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Naval Weather Service Association

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PEARL HARBOR

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and November. Contributions must be received by the Editor, not later than the 15th day of the month preceding publication. **CUT-OFF DATE FOR THE FEBRUARY ISSUE WILL BE 0800 CST 15 JANUARY 2007!** Articles and letters may be submitted in many formats, typed or handwritten and forwarded by email, or USPS. (Unfortunately, I will not be able to translate data from MSWorks, MAC or APPLE software). Articles may be forwarded to my email. E-mails are preferred since I can copy and paste and will not have to re-type the submission. **All changes to your personal information (address, phone number, email address, marital status, etc.) should be sent to the Secretary/Treasurer, who maintains the database.**

My mom **Avis Keyser** (703-243-8777) now 94 and doing well. She doesn't know anyone involved with the Weather Service anymore and doesn't look at The Aerograph. She asked me to write and discontinue the mailing to her to save a copy. She appreciated the years of being remembered.

Thank you

William Keyser



November 2006 President Report

Summer is gone as I write this report. It seems that all is well with NWSA. Reunion #33 is taking shape in Everett, Washington from 15 to 20 May 2007.

Also, preliminary plans for Reunion #34 have been made for Waukesha, Wisconsin from 9 to 14 September 2008. The Country Springs Hotel Water Park Conference Center is our location thanks to AGCS Bill Ziebell, USN RET (Midwest). Lastly, the Southeast Chapter has contacted NWSA with respect to hosting Reunion #35 in 2009. Tentative plans are looking into the 13 to 17 May 2009 timeframe. The SE Chapter will submit a letter to the Jacksonville & the Beaches Convention and Visitor Bureau requesting that they contact their local area hotels at this time to provide for at least 100 rooms nights for NWSA members over a 4 day period.

One of the major changes to our Reunion criteria at Everett is that NWSA will have is an open invitation to all of our previous acquaintances to join with us at Everett even if they have never belonged to NWSA.

Each chapter is being asked to do their part in getting the word out about the Everett Reunion. Activities in work include: Shopping at the Antique Mall in the Historic City of Snohomish; Tour of Boeing's \$23 million dollar Future of Flight Aviation Center and Everett wide-body manufacturing plant; Leavenworth, Washington's very own Bavarian village, and Steven's Pass Scenic trip; Whale watching boat trip from Anacortes; Wine Tasting trip to the Woodinville area that boasts over 20 different wineries and includes the Chateau St. Michelle; Washington's largest casino (Tulalip Casino) and Sports Fishing. Naval Base Everett and associated commissary/main exchange at Smokey Point Facility. There is clearly plenty of activity at this reunion to find something fun to do. There are many things to do in



EDITOR'S DESK

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Washington before, during and after the Reunion. Check out the "<http://experiencewashington.com/>" web site for more information. Also, you can use this site to request a Washington State Visitors' Guide to be sent to your address.

Declining membership remains a concern as our Navy active duty forces decline through reorganization. The Navy is in the midst of closing four weather offices: Sigonella, Sicily; Rota, Spain; Naples, Italy; and Souda Bay, Crete. The Navy is shutting down its weather offices in Europe and sending forecasters to Sembach Annex in Germany to join the Air Force's 21st Operational Weather Squadron. Navy and Air Force forecasters will form a joint unit to serve the U.S. European Command's area of operations, which stretches from the Azores, south into Africa and as far west as Turkey. The organization, which will make up the Naval Aviation Forecast Detachment and 21st Operational Weather Squadron, will provide meteorological and oceanography data for military units operating in an area six times the size of the continental United States.

I am saddened to report that Potomac Chapter's Thomas Palmer (Skip) Cline, 66 of Glen Burnie, MD, died suddenly on Tuesday, September 12, 2006 after suffering a massive heart attack at his home. Skip was very active with many organizations including NWSA and kept everyone informed of Naval, weather or retiree (VA) activity via the internet. His daily messages constituted at least 50% of my home email account traffic. Skip was a hard charger and he attained the rank of Master Chief within 12 years of joining the Navy. On Thursday, September 21, 2006, his family, Shipmates, friends, my wife and I attended a Graveside Service with Military Honors at the Glen Haven Memorial Park, followed by a Memorial Service at VFW Post 160. In lieu of flowers, memorial donation checks may be made out to: "Fleet Reserve Association (FRA) Disaster Relief Fund in memory of Thomas P. Cline, Branch 212" and sent to: FRA, 125 N. West Street, Alexandria, VA 22314. All donations will be acknowledged.

Peter J Weigand, President NWSA

NWSA #33 EVERETT REUNION

Naval Weather Service Association's 33rd Annual Reunion, Holiday Inn, Everett, WA

Wednesday, 16 May 2007 - Sunday, 20 May 2007

Host: NWSA Northwest Regional Chapter

Reunion Committee:

CDR Peter Weigand, USN RET (Chair)

LCDR J. Earl Kerr, USN RET (West)

CDR Marty Nemcosky, USN RET (East)

AGCS Bill Ziebell, USN RET (Midwest)

NWSA33 will take place in Everett WA with Northwest Regional Chapter hosting their second reunion. Chapter Prez Earl Kerr presented an attractive program to take place during mid-May 2007 in a beautiful part of this U.S.A.

Klahowya Tillicum or Greetings/Welcome Friend from the Northwest Chapter.

We have been busy putting together a program and have made many of the arrangements for Reunion 33 in Everett, Washington, which will start on Wednesday, 16 May and end on Sunday 20 May 2007. The main events will be held in the Everett Holiday Inn and the hotel registration form is currently available on the Web page. Everett is located about one hour drive north of the SEATAC airport on Interstate 5. There are coaches at the airport that service Everett for those who do not wish to drive. Check at the Air Porter Information Desk located near Carousel 1. Also check out SEATAC on "SEATAC.Org/About/Maps" before coming to the airport. There is also an AMTRAK station in Everett located a few blocks from the hotel. The hotel has a van to make pick-ups within the local area. For those who wish to use the Airport in Bellingham, there is coach service to Marysville, just north of Everett. As before, you may call the hotel for pick-up. For those who will be driving their own vehicle, the Holiday Inn is located within sight of Interstate 5 (just to the west) and for those who may be driving westward on State Route 2, very near the junction of SR2 and I-5. The weather in the great Pacific Northwest can be somewhat changeable in early summer so do bring both your sunglasses and a light raincoat.

There are several options for those folks driving their RV to Everett. The hotel does not have a lot of parking space. However, it is expected that many of our attendees will not be using the parking lot which will, as a result, free up some spaces. There are RV parks in the vicinity but are considered to be somewhat "stark". At the "snohomish.org" site you can do a search for "RV Parks" and upon which there are several parks listed. The Smokey Point Navy Base has long term RV storage. The best bet for RV's, other than the hotel, is to park in the lot of the Marysville Wal-Mart or the adjacent Tulalip Casino.

This Holiday Inn has a policy that if we use one of their event rooms then all of the items available for sale in their room will have to be provided by the hotel. This policy would cause our accepted practices within the hospitality room to be adversely affected. The solution was to given a large suite on the 7th floor and, given certain standards of conduct, we can bring in what ever we wish would include libations and sticky buns. The No Host Reception will have heavy hors d'oeuvres similar to that which were served in Pittsburgh and there will be an open bar. The Banquet meal will be fixed with the selection of Roast Beef, Salmon or a Vegetable plate. Those persons who must have some sort of special meal due to health or medical reasons should contact Earl Kerr early on to determine what alternative provision can be made.

The following is what is currently being planned for your stay. A copy of this schedule with some additional information will be placed in the nametag holder of each reunion attendees.

16-May	0800	Open Hospitality Room
16-May	1000	Depart for Boeing Tour
16-May	1500	Executive Meeting, Colby Room
16-May	1700	No Host Reception, TBA
17-May	0900	General Session, Rucker Room
17-May	1100	Depart for Leavenworth Trip
17-May	1400	Audit Committee, TBA
18-May	0900	Depart for Whale Watch
18-May	1700	Pizza in TBA
19-May	0900	General Session, Rucker Room
19-May	1000	Wine Tasting Trip
19-May	1300	Executive Meeting, Colby Room
19-May	1800	Cocktails, TBA
19-May	1900	Banquet, Ballroom
20-May	0900	Close down Hospitality Room

The number and size of tours will be dependent upon advance notice of intent. Further, the cost of doing business in and around Everett will be higher than those experienced in either Branson or Pittsburgh but it is hoped that high attendance will result in keeping individual costs down. As it was with the Pittsburgh Airport, the Everett area is considerably less expensive than in the Seattle – SEATAC area. There are lots of things to do in Everett, either as a group, or individually in the downtown. The following is a brief summary of the tours/events currently on the table.

Shopping Tour: The Antique Mall in the Historic City of Snohomish has over 450 antique dealers, unique restaurants and shops. At the Premium Outlets one will find over 100 stores from the world's leading designers and brand names, all offering saving of over 25% - 65% over retail stores. A sign-up sheet will be posted in the Hospitality Room and individual arrangements will be made for this trip. See also the Casino paragraph below as the Premium Outlets are co-located with the Casino.

Future of Flight Aviation Center Tour: - Boeing has established a really new Future of Flight Aviation Center. Go through the \$23 million dollar center which features hands on exhibits, videos, graphics, interactive stations and an example of one section of the soon to be built Dream Liner or 787. The Future of Flight offers a remarkable opportunity to see both commercial jet production today and the direction aviation is headed in the future. On this same trip would be a tour of the Everett wide-body manufacturing plant where the company currently builds the Boeing 747, 767 and the 777 aircraft. This will likely be the plant where the futuristic 787 Dream Liner will be built. This facility is one of the world's largest and the heat for the structure is provided solely by the installed equipment and body heat.

Drive over Stevens Pass: This will trip will have lots of stops. Stevens Pass rises over 4000 feet and typically has snow along side the roadway in mid-May. The drive is very scenic and the eastern section follows along the Wenatchee River. Visit Leavenworth - Washington's

very own Bavarian village. Leavenworth boasts over 300 days of sunshine per year. There you will find lots of shops mostly specializing in Swiss and Bavarian genus goods, alpine events and great dining. There are routinely programs put on by the locals, which foster the Bavarian image. Visit nearby Cashmere and its Aplets & Cotlets (a Northwest Specialty item) candy kitchen tour.

Whale Watching: There are both resident and transiting whales in Puget Sound waters during May. Species that one expects to see on whale watching trip include Gray Whales, Orca Whales, sometime referred to as Killer Whales, seals, and variety of birds including the bald eagles. Whales are generally found near Vancouver Island and the boat trip will depart from Anacortes. Buses will be used between Everett and Anacortes. Bring your camera and outdoor clothing for this trip.

Wine Tasting: The Woodinville area boasts over 20 different wineries and includes the Chateau St. Michelle. This winery was chosen by the Wine Enthusiast Magazine's 2004 Winery of the Year. In addition to a wide variety of wine varieties, this area as has a Red Hook Brewery as well as numerous retail stores.

Tulalip Casino: This is Washington's largest casino with some 200 slot machines and 49 table games. There are non-smoking areas and the air system is specially designed to make the entire casino virtually smoke free. There are 4 restaurants – The Eagles Buffet Restaurant boasting the Northwest's finest and most complete buffet, the Canoes Carvery with fresh bakery and carved sandwiches, the Tulalip Bay Restaurant with an open view kitchen and a woodstone open hearth, and the Cedars Café featuring great Steaks and open for breakfast, lunch and dinner. Transportation is free from both the Casino and the Hotel.

Sports Fishing: Need 2 takers, maximum number 5, current cost \$167 each with everything provided and cost does include a Washington State fishing license. The boat is a 28 footer and the trip can last upwards of six to seven hours.

NAVBASE Everett: This facility is located in the harbor area and is homeport to several ships including the nuclear powered aircraft carrier USS Abraham Lincoln. The Lincoln is currently in the shipyard and the schedule for May of 2007 has not been released. Tours of smaller ships can be arranged. It is a short trip from the Hotel. A Navy Exchange booklet will be available in the Hospitality Room which contains area maps, military base maps of western WA, narratives for each base facilities along with hours of operation & telephone numbers.

Smokey Point Facility: The commissary/main exchange/gas station for the region is located at the Smokey Point facility. This facility is located some 12 miles North of the Hotel.

One of the major changes that Reunion 33 will have is an open invitation to all of our previous acquaintances to join with us at Everett even if they have never belonged

to NWSA. It is fair to say that each year we lose several of our brethren and there is no tomorrow for having at least one big gathering of the folks we served with, or were in close contact with over the many years while serving with the Naval Weather Service. We will ask the non-members to pay an extra \$10 to make the play ground level with those of us who are paid members. That same extra \$10 could also be used to apply for membership in the NWSA should the person choose to do so. We will make all reasonable efforts to notify former members of the NWS to come and join with us in Everett. However, each of you are urged to use personal contacts tell former shipmates of the opportunity to have a great gathering in Everett. Please use every occasion, like "E" mail, Christmas Letters, phone calls etc., to tell your friends and associates about Reunion 33 and urge them to also attend.

Each chapter is being asked to do their part in getting the word out about the Everett Reunion. All chapters either have lists or access to lists of former Naval Weather Service folk living within their area of interest. It would be of tremendous value if each chapter were to contact those persons (residing in their area) who are known to have severed with the Naval Weather Service in prior years. Also, we will be collecting a variety in information and advertisements for some sort of publication. As in previous years, Chapters are solicited to purchase ad space in the publication - \$80 Full page, \$40 Half Page and \$20 Quarter page. Persons wishing to have a business card space can purchase it for \$10. The Snohomish County Tourist Bureau will be providing lots of local information including maps. The Bureau has lists of downtown commercial concerns that will have specials, buy one - get one free, buy a given meal then get a similar one for half price and as always, those that give senior discounts.

There are many things to do in Washington before, during and after the Reunion - check out the "experinccewashington.com" web site for more information. You can use this site to request a Washington State Visitors' Guide to be sent to your address. See you in Everett -

Earl Kerr, Northwest Chapter President

From navalweather.org

The following article has been compiled by extracting and editing three separate articles from the European edition of the Stars and Stripes by Scott Schonauer and the Air Force News Service by Air Force Master Sgt. John E. Lasky. ...ed...

NAVY, AIR FORCE TO COMBINE WEATHER OPERATIONS IN EUROPE

SEMBACH ANNEX, Germany — The Navy is shutting down its weather offices in Europe and sending forecasters to Sembach Annex in Germany to join the Air Force's 21st Operational Weather Squadron.

Navy and Air Force forecasters will form a joint unit to serve the U.S. European Command's area of

operations, which stretches from the Azores, south into Africa and as far west as Turkey.

The organization, which will make up the Naval Aviation Forecast Detachment and 21st Operational Weather Squadron, will provide meteorological and oceanography data for military units operating in an area six times the size of the continental United States.

The move will save money and eliminate redundant forecasts between the two services. "We had a duplicate mission," said Lt. Shawn Gallagher, assistant director of operations. "We decided to get it all in one building."

Although similar changes have had mixed results because of the difference in cultures between the services, Navy Lt. Shawn Gallahar said the move has gone without a hitch. "Honestly, it's been very easy," he said. "They've bent over backwards to help us out."

The Navy is in the midst of closing four weather offices: Sigonella, Sicily; Rota, Spain; Naples, Italy; and Souda Bay, Crete. Combining operations means the Navy will go from nearly 240 people performing or supporting meteorological and oceanography operations in Europe to just 37 people by 2008. The Naval European Meteorology and Oceanography Command in Rota is the largest office of the four. The command once had more than 100 people. The 21st has nearly 200 people, with the vast majority enlisted.

