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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 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, including your preference for receiving your quarterly Aerograph – USPS or Email) should be sent to Libby O’Brien, Secretary/Treasurer. NWSASecTreas@panhandle.rr.com

A NEW FLAG FOR OCEANO?
OPNAV1INST 5300.12
From: Chief of Naval Operations
Subj: THE INFORMATION DOMINANCE CORPS
Ref: (a) Title 10, U.S.C.
(b) U.S. Navy Regulations, 1990
(c) SECNAV1INST 12900.2
(d) OPNAV1INST 5430.480
(e) SECNAV1INST 5430.107
(f) SECNAVINST 3850.2C
(g) NAVPERS 158391

1. Purpose. To establish the Information Dominance Corps pursuant to the authorities contained in references (a) through (d), and provide guidelines concerning the corps.
2. Applicability. The provisions of this instruction are applicable to the U.S. Navy, effective 1 October 2009.
3. Background. The Information Dominance Corps has been created within the U.S. Navy to more effectively and collaboratively lead and manage a cadre of officers, enlisted, and civilian professionals who possess extensive skills in information-intensive fields. This corps of professionals will receive extensive training, education, and work experience in information, intelligence, counterintelligence, human-derived information, networks, space, and oceanographic disciplines. This corps will develop and deliver dominant information capabilities in support of the U.S. Navy, Joint and national warfighting requirements.
4. Policy. The Information Dominance Corps is established to meet the mission objectives of the U.S. Navy by providing for the administration and accomplishment of functions best performed by this
cadre of specialists in professions requiring specialized education, training, and experience to deliver decision superiority to Navy, Defense, and National leadership.

5. Establishment of the Information Dominance Corps.

Pursuant to the authority contained in references (a) through (d), the following U.S. Navy personnel will comprise the Information Dominance Corps:

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a. Information Professional Officers (160x, 642x, 742x designators).
b. Information Warfare Officers (161x, 644x, 744x designators).
c. Naval Intelligence Officers (163x, 645x, 745x designators).
d. Oceanography Officers (lBOx, 646x designators).
e. Space Cadre (SSOOx or 6206x Subspecialty code or VSx AQD).
f. Aerographers Mate (AG) enlisted personnel.
g. Cryptologic Technician (CTN, CTM, CTT, CTI, CTR ratings) enlisted personnel.
h. Intelligence Specialist (IS) enlisted personnel.
i. Information Technician (IT) enlisted personnel.
j. Navy civilians assigned to positions in the fields of information, intelligence, counterintelligence, human-derived information, meteorology, and oceanography.

6. Responsibilities and Governance

a. Deputy Education) Chief of Naval Operations (eNO (N1)) will, (Manpower, Training, (1) Coordinate with Deputy Chief of Naval Operations for Information Dominance (CNO (N2/N6) in managing the corps of information communities to ensure optimum development and utilization of information community programs.

(2) As the single manpower resource sponsor, manage the programming, financial, and information resource management for total force manpower and personnel, which includes Navy requirements, authorizations, and end-strength.

b. CNO (N2/N6) is designated as the leader of the Information Dominance Corps, and will have the following responsibilities:

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(1) Serve as the sponsor for the Information Dominance Corps, providing advice to Chief of Naval Operations (eNO), Commander, U.S. Fleet Forces Command (USFLTFORCOM), Chief of Naval Personnel (CHNAVPERS), and other seniors regarding key issues associated with the corps.

(2) In coordination with the heads of the communities, issue policy guidance and provide oversight of all Information Dominance Corps activities, with exception of those assigned to the Director, Naval Criminal Investigative Service in references (e) and (f). Cultural and community issues that impact manpower, personnel, training, and education will be closely reviewed and, where necessary, recommendations will be provided to CNO (N1)

(3) Serve as the subspecialty system major area sponsor for curricula as designated in reference (g).

(4) Act as the primary spokesman for corps flag officers with the Navy Flag Matters Office, CHNAVPERS and the CNO.

(5) Create a flag panel to oversee corps issues, enable collaboration across communities, and develop consensus on issues of importance to the corps. The flag panel will meet at least quarterly to discuss major policy, programmatic, and alignment issues that affect the corps, and discuss slating options for senior officers of the corps. The panel will consist of:

lal CND (N2/N6) (Chairman).

(1) Head of the Information Professional Community.

le) Head of the Information Warfare Community.

(d) Head of the Naval Intelligence Community.

(e) Head of the Oceanographic Community.

(f) Director, Naval Criminal Investigative Service.

(g) Senior space cadre flag officer.

(h) Leader of Civilian Intelligence Community.

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(i) Commander, TENTH Fleet.

(j) USFLTFORCOM flag/Senior Executive Service representative.

(k) Commander, Navy Cyber Forces Command.

(1) Leader of Civilian Information Management/ Information Technology Community.

c. CHNAVPERS will:

(1) Assign Information Dominance Corps community managers, placement officers and detailers to coordinate information community distribution functions, and to closely monitor the professional development and assignment of these military personnel.

(2) Set military personnel plans and policy for recruitment, distribution, advancement, compensation, retention, readiness, retirement, and community management for regular and reserve Navy personnel.

(3) Formulate plans and policies for the professional development and community management of the Navy's civilian Information Dominance Corps workforce. Assist civilian community leaders in developing and implementing strategies to address staffing and competency gaps and implementing career paths.

d. Deputy Chief of Naval Personnel/Commander, Navy Personnel Command will:

(1) Manage the long term health of officer and enlisted communities across the corps (Active and Reserve).

(2) Develop and execute personnel policies, accession and promotion planning, and provide detailed analysis and manpower forecasting in support of Information Dominance Corps leaders.

(3) Assign Sailors to job vacancies in response to Fleet demands and in support of personal career development.

(4) Manage career milestone requirements and provide individualized guidance for officer and enlisted personnel.

(5) Sponsor and host Navy statutory and administrative selection boards.

The heads will have of the communities and civilian the following responsibilities; community
1) Identify and submit major corps issues for review and discussion at flag panel sessions, and participate as members of the flag panel. With the exception of authorities specifically assigned to the leader of the corps, the heads of communities shall manage all other issues associated with their respective communities.

2) Liaise with CNO (N2/N61) regarding military and civilian community requirements and coordinate community issues with Bureau of Naval Personnel.

3) Provide civilian community guidance and direction to promote workforce efficiencies and effectiveness, to identify emergent competency requirements and to implement career paths.

7. Records Management. Records created as a result of this instruction, regardless of media and format, shall be managed per Secretary of the Navy (SECNAV) Manual 5210.1 of November 2007.

LOCKLEAR III
Vice Admiral. U.S. Navy
Director, Navy Staff

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LETTERS

CWO2 DENNIS STEBBINS HAS A TRAVEL AGENCY

Dennis Stebbins, CWO U.S. Navy (Ret.), and a life member of NWSA, became a licensed Travel Agent in the summer of 2009 and has opened his own firm in the Washington, D.C. metropolitan area, namely; VENTUS TRAVEL

Ventus Travel provides “Worldwide Travel and Specialized Tour Services” focusing on exotic and unusual vacation destinations. It is all about special interest tourism services for those who desire anything from the ultimate in luxurious Spa and Leisure activities to those who desire involvement in X-treme Sports or a secret getaway to a fantasy destination. For world travelers seeking adventure or looking for a change and wanting to avoid the same old standard and boring “cookie cutter” vacations, Ventus Travel provides the solutions by developing customized and personalized vacation packages to the most fascinating travel destinations on Earth.

Denny and his staff provide considerable support to the military and donate to such causes as Honor and Remember, the organization honoring fallen veterans, as well as the Gratitude Campaign, the organization helping combat wounded veterans (to include those suffering from PTSD). When applicable and available, Military Discounts on travel services through Ventus Travel are provided to all Active Duty, Retired Service Members and their immediate families, if and when less expensive fares are not available. Additional special fare offerings and discounts will be provided to NWSA members.

Denny’s activities can be seen at www.VentusTravel.com and/or by calling 866-609-7627. Denny invites you to “Become a Fan” on the Ventus...
Travel FaceBook page, as well as to "Join" the Ventus Travel Network group on Linkedin.

Submitted by CWO2 Dennis R. Stebbins USN RET

ALL OF YOU COLD WAR VETS....FYI.

Talk about distribution nightmare for the issuing authorities if this passes.

A recent article in Navy Times, has indicated that Sen. Jim Webb, D-VA, has become a sponsor of the Cold War Service Medals Act of 2009 (S-2743), introduced Nov 5th, by Sen. Olympia Snowe, R-Maine. This bill will "allow a medal to be issued to any honorably discharged veteran who served on active duty for not less than two years or was deployed for 30 days or more during the period from Sept. 2, 1945, to Dec. 26, 1991. Families could receive the medal if a Cold War veteran has died."

You may want to pass this information along to the members of our group, and/or other vets, who may want to track the bill, or register their opinion with their Senators and Representatives.

Submitted by LCDR Bud Horn USN RET

A NOTE FROM ELMER ERDEI

I just received a Christmas Cards from NWSA member George Higgins in Houtzdale, Pennsylvania. He had good new and bad news. His son retired from the U.S. Marine Corps after 25 years of service. I believe that Marine did at least two tours in Iraq in bomb disposal. George's bad news was that his wife Ann passed away August 24th. George and I were AGAN's at Sangley Point during 1951-1953. I think we made AG3 together in 1952. George left the Navy after his hitch and married Ann. He was in the insurance business in Houtzdale all these years. We have kept in touch all these years and have made it to a couple of NWSA reunions together.

Regards, Elmer Erdei, Sparks NV

A LITTLE KNOWN VET BENEFIT

VETERANS NEWS & INFORMATION

"AID AND ATTENDANCE"

Regardless of your personal status, consider passing this along to all veterans, families of veterans or individuals with veterans in their family.

“Aid and Attendance” is an under utilized special monthly pension benefit offered by the Veterans Administration for veterans and surviving spouses who require in-home care or live in nursing homes.

To qualify, a veteran (includes the surviving spouse) must have served at least 90 days of active military service, one day of which is during a period of war, and must be discharged under conditions other than dishonorable.

The veteran’s benefit is $18,234 annually (paid monthly) and increases to $21,615 with one dependent.

The surviving spouse alone is $11,715 annually. For more information, call 1-800-827-1000

Submitted by AGCM Marty Bonk USN Ret

GREETINGS, ICE OBSERVERS

Just want to remind you of the upcoming NWSA reunion in Dallas, TX and give you an update on the progress we have made in locating former ice people.

Reunion...The Lone Star Chapter is hosting the 36th annual NWSA reunion in Dallas, TX from Wednesday, April 28th through Sunday, May 2nd 2010. The reunion location is the Wyndham DFW Airport North hotel. Complete reunion and hotel information may be found on the NWSA website at navalweather.org. We are hoping a few ice observers from near that part of the world will make their way to Dallas to boost the number of ice attendees.

Numbers...There were thirteen ice people at the Jacksonville reunion last year; not a bad showing, considering it was about twice the number attending the previous reunion. There are about 25 people receiving this email. Additionally, we have 19 names with address and telephone number but no email. Since there will always be more of us that cannot attend the reunions than do attend, we would like to build up the number on this email list as a means to keep in touch, exchange information and locate more former ice observers. You can help.

Attachment...

The attachment has information on the Aerial Ice Observer classes from the 1950's into the 1980's, put together by Zane Jacobs for NWSA. It includes the names of all AIO class members. Take a look, if you will, and see if there is someone you may have kept in touch with, or know where they were from or retired to; spouse name, middle initial help. Send us what you know and we'll try to find them.


If you have an email address for any of these please pass it along, otherwise this message will be going to them by regular mail.

If you prefer not to be on this email list just let us know. There will be only occasional messages - so we hope you stay with us. Thanks.

Dick Pritchard 904 683-3931 Speedy Monroe 304 342-6421
rpritch99@yahoo.com - marmon@suddenlink.net

3rd USMC Weather Service Reunion
6 to 10 June 2010
Fredericksburg Hospitality and Conference Center, Fredericksburg, Virginia
All Marines attending this reunion would really like to have some of our Navy friends we went to school with join us at this reunion.

POC
Don Innis, Capt Ret
Phone (321)724-6600
E-mail: dinnis@cfl.rr.com

I have a complete list of the Marines planning to attend this reunion. I can provide a list to anyone interested in attending so you can check and see if any of your classmates plan to attend. I can also provide those interested with a copy of the agenda, planned events and the associated cost. However, you need to be advised there are no meetings. This is a social event and coats and/or ties are not allowed (strictly casual).

I have been led to believe a representative from the NWSA plans to attend to provide information on the NWSA in an attempt to entice some of the Marines to join. I am a NWSA life member and always look forward to receiving your newsletter as I am sure there maybe others that would be interest too.

Should you have any questions please don’t hesitate to contact me.  

Captain Don Innis USMC RET

ON THE ICE

We started out with four of us, Arvil and AGAN Bob Fancher, both with VX-6 Squadron TAD to the WX office. And, AG2 Ron Palmer and myself AG1 Elmer Erdei. At the beginning of the year we also had Met Officer LTJG Bernie Fridovich.

I was going to say “one day at the WX office”, but it was almost always night. Arvil with his long red or light beard was behind me and I smelled smoke. I turned around and Arvil had no beard. He had lit a cigarette and the flame ignited his whole beard. It was a very fine, thin hair that went with a Whoosh! He was clean shaven the rest of the winter. His dad died in Texas that year and Arvil was getting out to run the ranch.

In 1962, I was at Pearl Harbor to attend Tropical MET school and met up with Arvil. He was AG1 and a section leader. Captain Tilden said that he was the best section leader. I went to Arvil’s house for dinner and met his wife and kids. Arvil had a trunk full of guns - that one would see in Western Movies. Got them from his dad. They dated way back in time.

In the 1980’s I got in touch with Arvil again. He was head of the Weather Bureau in El Paso TX. We traded letters, but then he quit writing.

In 1973 while at ASO, I got a call from Bob Fancher. Back on The Ice, he said he was getting out but now he was AGC. I helped him out with his supply problem and we talked about time on The Ice. Have not heard from or about him since.

Ron Palmer used to wake me by sticking a lit cigarette in my mouth. When he saw me take a puff, he knew I was awake and go back to the office. Ron and I traveled back to the States together and saw each other now and then over the years. In 1978 he was AGCM, Master Chief of the NWS. He came to Rota with the inspection team. He stayed at our house and we played some golf. Think I saw him soon after a reunion, but nothing since.

Bernie Fridovich was young and enthusiastic and glad to help out with everything in the office, at times even with balloon lunches in blizzards. He was a good carpenter and built a desk for the office. Also cut up scrap lumber to fit in the overhead girders so we could store all our supplies in all our overhead space. I believe storing the balloons up there, with everything else, helped us get the high soundings we got. We had a thermoscreen outside the office but needed one to put alongside the runway. Bernie and Ron made one that looked just like a store bought one.

In July, Bernie was in a Helo crash between the base and the Runway. His hands burned badly and a possible broken back. He spent the rest of the winter in Sickbay. Back in the States in October, he spent over a year at St. Albans hospital and Docs did a great job on his hands. He went to work with Civil Service I believe and did a lot of mathematics, etc. for the WX satellites. He and his wife came to my ship’s (USS Tripoli) commissioning in Philly in August 1966. First time to see him since on the Ice. I gave him the $20 I borrowed from him back in New Zealand. Did not see him again, but about ten years ago he called me and we traded a couple of letters and then he stopped writing.

