

Karen Hits Guam - In Nov of 1962 weathermen of FWC/JTWC, Fleet Weather Central-Joint Typhoon Warning Center, looked at their charts and saw a tropical system with a huge closed isobar pattern which covering the area from the Phillipines to the International Date Line and from a point near the Aleutians south to the equator. Enormous! As it neared Guam, wind speeds of 185 knots with gusts to 220 knots, were found near the center. Micro-barograph charts had to be changed twice to show the precipitous drop in pressure. FWC anemometer cups blew away from their mast at 90 knots gusting to 120 as flying debris flew thru the air and structural damage to buildings mounted. It was estimated that sustained winds reached 155 or 160 knots. In the dependant housing area air conditioning units blew out of the windows as a result of inside-outside pressure differential in buildings closed against the storm. Wind driven rains put several feet of water in lower levels of the FWC building. After damage control efforts FWC personnel sanitized classified vault spaces and took shelter there. Damage to the building put FWC out of action for several days. Damage to dependent housing and other considerations sent many dependents to CONUS (continental limits of USA). Other later storms were even more destructive what with many more buildings on the island. In the case of slow moving Typhoon Dot there was destructive wind over a longer period so that duration of high wind weakened and then destroyed structures. Karen, nevertheless, was a storm to remember.

NEDN Established - The first dedicated Navy weather communications system, NEDN (Naval Environmental Data Network) is established allowing dissemination of FNWF products to major Naval Weather Service activities.

The View from Space - On 21 Sept 1963 USS Saratoga, CVA-60, commenced an operational test by receiving satellite data while in-port. Tests continued thru Sept in port and at sea.

Ice Breakers "Down South" - USS Burton Island took an integral part in Deep Freeze 64. She broke open supply channels to McMurdo Sound Station and to Hallett Station and acted as an escort while breaking a path for cargo and fuel resupply ships. She was required to take supply vessels in tow some 14 times during escort duty through the dangerous ice. Fueling, cargo handling, diving and helicopter operations also came under her purview. Crew members were: AG1 Bill Willis, AG3 L. Ramsayer and W. Norman; AGAN D. Tattum.

Alaskan "Good Friday" Earthquake - On 27 Mar 1964 FWC Kodiak experienced a destructive, "moderate sized" earthquake which registered 8.4 on the Richter scale in Anchorage. Disruption of power and communications was experienced and FWC was forced to turn over forecast responsibilities to FWC Alameda for about 24 hours. 131

Alaskans lost their lives in this shaker. There were a series of 15 seismic waves over a 24 hour period the highest of which was 18.7 feet above mean low water and which penetrated to the second deck of the new upper air shack and over the ceilometer and tranmissometer. Clean up began immediately and Salisbury Sound, AV-13 was deployed to provide power and repairs to the base.

Gulf of Tonkin Incident - On 2 Aug 1964 North Viet Nameese Torpedo boats attacked the American destroyer Maddox in the Gulf of Tonkin in international waters. They were driven off by ship's gunfire, strafing and rocket attacks by aircraft from USS Ticonderoga. Three days later aircraft from USS Constellation and Ticonderoga staged retaliatory raids on 5 torpedo boat bases along the Viet Nameese coast. Twenty five boats were sunk or damaged and fuel and storage buildings destroyed.

On 7 Feb 1965 in response to Viet Cong attacks in the Pleiku area aircraft from USS Ranger, Coral Sea and Hancock hit military barracks and staging areas near Don Hoi in Southern Viet Nam. Hancock OA Div. Personnel: LCDR B.W. Hallen, LTJG C.E. Barton, ENS H.P. Schaeffer, AGC F.M. Patrick, AG1 E.K. Bell and J.M. Lantagne; AG2 F.E. Kimball, AG3s R.H. Weaver, K. Blair, J.L. Phillips, C.H. Williams, T.J. Clemmer and AGANs J.W. Powell and R.A. Brooks. LDO LT "Ron" Picard USN, stationed at the new combined services weather school at Keesler AFB MS, was then an ABH2 working the flight deck, hanger deck and as a COD crew member while on his first cruise before broken service. Hancock's XO, CDR Herbert S. Mathews, made a record of sorts by flying combat missions in Viet Nam having flown fifty combat missions from England during WW2 and over Korea from USS Midway

On 8 Mar 1965 3500 Marines land without opposition at Danang in northern South Viet Nam with a helicopter squadron and support units.

On 15 April 1965 7th Fleet aircraft commenced operations on Dixie Station of the coast of South Viet Nam in support of ground action in the south.

On 12 May 1965 1400 3rd BN 3rd Marines landed at Chu Lai from USS Iwo Jima (LPH-22), an APA and an LSD. On 1 June 1965 The Marine Corps expeditionary airfield at Chu Lai became operational as the first combat aircraft arrived and the first combat missions took off on strikes.

On 17 June 1965 CDR L.C. Page and LT J.E.D. Batson flying VF-21 F-4Bs from USS Midway intercepted four MIG-17s shooting down one each to become the first Naval aviators to score air victories in Viet Nam.