ...ed.

TRICARE COST INCREASES

Have no idea of how many of you all are using Tricare for Life but for those who are, there is major legislation in the making which would significantly increase the Tricare Costs. Each retired person should contact both their Congressman and Senators to prevail upon them not to cut the benefits or increase the costs. MOAA has a toll free number, 1-866 272-6622 which can connect you to your legislator's office for those who wish to use a telephone for this type of complaint. Computer users can obviously go on line for the same information. Each Congressman or Senator should be encouraged to support House Bill H.R. 579 or Senate Bill S. 604 to prevent bad stuff from affecting Tricare.

Submitted by LCDR Earl Kerr USN RET

If you consider it a sport to gather your food by drilling through 38 inches of ice and sitting there all day hoping that the food will swim by, you might live in Wisconsin.



CHAPTER NEWS

POTOMAC CHAPTER



Potomac Chapter no longer intends to fund gift memberships for AGCM Strauss and AGCS Bruce Kitts. This confirms our previous correspondence to you. Note that there is an error in THE AEROGRAPH which names AGCS Wike by mistake. Kitts

and Wike are both USNR. We had no trouble tracking Wike since he was stateside. For seven months we made sincere and time consuming efforts to contact Strauss and Kitts, and finally gave up. We knew that AGCM Strauss was in Yokosuka but now conclude that he may not wish to become involved with NWSA.

Our frequent attempts to contact Strauss via email used DANIEL.STRAUSS@NAVY.MIL address, which varies from the Bob Tyo provided address. Those msgs were never returned or replied. The reserve base at Selfridge Field MI says that Kitts remains deployed. *Don Cruse*



SOUTHEAST CHAPTER

On February 17th, the Officers and Committee members met with other NWSA SE members and with Don Cruse at the NAS JACKSONVILLE VITA TAX CENTER.

There was Coffee and soda along with donuts and cookies served. **Don Cruse** made a point of visiting us and going over our plans for the National NWSA Reunion 2009. He gave us a review of past reunions and pointed out the areas that we could improve on and what we would need to take care before we went out for hotel contracts. He turned over cd's with the turn-over information from the past reunions that we find to be a great help.

Jacksonville had a great turn out of its members (17 totaling) and was assured that they were working for a great reunion in 2009. We covered our scheduled events and some of the contacts that had been made. The Reunion will be on May 20th thru 24th (one week after the TPC Golf Tournament). We thought that would be the best time because the hotel prices should be dropping after the TPC. The local beach open on the 1st of May and it will be just like summer time.

We are planning our next NWSA SE meeting on or about the 7th or 8th of May. We will send out e-mail and letters of the date and place when it is determined the location. Locating a place for the meeting is the problem most of the time because they want up front money.

Next, Jacksonville taken the next step and it has good news. We have our web site and it is paid for until 2010. It is a slow process but it is still under construction at this time but by summer we expect it to be in full operation. The address is: www.nwsase.info.

Don showed us a sample of the LOGO for the Reunion in Wisconsin. It looked great and we just hope that we can come up with something that will look that good or come in a close second. Don has provided us the name of the person that designed the LOGO and we have sent him mail but haven't had a response at this time because he is out of the country. We are hoping that he will give our group help with our LOGO.

The officers and members of the NWSA SE would like to thank Don for giving us the briefing and we know that he is there to assist us with any problems that we encounter.

AGC Bob Johnson, USN RET

PRESIDENT NWSA SE



SOCAL CHAPTER

President: Deacon Holden
Vice President: Al Hassen
Sec/Treas: Morry Summey

Once again the report from the SOCAL Chapter must begin with some more bad news. I was informed by **Elsie Taylor** that

her son, **Richard**, had passed away on Sunday 16 March 2008. He succumbed after a long battle with ALS (Lou Gehrig's disease). The SOCAL Chapter extends its very deepest sympathy to **Elsie**, Richard's wife, **Nancy** and daughter, **Manin**. His wish was to be cremated, with his ashes scattered at sea. The scattering is planned for his birthday, May 9th. Since there were very strong ties in Germany, Memorial Services will be held there with only family members in attendance.

CHAPTER ACTIVITIES

The SOCAL Chapter's Annual Valentines Day Brunch was held on Sunday, 17 February at the 94th AERO SCQUADRON Restaurant on Balboa Avenue in San Diego. We were able to obtain a separate room for our group this year, even though our attendance count was down. There were 12 attendees, and half that count was from Elsie Taylor's group. Elsie came with her Daughter in Law, Nancy, and Granddaughter Manin. In addition there was Nancy's sister, Anne, along with Bob and **Barbara Gill**, Nancy and Anne's parents. The other six attendees were **Chuck** and **Janice White**, **Bill Bridge**, **Morry Summey**, and **Deacon Holden** with his friend **Kathy**. Deacon was also the one who organized the event. Everyone enjoyed the good food and comradery. Elsie's group took quite a few pictures. We Hope to include some of them in this issue.

The April business/luncheon meeting of the chapter was held on Thursday 3 April 2008 at the Admiral Baker Navy Golf Course Restaurant. The meeting was called to order at 11:30 am by President **Deacon Holden**. Attendees were **John Rodriguez**, **Al Hassen**, **Morry Summey**, **Carl Drake**, **Deacon Holden** and **Bill Bridge**. One item of business was the election of Chapter Officers for the period 1 July 2008 through 30 June 2009. A proposal was made to continue the current officers. A vote was taken and unanimously carried to have Deacon Holden continue as president, Al Hassen continues as Vice President and Morry Summey as Secretary/Treasurer for the forthcoming term.



MEMBER ACTIVITIES

Harvey Smith plans to take a GADABOUT Bus Tour with son **Jim & his wife Lynn** on May 11 to Laughlin NV, with side tours down the Colorado River to Lake Havasu. Also to Arizona's Catman Ghost Town. With Jim and Lynn's help, he expects to do very well.

Deacon Holden says that he has recovered from his broken vertebra and plans to do some traveling to Tennessee and Mississippi in the early summer.

John and Fuji Rodriguez will be entertaining JMSDR ships visiting San Diego for three days in May. San Diego is their only US port of call. After that it is Brazil, Senegal, France, England, Germany, through the med. and Suez to Japan. In June, RIMPAC Ships arrive for two weeks. We will be really busy then.

Secretary/Treasurer Morry Summey



CENTRAL COAST CHAPTER

President Harry Nicholson
Sec/Treas Glenn Handlers

Another dry period of news so like previous issues I will start

this one with another necrology article.

When I checked into the USN Post Graduate School for Duty a little over 54 years ago earlier this month I had been to the Upper Air School for a 5 week course on the GMD-1A and was expected to set up the PG School Meteorological division's version of that upper air equipment.

After that gear was up and running I was assigned to the watch section. The leading Chief of the AG group at the PG school in 1954 was AGC Marvin Pegg. At one time many years ago he was listed in the Non Member section of the B List of our Aerograph but is no longer there. Perhaps some of our members knew Chief Pegg.

The FRA Today version of April 2008 in their TAPS section shows Marvin T. Pegg MAL so another weather guesser has joined that big Pibal in the Sky. Pegg was in B4603 class right after WW II wound down and I know he was a few years my senior so when his name failed to show up in the A School index, though it is far from complete, I assume Marv was a Fleet Sailor and never attended A school. If any who read this know Marvin Pegg perhaps they can clarify his status.

Of local interest Harry Nicholson sent a recent Egram he is organizing our summer Picnic for the end of June but needed a bit of help as he plans on making a two week tour of Russia the end of May.

Carl Thormeyer sent Feb. climatology records which I have lost but I recall with the rain we had in Feb. it came close to being normal for that month. Carl keeps track of daily weather records in Marina and writes March had only 8 % of normal rainfall and we now stand 75% below normal for the year. I believe our climatic year is measured from 1 July of one year to 30 June of the next year.

Carl is also achieving a bit of notoriety as he is the "on-air" broadcast Meteorologist on our local KSBW TV-8 station Action News Weekend Sunrise program and gets 10 weathercasts each weekend.

It is likely others have been on the binnacle list so my 5 day stay in our local hospital called CHOMP from 7-12 Feb. with a septic bursitis left elbow is just a passing remark which would not have been mentioned except when I went in it was my left elbow and arm that was swollen and angry and when I came out I was aware I had diabetes and high blood pressure so some needed

changes in eating and exercise have had to be made since then.

For those who know the love of my life Gloria, her knee pain is persistent from the 2nd operation in Sep. 2004. At that time I was advised to remove all throw rugs before bringing her home which I done and had to replace within a month after she arrived per her request.

30 March 2008 while watching me roll up a long garden hose Gloria tripped and fell head first on the driveway. She had a cut forehead and scraped right knee but no broken bones. She was wearing her prescription sunglasses which snapped into.

We have had two or three messes of asparagus from the beds in our back yard since the end of Feb. while messages from Frenchy Corbeille in March up in Wisconsin shows he has participated in making maple syrup from the trees in his area which he uses to sweeten his sourdough waffles.

Another friend who lives in Pembina ND writes the last day of March he still has a lot of frozen snow in his back yard and the areas that are melting make that area real muddy. Pembina got more snow and a picture made in the back yard just mentioned shows a lot of the frozen white stuff. From an extreme of drought in our area to snow and ice in the upper Midwest I will stick to the mild climate of our central California coast even though it is very dry.

Another sad bit of news was received from Harry Nicholson. Ken Ruggles wife Gil lost a long battle with cancer and passed away 4 April 2008.

With that last bit of news I will close for this issue.

Zane E. Jacobs



POTOMAC REGIONAL CHAPTER

President: Jim Romano
1VP: Tom Berkeridge
2VP: Elroy McLeod
Sec/Treas: Will Gould

Tel (no toll) 301 855 9127

wggould12@verizon.net

Corresp Sec'y: Don Cruse Tel.703 524 9067

don.cruse@verizon.net

The hottest news around town is the commissioning of a brand new stadium for the Washington Nationals baseball team. Considering the low regard that we hold major league baseball in, it was amazing to see the citizens cough up the millions. For those who pulled a tour of duty in Naval Weather Service Headquarters in Building 200 of Washington Navy Yard, you can visualize the new stadium at the opposite end of the yard, right on the Anacostia River.

POTCHAP CALENDAR

11 May Mother's Day

12 May Postage for US Mail increases to 42 cents

22 May Lone Star Lunch Bunch meets (every 4th Thurs)
(Kincannon)

17 May Armed Forces Day

26 May Memorial Day holiday

14 June Chapter Picnic at Solomons MD (Ray & Marie Godin)

15 June Father's Day

04 July Independence Day

15 July Inputs to THE AEROGRAPH are due to Editor Jordan

10-14 Sept 34th NWSA Reunion in Waukesha WI (Armed Forces Reunions)

One highlight for PotChap this quarter was our 15th March dinner meeting. We followed the same pattern of previous years by meeting at Rosecroft Raceway to watch the harness racing. Between races and buffet dinner we managed to squeeze in a short business meeting. The primary subject was planning for our Waukesha reunion. **Jim & Rosalie Romano** did a great job setting it up. Of course they have had lots of practice!

Chapter members devoted a lot of time to coordinating loose ends that keep showing up in connection with the Waukesha reunion. It was finally decided that the best course was to form a reunion committee that can insure proper publicity and hospitality features. This reinforces those actions already taken by NWSA Past Prez **Peter Weigand** .. and continuing as part of our committee. He has his signature on reunion paperwork for the reunion hotel contract and Armed Forces Reunions, Inc., which is located in Norfolk VA.

REUNION ATTENDEES: Don't forget our SILENT AUCTION at Waukesha. Make it a significant event by bringing your auction articles for display in our Hospitality Center.

ANOTHER MILWAUKEE ACTIVITY: The H-D Museum, with a collection that includes Elvis Presley's Harley and the first Harley ever built, will open on a 20-acre plot in downtown Milwaukee this summer. Find details and updates at H-Dmuseum.com.

AGCM Ray Chappell has retired and converted to Civil Service, thus continuing in the same desk at NavObsy. A one-time AG Detailer in BuPers, he specializes in manpower programs and plans. **Dave Sokol** has organized a group in his retirement community to visit NavObsy on an evening later in April.

Speaking of Detailers, **Yag Crawford's** widow, **June**, seems to have suffered a relapse after chemo treatment. She is at Palm Gardens Rehab Facility in Largo FL .. this info from daughter-in-law and **Peggy Dehn**.

We had travelers this quarter, and Florida was the preferred destination. In February, **Will & Ella Gould** rendezvoused at Cocoa Bch with **Ken & Joyce Smith**, plus **Jim & Rosalie Romano**, for some golf and shopping. Also **Don & Marge Cruse** spent a few days in Jax, encouraging **Jack Bullington** to make his escape from the Orange Park rehab facility .. also joined a group discussion about SE Chapter's plans for NWSA35 reunion. **Irma King** in Lakeland sends best wishes to all hands .. her daughter now resides with her.