One last note about Bernie – Back on the Ice he wrote the daily summary and would give it to me to type up. When it was calm all 24 hours, he would write “Calm from the East” or whatever the recorder showed when the wind was still blowing. I told him to write “Calm” and we would argue about that and he would have the last word, but when I typed it up, I left out the East, West, etc. and just typed “Calm”. He never checked later.
During the past three months, two separate articles have come across this Naval Weather Service Association computer screen concerning inappropriate behavior from ranking officers and enlisted that has made me wonder if “My Navy” has developed some severe leadership problems.

In Yokosuka Japan, the commanding officer of the USS Cowpens, a cruiser homeported in Japan, was relieved for cause. She was the highest ranking female officer assigned as the commanding officer of a U.S. Navy warship. According to numerous printed accounts, she refused to train her junior officers and used some to walk her dogs and enlisted to do yard work at her house. On the bridge, she commanded by “bullying” her subordinates, cursing them as they went about their duties, throwing cups, and humiliating senior enlisted.

In a totally different story, the commanding officer, the Command Master Chief Petty Officer, five male CPOs and four female petty officers on a destroyer have been disciplined for fraternization with younger female sailors.

This is not a management problem – this is a leadership problem! Rising through the ranks, I was taught by example and directly by officers and enlisted that leaders have four traits: 1. Honesty, 2. Competency, 3. Intelligence, and 4. Inspiration.

When I retired as a Master Chief Petty Officer in 1980, it seemed that the Navy was moving strongly to a systems management model. This model is one in which the management of personnel prepares the sailors to “plug in to” the billet much as a electronics system can be assembled by assembling the black boxes into a cohesive whole machine. Leadership ability was acknowledged, but rarely a concern on evaluations. Our Navy commands, divisions, and detachments, were moving away from leadership and toward management. And, I’m afraid that incidents such as these are the result.

I cannot relate to my personal experiences, training, and formal education (BA and MA in Human Resources Management from Pepperdine University). There were officers and senior enlisted that I truly respected, admired, and strove to behave in a similar manner. In my opinion these were “leaders”. There were others, officers and senior enlisted that I liked or didn’t like, but did not attempt to emulate. I always respected their rank and their billets. Most of these individuals were, in my opinion “managers”.

A leader, possessing honesty, competency, intelligence and inspiration, can spread his vision and direction to others, through words coupled with actions. The subordinates will work harder and longer to achieve goals than anyone might ask. A manager is taught to utilize personnel to accomplish an assigned task. “Leadership qualities” often are given lip-service, but many other qualities are substituted. Billet, gender, ethnicity, education, rank of the evaluator should not enter into the promotion/retention quandrum, but they do.

I hope and pray that CNO, CNMOC, and all those in the chain of command will be able to take a deep breath and reflect on why/how these individuals were allowed to infect “My Navy”. Then take action to ensure that problems such as these are corrected and leaders have the respect and position to make this Navy greater than it is!

AGCM Marty Bonk USN RET forwarded a letter that, to me, epitomizes the points that I have been trying to make. An excerpt:

“The Navy I joined had the old-fashioned Chiefs, those keepers of tradition, guardians of ancient lore, solvers of problems . . . those grouchy, irascible, sarcastic, but indispensable guys who’d been around longer than anybody else on the ship, except maybe the Captain. They knew where everything was, how everything worked, what everything was for, and who was responsible for what.

Becoming a CPO was really a big deal in that Navy, involving a time-honored festival of near-orgiastic silliness designed to close out the years of irresponsible ignorance with one last naked dance through the fires of humiliation and exorciation to emerge reborn as full-grown lion guarding the gates of the repository of all useful knowledge.

Amongst the Chief’s primary duties were making sailors out of farm kids and smartalecs and goldbricks and Mama’s boys, showing them the skills and qualities required for them to fill his shoes when the time came for him to retire his coffee cup. The Chief nominally reported to a young butterbar whom he had the awesome challenge of transforming into a leader of those other young men he was making sailors of.

In the Navy of the 50s and 60s, traditions aboard ship were honored, cherished, and observed. Various initiations occurred from time to time, such as making Chief or crossing the equator, during which rookies or newbies were ritually cleansed, humiliated, and physically abused to degrees generally powers of 10 more severe than anything the Gitmo terrorists ever had to endure from their guards.

Such episodes served the purpose of reminding every member of the crew that new experiences, new threats, new life-altering events could bring even the proudest and strongest to his knees. And when the purging was over, the initiates were welcomed as brothers, tougher than before because of what they’d learned they could withstand if necessary. Mirandize and make comfortable.

In 1960, victory meant that the enemy was either completely dead or no longer had the ability to resist, that all his machines and networks were captured or out of commission, that he had surrendered or been locked up, that the fight was over and he accepted defeat.
Today we declare victory when the opposing forces call time out, insist that it was all a big mistake, and that they'll stop resisting if we rebuild their cities, their refineries, their factories, their infrastructure.

The Navy I joined was easy to understand. It was organized and straightforward. The hard workers got the bennies and the shirkers got the brooms, and everybody in between was anonymous and safe so long as his shoes stayed shined and his hair never touched his ears or his collar. Chiefs ran the place and officers did the paperwork until required to put on their zebra shirts and referee bouts between CPOs engaged in pissing contests.

Anyone a sailor needed to know, the Navy taught him, from tying knots to operating fire-control computers on 16-inch guns. A sailor never had to worry about what he was going to wear; that decision was made for him and published in the Plan of the Day, which was read every morning at quarters, usually by the Chief, the source of continuity, stability, and purpose for everyone in the division.

The modern Navy doesn't keep people around to dump trashcans and scrub galleys and clean heads; that's done by civilian contractors. And the majority of CPOs today are expected to either HAVE a degree of some kind or be working toward getting one soon. Today's successful Navy non-com is a paper-chasing button pusher, not a sweat-stained commie killer.

Today's sailor is in touch with his "significant others" by e-mail or cell phone almost anywhere he's sent. The idea of a 6-month deployment to Southeast Asia with no contact other than snail mail seems cruel and unusual torture to him.

And though it dates me and cements me into a mindset that's fallen out of fashion, I think I liked the Navy that I joined better than the one we have today. Yes, of course the capabilities we have now are wider, more sophisticated, more potentially effective. But they're more fragile, too, and techs can't even FIND the discreet components in a printed circuit board any more, much less actually isolate a bad one and replace it."

Submitted by AGCM Charlie Jordan USN RET

TRAVEL VIA THE MOON

OK.....your itinerary has been firmed up for more than a month; you bought and reserved those airline tickets in the beginning of the year when airline rates are always lowest; the suitcase is “thinned” out to ONE per person remembering the cost of “extra” bags that airlines charge; passport is current plus at least 6 months (some countries insist on this extra period or won’t let you in); but one item you may have forgotten......those valuable city passes!

It’s not too late….get on the computer and get the email address direct to the cities you’ll be visiting….or if you can’t find one of your cities, “Google” city passes or go direct to the country tourist bureau.com and they will help you find those city passes in their country.

Worthwhile? You bet! Most will have 10-20% discounts to many of the museums in that city, or even free entry, bus/ground travel transportation may even be free (or greatly reduced), and often various stores offer discounts by just showing the card. Passes vary and you can select how many days you will be there and get different price selection for 1-2-3-5 days. The day of the first use of this pass is when you start earning those savings…..and don’t worry, the pass is not activated till you check it in thru a card-reader or get it stamped in the city where its valid…..just like train passes that must be validated when you start traveling on the train. The London 3-day city pass could save you more than $100 just by visiting 7-9 of the top attractions while in town (plus allow you to buy a cheap $10 subway/bus pass). Many of these city passes allow you to skip the long lines waiting to get it.....and you get “head of the line”. The pass will be delivered to your home address and include city maps, list of discounts for shopping, dining and other free perks......you gotta get one before leaving.....the savings will be BIG!

We’ve mentioned it before, but a final reminder before checking in with customs/immigration at your destination airport…..money exchange rates at the airport are NOT the best in town! If you want enough for taxi to your hotel, OK get $20 changed (look at their display of who will give the best rates) and then, check your hotel (many give great exchange rates - some do NOT)…..but the best is always an ATM using your Visa/MasterCard cards. Your home bank will charge you a “foreign money transaction rate” for using their charge card......the rate usually +/- 3% ($3-4 per $100). Want to save $2 of those dollars?? Use a credit card from a Credit Union (like the Navy Federal Credit Union or your local Credit Union) and the charge will drop to +/- $1 per $100. These foreign exchange charges will show up in your “statement” after you get back home.....you can remember it as that “free” gin & tonic you had for each visit to the ATM.

No, the folks in the Lone Star chapter have taken care of us and you probably won’t need a Dallas city pass unless you’re planning to spend a lot more time there after #36. But do get that request off (in the computer and pay for it via the computer also) for those European cities......and enjoy that trip for a lot less dollars, Euros, or Pounds!

SEC/TREASURER REPORT

I don’t know about everyone else, but I am ready for some warm weather, so much for living in the sunshine state of Florida. We have had a cold and wet winter but at least we didn’t have to shovel the snow
like you folks in the north and mid west. Wow, what a winter it has been. Let’s hope we have a warm summer but no hurricanes. By the time you are reading this, we will be enjoying ourselves in Dallas at the 36th reunion. Hopefully, some of you will be joining us there. I know Pat and I are really looking forward to seeing everyone and enjoying all the festivities planned by the Lone Star Chapter. Our total paid membership to date is 573 of which 387 are life members. I hope to see some new faces at the reunion. Have a wonderful and safe summer.

Lastly if you are unable to participate with us in Dallas at the end of April, PLEASE participate by sending in a check to the scholarship fund! We are working to sustain our program for the next five to 10 years and funding will be our only limitation.

Submitted: Mike Gilroy, Ed Frandle and Marty Martinez

CHAPTER REPORTS

FROM THE February 2010 Submission - …ed…

SOUTHEAST CHAPTER

President: Joe McGarr (AGCM ret.)
1st Vice Pres: Steve Turco (AGCS ret.)
2nd Vice Pres: Bob Johnson (AGC ret.)
Sec/Treas: Frank Andrews (AGCS ret.)

The Southeast Chapter held its Winter 2009 meeting/Christmas Party on December 3rd, 2009 at the Fleet Reserve – Branch 91. The following members and guests were in attendance: Joe and Rhonda McGarr, Bob and Charline Johnson, Frank and Jane Andrews (with six children & grandchildren), Sidney and Nancy Whitaker, Lloyd and Daisy Corbett, Todd and Cheryl McDonald, Robert and Mrs. Wishnek, Bob and Judy Bentley, and Dick Pritchard.

The mood was festive, the decorations were impressive, and the food was unbelievable. Frank Andrews (Chief-Chef-in-Charge) coordinated activities with the Fleet Reserve and manned the kitchen and ovens and prepared food. Nancy Whitaker provided a traditional baked turkey and assisted in food preparation, Todd McDonald provided a fried turkey, Bob and Charline provided a honey-baked ham and cake, Rhonda McGarr provided dressing and table snacks, Lloyd and Daisy Corbett provided table decorations, Charlene and Daisy provided door prizes. So many pitched in to make this a success and many thanks to all.

The food was outstanding and the smell made your mouth water when you entered the room, so we decided to eat and be merry before the meeting. Bob Johnson handed out door prize tickets, and after socializing we gathered as Sidney Whitaker said Grace and Lloyd Corbett led us in the Pledge of Allegiance. We ate, shared stories, caught up on old times and old friends, and even talked METOC at times (we actually quizzed each other on our weather plotting codes!). We had a nominal gift exchange and held a 50/50 drawing. Of those proceeds, half was going to the Chapter’s postage fund and half to the lucky winner. One of the guests won the drawing… and donated his half of the winnings back to the NWSA Chapter ($65.00 total).

The meeting was called to order at 1945 and commenced with discussing some NWSA business.

Weather terms to avoid

Scholarships

WOW!

WHAT A GREAT CROP OF APPLICANTS THIS YEAR

We are very excited at the response this year to our Associations Scholarship program and view it as a good indicator of the viability and health of the NWSA. The Scholarship Committee is working hard at the moment reviewing nearly 20 application packages submitted by a very talented group of graduating high school seniors and college undergraduates with declared majors in meteorology and other supported degrees. We have received undergraduate applications from some of the best meteorology programs in the country, Penn State, University of Washington, Florida State, just to name a few. The committee is facing a real challenge this year with so many excellent students seeking our help. Currently we only have an approved budget for $10,000. We want these awards to be meaningful and truly make a difference to the students. We have requested that the board increase the funds available this year to $25,000 and will hope to see that favorably endorsed in Dallas. If you have a view of how you want to see your scholarship program run please provide feedback to your chapter or to the committee nwsascholarships@navalweather.org.

CARTOON
Announced was the need for a Historian, and that members should consider volunteering for this important position that provides custody of the essential NSWA materials and records. We discussed the scholarship program requirements and if anyone knows of any potential candidates, to let Joe McGarr or Bob Johnson know. We discussed membership in the NWSA and had copies of the Aerograph and Bellinger list available for anyone who wanted to take a look at them, and encouraged those who receive them to do so via e-mail to reduce the printing and mailing costs.

We encouraged participation in the upcoming reunion in Dallas by making reservations by March 19th and doing what we can to support their effort to have a successful reunion. We still try to reduce our inventory of 2009 reunion shirts, hats and mugs by offering them for sale at reduced prices.

The Spring meeting date will be sent via e-mail once determined along with nailing down some details such as: availability of hot tea (hotel provides the coffee and ice), sufficient availability of tickets for raffles, drawings, drink tickets etc. Hiring of a Deejay for the banquet and suggestions for specific songs or types of music was solicited. A group has agreed to meet at the hotel on the afternoon/evening before the first day of the reunion to set up the hospitality room and stuff Welcome Kits.

A few years ago, it was brought up that perhaps we should be using professionals to put together our reunions and a first attempt was made in Wisconsin with less than favorable results. As a new Chapter and with no experience in hosting a reunion, we decided to give it one more try and utilize Military Reunion Planners (MRP) to organize our reunion. We have no specific complaints about MRP as they have done exactly what they contracted for but in retrospect, we could have done the same things without too much undo burden. MRP retained for themselves, $15 of each registration and no doubt made money off each tour, hotel room and meal that our members signed up for. As mentioned above, we are struggling to break even on the Reunion and the profit/loss margins are just too thin to utilize an outside planner. Bottom line: If we had it to do over again, we would not use an outside planner.

All of that having been said, we still anticipate a great Reunion and are looking forward to welcoming all of our old shipmates to Texas.

LCDR Joe McKinzie USN RET
Sec/Treas Lone Star Chapter

SOCAL CHAPTER
President Al Hassen
Vice Pres Fred Farnsworth
Sec/Treas Morry Summey

Once again, the Southern California Chapter must begin the Aerograph with another loss to our membership. Harvey Smith passed away on February 12th, 2010, just one month after his 91st birthday. He suffered a massive stroke on February 6th, then passed away peacefully, at home on February 12th, surrounded by his children. Services were held at for Rosecrans National Cemetery on March 8th 2010. This service was immediately followed by a reception honoring Harvey and Louise at the San Diego Yacht Club. Harvey was an integral part of this chapter from the time it was formed. Deteriorating eyesight did prevent him from attending some of our most recent functions. Harvey had a wealth of friends within the Naval Weather Service, and his passing leaves us with sadness, not only in this chapter, but the entire association.

