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CLEARING SNOW ABOARD USS ESSEX CV-9, OFF KOREA, JANUARY 1952



Courtesy of NavSource Naval History Photographic History Of The U.S. Navy—<http://www.navsource.org/>
Official U.S. Navy Photograph, now in the collections of the National Archives (photo # 80-G-437709).

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COVER INFORMATION. This cover was
inspired by an email between Frank Baillie and Frenchy
Corbeille.

From Frank Baillie: I was a young AG1 aboard USS
Eldorado which arrived in Yokosuka in late 1952 with Phib
Gru 3embarked. We tied up at a finger pier adjacent to the
carrier pier. On an earlier Yokosuka port visit in USS
Estes (1951) a carrier had arrived in port & used the
"Pinwheel" maneuver to dock. The roar of all those
engines was deafening.

The Bridges at Toko-Ri - the rest of the story!

CAPT Paul N. Gray, USN, Ret, USNA '41,
former CO of VF-54

Forward by Carl Schneider

Having flown 100 combat missions during the brutally cold
winter of 1950-51 in Korea on the same type of sorties as
those described---I can readily understand the situation.
The main difference is that we had to land under marginal
weather conditions on wet/icy PSP runways but we faced
the same flak and 50 cal guns on the targets. At least the
runway didn't pitch up and down!!! My unit lost 22 out of
the 32 pilots who started the war together and only two
came out of prison camp.

This is an excellent example of good and bad leadership
regardless of the military service !!!

The good news is that over 48 million South Koreans now
live in a modern, prosperous, free society for what millions
of brave men and women did in Korea some 50+ years
ago. Their friends and relatives are starving under a brutal
dictatorship in "The Democratic People's Republic of
Korea" as the South would have endured if the U.S. and a
total of 21 nations had not come to their rescue !!!!

Let's hope and pray that our children and grandchildren
will see a similar result from the brave efforts of our troops
now fighting in the Middle East---some 50 years from now---
or much sooner !!!!!!! Cheers----Carl Schneider

The Bridges at Toko-Ri - the rest of the story! The Real Story by CAPT Paul N. Gray, USN, Ret, USNA '41, former CO of VF-54.

Recently, some friends saw the movie "The Bridges at Toko-ri" on late night TV. After seeing it, they said, "You planned and led the raid. Why don't you tell us what really happened?" Here goes.

I hope Mr. Michener will forgive the actual version of the raid. His fictionalized account certainly makes more exciting reading.

On 12 December 1951 when the raid took place, Air Group 5 was attached to Essex, the flag ship for Task Force 77. We were flying daily strikes against the North Koreans and Chinese. God! It was cold. The main job was to interdict the flow of supplies coming south from Russia and China. The rules of engagement imposed by political forces in Washington would not allow us to bomb the bridges across the Yalu River where the supplies could easily have been stopped. We had to wait until they were dispersed and hidden in North Korea and then try to stop them.

The Air Group consisted of two jet fighter squadrons flying Banshees and Grumman Panthers plus two prop attack squadrons flying Corsairs and Skyraiders. To provide a base for the squadrons, Essex was stationed 100 miles off the East Coast of Korea during that bitter Winter of 1951 and 1952.

I was CO of VF-54, the Skyraider squadron. VF-54 started with 24 pilots. Seven were killed during the cruise. The reason 30 percent of our pilots were shot down and lost was due to our mission. The targets were usually heavily defended railroad bridges. In addition, we were frequently called in to make low-level runs with rockets and napalm to provide close support for the troops.

Due to the nature of the targets assigned, the attack squadrons seldom flew above 2000 or 3000 feet; and it was a rare flight when a plane did not come back without some damage from AA or ground fire.

The single-engine plane we flew could carry the same bomb load that a B-17 carried in WWII; and after flying the 100 miles from the carrier, we could stay on station for 4 hours and strafe, drop napalm, fire rockets or drop bombs. The Skyraider was the right plane for this war. On a gray December morning, I was called to the flag bridge. Admiral "Black Jack" Perry, the Carrier Division Commander, told me they had a classified request from UN headquarter to bomb some critical bridges in the central area of the North Korean peninsula.

The bridges were a dispersion point for many of the supplies coming down from the North and were vital to the flow of most of the essential supplies. The Admiral asked me to take a look at the targets and see what we could do about taking them out. As I left, the staff intelligence officer handed me the pre-strike photos, the coordinates of the target and said to get on with it. He didn't mention that the bridges were defended by 56 radar-controlled anti-aircraft guns.

That same evening, the Admiral invited the four squadron commanders to his cabin for dinner. James Michener was there. After dinner, the Admiral asked each squadron

commander to describe his experiences in flying over North Korea. By this time, all of us were hardened veterans of the war and had some hairy stories to tell about life in the fast lane over North Korea. When it came my time, I described how we bombed the railways and strafed anything else that moved. I described how we had planned for the next day's strike against some vital railway bridges near a village named Toko-ri (The actual village was named Majonne). That the preparations had been done with extra care because the pre-strike pictures showed the bridges were surrounded by 56 anti-aircraft guns and we knew this strike was not going to be a walk in the park.

All of the pilots scheduled for the raid participated in the planning. A close study of the aerial photos confirmed the 56 guns. Eleven radar sites controlled the guns. They were mainly 37 MM with some five inch heavies. All were positioned to concentrate on the path we would have to fly to hit the bridges. This was a World War II air defense system but still very dangerous.

How were we going to silence those batteries long enough to destroy the bridges? The bridges supported railway tracks about three feet wide. To achieve the needed accuracy, we would have to use glide bombing runs. A glide bombing run is longer and slower than a dive bombing run, and we would be sitting ducks for the AA batteries. We had to get the guns before we bombed the bridges.

There were four strategies discussed to take out the radar sites. One was to fly in on the deck and strafe the guns and radars. This was discarded because the area was too mountainous. The second was to fly in on the deck and fire rockets into the gun sites. Discarded because the rockets didn't have enough killing power. The third was to come in at a high altitude and drop conventional bombs on the targets.

This is what we would normally do, but it was discarded in favor of an insidious modification. The one we thought would work the best was to come in high and drop bombs fused to explode over the gun and radar sites. To do this, we decided to take 12 planes; 8 Skyraiders and 4 Corsairs. Each plane would carry a 2000 pound bomb with a proximity fuse set to detonate about 50 to 100 feet in the air. We hoped the shrapnel from these huge, ugly bombs going off in mid air would be devastating to the exposed gunners and radar operators.

The flight plan was to fly in at 15,000 feet until over the target area and make a vertical dive bombing run dropping the proximity-fused bombs on the guns and radars. Each pilot had a specific complex to hit. As we approached the target we started to pick up some flak, but it was high and behind us. At the initial point, we separated and rolled into the dive. Now the flak really became heavy. I rolled in first; and after I released my bomb, I pulled out south of the target area and waited for the rest to join up. One of the Corsairs reported that he had been hit on the way down and had to pull out before dropping his bomb. Three other planes suffered minor flak damage but nothing serious.

After the join up, I detached from the group and flew over the area to see if there was anything still firing. Sure enough there was heavy 37 MM fire from one site, I got out of there in a hurry and called in the reserve Skyraider still circling at 15,000 to hit the remaining gun site. His 2000 pound bomb exploded right over the target and suddenly things became very quiet. The shrapnel from those 2000 lbs. bombs must have been deadly for the crews serving the and radars. We never saw another 37 MM burst from any of the 56 guns.

From that moment on, it was just another day at the office. Only sporadic machine gun and small arms fire was encountered. We made repeated glide bombing runs and completely destroyed all the bridges. We even brought gun camera pictures back to prove the bridges were destroyed.

After a final check of the target area, we joined up, inspected our wingmen for damage and headed home. Mr. Michener plus most of the ship's crew watched from Vulture's Row as Dog Fannin, the landing signal officer, brought us back aboard. With all the pilots returning to the ship safe and on time, the Admiral was seen to be dancing with joy on the flag Bridge.

From that moment on, the Admiral had a soft spot in his heart for the attack pilots. I think his fatherly regard for us had a bearing on what happened in port after the raid on Toko-ri. The raid on Toko-ri was exciting; but in our minds, it was dwarfed by the incident that occurred at the end of this tour on the line. The operation was officially named OPERATION PINWHEEL. The pilots called it OPERATION PINHEAD.

The third tour had been particularly savage for VF-54. Five of our pilots had been shot down. Three not recovered. I had been shot down for the third time. The mechanics and ordnancemen had worked back-breaking hours under medieval conditions to keep the planes flying, and finally we were headed for Yokosuka for ten days of desperately needed R & R.

As we steamed up the coast of Japan, the Air Group Commander, CDR Marsh Beebe, called CDR Trum, the CO of the Corsair squadron, and me to his office. He told us that the prop squadrons would participate in an exercise dreamed up by the commanding officer of the ship. It had been named OPERATION PINWHEEL.

The Corsairs and Skyraiders were to be tied down on the port side of the flight deck; and upon signal from the bridge, all engines were to be turned up to full power to assist the tugs in pulling the ship along side the dock.

CDR Trum and I both said to Beebe, "You realize that those engines are vital to the survival of all the attack pilots. We fly those single engine planes 300 to 400 miles from the ship over freezing water and over very hostile land. Overstressing these engines is not going to make any of us very happy." Marsh knew the danger; but he said, "The captain of the ship, CAPT. Wheelock, wants this done, so do it!"

As soon as the news of this brilliant scheme hit the ready rooms, the operation was quickly named OPERATION PIN

HEAD; and CAPT. Wheelock became known as CAPT. Wheelchock.

On the evening before arriving in port, I talked with CDR Trum and told him, "I don't know what you are going to do, but I am telling my pilots that our lives depend on those engines and do not give them more than half power; and if that engine temperature even begins to rise, cut back to idle." That is what they did.

About an hour after the ship had been secured to the dock, the Air Group Commander screamed over the ships intercom for Gray and Trum to report to his office. When we walked in and saw the pale look on Beebe's face, it was apparent that CAPT. Wheelock, in conjunction with the ship's proctologist, had cut a new aperture in poor old Marsh. The ship's CO had gone ballistic when he didn't get the full power from the lashed down Corsairs and Skyraiders, and he informed CDR Beebe that his fitness report would reflect this miserable performance of duty.

The Air Group Commander had flown his share of strikes, and it was a shame that he became the focus of the wrath of CAPT. Wheelock for something he had not done. However, tensions were high; and in the heat of the moment, he informed CDR Trum and me that he was placing both of us and all our pilots in hack until further notice. A very severe sentence after 30 days on the line. The Carrier Division Commander, Rear Admiral "Black Jack" Perry a personally soft and considerate man, but his official character would strike terror into the heart of the most hardened criminal. He loved to talk to the pilots; and in deference to his drinking days, Admiral Perry would reserve a table in the bar of the Fujia Hotel and would sit there drinking Coca cola while buying drinks for any pilot enjoying R & R in the hotel.

Even though we were not comfortable with this gruff older man, he was a good listener and everyone enjoyed telling the Admiral about his latest escape from death. I realize now he was keeping his finger on the morale of the pilots and how they were standing up to the terror of daily flights over a very hostile land.

The Admiral had been in the hotel about three days; and one night, he said to some of the fighter pilots sitting at his table, "Where are the attack pilots? I have not seen any of them since we arrived." One of them said, "Admiral, I thought you knew. They were all put in hack by the Air Group Commander and restricted to the ship." In a voice that could be heard all over the hotel, the Admiral bellowed to his aide, "Get that idiot Beebe on the phone in 5 minutes; and I don't care if you have to use the Shore Patrol, the Army Military Police or the Japanese Police to find him. I want him on the telephone NOW!"

The next morning, after three days in hack, the attack pilots had just finished marching lockstep into the wardroom for breakfast, singing the prisoners song when the word came over the loud speaker for Gray and Trum to report to the Air Group Commander's stateroom immediately, When we walked in, there sat Marsh looking like he had had a near death experience. He was obviously in far worse condition than when the ships CO

got through with him. It was apparent that he had been worked over by a real pro. In a trembling voice, his only words were, "The hack is lifted. All of you are free to go ashore. There will not be any note of this in your fitness reports. Now get out of here and leave me alone."

Posters saying, "Thank you Black Jack" went up in the ready rooms. The long delayed liberty was at hand.

When writing about this cruise, I must pay homage to the talent we had in the squadrons. LTJG Tom Hayward was a fighter pilot who went on to become the CNO. LTJG Neil Armstrong another fighter pilot became the astronaut who took the first step on the moon. My wingman, Ken Shugart, was an all-American basketball player and later an admiral. Al Masson, another wingman, became the owner of one of New Orleans' most famous French restaurants. All of the squadrons were manned with the best and brightest young men the U.S. could produce.

The mechanics and ordnance crews who kept the planes armed and flying deserve as much praise as the pilots for without the effort they expended, working day and night under cold and brutal conditions, no flight would have been flown.

It was a dangerous cruise. I will always consider it an honor to have associated with those young men who served with such bravery and dignity. The officers and men of this air group once again demonstrated what makes America the most outstanding country in the world today. To those whose spirits were taken from them during those grim days and didn't come back, I will always remember you."



EDITOR'S DESK

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

**CUT-OFF DATE FOR
AUGUST 2008 ISSUE
0800 CST 15 JULY 2008!**

CORRECTION: May 2008 AEROGRAPH Correction
Charlie Jordan: On page 9 of subject Aerograph the article titled LOTTA TRUTH HERE indicates it is from an e-mail of LCDR Dan Collins, USN, Ret. Would be happy to take credit for it but that would not be correct. Would appreciate if in the next issue of the Aerograph you print a correction, and if you know the correct sender give him the credit. Thanks, Dan Collins

I'm sorry, I lost the email with that information and therefore, all I can do is extend my apology.

Editor AGCM Charlie Jordan USN RET

All of us have in our veins the exact same percentage of salt in our blood that exists in the ocean, and, therefore, we have salt in our blood, in our sweat, in our tears. We are tied to the ocean. And when we go back to the sea -- whether it is to sail or to watch it -- we are going back from whence we came.

John F. Kennedy, *Speech given at Newport at the dinner before the America's Cup Races, September 1962*



President's Report

Greeting Shipmates,
We are closing in on Reunion #34, and I would once again encourage all of you to attend. Thirty-four years is more time than most of us spent on active duty, and for some it might be less time than they've been retired. Either way, we all have something in common. That commonality is we served our country and provided meteorological and oceanographic information to units around the world. It makes no difference if you served for four years or 30 years or if you served four years ago or 60 years ago. When you look around today, you see more and more people who have never served and cannot relate to the experiences we have shared. That's what makes these reunions special. They are a time to reunite with those with whom we may have served; to meet others with whom we may have heard of but never met; to meet those whom we don't know from Adam, but who've shared the same experiences; and to remember and reflect on all that we were and what we have become.