Our Lone Star Lunch Bunch gathered in Alexandria VA on 28 Feb to lift a toast to recently-departed member, **Bob Black** – he of the pith helmet, the kilt, and the drum in every local parade. His sea stories will be sorely missed by us all. This quarter was, in fact, extremely sad for many of us due to lost mates and friends.

Lew & Ruth Pittell celebrated their 50th anniversary in April, with a week in Dublin. That was her original home but they met in England and were married in NYC. There is some scuttlebutt about **Jerry & Kathy McNulty** returning to their “roots” by re-locating to Syracuse NY. We missed them at our dinner meeting due to his temporary return to shift work at Davison Army Air Field, Ft. Belvoir.

Past PotChap Prez **Bob Freeman** celebrated the termination of his chemo treatment which used a small pump to administer the drugs. The medics have given him a clean bill of health—something to really celebrate. Their house is also celebrating successful replacement knee surgery for Richey—by Malcolm Grow Air Force Hospital on AAFB. In a similar vein (no pun intended), **Clyde Tucker** does his dialysis routine Monday, Wednesday and Friday. It keeps him rolling along.

Other Celebrities Hereabouts

Rear Adm. Jonathan Bailey became director of the NOAA

Commissioned Officer Corps and NOAA's Office of Marine and Aviation Operations. Bailey relieved **RADM Samuel P. De Bow, Jr.**

NOAA **Captain Michele G. Bullock** recently took command of the day-to-day operations of the 10 research and survey ships in NOAA's Pacific fleet—which is controlled from the agency's Marine Operations Center-Pacific in Seattle.

Mary M. Glackin has been appointed the deputy undersecretary of commerce for oceans and atmosphere. This makes Glackin NOAA's chief operating officer.

The National Ice Center in Suitland MD has a new skipper, **CDR Raymond Chartier USN**. He relieved **CAPT Cory Springer**, who eased into a Pentagon billet.

One of our close friends and wife visited from Pensacola Chapter during a visit to his old home town of Annapolis in late May **Al & Helen Atwell** stopped by before heading south to visit **Roger & Cheryl Warren** in NC. These are people who became fed up with the frequent hurricanes in Pensacola.

Jim Romano volunteered to honcho the 2008 annual Chicksands Reunion in mid-November in Myrtle Beach .. which he has done before. He is encouraging other old NAVY hands to join this Air Force group .. people like **Tom Beasley, P.L. Bruce, and Duke Ducharme**. We were among the favored few who enjoyed a two-year tour of duty in Bedfordshire.

New Director of National Hurricane Center Another ex-Navy guy has taken over in Miami. **Bill Read** moved up from interim deputy director to director. He was a Navy meteorologist after studying at Texas A&M, and served

in a VW squadron. In 1977 he joined the National Weather Service and led the Houston-Galveston office before moving to Miami.

We shall wrap up this ration of bum dope by wishing **Betty Wintersteen** a Happy 93rd Birthday. She was one of our earliest WW2 Aerologists when the Navy offered her an opportunity to attend MIT; and then she served in many naval air stations such as Lakehurst, South Weymouth and Olathe.

NWSA34 REUNION PROGRAM BOOKLET

In keeping with tradition, our 34ARC will produce a souvenir Reunion Program Booklet for our Waukesha reunion. Booklets will be distributed in goodie bags at reunion registration, along with a souvenir joe cup and other items. **Every NWSA Chapter is invited to place a page or partial page in the booklet at these rates:**

Full page	\$80	Half page	\$40
Quarter page	\$20	Biz cards	\$10

Please send camera ready copy along with payment by 01 August to: Secretary/Treasurer, Potomac Chapter
210 Westlake Blvd (#19),
Prince Frederick MD 20678-3226

June Rose DuCharme

On 23 February June passed away in NMMC Bethesda after nearly six weeks of treatment. She and “Duke” had enjoyed their Navy career and the many and varied duty stations. They were charter members of Potomac Chapter (NWSA). In addition to her husband, Robert F., June is survived by daughters Carol Ann and Deborah, and son Robert M., their families including grandchildren and a great-grandson.

AGC Harry C. Hamlin, USN(Ret) 1921-2006

On 12 October, 2006, Harry passed over the bar while living with a daughter in Muskegon, MI. His wife predeceased him. For many years they rotated with the seasons between MI and FL. Harry was a member of Class 20, Primary Aerog School, graduating in January, 1941. Assigned to duty in USS CURTISS (AV-4), he had a front row seat on 7th December, 1941 in Pearl Harbor with his ship at anchor in West Loch. He retired after twenty years Navy service.

Sylvia Erwin

On 31 March, 2008 Sylvia Erwin passed away at her home in Bethesda MD. She was 90 years of age and the widow of **CDR Mason O. “Moe” Erwin**. Moe died in 1986 after a full Navy career. For many years Sylvia was a “Gray Lady” at NMMC Bethesda. She is survived by a son and a daughter and their families. Her interment in Arlington National Cemetery will take place in late April.

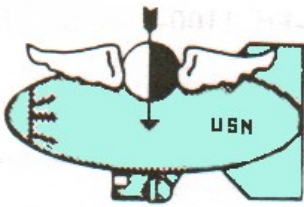
AGC Robert M. Ramsey, USN(Ret)

On 15 February, 2007 **Chief Ramsey** died in New Hampshire at the age of 87. He was born in Bristol, NH and married a local girl, **Marilyn**; and they were married for 57 happy years. Bob retired from NAS Brunswick ME

after twenty years of service, and then ten years USNR. Besides Marilyn, he is survived by a son who spent 24 years in the Navy and resides in Brunswick.

Elizabeth Welch

On April 2nd, 2008 Elizabeth passed away at a hospital in Glen Burnie MD. For a long time she suffered from pulmonary deficiency. She is survived by **AGCS Gordon Welch USN(Ret)**. Until their recent re-location to Severna Park, they were residents of Lexington Park, MD



AIRSHIP CHAPTER

President	Bill Sudam
Vice President	Al Parisi
Sec/Treas	Gene Merrill
Reporter	Pam Elliott
Chaplain	Marie Garrity
Sunshine Rev.	Rich Edwards

The Airship Chapter had the annual Spring gathering at the Captain's Inn in Forked River. Attendees included: Norm & Marilyn Macomber, Toddy McGayhey, Gene Merrill, Bob & Lucille Wiolek, Rod & Pam Elliott, Bill & Joan Sudam, Mike & Marie Garrity, Hank & Bobbie Losch, Rich & Naomi Edwards, Al & Jane Parisi, Ann Bucher and Charlie Moffett. Acting President Bill Sudam ask election nomination chairman Norm Macomber to present the slate of officers for the coming year. The above officers were elected. The President thanked all for coming. Secretary Merrill presented the minutes and treasurers report. The annual August picnic will be at the home of the Moffetts on Long Beach Island. Well wishes for a speedy recovery was offered to Carol Merrill and a "missing you" remark was offered to Carol Moffett. The meeting was adjourned. A wonderful lunch was served.

News from the Garrity Household: We have had a busy year to say the least, Mike had surgery to repair an abdominal hernia and I had a cancer removed from my lower left leg. After a lengthy recovery period, we are both doing fine. Mike's health has never been good, but he plods along, everyday on this earth is a blessing. I am doing okay, still very busy with my church activities and family. The weather has not been great. We have had a lot of rain, but a mild winter by all accounts. After watching TV with all the bad weather in some parts of the country, we cannot complain. It is difficult to see what some people have to go through. Our family members are healthy and working hard just trying to survive. Times are tough, but that is when the tough get going. We are all looking forward to warm weather, cook outs and generally being together. We are looking ahead and planning the "Garrity Annual Crab Fest". Mike and daughter Kathy get together and steam crabs Baltimore Maryland style and what a time we have. The world is a crazy place, but being together with family is our reward and sanctity. Our best wishes to each of you.

Norm and Marilyn Macomber will make their annual trek to Maine over the Memorial Day period of time. They will be visiting relatives and friends, in addition to honoring their predecessors. Hopefully, they will not need chains on their automobile tires as Maine has received a record amount of snowfall this past winter during this period of global warming. Over sixteen feet of snow fell in the Aroostook County area.

Family news from the Moffett's: A Grandson born to our youngest daughter, Cherylanne, March 18th. All are doing fine.

The Merrills came back home on March 1st after spending seven weeks in Hawaii including a ten day cruise around the islands. Like many other places in the states this year they encounter more precipitation than usual, but still had a nice time. We are planning a trip in May to visit their sons and family, in Virginia, North and South Carolina, which will include seeing their granddaughter graduate from the University of North Carolina.

From the Bierley's: On Monday, March 31st, I was given the OK to wear a sneaker with lifts. Sure is nice to have less weight on my foot. The toes are still swollen so sometimes they feel like they have little casts on them. Friday, April 11th, I drove myself to have a pedicure. That is the third time I have driven myself on an errand. Feels good to have my "wheels" again. Although Ray has been great.

Haven't been told yet when I can get back to playing golf although I do not need to be in a hurry will probably need help remembering how to play.

My Chiropractor and I are exchanging services at his office on the 28th. He gets a seated massage and I am adjusted. Works out well for both of us and I am sure that I will need the treatment.

As you know, I have taken a Leave of Absence from the Spiritual Care Department at the hospital. My term as Second Vice President ends with the installation of officers on May 21st when I will be installed as the Auxiliary President. It seems that most of us are moving to other positions. The first Board Meeting will be a retreat at the hospital on Wednesday, June 11th. I am working on the program for that day in order to build a more effective team by getting to know each other better.

The best part of all this is Ray. He has been working with me three days a week in the volunteer office with the inventory for the Gift Shop. Also helping to get the files simplified; too much double work. It is as if we are back at the store, ACS. He said, 'that we need an office manager'. I mentioned that once I got the office organized I would work there on Wednesdays. He feels that he should be the office manager but not to say anything yet. This just blows me away!!! He is so well able to help everyone and the officers are grateful. Will keep you posted. It has taken 8 years for Ray to come back and use his skills. It is wonderful.

Lisa and I will be flying into Little Rock on April 18th returning on the 24th. Placing the balance of my father's ashes in the ground and cleaning the other markers. You will laugh. Jean, my father's cousin, has purchased 4

gallons of bleach to do the job. Guess she will keep us both busy. First we are staying overnight in Little Rock as Lisa's plane is in late. The next afternoon we hope to visit my father's first cousin, Murphy, who is 104. Murphy is the daughter of my Grandfather Jim's brother, Cody. This should be quite an event. Although Murphy is legally blind, she lives in a retirement apartment and is as sharp as a tack. She wrote a spiral notebook some years back telling of the Roberts family.

Thank you again for all your loving support. You are very much appreciated. Have a LOVE filled week.

Joann

From the Elliott's: We are busy as always. Pam spent 2 weeks over Easter and Spring Break in SC at younger daughter Kris, John and Amanda's. Older daughter Kathy, Dick and Hannah came for a week. It was great being with Hannah who will be 7 in June. (going on 10). We have begun to workout at the Lakehurst gym at least 3 days a week. We will be spending 3 days in Atlantic City at a Credit Union Leadership Conference. May will be arriving and we leave for NC for 2+ weeks of NASCAR races with our friends Carol and Jerry Smith. Pam and Carol begin their Play Season at the Surfflight Theater on Long Beach Island.

From Norm Macomber: In case you have not already heard, Saul Singer passed away on March 28, 2008. You can read a note from his daughter (?) on the NWSA web site. Saul used to visit the Airship Chapter back during the days when he was more mobile. Age 96 is a long life. Regards, Norm



NORTHWEST

President	Earl Kerr
Vice Pres.	Phil Humble
Secretary	Dan Collins
Treasurer	Jim Black
VP East	Ken Boden
VP South	Dennis Ruth

*Chapter President **Earl Kerr** presided over meeting #69 of

NWSA's Northwest Chapter at the Holiday Inn, Everett, WA, site of the 2007 NWSA Reunion. Those in attendance were: **Frank Baillie, Jim Black & Louise Ogle, Dan & Marilyn Collins, Lee & Dee Hayes, Earl & Lynne Kerr, Fred Olson & Merilyn Brosseau, and Tom & Sharon Southworth.** The impact on attendance caused by increased gasoline prices, ferry fares & distances involved for our members was discussed.

Dennis Ruth & Dan Collins volunteered to be NWSA Scholarship sponsors. Our next meeting is scheduled for 4 May at the NAS Whidbey Island CPO Club.