CHAPTER ACTIVITIES

The Chapters Valentine Day Champagne Brunch was held on Sunday, 14 February 2010 at the Admiral Baker Navy Golf Course Restaurant. This year’s event proved to be very successful, with 22 people in attendance. This year’s brunch was organized by Delores Cohenour, who attended with husband Bernie. Other attendees were Bill Bridge, Morry Summey, John & Fuji Rodriguez, Chuck & Janice White, Al Hassen was there, accompanied by Arlene Seek. Bob & Sheilia Clark brought heir daughter as well as Sheilia’s parents. Carl & Phyllis Drake was their with four guests. The group also welcomed Bonnie Stemple, a NWSA Life Member, who is currently living in La Mesa. A great time was had by all, enjoying both good food and better sea stories.

The April Chapter business/luncheon meeting was held on 1 April 2010. We managed to get through the entire meeting without a single April Fool joke. As usual, we met at the Admiral Baker Golf Course Restaurant. In attendance were Al Hassen, Bernie & Delores Cohenour, John Rodriguez, Cal & Phyllis Drake, Al Hassen, Bernie & Delores Cohenour, John Rodriguez, Cal & Phyllis Drake.
Morry Summey, Paul Grisham, and new Chapter Member, Bonnie Stemple.

After the meeting was called to order, the Secretary reported to the group regarding the services that were held for Harvey Smith on 8 March 2010. Chapter attendees to the service were John & Fuli Rodriguez, Bill Bridge, Morry Summey, Fred Farnsworth and Ted Bear. Immediately following the services at Fort Rosecrans, sons Jim and Bill, with their wives, hosted a reception honoring their father and mother, that was held at the San Diego Yacht Club.

Additional business items were discussed during the meeting, including nominations for Chapter Officers for 2010-2011. A recommendation was made that current officers serve a second term. This was unanimously agreed to by the group.

MEMBER ACTIVITIES

John Rodriguez will be flying to Dallas for the reunion. He and Fuji were originally planning on driving to Charleston SC to visit their daughter, prior to heading to Dallas. However due to medical problems, Fuji will remain at home and John will go to Dallas by himself, cutting out the Charleston visit.

In June, the Japanese Navy will visit San Diego for three days, which will keep them very busy.

Morry Summey: My older daughter and I will be driving to Dallas for the reunion. The other daughter will fly directly to Dallas and join us at the reunion.

Little more to report. To my knowledge, John and I will be the only San Diego Chapter attendees at the reunion.

Paul Grisham has once again gotten active in the Chapter. He has little free time these days, since he was serving as a dosent at the USS Midway Museum. For those of you who may be visiting San Diego in the future, the Midway is well worth seeing.

Submitted by LCDR Morry Summey USN RET

PENSACOLA CHAPTER

President: Dick Tokryman
Sec/Treasurer: Pat O'Brien

Greetings from northwest Florida. We know many of you have suffered through a very harsh and cold winter, and we feel your pain. We didn't have any of that white stuff, thank God, but this has been one of our the coldest winters on record. You know something is terribly wrong when you live in Florida and are wearing long johns. We're all sure it can be attributed in some way, shape, or form to global warming!

We held our first meeting of 2010 at McGuire's Irish Pub on Sunday, 14 March. Those in attendance included Howard and Shirley Graham, Pat and Libby O'Brien and their guest, Jo Young, from McKinney, Texas; Ken and Barbara Overholt, Al and Helen Atwell, Bernie Bauer, Bob and Elspeth Lloyd, Dave and Jane Driggers, and Dave and Jerrie Dunlap. Our president could not be with us. He was working. Dick is a tax consultant for H & R Block, and he couldn't get away.

Prior to the meeting most everyone partook of McGuire’s Sunday brunch. One of the offerings was a six-egg omelet. If you ever get to McGuire's and are not looking for something eggstra special, like a six-egg omelet, you might want to try the frozen Irish coffee. It is MMM-Good! Paul and Maria Lyon were supposed to be with us, but Paul decided to do some work on his truck that morning and ended up in the emergency room of the local hospital. Seems he tore a muscle in his arm while trying to loosen lug nuts. He said he heard a POP and then a huge knot developed on his arm. Ouch!!! Pat and Libby O'Brien continue to stay busy. They traveled to Evansville, IN, in January to attend their son-in-law's surprise 50th birthday party and spend some time with the family. In February, Libby had cataract surgery on her left eye. Everything went well, and she says she can’t wait to get the right eye done. That is scheduled for June. They also had a surprise visit from Jim and Rosalie Romano who were vacationing with friends in Destin. They met for lunch at McGuires and rehashed old times. In March, they took their two youngest grandchildren, ages 13 and 10, to Disney World for a week. Pat got to do all the fast and scary rides with the 13 year old. It was Pat who said the rides were fast and scary! He also got to see his oldest son and his son's fiancée while he was there.

In April, the O'Briens traveled to Augusta to attend opening day of this year's Master's Tournament. Following the reunion in Dallas, they will fly to Hawaii. While there, they will take a cruise around to all the islands. Rose and Arthur Frazier have finally finished remodeling their home. Rose's Mom, Irma Gastel, is living in there guest house now and loves living in the panhandle. She recently broke her ankle which has kept Rose and Arthur busy. Their son, Timothy, is now 12 and stays busy with school, piano lessons, and gymnastics. They will be traveling again this summer until summer band classes start. Timothy plays the drums in the middle school band. Rose and Arthur shoot pool on Tuesdays and are kept busy with church activities most of the time. Zoe Alice Hall enjoyed a visit from her twin brother and his wife in February. He was here to run in a 15K race. She has also gotten a jump on spring; having already planted a small garden of mainly tomatoes. Zoe continues to read a lot and visit with friends and relatives via Facebook. Gene Witsman has been preparing things for Wanderlust 2010—his annual driving trip. He'll be leaving in May for Central and Western Canada and Alaska. He says he's going to see all the places and things he missed on Wanderlust 2009! Gene underwent knee replacement surgery in early March, and he feels he's almost over that. John Shay goes to Daily Mass at Saint Anne's Catholic Church. He volunteers as a Lector and is assigned Lector duties at specific Masses. Otherwise, he and Dorothy do not make any "sudden" moves and go about their daily lives very sl-o-o-o-owly. They are planning a trip to MD and PA to visit relatives in May (2nd annual trip will be in October). Al and Helen Atwell completed trips number 8 and 9 to North Carolina and Maryland during February and March as Al continued in his efforts to close-out the business of administering his brother's
estate in Annapolis. Al had not driven in much snow since his Minneapolis Project Sky Hook tour or his Navy Recruiting Tour in Denver, but the 30 to 40 inches of snow in Annapolis provided a quick refresher course. On the way home to Pensacola, Al got in one day of down-hill skiing at Maggie Valley, NC. The crisp 16 deg. Fahrenheit weather and the accompanying 20-30 kts of wind reminded him that he was getting a bit too old for this youthful life style. Al and Helen had to cut their late March trip short to avoid a substantial Nor’easter that put most of New England under water. We’re glad to report they made it back home safe and sound. Howard and Shirley Graham have stayed close to the heater for most of the winter. They did take a week long trip to Charleston, SC, in February to visit their daughter. On their way home, they stopped in Pridgen, GA, to visit with one of Shirley’s aunts. Their only other excursions have been to Biloxi, MS. Due to the cold and wet weather, Howard had to delay planting his vegetable garden, but it is now in the ground.

POTOMAC CHAPTER
President.....Elroy "Mac" McLeod  1st Vice Prez  ..Jim Romano
2nd Vice Prez  .Vince Roper
Sec/Treas...............Will Gould
Email: wggould12@verizon.net
Tel (no toll) 301 855 9127

Corresponding Secretary  Don Cruse
Email: don.cruse@verizon.net  Tel: 703 524 9067

POTCHAP CALENDAR
28 Apr-02 May 36th Annual NWSA reunion in Dallas—
hosts Lone Star Chapter
6-10 May Marine Corps Weather Reunion in
Fredericksburg VA, info available from Don Innis
09 May Mothers’ Day.
15 May Armed Forces Day
31 May Memorial Day
12 June PotChap picnic at NavSta Annapolis w/ election
of officers
14 May Flag Day
20 May Fathers’ Day
21 May Summer begins
04 July Independence Day
15 July Inputs to The Aerograph are due to Editor
Jordan

Always interesting to reflect back to beginning of the
quarter—in this case we were complaining about a cold
wave—it was bad enough to bring Will & Ella Gould
back from their Florida holiday. My CoFS navigated us to
Jax, OP and Green Cove Spgs where Jack Bullington
was remembered by family and friends at the end of
January. We were classmates in C-4 at Lakehurst
before going to FAW-1 on NAS Agana to fly recon.
The next news item was heavy snow, enough to set
some records. Many of our neighbors suffered from ice
dams that brought water into their living rooms. The
snow was on the ground too long to become popular.
But even less popular was our annual fire drill, which is
called Income Tax. We still don’t understand why we
must suffer the annual fiasco while our European friends
feel no pain.

Chatting with Betty Wintersteen revealed her relocation
to assisted living in her chosen retirement spot in
Lancaster PA. She is still steaming along but at reduced
speed. Mac McLeod fell in love with the good life in
Costa Rica and returned for an extended visit (to avoid
snow). Ray Hennessey said he got thrown into sick bay
when he wasn’t paying attention to his aches & pains.

Very glad to hear that it was something correctable.

CHAPTER MIDWINTER DINNER MEETING
Once again we enjoyed seafood at the Fleet Reserve
Club located on the waterfront in Annapolis (but a
challenging parking situation) to muster PotChap people
on Saturday, 6th March. The FRC is also the home of
Branch 24, Fleet Reserve Assn. Our repeat host was
past president Tom Berkeridge and we enjoyed seeing
new faces at the table. A brief business meeting was
focused on our upcoming NWSA36/Dallas annual
reunion and PotChap’s support. A slate of nominees for
2010-2011 chapter officers was reported with a major
change: deletion of the office of 2nd VP. Lots of time has
been devoted to updating our PotChap Roster but some
members reported software problems with distribution.

Attendees: Mike CAVANAUGH, Don & Marge CRUSE,
Will & Ella GOULD, Audie & Angie HUDNELL, Rich &
Helen KELLEY, Mike KRIEGER, Tom & Mary Ann
MIOVAS, Walt MITCHELL, Glenn TRUMBOWER

The people from Pittsburgh took the prize for long
distance driving.

There is a sudden flurry of correspondence between
Toddy McGayhey and Bob Freeman. It was caused by
her sudden awareness of his battle with cancer. In days
past, these families were together at Lakehurst in the
schools command.

Many of us are becoming aware of a project called
National Honor Flight (NHF), of special interest to
PotChap people. The reason for NHF is our World War
Two Memorial located on the Washington DC mall.
Locally that is called the "national mall." While NHF
started small in Ohio a few years ago, it is nationwide.
WW2 vets are transported at no cost to WashDC so that
they can view the WW2 Memorial. If you know of a
WW2 vet who would otherwise be unable to visit
WashDC, put him/her in contact with NHF.

Similar to the foregoing seems to be the greeters who
meet incoming flights at local airports. Tom Beasley
and friends in Glen Burnie MD are enjoying these
activities at BWI Airport, where they greet our homeward
bound military people.

On 06 April Barbara Grimes passed over the bar at the
Asbury Community near Solomons MD. When we lived
in Japan she was Barb Story.

We are now hearing a continuous flow of scuttlebutt from
HamRds Chapter as they industriously plan for
NWSA37/VaBch next year. Sounds like we’ll muster in
the same gorgeous hotel where we enjoyed

PotChap was able to sponsor one student who applied
for a NWSA Scholarship. Meredith Nichols is graduating
soon from Glena High School in MD and has been
accepted at Penn State Univ as a meteorology major.
Meredith was able to download the scholarship application form from our NWSA web page.

**BINNACLE LIST**

**Ed CHASE** has a hearing disability that interferes with telephone contacts. **Bob FREEMAN** is completing a course of cancer radiation. **Art LANGLOIS** is seriously bent out of shape by MS. **Milly MARTIN** suffers from macular degeneration (loss of vision). **Rosalie ROMANO** is planning corrective spinal surgery. (Keep these members in your thoughts, give them a call or send a card)

**OF INTEREST**

The Nimitz Museum lies on the main drag in Fredericksburg TX. One block behind that old building and separated by the memorial garden is newly-expanded Museum of the Pacific War. And two blocks away in a large butler building is a display of tanks, half-tracks, howitzers, etc. This will make a great side trip in connection with our trip to Dallas.

From **Bruce DeWald**, we are alerted to Pima Air & Space Museum which is located in the Tuscon, Arizona desert alongside Davis-Monthan AFB (aka "The Boneyard"). Billed as the world’s fastest growing Aerospace Museum, it opened to the public in 1976 with thirty-five aircraft. BTW Bruce drives a tram and acts as a museum docent since he relocated from Twenty-nine Palms CA.

One of our spies in Pensacola Chapter notifies us of their big plans celebrating The Centennial of Naval Aviation. According to Pensacola News Journal, on May 8, 1911 the N A V Y purchased its first aircraft, an A-1 Triad seaplane from Glenn Curtiss. From that humble beginning grew our modern naval air arm. On May 8, 2011 Pensacola will mark the 100th anniversary of naval aviation, and a nationwide, year-long series of commemorative events is anticipated. As I recall, Pensacola is the home port of the Naval Weather Service Association as well as the location of our first Aerology School after WW1.

Submitted by CDR Don Cruse USN RET

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**HAMPTON ROADS**

President **Marty Nemcosky**
Vice President **Ted Lemond**
Treasurer **Bob Daigle**
Secretary **Fay Crossley**
Social Coord. **Frank Muscari**
VA Represent. **Joan Akers**

Our Quarterly Meeting was held on April 11, 2010 at, what is becoming our routine/favorite watering hole, Cagney’s Restaurant in Norfolk, VA

In attendance: **Bev Scott, Ive Chubb, Dan and Carmen Lee, Ted Lemond and Marily Johnston, Floyd and Joan Akers, Marty Nemcosky and Doris Stepaniak, Frank and Eve Muscari, Bob and Jessie Steiner, Chuck and Eileen Fifield, Ralph and Larue Wright, Bob and Carol Daigle and Fay and Donna Crossley**.

Pre-meeting (Meet and Greet) went well. 50-50 was won by Doris Stepaniak and she donated her winnings to HRC, so Treasurer Bob enjoyed a windfall of $56. There was a sing-a-long of many old favorites, Let Me Call You Sweetheart among the many, **Chuck Fifield** and **Joan Akers** had their own "special" words to that tune. Pre dining blessing was given by President Marty. Post meal celebration of **Eve Chubb’s ??39?? birthday was enjoyed by all. She didn't share the cake though. Everyone was very satisfied with the menu/fare/prices/service at Cagney's. Hope they allow this noisy group back for our 10/3 meeting.

The "official" meeting was brought to order by President Nemcosky at about 1705. The Pledge Of Allegiance was recited.

Regrets were received from, **Frank Terrizzi, John Chubb**, (whom we heard had went swimming with he riding lawn mower. He and mower are well). The **Delano's** have moved to Northern VA, (our loss is hopefully Potomac Chapter's gain), The **Paulys, Jim Dasilva, Mike Joern, The Salvatos** (Jack is still recovering from his knee replacements), and **Skipper CDR Tworek** was feeling poorly, (we were looking forward to his info about Navy Weather), hope he can make the July Picnic.

Secretary's report was accepted as written by a voice vote. The report was not read as an email copy was sent to the membership after the January meeting for additions and corrections.

Treasury report was read, Mr. Daigle reported in Savings $1301.08 and in Checking $290.32. The report was accepted as read by a voice vote.