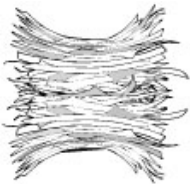
I just returned from a reunion of U.S.S. Nimitz Association in Nashville, TN. It was my first. I had expected a huge gathering based on the number of people who have served on this fine ship over the last 34 years. As it turned out, there were only about 80 attendees. Of those eighty about ten percent were first-time attendees like myself. Libby and I had a great time. I remembered a few faces and names from my time on board (74 to 78), but the majority were people I had never met. It made no difference because of what we had in common. I am sorry I didn't make it to previous Nimitz reunions. Bud Scott tried to get me to join the Nimitz Association years ago, but I always came up with some lame excuse for not doing it. Bud is no longer with us, and I regret that I didn't get to spend that time with him now. I sure hope all of you can make it to Waukesha.

Our Association is still going strong. As of today, we have about 500 active members. We can be stronger. If you know someone on our non-member list, see if you can get them to join. We have been fortunate to have people who have stepped up to take roles in managing

the business of our group, and there are two positions that will have to be filled. One is that of the secretary/treasurer. Jim Stone is stepping down. Health issues have made it tough for Jim over the last couple of years, and he has decided to give up his position. When he leaves, we will be losing a fine member of our managerial team, and I, for one, am sorry to see him go. He has done a great job. We are also losing our webmaster. Mahlon Trenz feels it is time to turn over the reins to someone new. I sure appreciate the work he has done in getting our website to where it is today. Having said this, if any of you are interested in either of these positions, please let us know.

Another item of interest that we are dealing with is IRS filing. According to Jim, the national chapter and all local chapters are to file. Has your local chapter been doing this? Well, that is it from the sunny south. I hope to see many of you at #34 in Waukesha.

Respectfully, OBie

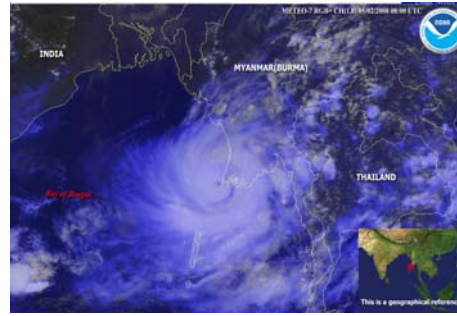


LETTERS

I noted with interest the exchange regarding Guam and the typhoon squadron in the 1950's. I was one of the original enlisted WX observers with VJ-1. There were four strikers, all AGAN's (I was promoted to AG-2 while there). Myself, Bob Stout, Leroy Gipe, and Freeman Stickney. We also had two AG1's: Calloway WEST, and Don Dennis. In Dec. of 1953, there was a storm forming over the Northern Marianas. The flight left in the morning, with LCDR ZIMMERMAN as the Weather Officer. I was scheduled to be on the flight, but because of standing watch at FWC Guam (located at NAS Agana in a bull quonset hut), I was excused. The squadron was under the command of CDR Silver. We were flying PB4Y-2's, the Privateer. The P2V's did not come until later. The flight was lost over MAUG island, the entire crew never heard from. An R5D search plane was also lost, as well as a B-29 that crashed at Anderson AFB the same period. Don Dennis took OCS training later in the 1950's, at Newport, RI. West was an instructor at NEL as a CPO. No wreckage was ever found of the PB4Y-2, and only a small amount from the R5D. It was ASSUMED that the WX flight broke out of the eyewall cloud (we flew in at 1500 feet), was about to collide with the extinct volcano on Maug, and veered and lost power, diving into deep water. Hope this helps add some more to the history of the Naval Weather Service. I completed two tours on Guam, from 1952-54 with VJ-1, and from 1962-64 as the Assistant Weather Officer at NAS Agana (Typhoon "Karen", and all the others!) Best wishes! *Verne Ames, AGC promoted to LT-LDO and retired in 1973.*

CYCLONE NARGIS

If you haven't seen it, here is the NOAA picture of the Bay of Bengal Cyclone that struck Myanmar. Notorious for it's



storms, the Bay of Bengal, I would venture is the most deadly region in the world for hurricanes. Unlike Katrina, that part of the world has trouble warning its

people, and even greater problems evacuating them.

LCDR Joe McKinzie USN RET

NEW INSTRUMENTS INSTALLED ON HURRICANE HUNTER AIRCRAFT

Instruments that measure surface winds are now attached to the wings of C130 aircraft that fly through hurricanes. These instruments, known as stepped frequency microwave radiometers, provide important information about storm intensity and are able to measure the wind speeds by detecting levels of radiation emitted from foam created by these high speed winds. The devices will provide forecasters at NOAA's National Hurricane Center with real-time data about intensity changes and rainfall rates of a particular storm system. The instruments were recently installed on aircraft of the Air Force Reserve 53rd Weather Reconnaissance Squadron and will be used to collect information about tropical storms during future flights.

*Source: "Natural Hazards Observer" pp9:2; May 2008.
Submitted by Captain Neil O'Conner USN RET*

UNMANNED DRONES TO BE NEXT HURRICANE HUNTERS

By Matt Sedensky The Associated Press
MIAMI – Government scientists believe a fleet of small unmanned airplanes sent to hurricanes cores could lead to revolutionary advances in storm forecasting and measurement.

The drones are able to fly far lower than manned hurricane hunter planes and can beam back information from close to the ocean's surface, where conditions fuel a storm's intensity.

The National and Atmospheric Administration began launching drones in 2005, and they've proved so durable and effective, they've been called pioneering.

"It's going to be a revolution in earth system monitoring," said Marty Ralph, who heads NOAA's unmanned aircraft efforts. "Like the development of satellites in the '60s and '70s and of weather radar in the '30s and '40s both of which are fundamental elements of our weather measurement and prediction, it's in the same class."

Until now, scientists relied solely on hurricane hunters that typically fly at 10,000 feet, though sometimes as low as 5,000 feet, and drop measuring instruments to the ocean. The instrument transmits somewhat random data from points on their way from the plane to the sea, but are unable to provide consistent readings from points closer to the water's surface.

The drones fly as low as 300 feet and can go more than 2,000 miles without refueling. The probes onboard are not as high frequency as those on manned flights, but because of their consistent readings from a low altitude, they've been able to give scientists valuable data they've never been able to gather.

Measurements of pressure, temperature, winds and humidity can be beamed back to the National Hurricane Center frequently to help meteorologists better determine a storm's strength.

The next crew to enter a typhoon may be a model airplane pilot only!
Ray Parsons

From: [WILLARD GOULD](#)

The Air Force went in typhoons at 10,000 ft. The Navy went in at 700 to 1000 Feet and many times lower if the a down draft caught the aircraft. I was in WV-1 from May 1966 until May 1968, as a flight meteorologist. Made 87 low level penetrations into typhoons. Four on one flight. Twice did two storms on one flight. Was a great tour of duty.

From: [Frank Baillie](#)

Wow... Better than me... I have a suspicion that I would have been doing a whole lot of barfing in that situation. Been on some rough riding flights but a long siege of it had to be pretty tough duty. *Frank*

From: [david sokol](#) (Captain US Navy ret (weather))

Actually Frank, the wings and the wingtip tanks caused the wings to sort of flap in turbulence which absorbed or lessened the up/down motion of the fuselage. However in severe turbulence we were known to pop a few rivets. In the early 60's we had no wind measuring instruments so low level winds were calculated by visual reference, state of the sea, good till the sea was completely white, if I remember occurred between 100-125 kts, or calculating drift. Navy took the night fixes which at the time was just before nightfall so there was some daylight for a visual low level, some as low as 300 feet and sometimes with landing lights turned on and pointed downward. Policy at the time was penetrations only during daylight hours and that permitted only one at most penetrations, climb to 700mb (10K) and punch out. Radar fixes and observations completed the mission.
Cheers, *Dave Sokol*

From: [RALPH WRENN](#)

Remarks from a high school friend who spent a career with the Air Weather service.

Thanks for the article on flights into hurricane using drones. I was in Weather Reconnaissance for almost ten years (1950 to 19 57 or 1958) and I find this article most interesting. The comment where they mentioned the drones could fly as low as 300 feet where regular aircraft flew into the hurricane at 10,000 feet sometimes as low as 5,000 feet....This is NOT true... We flew B-29's and would routinely enter the hurricane at 1,000 feet sometimes a little lower to below the cloud level in order to get the wind speed. We would always penetrate the storm from the southwest quadrant and once inside, we would climb to 10,000 feet (the 700 mb level) and drop a dropsonde and

get the pressure temperature and humidity from that level to the surface. I don't recall specifically if we climbed to 18,000 feet (500mb level) but could have on the odd occasion... It was an interesting experience...Yeah, I guess things have changed over the past 50 years. I know that they had some National Guard outfit flying weather recon out of Alabama or Mississippi for the past several years using I believe C130 (?) type aircraft..... Have a lot of good memories of these experiences.

VOLUNTEER JOB

There may be some old hands out there who would like to keep their toe in the business without too much work or responsibility. That could be accomplished by joining the Community Collaborative Rain, Hail & Snow Network. Quite a mouthful which is abbreviated COCORAHS and is explained at the web site: <http://www.cocorahs.org/>. They only ask that you use a proper rain gauge and measure precip every morning about 0700 or within an hour or two and post it to their web site. You won't be fired if you go on vacation or otherwise miss an observation. I have been an observer for several months and it has not overwhelmed me yet. *AGCS Paul Johnson USN RET*

OBSERVATIONS OF MILITARY LIFE

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

1. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times.

2. We know in the Military life there is a fellowship which lasts long after the uniforms are hung up in the back of the closet.

3. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is.

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

So what I wish for you is that whenever you ease into retirement, in your heart you never forget for one moment that you are still a member of the greatest fraternity the world has ever known.

AGCM Moon Mullen USN RET

CIVILIAN FRIENDS vs. VETERAN FRIENDS

CIVILIAN FRIENDS: Get upset if you're too busy to talk to them for a week.

VETERAN FRIENDS: Are glad to see you after years, and will happily carry on the same conversation you were having the last time you met.

CIVILIAN FRIENDS: Have never seen you cry.
 VETERAN FRIENDS: Have cried with you.
 CIVILIAN FRIENDS: Keep your stuff so long they forget it's yours.
 VETERAN FRIENDS: Borrow your stuff for a few days then give it back.
 CIVILIAN FRIENDS: Know a few things about you.
 VETERAN FRIENDS: Could write a book with direct quotes from you.
 CIVILIAN FRIENDS: Will leave you behind if that's what the crowd is doing.
 VETERAN FRIENDS: Will kick the crowds' ass that left you behind.
 CIVILIAN FRIENDS: Are for a while.
 VETERAN FRIENDS: Are for life.
 CIVILIAN FRIENDS: Have shared a few experiences...
 VETERAN FRIENDS: Have shared a lifetime of experiences no citizen could ever dream of...
 CIVILIAN FRIENDS: Will take your drink away when they think you've had enough.
 VETERAN FRIENDS: Will look at you stumbling all over the place and say, 'You better drink the rest of that before you spill it!!' Then carry you home safely and put you to bed...
 CIVILIAN FRIENDS: Will talk crap to the person who talks crap about you.
 VETERAN FRIENDS: Will knock them the hell out OF THEM.....for using your name in vain.

A veteran - whether active duty, retired, or national guard or reserve is someone who, at one point in their life, wrote a blank check made payable to 'The United States of America,' for an amount of 'up to and including my life.' . . . and military wives are as much veterans as their spouses.

From one Veteran to another, it's an honor to be in your Unit. Thank you Veteran.



*******NOW HEAR THIS*******

The scholarship fund needs your help. The fund is not earning enough interest to provide as many scholarships as in the past, and donations have not been as plentiful as in previous years. Last year, the Executive Board authorized \$10,000 in scholarship money to be issued to six applicants. The majority of that money came from principal.

We are in that same situation this year. We have eight applicants seeking scholarships. The fund earned \$1,500.00 in interest. If we award eight scholarships using the interest only, our awards will be rather miserly. If we award one scholarship, the other seven students are left to wait for another year. No matter the number of awards we grant, the bottom line is this: If we continue to draw from the principal, and donations do not increase, the fund will eventually be depleted and our scholarship program will be a thing of the past. I know our national economy is struggling, and times are tough, but if you can find a way to make a donation, it

would be most appreciated by the young men and women who apply for an NWSA scholarship.

Respectfully, P.J. O'Brien - Scholarship Chairman

Q: What is the most common remark made by 50+ year olds when they enter antique stores?

A: "Gee, I remember these."



AG1 PAUL R. CONWAY

AGCS John Shay USN RET and AGC Fay Crossley USN RET

See AGC Zane Jacobs USN RET memories of AG1 Conway in the Central Coast Chapter input, pp 9. ...ed..)

Ramona Baldwin, wife of CDR Bill Baldwin 01/26/08

LCDR James Brown, USN RET 04/18/08

Paul Black (civilian) 02/04/08

June Ducharme, wife of AGCM Bob Ducharme 02/23/08

AGC Robert M. Ramsey, USN RET 02/13/08

EVAN ROSENTHAL age 68 of Orange Park passed away on 5/27/2008. He was in A School class #6413 and completed training on 7th August 1964.

We wanted to pass along the information on the passing of Evan Rosenthal. He was a civilian Met-Tech, Senior Observer and Forecaster at NAS Jacksonville and retired a few years ago. He was a member of the Army before joining the Navy. He passed away May 27th after an extended illness. He was know by many AG's and Officers that passed thru the Jacksonville Facility.

AGC Bob Johnson & AGCM Mart Bonk

**AGCS WAYLAND DEAN SLACK
USN RET**



Wayland Dean Slack, 68, passed away peacefully, surrounded by family, on Tuesday, May 6, 2008, after a courageous battle with cancer.

Dean was a loving and devoted husband, father, grandfather and friend. He retired in York County, VA. in 1988, with almost 30 years of honorable

service in the United States Navy, where he served as a Meteorologist.