Although the squadron did not have figures on how much the consolidation would save the military, the Rota command, for example, had an operating budget of around \$1.5 million a year, Gallahar said.

Fourteen Navy forecasters will move to Sembach to team up with the 21st, said Gallahar, who transferred from Rota to Sembach last January. Many of the sailors will arrive by the end of the year. A smaller number of "weather observers" will be stationed across the continent.

Forecasting for the entire region will come from a single building at Sembach, a U.S. air base in a rural area northeast of the city of Kaiserslautern. Forecasters, working in shifts to provide 24-hour service, work in a room called "the floor," where sailors and airmen study meteorological models, satellite imagery and various other weather data to project weather conditions.

Maj. Robert Kraetsch, 21st director of operations, said combining weather forecasting will give military forecasters additional experience that will allow them to help units anywhere in the world, whether they are in the middle of the ocean or the middle of the desert.

"Going into a joint environment," Kraetsch said, "they're going to have such a great understanding of the big picture."

"It's been a bit challenging," said Aerographer's Mate 2nd Class Evelyn Michael, Hampton, Va. "I've been learning to do things the Air Force way along with the Navy way, and the Airmen have been very helpful in training in how to use their systems."

When asked about preparing future seamen for arrival to the weather squadron Michael said, "I'll need to give them a heads up that there's no ocean."

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DSN 565/564

Naval Aviation Forecast Center (NAFC)

Established: January 21, 2005

Mission/Vision

Provide the absolute best safety of flight, base operations and resource protection weather forecasts and warnings for CONUS Naval Aviation, 24/7- 365.

Background

NAFC was created to centralize Continental United States aviation weather and resource protection forecast services as a key part of a comprehensive transformation in the Naval Oceanography Program. Concurrently, manning at 22 Naval Air Stations across the United States is drawing down toward weather observers only on 17 fields. Recognizing operational tempo, and as risk mitigation, two master jet bases (Oceana and Lemoore) as well as three large training airfields (Corpus Christi, Pensacola and Whiting Field) will retain weekday, day- time, on- site forecast services.

Leaner and More Focused

The end result of this centralization will maintain full support to shore based Naval aviation using 60% percent fewer personnel – mitigating CNO directed manpower cuts and freeing resources to apply toward Navy unique missions - such as Anti-Submarine, Mine and Naval Special Warfare.

Similar efforts to consolidate distributed forecast services into a central hub are underway in Asia and Europe. The Naval Aviation Forecast Detachments (NAFD) in Atsugi, Japan, and Sembach, Germany, will provide forecast services in their respective theaters. NAFD Sembach will be functionally joint, collocated with the United States Air Force 21st Operational Weather Squadron.

Technology and Partnerships

Maintaining superior support to existing Naval Air Stations and Squadrons is only possible through exploiting the latest generation of web- based services and applications and brokering strategic partnerships with the National Weather Service and the United States Air Force – which will also reduce duplication of forecast services provided by three government entities in the United States.

Naval Aviation Forecast Center Watch Floor Services

Pilots can request an en- route flight weather forecast (DD-175- 1) from NAFC over the web, 24/7- 365, via Flight Weather Briefer (FWB). NATOPS 3710.7T fully supports FWB. FWB is the preferred method of requesting and receiving a DD- 175- 1, though NAFC will always complete phone and fax requests for those without computer access. As the number of fields supported by NAFC grows, it is important pilots file their request three hours or earlier to ensure their DD- 175- 1s are completed at least 2 hours prior to take- off. This allows the Forecast Duty Officer to prioritize and manage the briefing workload. NAFC Forecasters will always respond to emergent flights and requests, but timely filing will help ensure timely receipt.

At those airfields with forecasters, DD- 175- 1 requests via FWB go to the forecaster on station during "peak hours" and to NAFC after hours. At observer only airfields, the requests go to the Forecast Duty Officer (FDO) for your region at NAFC 24/7. By January 2007, NAFC Forecast Duty Officers will be providing forecast services for all 21 Continental United States Naval Air Stations as well as NAS Guantanamo Bay Cuba. NAFC and Component contact information can be found on the back of this pamphlet.

Comments? ...ed...



LETTERS

At the end of WW-II: One Sailor's comments about his personal situation on this Historical Date, and the experience of a four and a half Month saga of trying to return to States, and finally getting to his family's home in north Mississippi. This two part series is derived from personal notes kept by: LCDR D "Deacon" Holden, USN Ret.

WORLD WAR II IS OVER!

When the War between Japan and the United States was declared at an end in mid August, 1945, I was an AMM1, based at NAS Agana, Guam, with NATS VR12. Assigned duties were maintenance and flight crew in four engine transport planes (R5D-Navy) (DC6-Air Force). A number of shipmates and I in the squadron had "shipped over" during the war and were due 10 days "shipping over leave" and at least 60 days accrued annual leave. So our mind-set was that we would be first in our squadron to return to the states for leave and new duty assignments, and we were sure that we would fly to the west coast in one of our squadron's planes. How wrong can one be? As the "Old Salt" Leading Chief of the squadron always reminded; "In this man's Navy you don't assume anything, get the facts." Just a few days down the road, we were getting the facts. In less than two weeks an ALNAV came down that indicated all reserve personnel and draftees were to be transferred back to the States as soon as possible for processing and separation from the service. All regular

Navy personnel were to remain in their present assignments until further notice.

Within a month most of the reservists and draftees had been detached from the squadron and flown to the States. At this point, the expectations of the squadron's regular Navy personnel were that their transfer orders would arrive soon, and they would be home in a few weeks. We checked with the Personnel Office daily. The standard reply was; "For God's sake stop bugging us, we'll let you know when we know". On December 06, 1945, word was spread that transfer orders for several regular Navy personnel had been received. Within minutes, all the regular Navy guys were double-timing to squadron personnel. About a dozen sets of orders, including mine, were received. The orders read that we were to be detached from the squadron on December 09, 1945, and report onboard the USNS GRAFTON, in Apra Harbor, NAVSTA GUAM that was scheduled to depart at 0800 Monday, December 10, 1945, for San Francisco. ETA San Francisco Sunday, December 23, 1945. As you may guess, we were one extremely happy group of Sailors.

We departed Guam as scheduled, 0800 Monday, December 10, 1945. After 3 or 4 days underway things settled into a routine, (i.e.) meals in the mess deck, sleeping, relaxing on the weather decks, lots of reading and card playing in bunking spaces. After a few days we encountered rough seas and cooler weather with rain at times. We reached higher latitudes transiting well north of Hawaii. But, we found very little discomfort by the changing weather and choppy seas because we were assured that our course was on track for San Francisco. Our top priorities were to make arrangements for travel to our home towns and of course, meet some girls in the City by the Bay. We had no way of knowing what a surprising and disappointing situation we would find upon arrival in San Francisco.

The following items from the San Francisco Chronicle Newspaper over the period December 2, 1945, through Sunday December 23, 1945, describes the conditions we would find upon arrival in San Francisco.

San Francisco Chronicle: December 02, 1945: Commandant Twelfth Naval District, Admiral Royal E. Ingersole, brought National attention to the country's acute rail crises on Saturday, with a statement that thousands of service men in the Bay Area returning from the Pacific, would not get home for Christmas unless the Nation's Rail Transportation problems are solved. Thirteen thousand more veterans arrived today on nineteen ships, with thousand more arriving daily.

San Francisco Chronicle: Sunday, December 16, 1945: Returning troop jam is becoming worse. All Bay Area military staging facilities are filled to capacity. Plans are to leave men onboard Troop Ships until there is adequate housing ashore. Transcontinental Rail Lines were strained to breaking point yesterday, with the arrival of 40,000 servicemen on ships from the Pacific. The backlog of servicemen waiting in the Bay Area for transportation is expected to increase, with an average

count 11,000 to 14,000 servicemen arriving daily by ship into west coast ports.

San Francisco Chronicle: Friday, December 21, 1945: Approximately 8,000 to 10,000 servicemen moving eastward daily, with an estimated 23,000 to 25,000 expected to arrive in the next five days. Transportation Crises expected to continue well into the New Year 1946. An estimated 80,000 servicemen in the Bay Area will be awaiting transportation eastward on Christmas day. Other west coast ports report similar backlogs of servicemen awaiting transportation east. Seattle WA and Portland OR reported approximately 45,000 to 50,000 and Los Angeles and Long Beach reporting over 20,000.

San Francisco Chronicle: Saturday, December 22, 1945. The pile-up of returning servicemen continues to grow. Over 60,000 now stranded in Bay Area, with more arriving daily.

San Francisco Chronicle: Sunday, December 23, 1945. The Holiday Traffic Jam is worst in Nation's history. Approximately 168,000 servicemen stranded on the West Coast trying to get transportation eastward. About 55,000 stuck in Bay Area for Christmas. Not only are there thousands of servicemen on both the east and west coast waiting for some kind of transportation to get them home, there are thousands of citizens booking holiday travel for the first time since the War commenced in 1941.

Probably the best news of this date is "The USNS GRAFTON" arrives in San Francisco Harbor, Pier 7 at 1100 with 1580 passengers that included me and my VR-12 shipmates. In very short order we received the bad news about the lack of housing ashore for arriving servicemen and the major transportation snafu. We were advised that we would have to remain onboard the ship until housing ashore was available. But, sometimes a stroke of good luck appears. At about 1300 an order came over the ship's PA system for all Aviation Ratings to report to the Quarter Deck area. We began to grumble that we had been assigned to a work detail. But, surprise of surprises, we were directed to pack our bags and report back to the Quarter Deck, because we were going to be bused to NAS Alameda for quarters and processing for leave and next duty station assignments. So, we piled aboard a partly enclosed Simi-Trailer "Cattle Car" for the ride across the Bay to NAS Alameda, arriving with time to get into our quarters and make evening chow. On Monday, December 24, 1945, Christmas Eve, the Admin Office got everyone checked in and accounted for by 1100, but then advised that they would close at noon and remain closed until the day after Christmas. So, they would not be able to prepare leave papers and our orders for next duty station until after Christmas.

Tuesday, December 25, 1945, Christmas day, at NAS Alameda, no liberty. We enjoyed a wonderful Christmas day meal at the base mess hall.

Wednesday, December 26, 1945, at NAS Alameda, we are due to get paid, pickup our leave papers and orders

for next duty station today, after which we can depart the base and arrange transportation to our respective home towns. My destination was Memphis, TN, Which is approximately 45 miles north of my folks' home in rural Mississippi. Things went smoothly in getting paid, picking up orders for next duty stations. We left the base about 1600. Three of my squadron shipmates and I decided to find a hotel in downtown Oakland to enjoy our first liberty, enjoy a big steak dinner, then sweat it out on arranging transportation east.

Local newspapers report that the transportation problems have not improved. Over 50,000 servicemen still stranded in Bay Area awaiting transportation eastward. Over 170,000 returning servicemen were stranded in Pacific coast Ports over the Christmas holidays. Outlook for getting a train or bus eastward was very grim, to say the least.

(Part 2, "A Taxi-Ride from Oakland, to Chicago on Route 66" continued in the February Aerograph.)

DEEP FREEZE II AT ANTARTICA 1957

Here in 2006, I was just reading an article where scientists have been studying a rock found in Antarctica for 10 years. It was four pound Martian meteorite with wormy blobs. So they said! ... Some said that it proved life existed on Mars at one time, others said, "Not so".... While on Antarctica in 1957, I heard stories about how sailors and Air Force guys brought coal, crabs, and even a lobster from New Zealand. They scattered them over Antarctica, by air, figuring scientists would one day find them and come up with weird ideas where they came from.

I spent 1957 at McMurdo Antarctica. I was AG1. LTJG Bernard Fridovich was the Met. Officer. He got hurt bad in a helo crash in July and spent till October in Sick Bay, when he flew out on the first plane that had just come in. I ran the office with AG2 Ron Palmer, AGANs Bob Fancher and Arvil Creacy. The best of shipmates, we kept in touch over the years. But I have not heard from them in over ten years. I hope my shipmates are still sailing with their sails full of wind.

The New Zealand base was on the other side of the hill from McMurdo, and Sir Edmund Hillary would come over for our monthly part. He would stop at the Weather Office to chat. One time he had a Husky pup and it peed on my deck. I figured it didn't make much difference as that deck had never seen a mop. We only had one snow shelter and just enough water for the galley and shaving (for some) and brushing teeth. The heads were strictly old-time outhouses.

To get 10 gallons of water from the galley for making hydrogen (*Instead of storing helium, hydrogen generators were required...ed*) for our 500 gram weather balloons, we had to ask the cook. If he said there wasn't enough available water, which happened about once a week, we went to the 50 gallon storage tank in the head and stole it. So what if people got up to brush their teeth and the Head Tank was empty! There were two Heads – one for enlisted and one for officers.

We did not discriminate where we got the water to make hydrogen.

Our weather office was the communication link between McMurdo NAF and the over-the-hill New Zealand base. Weather personnel had the duty of doing the communicating. It was a land line system like one would have seen in WWI movies. Pick up the receiver and crank the wheel and a sound at the other end would tell someone to pick up the receiver.

Any message coming into McMurdo Main Comm for New Zealand station was brought to our weather office and we would pass it to Sir Edmund Hillary. In turn, any message from him to Antarctica Office in Washington DC, came to our weather office on the land line and we copied it and took the copy to Main Comm.

I also passed my daily weather forecasts to Sir Edmund Hillary on the land-line. Little America was the Antarctica Weather Central. They were supposed to do the forecasts for Hillary while he set up supply depots for his trek to the South Pole. I was doing the forecasts for Hillary all winter. The head of Little America Weather Central sent Hillary a message that they were ready to do the forecasting for him. Of course the message from Little America was received by McMurdo Comm and walked over to our weather office for us to send by land-line to Hilary.

I did it myself on the land-line and shortly, I got Hillary's reply to Little America. It said, "McMurdo Weather has been doing the forecasting for me and I will continue to use the forecasts from McMurdo Weather office". Wow, that made my day! I took the message to Comm and they sent it to Little America Weather Central.

Actually during that event in 1957, some guy was supposed to come from the other side at Antarctica to the South Pole and then to our area and Hillary only set up supply depots for him between us and the South Pole. Hillary surprised all be making a dash from our area to meet the other guy at the South Pole.

Submitted by CDR Elmer Erdei, USN RET

I think my division officer, Frenchy Corbeille probably wrote this item for the ships newspaper.

.AGCM Fred Baillie

EVERYBODY TALKS ABOUT IT

(Here's what aerology does about it.)

"Constant weather observation and plotting" is the way Lt. R.C. Corbeille, FORRESTAL's meteorologist, explains the main job of the Weather Service.

Weather is one thing a ship of war must always be aware of. If there is a heat wave in Montreal, a snowstorm in the Rockies or an earthquake in Baja, the weathermen (aerographer is the official name) of FORRESTAL find out about, chart it and pass on the information to those who need it to carry out the ship's daily functions.

Possible the only time that you have seen an aerographer in action is on the ship's news-weather-

sports program on WFOR television or out on the fantail launching a weather balloon.

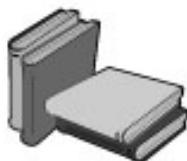
On an aircraft carrier one of an aerographer's most important tasks is informing the Air Wing of the weather that is expected in the immediate area of operation. Ask any pilot what the weather is like up there where the air is rare and his reply will convince you of the importance of the Weather Service to FORRESTAL. The velocity of the wind is of great importance to the men who pilot our main striking force. Their knowledge of changes in the wind's direction and speed at various heights is provided by the men of the Weather Service.