Social coordinator **Frank Muscari** advised the group of the July 3 Picnic meeting at the Chubb’s. Gathering will start around 1 pm. Frank will coordinate car pooling at the bridge parking lot. If you want to join a car pool, to save bridge fare, contact Frank at 757-587-0555 or fdmsr1@verizon.net. The 10/3 meeting will again return to Cagney’s at 3pm. Please tell your friends and family and any Weather Guessers you know about these meetings.

VA Coordinator **Joan Akers** collected contributions from the Crossleys for the VA Hospital. Joan has received a letter of thanks from the VA for her extensive help, this letter has been sent to the Aerograph in hopes that it can be printed in the May issue. *(unable to include letter…ed)* A picture of Floyd and Joan was also sent with their car loaded with VA goodies. Joan's coordination with Marti at the VA, is a great help for HRC. This is our primary outlet for volunteering and donations.
Floyd Akers (one of NWSA founding fathers) on way to VA hospital with load of goodies for the VETS. Letter is from VA thanking the Akers for their continued dedication to the VA Hospital.

**HRC MEMBER EARNED AWARD:**

Bob Daigle selected as Civilian of the Year - Naval Aviation Forecast Center, Norfolk, VA

He received the Meritorious Civilian Service Award.

Citation:

“For sustained meritorious civilian service while assigned to Naval Aviation Forecast Center, Norfolk, VA, during the period of Jan 09 to Dec 09, Mr. Daigle consistently demonstrated resourcefulness and expertise in the performance of his demanding duties as Lead Aviation Duty Officer. He expertly oversaw a watch floor responsible for producing sustained weather support for 13 CONUS Naval Air Stations and 5 Fleet Concentration Areas. He routinely provided training to command and component personnel in all aspects of NAVAVNFCST Aviation Meteorological services. A major source of knowledge honed from years of operational experience, he spearheaded the development of forecast standardization for both the command and the METOC community. This exceptional product has streamlined the forecast process into a repeatable and verifiable benchmark that will be utilized by naval forecasters for years to come. Mr. Daigle has exceeded all expectations as evidenced by his superb management of the watch teams and his exceptional day-to-day performance. His ability to maximize the potential of each member of the watch team and motivate all those around him is a testament to his inspiring leadership. Mr. Daigle's unending perseverance, consistent professionalism, and selfless devotion to duty reflected credit upon himself and upheld the highest traditions of the United States Naval Service.”

Signed by: T.J. TWOREK, Commander, United States Navy, Commanding Officer, Naval Aviation Forecast Center

**From the President's Desk – Marty Nemcosky:**

It's a great feeling to be basking the the April sunshine. The pain from my snow shoveling back strain is easing a bit and I can't wait to get out on the golf course again. I'm looking forward to the Lone Star Reunion, especially since my daughter and family from Round Rock will come up to participate in the stadium tour and banquet.

While getting ready for Texas we're plugging away on "Almost Heaven NWSA #37" where the Convergence Zone is Virginia Beach. Look for more details in this issue about the Virginia Beach Resort Hotel and Conference Center. I signed the contract for this beauty last November. I also signed a letter of agreement for the tours. Details on these are also included in this issue. The military Aviation Museum is new as is (downtown) Town Center in Virginia Beach. The tours are a bit pricy but the events, transportation and tour guides are top notch. Included in the Norfolk tour are stops at Nauticus, USS Wisconsin, and NOAA. The International Tattoo is a sight to behold. If this show doesn't give you goose bumps, I'll buy you a cup of coffee in the Hospitality Room. You can skip your Saturday nap and tour the Norfolk Naval Station. Most of us spent time there and especially at the Naval Maritime Forecasting Center. (The old Fleet Weather Central). We're looking forward to your visit and aim to show you a memorable good time. We haven't scheduled any cruises in thunderstorms this time.

We were surprised to see that the Delano's moved up to northern Virginia to be closer to their family. The surprise was that their house sold the day after it was put up for sale. This even surprised them. In any case we're going to miss their friendliness and loyal support of the HRC.

I saw Beverly Scott at the pharmacy at NAB Little Creek recently and she's doing OK. Her daughter Cathy took a turn for the worse so they had to reverse their care giver duties. Her neighbor Millie Ororok Garcia broke her hip and her son was looking after her.

Jack Salvato continues to improve and will soon test his knees on the golf course. He's concerned about getting out of sand traps on those rare occasions he lands in one of them.

**From the Secretary's Desk**

A letter was written to Ron Alford to see how he was doing, am awaiting reply. A card was sent to Suzi Baille, she was having breathing difficulties. A get well card was sent to Floyd Akers. An Obit (Belington) was sent to members. A get well card was sent to Fred Baillie for 2/8 foot operation; Fred will have knee replacement operation the end of April or early May. A job announcement was sent to membership on 2/19. 3 of Dennis Pauly's shipboard Christmas cards were sent to the Aerograph. Members should note, the NWSA web site has a contact for all old Christmas Cards. Members should advise the Secretary concerning roster changes and any changes they want completed on the "B" listing. Not sure why Ralph Wright is listed in Non-member side of the B list. Ted Lemond is also on the Non-member list.

**EX AG Makes it to the TOP:** The National Weather Service has wisely selected EX AG2 Richard Kane, (mid to late 70s) as the new Meteorologist In Charge of the Pittsburgh, Pennsylvania Office. Rich is an amazing spokesman for weather in general and for the National Weather Service. CONGRATULATIONS Rich. This will keep Rich out of wife Rhonda's hair for a few more years. Their two children Kristle and DJ are doing well.
Now you get to steer the ship AND blow the whistle Rich. 

OLD BUSINESS: (2011 REUNION)

A lengthy review of the 2011 reunion plans was undertaken. Marty advised the membership of the tour coordinator being Philips. They are to take care of tours, tickets, transportation and such. That will be a huge help for the HRC. The hotel is yet to provide "exciting" info but President Nemcosky will check with them soon and it should be ready for the next meeting.

.....Reunion Chair is Marty Nemcosky with Chuck Fifield acting as Assistant.

.....Banquet and Picnic food co-chairs are Ive Chubb, Doris Stepianiak and Eileen Fifield.

.....Registration will be chaired by Bob Daigle.

.....Hospitality Room chairman will be Chuck Fifield, a rough schedule will be forthcoming.

.....Decorations chairman will be Joan Akers.

.....Program Booklet chairman is still pending.

.....Publicity chairman will be Fay Crossley for free military publications. These should be sent in the next couple of months.

.....Local News Papers and Navy Times will be completed by President Nemcosky.

.....Promotional chairman will be Ive Chubb.

.....Golf co-chairs are Jack Salvato and Ted Lemond.

.....Entertainment Chairman is Marty Nemcosky.

.....Chief Master At Arms is still pending.

.....Banquet Program Emcee, Chuck Fifield.

A lengthy discussion concerning Name Tags for the reunion was conducted. Due to many ideas about how to proceed, the discussion was tabled until the first Committee Meeting in May. There will be a committee chairman/coordinator's meeting scheduled by President Nemcosky for sometime in May, information will be forthcoming.

NEW BUSINESS:

There was no new business.

FOR THE GOOD OF THE ORDER:

Nothing was voiced, everyone was talked out.

AJOURNMENT:

A motion was made by Frank Muscari and seconded by Bob Daigle to Adjourn....this was accomplished at 1815.

Respectfully submitted;

Submitted by Fay Crossley Secretary

AIRSHIP CHAPTER

President Bill Suydam
Vice President Al Parisi
Secretary/Treas Gene Merrill
Reporter Pam Elliott
Chaplain Marie Garrity
Sunshine Ann Bucher

The Spring Luncheon was held at the Captain’s Inn in Forked River. It was a good weatherman’s day, it was raining. Present were: Bill & Joan Suydam, Al & Jane Parisi, Gene & Carol Merrill and Sister-in-Law Mary, Rod & Pam Elliott, Mike & Marie Garrity, Ann Bucher, Hank & Bobbie Losch, Toddy MacGayhey, Charlie & Carol Moffett and Rich and Naomi Edwards. The food and the fellowship were good. President Bill Suydam conducted the meeting; the secretary/treasurer report was presented. The annual election of officers was held with all officers remaining the same as last year. It was voted to replace the Annual Picnic with a ride on the River Lady Paddle Boat and lunch at the Lobster Shanty. A big thank you was given to the Moffett’s for hosting the picnic the past few years. Bill recognized the upcoming anniversaries and birthdays. Gene updated us on those who could not attend: Bob and Lucille Wiorek are on a cruise; Harry and Pat Whitworth are still in their winter home in FL.

Gene read an email from Norm Macomber, Marilyn’s heath is failing and she is in hospice care at home. John Migaleddi and Winnie Dunning continue to have health problems. Please remember all of them in your prayers and thoughts. Chaplain Marie Garrity offered a lovely blessing before our meal.

The Wiorek’s: are going on a cruise to Bermuda from April 11 to April 18 with their daughter Cyndi. They are glad to be getting away. Bob has had a lot of medical problems this year and Lucille had to have fluid removed from her left lung in February. They hope the vacation will do them some good. Their son Bob and his wife will be coming for a visit on April 27 and staying until May 8. He said he would help Bob with anything that needs fixing. Lucille made a list. “Hope everyone is well and we will see you at the next get together.”

The Bierly’s: All is well here. Ray has been hired to work on the Census along with still volunteering at the hospital. He is pleased to have both positions. It will take a lot of walking yet we know this is God’s plan. Getting him ready for Alaska. I am in the midst of arranging for our flights. Getting excited about taking the grandchilden on a ‘Memories’ trip!!! It has been 16 years since we were there.

Sunny and Safe Summer to us all.

The Moffett’s: Daughter Cherylanne had a baby boy on Feb. 22. Erik Thyrum. Her 2nd. Makes five grandchildren for us.

The Merrill’s: Carol was hospitalized for an intestinal problem, but is out now. They are preparing to leave on a cruise.

The Whitworth’s: Harry is enjoying his golfing, before leaving FL. The Airship Chapter group looks forward to their return.

The Losch’s: May is right around the corner and we all know what that means, Bluegrass in Gettysburg. Hank is getting the RV ready to roll. They are busy with three grandsons playing little league ball. It keeps them busy with who is going where to see which boy play.

The Garrity’s: Mike continues to have health issues and that keeps him in and out of the hospital. They enjoyed the luncheon as they sometime cannot attend. Marie keeps busy with her church work she loves so much.

Ann Bucher: Ann gave the editor an article from the “Out & About Ocean County” and I pass on some excerpts for you to read: “Snapshot of a Nobel Laureate” by Victoria Lassonde. George Smith of Barnegat worked for Bell Laboratories 40 years ago. He and a colleague, Willard Boyle, invented the charged-coupled device (CCD) which is a light-sensitive semiconductor chip that captures and stores images. Among many...
other uses, it has enabled astronomers to explore farther reaches of outer space than ever before possible. It is a key component in the main camera, or “eye”, of the Hubble Telescope. George received a call from Stockholm in October to inform him he won the Nobel Prize in Physics (shared with 3 other scientists). What a surprise this has been after 40 years. Now for the relationship George has to our organization. He graduated from high school at which time he joined the Navy, working as a weather an. As the article goes on, “he would send up weather balloons and track them to collect upper atmosphere data. While stationed in Miami, FL, he attended the University of Miami, where he got involved in research to detect hurricanes in the Caribbean using seismometers to measure microseisms, or tremors, in the ocean bed, transmitted by hurricane activity. At that time seismographs were used only in earthquake studies: using them to find hurricanes was a new idea”. George was on the Midway in the Med, according to Ann. He got out of the Navy in 1952. Maybe some of you knew George so thought you would enjoy this read.

Toddy MacGayhey: Toddy is looking forward to the church dinners starting in May. It is nice to see the Merrill’s, Elliott’s, Lochs and Whitworth’s as well as her son Frank and sometimes grandson and granddaughter. Merrill’s, Elliott’s, Lochs and Whitworth’s as well as her church dinners starting in May. It is nice to see the Toddy has been receiving correspondences from Toddy.

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Toddy MacGayhey: Toddy is looking forward to the church dinners starting in May. It is nice to see the Merrill’s, Elliott’s, Lochs and Whitworth’s as well as her son Frank and sometimes grandson and granddaughter. Toddy has been receiving correspondences from Bob and Richie Freeman and Don Cruse and has passed this on to the editor. Find some excerpts: From Bob, the good news first: ”Richie is doing fine, goes to water aerobics three times a week and church the other days”. He said his family is still growing; they have 6 children with spouses, 20 grandchildren and 7 great grandchildren with another on the way. Wow, what a wonderful family. He went on to say, “the bad news was he is fighting cancer since 2007”. He has had tumors removed, been declared clean only to have more tumors that were removed. He has had chemo and radiation, spent 18 days in the hospital with an infection. He was sorry to have missed Mac’s funeral but he received the notice too late to attend. ”Look out Mac I’m on the way”. And the final sentence was ”Toddy, we had a wonderful life and will always be thankful for all you and Mac did.”

Richie wrote Toddy a note to tell about Bob and that they live day to day as he has good days and bad days. They only have one daughter close by (1 hour away) who tries to help out but with her family and babysitting three grandchildren she has her hands full. Toddy told me she taught Richie to drive when they were stationed at Lakehurst. The last message was from Don Cruse: He says “Bob seems to be reconciled to the fact that he has been categorized in final stages of cancer.” He is glad to be home instead of going into hospice. He said “Richie is a real trooper”. Bob completed the turnover of his many records of ice reconnaissance to Dick Pritchard.

The Elliott’s: We are preparing for our last NASCAR trip to NC in May. We, along with our NASCAR buddies the Smith’s will not be renewing these tickets to NC. It has been over 10 years there and it may be time to move on to other tracks. Daytona or Talladega or others, who knows? Pam is busy with her cardiac rehab 3 days a week for 12 weeks. She is doing well after the heart attack in Dec. Rod has been a great nurse and support. They celebrated their 50th anniversary in Feb. That is not possible; we are tooooooo young for that. Guess it is so, Kathy is now 49 and Kristie will be 40 (she says she will never be 40). Kris, Kat and Pam are planning an Elliott family gathering at Disney World in July. Pam is very excited to have all of the family together.

Enjoy Your Spring and Summer

Submitted by Pam Elliott

CENTRAL COAST CHAPTER

President Harry Nicholson
Sec/Treas Glenn Handlers

This the quiet time of the year for news in our area which has seen the tail end of winter and early spring starting in late March above normal rains and about normal temperatures with nighttime a tad warmer than normal and daytime a tad cooler than normal. The grim reaper seems to have taken a holiday as none of our group walked the wind that I heard of since the last report.

Tony Klapp stopped to say high after mass on 21 March in the Post Graduate School chapel parking lot and a few days later I ran into Bill Schramm in the commissary. Bill and I chatted a bit and I found out Tony Klapp and Carl Thormeyer were on Guam when Bill was XO or CO decades ago. I know Tony went to work for Ship Routing in Alameda after RAD and moved to Monterey around 1970 when Ship Routing transferred to Fleet Numbers.

A brief chat with Frank Baillie in March reveals Frank has not taken up Email on the Internet again after recovering from his Aug. 2009 heart surgery.

Boomer, Frenchy Corbeille’s 4 legged friend files his weekly report with the Brillion WI. newspaper and keeps us informed of their daily winter walks which has turned into spring and the wildlife reported on is fascinating.