Dean is survived by his loving wife of 44 years, Rocio Seren Slack; son, Charles Francis Slack; daughter, Dina Slack Weiss and her husband, Billy; and three grandsons, Brandon Jacob, Kyle Dean and Westin Paul Weiss. He is also survived by his mother Dorothy Slack, and a sister Sharon Starkey of Huntington, WV. A memorial service was held May 9. The family requests that donations be

made to Riverside Hospice, 12420 Warwick Blvd. Suite 6-E, Newport News, VA. 23606-3055

Submitted by AGC Fay CrossleyUSN RET



JUNE R. CRAWFORD

June Crawford 87, passed away peacefully on May 3, 2008 at Palm Garden of Largo, while under the care of Hospice. She was born on June 2, 1920 in Russellville, OH, where she was a member of the Eastern Star. Locally she belonged to Aldersgate United Methodist

Church in Seminole. As the wife of a career Naval officer, she traveled and lived all over the world, from Olathe, KS, to Italy, Spain, Panama, Hawaii, and Newfoundland. Whenever she returned to the Washington, DC area, she worked at the prestigious Willard Hotel, and in Hawaii at the Royal Hawaiian. Her proud spirit and friendly nature endeared her to all who met her. She will be dearly missed by her brother, Arthur (Edicta) Wilson of Lake Worth; her sister, Margaret "Coke" Brulport of Mainesville, OH; her son, Daniel (Gail) of Novato, CA; her daughter, Sandra Crawford (Kerry Cressman) of Key West; her daughter-in-law, Carol Crawford of Pinellas Park; grandchildren Kristin McLin of VA Beach, VA, Erik (Jenny) Crawford of Pulaski, TN, Brett Crawford of Pinellas Park, and Ryan Crawford of Panama City; and 4 great-grandchildren, including Megan McLin and Addison Crawford, and many loving nieces and nephews. She was preceded in death by her husband, Warren H. Crawford; son Robert H. Crawford; brothers Victor and Delmar "Podge" Louderback, and sister Caroline Maxwell. She was interred with her husband in Arlington National Cemetery, Arlington, VA. The family requests donations to the Hospice of Florida Suncoast or Aldersgate's "Prepare A Place" Building fund if they wish.

*She was pre-deceased by her husband, **LT Warren "Yag" Crawford USN (Ret)**, who was our AG Detailer 1953-58 prior to advancing to LDO (Aerology). June and Yag were active in PotChap until they relocated to Florida after retiring.*
CDR Don Cruise USN RET

AGCM WILLIAM L. "BILL" HEAGLEY USN RET



William L. Heagley, 84, passed away on May 7, 2008. He was born February 4, 1924 in St. Paul Minnesota, and raised in Aberdeen, South Dakota, the eldest child of William and Bernice Heagley. Survived by his wife, Margaret; children, Dal (Carol) Heagley, Shawn Heagley, Mary

(George) Boyajian, and Richard Heagley; four grandchildren; one sister, Donna (Cliff) Huyck; and five nephews. During a distinguished 31-year Naval career, including serving during Japan's attack on Pearl Harbor, "Bill" achieved the rank of Master Chief. Following his retirement, Bill worked for the U.S. Civil Service as a meteorologist. As a 38-year resident of Jacksonville, Bill

was an active member of his community, including volunteering for Sacred Heart parish in the St. Paul Vincent DePaul Society; Meals on Wheels; J'ville Wheels wheelchair basketball association; and served as a tireless volunteer for the Long-Term Care Ombudsman Program Department of Elder Affairs. Bill enjoyed traveling throughout the U.S. and abroad, fine dining, and spending time with his family. A memorial Mass was held on May 22, 2008 at 10:00am at Sacred Heart Catholic Church on Blanding Blvd., followed by a U.S. Naval burial at sea.

I was fortunate enough to be stationed with Bill twice. First, at FWC Rota in 1967/68 where Bill was the Leading Chief (AGCM) and I was an AG2 working in a section and again in 1985-88 when Bill was a civilian forecaster at NOCF Jax and I was the CMC. He was truly a great shipmate and friend. He will be sorely missed by all who had the pleasure of knowing him.

AGCM Robert (Bob) Bentley USN RET

Do not know if you knew him or not but Bill Heagley was an old friend. Bill was the first Command Master Chief of the AG rate...or so I am told. He was a very colorful person who lived a very clean life. One of the sea stories that he told me was lying about his age, joining the Navy and being sent to Battleship duty at Pearl Harbor. When the attack came, Bill was on the mess deck serving as a mess cook and had to abandon the ship either during or after the attack was over. Please pass to all that may be interested.

AGCS Frank Andrews USN RET



SADIE "SELENA" FINNEY

Long time supporter of NWSA, Sadie "Selena" Finney, succumbed to breast cancer & heart failure on April 5th 2008 at the Franciscan Hospice House in Tacoma, WA. She was 78 years old. Sadie was born March 2nd 1930 in Vancouver,

B. C., Canada & raised in Ladner, B. C. Her late husband, Kenneth "Cannon Ball" Finney was a WW2 vet and a retired Aerographer's Mate Chief. Sadie was a long time resident of the Kitsap peninsula & worked in Seattle. Her work in the Hospitality room was a highlight of the 1993 NWSA reunion in Silverdale, WA. Sadie later moved to San Diego where she quickly found a new circle of friends in the SoCal chapter of NWSA. She was always a faithful attendee of NWSA meetings & reunions. She moved to Arizona for about a year & then returned to her roots in the northwest where she was a resident of Poulsbo, WA when her health failed. She is survived by a brother Frank Hoekstra of Powell River. B. C. Graveside services were held at the First Lutheran Church cemetery in Poulsbo on April 29th. It was her wish that mourners send donations to the Susan B. Komen Breast Cancer Group in lieu of cards or flowers.

Submitted by LT Frank Baillie USN RET



AG1 JIM YANT USN RET

I would like to report the death of a very good friend of mine who was not a member. He was AG1 JIM YANT and we attended "B" school together in 1970. He was born 12/01/41 and died 03/17/08. He joined the Navy in 1960. I don't know any dates but he served on the USS Lexington, Hawaii,

Virginia, (NWS Headquarters) Washington for about 4 years after "B" school, Keflavik, and Texas. He retired from active duty in 1980 and in 1986 moved home to his beloved Washington state where he lived until his death from a rare form of liver cancer. He is survived by his loving wife of 38 years Terri, his daughter Erica and his two grandsons Chris & Matt.

AGC Byford Hall USN Ret

CDR RONALD E. HALE

Ronald E. Hale, 61, of 2587 Highway 00, Farmington MO 63640-7307, passed away June 17, 2008, at his farm as a result of a farming accident. Ron was born November 6, 1946, in Bonne Terre, and was the son of William Cleveland Hale and Edna Pearl Hale. Also preceding in death was a

granddaughter, Baby Lillian Olivia Hale (2007).

Ron was: * a member and Treasurer of the Farmington Church of The Nazarene; * he served 21 years in the US Navy as a Meteorologist, retiring as a Commander; * he was Vice-President of the Missouri State Farmers Market Association; * member, Missouri Vegetable Growers Association; * Co-Founder of the Farmington Farmer's Market; * member, Board of Directors of the Mississippi River Hills Association.

Survivors Include: his wife, Joy Ann 'Craig' Hale, of Farmington. Two Daughters: Kimberly Wichman (and Monty Boyer), of Doe Run; Tami Hale (and Chris Cook), of St. Louis. One Son: Kevin (and Emily) Hale, of Farmington. Two Brothers: Darrell (and Donna) Hale, of Springfield, Missouri; Richard (and Judy) Hale, of Farmington. One Granddaughter, Kami Boyd. Also surviving are numerous Nieces; Nephews and Cousins.

Visitation today, 5-9 p.m. at Taylor Funeral Service, Inc., Farmington. Visitation resumes Friday at 6:30-8:30 a.m. Funeral Friday 10 a.m., at Farmington Church of The Nazarene with Rev. Terry Turner officiating. Interment with full military honors following at Hillview Memorial Gardens Cemetery, Farmington. Memorials to: Farmington Church of The Nazarene

Submitted by AGCM Harry Hale USN RET

LT PETER G. TAYLOR

I am writing to inform you of the passing of my husband, LT Peter G. Taylor, Life Member #247.

We met while stationed in Norfolk, VA at NAS, Project AROWA and were married in 1955. Our married life



started at Port Lyautey, Morocco, where our daughter, Jerri was born. Then came back to Norfolk and later, sea duty in Intrepid (CV-11) where we had daughter #2, Patti. Our travels then took us to Pensacola FL, where our son Michael was born and Pete got his commission and we moved to Naples Italy. He did unaccompanied tours in

Iceland and Bermuda when the children were in high school. He retired in 1974 from Fleet Weather Central Norfolk and we moved to Ocala FL in 1987.

He never lost his love for weather forecasting and our children will miss his warnings and updates on their weather in Norfolk and Minnesota, where the now live with our 5 grandchildren. Our neighbors will also miss him, especially during Hurricane Season! After almost 53 years, I, too miss him greatly.

Bertha Taylor,
8383 SW 109 Place, Ocala FL 34481, TEL 352-854-2792,
pbtaylor@aol.com

Submitted by AGC Jim Stone USN RET

MARIE T. (FAGO) GARDNER

75, - of Galloway Township, passed away on Tuesday, April 22, 2008 at ARMC. She was born in Plainfield, lived throughout the world with her husband who was stationed in the U.S. Navy. She returned and settled in Galloway in 1965. Mrs. Gardner was a member of



Assumption Church and was very active in school fund raising and church bingo. She is survived by her husband, Ross Gardner, Sr. of Galloway; her children, Michelle Ewing (Michael) of Flemington, Theresa Scheuerman (Robert) of Galloway, Michael Gardner (Therese) of Virginia Beach, VA, Timothy Gardner (Joanne) of Smithville, Ross Gardner, Jr. (Juliane) of Spring Valley, NY, and Claudia Gardner of Galloway; her sister, Dolores Mistretta of Carteret, her grandchildren, Elizabeth Wyman (Joseph), Justin Ewing (Vicky), Rebecca McKenna (Michael), Sean Ewing, Hannah Gardner, Ross Gardner III, Tyler Gardner, Gregory Gardner, Luke Gardner, John Gardner, Claire Gardner, and Mary Grace Gardner; her great-grandsons, Dylan Ewing and Michael McKenna, Jr..

"We were married in Lakehurst in 1952. One of the few AGs to marry a Jersey girl.

During the next 12 years, she traveled to Kwajalein atoll in the Marshall Islands. Then to Hawaii where our second daughter was born in Honolulu territory of Hawaii.

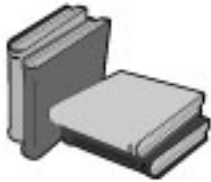
We lived in three different Quonset Huts. A total of 13 houses in 12 years.

She was also a Westpac Widow twice. Once in the late '50s and again, early in the '60s – USS Oriskany and USS Constellation.

She flew in four different military aircraft, including the Martin Mars from Hawaii to San Francisco.

She was 75 years old and left 6 children, 12 grandkids, and 2 great-grandkids. She was a Navy wife."

AGCS Ross Gardner USN RET



CHAPTER NEWS



SOUTHEAST CHAPTER

Bob Johnson, President
Steve Turco, 1st Vice President
Lloyd Corbett, 2nd Vice President
Frank Andrews, Sec/Treasury

Southeast Chapter held the spring meeting on the 7th of May and we had the honor of having a special guest. NWSA National President **Pat O'Brien and Libby** his wife honored our association with a visit on his way across to the northeast. We placed this meeting to be one of the most important one we will have because it was the final meeting before we submit our information for hotel contract for the Reunion #35 2009 to be held May 20th to 24th 2009.

Our Agenda was loaded with reports and listing future duties for committees that are to be formed. The Reunion Committee present was **Ray Hennessey, Steve Turco, Lloyd Corbett, Frank Andrews, Charline Johnson, Daisy Corbett, Jane Andrews, and Bob Johnson**. We reviewed the information that was provided by Don Cruse when he visited and met with the Reunion Committee in February. We reported that **Captain Neil O'Connor** has agreed to do the LOGO for the #35 Reunion and has said that it would be ready during the summer. This has taken a great load off the President and the Reunion Committee. Action was taken to set up a special bank account for the reunion and requests for the up front money to start operations would be sent out the following day. The fixed committee for the reunion is Hospitality Room Manager will be **Marty Bonk** and there will be a watch bill set for volunteers to assist. The golf tournament will be managed by **Bob Bentley**. Registration is to be managed by **Daisy Corbett and Charline Johnson**. Others will be selected as they are setup and a list of the duties is written.

We introduced a special guest **John Greinke**. He will be the association Web Master. He is the Grandson of the President and they have been working on the web site. The site is set up but under construction. Address is: www.nwsase.info. The goal is to have it full operational by 1 July. It will be where you can submit your information for registration in advance via the web site and when you arrive, everything will be waiting for you. Completion of information will be loaded into a data base and only the Web Master will be able to download it. No credit card information will be on the computer for paying hotels. That will have to be called into the hotel. Checks for advance

ordering cups, caps and shirts will have to be mailed into the association reunion address.

A discussion was held about display of memorabilia in the Hospitality Room. The goal is to have a computer set up with album display of the A and B school classes, have guest bring in old cruise books and Christmas Cards for display. **Al Berry and Maureen** (travel 120 miles) said that he would bring in a display of something very different. He showed a photo of a display that showed how they used a seismograph as a forecast and tracking tool of hurricanes. **Lloyd Corbett** also showed a copy of the B School Class from 1947 labeled as C1. It was a class made up of Chief Petty Officers that made Chief during World War II and never got a chance to attend B School until after the war. It is reported that there was three such classes.

One issue that will have to be looked into is the transportation problem for Jacksonville, but not much can be determined until the hotel is selected. It was pointed out that with many RV's used in travel by several members of NWSA; we will have to list the RV Parks in the area on our web site. Rental of small 15 passenger vans may be the route to go. Tour bus's run over \$1000 per day and that appears to be just a little more than we can commit to until we know the numbers. School buses would also be another option. Everything will depend on the hotel and location. Normal cost is \$30 plus per person for a trip from airport to downtown area and most hotels is a greater distance than that. When we go out to the hotels for bids, transportation will be part of the bid information.

Other members attending are; **Dick Pritchard, Bob and Carmen Mugler, Todd and Cheryl McDonald, Wayne and Betty Ledbetter, Sidney and Nancy Whitaker and Robert and Sheila Johnson and their son Chris**. We had a great meal at the Golden Coral and adjourned at 2040 hours. Next meeting will be scheduled late summer or early fall.



NWSA REUNION #35 JACKSONVILLE FL

The NWSA SE Chapter had a very busy spring and summer with the business of selecting the hotel for the NWSA Reunion #35 in 2009. The final stage of the hotel selections has been completed and out of the 8 top-notch hotels that entered the race, the

Crowne Plaza took the prize. They have 292 luxury guest rooms and meeting facilities. Each room will have the wireless high speed internet. Every hotel that the committee looked at was great, but the final vote swing was the location to the downtown area and they gave NWSA Guest the extra savings of more than \$10 per day with free parking. As a bonus, half of the rooms have a river view and all have balconies. It is located within an easy walk of the Jacksonville landing and many great eating spots. It is also located just across

the river from the Florida Theater and just over a block from the Museum of Science & History (MOSH).