A good example of an aerographer in action took place during out period of transit from Rio de Janeiro to Subic Bay. We were scheduled to refuel from the USS CALHOOSAHATCHEE one bright Sunday morning. The weather that day would have made Davey Jones shudder. The wind was blowing with great force and the waves were tossing this 80,000 ton ship around like it was a rowboat. The question was would the seas calm sufficiently to allow FORRESTAL to alleviate its critical fuel shortage, or would the operation have to be called off until the next day, with no guarantee that conditions would improve decidedly. The weather office was called, Chief Aerographers mate Baillie was summoned to the bridge and the decision was made, after much deliberation, to attempt the refueling. As it turned out, the refueling had to be postponed, because of a partial loss of steering on the CALOOSHATCHEE. But things went smoothly the next day; FORRESTAL had its much needed fuel, our mail was on its way to the states on the Rio-bound oiler and we had exchanged our movies. So, the next time you see someone on the fantail launching a balloon or on the flight deck playing with a radio shaped device, don't shrug your shoulders in disbelief. Chalk it up to an aerographer, doing his job.



Fred Baillie, AGC, giving a weather briefing. AGCM Fred Baillie swears there was a beard growing contest. (He didn't win...ed.)

CHAPTER NEWS



AIRSHIP CHAPTER

President	Hugh Bucher
Vice President	Bill Suydam
Secretary/Treasurer	Gene Merrill
Reporter	Pam Elliott
Chaplain	Marie Garrity

Time to gather data for the fall edition.

Where oh where has the summer gone?

The Airship Chapter met on Tuesday, August 15th, for their summer social. Again this year, **Charlie and Carol Moffett** graciously hosted the event at their Long Beach Island home. Everyone had a very enjoyable time.

There was plenty of good food and Charlie did a superb job of grilling burgers and hot dogs. **Norm Macomber and Harry Whitworth** reported that the Pittsburgh NWSA reunion was a success. We were especially pleased to learn of the improvements in the NWSA Scholarship program. The following members attended the social: **Bill and Joan Suydem, Bob and Lucille Wiorek, Charlie and Carol Moffett, Henry and Bobbie Losch, Harry and Pat Whitworth, Al and Jane Parisi, Gene and Carol Merrill, Norman and Marilyn Macomber, and Hugh and Ann Bucher.**

Whitworths: Harry and Pat enjoyed a wonderful summer of '06 with family and friends, especially with members of the Airship Chapter. Dinners at FRA Branch 124 in Lakehurst and church dinners with **Toddy MacGayhey** were also a pleasure. We both are looking forward to returning to our condo in Florida in the fall.

Merrills: Gene has been fighting an infection but is home from the hospital. He is taking it easy for a few days. He has to get on his feet as Hawaii is not far down the road.

Losch: Hank & Bobbie are looking forward to a camping trip to Tenn. They are meeting fellow campers they have become friends with over the years.

MacGayhey: October was the last church dinner for this year. We will all miss visiting with Toddy and having a good meal. She has been to the apple orchard and now has started making pies. What a wonderful time of the year.

Bucher: Hugh & Ann are busy relocating to their new home. It is farther south from where they have been living.

Elliott: October is NASCAR time so we are packing up the truck and heading out. There are just a couple of days to spent with Kathy, Dick and Hannah on the way to NC. Friday October 6th we attended the Navy Ball as we have done the past 3 years in Atlantic City. As always it was very well done.

Until the next edition, **the Airship Chapter wishes all of you Happy Holidays and a healthy, prosperous New Year.**

***This is a portion of the August presentation from the AIRSHIP CHAPTER that I inadvertently deleted.*

*My apologies to all ...ed... ***

Hank and Bobbie Losch enjoyed an extended winter trip. Left shortly after Christmas for Dallas/Ft. Worth

area where we stayed most of Jan. visiting family. Then on to Mission TX. for the month of Feb. Had a great time with other winter Texans. Back home by March 10th. Now looking forward to summer activities and, of course, the BIG BLUEGRASS festival in Gettysburg, PA. in May.

Ray and Joann Bierly were very blessed to have had Alberto miss them but did get some rain that is still badly needed. Suzan, Brittany and Grant were here during that time so camp was canceled on that Tuesday with a Saturday make-up. We so enjoyed having them all. There was a lot of activity especially with the pool. At camp they were out on a boat each day to find the dolphins, which was limited, as many weren't around because of the storm. The Clearwater Marine Aquarium is for rescued mammals so they were educated about animals that have to be taken care of. Each day Grant would walk me through the Aquarium to pet the Stingrays. Brittany took the Dolphin course and Grant took the Hatchlings/Sea Turtles. Ray is active with his 75-pound puppy, Princess. His self-winding watch no longer stops. He helped put together the files on the computer for the Finance Committee. Joann was installed as Second Vice-President of the Hospital Auxiliary on Wednesday, May 3rd. Now it is time to get back into service. She presented the Proposed Budget to the Board and then the General Meeting for acceptance of her position. We are both well. Enjoying our location. It difficult to get Ray to do anything other than stay home especially with the yard and pool. Our regards to all.

Rod and Pam Elliott are looking forward to a busy summer. Pam retired-retired 3 March. She can go to Virginia Beach and spend time with family in May on the way to NC NASCAR races. Rod will be enjoying the quiet while working his 2 part time jobs. June will take us to the reunion in PA and 2 days of Credit Union training. The month of August will be a road trip. Why not since diesel fuel is soooooo cheap? We will go to the NASCAR race at the Brickyard on our way to Estes Park CO to a cousin reunion with Pam's family. The remaining trip is yet to be plan.

Happy Summer from the Airship Chapter.



SOUTHEAST REGIONAL CHAPTER

Fall Meeting Of The Southeast Chapter In Jacksonville

Following cocktails and dinner, the meeting of the NWSA for the Southeastern was called to order. A review of the locations of the #33 and # 34 Annual Reunion locations was covered and their dates. We also discussed the departed service members of the NWSA and how the ranks were thinning. Each name was read out and it brought to our attention of additional members of the National NWSA that weren't listed. We opened the meeting by requesting that everyone ensure that they had signed-in. We needed everyone to

list their complete address and phone number in case our records are incorrect.

We opened our AGENDA and the first subject was the #35 Reunion to be held in 2009. After a discussion, it was agreed that we would request that the Reunion for 2009 to be held in Jacksonville with the starting date on the 13th of May and ending 17th May 2009. The vote for the Reunion to be held in Jacksonville was 100 percent.

The Reunion Committee would make the hotel selection but the downtown area along the river appears to be one of the best options at this time. We would have too wait and see what is offered by the hotels. We passed our Visitors Magazine that was provided by the Jacksonville & the Beaches Convention and Visitors Bureau. It listed Sights of the City, Attractions, Accommodations, Sports Events, Golf, Arts & Culture, a Calendar of Events (for 2006/2007) as a sample, Restaurants, Nightlife, and Maps.

It was agreed that a letter would be submitted to the Visitor Bureau that we would be requesting that they contact the hotels and provide that we would be requesting for at this time 100 rooms from a hotel for member over a 4 day period. That the number of rooms would be updated about 90 days before the Reunion date of 13 May 2009. Request that they provide our committee with a list of items that they would be providing.

Each present member was requested to commit themselves to working at and for the Reunion. We also suggest that each person that knew someone that should be a member or could be a member of the NWSA be contacted and encouraged that start attending the meetings. It was suggested that each member purchase a Guest Membership in the National NWSA. We need too recruit new members and get prior member to return.

The next item on the Agenda was the Christmas Party and Winter Meeting of the NWSA. A discussion was held and since the closing of the Weather Facility at NAS Jacksonville, we will try to hold a Christmas Party and Meeting at the Fleet Reserve Club in December.

Frank Andrews will check out details and the members will be advised of it at a later date. The President will contact the few remaining weather office staff at the Naval Air Station and see if they would like to attend. The Weather Facility has put on the Christmas Party for many years and had invited the NWSA member to attend.

The next thing on the Agenda was the possible of building a web site for the Southeast Chapter of the NWSA. The president will look into the possibilities of setting it up.

A list of members that was attendance are: **Bob & Charline Johnson** (President), **Ray Hennessey** (Reunion Committee), **Frank and Jane Andrews** (Sect/Trea, Reunion Committee), **Tina Lambert** (Reunion Committee). **Bob & Judy Bentley, Hack & Evelyn Bullington, June Hudson, Lloyd & Daisy**

Corbett (Traveled the greatest distance), **Dick Pritchard**, and **Robert & Sheila Johnson and son**. We adjourned at 8:45.

We are requesting that you make note that we have placed our bid for the National NWSA Reunion for 2009 to be held in Jacksonville, Florida with a starting date on 13th of May

We are now requesting that you send any information that you may have at this time so that we can be out feet wet and ensure that we have a great REUNION.



PENSACOLA CHAPTER

President: Dick Tokryman

Sec/Treas: Howard Graham

The Pensacola Chapter held it's fall meeting at the El Rodeo Mexican Restaurant in beautiful downtown Pace, Fl. on the 10th of September.

Those in attendance were: **Dick and Elizabeth Tokryman, Al and Helen Atwell, Dave and Jeri Dunlap, Bob and Elspeth Lloyd, Howard and Shirley Graham, Pat and Libby O'Brien, Greene and Marion Hawkes, and Ginny Deagan**. Those that attended the reunion (O'Briens and Grahams) reported how successful, enjoyable, and how well organized it was. Tom and Mary Ann Miovas did a marvelous job.

Greene Hawks recently had eye surgery and still doesn't see very well and has to keep ice packs on his eyes. Earlier in the summer he won the R.W. Munson award in the Pensacola Day Lily Show. **Rose Frazier** is going to Ecuador, Santo Domingo on the 30th of Sept. for a week long mission trip. Her tours in Spain helped her keep up with her Spanish so she's going as a translator for most part. With Arthur also disabled now, both are at home doing volunteer work such as VBS. It has been a hard last few years for **John Phillips**. He lost his mother last October and his brother was killed in March this year. In addition, hurricanes Ivan and Dennis damaged his Pace H&R block office pretty badly and Dennis removed the entire roof from the Milton office. Repairs are nearly completed (mostly interior trim repairs) and he expects to be recovered by tax season. John and Karen are heading out to Calif. to go to a H&R Block Franchise Convention the week of 9-13 Oct. Their oldest daughter will also travel with them as they plan on combining business and personal time with a visit their daughter and son-in-law stationed near San Diego. **Al and Helen Atwell** have been busy enjoying the company of their new granddaughter was born in early June. They also had an interesting trip to Annapolis, MD where Al and Helen attended Al's 60th high school reunion there. While every one there was young at heart, the reality was that all attendees were at 60 plus 16 years old. Time sure flies. On the way back to Pensacola, they enjoyed a brief visit with **Don and Marge Cruse** in Arlington, VA and **Roger and Cheryl Warren** in Mabane, NC.



POTOMAC REGIONAL CHAPTER

President.....Bob Freeman

1st Vice Pres.....Jim Romano

2nd Vice Pres.....Tom Berkeridge

Secretary-Treasurer..Mac Mcleod

MCLEODER@COMCAST.NET

Corresponding Sec'y..Don Cruse

DON.CRUSE@VERIZON.NET

POTCHAP CALENDAR

Remember 29 Aug 2005 and Hurricane Katrina

13 Oct U.S. NAVY's 231st Birthday celebrated

20 Oct Lone Star Lunch Bunch—now meets every 4th Thursday at Logan's Roadhouse in Manassas (Chuck Kincannon)

29 Oct Daylight Saving Time ends

07 Nov Everybody Votes!

10 Nov—USMC Birthday

11 Nov Veterans Day—Fly The Flag!

23 Nov Thanksgiving Day

07 Dec Pearl Harbor Remembrance Day

22 Dec Winter begins

25 Dec Christmas Day

15 Jan 07 Newsletter items to Editor Jordan.

We must recalibrate our brains in order to recall the start of this reporting quarter—thinking 'way back to July and the heat of summer. As soon as the quarterly chatter was on its way to Editor Charlie Jordan, Marge and I headed for our annual family reunion in the cooler Adirondacks. Many people were on the road and enjoying summer. **Al & Helen Atwell** paid a visit from Florida while en route to Annapolis and high school reunion in late July.

Thanks to **Jim & Rosalie Romano**, plans suddenly jelled and PotChap people were able to make up our previously skipped picnic & pool party at their home in Pomfret MD. The 6th of August was a typical summer day, so a good crowd thoroughly enjoyed the pool as well as the great potluck.

Attendees: **Tom BERKERIDGE & Guest, Walt & Alice COTTRELL, Don & Marge CRUSE, Glen & Anne DRUMMOND, Ike & Fran FISHER, Bob FREEMAN, Leo HORTCH, Bill & Laverne KING, Elroy & Patricia MCLEOD, Lew & Ruth PITTELL, Vince & Robby ROPER, (Hosts) Jim & Rosalie ROMANO, and Peter & Marsha WEIGAND.**

As usual, we had no active-duty attendees. An effort was made to brief everyone on Pittsburgh happenings with emphasis on the big changes taking place in our METOC community. Some factual info was available on NWSA33/Everett, which is being planned for May 2007. Again, our sincerest thanks go to **Tom & Mary Ann Miovas** for doing all the #32 reunion planning & execution in Pittsburgh. We are still amazed!

In reaction to the Romano plans to sell out in Pomfret and relocate, two members stepped forward and offered their homes for this event in 2007. PotChap lost **Dick & Marsha Pritchard** to Southeast Chapter, which adds to other recent losses (Smiths, Zahnles and Plantes).

NEW 1800 COMMANDERS SELECTED

BARBASH, Matthew	ECKARDT, Marc
KUYPERS, Michael	MARTIN, Brett
MCDUGALL, Catherine	ROTH, Michael
SCHENK, Frank	SOMMER, William
TWOREK, Troy	WITZLEB, Robert

Pursuing a goal that was recommended by **John & Fujii Rodriguez**, and one result of encountering them at NWSA31/Branson, this writer and Chief of Staff shoved off for Europe in late August. Our river cruise was just as great as had been recommended. The Main-Danube Canal surely is an engineering feat that must be seen to be appreciated. We flew back to IAD from Budapest on Labor Day.

The next agenda item was PotChap Crab Feast on 9 Sept. Once again the gods smiled on us. It was a gorgeous day in Stafford County VA. Crabs were great. Potluck was just about sensational. Due to our Hydrilla invasion there was no boating or swimming, however. Some members were out of town or attending the NAVY football game in Annapolis. Attendees: **Glen & Anne DRUMMOND, Ike & Fran FISHER, Hazel HUDOCK with Steve & Wendy, Chuck & Murice KINCANNON, Elroy & Pat MCLEOD, Don & Marge CRUSE with David, LeAnn & Brian** lending a hand.

Additional information was available on NWSA33 reunion planning with dates firmed 16-20 May, 2007 in Everett WA. We will muster in the Holiday Inn and hope to tour the home-ported CVN. The effects of TS ERNESTO were discussed; and storm damage along Aquia Creek was quite evident to our guests....Next social event will be D/M Rosecroft.

News from **Elsie Taylor** in hot & dusty Fallbrook CA indicates that farming remains her passion—she grows potted trees such as mimosa & jacaranda from seed—is surrounded by her cats, wild birds, quail & peacocks. She corresponds with **Betty Wintersteen**, among others.