Ronald William Reagan March 19, 1981 National day of Prayer Proclamation - "Our Nation's Motto, "In GOD we Trust", was not chosen lightly. It reflects a basic recognition that there is a divine authority in the universe to which this nation owes homage."

Member SitReps: **Jim Black** reported that he is doing supervised physical training 3 times a week & 4 times a

week at home. He had a recurrence of pneumonia recently & is using three new meds to fight his illness. **Lee & Dee Hayes** are staying close to home on Whidbey Island due to some cardiac problems. They are still into walking exercise but cutting the grass & other yard work is difficult. (Me too, I cheated & contracted a local lawn-shrub-tree maintenance group.) **Frank Baillie** was an "early bird" attendee. He had set his clocks ahead one hour before going to bed & his son, **Mark**, returning home later set them ahead as well. In late March **Dan & Marilyn Collins** will be attending Elder-hostel classes in Sacramento, CA & Reno, NV re area history & the building of the railway across the Sierra mountains. Dan is a railroad aficionado & has an extensive model RR layout in his home. The couple plan to visit relatives on the way home. **Tom & Sharon Southworth** had always heard that a pretty view adds quite a bit to the value of a home. The couple has a GREAT view of ships & ferries plying the Strait of Juan de Fuca. It is also a front row seat watching Fourth of July firework displays. Local politicians agreed & increased their taxes by 75%. **Earl & Lynne Kerr** had just returned from a visit to Puerto Vallarta & Mazatlan in sunny Mexico where they had good weather & a good time. (Rain, Rain, RAIN here) Earl noted that he saw signs for a Costco store in Mazatlan but didn't see the store. Fellow travelers touted the Mayan ruins to them which may their next travel destination. **Fred Olson** & his lady friend **Merilyn Brosseau** plan to vacation at Fred's condo in Puerto Vallarta in the near future. The couple now live in a 13 year old retirement home in Bremerton with 100 other retirees. Merilyn is an accomplished pianist, having been taught by her Mother, & has entertained at several other facilities in Kitsap County & beyond.

*In early March **Dick & Barbara Gilmore** had a fine week in Oregon which began with four scenic & restful days at the beach front resort, Cannon Beach near Haystack Rock. Then it was on to the Albany/ Corvallis area to visit with two grand-daughters & a brand new great-granddaughter, born in April.

On October 12 1972 Ronald Reagan said, "We did not seek the role of leadership that has been thrust upon us. But whether we like it or not, the events of our time demand America's participation."

Animal Husbandry 101- Our resident "Colonial farmer" gurus, **Gary & Lois Fisher**, recently celebrated the end of their lambing season which had produced 23 new lambs including 3 "orphans", which are weak or hypothermic lambs & being brought in for supplemental feeding. For the first 48 hours a ewe identifies her lamb by the odor of her amniotic fluid on the lamb. After that she knows her lamb by the odor of her own milk in the lamb's feces. When feeding, a lamb or calf stands facing in the opposite direction of its Mom who then sniffs the little butt to identify it. A ewe will push away other lambs who attempt to nurse. Once a lamb is brought in for supplemental feeding using a "lamb milk replacer", the Mother will no longer recognize her own lamb. AG, Navy SC Captain ret, farmer. Wow!

***Wayne & Betsy Olsen** had a very enjoyable eco-type vacation in January, sailing on a small ship (120

passengers) which made a Panama Canal transit from the Atlantic to the Pacific, where they enjoyed a post cruise land tour of Costa Rica. There was something different every day; snorkeling in coastal National Parks & wildlife preserves, canopy tours of a rain forest, a visit to a native village in Darien jungle, nature hikes, birding, volcano climbing. I was all very enjoyable, fascinating & different. They highly recommend it as a vacation spot. February & March were consumed by health decisions. Wayne learned that he had prostate cancer & opted for surgery which took place on 13 March. He has no other health issues having been blessed with a family tree full of ripe old codgers. One beneficial side effect was that it confirmed how loving & understanding a wife can be. Betsy had been a terrific nurse with lots of TLC & their wedding vows of "in sickness & in health" really rang true. His Doctor's prognosis is for a slow but positive recovery. The Olsen's plan another small-ship cruise, this time in southeast Alaskan waters.

Jim Northup had a different but exciting time in early March. He had planned for a five day clam dig & expected to make a great haul of clams. Just prior to leaving for the clam beds he was feeling a bit peaked as he walked a quarter mile to his mail box to pick up his daily paper. By the time he reached his house he knew that there was a problem. A friend drove him to the Centralia hospital & checked in that that Wednesday evening, rather than call 911 for an ambulance. After the event he realized that it was a mistake, but fortunately everything went well. He was then moved to St. Peter's Hospital in Olympia on a Wednesday for by-pass surgery. He was able to go home at noon on Saturday. The original diagnosis was that a two or three way bypass was needed but it one valve required replacement. They also found 22 tiny holes in the lower section of his heart which were repaired. The Doctor's prognosis was excellent & although he is still quite sore he feels better every day & has plans for 8 days of clam digging in April.

Louis Nizer commented that, "A man who works with his hands is a laborer, a man who works with his brain is a craftsman, but a man who works with his brain & his heart is an artist." where does that leave us old weather people???)

On Jan. 8th **Mike & Frances Gilroy** attended an AMS conference in New Orleans. The couple had a great time seeing the sights & "sucking head & pinching tails" ("Looziana talk"?) on crayfish. Mike attended a Navy breakfast get-together & had a great time seeing some acquaintances & making some new ones. **RADM Select Dave Titley** attended & Mike recalled talking to him about joining the 1800 community when he was X)/ Navigator aboard USS Farragut in the late 70s. Mike was then an AGC in MEDMET out of Rota when they rode out a heck of a Mistral. Mike apologized to **RADM Titley** that the Navy career thing didn't work out. It was good to see one of his former XO's, **Jack Moody & his wife Meg**, **AGC ret Gretchen Breland** & her husband **Dick Thayer** & many others. Prior to New Orleans Mike

& Frances spent the holidays in Rota visiting family with their son **Robert & his wife Zandra** &, most importantly, **little Bobby** "the grandson who conquered Andalucia like the Moors"). The Gilroys will be in Ecuador during August. Frances, will run a short program for the University of Washington in Quito, aided by the fact that she was born & grew up in Rota Spain. Mike will be along to take in the sights.

Frank Baillie sea story - I remember a rough C-130 hop out of Rota to Athens with a stop at Naples during a strong Mistral. I was to join the Amphibs in Athens & forecast for Marine Ready Force landings on the south coast of Crete from the flagship. It was a VERY rough approach in Naples & when the ramp was dropped it was wind damaged. We continued on our way with it wired shut. Point of interest- The PhibGru Commodore was Captain Don Whitmire, former All American tackle at the USNA in WW2 days of USMA's "Doc" Blanchard & Glenn Davis, now a ret Army General & x-NFL halfback. Respectively.

Dan & Marilyn Collins flew to Hilo where they rented a car & drove to a Kilauea Military Camp in the Kilauea National Park at an elevation of some 4500 feet. They endured three days of horizontal rain & strong winds but nevertheless, persevered & toured the park. When they reached a 2000 feet elevation they broke out of the clouds into sunshine & trade winds. Their next stop was Kona for a week's stay. They visited several National Parks & took pictures of a green turtle sleeping in one of those parks. Dan & Marilyn enjoyed an afternoon & evening regimen at a large cattle ranch which included education, entertainment & an excellent dinner. They flew around the island & one of the high points was observing an active lava flow outside the park which was threatening a village. They bid aloha to Kona & flew non-stop back to Seattle. Their tourist tip- Ice creams in Hawaii are darned good but expensive. Home again & Dan's birthday came around & he wanted a "birthday hot dog". (Add some baked beans & you have a Saturday night meal in Mass.). They entered a Silverdale

restaurant for their hot dogs"& Dan was pleasantly surprised & happy to see his brother & sister-in-law from Sun City, AZ & his other brother & sister from Ocean Shores, WA. Dan may be weird with his birthday hot dog but how about the relatives that flew over 1500 miles for their hot dogs?

Phil Humble & Jeanne Hamadyk drive from Silver Lake WA to "Little Norway", Poulsbo, WA, every three months to stock up on Swedish cheese at a "Scandi-hoovian" deli which has a wide variety of Svenska & norsk delicacies. (Yah, shure). They stop in Port Orchard to pick up **Frank Baillie** who provides bum dope on how to find the King Wok restaurant, which is possibly the best Chinese buffet west of the Mississippi. Being brave Marines they brought home a package of lutefisk from Poulsbo..

In early March **Bob Coppo** & his lady friend, **Dorothy Hutt**, visited he son & his family in Las Vegas. They attended a few shows but were too busy to do any gambling. They are preparing for a 19 day cruise which

includes a Panama Canal transit after visiting friends in Florida near the JFK Space Center. *Frank Baillie*



PENSACOLA

The winter meeting of the Pensacola Chapter was held on December 5th, 2007, at the home of member **Bob Lloyd and his wife, Elspeth**. Missing from the meeting was **Pat O'Brien**, who had a heart attack. Best wishes for a speedy recovery were sent, and Pat was able to attend the spring meeting, held March 9th, 2008, at Finnegan's Irish Pub.

Members have been leading busy and somewhat frustrating lives. **Marion Hawks, wife of member Eugene**, has had a slow recovery from knee surgery, while Gene has been dealing with the hurricane damage to their beautiful wooded property. **Bob and Elspeth Lloyd** finally finished rebuilding their hundred-year-old house, which sustained major damage in hurricane Ivan, just in time for the December meeting. Bob spent much of the time recuperating from severe complications of surgery.

Al and Helen Atwell drove north to visit friends and relatives over the Easter weekend. Al's son, Allen, drove down from Freeport, Maine, to join them in Annapolis where they enjoyed some great seafood. On Easter Sunday, they attend the service in the Naval Academy Chapel, which is a beautiful facility and was bulging at the seams with about 2,000 midshipmen, friends and relatives.

On the return trip, Al and Helen enjoyed a brief visit with **Don and Marge Cruise** in Arlington, VA and stopped to chat with former Pensacola Chapter member **Roger Warren and his wife, Cheryl**, in Mebane, NC. Both couples have recently acquired beautiful new white touring vans, which made Al think that it might be time to trade-in his truly old '94 4-Runner. Since there was still a bit of snow, Al stopped to ski at the Cataloochee Ski Area at Maggie Valley, NC.

Al and Helen returned to sunny Pensacola and 70 degree weather, prompting thoughts of an early hot summer.

Since then, Pensacola has had several cold fronts which resulted in near-record low temperatures. Fortunately, only one of the many tornadoes which accompanied the fronts hit Pensacola, but that one tried to follow Bob Lloyd home from a doctor's appointment.

It's been an interesting spring for old weather-guessers!

Submitted by Bob Lloyd

Social Coordinator Dennis Pauly

VA Representative Joan Akers

Our April meeting was held at Gus & Georges Spaghetti & Steak House in Virginia Beach. In attendance: **Marty Nemcosky and guest Doris Stepaniak, Bob and Carol Daigle, Fay and Donna Crossley, John and Ives Chubb, Floyd and Joan Akers, Ted Lemond and Mike Joern**. Our next meeting is scheduled for 12 July at **John and Ives Chubb's** home.

Some News from our Chapter:

Following information is provided by John Chubb.

Listed are items that the troops in the field would love to receive:

Bible/New Testament, Salvation tracts, paperback books, cookies, beef jerky, Kool-aid or other presweetened for 20 oz bottles), Baby wipes (or moist wipes), playing cards, stamps, envelopes, note pads, candy/gum, mechanical pencils (not many carry a pencil sharpener), pens, tooth paste/brushes, hand sanitizer, small bottle of shampoo (4oz or less), aspirin/Tylenol, AA batteries, A signed card

We are sending boxes to the following soldier with instructions to "share it around". The USPS requires a customs form to be attached. At the lower right corner are instructions on what to do if undeliverable. We mark it "For any US serviceman/woman in Iraq".

SSG David L. Oliver

Camp Bucca

C179

APO AE 09375

We expect to receive more names, if so they will be included in the next Aerograph, so items can be sent to different areas.

Any item in any amount will help our troops. The Post Office have APO/FPO flat rate boxes for free. They are 12 inches square and 5 1/2 deep. Please Help...

Bob and Carol Daigle made another trip to Florida over the Easter holiday/Spring break to see their son Jeff and his family in Palm Harbor. Stops also included other family members and friends. This time their daughter Jennifer, granddaughters Kaitlyn and Hailee from Virginia Beach accompanied them. Their son-in-law, Ray, stayed behind due to work and also dog sit. They were looking forward to lots of warm and sunny days. Days were spent with non stop adventures, which included Universal Studios and Adventure Island. Fantastic time was had by all. Bob and Carol had to get back to work to get some rest.