Planned events at this time are the Golf Tournament, trip on the Sun Cruz Casino (limited unless we get a large numbers and then a second trip will be planned). Other events, including shopping trips, that will be set up later in the fall. We are requesting that NWSA guests bring their old Cruise Books so that we can set up a display of them. We are trying to get together copies of old Christmas cards so that we can make a copies and place them into a book to be passed along to future reunions.

We are also trying to reach out to our long-lost members of NWSA and NON-MEMBERS. E-mail or telephone us with their address so they a receive a special invitation to attend the Reunion in Jacksonville next year.

We suggest that everyone visit the following Web Sites: Crowne Plaza www.cpjacksonville.com. Reunion Hotel, Jacksonville & Beaches: www.visitjacksonville.com.

NWSA SE Chapter: www.nwsase.info, under construction. If you have any questions regarding the Reunion or our September Meeting, e-mail: bcjohjax@aol.com or call 904-777-4443.

We set up for our next meet of the Southeastern Chapter to be held on September 3rd at 6:00 P.M. at the Golden Coral in Orange Park. All members and non-members are encouraged to attend.

Bob Johnson, President

CENTRAL COAST CHAPTER

President Harry Nicholson
Sec/Treas Glenn Handlers



Here it is the end of April and I will start a newsletter with another necrology report. In the

May 2008 Issue of the FRA Today Taps section is **Conaway, Paul R. AG1** who is a long ago friend. My first contact with Paul was when I checked aboard at NAS North Island right after the outbreak of the Korean War in 1950. Paul was a Fleet Sailor. In 1950 he was AG3 and I was AGAN. Years passed and in Sep. 1959, I checked aboard the USS St. Paul in Subic Bay, Philippines, having discovered while in transient to Japan at Treasure Island the fleet Schedule of the St. Paul which was flagship 7th Fleet at the time and persuading personnel at Treasure Island to route me to Subic Bay where I knew the St. Paul was to stop for a couple of days. Upon reporting aboard the St. Paul for duty in Subic Bay I was assigned immediately from Ships Company to 7th Fleet Flag which was run by CDR Robinson and two AG3's. Paul R. Conaway was one of those third class AG's. I was surprised he was still AG3. It seems Paul had gotten out of the Navy for a year or so and came back in as AGAN if memory serves me right but had been AG3 for a few years by 1959. Gerald Short was the other AG3. 11 months later when I left the St. Paul for duty aboard the USS Pine Island out of Buckner Bay Okinawa, Paul and Gerry both had been picked up for AG2 and I put on the Chiefs hat

aboard the Pine Island in Nov. 1960. The 3 of us had some very intense study periods while on the St. Paul. They seem to have paid off. That was the last contact I had with Paul R. Conaway. I knew he had advanced to AG1 but never went to B School before going out on 20 and as far as I knew he lived in TN which is the place he is mentioned as living in the Non Member B List.

Our local picnic won't happen till after this issue goes to bed. Not much in the way of news to report. I did run into **Frank Ivie** in the commissary at old Fort Ord in early May. Frank was accompanied with a young lady whom he introduced as his daughter. She lives in the San Francisco Bay Area and mentioned she would be visiting her dad more frequently as Frank now over the age of 90 is winding down. I forgot to ask but think he still drives his car for errands during the day.

Our 8 June local Newspaper has a headline story about Christine Williams abduction and murder of 10 years ago. Her murder has never been solved. Christine Williams was the daughter of **AGCS Michael Williams** who was stationed at Fleet Numbers at the time and lived in Salinas a couple of years after her murder before retiring and moving to Florida where he went back to college and became a school teacher in Florida. A check on the B list fails to show him in either section. It seems he & his family now live in or near Panama City Florida. Perhaps someone in the SE chapter would approach Mike and see if he is interested in becoming a member of our outfit.

Carl Thormeyer's home thermoscreen and his dedication to taking weather observations for the month of May reveals his Marina location had a trace of moisture for the month of May which is considerable below average and just one more indicator we here on the central coast of CA are going to watch our water usage this summer. Carl discovered the location of his thermoscreen has been giving him skewed temperature readings because of its location. It seems Carl has figured out a correction factor for the temperature anomalies.

No need to put this off till the last day before deadline as that is fast approaching as there isn't any more news coming my way. Zane E. Jacobs

LONE STAR CHAPTER



The spring meeting of the Naval Weather Service Association's Lone Star Chapter was held on May 2 and 3, 2008 in Corpus Christi, Texas. The turnout was sparse with only 5 members attending. Those in attendance:

Jim & Suzanne Maxwell, Charlie & Ann Jordan, Joe McKinzie, Ben McCaig, and Jim Reed. The hotel was located on Corpus Christi Beach within two (2) blocks of the USS Lexington (CV-16) Memorial. The "Blue Ghost" was quite a site, driving over the Ship Channel Bridge from downtown Corpus Christi, more about that later.

We were also within ¼ mile of the Texas State Aquarium, which turned out to be a rather enjoyable tour for all of us.

As you would expect, we gorged ourselves on seafood for at least the two days we were there. Only one of us, Jim Reed, was from the coast, so the “uplanders” ate as much seafood as we dared. Of course all that free time led to many “sea stories” being told over the lunch and dinner tables. Friday was mainly a free day for all of us to venture out and see the city.

On Saturday morning we all ventured over to the “USS Lexington” and toured the ship. The “Aerology Office” is not restored and thus not accessible. We all had a great time, and yes, the stories flowed. After lunch we held our semi-annual business meeting. Not much was accomplished due to our meager turnout. After some discussion, we decided to nominate Chapter President-Elect and Secretary/Treasurer-Elect. We will vote at our next meeting to be held around the end of September in Dallas/Ft. Worth after Charlie Jordan and I return from the NWSA Reunion #34 in Waukesha, WI. The dates, time and accommodations will be announced at a later date. By the way, for those who cannot attend the next meeting in September, a ballot will be sent to those members by e-mail or snail-mail so they might vote as well! You can expect your ballot by August 15th. An e-mail and letter will be forthcoming in July asking whether or not you will be in attendance for the September get-together.

Just so you know who has been nominated:

President Jim Reed from Nassau Bay (Houston area)

Gene Hathaway from The Woodlands (Houston area)

Bill Orvis from Arlington (DFW area)

Secretary/Treasurer Joe McKinzie from Ft. Worth

We also voted to purchase a full page ad for the NWSA Reunion #34 Booklet to promote our chapter.

All in all, we had a good time. I hope have greater attendance in DFW in September.

VP So.	Dennis Ruth
VP East	Ken Boden
Treas.	Jim Black

The NW Chapter of NWSA met Sunday May fourth at the “Hungry Dragon (Chinese) Buffet” in Oak Harbor, WA, **President Earl Kerr** presiding. Sadly the NAS Whidbey Island CPO Club Sunday buffet has shut down but members were pleased with the variety of food choices & what may have been home made ice cream as one of the desserts in our new Whidbey Island meeting place. Attendees were; **Jim Black & Louise Ogle, Dan & Marilyn Collins, Dick & Barbara Gilmore, Lee Hayes, Earl & Lynn Kerr, Josh Lockwood, Tom & Sharon Southworth & AGC (AW/ SW) Roger H. Trombetta.**

*Comments by President **Ronald Reagan** on 11April 1984 – “I’ve always believed that a lot of the trouble in the world would disappear if we were talking to each other instead of ABOUT each other”. (Our congress needs to read & heed this quote daily)

Meeting potpourri: **Tom & Sharon Southworth** went east to South Carolina recently to attend their son’s wedding & visiting with their daughter. There was also a brand new grand-child to spoil.

Jim Black & his lady friend, Louise Ogle, have been playing a variety of card games as tournaments with a 16 member group. Members put one dollar each into the pot (big spenders) with top lady & top gentleman splitting the proceeds. Jim continues his PE exercises & keeps up his strength with Louise’s excellent cooking.

Always an active couple, **Dan & Marilyn Collins** recently attended Elderhostel classes in Sacramento, CA & Reno, NV (how to beat the slots?). They then proceeded to visit relatives in CA, AZ & NV. Dan is a RR aficionado & has an extensive model RR array in his home (as do our Marines, **Phil Humble & Jean Hamadyk**).

Dick & Barbara Gilmore made their annual trip to scenic Cannon Beach, OR recently. They were too early for the “kite season” but right on time for the rainy season. An added attraction on this trip is getting to see their 2nd grand child in Albany, OR. Once home they got to know several new Doctors (me too).

Earl Kerr reported that his annual physical found him in good health but may be investing in a hearing aid. He reminded attendees to write their congressmen re the DOD plan to increase TriCare payments (how about you readers?).

First time attendee, **AGCS Josh Lockwood**, retired from Fleet Numerical WeatherCentral in 1983 & then began a 20 year stint as a civilian forecaster at NAS Whidbey Island. He has become an author of “Romance” novels & his 2nd novel will be published this July. His first book was published in July of 2006 (Point of interest - I was Josh’s AG A School Class 5640 Class Chief & my & friend, “AGCM ret **Norm Macomber**”, was Josh’s asst. Class Chief Norm & I were classmates in class 4787).

Josh brought a 2nd newcomer with him in. NAS Whidbey Active duty **AGC (AW/ SW) Roger H. Trombetta**. After graduating from High School in a small northern Idaho



Ben McCaig, Jim Reed, Charlie Jordan, Jim Maxwell, and Joe McKenzie aboard Lexington Museum, standing in front of John McCain’s A4D from USS Oriskany.

Submitted by Jim Maxwell



NORTHWEST CHAPTER

Pres.	Earl Kerr
VP	Phil Humble
Sec	Dan Collins

town (300 residents) he worked for 5 years in a saw mill which was VERY cold during the winter & on an especially cold day (& after a few beers) called an area Navy recruiter 60 minutes away & told him that if he could get to the bar in 45 minutes he would sign up. Ironically he did a lot of snow shoveling in Chicago, IL prior to heading for AG school. He tried for duty at Whidbey Island for 14 years & after 17 years he made it. He is about to end a 21 year Navy career. His plan to retire hit a snag when he was extended for 18 months. His wife & two children, a 16 year old daughter & a 13 year old son, had already moved to ID & he commutes between WA & ID twice a month. He has been active in his home town VA & speaks at his home town High School during his visits. Needless to say he will be wasting no time in returning to his family & ranch in Idaho.

***Following is an excerpt from a President Ronald Reagan** speech before the National Association of Realtors on 28 March 1982, "We don't have a trillion dollar debt because we haven't taxed enough; we have a trillion dollar debt because we spend too much." (when he was right he was REALLY right!!!)

Earl & Lynne Kerr are on-the-go type persons. A few months back they flew to Puerto Vallarta & stayed for a week just north of that visiting most of that area. From there they flew north to Matzalan. In both cases the weather was great & the food inexpensive. In both places many of the persons they dealt with spoke English but they were also able to use some of the practical words & phrases they picked up on a Rota tour. The American dollar was readily accepted so no need to do a lot of money conversions. Next on their agenda was a two day trip east over the Cascades via Washington Pass, thence south to White Pass, & across the Cascades westward which still had about five feet of snow along the highway. They found quite a bit of wildlife along the way including mountain sheep, deer & elk. *For Memorial Day, the Kerrs went camping with their entire extended family. They took ATV's & were able to knock around for three days. One good thing about camping in a Washington State RV park was that they were paid for by the taxes collected on the ATV's so there are no additional fees. Also, there was an abundance of fire wood which could be carted home on our machines.

It hasn't all been playing & they are currently helping to clean up a camping cabin on the Pacific Ocean so that the family can gather for July 4th. Cleaning up fallen limbs & cleaning the cabin is one thing. It is another to have to fix the broken sewer line which they found belatedly after several days of use. A very good thing is that the property was sufficiently large to have all their dogs & kids running free. There will be a small parade right in front of the cabin & the night sky will be ablaze with the rockets red glare.

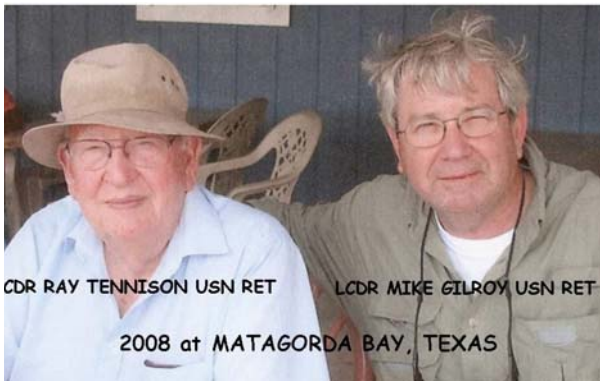
Like other of us Northwesterners **Gary & Lois Fisher** are awaiting summer on the 4th of July. (sort of a chilly Spring here now). The couple went deep sea fishing for Lois's 70th birthday & have plans for a "drift trip" on the Skagit River for salmon for Gary's 70th birthday. In the fall they plan to be in the Mt. St Helens area for a combination Elk/

Columbia/ blacktail deer muzzle loader hunt. When others of us are complaining about the rain Gary & Lois are happy to see a healthy green pasture for their livestock..

Bob Coppo & his lady friend **Dottie Hutt** are home now from their 21 day trip through the Panama Canal. It was great. No big waves which he experienced in the gulf of Alaska in 1950 when he aboard the Flagship, LSD-5 Gunston taking part in Operation MicroX 58. (Two old friends of mine were among the 5 AGs assigned in **Ernie Trommeler & Gene Merrill**). The cruise ship food was excellent & the weather cooperated as well. They first flew to Orlando where he took Dottie through the space center where he use to work 21 years ago. They met met some old friends, had dinner & then went to Ft. Lauderdale to catch the ship. There were many stops including Caregenia, Col. & Costa Rica. In August, the couple plan on going to Lynchburg, Va. to visit Bob's brother who he hasn't seen for 20 years.