We note with pleasure that **Bob Lawson** has joined the San Diego Chapter of the Marine Technology Society. And we hear scuttlebutt about the potential year-end retirement of **Fay Crossley** from Nat'l Wea Svc. In Gulfport MS there was a change of command at the Professional Development Center (NMOPDC). **CDR James Berdeguez USN** was relieved by **CDR Richard Jefferies USN**.

On the evening of 12 Sept PotChap lost a strong supporter when **Tom "Skip" Cline** died from a sudden heart attack. He was interred 9/21 in Glen Haven Memorial Park, Glen Burnie MD, where he rejoined "KC." FRA Branch 212 and VFW Post 160 provided hospitality. **Marc Cline** spoke at length on his brother's younger years, and read the poem which is reprinted below, "The Dash."

A potential new member at the ceremony was **LCDR Mike Krieger**, a recently retired METOC LDO who is now employed by BAE Systems. **Ron Fauquet** works for that outfit too. Mike was invited to the ceremony by

Audie Hudnell, an old friend and shipmate. Audie's wife, Angie, has recently distributed the following: "The Washington DC "Walk With Us To Cure Lupus" will take place on Saturday, 28 Oct on the National Mall. Our goal is to raise at least \$300k. Please join our team, "Angie's Angels." All proceeds go to Alliance for Lupus Research, so please make checks payable to the alliance and mail to **Angie Hudnell**."

For the information of readers, Angie was diagnosed with Systemic Lupus Erythematosus (SLE) 33 years ago and has undergone eleven surgeries to help her cope with this autoimmune disease.

Tom Berkeridge has gone cruising in the eastern Med, to be followed by a visit to England. **Jim & Rosalie Romano** are traveling in CO with plans to attend the annual RAF Chicksands reunion in San Antonio TX in mid-October. **Don & Marge Cruse** will also attend.

Jim & Gerri Langemo have been doing their usual world travels, with trips to Alaska's North Slope & Prudhoe Bay, Norway, and then to check on part of their family in Georgia. On their agenda: Brazil and then more family in NY. Home for Xmas in MN. Hawaii has seen **Bill & Laverne King** cruising around the islands from their temporary base in the Hickam AFB BOQ. A look-back at 1960-63 tour of duty on O'ahu provided a drastic contrast to 2006, especially with rampant construction, traffic and confusion.

PotChap has survived a recent nor'easter which clobbered the coast with torrential rains, high tides, and associated tribulations. We wish all hands a Happy Halloween, a festive Thanksgiving, and a Merry Xmas.

WELFARE CONCERNS

Please remember these PotChap people:

Jeanne Bowlin, on oxygen for emphysema
Polly Carlstead, at home with special care...
Pat McLeod, on chemo
Ike Fisher, back on chemo
Art Langlois, MS
Angie Hudnell, Lupus
Clyde Tucker, kidney failure

THE DASH By Linda Ellis

I read of a man who stood to speak
At the funeral of a friend.
He referred to the dates on her tombstone
From the beginning to the end.

He noted that first came the date of her birth,
And spoke of the following date with tears;
But he said what mattered most of all
Was the dash between those years.

For that dash represents all the time
That she spent alive on earth;
And now only those who loved her
Know what that little line is worth.

For it matters not how much we own—
The cars, the house, the cash.

What matters is how we live and love,
And how we spend our dash.

So think about this long and hard;
Are there things you'd like to change?
For you never know how much time is left,
That can still be rearranged.

If we could just slow down enough,
To consider what's true and real;
And always try to understand,
The way other people feel.

And be less quick to anger,
And show appreciation more,
And love the people in our lives,
Like we've never loved before.

If we treat each other with respect,
And more often wear a smile,
Remembering that this special dash,
Might only last a little while.

So when your eulogy is being read,
With your life's actions to rehash,
Would you be proud of the things they say,
About how you spent your dash?

DEMAND FOR NATURAL GAS

Your home is one of 63,000,000 in the USA that uses natural gas. Add to that five million businesses, 205,000 factories, and 2,500 electric power plants. This means that natural gas meets about 25% of our energy needs - and is even used in the production of renewable fuels such as ethanol. It's no wonder that the market price of natural gas fluctuates.

USS INTREPID (CV-11) REHAB SKED

Visitors to NYC be prepared for these changes:

10/01/06 Museum closes

11/11/06 INTREPID is towed to Bayonne Dry-dock & Repair Facility.

Rehabilitation of Pier 86 begins.

5/11/07 Approximate date of INTREPID's return to Pier 86 in time for Fleet Week '07.

PETITION ADVICE

Have you ever gotten an email that is a petition? It states a position and asks you to add your name and address and to forward it to ten or fifteen people or even your entire address book. The email can be forwarded on and on, and can collect thousands of names and email addresses.

A FACT! The completed petition is actually worth a couple of bucks to a professional spammer because of the wealth of valid names and email addresses. If you want to support the petition, just send it as your own personal letter to the intended recipient. Your position carries a lot more weight as a personal letter than it would as a laundry list of email.

MCPON JOE R. CAMPA, JR.

When Command Master Chief (SW/FMF) Joe Campa became the 11th Master Chief Petty Officer of the Navy, he shattered a few barriers. He's the first Hispanic-

American to serve as the Navy's senior enlisted advisor; and he's also the first hospital corpsman to hold the post. Campa is one of the first three master chiefs to graduate from the Naval War College, earning a masters' degree in national security and strategic studies, in addition to the BS degree he holds from Excelsior College. He joined the Navy in 1980.
(from Naval Affairs)

NATIONAL ARCHIVES PROGRAM

CNMOC, RDML Tim McGee USN and Dr. Kenneth Thibodeau signed an agreement that will establish an Electronic Records Archive (ERA) in NAVOCEANO on Stennis Space Center. It will be part of the National Archives and Records Administration ERA Program. Our nation needs secure, large-scale storage facilities such as this.

Ocean Explored Robert Ballard Immersion Presents is an after-school science education program founded by **Dr. Bob Ballard**. NOAA and Immersion Presents have launched oceanslive.org, a marine science portal that offers live video and special content to educate people of all ages about the ocean, including national marine sanctuaries.

TWO-YEAR INTERNSHIPS

The Navy is offering both two-year internships and work experience for college students. The internships are available through the Navy Career Intern Program. The Student Career Experience Program is a planned career development program that integrates classroom theory with related, paid work experience with a Navy organization.

The Student Temporary Education Program provides temporary, paid employment opportunities to students while they complete their education. Upon successful completion of either program, participants may be eligible for permanent placement. For more info, email jobs.navy@navy.mil.



Central Coast Chapter

Monterey California

President Harry Nicholson

Sec/Treas Glenn Handlers

Monday 11 Sep. 2006 was a 5 year anniversary of 11 Sep. 2001 when the world changed forever as 19 young men dedicated to killing as many kefir's as possible, hijacked 4 commercial aircraft with passengers aboard and slammed two of the fully fueled passenger planes into the two towers of the world trade center, one into the pentagon and one was forced down to crash in Pennsylvania on its heading back toward Wash. D.C. World War IV just heated up that day.

Five years later we on the Monterey Bay in CA had a clear cool day.

On Sep 4, **Harry Nicholson** sent an invite for some members of the Monterey Chapter to meet at the USN Post Graduate golf club house for a meeting to take care of some local chapter business.

I went over and had lunch with **Harry Nicholson, Bill Schramm, Ralph Sallee & Pete Petit**. Harry

volunteered to act as President of our local chapter. As the National Sec. Treas. had been carrying **Pete Petit** for years as our unit president I will make sure Jim Stone gets a heads up that Harry Nicholson is now Chapter One's official head honcho.

Glenn Handlers was unable to attend but has volunteered to take over as Treasurer from **Ralph Sallee**. Ralph mentioned the various names of our unit and it seems my last change used on my Quarterly reports to the Aerograph is the 3rd name for our unit but all have Unit 1 as part of it's handle so will continue using what I have been using on the reports as shown on the heading of this quarterly. We voted to give the Well Weathered Wives Club \$200 seed money the first of Sep. each year so Ralph wrote a check for that amount to **Bill Schramm's wife Ann** who is co-sponsor with **Lori Macpherson** on the shindig this year. All our local units' accounts are in two names, **Ralph Sallee & Frank Ivie**. On the way out from the clubhouse to Airport Road a big sign said it was 1259 hours and Temperature was 62F.

I drove by Frank Ivie's home on my way home to chat but no one answered his door. Glenn Handlers is going to take charge of the funds and if he needs a 2nd name I volunteered as I am a long time user of the Monterey Credit Union where Unit 1 stashes its loot. Bill Schramm volunteered to check on some local hospitality hotels for a possible 2009 site for NWSA reunion and wanted a tally of how many attended the 1999 reunion here in Monterey. I sent him an Email after arriving home, showing 129 had registered for the reunion according to Howard Lewitt's tally in the Aug. 1999 Aerograph and we had about 200 who attended the 5 June Sat. night banquet.

Harry mentioned **Ace Trask** had fallen off a step ladder and screwed up his knee. Believe some doctor in the Seattle area performed an Arthroscopy to clean up the knee. Sure hope the sawbones squared away the damage so Ace can get along as good as before.

It is likely there is news of others who made the binnacle list since the last report but unless it is terminal that type news doesn't seem to filter into the public domain so this is a short fall report.

Zane E. Jacobs.



SOUTHERN CALIFORNIA CHAPTER

President:	Bill Bridge
Vice President:	Deacon Holden
Secretary/Treasurer	Morry Summy

Once again, greetings from the SOCAL Chapter. This year is certainly passing at breakneck speed. Seems like the year just started, and we are already talking about plans for Thanksgiving and Christmas.

CHAPTER ACTIVITIES

SOCAL's Labor Day Picnic was held of Saturday, 9 September at the picnic grounds of the Coast Guard Air Station. The weather conditions were outstanding, which provided us with a sensational scenic view of San

Diego Bay, enhanced by North Island in the background along with the city skyline. Attending this years picnic was **Morry Summy, Al Hassen** accompanied by **Arlene Seek, Bill Bridge, Fred Farnsworth** with his granddaughter **Carrie** and her friend **John, John & Fuji Rodriguez, Robbie & Mary Roberson, Jim Vollmer, and Deacon Holden**. Attendees brought their own entrees for grilling on the BBQ. In addition volunteers brought a community dish of salads, desserts, and other items. As usual, Morry brought corn on the cob and Deacon his special recipe baked beans. Even though attendance was less than normal, everyone had a great time and enjoyed the outing very much.

We held our quarterly business meeting/luncheon on Thursday, 5 October in the Golf Course Restaurant at the ADM Baker Navy Recreation Area. The meeting was called to order at 11:45 AM by President **Bill Bridge**. Attending were **Morry Summy, Bill Bridge, Deacon Holden, John Rodriguez and Carl & Phyllis Drake**. After the discussion of the routine Chapter business, the Secretary requested input for this chapter's article to be sent in for the November issue of the AEROGRAPH. He mentioned to the group that Deacon Holden had provided a very interesting article relating to events during his return back to the U.S. at the end of WWII. It makes interesting reading and provides an example of possible input from other members.

The next SOCAL Chapter activity will be the annual PARADE OF LIGHTS dinner at TOM HAM'S LIGHTHOUSE on Shelter Island, over-looking the Bay. This is always a popular event and is usually scheduled for early December.

MEMBER ACTIVITIES

John & Fuji Rodriguez were very busy in August with the arrival of the Japanese Training Squadron. They arrived on 7 August and departed on 10 August. On Monday night, John & Fuji entertained the Admiral and Commanding Officers in their home. Tuesday night was the Junior Officer Reception and on Wednesday, they entertained all newly commissioned officers at one of the local yacht clubs. John says that he understands that next year there should be two such visits. No rest for the weary!

Bill Bridge reports that he has recently returned from a cruise in Alaska. Ketchikan to Juneau. Daylight cruising on a small boat allows you to go almost anywhere, which the large vessels are unable to do. He stayed in small ports at night and visited with the "natives". Bill says that he is now making plans for traveling over the Thanksgiving and Christmas seasons. When Not traveling, Bill says he keeps busy with boating activities, volunteer police patrol, and golf.

Morry Summy hopes to have several of his grandchildren in for the Thanksgiving Holidays. Three of them are students at BYU in Utah. Another grandson is a Graduate Student and Athletic Trainer at UTEP in El Paso.

Deacon Holden reports that he is holding his own health wise. His doctor advised him two weeks ago that the cracks in his lower vertebrae are almost completely healed. Deacon says he is able to enjoy increased activity, but heavy lifting and jogging are still off the list of activities allowed at this time.

Submitted by Morry Summy



The Hampton Roads Chapter

President	Chuck Steinbruck
Vice Presid	Fay Crossley
Treasurer	Mike Joern
Secretary	Bob Daigle
Social Coordinator	Jack Salvato
VA Representative	Joan Akers

Our last HRC meeting was held at John and Eve Chubb on the Eastern Shore. Always our best place to meet, good food and good company. In attendance were John and Eve Chubb, Fay and Donna Crossley, Bertha Hubbard, Chuck Steinbruck, Ted Lemond and Friend Vera, Marty Nemcosky, Jack and Ann Salvato, Greg Salvato and Friend Jacqui, Ralph and Larue Wright, Frank and Eve Muscari. Great time was had by all.

Our next meeting is set for 18 October at the Lone Star Texas Steakhouse in Virginia Beach. A guest speaker is scheduled, Dr. William Donald Tabor Jr., he will give information about the Fair Tax Plan. A plan which has been on going for the past 15 years and if implemented, it would do away with the income tax and the IRS. Sounds interesting. Hopefully I'll be able to pass on some good information in the next Aerograph.

Some News from our Chapter:

From the Desk of the Weather Mouse:

Floyd and Joan Akers: This has been a tumultuous time. Floyd has been ill off and on for over three years. Mostly on, of course. We have seen more doctors and needles that we care to count. Then we met our geriatric doctor's physician's assistant. Her name is Jennifer. A very sweet young lady. I was afraid Floyd would growl and just run her off. Not Jennifer. If he grumped she smiled. If he hesitated to answer she found another way to phrase it. And they ran tests. He has been x-rayed, MRled, and ultra sounded, pounded, poked and prodded. Ultra sounded twice! And they took enough blood and other samples so I was thinking seriously about giving him a transfusion from me. (I wonder if he would get freckles if I did that?) Anyway, Jennifer got very bright and sent him to a urologist, the one he has had for 3 years, and they found the problem. Dr. Young sent his pretty nurse to take care of things and now Floyd seems fine. He even flirts with Dr. Jennifer and she tweaks his beard when he comes in. So, we do believe he will be fine, they will keep checking and he will keep taking his pills. And if he doesn't he will think Hurricane Joan, category 6, just came through 984 Sunnyside Drive.

Then of course there are our trips. We went to Myrtle Beach where our son, daughter-in-law and grand daughter now live in the brand new house they bought. We make the trip in a little over 6 hours and were in no hurry. The weather, thanks to my weather man, was perfect. Our directions were great including "turn when you see the burned out building" and the "our house is the only one on the street that is occupied and it is yellow". He was right on both accounts. We did learn that they have fire ants in that area, rather badly I think, but they also give out the powder to get rid of them. It is beautiful down there but the ocean looks just like Virginia Beach except that they have a much, much larger beach.

And our next trip will be to Springboro, Ohio. That is between Cincinnati and Dayton. And this time we are going to see our 17 year old rising senior grandson play football. He and several of the boys on the football team have been getting letters from a small college nearby and they went to see a football game there. Nice to have someone try to recruit you.