From Fay Crossley HRC VP

Following is a picture taken during a luncheon to honor **AG1 Ed Earhart, a fallen hero of the 9/11 Pentagon terror attack**. From left to right, Carla Seals, scholarship director



of Hazard Campus, Charlotte Earhart, Ed's mom and the MIC of the National Weather



HAMPTON ROADS

President
Vice President
Treasurer
Secretary

Marty Nemcosky
Fay Crossley
Mike Joern
Bob Daigle

Service Office at Jackson, KY, Mr. Shawn Harley. The Navy Weather Service Association Hampton Roads Chapter donated to the scholarship fund during their January meeting and the check was received by the scholarship coordinator in February. The Jackson, KY. National Weather Service Office has dedicated much of its charity efforts to help the Earhart Memorial Fund. This is an exceptional effort and the Jackson staff deserve high marks for their effort. The HRC chapter was proud to make a contribution to this effort and urge other chapters to help if they can. It should be noted, the US Navy has named an undersea mountain for Mr. Earhart and Mr. Flocco. The Navy Weather Service Association Hampton Roads Chapter donated to the scholarship fund during their January meeting and the check was received by the scholarship coordinator in February. The Jackson, KY. National Weather Service Office has dedicated much of its charity efforts to help the Earhart Memorial Fund. This is an exceptional effort and the Jackson staff deserve high marks for their effort. The HRC chapter was proud to make a contribution to this effort and urge other chapters to help if they can. It should be noted, the US Navy has named an undersea mountain for Mr. Earhart and Mr. Flocco.

From the Desk of the Weather Mouse "**Joan Akers**"

Well, here I am again. Life is so interesting. Did you know that is a Chinese curse? "May you live in interesting times"? It is. And our lives are interesting. For instance we are now collecting stuffed animals to send to a lady in Suffolk who sends them to her son in Iraq. He, in turn, gives them to the police who give them away to the children in the area. And she sends volley balls also for the children love to kick them around. Now I have a new hobby. Finding and sending these things to the lady for her son.

And I am a member of the Virginia Beach Genealogical Society. And I learned that fathers pass a Y chromosome to their sons, and only to their sons. Mothers pass on Mitochondrial DNA. Sons get it but can't pass it. Daughters get it and pass it to daughters and sons. Fascinating. And my job this month is to teach a class in how to identify old pictures. That is interesting but it has a few pitfalls. For instance, people have said they have seen a 1940 car in a picture so the picture must have been taken then. Not so. You see, I was born in 1931 and when I was 16 my Dad taught me to drive a car. Yes, you guessed it. A 1931 Chevrolet Coupe. And it had a shift on the floor. So you can't always use cars for times or years. Clothing makes a difference because it depends on what part of the country you are looking at as well as the year. Flappers do not look like girls in poodle skirts. One picture has two women and one man back in the 1890s or early 1900s.. They are all on horses, the women in long skirts riding side saddle and all three are carrying rifles. A friend heard about it and said they must be going fox hunting. I had to tell her the folks in West Virginia around Beckley and other small

towns there never hunted foxes that I knew, but they sure brought home supper when they could. New York socialites wearing bustles certainly did not look like the old women in the hills of West Virginia in shapeless old rusty looking, shapeless old black dresses. . The women in the towns did not look like the ones from big cities. There is so much to know, check and understand. So you have to gather as much information as you can before you start. My class is about 2 1/2 hours and should be a lot of fun. And I will teach them how to preserve their photos in acid free pages, boxes or photo books. It will be a great education.

Floyd is doing well and today Ted Lamont told us that if we called Portsmouth Naval Hospital Floyd could get his ears tested and if he needs hearing aids they would provide them. Boy, is that great news because we spoke to an expert who told us that hearing aids went from \$9,000.00 up to \$16,000.00 and I don't believe Tricare pays for them. (That is real sticker shock.) So while the price for the Navy is about \$795.00 that is so minor. I gave Ted an extra hug. Did you ever get so frustrated with a computer system on the phone that you could have smashed the phone on a rock? I did today. My computer was not picking up mail and after unplugging the modem and not getting any help, turning off the computer and turning it back on and not getting any help, I called Cox. I gave the usual last four numbers for ID, your phone number beginning with the area code, address and they took it from there. I said I wanted a person. I got a computer. A dumb computer. I did all it asked including crawling under my desk and unplugging things and plugging them in again and without results. And the computer started on something else to do and I began pushing O for operator. I finally got someone who said he was for television and he would switch me to a computer expert. He pulled the plug and I was out in the cold again. I called a second time and really gave the O a workout and finally got a real man. He said he would transfer me to a computer operator and I told him he had better not disconnect me. He promised he wouldn't and he didn't. After about ten minutes of checking this, checking that, crawling back under the desk and doing all sorts of stuff, he said," Go to the Tools on your top line and click on it. And up there was a short line that "Send and Receive". I clicked on that and got 3 e-mails that had been waiting. I sent myself two e-mails and Ron sent one. And it worked. So, here I sit with an aching back from being under the desk so long, tired ears from some loud music and a headache from dealing with a computer program that didn't recognize my problem. Oh, well. At least it works now and Bob will feel better when he gets this.

By the way, it is spring and I have had two folks tell me how wonderful their wisteria plants I gave them are doing. The trees are sometimes simply a waterfall of lavender, perfume and happy bumble bees. Our new little apple tree is showing bright baby leaves and there are buds just waiting to open and smile at the world. The azaleas are crimson and white and just tremendous. Our pansies are grinning like leprechauns and the wild green fern we brought back from West Virginia about 25 years ago come

back every year and embrace the world. Our camellias have almost hidden the green leaves on the huge bush and the gardenia plant is planning to roar into a white explosion. There are many other plants but these seem to call to me when I go out. Of course there is the fig tree that has little green leaves, not enough to make Adam and Eve modest, (they will grow but Floyd will not let me wear them,) and a grape vine may have survived the winter.

Well, folks, our dinner at Gus and Georges was great as usual, the company is always terrific and the book I brought caused a small stir. It was an aerographer's book for pilots. Date? January 1943. Funny, but a lot of things haven't changed, fronts still exist, wind shears, thunder storms, hail and snowstorms all still the same. Hurricanes and blizzards all the rest of the violent weather. All our new tools haven't changed nature and it never will. After all, people, you can't fool Mother Nature. Take care always and God Bless. **The Weather Mouse.**



Comments from Mary Roberson:

LT ROBERT ROBBERSON USN RET

Our gentle Robbie left us on December 29, 2007, at the age 84 due to a Cerebral Hemorrhage. He is survived by two sons, two daughters, two grand-daughters and Mary his very proud wife of 60 years. *Mary Roberson*

History of LT Robbie Roberson's Military Service, as known by NWSA SOCAL Members: Robbie commenced his Military Service with the US Army Air Force, from August 1942 through December 1945. He continued his Military Service by enlisting into the US Navy in August 1946. In the summer of 1947 Robbie received orders to attend the Aerographer Mate "A" School at NAS Lakehurst, NJ. He returned to NAS Lakehurst, NJ in 1950 to attend the Aerographer Mate "B" School, which was followed by a tour as an Instructor on the Staff of the Aerographer Mates Schools.

After Robbie received his Commission as a US Naval Officer in the fall of 1957, he attended the Limited Duty Officer School at Newport, RI. From July 1961 through June 1962, Robbie attended the Electronic Officer's School at the Naval Training Center, Great Lakes, IL, after which, he was assigned duties as the Meteorology-Oceanographic Technical Liaison Officer (MEOTLO) at US Naval Weather Service Facilities. Robbie's final tour of active duty was at Fleet Weather Facility, San Diego, California where he retired on August 1, 1968. Based on Mary's comments that she was Robbie's wife for 60 years, it appears that they were married in 1947.

My personal view of Robbie Roberson:

Without doubt, you could never meet a person more kind and gentle. He always had a wonderful smile for everyone. I first met Robbie for a brief period in January 1963 at the Naval Training Center, Great Lakes, IL while attending the Electronic Officer's School. Robbie's class had just completed the one year course and they were awaiting orders for their next duty assignments. My class was commencing January 5, 1963. After I completed the course at Great Lakes I received orders to the Fleet Weather Facility, Yokosuka, Japan. In January 1968 I reported for duty at Fleet Weather Facility, San Diego, CA, on NAS North Island. I was to be Robbie's relief as the MEOTLO. Robbie was planning to retire on August 1st. Robbie was highly intelligent with the technical aspect of his assignment and exhibited a unique common sense approach with his work and those that worked with him. As long as I knew Robbie I never heard him offer any type of demeaning remarks toward anyone. Our acquaintance was a lengthy one, brief periods on active duty in the Navy and for over 20 years or more as members of the Naval Weather Service Association's SOCAL Chapter here in San Diego. It was always a special pleasure for me to spend time with Robbie, where I observed the highest quality of a True Gentleman. I'm certain that Robbie will never be forgotten by anyone who knew him. We will miss him til it's our call to "walk the wind". We wish him eternal "Fair Winds and Following Seas".

LCDR Deacon Holden USN RET

CWO WILLIAM J. "BILL" BLANKENSHIP USN RET



William James "Bill" Blankenship 66 of Woodbine GA passed away suddenly at home Sunday evening January 13th, 2008.

Mr. Blankenship is a native of Marion County, Indiana. He was born in Indianapolis on July 23, 1941 to the late Hebert James and Lillian Charlotte Warren Blankenship. Mr. Blankenship

was a career military man entering service in the U.S. Navy in August 1960 retired as a Chief Warrant Officer in June 1989. On August 1, 1961, Mr. Blankenship was wed to then Miss Claudia Ann Parker and the shared 38 years together until her passing in 1999. After military service, Mr. Blankenship became involved with the St. Mary's Library and retired as Director in 2002 with 11 years of service. Also in 1991, he became a member of the Rotary Club of Camden County. He went on to serve as a President, Assistant Governor and District Governor of #6920 with the Rotary Club. He was a Rotary Foundation Sustaining Member, a multiple Paul Harris Fellow, a Rotary Foundation Benefactor, the founder and member of the Rotary Foundation Bequest Society and a Will Watt Fellow. In June 2002, he became Vice President of the Georgia Fence Company until January 2008.

For pleasure, Mr. Blankenship loved the outdoors and the woods were "his paradise". He liked to shoot guns and loved driving big equipment. He also had an affinity for

gambling. He had an easy laugh, was generous to a fault and loved the relationship he had with his son. He will be greatly missed by family and friends.

Mr. Blankenship is survived by his children and their spouses, David and Christine Blankenship of Woodbine, Jennifer Lynn and Ken Gilbert of St. Mary's, and Karen Ann and Phil Netherly of Brandon MS; his brother and spouse, Dennis and Cindy Blankenship of Atlanta; his four grandchildren and their spouses, Christina and Ben Turner of Germany, Sarah Netherly of MS, Stephanie and Mark Delewsky of St. Mary's, and Chelsea Gilbert of St. Mary's; and a 1 year old great-grandchild Landon James Turner.

CAPTAIN LEO H. CRAIGLOW JR USN RET



Leo H. Craiglow, Jr., 68, of Rome, returned to the Lord Saturday, January 26, 2008, with his wife and daughter at his side. He was born on August 9, 1939, in Columbus, Ohio, the son of Leo H. and Mary Carroll Craiglow, Sr. He graduated from St. Aloysius Academy in Rome. He received his B.A. in Mathematics from the University of Rochester, his M.S.

in Meteorology from the Naval Post Graduate School, and his M.B.A. from the Florida Institute of Technology. Leo proudly served his country as a member of the United States Navy for twenty-five years. He began his career on USS Enterprise, CVAN 65, and small class amphibious ships. Leo was the ship meteorologist on the USS Kitty Hawk CVA 63. His shore duty billets included teaching ROTC at MIT. He also was a tropical meteorologist at the Joint Typhoon Warning Center in Agana, Guam, and the Fleet Weather Central in Honolulu, HI. Leo retired as a Navy Captain from Naval Oceanographic Office in Bay St. Louis, MS.

Before returning to Rome in 2004, Leo resided in Slidell, LA, for twenty-five years. He established a computer lab at St. Margaret Mary School in Slidell. He was a member of Rotary, MOAA, and the Mystic Krewe of Perseus, a Mardi gras group.

Leo returned to Rome and continued his memberships with Rotary and MOAA. He was a member of the Urban Design Committee as well as a member of the St. Mary's and St. Peter's Parish Council.