President Ronald Reagan comment 1-26-85 "We in government should learn to look at our country with the eyes of the entrepreneur, seeing possibilities where others only see problems." (I just heard on Fox News that **President George W. Bush** still wants to allow offshore drilling for oil. How about the North slope, Mr. President?) After having a cancerous prostate removed in March, **Wayne Olsen** was back in the hospital 4 weeks later with a pulmonary embolism - a blood clot from the operation had broken away, traveled thru his heart & lodged in his lungs which was VERY painful. He had wakened in the middle of the night & told his wife **Betsy** to get him to the hospital. She made the 30 minute trip to Madigan in 20 minutes. After 4 days in hospital he's now on the mend, & will be taking an anti-coagulant, wearing compression hose (until October), & banishing beer from his fridge. (Drs Can be very cruel) On the bright side, the couple are leaving in late June for a small ship cruise, exploring the nooks & crannies of SE Alaska. They were originally scheduled for the same cruise on 9 June, but the ship grounded in a fjord, & the trip was cancelled. Their future plans include one week visiting Betsy's aunt in Massachusetts, & then two weeks in Hawaii during September celebrating their 40th anniversary.

Mike and Frances Gilroy have been burning up the airways visiting North Carolina, Portland Oregon, and Burlington, Vermont since Jan 2008. Much of the travel has been related to work but trips to VA Beach, Cincinnati and Toledo Ohio, San Antonio, Texas and San Diego have been visiting family. At the moment his wife Frances is back in Rota caring for her Mother but enjoying the beach and a few Tapas. While visiting Texas, Mike was able to spend some time with his former father-in-law, **Cdr. Ray Tennison** on Matagorda Bay. Ray lost his wife nearly two years ago but is doing very well and has found some new companionship in a lady from home town. Go Ray! Mike is still in the "biz" but doing civilian air quality work. Recently he evaluated and purchased two innovative temperature profiling devices, Microwave Temperature Profiler) that provide a 1000 meter sounding as often as every 5 minutes. Sure beats launching a balloon off the



fantail. Each device is about the size of a sleeping bag and can be set up in less than an hour. They were made in Russia and this is the first time they have been used in this country. It is priced much lower than similar US gear. No report if the Russian can make a toaster yet. Mike is working on the NWSA scholarship committee and is finding it very interesting. He reminds us that we must “donate to educate”!

LT Frank Baillie USN RET

Another large social event is pending, with the 50th Anniversary Party for **Vince & Robby Roper**. By the time you read this it will have become common knowledge but right now that is classified information. The Roper family is putting on the party and it promises to be really great. We congratulate two of our popular, mainstay PotChap supporters over many years and wish them fifty more.

Among our serious travelers are **Ken & Joyce Smith**, now living on the coast of South Carolina. Sailing out of Port Everglades on 15 March in MS ZUIDERDAM of Holland-America Lines, they called at The Bahamas before the seven-day cruise to Madeira. Then they visited Lisbon, Cadiz, Casablanca, Barcelona, Monte Carlo, Florence and Rome. That’s the only practical way to travel now. If only we could find a way to completely bypass . . . a i r p o r t s !

As the May issue of this newsletter was about to go to press, PotChap experienced a flurry of bad news. We lost **Sylvia Erwin, Jim Bowlin & June Crawford** in quick succession. I won’t comment on how many years our friendship with these people extended—but it was a long time. More information on Jim elsewhere in this newsletter.

Sylvia was interred in Arlington National Cemetery (Section 12) on 29 April. The family held an open house for friends in the Bethesda home prior to that. On 5th June at the ANC columbarium June’s cremains were placed in the same niche with those of Yag Crawford.

On 22 May our usual Lone Star Lunch Bunch met for the Thursday exchange of sea stories, but now these friends gather at the Lone Star located on Duke Street (also known at Route 236) in Alexandria. Previous to the death of Bob Black, we drove out to Manassas and enjoyed the country air. That’s a pun—there is no more country air in Manassas—only rapid development and noxious fumes.

A tremendous amount of effort was expended by volunteers of 34th Annual NWSA Reunion Committee in order to include reunion details in the May issue of The Aerograph. Because of that fire drill we all became more enlightened about the role of Armed Forces Reunions Inc. By this I do not mean that all is clear at this writing. Only after the Waukesha reunion books are summarized and closed will we really know if our experiment was worth the bother.



POTOMAC CHAPTER

President.....Tom Berkeridge
 1st VP.....Elroy McLeod
 2nd VP.....Jim Romano
 Sec/Treas.....Will Gould
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wggould12@verizon.net
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POTCHAP CALENDAR

- 28 Aug Lone Star Lunch Bunch meets in Alexandria (every 4th Thurs of month)
- 01 Sept Labor Day Holiday
- 10-14 Sept 34th Annual NWSA Reunion in Waukesha (AFRInc)
- 13 Oct Columbus Day Holiday
- 15 Oct Editor’s deadline for November issue of THE AEROGRAPH
- 02 Nov End Daylight Saving Time
- 11 Nov Veterans’ Day
- 27 Nov Thanksgiving Day

We are at the beginning of travel season, with schools out and all hands charged up and ready to roll. There is no use in trying to hold a meeting because it is impossible to find a quorum. Our 34th Annual Reunion Committee discovered that; and we even had difficulty holding our spring PotChap Picnic.

Although there was a smaller-than-normal turnout for the 14th June picnic, we had a wonderful time at a completely new spot on the Patuxent River. **Ray & Marie Godin** have found their spot down there on Solomons Island, for sure. What was a very historical house is rapidly becoming a lovely home with a great view of boating activity where the river dumps into Chesapeake Bay. We thank them for that real treat.

The **Romano** home celebrated recently when **Jim & Rosalie** were informed by their children that both are becoming engaged. All NWSA members who saw Joe Romano and his magic show at NWSA22 in May 1996 will remember him. And

Lisa Romano has always been one of our favorite people. Congratulations!

On 6th May **Dave & Harriett Sokol** hosted **Don & Marge Cruse** at lunch in their elaborate retirement community known at Falcon's Landing. That is near Leesburg VA where there is a network of new highways and many new homes. Nearby is **Maggie Halminski** in a Leisure World retirement community at Landsdowne. These friends are extremely happy in their communities.

Bob Freeman & Will Gould are busily mailing invitations to "Ice People." They plan to convene a group during NWSA34/Waukesha to hash over old times that they experienced while flying ice observation missions out of garden spots such as Argentia and Kodiak. All participants in the Navy ice program (young and old) are invited. Please pass this word to any Ice Reconner you know.

We traveled to Richmond on May 17th to observe (and confirm) that grandson **Brian Cruse** actually graduated from Virginia Commonwealth University. He earned a degree called Bachelor of Music (Jazz Studies). In early August we shall venture west to Colorado for the wedding of another grandson, **Jeff Hendrick**.

From retired **AGCS Robert Freeman**, who is on the staff of the Oceanographer of the NAVY and commutes to the Naval Observatory in NW WashDC, we learn that his son is a petty officer assigned to duty in Sigonella as AX3. Bob's workmate, **Ray Chappell**, spends a lot of time on the road coordinating personnel matters for the Oceanographer, **RADM David Gove** – especially since ASW is now the responsibility of the Commander, Naval Meteorology and Oceanography Command, **RDML David Titley**. A separate ASW command is now in place at Stennis Space Center.

Residents of the northern neck (that land between the Potomac and the Rappahannock), **Walt & Alice Cottrell**, celebrated their third anniversary by doing the sights in Cancun. Walt is active in the USS SALAMONIE (AO-26) reunion organization, as well as NWSA.

Additional travelers were **Tom Beasley**, who just returned from a family reunion in Tennessee, and **Glen Drummond**, who just returned from Kansas. **Chuck & Murice Kincannon** ventured off to visit a daughter, while my CofS and I will soon strap on our Toyota and head north into the Adirondacks. Our family convenes at Camp of the Woods in Speculator NY annually in July.

Connie O'Neill plays the grandmother role by entertaining her smallest grandchildren when they wander into her "grandma's apartment." She still resides in Burke VA. Her eldest son is preparing to fleet up from teaching high school Physics to a similar job at James Madison University, over in the Shenandoah Valley. Connie taught HS Chemistry here for 22 years.

Thanks to an alert from **AGC Bob Johnson** in Jax, we added **CDR Bill Baldwin** to our PotChap roster. An LDO retired on thirty years of service, he began the weather game as a striker in San Diego around 1949.

Elroy "Mac" McLeod continues his re-marriage plans despite many obstacles encountered along the way. Next month Mac will fly to Lviv in the expectation that Galina will acquire a U.S. visa in November—then both will fly to MD and their wedding in St. Michael's Ukrainian Catholic Church in Baltimore.

Finally, I can report on our wonderful cruise along the coast of Norway in the MS TROLLFJORD, from Bergen to Kirkenes to Bergen. Scenery was too beautiful to be real, it seemed. Marge has a CD full of photos that she will be happy to show when we report to Waukesha. Our 14,000 ton ferry was part of the Hurtigruten fleet (coastal steamers in the old days). Our travel group consisted of ninety-two Americans, but there were also travel groups on board from Germany and Great Britain (passenger capacity 600).

POTCHAP PICNIC of June 14th was attended by **Marge & Don Cruse, Ella & Will Gould, Barbara Hansen & daughter-in-law Cindy Tavares, Elroy McLeod, Robby & Vince Roper, Marcia & Peter Weigand, and Leo Hortch**. Our short business meeting included election of chapter officers for 2008-9 and the myriad pending details associated with NWSA34/Waukesha.

Local Solomons Island lore was informally presented by **Bob PRIDDY**, an almost-native. Bob is a retired CMSGT USAF who spent many years watching the PAXRIV weather radar, and finally closed the operation down. Our HamRds Chapter shipmate **Fay CROSSLEY**, who was also a radar tech and worked with Bob, was responsible for arranging this enjoyable time. Thanks.

CORRECTION. On page 20 of the previous edition of The Aerograph is an error in the name COL H. C. Adamson. The correct name is Hans Christian Anderson. On that same typhoon subject, I'm told that in USS NEW JERSEY (BB-62) Admiral Halsey did not have a staff Aerologist Unit embarked. Assisting staff Aerologist **CDR George Kosco** was the ship's Aerographer, **AerM1c Joe Cooper**, according to former **AerM1c Alex Campbell**. Alex served in several battleships as part of embarked staffs.

VW-1 & VW-3. Responding to our extensive NWSA34 Reunion publicity, **ADRC Basil Johnson**, a former plane captain flying in VW-1 and VW-3 during 1954-1956 requests possible shipmates communicate: 1280 Highland Drive, Superior NE 68978. We hope to see Basil in Waukesha.

FLEET RESERVE ASSN. Branson is the scene of the FRA 2008 National Convention, 24 through 28 September. The Radisson Hotel at 120 South Wildwood Drive ZIP 65616 may be booked by calling 888 566 5290. Info from www.fra81st.org or 816 847 6562 to register for the convention.

NIMITZ NEWS. Efforts by the Admiral Nimitz Foundation in Fredericksburg TX are directed to the planned 40,000 square feet of additional space at the National Museum of the Pacific War. Fund raising is underway with the support of the Texas Historical Commission. Ground-breaking

ceremonies were held on 9 May with the opening of the new wing on the building scheduled to take place on 7 December, 2009. At www.nimitz-museum.org all sorts of information is available on the foundation, opportunities to contribute, and the museum.

CONGRATULATIONS. CAPT(S) Oceanographers: **R. E. Chartier, W.H. Nisley, E. J. Trehubenko, and R. D. Tyner.** CDR(S) **T. E. Barnhill, M. D. Butler, OW. A. Chicoine, R. Constantian, C. Gabriel, S. A. Key, M. B. McBride, M. J. Moore, J. W. Simms, N. T. Smith, T. B. Smith, P. H. Travis, & D. A. Vincent.**

Selected for promotion to AGCM, **T. Dennis.** To AGCS, **T. L. Coomes and T. H. Magowan.** To AG1, **M. Alfaro, A. R. Dampier, K. L. Heisler, C. Hocott, C. Kallenberger, D. M. Long, J. M. Ross, M. Savant, J. Vargas, H. Webster, B. Wheeler.**

USNR selectees for promotion to AGCS, **J. Rutledge, L. A. Smart, and M. Turner.**

LCDR JAMES F.BOWLIN USN(Ret) died of natural causes at the age of 84 on April 19, 2008 at his home in Jessup MD. Jim was born in Blue Star KY on February 2, 1924 and was sixteen years of age when he shipped into the Navy November 28, 1940. After graduating from Primary Aerographer's School (Class 21) at NAS Lakehurst NJ in April 1941 Jim was assigned to the Staff Aerological Unit, Commander Battle Force Pacific Fleet. ComBatFor flew his flag in USS CALIFORNIA (BB-44). That ship was sunk by the Japanese on December 7th, 1941, putting Jim and many others into the hospital with injuries.

Several Aerographers, Jim among them, were returned to duty and assigned to the Fleet Radio Unit in Pearl Harbor where they were involved in obtaining intelligence from Japanese weather reports. Afloat detachments were assigned to various ships where there were intelligence opportunities. After a year or so in FRUPAC Jim was transferred to a similar unit operating in Brisbane.

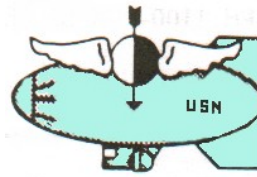
As Aerographer's Mate First Class Jim was assigned to a Coast Guard cutter operating out of Boston, one of several North Atlantic weather ships. In 1945 he met his bride-to-be in Boston, Jeanne Mary Hurley. While in the weather ship he was commended for his performance by the skipper and promoted to Chief Petty Officer. He then came ashore and began a three-year tour of duty as an instructor in the Aerographer Schools on NAS Lakehurst.

Returning to his earlier intelligence-related duties, Jim began a series of assignments in the National Security Agency. In 1958 he was promoted from Chief Aerographer's Mate to Ensign (1352) USN. Over a period of years he served in Arlington Hall Station, Virginia, Fort Meade, Maryland, Frankfurt in West Germany, and Japan. He retired from NSA in 1971 with thirty years of naval service.

In civilian life Jim became a real estate developer and builder, primarily in Maryland. His business success varied with that of the national economy.

Jim will be buried in Arlington National Cemetery after a memorial service in the base chapel at 1100 on 30 July, 2008.

MEMBERSHIP. The civilianization of our Navy's AG Community provides excellent NWSA recruiting opportunities. Every Chapter lend a hand.



AIRSHIP CHAPTER

President	Bill Suydam
Vice President	Al Parisi
Secretary/Treasurer	Gene Merrill
Reporter	Pam Elliott
Chaplain	Marie Garrity
Sunshine	Rev. Rich Edwards

Summer as arrived in our part of the country hot, humid and thunderstorms but most of us will take it over snow. It is the AGE factor, I think (know). The Airship Chapter looks forward to our annual picnic on Long Beach Island at Charlie and Carol Moffett's house in August. What a lovely place to gather. Now for some news.