We are trying to get our house empty of all the stuff we don't want, want to sell or give to our kids and so far it hasn't worked. I had just gotten a decent start on the garage, 20 X30 and stuffed full when Floyd began to be really ill. When I got him to the doctor's, it became doctor one day, hospital the next, doctor the day after and then the hospital for tests again until we both wanted to go home. Well, now I have a garden cart full of yard sale/thrift shop stuff, parts of two of the walls painted, and a dozen boxes I must go through. It wouldn't be so bad but we must have about a thousand pictures of everything, everybody and every place we have been. Now, I could maybe handle that, but I also have about three boxes of papers pertaining to genealogy. Have you ever done genealogy? Believe me, if you do it honestly you will never again think your family is better than anyone else's. Of course you could do what one person did. They said, "Cousin Zack was at a meeting in the square one morning up on the platform and the stand collapsed killing him." Translation. Cousin Zack was a horse thief hanged in the square. Or perhaps, "My great great grandfather was in the banking business." Yep. He robbed about 6 of them. And when you go to trace someone you might find he left England (or anywhere else) under a cloud, changed his name, found a girl and changed his name again to her last name to please a father-in-law and give him descendants with the father-in-law's name. Then you find the guy whose name is Arsenwigdenpartle. And the man registering the people entering the country and doing the immigrant books had a headache that day and listed the poor man as Arson and it stayed that way. Talk about dubious ancestors - any hillbilly worthy of the name has had a few relatives who had run-ins with the Revenuers. One relative ran off the side of a mountain running a load of white lightning. It is a shame he didn't put it in the gas tank, he either would have out run the Revenuers or started flying when he left the ground.

One relative of mine, distant, I will have you know, has been chased by the FBI since I was 5. They never caught him. He fleeced old ladies of money. And he looked like a young Barrymore.. At least life is never dull. Hope you all had a wonderful time these last few months. Please enter your "in-puts" and help make us all laugh. The weather mouse. (Joan Akers)

(HRC Sec) Bob and Carol Daigle took a trip to Palm Harbor, Florida, first week of October to visit their son and family. Decided to drive this time, found out interstate 95 is like a race track. Did stop in South Carolina for some needed shut eye around one AM and was back on the road by 5:30 AM. The stop was worth it. A week was spent visiting family and friends (X-Navy). Bob's sister and husband (Snow Birds) also were down in the area. They decided to fly down from Massachusetts and spend a week there also. Weather was fantastic, 90's and sunny the entire week. We return to Virginia Beach to cooler temps and cloudy skies. Also, it meant going back to work. Ugh!

Dick Dempsey and some of his buddies from FRA Branch 99 in mid September headed up to Baltimore to see the Boston Red Sox play. His daughter Tina who is in the Air Force (ten years) is stationed at Ft. Meade. This gave him an opportunity to do some family visiting and see the Red Sox play. Dick did take his seven year old grandson to the game with him. They all had a great time but not as great as his grandson who caught a foul ball off the bat of Mike Lowell, third baseman for the Red Sox. Dick is trying to get a copy of the game on DVD from MLB as one of his buddies wife saw him on TV with him holding his ball up. Hope he's successful in getting that DVD.

HRC VP Fay Crossley will retire from the National Weather Service on 30 December 2006. Fay has a combined Federal Service of 40+ years. A retirement party will be held at the 4H Center at Wakefield on January 11, 2007. If you would like to attend or get more information please email denise.cullen@noaa.gov Fay plans on bugging wife Donna during the retirement years.

Al Mauzy attended boot camp in 1974, a time the Navy was being called the "New Navy." You know, Al the young buck that thought he knew everything and the old Chief couldn't tell him squat. Well, one day when he and his buddies were sitting around smoking and joking around one day, the company commander started questioning them about why they joined the Navy. Al told the old fart that he was a surfer and wanted to be around the ocean and that he had joined the delayed entry program, waiting for a seat in the Aerographer's Mate "A" school. "A weather guesser huh, the company commander replied. Where do you want to go for your first duty station?" he asked. "I want to get orders to a submarine!" Al eagerly replied.

"You dumbass, there's no weather guesser's aboard submarines!" he was laughing so hard he could hardly breathe. That was a little upsetting for Al, but being

young and dumb, he quickly forgot about it and went about his illustrious and checkered Navy career. Al retired after 27 years of "weather guesser-ing." Do you want to know what he's doing now?

He's working with the Navy Information Operations Command, Commander, Submarine Development Squadron Twelve, Submarine Force Atlantic and others to figure out how submarines can collect or otherwise receive meteorological data for IO planning. It just seems ironic to him that after all of those years, He's afforded an opportunity to do what seemed so natural to him so long ago. Weather guesser's aboard submarines, who would've thought of it?

Submitted by Bob Daigle, Secretary



NORTHWEST CHAPTER

President Earl Kerr

The 62nd meeting of NWSA's Northwest chapter was held on Sunday 10 September with a picnic in the spacious backyard of recently widowed Dee Berrian in Oakville, WA. The absence of traditional (?) rain at any outdoor weathermen & women's picnic was greatly appreciated. Thank you, El Nino. Also greatly appreciated was the planning & set up prepared for our gathering by Dee & her family. Attendees were **Dee Berrian, her daughter Judy & son Ray, Frank Baillie, Jim Black & Louis Ogle, an & Marilyn Collins, Carl & Eleanor Fox, Dick & Barbara Gilmore, Earl & Lynn Kerr, Jim Northup & Tom & Sharon Southworth.** The group enjoyed a fantastic spread of goodies from all attendees with the meat course paid for by our treasury. My favorites were the barbecued fresh corn on the cob & a chocolate cake so delicious as to be illegal for fat guys like myself. President **Earl Kerr** presided over a business meeting in which he described his well laid plans for our **2007 NWSA Reunion** at Everett, WA Holiday Inn. Y'all come (please).....

We all had a scare when Dee passed out from what we later learned was dehydration & being out in the sun. It was only a few months ago that she had lost her beloved husband George & had open heart surgery. The EMTs, who were on scene very quickly decided to take her to the hospital just to be safe & she remained for two days observation.

Earl Kerr is followed the shining, Lone Ranger example of **Tom & Mary Ann Miovias** at the 2005 Pittsburgh reunion. Dick Gilmore has worked with Earl & laid out spread sheets to record reunion data in an easily usable format. The rest of us have been doing the "heavy on-looking" (so far).

In the true confessions area I left the picnic area right behind Carl & Eleanor Fox. Since they were also heading to the same general area, I simply followed them rather than looking for landmarks (It was my first trip into that area). Some of the scenery didn't quite look right but I continued until Carl turned into an RV camp. Oops. I suddenly realized that I was on the right highway going in the wrong direction. By the time I

found a safe place to turn around, I saw a sign for Olympia & followed it to what turned out to be a faster road home. GOD looks after dummies some times. Franklin P. Jones provides the following quote, "It is a strange world of language in which skating on ice can get you into hot water."

I made my gossip gathering call to **Fred & Trudi Olson** just in time today. They were making "all preparations to get underway" for the U of WA stadium & a Huskies vs Oregon State game. Loyal alumnus Fred was a Husky two way player as a defensive end, wide receiver & kicker.

"Hoot mon" & "Erin go bragh". **Wayne & Betsy Olson** enjoyed a Celtic trip to the British Isles in recent days. The highlight of the trip was a visit with Irish relatives & an impressive International Festival at Edinburgh. Their current agenda is for a flight "down under" to Sydney, Australia & a cruise to New Zealand. I'm sure they'll get some tips from Earl & Lynn Kerr, who made a similar trip earlier this year. During their stay in the British Isles, the would-be Britain to the US airline terrorists & air travel was temporarily halted while the situation was assessed by Britain.

Tom & Sharon Southworth took their 11 year old grandson on a wide ranging but leisurely 10 day trip. The first leg was to Yellowstone Park via Oregon & Utah thence to Rapid City & Deadwood So. Dakota. Custer State Park in No. Dakota was the next stop before heading west via Montana (Glacier National Park), Idaho & home to Port Ludlow Washington on the Strait of Juan de Fuca.

Addison Walker commented that, "It's not true that nice guys finish last. Nice guys are winners before the game even starts."

Dick & Barbara Gilmore enjoyed a pleasant 10 day drive down the scenic Oregon coast to the Monterey area where they visited & dined with old friends **Ralph Wrenn** (we used to call him "Birdie" at Yokosuka in the late fifties) & his lady friend Marilyn Cole. The trip south was a bit buggy & they made a point to get a good car wash while in Monterey. While returning the couple stopped at Roseburg, OR for a visit with **Tom & Kay Murray** & later at Albany, OR to see their granddaughter. No rain made for a nice dry trip.

Bob Coppo has a new hobby. He is teaching English to new immigrants. The majority of his students were from Mexico & others were from China, Japan, Venezuela & Colombia. Bob works two days a week & 3 hours a day with one hour classes. He reports that it is obvious that the students are doing their homework & is gratified at their improvement. Bravo Zulu, Bob.

"Compromise makes a good umbrella but a poor roof." so said James Russell Lowell.

Jim Northup had an exciting day at Dee Berrian's home recently. She asked him to do some work on her property with his chain saw & he was cutting down dead trees, cutting them up in usable sizes & trimming others. He was suddenly startled to see smoke & then flame across the road from Dee's home. There were also

several explosions. It turned out that only a large garage was damaged & several vehicles destroyed. Jim is an inveterate hunter/ fisher/ gatherer (much like our last chapter President, "**Frenchy**" **Corbeille**) & recently accompanied his son Jerry on a successful moose hunt (Jerry was lucky enough to get a "moose tag") & they were butchering it earlier today. A local butcher will prepare the moose burger for them. The men have tags already for Mt. St. Helen's area elk in Nov. WA deer season starts today but he has no solid plans for it (yet). He also made a trip to Grayland on the coast where he dug for & got his quota of razor clams. Knowing how much the Corbeilles loved razor clams he asked me to pass on the following barb. "Eat your heart out, "Frenchy"! No razor clams back in Wisconsin." I didn't think to tell Jim that the Corbeilles had quite a few of those clams in one of the two freezers he carried from Castle Rock, WA to Brillion, Wisconsin.

Jim has worked quite a bit in the lumber industry & was recently working as a "flagger". In lumbering country a "flagger" co-ordinates, via hand held radio, the movement, or stoppage, of the large lumber carrying trucks & other traffic on narrow logging roads. He also communicates with those felling trees in areas close to that same road traffic.

Dan & Marilyn Collins recently spent a week at Panorama, B.C. which is near Radium Hot Springs.

(dosimeter cards on your bathing suits??). Panorama is a resort with about 500 units & individual homes at a 4,000 foot elevation. Ski runs reach down from about 8,000 feet but patches of snow were found only at the higher elevations. Choppers are available to fly skiers to the peak area so that they can ski all the way down. A golf course is available & a wolf habitat is located across the road from the resort proper for viewing & education. A twenty mile logging road is also available up to a glacial area which the Collins tried driving but "chickened out" after fording a creek & found the brush too close on both sides. The couple spent the nights, coming & going, in Bonner's Ferry WA where B. C. forest fire smoke was visible & there was glow of the flames off to the northwest. They were disappointed when they found that a favorite ice cream stand just over the US-Canada border in Yak, B. C., to be closed for the winter.

Carl & Eleanor Fox recently enjoyed a four day visit from his younger brother Jack, a retired Engineer, & his wife Carol. Jack Fox designed a valve used in the moon landings.

Our Past President "**Frenchy**" **Corbeille (& wife Barbara)** sent the following e-gram from Brillion, Wisconsin. In early Sept. they took a 5th wheel trip to Reno for a VAH-2 (Heavy Attack Squadron Two) reunion. It was a nice chance to visit with friends from the early '60s. Highlights of the trip were visits to the ghost town of Bodie, CA & Virginia City, NV (not a ghost town). His canine hunting & walking companion "Boomer" made the trip with us riding in his crate on the back bumper of the 5th wheel. On returning he

resumed work on an ongoing basement project which is slowly evolving into a family room, 3/4 bath, reloading room, fly tying space & a work shop. I am at the dry wall stage on it with the taping completed & the finishing coats left to apply. Another week should have it ready for paint & then comes the floor coverings. Things take a little longer when a one-man working party is involved. They took another break in early October for a "Guam Gang" gathering in Kansas City, MO. Attendees were folks whose tours at FWC Guam were in the '69 - '74 time frame. **Scott & Gail Sandgathe** of the Northwest Chapter were there. **Romano, Delano, Craiglow, Bruce Clark, & Giauque** were the "career types" on hand. The other attendees were the "4-year" guys. There were 28 folks present, including wives. They also took a side trip to Russelville, MO to visit "Frenchy's" good friend & hunting pal, AGC **Dewey Price** USN (RET) on the way home. He's taking a break from the work routine today (Sunday 15th) to attend a big gun show in Fond Du Lac, WI (right at the south end of Lake Winnebago, hence the name "bottom of the Lake"). He plans to do more looking than buying, but one never knows.

Submitted by Frank Baillie

Great Navy Story from "Frenchy" Corbeille! Every once in a while things work out just the way they're supposed to. Kind of reminds me of when I, with my AG3 crew freshly stitched in place, backed into a passageway with a 100 gram helium-filled balloon, turned around, and hit the Operations Officer with it. Unfortunately, he had a cigar in his mouth. Instantly his face and his aviation greens were all the same pallid shade of off-white, all except for his snapping black eyes. It is absolutely amazing how much talcum powder was used in those latex wonders! My division officer, then LCDR George Berrian, witnessed the whole thing (maybe even saw it unfolding) and immediately started laughing. Fortunately for me, his laughter proved infectious and in short order the Ops Boss was laughing also.

That was at NAS Whidbey Island in early 1955, back when Aerology Division was part of the Air Operations Department and before the "NWSEDs". Not too many moons ago I was provided the opportunity to say some words at George Berrian's memorial service and I told the good folks present about this little incident.

"Frenchy" Corbeille Captain USN Retired



HISTORY OF NAS LAKEHURST FROM 1960 YEARBOOK

The history of Naval Air Station Lakehurst, New Jersey, is unique in the various capacities in which it has served our nation.

Prior to 1916, the present location of the Naval Air Station was used as an ammunition proving ground for the Imperial Russian Government. Later, but still prior to WW1, the Eddystone Chemical Company leased the area for an experimental firing range. Many types of chemical shells were tested and perfected here. Eventually, the U.S. Army bought the territory, added more acreage, and named it Camp Kendrick.

After WW2, it was purchased by the Navy and commissioned as a lighter-than-air station in 1921. This designation was changed in 1955 to an unrestricted Naval Air Station.

NAS Lakehurst covers an area of approximately 11¼ square miles, more than 7,300 acres, including over ten million square feet of paved landing area (as of 1960). This is the oldest, largest, and presently the only lighter-than-air station in the country.



The original hangar—Hangar One—was completed in 1921. The USS SHENANDOAH (ZR-1), the first rigid airship constructed in the United States, was

assembled and erected in this hangar. The airship parts were manufactured at the Naval Aircraft Factory in Philadelphia. Hangar One is the third largest hangar in the world, measuring 807 feet long, 200 feet high and 262 feet wide.

In January of 1923 the Marine Barracks Command was established to provide a security force for the Naval Air Station. That same year a permanent structure was built to house and mess the personnel serving on board. This is the large, brick, E-shaped building which faces the airship landing mat. It now houses the mess hall, small stores, NAS enlisted barracks, hobby shop, Master-at-Arms Office, gymnasium, and the Marine Barracks.