Leo's wife and children were always dear to him and close to his heart. He is survived by his wife of 45 years, Ginny Wilson Craiglow; a daughter, Suzanne Craiglow, and her fiancé, David Cordes, Forest Grove, OR; two sons, Robert Craiglow and Elizabeth Bolton, Denver, CO, and Steven and Heather Craiglow, Leadville, CO; a father-in-law, Francis Wilson; a sister-in-law and brother-in-law, Joan and Bob Rosenburgh, Rome; two brothers-in-law and sisters-in-law, John and Sheila Wilson, Rome, Thomas and Katie Wilson, Amherst, NH; two grandchildren, Tanis and Aspen and two step-grandchildren, Taylor and Harriet Bolton; a

niece, nephews and cousins; and many wonderful, supportive friends. He is predeceased by his parents, Leo and Mary.

Leo's family is grateful to the Rome Memorial Hospital Staff. and also to Doctors Butala, Desai, Tallandini, Al-Ola, Cotronea, and especially Dr. Moza. The family sends a special thank you to everyone at the Siegenthaler Hospice and Palliative Care Center for their compassion and love during this difficult time.

Funeral services will be held on Wednesday, January 30, 2008 at 11:15 a.m. at the Nunn and Harper Funeral Home, Inc., 418 N. George St., Rome, and a Mass of the Christian Burial at St. Peter's Roman Catholic Church at 12:00 noon. Interment will take place at St. Peter's Cemetery with full Military Honors. Family and friends are invited and may call at the funeral home on Tuesday from 4:00 to 7:00 p.m. Contributions may be made in Leo's memory to the St. Peter's Church Memorial Fund or the Siegenthaler Center.



AGC RICHARD J. "DICK" LeCOMTE USN RET

Richard J. LeComte (nonmember) of Upton, Maine passed away suddenly on 14 November 2007 in Emporia VA while enroute to Florida for the winter.

Richard was born in Lynn Ma, a son of Mary Heaney and Alec J. LeComte. He graduated from Lynn English

School and many U.S. Navy related schools. He married Eleanor Nolan LeComte in 1950.

He joined the Navy in 1945 and served 20 years, retiring as a chief petty officer in 1950. He was a veteran of WWII, the Korean War and Vietnam War, serving on many ships. However, the aircraft carrier USS Antietam was his favorite. Following Naval Service he was employed in the private sector at Murray and Trettol, Northbrook IL and Northeast Weather Service of Bedford MA.

Richard and Ellie moved to Upton in 1973. The following year he was elected to the Board of Selectmen and served as its chair for 31 years. Richard was known to be tight-fisted and watched closely every dollar of the town's money. His mission was keeping the taxes at an affordable level. He, also, was a member and chaired the Planning Board of Upton. He was a past member of the Parish Council of Saint Pius Church in Errol NH. He also was a past professional member of the American Meteorological Society.

For many years, he fed the deer and ducks of Upton but never hunted in those years. He was a practicing member of the "Under the Hill Gang" and enjoyed playing pool with its members.

He had a deep love of aviation and creatures that fly. He shared his love with his friend Arthur "Mike" Murphy of Bethel. Richard built many model HO gauge trains and was a fine modeler of large-scale airplanes, having studied them since childhood.

He will surely be missed by his wife, his brother-in-law, Dr. George Dougan; many nieces, nephews, cousins and

many long time friends. He was predeceased by his sister, Marilyn M. Dougan. Donations may be mailed in Richard's name to a charity of your choice.

Submitted by AGC Walt Stanczyk USN RET



**AGC NORMAN "NORM" BENDER
USN REL**

Norman David Bender, 93, passed away Tuesday, Jan. 29, 2008, at Jackson-Madison County General Hospital after a brief illness. A memorial service celebrating Norm's life was held Feb. 5 at Memorial Park Funeral Home. Born in Birmingham, Ala., and raised in Cullman, Ala., Norm was a resident of Memphis, Tenn., for most of his adult life and moved to Bolivar, Tenn. in July 2004. He served as a Chief Aerographer's Mate in the U.S. Navy from 1940 to 1946 and saw action in the South Pacific during World War II. His column, "A Saga of WWII", has run for the last 14 years in his hometown newspaper, The Cullman Tribune. A natural born salesman with a penchant for parts inventory management, Norm worked for NAPA and the Ford Motor Company before transitioning into aircraft parts at Memphis Aero. Norm's expertise won a "Tops-in-the-World" parts award for the company in 1967. Later that same year, he struck out on his own to establish Norm Bender, Inc., which sold new engines to aircraft owners throughout the United States and in Canada. In 1988, he "retired" from parts sales and began a new 10-year career producing newsletters and advertising copy for Blue Cross of Memphis. With one-and-a-half "five-year-plans" still underway, Norm was not yet ready to entertain full retirement. He survived his wife of 59 years, Carol Reeves Bender, and his son, David Bender. He leaves his daughter, Dana Pittman of Somerville, Tenn.; his nieces, Ginny Black of Atlanta, Ga., Peggy Pruet of Helena, Ala., Pat Hogue of San Diego, Calif., and Kaye McMullen of Kensington, Md.; his nephews, Paul Spencer of Oxnard, Calif., and Roy Spencer of Lake Havasu City, AZ; and a host of dear friends, all a testament to a full and generous life well-lived. In lieu of flowers, the family requests that any memorials be sent to help our veterans at Fisher House Foundation or Intrepid Fallen Heroes Fund.

Submitted by LCDR Deacon Holden USN RET

Mr. ROBERT C. BLACK

Robert C. Black, Jr., 87, of Jeffersonton, died on Monday, February 5, 2008 at his residence. He was born on September 12, 1920 in Hamilton, Ohio to the late Robert C. Black, Sr. and Julia Love Black. Mr. Black served our country in the United States Army during WWII and the United States Navy during the Korean Conflict. He was a member of the Fairfax Mason Lodge # 43, the Fairfax Royal Arch Chapter #13 and the Eminent Commander of the Fairfax Commandery #25 all located in Culpeper. He was also

a part of the Shriners in Fairfax, Amateur Radio Club in Culpeper, Train Club in Warrenton and Scottish Rite and Blue Ridge Scottish Rite Club in the Valley of Alexandria. Survivors include his children, Cecilia B. Stanley of Culpeper and Joel Black and his wife, Cyndi of Jeffersonton; six grandchildren, Jason Stanley, Rebecca Black, David Stanley, Eric Stanley, Shaun Black and Melissa Stanley. In addition to his parents he was preceded in death by his loving wife, Elisabeth Harris Black and his son, David Black.

Interment will be held on Thursday, February 21, at 9 a.m. at Arlington National Cemetery with honors to be provided. In lieu of flowers memorial contributions may be made in Mr. Black's name to the Shriners Hospital for Children Processing Center, P.O. Box 1510 Ranson, WV 25438-4510.

This email concerns Mr. Robert C Black, who was one of our meteorological technical people in AIR-540 when that crew was working from Bldg 200 in Wash Navy Yard. Pls pass to the MOETLO community for info.

CDR Don Cruse USN RET



**AGC CARL EUGENE CULLEN
USN RET**

AGC Carl Cullen (nonmember) passed away at his home, in Salinas CA surrounded by his family on 25 March 2008. Born August 11, 1940 in East Liverpool OH, he served in the US Navy for 22 years, retiring as a Chief Aerographers Mate. Amongst his duty stations, he served aboard the USS Oriskany and the USS Lexington and prior to retirement, he was associated with Fleet Numerical. After retirement, Carl was employed at the Naval Postgraduate School in Monterey and worked at the Safeway stores on the Monterey Peninsula. He enjoyed fishing, wood working, traveling with his wife and most of all, enjoyed spending time with his grandkids. Carl Cullen is survived by his wife June B. Cullen of the home in Salinas, his daughters Linda (Dennis) Lyons of Lyndon WA and Cathy (David) Spradley of Fresno CA, two sons Brian Cullen of Colorado Springs CO and Eric (Ellaïne) Cullen of Lancaster CA, seven grandchildren Jennifer, Brandon, Kevin, Sandra, David and Samantha. He is survived by his two brothers: Alvin (Phyllis) Cullen of Seaside CA and Ronald (Nancy) Cullen of Pismo Beach. Carl was preceded in death by his sister, Jewel Lamphiere

AGCM ROGER ROLAND LABRIE USN RET

It is with a sad heart that I am sending you an obit taken from the Worcester Telegram this morning.

Las Vegas, NV: Roger Roland LaBrie, 61 of Las Vegas, died March 13, 2008

He was born March 30 1946, in Worcester, Mass. Roger retired from the U.S. Navy in 1986 as a Master Chief Aerographer's Mate, and continued his career as a weather forecaster. Roger is survived by his wife, Karen; his children, Deborah, Rachel, and Roger; his mother, Doris and his sisters Jackie and Rosemary. He was

preceded in death by his father Roland and his sister, Diane.

Roger was an AG1 flight forecaster at FWF Quonset Pt during the early 70's when I was there as LCPO. He was a truly great guy and outstanding AG.

Sincerely, AGCM Mel Harder USN RET

SILVIA ERWIN

Silvia Erwin, wife of deceased Mustang CDR Mason Oren Erwin USN RET, recently passed away. She was buried in Arlington National Cemetery.

JUNE ROSE DU CHARME

On 23 February June passed away in NMMC Bethesda after nearly six weeks of treatment. She and "Duke" had enjoyed their Navy career and the many and varied duty stations. They were charter members of Potomac Chapter (NWSA). In addition to her husband, Robert F., June is survived by daughters Carol Ann and Deborah, and son Robert M., their families including grandchildren and a great-grandson.

AG1 SAUL SINGER USN (REL)

It is with deep sadness that I report the death of my father, Saul Singer, of East Brunswick, NJ, on 3/28/08. My father was an Aerographers Mate in the navy in WW 2 and remained fascinated with weather until the end. During the 1980's, and I believe, the early 90's, he attended some reunions on the East Coast, and often wrote stories for the Aerographer. He was asked to be editor at one point years ago, but refused, stating that he did not think he was a good enough writer. He was a terrific writer and I found some copies of articles that he had sent to the Aerograph over the years. They were filled with his wonderful sense of humor, and they made me chuckle at a time of great sadness. He was very proud to be a member of NWSA and to contribute to the Aerograph. I recall him speaking fondly of a couple of people over the years, Moon Mullins, Gene Merrill, and others whose names I unfortunately can't recall. For those who knew him, thanks for bringing enjoyment to his life at the reunions and through the Aerograph. He was 96 years old and lived independently to the end. He was not only a wonderful father, but my best friend.

Susan Singer



Travel via the Moon

For the first time in more than 15 yrs, we're going to repeat a previous travel column...because it is now *more* true than when it was written in 2000.

It used to be fun to just get ready and go. Travel required only minimum planning; call the airline and make reservations for next week (now costs \$15 more than computer sign up). The local van to the airport (up \$20) puts you at your airline where the line is almost out the door, with some people in front of a computer to

check in and others waiting for an agent. Some airlines are now charging for your second bag (another \$15-25) and *ALL* checked close to make sure they're not overweigh (weigh it at home on the bathroom scale...40# or less) and did you notice, almost everyone has a black bag with rollers. You'll notice when you're waiting for your baggage at the carousel....they all look the same. So put something colorful on your bags....yellow or red or green so you don't have to look at every other bag to see if it's yours!

TSA...do we really want to talk about them?!? You gotta take your shoes off, and your jacket, and all the keys and coins out of your pocket (not a requirement, but when the alarms go off, you turn around and put them into another container)....do it the first time and put them in your shoe or jacket. You left your seat assignment ticket in your jacket pocket...get it out...you're not getting thru without showing it.

Oh, did we tell you??? If you're not checked in at the airport, either with a ticket agent, or at your actual gate agent where you board....**at least 30 minutes before scheduled departure**, you COULD lose your seat – never mind the "ticket" in your hand. If the plane is full (and most are flying with 85% + seats filled) you have to check in "early" or the airline will give your seat to someone who was *overbooked* but did show up....just in case! And they might get your seat. You hear it more often now at your departure gate, "Anyone who is able to postpone their departure until later, please come up to the agent". If you're not on a hard firm schedule....RUN up to the agent. They've overbooked and now have more passengers than seats. This is your time to win. But before you offer your seat to the agent, ask what you will get in return....and remember, *you're the boss now!* If you're not a frequent flyer, do NOT accept a future credit on a future flight. If you're not going to be back on this airline within the next year, the \$300 (or whatever) discount doesn't do you much good if it expires before you use it....tell the agent you want a CHECK for that amount....they can do it! If the price isn't more than \$200, tell the agent you want more*caution....speak low just to the agent and don't advertise to other passengers what you're asking for*...the agent may offer you something that others won't get. While you at it, ask exactly when they will be rebooking you to leave....and tell them, you ARE expecting first class on that flight.