Carol and Charlie Moffett along with daughter and husband and 2 grandchildren completed a 6,000+ mile trip across country in late June to Grand Canyon, Carlsbad Caverns, San Antonio, and etc. with a brief stopover in Oklahoma City and contact with an old high school classmate. What a Great experience for all. They are looking forward to hosting Airship Chapter at the annual picnic in August

Bob and Lucille Wiorek are going on a cruise from the 31 of July to the 2 of August on Royal Caribbean, leaving from Bayonne, N.J. going up to Canada. Their son Bob and his wife are flying in from California to go with them also daughter Cyndi and granddaughter Caitlyn. They are looking forward to forgetting medical problems and having a fun time. Cyndi and Bob are flying to Wisconsin to visit Bob's sister on July 6 for four days. Bob can't go alone because of his vision problem and Lucille does not fly anymore because of problems. They hope everyone is having a great summer.

The **Merrill's** spent the last week of June at, Richard's, their youngest sons beach house in Ocean City, NJ. They stayed with their two grandsons while the parents stay at home so they could work. Michael, the son in the Navy, who is now a CDR with 30+ years in came up from Charleston, SC with his wife and granddaughter for a few days and everyone had a great week. Next on the agenda is Gene's 60th class reunion in Old Town, ME This comes off mid July and he can't wait as this will be the 1st one he has been able to attend.

They are looking forward to the Annual Picnic on August 12th, with shipmates from the Airship Chapter. They send Best Wishes to all. **Mike Garrity** is recuperating from having a Cauterization on Friday. He and Marie are enduring the heat & humidity. They hope all is well with you & yours. Have a great 4th of July.

Hello Shipmates, from **JoAnn and Ray Bierley.** Just asking that you keep Ray in your thoughts and prayers as he will be undergoing heart catheterization on Wednesday, July 9th. After a chemical stress test and a CT Angiogram, it was shown that Ray has atherosclerotic calcification of the thoracic aorta. **Ray** had been upset with the service from his doctor's office, so I had asked him if he wanted

me to ask Dr. Roever from HEMH, where we volunteer, if he takes new patients. Ray winds up in his office taking his shirt off. It was a great afternoon. **Ray** liked Dr. Roever when he met him and now they are Vietnam buddies. I had mentioned to Dr. Roever some time ago about **Ray** being a Veteran. Ray's appointment in May lasted 3 1/2 hours with me present. **Ray** said he didn't think he ever had an exam as thorough. He was referred to an Eye Doctor, Heart Doctor and for a Colonoscopy. The colonoscopy has been put on the back burner for now. **Ray** had his first cataract removed from his right eye on Tuesday, June 10th. At first he was not a happy camper but then what can I expect when he had to allow someone else to be in charge. At times he still acts like a Chief. The best part of all this is **Ray**. He has been working with me three days a week in the volunteer office, helping with the inventory for the Gift Shop. Also helping to get the files simplified; too much double work. It is as if we are back at the store, ACS. He said, "that we need an office manager". I mentioned that once I got the office organized I would work there on Wednesdays. He feels that he should be the office manager but not to say anything yet. This just blows me away!!! He is so well able to help everyone and the officers are grateful. It has taken 6 years for **Ray** to come back and use his skills. He now has a pocket calendar to keep all his appointments. It is wonderful. We celebrated our 46th Wedding Anniversary today by driving along the Pinellas County coast line. We had an early dinner at The Hurricane House in Pass-a-Grill. It was lovely hearing the waves and feeling the fresh air. 49 years ago we met by a lake in a park (Rockies) in Lakewood, N.J. Who would have thought that 15 year old and 22 year old would make it last this long. And our first date was on a Merry-go-round! How glad I am that we found each other. That we kept saying "yes" each year since our wedding day, three years later in 1962.

Have a LOVE filled week

The **Elliott's** are being Home Improvement workers? They bought living room furniture in NC so had to rush home and move 4 bookcases full of books and "stuff" to the kitchenette, rip up carpet, remove sofa and love seat, paint and now await the installation of a new floor. **Rod** has ripped up the carpet on the stairs and will refinish them. Most of the moldings have been replaced. **Pam** wants to know "are we there yet"? Will she ever be ready for the September reunion. At least it will not smell like paint. Hope to see a lot of friends and have a good time. Happy and Safe Summer to all.

PENSACOLA CHAPTER

The spring meeting of the Pensacola Chapter was held on June 8th, 2008. in the China Sea Restaurant in Milton, Florida. In addition to the usual attendees,

Paul and Maria Lyon and Roger

and Suzanne Clark were present: it was terrific to see them again.



In members' news, **Bob and Elspeth Lloyd** went to Chicago to see their grandson graduate from Downers Grove North High School, and also celebrated their 50th wedding anniversary with a party given by their three children.

Howard Graham, Pat O'Brien, and Dave Dunlap, together with their spouses, will be attending the 34th annual meeting of the NWSA. We all hope it will be cooler in Wisconsin!
AGC **Bob Lloyd USN RET**

HAMPTON ROADS CHAPTER

President	Marty Nemcosky
Vice President	Fay Crossley
Treasurer	Mike Joern
Secretary	Bob Daigle
Social Coord.	Dennis Pauly
VA Rep.	Joan Akers



Our July meeting was held at the home of **John and Ive Chubb**. In attendance: **Fay and Donna Crossley, Marty Nemcosky with guest Doris Stepaniak, Bob and Jesse Steiner with guest Grandson Tony Steiner, Dennis and Susan Pauly, Chuck Steinbruck with guest Louise Moore, Floyd and Joan Akers, Ted Lemond with guest Todd Alspough (golfing buddy), George and Diana Delano and John and Ive Chubb**. With all the great cooks we have, a smorgasbord of various foods was had by all and that included crabs provided by the Chubb's. The weather cooperated making it a great day for a get together and of course a meeting.

From the Desk of the Weather Mouse

Well, **Floyd** turned 85 on June 19th and folks came home to celebrate. Along with this great age of his we celebrated our 58th wedding anniversary. We had our three children, Fred from Ohio and Alexander who is from Myrtle Beach and Sharon from Chesapeake, and her daughter, Nachar. The most wonderful part of it was that our sons decided to help Dad. They got out the pruners and the loppers and with the muscles of the younger generation they managed to trim the camellia bush, the gardenia bush, the magnolia tree in the front, the wisteria that grows with rampant delight. They pulled up trees. Oh, yes. They pulled up mulberry trees, wild cherry trees, and a few unknowns. Then there was the old wild grape vine and some very tall weeds. Our boys are truly wonderful. Then our son backed up his truck, we loaded it to over the top and we took the stuff to the dump. And we had to make a return trip to that stinky place but our yard looked beautiful. Family is such a precious treasure. Our three children; three of their spouses, 7 grandchildren two of whom are married and 3 great grandchildren. No king ever had a finer court. And now it is Sunday and I got a nudge. It was a picture of an army man kneeling in prayer with a pack almost as large as he is on his back. And the person sending it asked that everyone say a prayer. I did. And realized that is not nearly enough.

If I were in the desert, roasting, sweaty, dirty, sandy, tired, and hungry and stuck in a place I have no desire to be I would wish people would at least send me some comfort. And that is what I shall do. I have boxes free from the post office that they will ship for \$10.00 no matter what the weight. So I shall load them up and believe me I can pack well. Marty is asking our group to donate things for the boxes. I know you have been asked before, but please do not forget, keep sending them to "any soldier" in Iraq. There are thousands out there and we are sending only a few boxes. Thanks, folks. The Weather Folk are the greatest. **The Weather Mouse.**

As indicated by Joan, our troops need us. Listed below are items that the troops in the field would love to receive, this list was previously published in the last Aerograph, it is worth to list the items again.

Bible/New Testament. Salvation tracts, Paper back books, Cookies, Beef Jerky, Kool-aid/other (tubes or pre-sweetened for 20 oz bottles), Baby wipes (or moist wipes), Playing cards, Stamps, Envelopes, Note pads, Candy/gum, Mechanical pencils (not many carry a pencil sharpener), Pens, Tooth Paste/brushes. Hand sanitizer. Small bottle of shampoo (4oz or less), Aspirin/Tylenol, AA batteries, A signed card.

Send to: SSG David L. Oliver
Camp Bucca
C179
APO AE 09375

Or anyone you know that can help distribute these items to all our men and women. The Post Office has APO/FPO flat rate boxes for free. Please don't forget our troops. HRC Secretary

Marty was sidelined on 4 May when COPD, fluid in the lungs and pneumonia combined to bring him down. He had to put himself on report when breathing became a problem and he called 911. They kept him in the hospital for 3 days feeding him gallons of antibiotics through the tube. After that it was oral antibiotics for 2 more weeks. Then he gingerly and slowly returned to the links with **Ted Lemond, Jack Salvato** and friends. A trip to MI with Doris helped with his recovery. There he watched his first Lacrosse game in Northville with Doris' grandson providing the excitement. He also visited his father in law in Lapeer. Marty keeps busy as a hospice volunteer, ushering and other work at the NAB Little Creek Chapel.

Ted Lemond made a trip to Western TN and **Jack and Ann Salvato** took a cruise to Bermuda. We haven't heard their report on how hurricane Bertha influenced that trip since they just got back before the Aerograph deadline. We're looking for news from others that we don't see enough of and hope to report that for the Nov issue.

Bob Daigle

Due to space limitations, The Christmas Card from FWC Kodiak may be viewed in a later issue. ... ed ...



TRAVEL VIA THE MOON

You know, it's getting really hard to find "good" news

in the travel category. Most airlines are charging for a 2nd bag and during the past month, some are even charging for the first bag you check. As a result, people are cramming a lot extra into the "carry-on" bags...and as could be expected, agents are now checking closer at the gates. If your bag doesn't fit the carry-on dimensions, you PAY for that as an "extra" bag. The magic number to remember when you weigh your bag at home on the bathroom scale before you go...40 pounds. International weigh is different (usually 44#) and different airlines allow different weights, but ALL charge if you're over their weigh limit...40 is OK with everyone. And the price for "overweight" can be large ! Know before leaving home that you're not overweight. And the worse part of this "over-stuffing" overweight charges is that you may have to go back to the counter, stand in line, and make that payment....and maybe, even miss your flight because they won't wait for you at "push-back" time !

Hotels are getting into the act too. It has always been a question mark with the bigger 4-5 star hotels....do we get a free breakfast??? In certain cities in Europe, the free buffet breakfast is a thing of the past at many of the big-name hotels and even some of the smaller hotels have taken that off the "freebies" list. When making the reservation, be sure your hotel offers that free breakfast and hopefully, a coffee/tea maker in the room too, (although some of those are disappearing also). And if your room doesn't include the breakfast, before you hand over your credit card, TELL them you expect that...in most cases, you'll get it.

Many hotels are now offering free wireless internet service. Wow....didn't come here to get on the internet, but some folks did I guess.

Another question arises when dealing with travel agents or listening to other travelers who had problems while away. Should we have "travel-interruption insurance"? Quite often that insurance, whether you buy it as an add-on from your travel agent, or the cruise line your sailing with, or AAA or some independent company, it will amount to about 10% of your travel costs. Now if you become ill and have to terminate your trip, the insurance CAN reimburse you for what was already paid for (and lost). It can also assist you in flights back to the USA on aircraft for disabled/stretchers passengers....if you're not too ill or in such condition you cannot take a regular airline seat, that is a benefit. Your Medicare and many health payments will NOT be accepted in foreign countries, so the insurance certainly is a great thing to have there.

Always know the exact date you must cancel hotel reservations to avoid paying a penalty....usually 4pm the day before will be accepted to cancel a reservation. If you don't, it will cost one day's hotel fee, and the insurance can cover that also. Caution: don't buy trip insurance from the

company that is selling you the trip....e.g., don't buy trip insurance from Sailors Inc that is selling you a cruise on Sailors ship. If they go Chapter 11 for the cruise ships, your insurance also sank. Airlines too can go belly-up....we've seen that many times in the past couple of years. The law has recently changed....other airlines may offer you seats on their airline to compensate for the defunct airline you had tickets on, but they don't have to anymore, and quite often will have a small charge for those "complimentary" tickets....insurance will pay for that. Some travel interruption insurances can cost as much as 25-30%....be careful! Another plan is....how much did you save by not buying the insurance over the years....many NEVER buy. It's an answer ONLY you can give. So....is the whole world gone bad? No way. It's still great to travel and see things you probably would never see or know about....planning is ½ the fun....the people you meet are often friends forever....and YOU DESERVE IT. Have a great trip !



NAVY ICE RECON & FORECASTING

Background In 1950 the Navy Hydrographic Office located in Suitland was directed by the Chief of Naval Operations to develop an ice forecasting service. The requirement was based on the need to minimize ice damage being sustained by Arctic re-supply vessels. By 1951 the Navy Hydrographic Office had established an Ice Central beginning with Walt Wittman, Gordon MacDowell, Don Barnett, Frank Kniskern, and others. Most of their efforts were classified.

During the summer Arctic re-supply shipping season there was a detachment of ice specialists from Hydro working out of Naval Station Argentia. The Hydro Ice Facility collected observational information and issued advisories and forecasts to Military Sea Transportation Service vessels, using radio facsimile and formatted messages. Fleet Weather Facility Argentia supported the ice program. During 1952 and 1953, aerial ice reconnaissance (recon) was also performed by Hydro Office personnel and Canadian researchers, flying from Kodiak in PB4Y-2 aircraft assigned to deployed patrol squadrons and Royal Canadian Air Force Lancasters

Operations Preliminary to the annual re-supply operations, many persons became actively involved in preparing for the impending "Ice Year." During the month of March, patrol aircraft from Argentia based squadrons under the command of Commander Barrier Forces Argentia began flying long-range ice reconnaissance. Navy Aerographer's Mates trained in observational techniques accompanied those flights, resulting in the initial annual evaluation of the Arctic ice fields, thus making possible the issuance by the Hydro Office of a long-range outlook. Based on this outlook, MSTS began planning for

re-supply shipping. Separately at Argentia the Commander, International Ice Patrol set up shop for the summer season to monitor sea ice and ice of land origin that would be affecting Atlantic shipping lanes.

Training On 24 March, 1954 the initial class of Navy ice observers graduated at the end of a two-month course of instruction at Navy Hydro. LT Albert J. Tait USN, a naval aviator, graduated with honors; and AG1 L. L. Martin with second honors. Other graduates were AG2 Moises R. Gonzalez, AG2 Robert F. Ryan, AG2 Richard P. Scherpf, AG1 William A. Dotson, AG1 Loren T Cope, AG1 William A. Conlon, AG1 John G. Rodriguez, AG1 Dudley E. Boatman, AG1 Carl R. Remscheid, AG1 James W. Scruggs, an AG1 Arlen B. Jensen.