The use of this station and its facilities as the U.S. terminal for trans-oceanic operations of the German airships GRAF ZEPPLIN and HINDENBURG made Lakehurst famous as an international airport. It was at Lakehurst on Thursday evening, May 6, 1937, that the hydrogen-filled HINDENBURG was destroyed by fire while landing. Of the 97 persons on board, 62 survived. During WW2 considerable expansion took place on the NAS. The Chief of Naval Airship Training and Experimentation's Office was established, and the station became the headquarters of the Commander Fleet Airships, Atlantic. All Atlantic, South American and European Squadrons were commissioned and fitted out at Lakehurst under the Fleet Airship Commander. In addition, all airships destined for those squadrons were accepted for the Navy, and large-scale training of pilots, crewmen and maintenance personnel was expedited.

Since the early days, Lakehurst has seen many types of airships on board. There were the "J" ships of the immediate post World War era (210,000 cubic feet capacity); two "TC" ships inherited from the U.S. Army of more modern design and larger size; the "ZMC-2" experimental metal-clad ship to study feasibility of using

thin metal for the envelope, both for the gas container and external cover; the "L" ships similar to the familiar Goodyear blimps, which were the first modern training ships; the "G-1" larger trainer of the Goodyear Defender size, useful for group instruction; and the 320,000 cubic foot "K-1" which had been built for experiments in the use of fuel gas. The "K-2" prototype of 416,000 cubic feet patrol ships ordered later, represented a real advance in airship design, and was the forerunner of the familiar K-ships of WW2. August 30 1962, last flight of Navy airship made at NAS Lakehurst, NJ.



Dr. Peter Richard Tatro, Captain USN (RET)

Dr. Peter Tatro Sr., 70, of 3549 Sanderling Drive, Southport, NC died Monday, July 31, 2006.

Mr. Tatro was born January 20, 1936, in Winthrop, Mass., and was the son of the late Carl and Margaret Mary McCann Tatro. He was preceded in death by his first wife, Jane F. Tatro, a grandchild, Tyler Marie Nash, a brother, Paul Tatro. He was a retired U.S. Navy Captain. During his Navy career he was a Naval Aviator, he flew ASW seaplanes and commanded a squadron located in Bermuda. Dr. Tatro earned his BS at Georgia Tech and a PHD in Physical Oceanography at MIT under Professor Stommel whom was world famous for his studies in oceanography.

After graduate school he served at Fleet Numerical Weather Center, Monterey, Ca. He pioneered the development and use of models for forecasting the acoustic conditions and performance of Navy ASW systems. He was a leading advocate for the application of models as the computers came of age, giving numerous presentations to Naval Research Boards and Congressional Committees. After Monterey he came to Washington and worked at the Office of Naval Research. In 1972 he founded the Acoustic Environmental Support Detachment of ONR which had responsibility for developing acoustic models and providing them to the Fleet for their ASW operations. He assembled a team of experts from industry and government which developed several such models to support nearly all platforms and types of ASW sensors. He retired as a Navy Captain and joined Science Applications International Corporation as a division manager in 1977. At SAIC he grew a small division into a large group which became recognized as one of the Navy's leading resources in acoustics, physical oceanography and signal processing. He retired as a Group Senior Vice President and continued to consult for Johns Hopkins University and the Submarine Security Program for several more years.

After retiring in 1999 Pete dedicated his life to boating, clamming and crabbing and golfing. He became an avid

fisherman. He loved and enjoyed spending time with his family and friends.

He is survived by his wife, Linda J. Tatro; three children, Peter R. Tatro Jr. (Belinda) of Hollywood, Florida, Susan T. Nash (Grady) of Richmond, Virginia, Scott Arthur Tatro (Trina) of Salisbury Beach, Mass.; a step-son, Ben Rosenquist of Atlanta, Ga.; three grandchildren, Peter R. Tatro III, Daniel Guttmann, Laura Jane Nash; a sister, Jean Tatro of New Port, Rhode Island; a brother, Carl Tatro Jr. of Philadelphia, Pa.

A memorial service will be held Friday, August 4, 2006, at 1 p.m. at the Chapel of Peacock-Newnam & White Funeral Service, 1411 N. Howe Street, Southport, with Reverend Skip Williams officiating. The family will receive friends from 4-6 this evening at the funeral home. In lieu of flowers, memorials may be made to the American Cancer Society. Peacock-Newnam & White Funeral and Cremation Service, Southport, NC (910) 457-6944.

Donald E. Warner XAG2 REL, 67, Lewiston WA

Donald E. Warner passed away, Saturday, August 05, 2006, at his home with his family at his side. Complications from ALS, (Lou Gehrigs Disease), and Post Polio Syndrome took him from us.

He was born Oct. 3rd, 1938, in Anchorage, Alaska to Ernest and Evelyn Warner. Don was raised and attended schools in Ontario, CA. In 1956, he joined the U.S. Navy, where he served over 8 years. Also in 1956, on Dec. 29th, he married his lovely wife Shirley Lambeth. After serving in the Navy as an aerographers mate, he joined the U.S. Weather Bureau, retiring in 1993 with 36 years of service. While in the Navy, Don traveled the world working on ships, The USS Picket AGR-7, The USS Pine Island AV12, and the USNS Wheeling TAGM-8, and stationed on islands, including Galapagos, Santa Catalina, San Nicolas, and Kodiak Islands.

Don enjoyed hot rods and working on old cars for 52 years. He and Shirley enjoyed traveling to Rod Runs all across the country and Canada in their various street rods. Don was a lifetime member of the National Street Rod Association. Earlier in his life, he enjoyed hunting and fishing, and introducing his three children to the game of golf. In his later years, he enjoyed his computer and e-mailing old friends. He gathered a group of these friends together each year in Laughlin, Nevada. And they are known as TBF, Torques, Buzzards, and Friends, (two old car clubs from high school). The group now has over 200 members. Some would say this was a great accomplishment, but Don just wants to be remembered as a nice guy.

Surviving Don are his wife, Shirley, at their home in Lewiston; his mother, Evelyn of Ontario, CA; his brother, Ken Warner of Chino Hills, CA; his son, Ron Warner and his wife Kelly of Lewiston, daughter Julie and her husband Kevin Bousquet of Prosser, WA, and son Stewart Warner and his wife Cheri of Lewiston; 9

wonderful grandchildren and 1 great-granddaughter. And also many dear friends.

At his request cremation has taken place and there will be no services. The family would like to give special thanks to Dr. Timothy Dykstra, Interventional Pain Consultants, and Tri-State Hospital Hospice. In lieu of flowers, the family suggests memorials be made to Tri-State Hospice, 1100 Highland Ave. Clarkston, WA 99403 in Donald's name.

Submitted by Gary and Lois Fisher, Relayed by LT Frank Baillie

Willard Guy Burris XAERM/c, Napa CA

A native of Des Moines, Iowa, he died in Napa, California on August 4, 2006. He is survived by his wife, Marie Jean Burris, whom he married in Reno, NV in May, 2002. He was married for 54 years to Norma L. Shrock of Des Moines. He is survived by daughters Rebecca Ford of Davis and Peggy Burris and her husband Glenn Suyeyasu of Napa, son Guy Burris of Sacramento, granddaughters Kristin Ford and Amy Little, and great-grandsons Jeffrey and Brady Suter. A sister, Charlotte E. Maas, and nieces and nephews also survive him in Iowa.

He was the son of Walter Guy and Jessie Myrna Taylor Burries of Ames, Iowa, and grandson of Ella and Willard M. Taylor Jr, early settlers near Stanhope, Iowa. He was a great-grandson of Nancy and Willard M. Taylor, Sr., early settlers of Hamilton County, Iowa.

Professionally, he was a wholesale marketer for Continental Oil Company in Iowa and Atlantic Richfield Company in California. He was an Arco retiree. He also served in the US Navy as a weather forecaster during WWII and the Korean War. He flew many missions in the Pacific and earned an Air Medal with citation. He was a life member of the Navy *sic* Weather Service Association.

He received Masonic degrees in Des Moines and served as Master of Yount Lodge No. 12, F & AM, Napa. He received 50-year Masonic honors in 1996.

Submitted by Don Cruse

CAPT JOHN WILLIAM SULLIVAN, USN (Ret.)

CAPT John W. Sullivan, USN (Ret.), died 10 March 1990 in the Virginia Beach General Hospital following his hospitalization for a stroke in late February. A memorial service was conducted in Baylake Methodist Church, Virginia Beach, VA, followed by interment in the Woodlawn Memorial Gardens.

Born on 1 December 1916 in Pittsburgh, PA, he was appointed to the U. S. Naval Academy from that state and graduated with USNA's Class of 1940. His first duty assignment was to NEVADA, the only battleship able to get underway and head for sea following Japan's attack on Pearl Harbor on 7 December 1941. He then served in cruisers AUGUSTA and MONTPELIER throughout WWII. In July 1946 he entered the U. S. Naval Postgraduate School, then located on the grounds of USNA, Annapolis, MD, and, in June 1948, he was awarded a degree in aerological engineering. Various

meteorological posts were followed by return to sea duty as Operations Officer in cruiser LOS ANGELES in 1953, followed by command of landing ship CASA GRANDE, destroyer PUTNAM, and destroyer SHASTA through 1961. His final duty was command of EPDOLant.

After retirement from active duty in 1964, he entered the academic field and eventually retired from Tidewater Community College as Director, Continuing Education. He was Past-Commodore of the Cavalier Yacht and Country Club; former Scoutmaster of Troop 369, BSA; and a member of the U. S. Naval Academy Alumni Association, the Retired Officers Association, and the Crossroads Lions Club.

In 1970 he received a Master of Science in Education degree from Darden College of Education, Old Dominion University, Norfolk, VA, and later, a certificate of Advanced Graduate Study in Education from the College of William and Mary, Williamsburg, VA.

He is survived by his wife of 43 years, Delight Anderson Sullivan of their home address: 1656 Baypoint Drive, Virginia Beach, VA 23454; twin daughters, Jan H. Sullivan and Jill H. Sullivan, both of Virginia Beach; five sons: Walter F., USNA Class of 1970, Camarillo, CA; John M.; Mark D., USNA Class of 1971; Kerry G.; and Craig W., all of Virginia Beach; a sister, Virginia S. Scott of Pittsburgh, PA, and four grandchildren.

Capt. Thomas D. Keegan, USN RET

June 21, 1984

CAPT Thomas D. Keegan, USN (Ret.) died on 21 June 1984 in Charleston, South Carolina. His remains were interred in Beaufort.

A native of New York, he was appointed to the Naval Academy and entered with the Class of 1939. On graduation, as an ensign he reported to USS PORTLAND and spent the following year and a half aboard. He then attended Submarine School in the Spring of 1941. Upon graduation he was ordered to the S-25 and then, when that boat was turned over to the Poles in November 1941, he joined the commissioning crew of the USS SILVERSIDES. After seven war patrols in SILVERSIDES, one of the war's most successful boats, he joined the commissioning crew of USS SEACAT and, in 1944, he made two patrols in SEACAT as executive officer. Just before the war's end, he took over the submarine USS KINGFISH as commanding officer and conducted one war patrol in the Kuriles Islands area. He was awarded two Silver Star Medals, one Bronze Star Medal, and a Presidential Unit Citation for his war operations. At the end of World War II, he put the KINGFISH out of commission, and then, in 1946, he joined the Staff of the 16th Fleet in New London, Connecticut, for a short tour.

In July 1946, he entered the U. S. Naval Postgraduate School, then on the grounds of the U. S. Naval Academy, Annapolis, Maryland. In June 1948, he graduated having been awarded a master's degree in aerological engineering. Following his graduation, he had a two-year tour at the Navy Weather Central, Pearl

Harbor, Hawaii. In 1950, he spent a tour of several months in the Office of the Chief of Naval Operations (OPNAV) before being ordered to CINCNELM's Staff in London, England. In 1953, he was ordered to duty under instruction at the Staff College in Norfolk, Virginia. Upon graduation, he joined the USS GOODRICH (DD-831) as commanding officer.

In 1955, he reported once again to OPNAV for duties in the Fleet Operations Section. In 1958, he assumed the duty of Squadron Commander of Minecraft Squadron 8. In 1958, he was ordered to Ohio State University to head the Naval ROTC unit there. In 1962, he took command of the USS ROCKBRIDGE (APA-228) from which he retired in 1963 to become a mathematics and science teacher in Charleston. For the 12-year period prior to his death, he was a teacher in a private school, the College Preparatory School, in Charleston. At the time of his death, he was serving a volunteer at the Charleston Museum. He was an active member of the U. S. Naval Academy's Alumni Association.

He is survived by his widow, Jean Phillips Keegan, Sullivan Islands, SC and three children.

Submitted by LCOL Dick Terwilliger USA RET

Capt. Edward G. Smith USN RET age 75, of Long Beach MS, died Friday, September 1, 2006 in Gulfport. He was born December 29, 1930 in Bronx, New York. He graduated from the United States Naval Academy in 1955. Duty Stations included Monterey, CA, three tours in Norfolk, VA, two tours in Newfoundland, Washington D.C., Guam, Bermuda, and Stennis Space Center. He served in the U.S. Navy for 33 years. After retiring from the Navy, he went to work for Computer Science Corporation. He enjoyed golfing with all his buddies at Pass Christian Isles Golf Course. He was preceded in death by his sister, June Potter; his parents, Everett L. Smith and Mildred S. Smith; and stepmother, Izabelle Smith.

He is survived by his wife, Helen Smith, daughter, Kathleen M. McLuckie and son-in-law, Mason McLuckie, all of Long Beach; son, Kevin A. Smith and daughter-in-law, Stephanie D. Smith, of Oahu, Hawaii; son, Michael C. Smith and daughter-in-law, Ginger N. Smith of Houston, TX; daughter, Lynn A. Necaise and son-in-law, John P. Necaise of Pass Christian; grandchildren, Karen McLuckie, Christopher McLuckie, Anthony Smith, Mark Smith, Ryan Necaise, Tyler Necaise, Sean Adams, Aaron Adams.

Submitted by Don Cruse CDR USN RET



AGCM Thomas P. "Skip" Cline USN RET

Thomas Palmer Cline, 66 of Glen Burnie, MD, died suddenly on Tuesday, September 12, 2006 after suffering a massive heart attack at his home. Thomas was predeceased by his beloved wife Karen Kay Cline (nee

Taylor) who passed on in 2004 after a lengthy illness. His dearly beloved daughter Dora Lynn Taylor also

predeceased Tom. His dearly beloved daughter, Dawn Taylor of Virginia, presently survives Tom.

Loving family survivors also include his brothers: William E. Cline (Dorothy) of Winter Park, FL; Marc D. Cline (Florence) of Southampton, NJ; Page C. Cline (Ruthie) of Citrus Heights, CA; James V. Cline (Bonnie) of Cape May Court House, NJ; Sisters: Deloa A. Cline of Las Vegas, NV; Mary Frances Gavey of Cranford, NJ and Margaret A. Pagnotti of Atco, NJ, 16 nieces, 6 nephews, 17 great-nephews, 9 great-nieces and 4 great-great nephews and 3 great-great nieces also survive Mr. Cline.

Tom was born August 1, 1940 in Scottdale, PA, the youngest son of the late "Hank" and Ann Cline. He attended elementary school at Harrison School in Roselle, NJ and graduated from Merchantville, NJ High School in 1958.