I've done this numerous times. On one occasion, the departing flight wasn't until the next morning, but that included a hotel room at an airport hotel along with dinner and breakfast. Remember, *they want YOUR seat* and they are willing to pay for it. If they say no, take your seat on the plane. Occasionally, they will take your seat and then at the last minute, not need it due to a couple of "no-shows", and you will get on the plane for your original flight, but in a different seat (most often upgraded to first class). It makes the whole trip really interesting and you'll never forget it!

Travel has changed in the past 10 yrs. Prices continue to go up starting in April and are at maximum from May to

Sept; then start down (slowly) until lowest in November thru February (but not over the Xmas holidays). So, look for "specials" on the computer. Travel agents now charge you (rather than the airline/hotel/group) so cost is higher. Euro is costing \$1.54 as we write this, with no peak in sight right now. Which means, find a different location to visit (British pound is \$2), so think a cruise where meals are always included...or, less traveled countries like Greece, Turkey, Hungary, Poland, Prague, or Asia (not Japan - Yen down to 103 per dollar and one of the most expensive countries, #2 to Russia)...watch those Sunday travel pages and pick a good tour which includes airfare. There are a lot of good areas to look at...just do some research! You deserve it NOW - prices will probably stay up. If you're thinking Iran, Iraq, Pakistan or Afghanistan, **keep looking**.

EXTRA EXTRA

Effective on April Fool's Day, the busiest airport in the world announces the opening of Terminal 5. For those of you who travel to Europe thru London's Heathrow megalopolis, this has been an event looked forward to for years. Despite the promises of British Airways "smooth transition" for 90% of their flights, the new terminal will have 60 gates, "streamlined" security, and improved baggage handling. More than 30 million passengers pass this way **each** year, so a guarantee of less stress while passing thru LHR may be somewhat **less** than passengers expect. For departures and change of planes, YOU MUST BE AT SECURITY 35 minutes before your flight...if you're connecting to another terminal, you must have a minimum of 2 hrs from arrival to departure, and even in-terminal changes will require 1 hr from one plane to the other. Yes, there are lots of designer stores to pass the time waiting...and don't forget the Duty-Free shop that is larger than many Costco, Macy or JC Penney stores in your local shopping centers.

Gatwick (30 mi south of London), Manchester (a really neat airport that you will want to keep secret from other travelers), Brussels, Amsterdam, Zurich, and even Paris, are better places to change flights or arrive/depart Europe without the time-consuming delays. Hotels are difficult to get to at this giant airport and quite "pricey" for just over-night stays. The Pound is up and the dollar is down, so expect a rise in your monthly Visa/MasterCard bill.

We'll let you know in July how "smooth" LHR is now! Remember the old saying, "No guts - no air medal". Get going!



**The Historians'
Report**

**BIOGRAPHY FOR
ROBERT C. BLACK
1920-2008**

Many members of our Naval Weather Service Association will best remember Bob Black as one of the technicians with responsibility for our electronic meteorological equipment. His tenure dated back to the days when BuAer still controlled Naval

Aerology, prior to the creation of the series of naval systems commands such as BuWeps...later changed to NavAir. Within AIR-540 Bob was highly respected for his ability to sort through technical procurement problems and move needed equipment to our operating stations. Our METLO community came into closest contact with Bob over the years, and it is they who will best remember him.

Most recently Bob was a member of our "Lone Star Lunch Bunch," composed of several other AIR-540 retirees, plus one or two NWSA members who joined the group each month just to hear the sea stories. Our group met in mutually convenient locations such as Centerville and Manassas. These close friends of many years will especially miss hearing Bob relate the story of his least favorite WW2 voyage when his military transport took forty-three days to steam from a West Coast port to Calcutta, India.

Bob was born in Hamilton, OH and joined the U.S. Army at the beginning of the war. His basic training was probably at Jefferson Barracks, near St. Louis, MO. He received training as a weather observer at Chanute AFB, located near Rantoul, IL. It was a little-known fact that his training was extended to include radio; and he was qualified to copy weather broadcasts when he was later posted to India and ended up behind the Japanese lines in interior China. Bob related many stories of his Army Air Corps duties in a remote location called the Gobi Desert. At one time he was introduced to Chairman Mao of the Chinese Communist government.

After repatriation, or return to CONUS, Bob was posted to the 8th Weather Squadron, headquartered in Presque Isle, ME. Personnel of the 8th were scattered over a large geographical region. Bob was assigned to a unit at Resolute Bay in the Canadian Arctic where all hands were responsible for fueling and re-launching military aircraft then being ferried from the USA to Europe. This was probably the most arduous duty that a member of the Army Air Forces could draw. Needless to say, Bob had many stories about his time in Resolute Bay.

Because Bob had joined the Naval Reserve at the end of WW2, when the Korean conflict heated up in 1950 he was called to active duty in the USN. And because of his previous weather experience, he was designated Aerographer's Mate First Class (AG1), USNR and reported to Naval Air Station, Norfolk VA for duty. Fleet Weather Central Norfolk, located on the NAS, had personnel detailing authority for Atlantic Fleet ships, and AGC Ray Tennison USN exercised that authority. Bob went to sea in USS TARAWA (CV-40) with a new sea bag and spent a couple of years cruising the Atlantic, the Caribbean, and perhaps the Mediterranean. At the end of two years in USS TARAWA, he was reassigned to an icebreaker, USS ATKA (AGB-3), home ported in Boston MA.

The ATKA supported the summer re-supply operations for U. S. military stations located in the Arctic. She also was an important source of weather information, not only during those cruises but during other voyages in the north Atlantic. Bob was the only AG aboard during his two years in ATKA. His responsibilities were not only observing and

reporting weather conditions but also providing forecasts to the skipper. After two years in ATKA, he was paid off and returned to civilian life, along with thousands of other Korean War vets.

Bob mentioned taking a course in radio at the Capitol Radio & Electronics Institute in WashDC, to obtain his FCC license, before going to work for a local radio station as broadcast engineer, with responsibility for the transmitting equipment. He married Elizabeth Harris, whose family came from the Warrenton VA area. Next he became a Federal Civil Service employee and continued working in his field of electronics in BuWeps (later changed to NavAerSysCom).

Bob retired from the Naval Air Systems Command in 1980, residing with his family in Falls Church VA. Later the family re-located to a country property in Jeffersonston, VA, just to the west of Warrenton, which was owned by Elizabeth. She died shortly after that. Bob is survived by his daughter, Cecilia B. Stanley, of Culpeper VA, and her four children. He is also survived by his son Joel (Cyndi) Black of Jeffersonston, and their two children.

Bob was an active member of the Shriners (Kena Temple), marching in his kilt and helmet in numerous local and regional parades. He also actively supported the National Rifle Association, along with various civic groups within the Warrenton district.

IT'S OFFICIAL; DD-214's ARE NOW ONLINE

The National Personnel Records Center (NPRC) has provided the following website for veterans for access to their DD-214's online: <http://vetrecs.archives.gov/>. This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized. The new web-based application was designed to provide better service on these requests by eliminating the records centers mailroom and processing time.

Please pass this information on to former military personnel you may know and their dependents

COMMENT Wed, 30 Jan 2008 It works, with one caution. If you submit two requests within 3 months of each other both requests get kicked back because they are both in contention for the same document search.

Submitted by AGCM Fred Baillie USN RET

Navy Faces ISR Deficit After P-3 Groundings

This article first appeared in Aerospace Daily & Defense Report.



The U.S. Navy's "deficit" in its P-3 maritime patrol and reconnaissance aircraft community has risen to a "significant" level after at least 39 P-3s, roughly a fourth of the

service's family, have been grounded, according to Navy officials.

Adm. Gary Roughead, chief of naval operations, told the Senate Armed Services Committee (SASC) Feb. 28 that some aircraft were grounded due to wing cracks. "The recent groundings of high-demand P-3s highlight the need to bring the next generation of aircraft in service and retire our aging aircraft," Roughead said.

P-8A POSEIDON

The Boeing P-8A Poseidon is designed to replace P-3C Orions and upgrade maritime patrol anti-submarine (ASW) and antisurface warfare, as well as armed ISR capabilities that reside in P-3 squadrons, for combat, theater security operations, and homeland defense. Initial operation capability is expected in FY '13, while \$1.1 billion is included in the regular FY '09 budget request.



FIRST WEST COAST NAVY BABY FOR 2008

Naval Medical Center San Diego rang-in the New Year with the arrival of the first baby born in 2008. **AG3**

Kenneth Stewart and his wife celebrated the

birth of their fourth child, a daughter, who was born Jan. 1 at 11:59 a.m. Pacific Standard Time (PST). Stewart is stationed at the Naval Meteorology and Oceanography Center, San Diego.

Photo by MC2 Greg Mitchell

BOOK REVIEW

UNKNOWN WATERS by Captain Alfred S. McLaren. Although the superpowers planned to turn those depths into an inferno of exploding torpedoes and rising missiles, the brotherhood of submariners — the silent service, both Russian and American — has worked hard over the decades to keep the particulars of those plans hush-hush. Now, a few secrets are spilling through a crack in the wall of silence, revealing some of the science and spying that went into the doomsday preparations.

A new book, "Unknown Waters," recounts the 1970 voyage of a submarine, the Queenfish, on a pioneering dive beneath the ice pack to map the Siberian continental shelf. The United States did so as part of a clandestine effort to prepare for Arctic submarine operations and to win any military showdown with the Soviet Union.

In great secrecy, moving as quietly as possible below treacherous ice, the Queenfish, under the command of Captain Alfred S. McLaren, mapped thousands of miles of

previously uncharted seabed in search of safe submarine routes. It often had to maneuver between shallow bottoms and ice keels extending down from the surface more than 100 feet, threatening the sub and the crew of 117 men with ruin.

Another danger was that the sub might simply be frozen in place with no way out and no way to call for help as food and other supplies dwindled.

The Queenfish at one point became stuck in a dead end. The rescue took an hour and tense backtracking out of what had threatened to become an icy tomb.

"I still dream about it every other week," Dr. McLaren, 75, the book's author, recalled in an interview. "It was hairy." The [University of Alabama](#) Press is publishing his recollections of the secret voyage.

Sylvia A. Earle, an oceanographer and the former chief scientist of the National Oceanic and Atmospheric Administration, said such feats in perilous waters made Dr. McLaren a genuine hero. "The sub could have disappeared, and nobody would have known anything about it," she said. "But they came through. That's exploration at its most exquisite."

After Dr. McLaren's mission, the Arctic became a theater of military operations in which the Soviets tried to hide their missile-carrying subs under the fringes of the ice pack while American attack subs tried relentlessly to track them. The goal was to destroy the Soviet subs if the cold war turned hot, doing so quickly enough to keep them from launching their missiles and nuclear warheads at the United States.

Norman Polmar, an author and analyst on Navy operations, called the polar environment "very very difficult" for subs. He said ice dangling from the surface in endless shapes and sizes made the sub's main eyes — sonar beams that bounce sound off the bottom and surrounding objects — work poorly.

Mr. Polmar added that the submarine community nonetheless considered the Arctic "a big deal," because it had a near monopoly on operations there.

Dr. McLaren commanded one of the Navy's most advanced warships, a jet-black monster the length of a football field.

It was the first of a large class of submarines specially designed for year-round operations in polar regions. As such, it boasted an array of special acoustic gear meant to help it visualize the complex world beneath the pack ice.

For instance, the sub had a special sensor to detect icebergs jutting downward with threatening spikes. From bow to stern, it had a total of seven acoustic sensors pointing upward to help the crew judge the thickness of ice overhead.

As Dr. McLaren recounts in "Unknown Waters," the Queenfish, in preparation for its Arctic voyage, was stripped of all identifying marks and picked up a full load of torpedoes.

It arrived at the North Pole on Aug. 5, 1970, rising through open water. On the ice, an impromptu Santa Claus in a red suit frolicked with crew members.

The submarine then sailed for the Siberian continental shelf, where it began its mission of secret reconnaissance. Moscow claimed seas extending 230 miles from its shores, including most of the shelf, whose waters averaged a few hundred feet deep. But Washington recognized just a 12-mile territorial limit, and Dr. McLaren was instructed to play by those rules.

As the book recounts, the sub repeatedly ventured within periscope range of Soviet land. In the Severnaya Zemlya archipelago, its crew examined the October Revolution and Bolshevik Islands.

The Queenfish also spotted a convoy. "I was able to see and identify all six ships as Soviet," Dr. McLaren writes. "They consisted of an icebreaker leading a tanker and four cargo ships on an easterly course that slowly weaved back and forth through the chaotic ice pack."

The main mission was to map the seabed and collect oceanographic data in anticipation of the Arctic's becoming a major theater of military operations. The sub did so by finding and following depth contours, for instance, by locating the areas of the Arctic Basin where the seabed was 600 feet below the surface. A result was a navigation chart that bore the kind of squiggly lines found on topographic maps.