One more class was graduated at Hydro before the school was moved to NAS Lakehurst in 1956, as the Navy ice program began to mature. However, after only six classes at Lakehurst, the training was moved back to Hydro.

On 8 April, 1954 a Navy Privateer aircraft launched from Argentia on what is believed to be the first Navy ice observer flight. AG1 John Rodriguez was the air crewman ice observer.

Changes In 1963 the Naval Weather Service assumed responsibility for Arctic ice forecasting and assigned the task to FWF Argentia and FWC Kodiak. LT William Dotson was transferred from NAVOCEANO (formerly Navy Hydrographic Office) to Kodiak to set up the program there. The following year similar ice forecasting began at Argentia. Air crew survival training was conducted on NAS Brunswick, with these 1963 Aerographer's Mates attending (see photo): AG2 McEwen, AG2 Frank Lott, AG1 Ed Dressler, AG3 Steve Shaffer, AG3 Arvin Grove, AG2 Tony Ortolano, AG2 Mike Garrity, AG2 Phillip Summarkoff, and AG3 Terry Bevins.

LT William Dehn was in charge of the Navy ice observers unit at FWC Suitland. When LT Dobson was lost on a 1965 recon mission out of Kodiak, LT Robert Freeman took over at FWC Kodiak.

Note: This is one of a series illustrating the wide variations in duties within the Aerographer's Mate rating.

NMOC NEWS - 2 JUNE 2008



CHANGE OF COMMAND Cmdr. Frank Schenk will relieve Cmdr. Rich Jeffries as the commanding officer of the Naval Meteorology and Oceanography Professional Development Center in

Gulfport, Miss., June 3. Schenk previously served as the military deputy in the human capital department on the Naval Meteorology and Oceanography Command staff. Jeffries is retiring from the Navy.

PROMOTIONS AND ADVANCEMENTS

CAPTAIN PROMOTIONS:



Peter Lintner became the first Naval Operations Limited Duty Officer in Navy history to earn the rank of captain. He is the senior Operations LDO in the Navy and is currently the commanding officer of the Naval Ocean Processing

Facility Dam Neck in Virginia Beach, Va. Lintner is pictured at left.

Also promoted to captain was **Cmdr. Todd Monroe**. He was promoted by **Capt. Robert Kiser**, commanding officer of the Naval Oceanography Operations Command, during a ceremony held at Stennis Space Center Friday. He serves as the Director of Expeditionary Warfare for NOOC at SSC. Pictured at right is Monroe, left, with Kiser.

COMMANDER PROMOTIONS: The Navy has announced that the following lieutenant commanders have been selected for advancement to the rank of commander:

Todd E. Barnhill, USS Harry S. Truman; **Mark D. Butler**, Strike Group Oceanography Team Norfolk, Va.; **Wendy A. Chicoine**, Navy Personnel Command; **Richard (Chip) K. Constantian**, Office of the Chief of Naval Operations N81; **Christopher L. Gabriel**, Naval War College; **Scott A. Key**, Camp Paji, Iraq; **Marvin (Blake) McBride**, Allied Joint Force Command, Naples, Italy; **Matthew J. Moore**, Fleet Numerical Meteorology and Oceanography Command; **John W. Simms**, Naval Meteorology and Oceanography Command; **Neil T. Smith**, Submarine Group 7 Yokosuka; **Timothy B. Smith**, Carrier Strike Group 11; **Paula H. Travis**, Program Executive Officer Command, Control, Communications, Computers and Intelligence, San Diego; and **Dominick A. Vincent**, USS George Washington.

SENIOR CHIEF ADVANCEMENTS: The following aerographer's mates have been selected for advancement to senior chief: **Troy Coomes**, transferring from USS Bataan, LHD 4, Norfolk, Va., to the Naval Oceanography Antisubmarine Warfare Detachment in Norfolk and **Ty Magowan**, transferring from Naval Oceanography Special Warfare Detachment, Pearl Harbor, Hawaii to the Naval Meteorology and Oceanography Professional Development Center in Gulfport, Miss. Also advanced to senior chief was **Storekeeper Jerry Carter** from the Naval Ocean Processing Facility Dam Neck in Virginia Beach, Va.

AGCM ADVANCEMENT: Senior Chief Aerographer's Mate **Ted Dennis** was selected for advancement to Master Chief Aerographer's Mate. He is currently at CNMOC East in Norfolk, Va.



CNMOC COMMAND MASTER CHIEF VISITS FNMOC: Master Chief Aerographer's Mate (AW/SW) Mark Burton, Command Master Chief for the Naval Meteorology and Oceanography

Command, visited the Fleet Numerical Meteorology and Oceanography Center in Monterey, Calif., May 13-14. Pictured at right (from left to right): Chief Aerographer's Mate Jill Handley, senior enlisted advisor; Capt. John Kusters, commanding officer of FNMOC, and Burton.

Submitted by LCDR Bud Horn USN RET

DETAILER CORNER From: Capt. Jim Pettigrew, PERS 449 In closing, here are some high-visibility billets that are high-priority fills. Remember, I can usually go one-up or one-down in rank. If you're interested, give LCDR Chicoine or me a call.

O3 PEP UK (Sea Tour with RN) London FILLED

O4 NAVDEPNOAA (Working at DIA) VA Available Now

O5 NRL SPACE TEST PROGRAM NM Available – July 2008

O4 COMSUBPAC HI Available – February 2009

O4 COMNAVFORKOREA Seoul FILLED

That's it for now from Millington...Keep Charging!

AGCS (AW/SW) JUSTIN FISK AWARDED THE BRONZE STAR

12 June 2008 Navy News by George Lammons

STENNIS SPACE CENTER, Miss. - A Sailor from Naval Oceanography Special Warfare Center Detachment (NOSWD) was awarded the Bronze Star May 16, for his actions during a deployment with an East Coast-based Navy SEAL team.

Senior Chief Aerographer's Mate (AW/SW) Justin Fisk has spent his career as a weather forecaster, and he is the senior enlisted with the NOSWD Norfolk, a subordinate of the Naval Oceanography Special Warfare Center, San Diego.

As his detachment's senior enlisted, Fisk usually doesn't deploy. "I went over because we didn't have enough forecasters, and I went over as a forecaster," said Fisk.

Fisk's command, co-located with Naval Special Warfare Group 2, works with and deploys with SEAL teams to provide on-scene weather and ocean forecasts to assist SEAL operators with mission planning and execution.

When he got to Iraq, he managed to do more than forecasting.

"The bottom line was, I helped increase the Naval Special Warfare use of ISR (Intelligence, Surveillance and Reconnaissance) platforms overseas," Fisk said.

Lt. Cmdr. Glen Cesari, Fisk's officer in charge, explained that Fisk managed all of the unmanned aerial vehicle operations. "That's a pretty difficult task, especially where he was," Cesari said.

Fisk's citation reads: "He managed multiple intelligence, surveillance and reconnaissance platforms covering more than 100 operations, 400 hours of vital full motion video to troops on the ground as well as critical target development coverage."

The award was presented by Rear Adm. David Titley, commander of the Naval Meteorology and Oceanography Command, but it was awarded by Rear Adm. J.D. Kernan, commander of the Naval Special Warfare Command.

Submitted by AGCS John Shay USN RET

COMMAND REALIGNMENTS

Honolulu Star-Bulletin May 18, 2008 MERGING BASES

A Pentagon initiative will turn Pearl Harbor and Hickam into a joint base by 2010 By Gregg K. Kakesako The fence line between Pearl Harbor Naval Shipyard and Hickam Air Force Base is coming down. It's all part of former Defense Secretary Donald Rumsfeld's transformation proposal to create 12 joint Navy, Air Force and Army bases out of 26 by 2011.

The 2005 Base Realignment and Closure Commission mandated consolidations of 26 military bases by 2011, including: The Navy will command Pearl Harbor Naval Station and Hickam Air Force Base; Guam Naval Base and Andersen Air Force Base; Anacosta Naval Annex and Bolling Air Force Base in Washington, D.C.; and Norfolk Naval Station and Fort Story in Virginia.

The Army will take over the operations of Fort Lewis and McChord Air Force Base in Washington state; and Fort Myer and the Marine Corps' Henderson Hall in Virginia.

The Air Force will manage Charleston Air Force Base and Charleston Naval Weapons Station in South Carolina; McGuire Air Force Base, Fort Dix and Lakehurst Naval Air Station in New Jersey; Andrews Air Force Base and Engineering in Maryland and Naval Air Facility in Washington, D.C.; Elemendorf Air Force Base and Fort Richardson in Alaska; Lackland and Randolph Air Force bases and Fort Sam Houston in Texas; and Langley Air Force Base and Fort Eustis in Virginia.

The requirement goes back three years when the 2005 Base Realignment and Closure Commission mandated that the Air Force will manage six joint bases, the Navy four and the Army two.

At Pearl Harbor, Navy Capt. Taylor Skardon, who heads the naval station, said "joint basing is a partnership, not a takeover."

Under the consolidation plan, Skardon and his successors will be the overall commander of what will be called Joint Base Pearl Harbor Hickam.

Air Force Col. J.J. Torres, currently commander of the 15th Airlift Wing at Hickam, would assume the role of the deputy of the combined facility. Both Skardon and Torres will leave their posts this summer for other assignments.

During a recent interview, Skardon said the Pentagon looked at bases that were near each other "and came up with the idea of joint bases with the hopes of more efficiency and cost savings."

Air Force and Pearl Harbor officials don't have the exact number of civilians who may lose their jobs because of the consolidation.

Hickam has 6,500 personnel, of which 1,344 are civilians. At Pearl Harbor, there are 1,175, of which 721 are civilians. In some parts of the mainland, the consolidation of services has caused clashes. In North Carolina, elected officials are fighting a BRAC 2005 initiative to close Pope Air Force Base and transfer its authority to the XVIII Airborne Corps headquartered at neighboring Fort Bragg,

which has been the headquarters and main base of the Army's airborne forces.

Torres said until a study is completed on "the work requirement is needed by the two bases, we can't make a determination" on how many civilian jobs could be eliminated at either Hickam or Pearl Harbor.

The two military leaders said studies are now under way to compare how the Navy and Air Force run the two bases, with the intent of identifying and applying the best alternative and putting it into operation by October 2010.

For instance, Hickam maintains a civil engineering squadron of about 500 people, half of which are civilians, Torres said.

At Pearl Harbor, similar construction and maintenance work are done by its public works center, which employs about 1,500 people, Skardon said.

Both military bases maintain similar services such as plumbing, electrical work, food service, recreation, lodging, community and morale programs, police, fire, chapel, youth activities, transportation, finance, public affairs and housing.

Torres this idea of joint bases is centered around two goals -- "gain efficiency where we can for the taxpayers" and "preserve the warfighting capabilities" of the Navy and Air Force here.

"If we do it right," Skardon added, "this joint base should enhance and support our warfighting capabilities."

A GREAT STORY ABOUT A CPO

My fellow Chiefs,

I wanted to share with you this picture as well as a short synopsis of how it came about. AO1 David Eberhart (pictured) is terminally ill with cancer. I was his Chief for his first tour on the USS INDEPENDENCE and even then his goal in the Navy was to be a Chief Petty Officer. His career, though very successful, has been interrupted with cancer treatment, periods of remission and finally with the news of being terminal.

He is currently assigned to MALS-24 at Kbay. A few months ago he requested to see the MCPON. MCPON Campa happened to be on the island visiting and went to the hospital to see AO1. It was explained to him [MCPON] how badly AO1 wanted to be a Chief and that he even took the Chief's exam from the hospital during a three day period -- he didn't have the strength for more than an hour at a time. On his good days he would put on his uniform and make his way to work though the time there took a severe toll on him physically.

He did not make board as he was six-points shy. It was requested by PACFLT Chiefs that AO1 be made an Honorary Chief Petty Officer. We talked about it in Newport and MCPON was in concurrence. The intent was for MCPON himself to make the presentation.

News came this week that AO1 may not make it through the weekend as his health is rapidly declining. FLTCM Tom Howard along with a ton of Chiefs (including CMDCM Don Krampert from CPRW-2) from the area banded together to make this happen as quickly as possible. On

Thursday, AO1 David Eberhart was designated an Honorary Chief Petty Officer.



I personally called and talked to Chief David Eberhart following his promotion Thursday and the excitement in his voice came with a strength and commitment that cannot be explained in words. He remembered well our time on the INDY but his short term memory is fading quickly.

Chief Eberhart's terminal prognosis remains listed in days. He is married with two children.

I tell you this story to remind you of the importance placed on us as Chief Petty Officers and the so many Sailors in our great Navy who look up to us and have the unwavering determination to be just like us. We have the responsibility to live up to that, to be the example, to walk the walk and talk the talk. It is truly an honor to be a United States Navy Chief Petty Officer and I am honored to call each of you – and Aviation Ordnanceman Chief Petty Officer David Eberhart -- shipmates. Thank you for all you do.

Aaron A. Shipley, Sailor and Command Master Chief, Commander, Patrol and Reconnaissance GROUP

TRICARE USER FEE UPDATE 26:

At a 16 APR subcommittee hearing in which major military associations presented their annual wish lists of improvements in pay, allowances and other benefits, Sens. Ben Nelson (D-NE) and Lindsey Graham (R-SC) said they might be willing to support modest Tricare fee increases, but will not back a Pentagon proposal seeking Tricare fee increases of as much as 400% for some retirees. Nelson and Graham are the chairman and ranking Republican, respectively, on the Senate Armed Services personnel subcommittee. Representatives testifying on behalf of the military associations expressed a willingness to accept fee increases that are no more than the size of the annual military pay raise or the annual cost-of-living adjustment in military retired pay, which gives Nelson and Graham some maneuvering room. Both indicated they will work on providing better health coverage to service members who are discharged from active duty without medical retirement pay. Steve Strobridge of the Military Officers Association of America said capped fee increases were acceptable - as long as they are part of a broader policy that makes clear that co-payments, deductibles and enrollment fees for Tricare users should not be determined simply by health care budget shortfalls. "We realize it is unrealistic to have no increases, ever," said Strobridge, who co-chairs the

Military Coalition, a group of more than 30 military-related associations. The Pentagon estimates Tricare fee hikes would save about \$1.9 billion in the 2009 defense budget. If the committee adopts lower fee increases or rejects any increases, it would have to make up the funding gap somehow. [Source: Air Force Times Rick Maze article posted 28 Apr 08 ++]

Submitted by LCDR Earl Kerr USN

Reading what we have here, I have to add a question. If the government can't provide health care through Tricare without raising "user fee", how the blank do they have the balls to try and sell universal health care for the rest of the nation?
AGCS TJ Southworth USN RET

Will repeat that each of us should contact both their Congressional representatives and complain about the proposed costs associated with Tricare.
Earl

WAUKESHA REUNION UPDATE



TRAFFIC CONDITIONS : State of IL police have initiated a zero tolerance campaign against drivers who speed in tollway work zones. Photo Speed Enforcement Vans are in use. The minimum penalty

is a \$375 fine. First-time offenders are subject to mandatory court appearance. Second violation results in \$1,000 fine and loss of license.