Dave Bunkin one of the troops stationed with me at NAAS Fallon, NV in the early 1960s sent a picture he identified as the Christmas 1961 copy but was in reality Christmas of 1962 as I arrived at Fallon in Oct. 1962 with the Cuban Missile Crisis going down as we landed at Travis AFB on my transfer from Midway Island to Fallon. The picture is not too sharp but the named shipmates can be made out. Chief Rolph is mentioned in this picture but Rolf left Fallon shortly after I arrived at Fallon for duty on the USS Pine Island. Chief Russowy walked the wind last spring from his retirement home Leaving his lifelong mate June who still lives in Grass Lake, MI.

Tom Chipp and Larry Bolman both AG1 in this 1962 picture left the USN and Tom lives in TX and still does Photography work though retired. Larry & Susie Bolman live in Indiana during summers and Florida in the winter months. Stevenson transferred from Fallon before Feb. 1965 and gave me his black Stetson before he left. Fred Rogers shown as AGAN in this picture stopped at Fleet Numbers around 1973 or 74 on his way to the Indian Ocean Fred was AG2 when he stopped at
enlarged, a process I am not familiar with. Dick and Barbara Gilmore recently spent a relaxing week at Cannon Beach, OR. They encountered no storms, and could enjoy the good weather and the ocean from their quarters. Dick Gilmore mentioned the photos he took at the last meeting did not turn out due to a defective memory card. He returned the card to the manufacturer and received a new one at no cost. The manufacturer will try to recover the lost images and send them to him. Although he has had no previous similar problems, he has been informed that trouble with memory cards is not uncommon. Dick recommends that digital cameras users should always reformat their camera's memory cards by using the Format option on the camera's menu after all photos are downloaded. This action should be done after each photo session and before any more photos are taken. To not do that risks losing all the photos on the card. Ensure that all photos have been downloaded because the formatting will erase the memory card. Jim Black while attending his sister’s funeral services in Pensacola, FL was also designated her #1 Administrator to handle her estate. This can be a lengthy process but he was fortunate to be able to turn the job over to a trustee. Upon returning home his friend Louise Ogle left for California because her sister also had passes away. Upon her return she had to head back to California because her brother had passed away. Jim has been assigned several new doctors to help him with his problems. President Earl and Lynn Kerr have traveled to Maui, HI and also to Orlando, FL. While one thinks of Florida as a warm climate while they were visiting a State park noted for it’s manatees Earl would really liked to have had a pair of gloves to keep his hands warm. Marilyn Collins daughter had been having some trouble with her boyfriend in California and when Marilyn could not reach her by phone she was getting quite worried. She planned to call her at work the following Monday morning and was prepared to contact the police if she was not at work. Bob Coppo and Dorothy Hutt have been staying pretty close to home since their European trip. They are planning this summer a trip to Casper, WY, and then to a family reunion in Colorado Springs, Co in July. Ken Boden, to support Marilyn Collins commented that when he had his cataracts removed his vision improved to 20/15, and he only wore glasses for close reading. Ken by the way comes all the way across the state from Spokane, WA to attend the chapter meetings. And he has been doing some traveling too. In September he went to Pensacola, FL where he visited the museum and commented that the way the building was constructed, and unlike some museums, you can see the bottom and tops of all the aircraft suspended from the overhead. While at Patuxent, MD he visited an old friend he made AG3 with named O’Conner whom later retired as Captain. He also had a bit of car trouble while there. After returning home he headed for the southern hemisphere. He spent four days in Christchurch, NZ where he visited among other things the Antarctic Museum, but also ended up in the hospital. When advised by the doctor to go home “now” he had to go back to Australia to catch his flight home even though he was not thru with his travels. Fortunately for the 13 hour flight back home he had empty seats around him so he could get some sleep. He still claims that they do not know yet how to brew good coffee in the southern hemisphere. He will shortly be visiting a daughter and son-in-law in Boise, ID. The son-in-law works 4 months away from home, and then has 2 months at home. In addition he receives an annual salary of $130,000 and transportation to and from the job. President Earl Kerr expressed concern about how many more reunions NWSA will hold and would like to see the scholarship fund properly taken care of. At present three choices are the American Meteorological Society, Naval Institute, and Military Officers Association of America. He also mentioned that he and several other persons names and addresses have been made available on the internet and was apparently picked up from the chapters non profit contributions to the Dallas chapter for the reunion. For the other chapter members that we have not heard from recently we hope to see them when the chapter meeting is held in their area.
AGCS MICHAEL JAMES HORN JR USN RET
HORN Michael James Horn Jr., 48, a retired Senior Chief Petty Officer with the U.S. Navy and working as an adjudicator with the U.S. Immigration Department, died at his home Saturday, January 16 in Jacksonville, Florida. He was preceded in death by his father Michael James Horn, Sr. in 2002. He is survived by his wife Mercy and 2 children Michael III and Shaynanne and his parents Elaine and Don Morris of Union, KY. Other survivors include his brothers and sisters Cherri Noel of Florence, KY. Dianne Wagner of Florence, KY. David Horn of Union, KY. Renee Huff of Hebron, KY. Monica Coleman of Las Vegas, NV. Chad Morris of Florence, KY. and many loving family and friends. Submitted by Bob Daigle USN RET via Fay Crossley

ROBERT JOHN NOVAK
Robert Novak of Coarsegold, CA., died on Wednesday, January 13, 2010, at age 70. A beloved husband, father, brother and son, Robert lived a full and wonderful life. He was a native Californian who grew up in the Los Angeles area and joined the U.S. Navy after high school. He served 20 years in the Navy as a meteorologist. After his Navy retirement, he worked more than 20 years as a weather forecaster and port meteorological officer for the National Weather Service. He loved the sea and sailed the world both with the Navy Academy. In retirement, he loved cracking jokes, spending time with his faithful dog Indy, watching the birds and wildlife in the Sierra foothills, reading, cooking, taking photos, watching sports, debating the news and spending time with his family. He was also a dedicated citizen who believed in voting and democratic participation. He proudly served on the Madera Grand Jury in 2008-2009. A Memorial Celebration will held at a later date. Remembrances may be made to the American Heart Association or donor's favorite charity. Submitted by AGC Tim Kenefick USN RET

CDR JACK F. BULLINGTON USN RET
Jack Frank Bullington, Sr. was born December 12, 1924 in Atlanta to Samuel and Myrtle Argo Bullington. His naval career and his family were central to his life. After Pearl Harbor, his parents signed a waiver to allow him to enlist at 17 years of age in the U.S. Navy on December 15, 1941 beginning a 30 year career. He served aboard the USS Portland and witnessed the surrender of Japanese commanders of the central and southern Pacific on September 2, 1945. His naval career spanned thirty years and more than a dozen duty stations in the Naval Weather Service, until he retired as a Commander from Cecil Field in 1972. Afterward, he kept in touch with friends from the Navy through USS Portland and Naval Weather Service reunions. He was a member of the Navy Memorial in Washington, DC. His patriotism remained steadfast, as he demonstrated daily by displaying the flag in his yard, faithfully lowering it every sunset. Jack married Evelyn Glover, his childhood sweetheart, on September 19, 1942, though they were both just 17 years old and some said they were “too young.” Sixty-seven years later their family had grown to three children, Jack (Mary), Diane Robinson (Ed) and Larry; seven grandchildren, Jana Kinder (Curt), Elizabeth Monagan (Jerrad), Bryan Bullington, Erin DeLozier (Danny), Megan Lineberry (Brent), Valerie Bullington, Meredith Robinson; and nine great-grandchildren, Jacob West, Kellen Wise, Leo Bullington, Noah and Cate Monagan, Gillian and Owen Kinder, Brady DeLozier, and Elijah Lineberry, due in April. Evelyn saw him through his Navy career, kept him company in retirement, and stood with him through numerous illnesses in recent years. Clearly, their devotion to each other was strong enough to survive the test of years. When he passed away early Thursday, January 21, 2010, he was surrounded by Evelyn, his children, and grandchildren. Family will always remember outings with him in his boat, tours of the yard on his lawn tractor, and more recently, rides on his golf cart. He always had a camera in hand at gatherings, and thus we have an extensive photographic record of family history as well as his travels with Evelyn. Neighbors found his gardens a source of fresh tomatoes and peppers, which Jack and Evelyn happily shared. Neighborhood children often lingered around “Mr. Jack’s” garage, knowing there was a bowl of pennies inside that they could use on his well – stocked gumball machine. He whistled continually as he went about his daily routine, providing his own soundtrack for all his activities; he warmed our hearts with his wry humor, gentle teasing remarks, and his sly smile. Wherever he lived, Jack was involved with his community as well, serving as a scoutmaster when his children were young, and later as an elementary teacher in Clay County schools. He loved the University of Georgia Bulldogs and wore his team colors with pride, much to the chagrin of many neighboring UF fans. He was a member of the First United Methodist Church in Orange Park, an alumnus of University of North Florida, and liked to say that he was a member of the Greatest Generation. A memorial service will be held at Broadus Raines Chapel on Saturday, January 30, 2010 at 10:00 am followed with inurnment at Jacksonville Memory Gardens at 1:30 pm. In lieu of flowers, the family requests donations in his honor to the Boy Scouts of America, North Florida Council, 521 S. Edgewood Ave., Jacksonville, FL, 32205.

Submitted by CDR Don Cruse USN RET and AGC Bobby Johnson USN RET
AG1 BEN MCCAI G USN RET

Bennie was born October 10, 1940, in Teague, Texas the son of B. H. McCaig and Bessie Marie Brown McCaig. He was raised in Teague and attended Teague I. S. D. Bennie was a veteran of the United States Navy where he served for twenty years. He was married to Gloria Frost White and later on February 23, 1979, he married Jennifer Kaye Gorski. He was chief meteorologist for Universal Weather Service, retiring in May 2006. He enjoyed hunting and fishing. He had lived in Plano prior to moving to Wills Point in 1984. Bennie was very active in the Masonic Lodge and Order of Eastern Star. He was Past Master of Wills Point Masonic Lodge # 422 and was Past Patron of the Wills Point Order of Eastern Star #366. He was currently Associate Patron of Order of Eastern Star #366. Bennie was of the Church of Christ faith.

Preceded in death by his father, B. H. McCaig in 1987; two wives, Jennifer Kaye McCaig on June 22, 2000 and first wife, Gloria White on December 25, 2009. Bennie is survived by his mother, Bessie Marie McCaig, of Teague; three sons, Mark McCaig & fiancée, Angie, of Princeton, David McCaig, of Commerce and Alan Honeycutt & wife, Phyllis, of Flower Mound; two daughters, Wendy Barnard & husband, Terry, of Campbell and Kelli Garvey & fiancé, Chad Sherman, of Lewisville; brother, B. H. "Mac" McCaig, Jr. & wife, Nelda, of Jacksonville; three sisters, Zela Peel & husband, Julian, of Van, Ruby Stubbs, of Teague and Shirley Vincent & husband, George, of Jasper; six grandchildren, Randy & Tanya McCaig, of Uncasville, Connecticut, Mary Jane McCaig, of Orlando, Florida, Tessa Cooper, of Shreveport, Louisiana, "Little" Wendy Honeycutt, of Flower Mound and Ashlie Medeleel, of Campbell; three great-grandchildren, Anthony Joe Wade, of Campbell, Caden Wade, of Campbell and Gabriel Cooper, of Lone Oak. Masonic Lodge members will serve as pallbearers.

After retiring from the U.S. Navy in 1977, Ben joined Universal Weather and Aviation, Inc. During his 27-year career with us at Universal, Ben held various positions within the company. He began as a meteorologist, and then worked his way up to manage the Dallas office. In 1991. Ben returned to aviation meteorology at Headquarters and helped to directly improve and further develop our weather products and services while serving as an aviation meteorologist. Throughout those many years, Ben’s dedication to clients not only enabled Universal to maintain and grow our client base, but his insight continued to positively impact Weather even after his retirement in 2006.

Ben spent his retirement years actively involved with his local Masonic Lodge, and hunting and fishing. Ben was preceded in death by his wife Jennifer. He is survived by his mother, three sisters, a brother, five children, and numerous grandchildren and great-grandchildren.

AG1 RONNEY C. SWEET USN RET

Ronney C. Sweet, 75, of 11 Clearview Lane, Weaverville NC died Monday, December 14, 2009. Mr. Sweet was born June 1, 1934 in Claremont, N.H. and had lived in Weaverville since 2004. He was an avid golfer and played the saxophone with the Kentucky Gentlemen. Ronney retired from the U.S. Navy. He was a member of Hominy Masonic Lodge #491 AF and AM and a member of the Land of the Sky Shrine Club. He was also a member of Pole Creek Baptist Church. He is the son of the late Betty Sweet and stepfather Ben. Surviving are his wife, Jean Murphy Sweet; daughters, Teri L. Freeland and husband, John, of Weaverville, Linda S. Perdue and husband, Charles, of Asheville; son, Dennis Michael Sweet and wife, Andrea, of Newton, N.C.; one half-sister and three half-brothers, all of Texas; six grandchildren and four great grandchildren. A memorial service will be held at 2:30 p.m. Friday in the Chapel of West Funeral Home, 17 Merrimon Ave., Weaverville with the Rev. Dennis Thurman officiating. The family will greet friends following the service. Burial will be later in Western Carolina State Veteran's Cemetery.

Flowers are welcome or memorials may be made to American Cancer Society, 120 Executive Park Bldg. 1, Asheville, NC 28801.

I was stationed with him in the 60's at Asheville, NC Submitted by AGCM Marty Bonk USN RET

GENEVA “GINNY” MAE ZEIGLER

Geneva "Ginny" Mae Zeigler, 73, of Springfield OH passed away Friday morning, January 1, 2010 in the Mercy St. John’s Center. She was born May 14, 1936 in Crandon, Wisconsin, the daughter of Columbus and Faye (Flannery) Fannin. Ginny was a graduate of Mechanicsburg High School and volunteered for the Navy Relief while living in Florida. She enjoyed reading, working crossword puzzles and traveling where she had traveled all 48 states plus Hawaii and throughout Europe and the Far East.

Survivors include her beloved husband of 49 years, LCDR Lewis "Gene" E. Zeigler USN Retired; one daughter and son-in-law, Karen F. and Wade Callison of Urbana, Ohio; one sister and brother-in-law, Helen and Bob Wendt of Florida; brother, David Fannin of Springfield and several nieces and nephews.

She was preceded in death by her parents and one sister, Irene Wood.

A gathering of family and friends was held on Tuesday, January 5, 2010 from 6-8 p.m. in the LITTLETON & RUE FUNERAL HOME. Funeral services were be held on Wednesday at 11 a.m. in the funeral home with Reverend Tim West officiating. Submitted by LCDR Gene Zeigler USN RET
CAPTAIN WILLIAM “BILL” STEVENS USN RET

Captain William Stevens, USN (ret.), died surrounded by his loving family and in the arms of his beloved son on February 28, 2010 after a long battle with Hepatitis C. He was born 1932 in Buffalo, NY, appointed to the US Naval Academy in Annapolis, MD, graduated in 1955, and enjoyed 26 years of naval service. He began his naval career as an aviator and flew as a Plane Commander with VP-45 out of Bermuda. He received an MS in Meteorology and Oceanography at the US Naval Post Graduate School in Monterey, CA. He researched the movement of hurricanes at the Naval Weather Research Facility at Norfolk, was a forecaster aboard the carrier FDR, professor of meteorology at the Naval Post Graduate School, served as the CO of the Fleet Weather Facility at Keflavik, Iceland and was the superintendent of the Aerography School and XO of the Naval Air Technical Training Center at Lakehurst, NJ where he won the first Zumwalt Prize. He gave weather forecasts and briefings to the CIA, NSA, White House, State Department and Pentagon. He ended his career at SACLANT in Norfolk where he served as Director of Meteorology and Oceanography. This lifelong enjoyer of dry martini gin cocktails (stirred not shaken), classical music, impressionist paintings and biographical and historical books was fiercely patriotic and a passionate conservative who fought the good fight against political correctness and environmental distortions. He thought that his Naval Academy classmates were the finest men he had ever known. His civic duties included volunteering for the Red Cross, Lee’s Friends and his maintenance of the children’s park at Colley and Raleigh Avenues. He was a well recognized figure walking his beloved dogs in downtown Norfolk. He is survived by his best friend, boon companion, and wife of fifty-four years, Julia Carney Stevens; three unique daughters: Ilene Stevens of Santa Fe, NM, Lisa Strait of Chattanooga, TN, and Lynn Shepherd of Virginia Beach, VA and a peerless and only son, William E. Stevens of Charlotte, NC. Survivors also include a colorful older brother, Henry, and his beautiful wife, Joanne; his brother-in-law James Carney, four magnificent grandchildren: Catherine and Anne Harden Watjen, and Clay and Will Shepherd; two revered sons-in-law, Timothy Strait and Douglas Shepherd, a score of dear cousins and a host of friends. All will remember his legacy, his love of racy jokes and, hopefully, some of the better ones while forgiving the all too many groaners.