The goal of mapping the bottom contour also sent the Queenfish into the dead end. The crew was watching a favorite Western movie, "Shane," when a messenger touched Dr. McLaren on the shoulder and whispered that the sub had ground to a standstill.

"Heart in my mouth, I ran up to the after-port side of the control room," he writes. "Saturating the iceberg detector scope was bright sea-ice-return in all directions."

Dr. McLaren ordered all crew movement to cease as he and other watch standers worked the propeller, rudder and stern planes to move the Queenfish slowly backward. Finally, he writes, the boat entered deeper water, and the crew "gave out a huge collective sigh of relief."

The two-month voyage ended in Nome, Alaska, where the sub and crew encountered a chilly reception. The mayor and other people on the town dock had mistaken the sinister-looking sub without markings as Soviet.

In 1972, Dr. McLaren won the Distinguished Service Medal, the military's highest peacetime award.

Historians say cold war maneuvering in the Arctic picked up after his mission, with the two sides deploying more submarines beneath the ice. The United States built a total of 36 sister subs to the Queenfish, known as the Sturgeon class.

Little is known publicly of the polar exploits. But every so often the icy world erupted in a foretaste of war. In 1984, an American satellite observed a Soviet sub breaking through the ice of the Siberian sea to test fire missiles.

Military and legal experts said Dr. McLaren's book, while providing a glimpse into a hidden world of cold war planning, might also make political waves today.

That is because of the sub's repeated penetrations of what Moscow considered its territorial waters, defying boundaries that Washington refused to recognize. The disclosure of that boldness could bolster the case in

international forums for American navigational rights, legal experts said in interviews.

Bernard H. Oxman, a specialist in maritime law at the [University of Miami](#) School of Law, called the 1970 voyage "an indication of state practice and a refusal to acquiesce in Russian claims over navigation." Although Moscow has in recent years relaxed such claims, he added, the legal precedent remains.

So too, Dr. McLaren sees his spy mission as a milestone for freedom of navigation, whether in Russian waters or elsewhere in the contested wilds atop the globe.

"It's important to maintain freedom of the seas," Dr. McLaren said in an interview. "That's something our country has fought for literally from its inception."

Global warming and the shrinking polar ice pack are creating new opportunities and responsibilities, he said, adding, "We've got to stand our ground."

From The New York Times Book Reviews

JUST FOR GRINS

DISCRETION IS THE BETTER PART OF VALOR

Several a/c from VT-3 were airborne with instructor & student in each on extra night flying training as a punishment from the squadron XO. Unknown to them the XO was listening to a talk between a/c freq on which the instructors were bitching to one another about "old baldy" screwing them over. XO immediately came up on the circuit and asked "A/c referring to 'old baldy' give me your name, rank, & a/c side number". Quick response, "I may be screwed up, baldy, but not THAT screwed up"

LT Frank Baillie USN RET



Courtesy of Jeff Bacon, Cartoonist

VERNAL EQUINOX

At the morning briefing for CICUSNAVEUR in down town London in the early 70's, it was the custom for the first briefer of the day, ie. the NWS person, to announce any visitors who might be present on the day of the briefing. On the first day of spring in the year 1973, a world famous Navy Meteorologist said to CICUSNAVEUR, then Admiral Bush Bringle, that we welcome aboard one Vern L. Equinox. It was well received and got a few chuckles from the few folks in briefing theater who understood that the sun had just gone from South of equator to the equator and was on its way Northward. For those of you who were not there, the briefer was one **CWO4 David Hannon** who now resides in Orlando. *LCDR Earl Kerr USN RET*

SEABAGS

For you old seadogs

They wasted a lot of time in boot camp telling you how to pack one of the suckers. There was an officially sanctioned method of organization that you forgot after ten minutes on the other side of the gate at Great Lakes or San Diego. You got rid of a lot of issue gear when you went to the SHIP... Did you ever know a tin-can sailor who had a raincoat? A flat hat? One of those nut hugger knit swimsuits? How about those roll your own neckerchiefs... The ones the girls in a good Naval tailor shop would cut down and sew into a 'greasy snake' for two bucks?

Within six months, every fleet sailor was down to one set of dress blues, port and starboard undress blues and whites, a couple of white hats, boots, shoes, assorted skivvies a peacoat and three sets of bleached out dungarees. The rest of your original issue was either in the pea coat locker, lucky bag or had been reduced to wipe down rags in the engine room. Underway ships were not ships that allowed vast accumulation of private gear.

Hobos who lived in discarded refrigerator crates could amass greater loads of pack rat crap than fleet sailors. The confines of a canvas back rack, side locker and a couple of bunk bags did not allow one to live a Donald Trump existence. Space and the going pay scale combined to make us envy the lifestyle of a mud hut Ethiopian. We were the global equivalents of nomadic Mongols without ponies to haul our stuff.

And after the rigid routine of boot camp we learned the skill of random compression packing... Known by mother's world-wide as 'cramming'. It is amazing what you can jam into a space no bigger than a breadbox if you pull a watch cap over a boot and push it in with your foot. Of course it looks kinda weird when you pull it out but they never hold fashion shows at sea and wrinkles added character to a salty appearance. There was a four-hundred mile gap between the images on recruiting posters and the actual appearance of sailors at sea. It was not without justifiable reason that we were called the tin-can Navy.

We operated on the premise that if 'Cleanliness was next to Godliness', we must be next to the other end of that spectrum... We looked like our clothing had been pressed with a waffle iron and packed by a bulldozer.

But what in the hell did they expect from a bunch of jerks that lived in the crews hole of a 2200 Sumner Class can.

After a while you got used to it... You got used to everything you owned picking up and retraining that distinctive aroma... You got used to old ladies on busses taking a couple of wrinkled nose sniffs of your peacoat then getting up and finding another seat...

Do they still issue seabags? Can you still make five bucks sitting up half the night drawing a ships picture on the side of one of the damn things with black and white marking pens that drive old master-at-arms into a 'rig for heart attack' frenzy? Make their faces red... The veins on their neck bulge out... And yell, "Jeezus H. Christ! What in god's name is that all over your seabag?" "Artwork, Chief... It's like the work of Michelangelo... My ship... Great huh?" "Looks like some damn comic book..."

Here was a man with cobras tattooed on his arms... A skull with a dagger through one eye and a ribbon reading 'DEATH BEFORE SHORE DUTY' on his shoulder... Crossed anchors with 'Subic Bay 1945' on the other shoulder... An eagle on his chest and a full blown Chinese dragon peeking out between the cheeks of his butt. If anyone was an authority on stuff that looked like a comic book, it had to be this E-7 sucker.

Sometimes I look at all the crap stacked in my garage, close my eyes and smile, remembering a time when everything I owned could be crammed into a canvas bag. Maturity is hell.

Capt Bob Titus USNR RET



NWSA SCHOLARSHIP INFORMATION

When you get this edition of the Aerograph, the scholarship committee will be finishing up this year's scholarship business. The applicants will have been ranked, and the finance committee will set aside money for those applicants chosen to receive scholarships. This year, just as in years past, we have received a number of inquiries via our internet website from individuals looking for scholarships. All first-time applicants need a sponsor from within the national chapter, and it is left up to our Sec/Treas and the scholarship committee to find them. I've asked Chapter Presidents to query their members to see if they could come up with names of members who would be willing to sponsor such individuals this year. I will make a proposal at the Sept. reunion that we establish a list of volunteer sponsors that the Sec./Treas. or Scholarship Chairperson can use to assign a sponsor to an applicant. These sponsors will help a student get the scholarship application ready for submission and answer any questions the student might have. In the past, we expected our members to go out and find students to sponsor. However, we are receiving fewer applicants in this manner. I think a pool of volunteer sponsors will best serve future applicants. My three-year term on the scholarship committee ends this year, but I will volunteer to be a sponsor when one is needed. *P.J. O'Brien, Scholarship Chairman*

NWSA REUNION 34



Our 34th reunion committee has completed the task of posting reunion notices in NAVY TIMES, FRA TODAY, THE PIPER (Escort Carrier Sailors & Airmen Assn), VFW & American Legion magazines, THE HOOK (Tailhook Assn), SHIFT

COLORS, TREA Website and MOAA Website. When the March issue of FRA TODAY hit the street we immediately received our first response, and a new member from Fall River MA.

NWSA President O'Brien has alerted RDML Titley and CNMOC Staff to significant dates and our desire to once again honor Sailors of the Year at Waukesha.

Armed Forces Reunions Inc. is expected to activate a NWSA34 Website very soon, to provide reunion registration forms, info on tours, detailed banquet menu & costs, etc. We are working with AFRI to firm up the reunion program details for publication.

Our 34th reunion committee will continue planning hospitality items, including total operation of the H/C in Waukesha, goodie bags with joe cups and souvenir Reunion Program Booklet #34, Silent Auction, and sale of souvenir caps. NW Chapter has already contributed to RPB34, based on previously published info. A separate Order Form is planned for souvenir caps and drink tickets.

NAVAL WEATHER SERVICE ASSOCIATION

SEPTEMBER 10-14, 2008

COUNTRY SPRINGS HOTEL, WAUKESHA, WI

Wednesday, September 10

Hospitality Center will be open for the duration of reunion

2:00pm - 4:00pm First Executive Board meeting

2:00pm - 6:00pm **Reunion Registration open**

5:00pm - 7:00pm Welcome Reception

Thursday, September 11

9:00am - 11:00am NWSA Membership Meeting

10:00am- 11:00am **Reunion Registration open**

11:30am- 4:30pm OLD WORLD WISCONSIN TOUR

4:30pm - 5:30pm **Reunion Registration open**

4:30pm - 7:00pm Oktoberfest-themed picnic

Friday, September 12

8:00am - 12:30pm Golf Tourney

9:00am - 3:00pm CITY TOUR with lunch

3:00pm - 6:30pm Silent Auction

Evening on your own

Saturday, September 13

9:00am – 10:00am METOC Annual Seminar
10:00am- 12:00 NWSA Membership Meeting (elections)
9:00am - 12:30pm SHOPPING TOUR for the ladies
1:00pm - 2:00pm Second Executive Board meeting
6:00pm - 7:00pm Cocktail Reception with cash bar
7:00pm - 11:00pm Banquet Dinner and SOY honors

Sunday, September 14

Farewells and Departures until May 2009 in Jax
CDR *Don Cruse USN RET*

NWSA ANNUAL REUNION #34 WAUKESHA TOUR DESCRIPTIONS & COSTS

OLD WORLD WISCONSIN TOUR - Thursday

Tour one of the country's finest outdoor living history museums at Old World Wisconsin. Walk through extraordinary restorations of the homes, farm buildings, shops, churches, and schools of Wisconsin's early immigrants. Authentic furnishings and costumed interpreters tell the story of a typical family and daily life in Old Wisconsin. Visit Crossroads Village where the 1870s come to life. Watch demonstrations of weaving, shoemaking, spinning, cooking, preserving, and waxing. Then visit either the German, Danish or Norwegian Village, where you will learn how the early ethnic settlers farmed the land. Trams run every 15-20 minutes between the villages. Upon arrival you'll be given a box lunch to enjoy at your leisure.

11:30am board bus, 4:30pm back at hotel
\$56/Person includes bus, escort, box lunch and admission

CITY TOUR - Friday

The morning begins with a stop at Villa Terrace Decorative Arts Museum & Gardens. This Italian Renaissance-style villa and gardens overlook Lake Michigan. Enjoy wonderful views of the lake. Tour the gardens and homes, featuring 15th-20th century decorative arts. During the driving tour of Milwaukee, see many landmarks and attractions. See the beautiful shores of Lake Michigan and witness the distinctive architecture in the ethnic communities of this city. As

you enjoy the mixture of 19th and 20th century buildings, your guide will tell the stories of Milwaukee's early pioneers and bring you up to date on the city's present. For lunch we'll stop at historic Turner Restaurant in downtown for their famous fish, featuring battered cod, slaw, fries and a drink. After lunch we'll continue on to Miller Brewing Company. See a multi-media presentation in the theater and proceed to witness the brewing, bottling and packaging procedures. Make a final stop for a sample of Miller's fine products. Note: The gift shop, film and sampling room are all handicapped accessible. However, not all of the brewer tour is. Depending on the number of buses for this tour, exact routing may differ.