We are all aware of currently exorbitant prices for gasoline. Fortunately, drivers to Waukesha for NWSA #34 will be able to use the Federal Economic Stimulus checks to offset the high cost of gasoline.

RV people will want to know that our hotel permits RV parking on premises for only registered guests. Fifteen miles from the hotel is the Wisconsin State Fair RV Park, tel 414 266 7035.

OUR HOTEL While we had our spies reconnoitering the reunion hotel, it is possible for reunion registrants to tour the premises by using the Internet, www.countryspringshotel.com. A listing of advance registrants will be provided elsewhere in this newsletter. Expect the hotel to accept NWSA34 reservations until 10 August, or one month prior to reunion, space available after that date. Convention room rates will apply for three days pre/post reunion.

Armed Forces Reunions Inc. will handle reunion registration at the hotel, and have arranged for hospitality center, meeting rooms, picnic and banquet services. You may use the Internet to answer questions, www.armedforcesreunions.org or www.navalweather.org.

NWSA34 REUNION COMMITTEE: Backing up AFRI is our own committee. Expect the usual Hospitality Center beverage service using drink tickets to make it easy for our volunteer bar tenders. Tickets will also be on sale throughout the reunion for the Raffle and 50/50 drawings, which will be part of our banquet program.

Souvenir NWSA34 caps and cups are on order, and prices will be posted in H/C. Let the committee know if extras are desired for the folks back home. Order forms are included in this newsletter. Goodie bags will contain a Reunion Program Booklet, a joe cup and other stuff. Special attention is directed to our Silent Auction. It will be a lot of fun if reunion attendees will remember to bring lots of stuff.

ICE RECONNERS REUNION: Bob Freeman and Will Gould have planned a Friday afternoon gathering of Ice Reconners—persons who were assigned to the Navy Ice Program from 1951 onward. They will gather for happy hour and possibly enjoy dinner together.

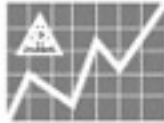
EARLY REGISTRATION: As soon as reunion attendance is firm, please send in your paperwork. With every reunion the committee labors in the same gray area where there is no clue about attendance. Therefore, we need to know your plans as soon as you know them. Arrangements for rooms and meals and

tours and all the other festivities are contingent on registrations. See you in Waukesha!

SLOW REGISTRATIONS FOR REUNION #34

It appears that registrations so far, are quite slow for the September 9-14, 2008 NWSA Reunion #34 in Waukesha WI. According to AFRI Instructions (page 23) "All registration forms and payments must be received on or before August 8, 2008". Time is getting short to get your registrations complete and submitted to AFRI!

Here are the registrants, as of 1400, 11 July 2008: **Cruse, Donald-(2) – Freeman, Robert-(2) - Gould, Willard-(2) – Graham, Howard-(2) – Mullen, Claude (Moon)-(2) - O'Brien, Patrick J.-(2) – Peterson, Lloyd-(2) - Sallee, Ralph W.-(2) – Sokol, David-(2) - Weigand,-Peter-(2), Wolfer, Hans-(2)**



From the Secretary/Treasurer's Desk

FROM THE SECRETARY/TREASURER'S DESK

Would you like a high paying (\$0) job with lots of benefits (work at home + free travel and lodging expenses for the annual reunion)? We are looking for a person to be Secretary /Treasurer for NWSA. Beat the rush .send your application to Moon Mullen, 1506 Kirk Ave. Thousand Oaks, CA 91360.

I have had a great time filling this position for the past 10 years. It has had it's moments but I survived them all. Now it is time for me to move on. This will be my last article.

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

THE CUTOFF DATE FOR THE LISTINGS IN THIS ISSUE WAS 05/14/08

In order to get the input to Charlie earlier please send any input you may have to the S/T by the first of the month preceding the issue month..

SCHOLARSHIP DONATIONS WERE RECEIVED FROM

xAG1! ROBERT COSTA, USN REL
CAPT RODGER A LANGLAND, USN RET

AGC M. R. "SPEEDY MONROE, USN RET
CAPT L.J. JACK PINGEL, USN RET

OUR NEWEST LIFE MEMBERS

xAERM2/c FRFRANCIS J. DRYBALA,USN REL
AGC DON SAVAGE, USN RET

CWO4 PAUL LYON, USN RET
AGC KPSE SERAFIM, USN RET

AGC GREG ROSE, USN RET

GIFT MEMBERSHIPS WERE RECEIVED FROM: LT Frank Baillie, USN RET

OUR NEWEST MEMBERS (NEW OR DUES EXPIRED MORE THAN ONE YEAR AGO)

CDR PAUL R. JOHNSON, USN RET

AGCS JOSH LOCKWOOD, USN RET

COMPUTER FUND DONATIONS: CAPT CHARLES BASSETT, JR, USN RET

MAILING ADDRESSES and/or TELEPHONE CHANGES

LAST UPD	LASTNA	FIRST	MEMFNAME	RANK	SERVIC	ADDRESS	CITY	STATE	ZIP	NEW	FONEA	FONENU
03/26/2008	RUECK	FRANCIS X.	FRANCIS	xAG3	USN REL	10661 CATALINA ST	GARDEN	CA	92843-		No	
03/31/2008	CALDWE	SPENCER A.	SPENCER	AG1	USN	PO BOX 14270	MONROE	LA	71207-		Yes 318	388-0156
04/03/2008	ROGER	LYMAN R. &		AGC	USN RET	7076 CRANE AVE	JACKSONVILLE	FL	32216-		Yes 904	924-7302
04/03/2008	ARNOLD	WILLIAM S. M.		CAPT	USN RET	1218 VILLAMAY BLVD	ALEXANDRIA	VA	22307-		Yes 703	765-2513
04/03/2008	CHARTI	RAYMOND		CDR	USM	C.O. NAVICE	WASHINGTON	DC	20395-		Yes 301	394-3006
07/11/2008	SCHIFE	JOHN	Senior Chief	AGCS	USN	UNKNOWN					No 775	426-6992
07/11/2008	HARRIS	LEE &	LEE	xAG2	USN REL	PO BOX 54	S THOMASTON	ME	04858-		No 703	774-4160

07/11/2008	WHITWO	HARRY & PAT	HARRY	AGCS	USN RET	20 CHARLES AVE	MANCHESTE	NJ	08259-	No	732	657-7611
07/11/2008	HIGGINS	GEORGE J. &	GEORGE	xAG3	USN REL	200 JUNIATA AVE	HOUTZDALE	PA	16651-	No	814	378-7454
04/03/2008	GRAY III	VERNON &	VERNON	AGCM	USN RET	PO BOX 1270	OKEECHEE	FL	39473-	No	863	357-4528
07/11/2008	MITCHE	WALTER		LCDR	USN RET	209E VICTOR PKWYD	ANNAPOLIS	MD	21403-	Yes	410	267-6079
07/11/2008	FIFIELD	CHARLES	CHARLES	AGCM	USN RET	802 SAGEBROOK RUN	CHESAPEAKE	VA	23322-	No	757	547-9039
04/03/2008	LEMON	TED	TED	YNC	USN RET	3288 PAGE AVE #203	VIRGINIA	VA	23451-	No	757	464-0738
07/11/2008	STEBBI	DENNIS R.	DENNY	CWO2	USN RET	PO BOX 84056	GAITHERSBU	MD	20883-	No	240	477-7420
07/11/2008	ZELLER	LOUIS S. &	LOUIS	AGCS	USN RET	1417 TOWNE	WOODSTOCK	GA	30189-	No	843	522-8742
03/31/2008	CAVANA	MICHAEL P. &	MIKE	CDR	USN RET	273 CARMACK RD	CHAMBERSB	PA	17202-	Yes	717	267-2450
04/03/2008	STRUC	GERALD & ANN	JERRY	CDR	USN RET	3440 DIXON LN	LADY LAKE	FL	32162-	No	352	753-6034
07/11/2008	MYERS	ESTHER O'D.	ESTHER	xAG2	USN REL	115 LAKE BRANTLEY	LONGWOOD	FL	32779-	No		
07/11/2008	WILLIAMS	DARYL E.	DARYL	xAG2	USN REL	219 OR DR	NORMAN	OK	73071-	No	405	330-8816
07/11/2008	SHACKE	DON L.	POSTOFFICE	AGC	USN RET	UNKNOWN				No	422	422-6100
03/31/2008	MARTIN	RAYMOND E.	RAY	LCDR	USN RET	111 ANEMONE CIR	GEORGETOWN	TX	78633-	No	512	864-3543
07/11/2008	GONZAL	MOISES R.&	MOISES	AGC	USN RET	UNK				No	817	783-7410
07/11/2008	BARBO	KENNETH E.	KEN	RADM	USN RET	2280 HUCKLEBERRY	VIRGINIA	VA	23456-	No		
07/11/2008	SCHNIT	MICHAEL J.	MIKE	AGCS	USN RET	256 WINONA	HENDERSON	NV	89015-	Yes	702	856-3007
04/03/2008	DANIEL	M. E. "DAN"	DAN	AGCS	USN RET	1977 WEST BEACH RD	OAK HARBOR	WA	98277-	Yes	360	682-5218
07/11/2008	TARNO	LOIS	LOIS	MRS		455 S MAIN ST APT	AMHERST	OH	44001-	No	440	988-9239
07/11/2008	WHITE	CHUCK &	CHUCK	CDR	USN RET	PO BOX 91	MARSHFIELD	VT	05658-	Yes	802	426-3116
07/11/2008	SNYDER	STAN G.	STAN	LCDR	USN RET	BAD ADDRESS				No	619	579-0265
03/11/2008	FINNEY	SADIE	SADIE	MRS.		PO BOX 1354	POULSBO	WA	98370-	No		
07/11/2008	BEACH	JOHN & KAYO	JOHN	MR	xNAESU	PO BOX 105034	JEFFESON	MO	65110-	No	858	613-1551
07/11/2008	MORRIS	FRAN	MRS			UNKNOWN				No	831	624-6579
03/31/2008	OLSON	FREDRICK	FRED	CDR	USN RET	703 CALLAHAN DR	BREMERTON	WA	98310-	No	253	759-5435
07/11/2008	SNELL	CHANCE	CHANCE	AG1(AW)	USN	11637 VERNETTE CT	EL CAJON	CA	92020-	No		

EMAIL ADDRESS UPDATESaturday, July 12, 2008

LASTNAME	FIRST	RANK	SERVICE	EMAILADR
BLACK	JAMES S.	AGC	USN RET	UNK
CALDWELL	SPENCER A.	AG1	USN	SCISSORS_007@YAHOO.COM
DANIEL	M. E. "DAN" AND KAT	AGCS	USN RET	noradaniel98277@comcast.net
DARICHUK	WILLIAM W.	AGC	USN RET	MANDW@ROADRUNNER.COM
DELANEY	JERRY & LORA	AGC	USN RET	kramerwids1@verizon.net
DRYBALA	FRANCIS J.	xAERM2/c	USN REL	
GRAY III	VERNON & DARCY	AGCM	USN RET	graywv@embaqrqmail.com
HAMILTON	GLENN D. & DOLORES	CAPT	USN RET	glennhamilton@prodigy.net
HOLDEN	D. "DEACON"	LCDR	USN RET	cholden3@san.rr.com
JOHNSON	PAUL R. & MAUREEN	LCDR	USN RET	PJOHNSON@SOCAL.RR.COM
JONES	RON & MELODY	AGC	USNR RET	TOMCAT1941@VERIZON.NET
MALONEY	JOHN J. & GAIL	CAPT	USN RET	JMaloney@surewest.net
NICHOLSON	HARRY & PAT	CAPT	USN RET	HNMONT@EARTHLINK.NET
OLSON	FREDRICK	CDR	USN RET	fmingnw@sprint.com
PINGEL	L. JACK & HELEN	CAPT	USN RET	jhpjngel@netzero.net
ROSE	GREG & SHUMEI	AGC	USN	gregdory.a.rose@navy.mil
SAVAGE	DON & SHARON	AGC	USN RET	SAVAGEDR@CENTURYTEL.NET
SCOTT	LEO G. & SHELIA G.	xAG1	USN REL	leo_scott@att.net
TARNOWSKI	LOIS	MRS		l.tarnowski@oh.rr.com
THORMEYER	CARL D. & CECILIA	CDR	USN RET	thormey@yahoo.com
WHITE	CHUCK & JANICE	CDR	USN RET	wxmanret43@fairpoint.net

AFR Inc. REGISTRATION FORM

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

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

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

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

Name _____ Spouse/Guest _____

Address _____

Telephone () _____ Email _____

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

Planned arrival date _____ Departure date _____

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

Will be at the following location _____

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

EMERGENCY CONTACT _____ **PH. NUMBER (____) _____ - _____**

FEES and CHOICES

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

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

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

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

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

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

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

TOTAL AMOUNT ENCLOSED =\$ _____

DISABILITY/DIETARY RESTRICTIONS _____

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

Check # _____
 Inputted

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

HOSPITALITY

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

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

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

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

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

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

HOSPITALITY ITEMS ORDER FORM

Check Number _____
How many?

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

MAILING INSTRUCTIONS

Mail this form along with \$\$\$ (except for caps and cups) to:
Secretary/Treasurer, Potomac Chapter
210 Westlake Blvd (#19)
Prince Frederick MD 20678-3226
Inquiries to 301 855 9127 Will or Ella Gould

NWSA APPLICATION FORM

Secretary-Treasurer NWSA

Jim Stone, AGC USN RET

428 Robin Road

Waverly, OH 45690-1523

Don't Forget: Check The List

Name _____

Rank/Rate _____

Dues for _____ Years Mailing Address _____ E MAIL: _____

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 – No Registration plus \$20.00 Annual Dues = \$20.00

\$ _____

Non Active Duty New Member Registration \$10.00 plus \$20.00 Annual Dues equals \$30.00

\$ _____

Former Member - Dues Expired 1 Year or longer: Same as New Member equals \$30.00

\$ _____

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 Att'd (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 _____

NAVAL WEATHER SERVICE ASSOCIATION

Nonprofit Organization

James Stone, AGC USN RET

428 Robin Road

Waverly OH

45690-1523

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Permit No. 468

CHANGE SERVICE REQUESTED—