A celebration of William Stevens’ life will be held Thursday, March 4th at 2:00pm at the Harrison Opera House 160 East Virginia Beach Blvd. in Norfolk, Va. Inurnment will take place at the USNA Columbarium at a later date. In lieu of flowers a donation may be made to the Virginia Opera, PO Box 2580, Norfolk, VA 23501 or the Navy and Marine Corps Relief Society, 875 N. Randolph St. Suite 225, Arlington VA 22203.

BARBARA BRAYTON STORY GRIMES

Barbara Brayton Story Grimes, age 86, of Solomons, MD who retired in 1978 as a supervisory personnel management specialist with HHS, died on Tuesday, April 6, 2010 at Washington Hospital Center. Born April 3, 1924 in Chicago, Illinois she was the daughter of the late William Hamilton Brayton and Lurline Bullwinkel Brayton. Raised in Jefferson, Wisconsin she graduated from Jefferson High School and attended North Central College, Naperville, Ill. and the University of Wisconsin at Madison. In 1942 she was one of the first group of women selected as Weather Observers for the Weather Bureau, and was assigned to Trux Field, Madison, Wisconsin and Washington National Airport. Later she trained as a position classifier. She worked in that capacity for the Weather Bureau, the Panama Canal Company, the U.S. Army in Japan and at the U.S. Navy Yard before transferring to HHS as Chief of Position Classification for HCFA.

She was a member of Solomon’s United Methodist Church, NARFE, Marlboro Chapter #61 Order of the Eastern Star, and the Do-Nothings. Interests included needlepoint, crosswords and reading. Mrs. Grimes was the wife of the late Eugene A. Grimes. She is survived by her children Pamela Story Smart, Cynthia Story Brown, and Andrew Story, one sister Betty Campbell Perry, six grandchildren and 6 great grandchildren. There will be no funeral service. A memorial service will be held at Solomon's United Methodist Church on Saturday, May 8th, at 11:00 a.m. Memorial contributions may be made to the American Cancer Society or Hospice of St. Mary’s County.

Submitted by CDR Don Cruse USN RET

SEA STORY

A true one experienced by Frenchy Corbeille USN(Ret)

It was Sunday afternoon, early in the month of August, 1968 when USS Forrestal (CVA-59) was making her way through the Western Mediterranean during the first days of a 7-month cruise. I was Officer of the Deck (OOD) on the 1200 - 1600 bridge watch, there were no ship's evolutions ongoing, and things looked like a “ho-hum” Sunday afternoon at sea.

We were hosting the Prospective Commanding Officer (PCO) of USS Independence and our CO had gone with him to the Captain’s In-Port Cabin. Prior to departing the bridge, the CO and I had conversed briefly and one of the subject is breeched was that we had been in the Mediterranean for more than a week now and we had not yet seen one of those pesky Russian trawlers. Our Navy had come to hope not to see one because they had a way of getting in the way whenever we had things to do, such as flight operations, or underway
replenishment. This lack of encounter was about to change.
At about 1500 I called the CO to advise him that we had picked up an unidentified surface contact on radar, range 22,000 yards (11 nautical miles). It appeared to be on our reciprocal course at a speed of 8 knots and in the absence of any changes, the closest point of approach (CPA) would be 6,000 yards on our port beam. "Very Well" and the customary "Thanks, Frenchy" constituted the CO's response.
I had no more than hung up the phone when the contact changed course. I could identify 2 sticks (masts) over the horizon, looking through the 7X50 OOD standard equipment Bausch & Lomb's, but could make out nothing of the vessel. However, the two sticks bore a strong resemblance to the pictures we had on the bridge of known trawlers that had frequented these waters.
I called the Captain back to advise him that the unidentified contact had indeed made a 90-degree course change, was still doing 8 knots, and his present course/speed would take him across our bow at 6,000 yards (3 miles). We were doing 20 knots, on some kind of a "sustained speed exercise" for the engineers, and preferred to alter neither course nor speed unless absolutely necessary. I advised the Captain of my suspicions concerning the vessel's identity and advised him that I had ordered the Intelligence Sighting Team to the bridge. It being a Sunday stand down with little to occupy the idle time, we soon had the entire Intelligence staff scattered about on the bridge and the signal bridge, with a few photo types thrown in. The contact was still hull-down over the horizon but the visible masts more and more took on the resemblance of our Russian trawler pictures. I also advised the Captain that, in accordance with the International Rules of the Road, Forrestal was the privileged vessel; the vessel crossing our bow was coming from our port side and was therefore the "burdened" vessel. In accordance with the Rules, the privileged vessel is REQUIRED to maintain course and speed. The burdened vessel is responsible for maneuvering as necessary to avoid collision. The Captain said "Very Well, call me back if he does anything funny, and let me know what the intelligence folks come up with.
Only moments later I was back on the phone, advising the Captain that we had positive ID on a Russian ELINT (Electronics Intelligence) trawler, and he had indeed done something "funny" - He had reached our intended track at a range of 6,000 yards, and had then executed another 90-degree turn to port; he was now on the same course as Forrestal, dead ahead, at speed 8 knots. So we had a 12-kt speed advantage, and 3 miles to contact. That meant that in 15 minutes one or the other of us must turn or he, the Russian trawler, would get run over. I advised the Captain that in accordance with the International Rules, he was burdened when he came in from our port bow. Now that we are on a course to overtake him, he would like us to believe that Forrestal, as the overtaking vessel, is the newly ordained BURDENED vessel. I reminded the Captain of another clause in the rules that says once a vessel is burdened; it may not maneuver to shift the burden to the other vessel. He stays burdened until danger of collision is past.
The Captain agreed with my assessment and asked what I recommended we do. I recommended we hold course and speed until "In Extremis" – that sketchy point at which somebody has to do something or there's going to be a crunch, then order up "All Back Emergency Full," "Right Full Rudder," and we would miss him. I had identified that point as 400 yards astern but threw in 100 yards for cushion. The Captain once more came back with his cheerful "Very Well" and added, "If he's still there at 1,000 yards, give me a call back."
"AYE AYE, Sir! Now we've eaten up about 1/3 of our cushion and the squawk box came to life. "Bridge, Flag Bridge. When does Forrestal intend to maneuver to avoid that privileged vessel ahead?" There was no race by other members of the bridge team to answer that one, so I got it myself.
"Flag Bridge, Bridge -This is the Officer of the Deck speaking. That vessel ahead is not privileged - he approached from our port side, therefore is the burdened vessel, and he can no longer maneuver to shift his burden to Forrestal."
"Flag Bridge Aye!" I could envision some hot-shot flag watch officer digging the Admiral's shoe out of his ass, and smiled inwardly. I didn't hear the Admiral's voice, but I knew he was watching from his favorite perch. Somewhere about then I had the Signal Gang close up flag "Uniform" on both halyards - "U" is the international signal that says "You are standing into danger."
Then our Navigator got into it. First he told me I was going to have to turn the ship and he was working on our new course. Since he was a commander and I was a lieutenant, I explained as tactfully as I could that we were not going to turn, leastways not to a pre-planned course. We were the privileged vessel, and as such, were REQUIRED to hold course and speed.
Next thing I heard from him was, "Mr. Corbeille, I'm ordering you to turn this ship."
With no attempt at tact, I advised him, "Commander, you cannot order me to turn this ship. If you believe the ship to be sufficiently endangered, you, as Navigator, can summarily relieve me as OOD. Then you can turn left, turn right, or come dead in the water. But you cannot order me to turn. Do you want to relieve me?" Rather truculently, he then asked if the Captain knew about all this. I told him yes indeed, and at contact range of 1,000 yards, I was to notify the Captain again. "You better call him again - right now!" "No Sir, we still have a few hundred yards to go. At this stage, I don't recall the exact time, the bridge relief crew was coming on deck, but no one was ready to be relieved. I spied my relief OOD waiting in the wings and he wanted nothing more than to stay out of the way.
Admittedly, I got a bit nervous, and I called the Captain back when the trawler was 1,100 yards ahead. His only response was, "I'm on my way up." He arrived momentarily with the PCO of Independence following in his wake. He hopped up in his chair and said, "Boy, he is pretty close, isn't he?" Then he asked, "And when do you plan to make your big move?" I told him that if it closes to 500 yards, we can order up All Back
Emergency Full, Right Full Rudder, and we will miss him.
He asked: "Is that what the book says?"
I told him, "No Sir, The book says 400 yards, but I was leaving in a little cushion."
He said, "We need only to maneuver in extremis to MINIMIZE DAMAGE. That is a slight departure from international rules, but was our standing order, arrived at specifically to contend with harassment vessels. This is kind of a delicate point here because International Rules of the Road says the "privileged vessel must maneuver when in extremis to avoid collision." The USSR (Soviet Union) was not signatory to the International Rules of the Road, therefore her vessels were not bound by them. It must be pointed out that Russian ships, merchantmen and men-of-war alike, followed the international rules of the road anyway, and knew them well enough to "play chicken" with U.S. ships, mostly to our embarrassment.
That was a game that our Navy had long since tired of, hence the new guidance to maneuver only in extremis to minimize damage.
Naturally, it behooved one to be absolutely certain that he was absolutely right, if he were going to take a Navy man-of-war down to the wire in a potential collision situation. I'm sure there are readers who have more background concerning our maneuvering instructions, but we believed we understood them perfectly. I still believe that we did.
Having thus indicated his intentions, the Captain then asked, "So how close can we take her?" I told him 400 yards would provide a grazing situation, and then ordered the engine room to stand by for Emergency Backing Bells. We were still closing and had reached the 500-yard mark when the trawler put in left full rudder. His rudder was not the size of a barn door - it had to have looked like the side of the barn itself! That guy turned 90 degrees left in a heartbeat! We never flinched, never wavered, and the trawler passed close aboard to port - so close, if fact, that the hull was not visible alongside our flight deck. All that was visible from the vantage point of our bridge were the two masts as they went rapidly down our port beam. Then we launched a helo for some photo work and a big sigh of relief went up from the bridge.
The Navigator started lobbying for us to file a harassment report, but since we had altered neither course nor speed to accommodate the trawler, it was hard to make a case for harassment. I wanted to make out a harassment report on the Navigator but the CO calmed me down on that score. The Prospective Commanding Officer (PCO) of Independence, bless his soul, took in the whole affair after arriving on the bridge with our Captain, and never interjected one word. When it was all over, he moved directly in front of me and said, loud enough for almost everybody on the bridge to hear, "No one could have done better." Our, CO joined right in and said "Frenchy, you handled that perfectly. At that point I realized I wasn't going to be a lieutenant forever, my advice to the Captain had been sound, and I knew our Captain appreciated it. My breathing gradually returned to normal.
For his part, PCO Independence went on to become CO USS Independence. He assumed command while anchored in some Sicilian Bay, and when Independence stood out to sea "under new management," there was a Russian ELINT trawler, just outside territorial waters, making slight way on Independence's intended track. A friend serving on that fine vessel told me that the new CO's order to CIC was "Combat, give me a collision course on that trawler at 30 knots!" I heard the same refrain from several other people and I believe it to be what happened.
For our part, we spent the remainder of our cruise unhampered in any way by any Russian flagged ship. We continued to see an occasional trawler, but when we came into the wind to launch and recover aircraft, they vanished as if by magic. The word seemed to have leaked out that this carrier has an attitude problem - he'll run right over you! And the Chief Engineer was happy because he got his uninterrupted 4-hour sustained speed run at 20 knots.
Life was not the same for me after that. Our Captain made me "Command Duty Officer Underway." I was already the General Quarters OOD and Sea and Anchor Detail OOD, so I wasn't sure what this new designation would lead to. I soon learned that I was to be on the bridge whenever Forrestal was in formation with other major combatants, (destroyers didn't count, but cruisers did), and that I was to provide training to all prospective Command Duty Officers. Anytime there was underway replenishment, there was a "formation," so I got to spend a lot of valuable time on the bridge, learning all I could absorb. Our great Captain, nameless up to now, was Robert Bemus Baldwin, born in Bismarck, North Dakota. He was promoted to RADM upon leaving Forrestal, and the last time I spoke with him he was Vice Admiral Baldwin, COMNAVAIRPAC. I believe he lives in or near San Diego, and remains the most admired man of my 30-plus year Navy career. CAPT R. CLAUDE CORBEILLE, USN (RET) Castle Rock, WA

Submitted by LCDR Bud Horn USN RET and others

A SAILOR'S PRAYER
Now I lay me down to sleep,
I pray the Lord my soul to keep.
Grant no other sailor take
My shoes and socks before I wake.
Lord, guard me in my slumber.
May no clews nor lashings break,
And let me down before I wake.

Keep me safely in thy sight,
And grant no fire drill tonight;
And in the morning let me wake
Breathing scents of sirloin steak.
God protect me in my dreams,
And make this better than it seems.
Grant the time may swiftly fly,
Keep me safely in thy sight,
And grant no fire drill tonight;
And in the morning let me wake
Breathing scents of sirloin steak.
God protect me in my dreams,
And make this better than it seems.
Grant the time may swiftly fly,
Take me back into the land
Where they don't scrub down with sand
Where no demon typhoon blows
Where the women wash the clothes.
God, thou knowest all my woes.
Feed me in my dying throes.
Take me back, I'll promise then,
Never to leave home again.

FOUR YEARS LATER
Our Father who art in Washington,
Please, Dear Father, let me stay.
Do not drive me now away.
Wipe away my scalding tears,
And let me stay for thirty years.
Please forgive me all my past,
And things that happened at the mast.
Do not my request refuse,
And let me stay another cruise.

MAYPORT TO GET AIRCRAFT CARRIER
Navy finds Jacksonville to be best base for the East Coast vessel. It will take more than $500 million, five years to get station ready

Mayport Naval Station will become the homeport for a nuclear-powered aircraft carrier, according to the Quadrennial Defense Review to be submitted to Congress on Monday.

Echoing the wording used a year ago when the Navy said it planned to move a carrier here, the review says “to mitigate the risk of a terrorist attack, accident or natural disaster, the Navy will homeport an East Coast carrier in Mayport, Florida.”

The document was posted Friday night on the Web site of the political newsletter CongressDaily and confirmed by several sources.

“It is a huge win for Jacksonville and a huge win for America,” U.S. Sen. Bill Nelson, D-Fla., said about the decision, which he said had been made at “the highest level of the White House.”

City and state politicians have fought to get a carrier here since it was announced that the USS John F. Kennedy would be decommissioned in 2007.