9:00am board bus, 3:00pm back at hotel
\$57/Person includes bus, guide, admission and lunch

SHOPPING TOUR - Saturday

LADIES, grab your husband's wallet before you board the bus for a short trip to historic Greendale for a morning of shopping. Once in Greendale, spend some time at the Reiman Publication Visitor Center – you'll recognize popular magazines such as Taste of Home, Light and Tasty, Country Woman, and more. See the test kitchen where recipes are tested and sampled before being published. Visit the Country Store for a shopping experience of its own and learn about the history of this big business. You'll also see a full collection of Norman Rockwell's Post covers, all framed for display. The Visitor Center is right in the village, so when you're ready, head on out and shop. The shops are small, quaint, and very unique. You won't get tired with a lot of walking but will enjoy every step. You'll find literally everything from a malt shoppe to clothing stores to lotions and potions – and more.

9:00am board bus, 12:30 back at hotel
\$29/Person includes bus and escort. Lunch on your own.

Driver and guide gratuities are not included in the tour prices. Please plan to be at the bus boarding area at least five minutes prior to the scheduled time.

All trips require a minimum of thirty people, unless otherwise stated.

AFR Inc. REGISTRATION FORM

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as your confirmation. Returned checks will be charged a \$20 fee. You may also register online and pay by credit card at www.armedforcesreunions.com/nwsa. All registration forms and payments must be received on or before August 8, 2008. After that date, reservations will be accepted on a space available basis. All new registrations accepted at the reunion will be charged a \$10 onsite processing fee. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form.

For refunds and cancellations please refer to our policies outlined at the bottom of the reunion program.

CANCELLATIONS WILL ONLY BE TAKEN MONDAY-FRIDAY 9:00am-5:00pm EASTERN TIME (excluding holidays). Call (757) 625- to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion

34th ANNUAL NWSA REUNION IN WAUKESHA, WI SEPTEMBER 9-14, 2008

Name _____ Spouse/Guest _____

Address _____

Telephone () _____ Email _____

Name(s) preferred for badge(s) _____ Spouse/Guest _____

Planned arrival date _____ Departure date _____

Will stay at the Country Springs **Hotel?** Yes ☐ No ☐
ARE YOU FLYING? DRIVING? RV?

Will be at the following location _____

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS? YES NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

EMERGENCY CONTACT _____ PH. NUMBER () _____ - _____

FEES and CHOICES

Non-Refundable \$10 per person Registration Fee: How Many _____ X\$10 =\$ _____
Welcome Aboard Party (no host bar) WEDNESDAY 9/10 How Many _____ X\$12 =\$ _____

Old World WISCONSIN Thursday 9/11 11:³⁰ a.m. - 4:³⁰ p.m. How Many _____ X\$56 =\$ _____
(Visit German, Danish, or Norwegian Villages) Price includes bus, escort, lunch and half price admission.

Oktoberfest Picnic Thursday 9/11 4:³⁰ p.m. – 7 p.m. How Many _____ X\$20 =\$ _____
Cash bar.

Milwaukee's City Tour Friday 9/12 9 a.m. - 3 p.m. How Many _____ X\$57 =\$ _____
(Visit Villa Terrace Arts Museum & Gardens & Miller Brewing) Price includes bus, guide, admission and lunch.

Shopping Tour Saturday 9/13 Time 9 a.m.- 12:³⁰ p.m. How Many _____ X\$29 =\$ _____
(Historic Greendale area) Price includes bus and escort. Lunch on your own.

Banquet Program 9/13 Select your entree: (Non-Refundable \$2 per person Registration Fee is included in price)
Chicken Cordon Bleu How Many _____ X\$27 =\$ _____
Salad Dressing Choice: Ranch, French, Thousand Island.

Potato Orange Crusted Roughy How Many _____ X\$27 = \$ _____
Salad Dressing Choice: Ranch, French, Thousand Island

TOTAL AMOUNT ENCLOSED =\$ _____

DISABILITY/DIETARY RESTRICTIONS _____

Armed Forces Reunions, Inc.
ATTN: NWSA
322 Madison Mews
Date Received _____
Norfolk, VA 23510

Check # _____

Inputted

34TH ANNUAL NAVAL WEATHER SERVICE ASSOCIATION REUNION
10 – 14 SEPTEMBER, 2008 WAUKESHA, WI

HOSPITALITY

Note No.1: Armed Forces Reunions, Inc. does NOT handle reunion Hospitality.

- WATCH BILL will be posted in our Hospitality Center for reunion attendees to sign up and assist our Reunion Committee volunteers.
- TARIFF will be posted in Hospitality Center.
- MEMORABILIA display is planned, following reunion precedent. Attendees from all chapters are encouraged (!) to add Scrap Books and Photo Albums.
- NWSA historical handout material will be available for pick up.
- SILENT AUCTION contributions will be displayed in Hospitality beginning at 1500CDT on Friday. Auction ends at 1800.
- 50/50 DRAWING will be part of our Saturday evening Banquet program.

Note No. 2: Complimentary hot coffee and tea will be available at all times.

BEVERAGE PRICES:	Soft drinks	1 ticket
	Bottled water	1 ticket
	Domestic beer	2 tickets/can
	Cheap wine	2 tickets/glass

Note No. 3: Our reunion hotel provides complete bar services with hard liquor.

-----Clip and Mail -----

HOSPITALITY ITEMS ORDER FORM

Check Number _____

How many?

- Souvenir 34th Reunion cap (one size fits all).....cost TBD....._____
- Extra Joe CupcostTBD....._____
- Beverage Tickets.....\$0.50 each_____
- 50/50 Raffle Tickets.....\$1.00 each....._____

MAILING INSTRUCTIONS

Mail this form along with \$\$\$ (except for caps and cups) to:

Secretary/Treasurer, Potomac Chapter

210 Westlake Blvd (#19)

Prince Frederick MD 20678-3226

Inquiries to 301 855 9127 Will or Ella Gould



From the Secretary/Treasurer's Desk

I am slowly rehabbing from my knee replacement. I came home two weeks ago and have spent most of my time catching up on mail and doing my exercises. I need to find one that will help get rid of the part that takes up too much space in the walker. Every one tells me and to get my butt in there and stand up straight.

I now have a small lake in the old quarry behind me. All of the rain we had in March managed to change the old quarry into a lake with about a foot of water. No water skiing. It sounds like the whole country had similar problems. Maybe, better weather will spark us all up.

As you can see from the lists below, business was slow over the past 2 months. The scholarship program has not had many takers this year. We have had letters and emails requesting information but no further contact. I have had only one application cross my desk and that is from an individual who has received an award in previous years. It is a shame because we do have money to award.

THE MEMBERSHIP COUNT AS OF THIS DATE IS 598 PLUS 1 SPOUSE MEMBERS MAKING THE TOTAL NUMBER MEMBERS 599. OF THAT NUMBER, THERE ARE 377 LIFE MEMBERS PLUS 2 SPOUSE LIFE MEMBERS.

THE CUTOFF DATE FOR THE LISTINGS IN THIS ISSUE WAS 01/31/08

In order to get my input to Charlie earlier, please send any input you may have to me by the first of the month preceding the issue month..

SCHOLARSHIP DONATIONS WERE RECEIVED FROM

AGCS KENNETH BODEN, USN RET

AGCM VICTOR CORBELLI, USNR

OUR NEWEST LIFE MEMBERS

GIFT MEMBERSHIPS WERE RECEIVED FROM

OUR NEWEST MEMBERS

(NEW OR DUES EXPIRED MORE THAN ONE YEAR AGO)

AG1 SPENCER CALDWELL, USN

xAG3 FRANCIS X RUECKEL, USN REL

COMPUTER FUND DONATIONS

MAILING ADDRESS CHANGES

DATE	NAME	FIRST	MEMFNAME	RANK	SERVIC	ADDRESS	CITY	STATE	ZIP	NEW	FONEA	FONENU
03/26/2008	RUECK	FRANCIS X.	FRANCIS	xAG3	USN REL	10661 CATALINA ST	GARDEN	CA	92843-	No		
03/31/2008	CALDWE	SPENCER A.		AG1	USN	PO BOX 14270	MONROE	LA	71207-	Yes	318	388-0156
04/03/2008	ROGER	LYMAN R. &		AGC	USN RET	7076 CRANE AVE	JACKSONVILLE	FL	32216-	Yes	904	924-7302
04/03/2008	ARNOLD	WILLIAM S. M.		CAPT	USN RET	1218 VILLAMAY BLVD	ALEXANDRIA	VA	22307-	Yes	703	765-2513
04/03/2008	CHARTI	RAYMOND		CDR	USM	C.O. NAVICE	WASHINGTON	DC	20395-	Yes	301	394-3006
04/03/2008	GRAY III	VERNON &	VERNON	AGCM	USN RET	PO BOX 1270	OKEECHEE	FL	39473-	No	863	357-4528
04/03/2008	LEMON	TED	TED	YNC	USN RET	3288 PAGE AVE #203	VIRGINIA	VA	23451-	No	757	464-0738
03/31/2008	CAVANA	MICHAEL P. &	MIKE	CDR	USN RET	273 CARMACK RD	CHAMBERSB	PA	17202-	Yes	717	267-2450
04/03/2008	STRUC	GERALD & ANN	JERRY	CDR	USN RET	3440 DIXON LN	LADY LAKE	FL	32162-	No	352	753-6034
03/31/2008	MARTIN	RAYMOND E.	RAY	LCDR	USN RET	111 ANEMONE CIR	GEORGETOWN	TX	78633-	No	512	864-3543
04/03/2008	DANIEL	M. E. "DAN"	DAN	AGCS	USN RET	1977 WEST BEACH RD	OAK HARBOR	WA	98277-	Yes	360	682-5218
03/11/2008	FINNEY	SADIE	SADIE	MRS.		PO BOX 1354	POULSBO	WA	98370-	No		
02/25/2008	TRASK	ACE F.	ACE	CAPT	USN RET	88 ALTA MESA CIR	MONTEREY	CA	93940-	No		
03/31/2008	OLSON	FREDRICK	FRED	CDR	USN RET	703 CALLAHAN DR	BREMERTON	WA	98310-	No	253	759-5435

EMAIL ADDRESS UPDATE

Sunday, April 06, 2008

LASTNAME	FIRST	RANK	SERVICE	EMAILADR
CALDWELL	SPENCER A.	AG1	USN	SCISSORS_007@YAHOO.COM
DANIEL	M. E. "DAN" AND KAT	AGCS	USN RET	noradaniel98277@comcast.net
GRAY III	VERNON & DARCY	AGCM	USN RET	graywv@embaqrqmail.com
HOLDEN	D. "DEACON"	LCDR	USN RET	cholden3@san.rr.com
MALONEY	JOHN J. & GAIL	CAPT	USN RET	JMaloney@surewest.net
NICHOLSON	HARRY & PAT	CAPT	USN RET	HNMONT@EARTHLINK.NETT
OLSON	FREDRICK	CDR	USN RET	fmingnw@sprint.com
SAVAGE	DON & SHARON	AGC	USN RET	SAVAGEDR@CENTURYTEL.NET
THORMEYER	CARL D. & CECILIA	CDR	USN RET	thormey@yahoo.com

Secretary-Treasurer NWSA
AGC Jim Stone USN RET
428 Robin Road
Waverly OH 45690-1523

NWSA APPLICATION FORM

Name _____ Rank/Rate** _____

Mailing Address _____

Don't Forget: Check This List

_____ Dues for _____ Years

_____ Life Membership

_____ Scholarship Donation
Indicate for Current Use or for
Principal

_____ Computer Fund

_____ Completed History Form

Phone () _____ Email _____

** INCLUDE BRANCH OF SERVICE
and ACTIVE, RETIRED OR RELEASED

Make Checks Payable to NWSA

REGISTRATION FEES

Active Duty No Registration Fees plus \$20.00 Dues = \$20.00 \$ _____

Others \$10.00 Registration Fee plus \$20.00 Dues = \$30.00 \$ _____

Former Member Dues Expired 1 year or longer: Same as
"Others" (above) = \$30.00 \$ _____

DUES - \$20.00/year \$ _____

VOLUNTEER FOR

_____ Office

_____ Committee

_____ Change of Address

_____ Gift Membership \$10.00

_____ Additional History

_____ Article to the Editor

Life Membership - \$125.00 \$ _____

Scholarship Donation (IRS Deductible) [Indicate Current Use
or Principal] \$ _____

Gift Membership - \$10.. (Name and Address) \$ _____

TOTAL ENCLOSED \$ _____

And while you're not too busy . . . your history, please!

Spouse's Name _____

Schools Att'd (Yr) Basic (A) _____ Advanced _____ B C1 C7 _____

USN Academy _____ (Grad/Date) PG _____ K & F _____

Last Duty Station _____

Entered Service _____ Left Service _____ Rank and Date _____

NAVAL WEATHER ASSOCIATION
AGC James Stone USN RET
428 Robin Road
Waverly OH 45690-1523

NON PROFIT ORGANIZATION

U.S. Postage Paid
Abilene TX
Permit No. 468

CHANGE SERVICE REQUESTED —