In early March of 1959 he enlisted in the United States Navy and served until his retirement on March 30, 1990. After 30 years of very active military service, he retired at the rank of Master Chief, which he had achieved in 1972. Skip was currently active as a Member of VFW Post 160 of Glen Burnie where he served as past Quartermaster. He was a Member of the Cooties, Pup Tent #3 affiliated with VFW Post 160. Skip was also the present Secretary of Fleet Reserve Association, Branch 212 Glen Burnie. Skip was also very active with the NCVA of which he was a member. Tom also was a Member of the Marine Corps League Post 1049. Tom was a Lifetime Member of the American Legion located at Post 276 in Glen Burnie. Tom was a Member of the Fort Meade E-9 Association. Tom was very active in various Weather-related organizations in which his expertise was highly regarded.

There was a Graveside Service with Military Honors at the Glen Haven Memorial Park, 7215 Richey Hwy (Rt 2), Glen Burnie, MD 21061. Immediately following services, all family, Shipmates, and friends attended a Memorial Service with Wake Services (food and bar) at: VFW Post 160, 2597 Dorsey Road, Glen Burnie, Maryland. Memorial donation checks may be made out to: "Fleet Reserve Association (FRA) Disaster Relief Fund in memory of Thomas P. Cline, Branch 212" and sent to: FRA, 125 N. West Street, Alexandria, VA 22314. All donations will be acknowledged.

Submitted by many shipmates of Skip

AGC Robert "Bob" Charles Krause USN RET

Chief Krause, 66 passed away on September 15, 2006 in Memphis, Tennessee. Burial was in the West Tennessee Veterans' Cemetery. Bob was born on March 27, 1938 in Oshkosh, Wisconsin. He grew up in Markesan, Wisconsin and graduated from high school in 1956. Bob was preceded in death by his first wife, Pat, on February 22, 1981. They had one son, Michael A. Krause currently residing in Memphis, Tennessee.

Bob joined the Navy in October 1956 and retired May 1978. His last duty station was at the Air Controlman School, NATTC Memphis, Tennessee. After completing

boot camp, he attended A & P School at Norman, Oklahoma, AG "A" School - Class 5829, AG "B" School - Class 6706, AOE School, at Lakehurst, New Jersey, and the ADCOP Program (Junior College) near Sunnyvale, California. Other duty assignments during his career included FWF San Diego, NAF China Lake, NAS Los Alamitos, in California, and FWC Kodiak, Alaska. His sea duty assignments included an Ice Breaker homeported in Seattle, Washington and the USS Saratoga (CVA-60) homeported at NS Mayport, Florida.

After retiring from the Navy, Bob continued his education, receiving a Masters Degree in Mathematics, and taught high school math in the Shelby County Schools until his final retirement. He is survived by his second wife Ms. Mary Ann Krause, one daughter and three sons and seven grandchildren and a host of old shipmates and friends. Mary is a school teacher with the Shelby County Schools.

Bob was a member of the Heritage Baptist Church of Cordova, Tennessee and was very active lending a hand and supporting ongoing Church projects. He was a past member of the Naval Weather Service Association.

With fond memories of Bob and Best wishes for Mary and the Family.

Submitted by AGCS Lloyd S. Corbett USN-RET

xAG1 Willard G. "Bill" Burris USNR REL died 8/04/06 in Napa, CA. I've asked Marie Burris for date and place of birth for inclusion in my writeup. > Last duty station - USS Suisun, AVP-53 Joined Navy Dec 1941. A WWII AG, he flew combat missions from the western Aleutians with deployed squadrons assigned to Fleet Air Wing FOUR. Discharged Mar 1953 NWSA Life Member. The class A4203 that Zane located agrees with Bill's reporting FWC Pearl for duty Oct 1942. At that time, the newly-designated Fleet Weather Central was still on the top of the NAS Ford Island water tower. On 02 Jan 43 it relocated to the building on Kamehameha Hwy, across from the fire station. When we visit PH nowadays, that same building is used for Naval Personnel Support Center. The cane fields and the small railroad are long gone.

Submitted by Don Cruise



Travel by Moon

TRAVEL VIA THE MOON

We mentioned last issue how hotels are adding charges for services you didn't necessarily ask for...or even know what they are! Like "resort fee," computer availability" even if you don't have one, etc. Well, the residents of many towns and cities around the country also want to thank you for your contribution every time you rent a car at their airport...Milwaukee needs your tax dollars to fund a study on mass transit; you're helping to build a new NHL (that's hockey) arena in Dallas; in Charlotte they thank you for helping to build a new arts center

downtown....80+ local and state taxes are added on to YOUR bill every time you rent a car in the US...on TOP of the usual tax you always pay! Your car at LAX is \$61 and at DFW its \$57...oh, we need to add the tax-yea, that car at LAX is up to \$67-sorry. At DFW your contribution to the new NHL arena (and NO, you don't get a seat for a future game) your car rental is now a whopping \$97. It used to be a "pain" that you ran into at some locations and you had to put up with it, but it's got to be a "regular" happening no matter where you go. ...correction....at SOME, but not all, cities you land at there may be a reduced tax add-on for "off-airport" rental offices. Many hotels "downtown" will have car rental offices in the lobby or very nearby that charge as much as 10-15% LESS tax than the same airport rental. If the hotel has free shuttle service, you're ahead! But, some "downtown" rental offices may charge MORE! Get on the 800 phone or computer and ask BEFORE you get to the airport. There are some cities and states that haven't gone the route of "get the tourist" yet...like Scranton PA, Cedar Rapids IA and Boise ID....course, if you're paying per mile to drive to Miami, you may want to switch to Plan B. In the meantime, do some home work on the phone/computer and call more than one of the different rental companies - they do have special sales! And DO check the different companies (Hertz, Avis, Budget, et al, especially if you are "preferred" and have a number with one). If you check 5 different companies at your airport, you will probably find 5 different prices for the same car - and those low prices may be very different at some other airport....you gotta do homework via the phone or computer...and don't forget your AAA, AARP, Vet, Sr discount. If you're on the phone (how lucky can you get talking to a real person!) ask them for their BEST price - that's not necessarily the first price that they TELL you! Do the math - if it costs \$15 a day more for 4 days....you lost \$60 by not shopping...if you just won the lottery, never mind!

We really hesitate to tell you about the Transportation Security Admin. (TSA) rules on what you may and what you may not take with you at check-in for your flight, because it may change each week (if not daily)! About a year ago it was OK to keep your shoes on and hope they didn't light up the radar when you walked thru...not anymore! You have to take them off **NOW** and put them on the belt to go thru the screening. You also MAY NOT carry food or drink or even have it in your carry-on bag or purse. Medications, including liquid, must have your prescription on the container with YOUR name as part of that prescription. Paste type items like toothpaste, sunscreen, after-shave liquids, skin preparations that many women use....these are all items you MAY not carry thru TSA....but you MAY put them in your checked luggage. **These items seem to change every week! TSA add and subtract items.**

When you check in with the airline (before TSA), ask the airline agent. If any of your carry-on items are "No-No", put them in your checked bags right there. The latest

TSA list is in the computer under www.tsa.gov Travel has changed so much in the past years but it's still worth it when you get to that destination you've been looking forward to for so long. The least expensive time of the year to travel is here for 3-5 months.....**get packing** and ENJOY !



BRAVO ZULU to each selectee

AGC, AGCS, AGCM PROMOTION LISTS

FM CNO WASHINGTON DC//N1/NT//

FY-07 E9 (CYCLE 189) CONGRATULATIONS TO THE FOLLOWING SENIOR CHIEF PETTY OFFICERS ON THEIR SELECTION FOR ADVANCEMENT TO **MASTER CHIEF AEROGRAPHERS MATE**

TYO ROBERT WI 0001

FY-07 E8 (CYCLE 189) CONGRATULATIONS TO THE FOLLOWING CHIEF PETTY OFFICERS ON THEIR SELECTION FOR ADVANCEMENT TO

SENIOR CHIEF AEROGRAPHERS MATE

2664 HAWK DARREN L	0001
3267 FISK JUSTIN H	0002
5371 ANSELM TODD A	0003
8914 VANWAGONER KE	0004
3400 MARTINEZ DAVI	0005
1276 SCOLLER ROBIN	0006
4896 HOFFMAN MARK	0007
4849 JOHANSEN JED	0008

FY-07 E7 (CYCLE 190) ACTIVE DUTY SELECTION BOARD RESULTS// CONGRATULATIONS TO THE FOLLOWING PERSONNEL WHO HAVE BEEN SELECTED FOR ADVANCEMENT TO

CHIEF AEROGRAPHERS MATE

8643 KUYKENDALL HA	0001
5176 LOVENBURY EVE	0002
8150 WINDELL ERIC	0003
4664 GOBLE JAMES B	0004
0320 ANDERSON ANTH	0005
1999 ACOSTAGONZALE	0006
0768 BRABENEC PAUL	0007
6677 ROGERS KEVIN	0008
7687 HUTCHINSON DA	0009
3281 COLLINS JULIA	0010
5096 REYESRIVERA J	0011
1120 ROSSY ANGEL L	0012
5434 STYER RALPH W	0013
3958 NEGRON WALTER	0014
6154 WARNER GREGOR	0015
8978 STRATTON JAME	0016
5978 DELMONT ANNA	0017
0189 VINSON MICHAEL	0018
9263 DOWLING EUGEN	0019

8982 JETER HENRY M	0020
4581 STEWART TOBY	0021
4417 NICODEMUS JAM	0022
3682 PERRIN DAVID	0023
3300 GIBSON TODD D	0024
7864 EULER MATTHEW	0025
8531 DANIEL STEPHE	0026
8315 MALONE MATTHE	0027
1310 OSWALT JONATH	0028
7942 STEELE ROBERT	0029
3062 BRICKLER THOM	0030
8780 GARZA MICHAEL	0031
2114 KIGER DENIE R	0032
7097 SANTIAGO CESA	0033
0707 YOUNCE TRAVIS	0034



NWSA SELECTS FOUR OUTSTANDING STUDENTS FOR SCHOLARSHIP AWARDS

Naval Weather Service Association Scholarship Awards assist highly qualified and motivated high school and college undergraduate students who are planning careers in the fields of Meteorology, Oceanography and Aerospace Engineering.

The not-so-good news is that only 5 applications for scholarship grants were received by NWSA in 2006. The bad news is that one of the applications was rejected because the student intends to major in Aeronautical Engineering, a field of learning not supported by NWSA. The good news is that all 4 of the remaining applicants were extremely well qualified and deserving of assistance.

Three of the 4 applicants were female. Two were high school seniors and 2 were college undergraduates. Three of the 4 applicants will be majoring in Meteorology. The fourth is seeking a degree in Aerospace Engineering. One applicant (Kathryn Jablonski) received an award in 2005 and reapplied in 2006.

The NWSA Executive Board made the decision, based on the monies available this year for grants (\$8800), that the top candidate (Meghan Mee) would receive \$3000, the next two candidates (Kathryn Jablonski and Joanna Hassell) would receive \$2000 and the fourth candidate (Bradley Toellner) would receive \$1800.

Following is a brief biography of the 2006 winners of Scholarship Awards:

MEGHAN KATHERINE MEE



Sponsored by Richard Thayer (Gulf Coast Chapter). Meghan lives in Biloxi, MS and graduated from Biloxi High School in May, 2006. She grew up on the Gulf Coast where she gained an acute appreciation of weather's affects on people's lives. Meghan decided to attend the University of South Alabama

at Mobile because of its location on the gulf, the quality of its teaching staff and the close ties of its Met Department with the National Weather Service, the Army Corps of Engineers and the Hurricane Hunter Squadron at Keesler AFB. Hurricane Katrina destroyed Meghan's family home, her car, and her personal effects. Her parents needed Meghan's college fund (saved over 17 years) to begin home repairs. Meghan's lifelong goal is to obtain a Master's Degree in Meteorology.



KATHRYN LYNN JABLONSKI

Sponsored by Norm Macomber (Airship Chapter). Kathryn is from Brick, NJ. She applied for an NWSA Scholarship Award in 2005 and was granted \$1000. Kathryn is entering her sophomore year at Penn State University. She is enjoying campus life and activities and is making good

progress toward obtaining her undergraduate degree in Meteorology. Her studies include producing forecasts for numerous Pennsylvania counties as well as presenting these forecasts on the radio and campus TV.



JOANNA HASSELL

Sponsored by Fay Crossley (Hampton Roads Chapter). Joanna is from Franklin, VA and graduated from Southampton High School, Courtland, VA in 2003. She has attended Penn State University since the fall of 2003

and is successfully pursuing her undergraduate degree in Meteorology. During the summers of 2003 and 2004 Joanna volunteered well over 200 hours of work at the National Weather Service Forecast Office (NWSFO) at Wakefield, VA where she won highest praise for her intelligence, diligence, positive outlook, and work ethic. She is strongly motivated to be a professional meteorologist with the National Weather Service.



BRADLEY WAYNE TOELLNER

Sponsored by Don Savage, Theodosia, MO. Bradley lives in Sedalia, MO and graduated 4th in a class of 243 from Smith-Cotton High School in 2006. Bradley will attend Texas A&M and is seeking an undergraduate degree in Aerospace Engineering. Bradley lives near Whiteman AFB and has always

been fascinated by aircraft. He took a difficult course load in science, algebra, trigonometry, chemistry, physics and calculus in high school and is gifted both in practical and abstract matters. His ultimate goal is to design spacecraft of the future and to become an astronaut.

2007 NWSA Scholarship Award Program

Doug Maxwell

This issue of the Aerograph contains an envelope to be used to make a donation to the NWSA Scholarship

Fund. NWSA members are asked to place a donation in this envelope and forward it to Sec/Treas Jim Stone. There are some very bright and highly qualified students across America who want to get into the fields of Meteorology, Oceanography and Aeronautical Engineering, but need financial assistance. This is a good opportunity to help them reach their goals. Plus, the donation is tax deductible.

This issue also contains 1) Instructions for Students Applying for an NWSA Scholarship Award and 2) Application for NWSA Scholarship Award.

NWSA members are encouraged to make as many copies of these forms as are needed for distribution to high schools in your area. It is recommended that an appointment be made to meet the Senior Class Counselor and, if present, the leader of the high school JROTC Program. Explain who you are and the qualifications a student must meet to qualify for a scholarship award. Read the "Instructions for Students" (NWSA FORM SC1 REV 2005) so that you can make the fields of study clear to the counselor. Also read and be familiar with the actual student application form (NWSA FORM SC2 REV 2005). Both forms must contain your name as a sponsor plus your address and phone number. This will make you available to answer questions and provide assistance. If you have an applicant who is qualified, you as the sponsor must verify that the application form is complete and in order. You are then required to mail the completed application, along with transcript (sent directly to you from the high school) and letters of recommendation to Sec/Treas Jim Stone. The completed applications and student transcripts are to be in the hands of Jim Stone by 1 May, 2007. Jim Stone will then forward all applications received to the Chairman of the Scholarship Committee. The Scholarship Committee will evaluate each application and report its ranking and recommendations to the Executive Board at the NWSA Reunion in Everett, Washington in May, 2007. Sponsors will be notified by the Chairman of the Scholarship Committee shortly after the reunion whether or not their candidate has been granted an award and the amount of the award. Sponsors will then notify the individual candidates.

Good luck with your efforts to help some highly qualified and motivated student enter the field of Meteorology, Oceanography or Aeronautical Engineering.

APPLICATION FOR NAVAL WEATHER SERVICE ASSOCIATION SCHOLARSHIP AWARD

Date: _____

Applicant: _____
(Last) (First) (Middle)

Date of Birth: _____ Marital Status: _____
(Single, Married, Divorced, Widowed, etc.)