Over the years, Mayport had been home to several of the huge ships, but when it lost the conventionally powered Kennedy, it didn’t have the infrastructure to handle the nuclear-powered vessels that now make up the Navy’s fleet.

To get the station ready to do so will cost more than $500 million and take about five years.

“There’s a lot of work ahead,” said Bill Austin, a Mayport spokesman, who said the commanding officer of the base had been briefed on the announcement Friday evening. “It’s great news for the naval station. We’re manned and ready for the challenge ahead.”

Those improvements — dredging the river, building new facilities and improving roads — are expected to create several thousand jobs, in addition to the 3,190 sailors who will come with the carrier.

Concerned about losing those sailors, Virginia politicians have fought against the plan from the start.

In May that opposition led the Department of Defense to announce the Navy’s decision to homeport a carrier at Mayport — which it had signed off in January — would be studied as part of the Quadrennial Defense Review.

Since then, the two states have snapped at each other, with Virginia politicians calling the idea of upgrading Mayport “unconscionable” and nonsensical. Florida politicians have pointed to the attack on Pearl Harbor as an example of what can happen if ships are concentrated in one port.

Earlier drafts of the document appeared to be more ambiguous about what sort of decision would be made, simply saying the Navy should provide “an alternative port,” without saying a ship would be permanently moved. The more straightforward statement in the final version eases those concerns.

One hurdle still remains, however: Paying for the work.

Along with the Quadrennial Defense Review, the president’s defense budget will be submitted to Congress, and it’s unknown how much money it will contain for work at Mayport. Florida politicians contacted late Friday, though, said they weren’t concerned.

“The fact that it’s in the QDR makes it hard to believe the president’s budget wouldn’t account for it,” said U.S. Sen. George LeMieux, R-Fla.

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HAITI NEEDS METEOROLOGICAL SERVICES AS RAINS/HURRICANES APPROACH

Geneva, 9 February 2010 (WMO) – The World Meteorological Organization stresses the pressing need for operational meteorological services in Haiti to prevent further disasters. The rainy season with flood risk is due early April and the hurricane season begins early June.

In order to prevent potential disasters related to the natural hazards, which the country is prone to the capacity of Haiti to produce and disseminate weather information and warnings needs to be developed without delay. Weather forecasts and early warnings from the
Haiti National Meteorological Center are essential for national authorities, humanitarian and development agencies and the people for emergency contingency planning and recovery. WMO Members have been providing weather information for Haiti since domestic meteorological facilities were rendered unusable by the earthquake. WMO with several of its member States and its Regional Office for North America, Central America and the Caribbean, are coordinating the flow of meteorological information to Haiti to ensure maximum efficiency and access by all. For instance, a number of countries in the region including the United States, Canada and the Dominican Republic are providing reports and forecasts essential for aviation safety and humanitarian operations. WMO is now working to ensure that the Meteorological Service of Haiti is equipped with basic capacities and expertise for translation and dissemination of this information for decision-makers and the public in Haiti during the upcoming rainy and hurricane seasons.

The restoration of basic operational meteorological services within the next six to twelve months is a key objective in the UN Revised Flash Appeal and various bilateral supports. The estimated cost amounts to US$ one million and includes basic capacities such as an operational office space (the building was significantly damaged during the earthquake), computers and printer, communication systems, restoration of automated weather stations, back up generators, and hands-on training of the meteorological staff. The Director of the National Meteorological Center (NMC), Mr. Ronald Semelfort, called for “an office or a shelter where the NMC could operate safely under all kinds of meteorological conditions as the most immediate need... This is especially important as the hurricane season approaches”.

In a call with WMO this week, he explained that the Office located in Port-au-Prince, “is severely cracked and is no longer a safe place to work”. The NMC is therefore currently working directly on the airport tarmac, and has a small temporary office within the Civil Aviation Bureau. Despite the less than optimal conditions, NMC is doing its best to provide services on a 24/7 basis. Since automated weather stations are non-functional NMC staff are collecting weather data observations manually at the two airports in Haiti to refine the results obtained by the meteorological models available on the Internet and from other nations through the WMO coordinated network. “

In the medium to long-term, WMO is coordinating with government officials, technical agencies and development partners to reconstruct meteorological and hydrological capacities to support disaster risk reduction and multi-hazard early warning systems. This is part of the Post Disaster Needs Assessment (PDNA) and reconstruction planning under the leadership of the United Nations and the World Bank, and with the Inter-American Development Bank and other partners. In December 2009, the Secretary-General of WMO, Michel Jarraud, visited Haiti to assess investment needs for disaster risk reduction and early warning capabilities. Over 90% of disasters in the country are linked to frequently occurring meteorological, hydrological and climate-related hazards: tropical cyclones and related storm surges, rivers and flash floods, drought, thunderstorms or lightning, landslides or mudslides, which have been further exacerbated by massive deforestation and environmental changes. Haiti annually experiences two rainy seasons, from April to June and from October to November, as well as a hurricane season from early June until the end of November. It suffered significant losses in 2008 from four hurricanes, Fay, Gustav, Hanna, and Ike. In 2004 tropical storm Jeanne’s heavy rains caused massive flooding and landslides; 1998 experienced Hurricane George; 1994, Hurricane Gordon and 1963, Hurricane Flora. Special sessions to address the needs of Haiti will take place at upcoming WMO meetings in the region: including the Hurricane Committee (Bermuda, 8-10 March), and The Multi-Hazard Early Warning Systems Workshop for Central America and the Caribbean (Costa Rica, 22-25 March).

The World Meteorological Organization is the United Nations System’s authoritative voice on weather, climate and water

Submitted by Richard Gilmore

### A CLEAN SWEEP

**CO, CMC, 5 CHIEFS FIRED ON DESTROYER**

Friday Dec 4, 2009 13:43:12 EST

Navy Times: The Navy has fired the commanding officer, command master chief and five other chiefs aboard the Norfolk, Va.-based destroyer James E. Williams, according to a news release sent Friday.

The removals were connected with several reports of fraternization within the command involving senior and junior sailors, according to the release. It also said there are separate investigations pending on sexual assault allegations leading to an Article 32 investigation, but no further details were available.

Removed were Cmdr. Paul Marquis and Command Master Chief (SW/AW) Timothy Youell. A Navy spokesman said five other male chiefs received non-judicial punishment, along with four female petty officers. The five chiefs are being processed for administrative separation from the Navy.

**SIMPLE TIPS FOR RECOGNIZING A STROKE**

A neurologist says that if he can get to a stroke victim within 3 hours, he can totally reverse the effects of a stroke...totally. He said the trick was getting a stroke recognized, diagnosed, and then getting the patient medically cared for within 3 hours, which is tough.

**RECOGNIZING A STROKE**

Thank God for the sense to remember the '3' steps, STR... Read and Learn!

Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.
Now doctors say a bystander can recognize a stroke by asking three simple questions:

S  *Ask the individual to SMILE.
T  *Ask the person to TALK and SPEAK A SIMPLE SENTENCE (Coherently).  (i.e. It is sunny out today.)
R  *Ask him or her to RAISE BOTH ARMS.

If he or she has trouble with ANY ONE of these tasks, call emergency number immediately and describe the symptoms to the dispatcher.

New Sign of a Stroke ------- Stick out Your Tongue
NOTE: Another ‘sign’ of a stroke is this: Ask the person to ‘stick’ out his tongue. If the tongue is 'crooked', if it goes to one side or the other, that is also an indication of a stroke.

CRUISER CO RELIEVED
FOR ‘CRUELTY’
By Philip Ewing – Navy Times Staff writer

The commanding officer of the Yokosuka, Japan-based cruiser Cowpens was relieved of duty Wednesday after being punished for “cruelty and maltreatment” during her time in charge, the Navy announced. In an unusual move, she is being permitted to continue on to an assignment in the Pentagon.

Capt. Holly Graf was brought before an admiral’s mast with Rear Adm. Kevin Donegan, the commander of Carrier Strike Group 5, after an inspector general’s investigation found problems with her “temperament and demeanor vis-a-vis her subordinates,” said Cmdr. Jeff Davis, a spokesman for 7th Fleet. Davis said he could not elaborate about what the IG had found about Graf’s treatment of her crew, but he said it had been taking place “over a length of time,” including when the ship was in port and at sea. Specifically, Donegan found Graf guilty of violating Article 93 of the Uniform Code of Military Justice — which covers “cruelty and maltreatment” — and Article 133, "conduct unbecoming an officer," according to information provided by Davis.

Replacing Graf in command is Capt. Robert Marin, Davis said, who had already been scheduled to take over for her some time in January. Marin had been aboard the Cowpens since the end of December, making preparations for a normal change of command, so Donegan “ordered the change of command be executed immediately based on the non-judicial punishment and in the best interests of the ship and crew,” Davis said.

Davis said he didn’t think an exact date had been set yet for a normal change of command, but that Marin was to have taken over before the end of January. Graf is under orders to move on to a new assignment on the Navy Staff in the Pentagon, Davis said — a move already scheduled before her relief this week.

Her continuing into a job to which she had already been assigned is unusual for a Navy captain who has been relieved; many fired COs are assigned to the staff of their parent command and their careers effectively ended.

Graf is a 1985 graduate of the Naval Academy, according to her official Navy biography; she commanded the destroyer Winston S. Churchill, among other assignments, before taking command of the Cowpens in March 2008.

HISTORY OF CLASS 20, PRIMARY AEROGRAPHER SCHOOL
Convened 01 November, 1940  Graduated 22 January, 1941

Background: Class 20 was a transitional class in the sense that the number of students was augmented because of the war in Europe. Before the powers in Washington initiated belated readiness actions, class sizes of eleven or twelve students satisfied needs of the fleet and naval aviation. Class 20 consisted of forty-two students. The tempo increased steadily in 1942 and it became necessary to move the school.

Our class was a typical cross section of young sailors, some with experience as an Aerographer striker and others directly from ship’s fireroom or deck force. Dominic Zizzi was an example of the former, coming to Class 20 from NAS Coco Solo in the Canal Zone. Ziz could take an observation, log it, transmit it, tear teleype paper and plot a weather map. In fact, Ziz taught me the codes since I was one of the destroyer deck force types. I considered the memorization of weather codes most difficult.

There was a reason why fully qualified strikers from ships and stations attended Primary Aerographer School. One could not advance to Aerog3/c without it. In the case of Class 20, the needs of the service came into play once more. Those of us who had served more than a year in the NAVY were advanced to Aerog3/c upon graduation.

Instructors: Chief Aerographer Francis A. Barbot USN instructed in mapwork and meteorology and was our overall class supervisor. He was assisted in other subject areas such as codes, clouds, and meteorology by Aerog1/c Robert D. Case USN, MTSGT Carleton G. Cole USMC, and Aerog1/c F. R. Thumme USN. For instruction in weather instruments we went to NAS Aerology where there was a topside instrument laboratory supervised by Aerog1/c Donald T. White USN. Students were also placed on the NAS Aerology watch list to learn office procedures. One large drawback to working in the Aerology Office was facing the early morning arrival of the Aerological Officer. LT Ross R. Kellerman USN could not be placated by anything his crew did to prepare for his arrival. He was an ogre and he wanted it on his record.

Back to the Fleet: We were sprinkled liberally throughout the Atlantic and Pacific fleets upon departing Lakehurst. Class 20 graduates arrived at their first duty stations as our U.S. military was adjusting to the Japanese threat as well as the European war. This pattern will be illustrated by the following examples of individual experiences.

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From Class 20, two of our classmates were captured by the Japanese on Kiska, one on Wake Island, and one on Guam. Fortunately, all four survived to repatriation in 1945 but only two decided to remain in the NAVY. Many of my classmates served where I never heard of them again. Others have become close friends and we have attended one another's weddings and met at Naval Weather Service Association reunions or ship reunions. Needless to say, there are now many missing from our class roster.

It is noteworthy that of my classmates enumerated below, two became millionaires and several became successful businessmen—either after World War II or after completing twenty years active military service. Here are some comments on known classmates to illustrate the above. Refer to the Class 20 photograph.

STEIDING, B. G. No information. KNAPP, William. Came to Class 20 from USS YORKTOWN (CV-5) as a fully qualified Aerographer striker. ROGERS, Lyman R. Came to Class 20 from USS PORTLAND (CA-33) Pacific Fleet homeported in Long Beach CA. Previous duties deck force. Departed Lakehurst by train to Camden NJ, crossed the Delaware by ferry, another train to Baltimore MD, then down Chesapeake Bay on overnight Old Bay Lines steamer. Upon arrival Norfolk boarded USS HENDERSON (AP-1), an ancient NAVY transport. Disembarked in Gtmo along with seven other Class 20 mates, sat on seabag and hammock on the pier until USS GEORGE F. ELLIOT (AP-13) came alongside in evening. Boarded ELLIOT and was served multicolored hot dogs and sauerkraut while standing to eat—she was configured as a troop transport (later lost in Solomons). Next morning ELLIOT anchored Culebra. Transported by ship's boat to USS WYOMING (BB-33) for further assignment. However, the black shoe NAVY had never heard of an Aerographer. After one night aboard WYOMING, which was acting as SOPA for a fleet exercise, USS RANGER (CV-4) came to anchor nearby for the night and the group of Aerographers went to RANGER and reported for duty. Needless to say, the Aerological Officer in RANGER was shocked to see eight new Aerog3/c or strikers on board his ship.

LT George F. Kosco USN was not an Aerological Officer unaccustomed to weird NAVY machinations. Since his office in RANGER could accommodate no more than three persons at one time, he initiated actions to distribute the group of eight. Perhaps the Bureau of Navigation planned it that way. LT Kosco had served in USS SARATOGA (CV-3) and was thoroughly familiar with aerological requirements, including personnel. Within a fortnight, the ship's office was cutting transfer orders for five Aerog3/c or strikers, sending three to USS WASP (CV-7), one to USS YORKTOWN (CV-5), and one back to NorVa for duty in FAW-5. Remaining in RANGER were Finger, Register, and McCartney. Rogers was accompanied to WASP by Cruse and Fairbrother. For Sea2/c Fairbrother it was like being home again for he was a plankowner. Seabags and hammocks were stowed in the Lucky Bag, for the modern WASP provided the crew with lockers and showers. No more bucket baths as in WYOMING and RANGER. Rogers served in WASP until May 1942.
While the ship was completing her two Mediterranean aircraft ferry tasks, Rogers was hauled out of his bunk stiffened with arthritis, taken to sick bay and offloaded to USNH Portsmouth VA. Upon recovery he was assigned to OpDevFor until 1944 and Navy Weather Central Port Lyautéy, Gtmo, NAS Atlantic City, and Lakehurst where he was Leading CPO of NATTU. He later served in the technical schools command in Memphis and was involved in their move to Jacksonville. He married Carolyn, an AerM3c at NAS Atlantic City, and they retired in Jacksonville in January 1960. Rogers taught general science in high schools as his next career. L.R. attended the wedding of Don and Marge Cruse in Paterson NJ in 1947. STINSON, Samuel H. P. Sam and I attempted to hitch hike to his home town, Sewickly PA but gave it up after reaching Philly. The only way back to Lakehurst was by thumbing a ride, but there was no traffic. We walked all night and reached the NAS in time for morning quarters. Sam was offloaded from USS HENDERSON in Pearl Harbor and reported aboard USS CALIFORNIA (BB-44) for duty in the ComBatFor staff Aerology unit. The staff aerologist was LCDR John C. S. McKillip USN. Aerographers were CAerog William R. Green USN, CAerog William N. Livingston USN (assigned to Combat Intelligence Center ashore), CAerog C. G. “Duke” Ellington USN (mainly at CinCPacFlt headquarters as a briefer), and Aerog2/c Alexander Ebel. The group was augmented during 1941 by graduates of Class 21: Aerog3/c V. R. "Bud" Collard, Aerog3/c Lloyd Bellinger and Aerog3/c James F. Bowlin. BB-44 also known as “The Prune Barge” was moored alongside Ford Island on December 7, 1941. Sam was observing morning colors on the ship’s fantail when the first Japanese aircraft attacked. BB-44 took two torpedoes and two bombs and settled in her moorings. Sam was blown over the side and hospitalized ashore. Upon release to duty he was assigned to the Combat Intelligence Center in Pearl. During the next year he was TAD to several ships including USS MARYLAND, USS TENNESSEE (Aleutian ops), and USS PENNSYLVANIA engaged in intelligence collection. In August 1944 AerM1c Stinson reported to Armed Forces Security Agency on Nebraska Avenue in WashDC. He was advanced to CAerM and later worked as a civilian in the National Security Agency until 1957. His wife, Ruth, was also an AerM. They were my neighbors in nearby Annandale VA while Sam worked in a Duron Paint store. Ruth died 12-03-97 and Sam succumbed to COPD 11-22-05. PODBIELSKI, Joseph M. Joe was a plankowner in USS WASP (CV-7) and a fully qualified Aerographer strike upon reporting to Class 20. He was transported in USS HENDERSON to the Pacific coast and our paths never crossed again. He maintained a low profile, never appears in NWSA records. He is pictured on 1958 NAS Agana Xmas card as ChAero(W-4). His widow, Janie, attended one west coast reunion of NWSA. REGISTER, James A. From Lakehurst Jim was one of our group enjoying the Caribbean en route to USS RANGER (CV-4). Along with Finger and McCartney, he served in RANGER for about two years. A USWB employee recalled seeing AGC Register in USS ATKA (AGB-3). Noted in Navy Times 4-29-85: James Albert Register Jr. died in Tuscarora NC 12-8-84. SMITH, Walter W. No record. CRUSE, Donald A. Sea1/c Cruse departed Halifax NS with seabag and hammock after USS STOCKTON (DD-73) was turned over to RN as HMS HUDLOW (G57). Train to Boston North Station. Carried bag & hammock to South Station. Train to NYC and Jersey Central RR to Lakehurst. Upon disembarking at station greeted Sea2/c Tom O'Reilly who was riding in a separate coach. We had not seen each other since we departed from USS REINA MERCEDES, the station ship at Annapolis MD, in August. Along with the other graduates in the group of eight Caribbean wanderers, Cruse was in Gtmo when the boat from RANGER transported three of us to WASP.

Submitted by CDR Don Cruse USN RET

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**Program Overview for Navy Weather Association**

Updated on 4/8/10

Virginia Beach Resort Hotel and Conference Center, estimated number of guests: 100-125 people

**Thursday, April 28, 2011, 11:30 AM - 7:00 PM**

**RIDING TOUR OF VIRGINIA BEACH**

Board the motor coach with your tour guide to enjoy beautiful views of the Atlantic Ocean and the Chesapeake Bay and learn about the history of Virginia Beach, the largest city in Virginia. See the historic lighthouses and the First Landing Cross at Cape Henry where the English colonists first came ashore in 1607 and learn about the famous Battle of the Capes which took place during the Revolutionary War.

Ride down the resort strip and past the Tidewater Veterans Memorial, a unique structure which pays homage to veterans everywhere.

**MILITARY AVIATION MUSEUM OF VIRGINIA**

Enjoy a visit to Virginia Beach’s newest attraction, the Military Aviation Museum, located at the Virginia Beach Airport, this museum is home to one of the largest private collections of World War II and Korean War era fighters, bombers, trainers and seaplanes.

Many aircraft have been fully restored to their World War II condition and are available for flight demonstration, static display or movie production or commercials. The Fighter Factory in is the aircraft recovery and restoration component of the museum dedicated to the preservation of historical aircraft before they are lost forever.

Enjoy a guided tour of the galleries as well as a gift shop which is stocked with all things flight related.

A box lunch will be provided en route to the Museum.

**FREE TIME AT TOWN CENTER**

Visit “downtown” Virginia Beach, the beautiful new Town Center area. With an eclectic mix of shopping, dining, entertainment and living options covering 17 city blocks, Town Center is fast becoming one of Hampton Roads’ hottest destinations. Grab a bite at a local eatery or a national restaurant. Shop at popular brand retailers and upscale boutiques. Perhaps you will enjoy dinner and a brewery tour and tasting at Gordon Biersch Brewery, or visit Royal Chocolate to taste handmade chocolates made with real Belgian chocolate. There are many varied options here, something for everyone.

There will be plenty of time to browse and shop and pick up an early dinner before heading back to the hotel.
Package Price: $54.00 per person, inclusive. Lunch included.

Friday, April 29, 2011, 9:00 AM - 3:00 PM

RIDING NORFOLK TOUR

Board the motor coach with your tour guide to learn about Norfolk’s colorful 325 year history as you ride through the lovely historic district and restored areas. View the stately homes along the Hague, old St. Paul’s Church, the Moses Myers House, the Chrysler Museum of Art, MacArthur Memorial, the historic Freemason District, Nauticus: The National Maritime Center, the Battleship Wisconsin, the restored waterfront area, as well as many other points of interest. Downtown Norfolk has undergone a complete transformation in the last decade and features the beautifully renovated Town Point Park with the Armed Forces memorial, brand new $34million cruise terminal, waterfront condos and state of the art shopping area.

NAUTICUS, THE NATIONAL MARITIME CENTER

Visit Norfolk’s exciting downtown waterfront to tour Nauticus, the National Maritime Center. Nauticus is a unique and thriving campus of visitor attractions that explores the economic, naval, and natural powers of the sea. Features here include a series of ingenious interactive exhibits, shows, and theaters with various films. Also housed here is the Hampton Roads Naval Museum, one of ten museums officially operated by the U.S. Navy. Highlights of the naval battles and exhibits of detailed ship models, artwork, and memorabilia are showcased in the museum. Additionally, Nauticus has partnered with NOAA, to promote scientific and environmental literacy and to inform the public about NOAA’s programs and activities. The first NOAA Education Resource Center at Nauticus that opened in June 2005. This one-of-a-kind Center provides educators with curricula, fact sheets, CD-ROMs, and other tools that facilitate their instruction of science disciplines (including weather, oceanography, and Chesapeake Bay ecology). The center also stocks current NOAA program and office information for the general public. A permanent exhibit at Nauticus was unveiled by NOAA in 2005, Science on a Sphere is an innovative system that uses high-speed computers, projectors, and advanced imaging techniques to create the illusion of a six-foot, rotating Earth suspended in mid-air.

BATTLESHIP WISCONSIN

A true highlight of your visit to Nauticus will be a tour of the battleship Wisconsin, one of the famous Iowa-class ships. This great ship saw action in WWII, the Korean War and most recently in the Persian Gulf War. Wisconsin is permanently berthed beside Nauticus where it is accessed by a connecting walkway. Explore the main deck and recently opened portions of the interior to learn about this famous ship, those who fought and served on board and the role that this mighty warship has played in the defense of our nation.

Package Price: $42.00 per person, inclusive.

FRIDAY EVENING EVENT, 6:30 PM - 10:30 PM
(Performance times are 7:30 PM - 10:00 PM, guests should be seated by 7:00 PM)

VIRGINIA INTERNATIONAL TATTOO
Center in downtown Norfolk to enjoy the Virginia International Tattoo.

Evolving from a 17th Century European tradition, the Virginia International Tattoo is a ceremonial performance of military music by massed bands and is the largest show of its kind in the United States. Presented annually in Norfolk, the Tattoo is an exhibition of marching bands, massed pipes and drums, drill teams, gymnasts, Scottish dancers, choirs and more. Each year, a cast of over 700 artists from many different countries creates an unforgettable spectacle under one roof for four breathtaking performances.

**Package Price:** $69.00 per person, inclusive. Premium Center Seats.

**Saturday, April 30, 2011, 11:30 AM - 3:30 PM**

**NAVAL STATION NORFOLK TOUR**

Board the motor coach with your guide to tour the Norfolk Naval Base, which is part of Naval Station Norfolk - the largest naval installation in the world. Home port to 78 ships, ranging in size from aircraft carriers to submarines, 26 aircraft squadrons comprised of 133 aircraft and headquarters of the Atlantic Fleet, this naval complex occupies over 8,000 acres of land and is home to more than 100,000 military personnel. Your tour will take you past the 14 piers and through the Naval Air Station. You will also drive by the historic homes built for the 1907 Jamestown Exposition on "Admiral’s Row" which now house the flag officers.

**LUNCH INCLUDED ON BASE**

Lunch will be included for your group at one of the clubs on base.

**NAVY WEATHER STATION**

A visit will be arranged to the Navy Weather Station (pending availability and approval). Or, a visit to an active duty ship may be substituted (pending availability and approval).

**Package Price:** $39.00 per person, inclusive. Lunch included.

**THE PACKAGE PRICE INCLUDES:**

Motor coach transportation, tour guide service, admissions as listed, meals as listed, taxes and meal gratuities.

Gratuities for guide and driver are not included, and are at the discretion of the individual.

Prices are based on a minimum of 35 people per tour.

A $100.00 non-refundable deposit will be required upon signing the letter of agreement. This deposit will be applied to your final invoice.

Please provide preliminary tour counts six weeks prior to program, March 17, 2011.

Final counts are due three weeks prior to program, April 7, 2011, at which time we will send an invoice.

Final and full payment due upon receipt of invoice.

Our cancellation policy is that no refunds will be issued after the invoice is sent. Please inform all participants who do not show for their tour that they will not be refunded their money.

Last minute participants will be accommodated on a space-available basis only, and ticket prices on site will be an additional $3.00 per person.

All itineraries are subject to change. Every attempt will be made to include all sites mentioned within this itinerary.

Boarding times will be fifteen minutes prior to listed departure times in front of the Virginia Beach Resort Hotel and Conference Center.

**PLEASE NOTE:** Any guests requiring special arrangements (dietary, physically disabled) must make us aware of their needs in advance, otherwise, we will not be able to guarantee that they will be accommodated. Those guests with physical disabilities should have someone traveling with them to assist physically. Phillips DMC staff and motor coach drivers cannot accept responsibility for lifting guests in and out of coaches.
### NEWEST LIFE MEMBERS

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>E-mail Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGC Richard A. Lingham, USN RET</td>
<td>8850 Raejean Ave, San Diego, CA 92123-3912</td>
<td><a href="mailto:rlingham@san.rr.com">rlingham@san.rr.com</a></td>
</tr>
<tr>
<td>CDR Don T. Conlee, USN RET</td>
<td>2103 Langford Street, College Station, TX 77840-4835</td>
<td><a href="mailto:don.conlee@gmail.com">don.conlee@gmail.com</a></td>
</tr>
<tr>
<td>AGC Moises R. Gonzalez, USN RET</td>
<td>909 Plenmar Drive, Shepherdsville, KY 40165-7864</td>
<td><a href="mailto:almaanddon@alltel.net">almaanddon@alltel.net</a></td>
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### SCHOLARSHIP DONATIONS

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<tr>
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<tr>
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<td>2103 Langford Street, College Station, TX 77840-4835</td>
<td><a href="mailto:don.conlee@gmail.com">don.conlee@gmail.com</a></td>
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<tr>
<td>AG1 Steven T. Smith, USN RET</td>
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<td><a href="mailto:don.conlee@gmail.com">don.conlee@gmail.com</a></td>
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### POSTAGE & COMPUTER FUND DONATIONS

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### GIFT MEMBERSHIPS

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<tbody>
<tr>
<td>AGCM Don Pulliam, USN RET</td>
<td>909 Plenmar Drive, Shepherdsville, KY 40165-7864</td>
<td><a href="mailto:almaanddon@alltel.net">almaanddon@alltel.net</a></td>
</tr>
<tr>
<td>AGC Robert G. Van Hoven, USN RET</td>
<td>909 Plenmar Drive, Shepherdsville, KY 40165-7864</td>
<td><a href="mailto:almaanddon@alltel.net">almaanddon@alltel.net</a></td>
</tr>
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### OUR NEWEST MEMBERS

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<td><a href="mailto:almaanddon@alltel.net">almaanddon@alltel.net</a></td>
</tr>
</tbody>
</table>

### NEW AND CORRECTED E-MAIL ADDRESSES

- AGCM Bernie Bauer, berbau@earthlink.net
- AGC Charles Casperson, caspercap@gmail.com
- AGC Dick Gilmore, vw1metro@comcast.net
- AGCS Leo Hortch, fayleoxnavwx@yahoo.com
- AG1 Ken Overholt, kaboverholt@att.net
- AGCS Bob Steiner, oldsailor.jb@gmail.com
- AGCM Thomas Taylor, tomta1@live.com
- AGC Arlen Upton, arlen.upton@gmail.com
- Mrs. Bertha Taylor, bertha.taylor@cox.net
- LCDR Robert Forsberg, rcforsberg@roadrunner.com

### UPDATED MAILING ADDRESSES

- Mrs. Lois Tarnowski, 455 S. Main St (#103), Amherst, OH 44001-2127
- Lt Thomas L. McGill, USN RET, 3981 Barnard Drive, Lexington, KY 40509-2401
- LCDR Betty Wintersteen, USNR RET, 502 Elizabeth Dr (NPC #7), Lancaster, PA 17601-4406
- AG1(AW) Allen K. Klieves, USN RET, 1 Diablo Drive, Alamogordo, NM 88310-9549
- Mrs. Bertha Taylor, (703) 644-5965
- Mrs. Patricia Perkins, 17543 102nd Ave NE, Apt 101, Bothell, WA 98011-3789
- Mrs. Bertha Taylor, 9400 Onion Patch Drive, Burke, VA 22015-4507
- RMC Jacob L. Ritzen (318) 586-8346
Elizabeth O’Brien USN Spouse  
515 Ashley Road  
Cantonment, FL 32533-5610

Name___________________________________  Rank/Rate_________  Date_______
Mailing Address________________________________________________________
Phone (_____)______________ E-Mail Address________________________________
Include Branch of Service___________ Active, Retired, Released
Dues for___ years.   Life Membership___________ Plaque Yes______ No______
Preference to Receive Aerograph US Mail_____________ E-Mail_____________
“Make Checks Payable to “NWSA”
Annual Dues $20.00___________ Life Membership $175.00__________________

Membership Dues:
Active Duty – No Registration only $20.00 Annual Dues $__________
Non-Active Duty New Member- Registration $10.00 + $20.00 Annual dues $__________
Former Member – Dues expired 1 year or longer – Same as new member $__________
Scholarship Donation (IRS Deductible) Indicate Current Use or Principal $__________
Gift Membership $10.00 (Name and Address)__________________________________
Computer Fund Donation $__________

Total Enclosed $__________

NEW MEMBERS ONLY INFORMATION – Please complete information below.
Spouse’s Name_______________ Schools Attended (Yr) Basic (A)_______ Advanced (B-C1-C7)______
USN Academy ____________ (Grad Date) PG______________ Last Duty Station ++
Entered Service __________ Left Service_________ Highest Rate/Rank _______ Date Attained _______

NAVAL WEATHER SERVICE ASSOCIATION  Nonprofit Organization
Mrs. Elizabeth O’Brien  
515 Ashley Road  
Cantonment, FL 32533-5610

CHANGE SERVICE REQUESTED -