PRIVACY STATEMENT. The purpose of this application is to provide the means by which a student can apply for a scholarship award through the Naval Weather Service Association's Scholarship Program. Information provided will be used to assess scholastic achievement and to evaluate the need for financial assistance. Completion of this form is mandatory. Failure to provide requested information may result in delay in processing the application or disqualification from participation in the Award Program. This information will only be used for the purpose of evaluating your application, and it will not be disclosed to any third party.

TERMS. The Scholarship Award money may be used by the awardee to pay for any expenses incurred at college, including tuition, fees, books, supplies, and equipment or any other expenses necessary to complete the education required.

INSTRUCTIONS.

1. The entries on this application form must be complete, accurate, and legible. They should be typewritten or printed in black ink.
2. Instructions for each question are printed with the question. Read all instructions carefully before answering.
3. As used in the application for, the term “Sponsor” refers to a paid-up member of the Naval Weather Service Association (NWSA) who will interview you either in person, by phone, or by correspondence and make a recommendation on its acceptance. The Sponsor’s recommendation is a key feature on the NWSA Scholarship Program.
4. Early in the application process, request all high-school and college (if applicable) transcripts and have them sent to your sponsor. Include standardized test scores such as ACT or SAT, if available.
5. Sign and date the application form and ensure that it is also signed by your responsible parent, step parent or guardian.
6. Complete the check-off-list on Page 5.
7. Ensure that the application form is forwarded to and is reviewed by your sponsor.
8. Your sponsor will mail the completed form, transcript(s) and recommendation to:

Secretary/Treasurer
Naval Weather Service Association
600 E. Fifth St., Apt 179
Waverly, OH 45690-1500
Telephone Number: (740) 947-7111

9. Deadline for receipt of completed application and transcript(s) by the Secretary/Treasurer is normally 1 May of the year in which you apply. If a change of date is required, the Secretary/Treasurer will publish a new date in the August AEROGRAF. Your sponsor will note that date on your Instructions to Students.

APPLICATION FOR NWSA SCHOLARSHIP AWARD

Date: _____

Applicant: _____
(Last) (First) (Middle)

PART I - EDUCATION

1. High School Attended: _____
(Name and Address) (From) (To)

Date Transcript Requested: _____ **Note: Transcripts must contain 7th (or 8th, if graduated) semester GPA and class ranking.**

Major Courses of Study: _____

2. College I am now attending (if any): _____
(Name and Address)

3. Colleges to which I have applied:

_____ Accepted ___ Pending ___ Tuition/Room/Board \$ _____

_____ Accepted ___ Pending ___ Tuition/Room/Board \$ _____

_____ Accepted ___ Pending ___ Tuition/Room/Board \$ _____

4. College that I am most likely to attend: _____
(Name)

Application has been accepted: Yes ___ No ___

Tuition per year: \$ _____ Room and Board per year: \$ _____

Note: If you change colleges prior to matriculation, you must notify your sponsor immediately.

5. The college I hope to attend has accepted me as an ROTC Scholarship Student. Yes ___ No ___

6. I will be pursuing a degree in _____, a major which is offered by the colleges to which I have applied, to which I have been accepted, or that I am now attending.

APPLICATION FOR NWSA SCHOLARSHIP AWARD

Date: _____

Applicant: _____
(Last) (First) (Middle)

PART II - FINANCES

1. FAMILY FINANCES.

Family Address: _____ Home Phone () _____

Father: _____
(Name) (Occupation)

Mother: _____
(Name) (Occupation)

Combined annual income of parents: ___ Less than 50K ___ 51-75K ___ 76-100K ___ Over 100K

Amount of aid father and mother will provide to applicant: _____ Line A \$ _____

Number of dependents in family, including applicant: _____

Number of children attending college next year: _____

2. APPLICANT'S FINANCES. Funds applicant expects to have for next school year (NOT including aid from family included Line A above).

Veterans Benefits \$ _____
Social Security \$ _____
Savings \$ _____

Source

Earned Income	\$ _____	_____
Loans	\$ _____	_____
Grants	\$ _____	_____
Scholarships already awarded	\$ _____	_____

Funds applicant will provide for next school year: _____ Line B \$ _____

Grand total funds available for applicant next school year (Line A + Line B) \$ _____

SIGNATURE OF HEAD OF FAMILY: _____ DATE: _____

SIGNATURE OF APPLICANT: _____ DATE: _____

APPLICATION FOR NWSA SCHOLARSHIP AWARD

Date: _____

Applicant: _____
(Last) (First) (Middle)

PART III - ACHIEVEMENTS AND GOALS

ACHIEVEMENTS. MUST BE SUBMITTED WITH APPLICATION. On a separate sheet list your academic achievements, awards, competition teams of which you were a member, class offices held, extracurricular activities, clubs, sports you participated in, your selection to city, state or national programs, community services, church groups, and any other activities which are indicative of your all-around abilities. **Specifically include Positions of Leadership.**

GOALS. MUST BE SUBMITTED WITH APPLICATION. On a separate sheet state your goals in attending college, your interests in the major you have selected and your long range career objectives. Be sure to explain how your career objectives relate to the NWSA Scholarship Program's purpose which is to assist students who plan a career in the fields of Meteorology, Oceanography or Aerospace Engineering. Statement on your goals should **not** exceed 500 words.

LETTERS OF RECOMMENDATION (OPTIONAL, BUT VERY DESIRABLE). Do not enclose more than **three** letters of recommendation, not including a letter from your sponsor.

PART IV - SPECIAL CIRCUMSTANCES (OPTIONAL).

The parents, counselor, teacher, principal, or applicant, may comment briefly in the space below on any special circumstances, financial or otherwise, that they wish to bring to the attention of the NWSA Scholarship Committee.

APPLICATION FOR NWSA SCHOLARSHIP AWARD

Date: _____

Applicant: _____
(Last) (First) (Middle)

PART V - CHECK LIST AND SPONSOR'S CERTIFICATION

CHECK LIST TO BE COMPLETED BY BOTH APPLICANT AND SPONSOR

	APPLICANT INITIALS	SPONSOR INITIALS
1. Each question was answered completely and accurately.	_____	_____
2. Major course of study is on NWSA list and is offered at college attending.	_____	_____
3. Amounts of tuition, room and board are entered.	_____	_____
4. All necessary transcripts, with latest GPA and class ranking, are attached.	_____	_____
5. SAT and/or ACT standardized test scores are attached, if available.	_____	_____
6. Print school counselor's name: _____	_____	_____
7. Application has been signed by all parties and dated.	_____	_____

SPONSOR'S CERTIFICATION

Secretary/Treasurer's Certification: I certify that the below named sponsor is currently a paid-up member of the NWSA.

Signature: _____ Date: _____

Sponsor's Name: _____ Rate/Rank/Grade: _____

Sponsor's Current Address: _____
(Street)

_____ (City) (State) (ZIP Code)

Phone (____) _____

I certify that I have interviewed this applicant, either in person or by phone. I recommend that the applicant, as a student majoring in _____, be considered for a Scholarship Award offered through the Naval Weather Service Association Scholarship Program. I rank this applicant _____ against _____ other applicants I have sponsored this year. Relationship to applicant is _____. I certify my above information to be true and correct.

(Signature of Sponsor)

Date submitted to NWSA Secretary/Treasurer by Sponsor: _____

INSTRUCTIONS FOR STUDENTS
APPLYING FOR A
NAVAL WEATHER SERVICE ASSOCIATION SCHOLARSHIP AWARD

NAVAL WEATHER SERVICE ASSOCIATION. During the 1960's, senior Aerographer's Mates assigned to ships and shore stations in Virginia's Tidewater area originated the idea of an association of retired and active duty Navy and Marine Corps weather personnel. This idea evolved into the establishment of a non-profit organization called the Naval Weather Service Association (NWSA) in 1975 after a reunion at Naval Air Station, Lakehurst, NJ. The purpose of this association is a) to help Navy and Marine Corps people who have worked in the fields of meteorology and oceanography keep in contact with one another after retirement and b) to help members remain aware of current developments in the above fields and events in today's ever-changing Navy. These goals are furthered through an annual reunion held at different locations within the United States.

NWSA SCHOLARSHIP COMMITTEE. It was suggested in 1978 during an annual NWSA business meeting in Norfolk, VA that a Scholarship Program be established to assist dependents of members. In 1979 the Scholarship Program was formalized and eligibility was expanded. The NWSA Scholarship Fund has gained sufficient popularity and support to permit consistent monetary awards to qualified students. A three-person Scholarship Committee administers the program and reports to the NWSA membership.

NWSA SCHOLARSHIP PROGRAM. NWSA offers several annual scholarship grants, starting at \$1000. The program's purpose is to assist students who plan a career in the fields of Meteorology, Oceanography or Aerospace Engineering. Applicants will be asked to explain how their choice of a degree program relates to their career objective in one of the above fields (see PART III - ACHIEVEMENTS AND GOALS in the application form).

ELIGIBILITY. To be eligible, applicants must:

- * Be a citizen of the United States.
- * Be a high-school senior or college undergraduate.
- * Enroll, or be enrolled, in a designated course of study at an accredited college or university.
- * Plan a career in the fields of Meteorology, Oceanography or Aerospace Engineering.
- * Be sponsored by a current member of the Naval Weather Service Association (NWSA).

REQUIREMENTS. Candidates are required to submit:

- * A completed and signed application for the NWSA Scholarship Program. The NWSA sponsor must have reviewed and signed the application.
- * High-school seven-semester transcript (or eight-semester transcript if graduated). Include standardized test scores such as ACT or SAT. Home schooled students should submit any available evidence of academic success.
- * College students may apply for a scholarship award if they meet all requirements. Freshmen must include their eight-semester high school transcript and available college transcripts. Sophomores and Juniors are not required to submit high-school transcripts, but must submit available college transcripts. It is expected that college grades will improve year over year.
- * Additional documents required on the application form and those which the applicant deems important for consideration.
- * High-school and college transcripts are to be mailed to an NWSA sponsor, whose name and address are listed below and on the application form.

BASIS FOR SELECTION. Recipients are selected on the basis of the following criteria, which are listed in no particular order:

- * Commitment to a career in Meteorology, Oceanography or Aerospace Engineering.
- * Academic record.
- * Leadership Skills.
- * Character.
- * Diverse interests and community activity.
- * Financial need (which may be considered).

TERMS. The NWSA Scholarship Award may be used by the awardee to pay for any expenses incurred at college, including tuition, fees, books, supplies, and equipment or any other expenses necessary to complete the required education.

APPLICATIONS. Applications for the NWSA Scholarship Program may be obtained from your high school counselor or from the NWSA sponsor names below. If you are not in contact with a potential sponsor, you may contact the NWSA Secretary/Treasurer at the phone number listed on Page 1 of the application form. Following is the name, address and telephone number of the NWSA sponsor in your area who should be contacted for information and support:

(Name)

(Address)

(Telephone Number)

Note: This form (NWSA SC-1 REV 2005) is for your use and information and should not be attached to the submitted application form.

NWSA FORM SC1 REV 2005

Page 2 of 2

FROM THE SECRETARY/TREASURER'S DESK

10/16/2006

Those of you who attended the reunion in Pittsburgh will recall that there were some lively discussions about where to invest the Life Member and Scholarship funds. The recommendation was that we go with USAA. After many phone calls and emails this has been accomplished. We have used a laddering process to insure that funds will be available for scholarship awards in August each year.

Please take a few minutes and look at the page on the back of the Bellinger list. It lists the names of those whose dues have expired or will expire in the next few months. There are 4 whose dues expired 08/06, 30 whose dues expired 06/06, 8 whose dues will expire 11/06, 13 whose dues will expire 02/07, and 19 whose dues will expire 05/07. Those whose dues expire 11/06 or 02/07 will be reminded by a red label on the cover of this issue or by email. If you see a familiar name, why don't you contact him or her. Better still; give a gift membership to jog their memory.

For those who have received this issue by U.S. mail, check the cover. If there is a red label, your dues will expire in the next few months. Those who receive The Aerograph by email will be notified. We encourage you to receive The Aerograph by email. You will receive it the same day that the issue goes to the post office and you will save NWSA some bucks.

In this issue you will find an envelope for your donation to the Scholarship fund. Tax time is approaching (again). Your donation is tax deductible.

THE MEMBERSHIP COUNT AS OF THIS DATE IS 570 PLUS 2 SPOUSE LIFE MEMBERS MAKING THE TOTAL NUMBER OF MEMBERS 572. OF THAT NUMBER, THERE ARE 377 LIFE MEMBERS. The decrease in the number of Life members is the result of the deaths of four Life members. Speaking of Life members, have you given any consideration to becoming a Life Member? The cost is only \$175.00. No more worrying about renewing each year.

THE CUTOFF DATE FOR THE LISTINGS IN THIS ISSUE WAS 13 Oct 2006

SCHOLARSHIP DONATIONS WERE RECEIVED FROM

AG1 Robert N. Costa, USN RET
AGC George Gleason, USN RET

xAG1 Gene Hathaway, USN REL
LCDR Wayne Ledbetter, USN RET

AG1 Frank Muscari, USN RET
LT V. Hosea Warren USNR

OUR NEWEST LIFE MEMBERS

NONE

GIFT MEMBERSHIPS WERE RECEIVED FROM

LT Frank Baillie, USN RET

CDR Don Cruse, USN RET

AGC Zane Jacobs, USN RET

OUR NEWEST MEMBERS

(NEW OR DUES EXPIRED MORE THAN ONE YEAR AGO)

AGCM Mike McGlothlin, USN RET
xAG2 Eugene Romine, USN REL

AGC Charles H. Smith, USN RET
AGCM Bob Tyo, USN

LT V> Hosea Warren, USNR
CAPT Ralph Zettel, USNR RET

COMPUTER FUND DONATIONS

AGC George L. Gleason, JR, USN RET

NWSA APPLICATION FORM

Secretary-Treasurer NWSA
Jim Stone, AGC USN RET
600 E. Fifth St., Apt. 179
Waverly, OH 45690-1500

Don't Forget: Check The List Name _____ Rank/Rate _____

_____ Dues for _____ Years Mailing Address _____

_____ Life _____ Membership

_____ Scholarship Donation Phone () _____ **INCLUDE: BRANCH OF SERVICE +ACTIVE

(Current Use or Principal) RETIRED

(Indicate One) -- Make Checks Payable to "N.W.S.A." --

RELEASED

_____ Computer Fund

Registration Fees:

_____ Completed History Form

Active Duty - \$0.00 Registration plus \$20.00 Annual Dues = \$20.00 \$ _____

New Member - \$10.00 Registration plus \$20.00 Annual Dues = \$30.00 \$ _____

Former Member - Dues Expired 1 Year or longer: Same as New Member \$ _____

Annual Dues - \$20.00/Year \$ _____

Life Membership - \$175.00 \$ _____

VOLUNTEER FOR:

Scholarship Donation (IRS Deductible) [INDICATE CURRENT USE \$ _____
OR PRINCIPAL)

_____ Office Gift Membership - \$10.00 (Name and Address) \$ _____

_____ Committee Total Enclosed \$ _____

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

Spouse's Name _____

_____ Change of Address Schools Attd (Yr) Basic (A) _____ Advanced _____ B-C1-C7

_____ Gift Membership USN Academy _____ (Grad. Date) PG _____ K & F _____

\$10.00 Last Duty Station _____

_____ Additional History Entered Service _____ Left Service _____

Enclosed Highest Rate/Rank _____ Date Attained _____

_____ Article to the Editor E-Mail Address _____

N

AVAL WEATHER SERVICE ASSOCIATION

Nonprofit Organization

James Stone, AGC USN RET
600 E Fifth St, Apt 179
Waverly, OH 45690-1500

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-- CHANGE SERVICE REQUESTED--