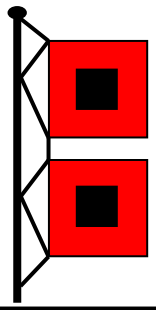


HURRICANE HUNTERS NEWSLETTER



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From the President's Desk

Spring has sprung. The world is waking from its long winter nap. Time to get going again. during this hectic time, let's take some time out and start planning for the 2019 Reunion. The Reunion will be held in Jacksonville, Florida at the Doubletree Hotel on the Riverwalk in downtown. The dates are from October 09, 2019 thru October 13, 2019.

This gets kind of complicated. I was told by quite a few people that calling the Hilton National Reservation system led to a lot of problems registering for the Reunion. This is still a real problem. Now the Front Desk at the Doubletree does not, REPEAT does not handle reservations. So, when making this year's reservations, please call Cara Hammock direct at (904) 396-8870. She will be handling all reservations for the Reunion. Please, please take note of this very important notice. I repeat please call Cara Hammock direct at (904) 396-8870 for your reservations.

The Team of Arvid Nelson, Juan Blanco, and Gary Polletta are doing a great job of trying to get our Monument and Plaque into and on the NAS Jacksonville Air Park and Museum. There is still a Chain of Command issue that has to be resolved but otherwise is on schedule. It will be wonderful for future visitors to look at and be reminded of all the great things VW-4 has done. We should be proud of the work we did and our contributions to the Nation for all our efforts.

Gentlemen I need not remind you that our organization is in great peril. Our membership is in a steady decline and our membership is shrinking at an alarming rate. I need each and every one of you to contact (if you are still in contact with your crewmates) your friends and invite them to our

reunion. It is going to be the only way this organization will continue past 2020. It would be a shame for us not to get together and have a cold one and just chew the fat on a regular basis. I know myself and a few others look forward to these reunions every year. And YES, it is nice to keep in touch with old friends and cheer each other up. It is good for the soul.

If anyone has anything they would like to put in our Summer Newsletter please contact our editor at paultilson@aol.com

Looking Forward to the Reunion and meeting with each and every one of you in Jacksonville.

Fair Winds and Following Seas
Be kind to one another

Ennis R. Eaton
President
US Navy Hurricane Hunters

Hurricane Camille Timeline Available At Our Website

Canadian aviation historian David Reade [see his biography on page two] has spent more than four years researching what ultimately became the report "Hurricane Camille: August 1969 - Reconstruction of Hurricane Reconnaissance Aircraft Operations: a Timeline". This authoritative document can be found on our Navy Hurricane Hunters' web site at http://www.navyhurricanehunters.com/pdf/camille_timeline_report.pdf

Reade originally planned to write a comprehensive history of Hurricane Hunting; from WWII through today – with a specific slant towards the aircraft

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utilized. Although his original plan was to encompass the Tropical Cyclone Reconnaissance, Surveillance and Research aircraft of the USAF, USAF Reserves, the Navy and the research operations of the Weather Bureau / ESSA / NOAA / NASA; and in the end the Soviet Hurricane Hunting aircraft in this book. In his own words: "I quickly realized (*after 2 years*) that the recognized history of all these operators were not actually correct. That these histories were much more comprehensive and that other little-known organizations and aircraft flew countless tropical cyclones for various reasons, projects, and operations – including a slew of other countries."

Through deep archival research to determine how hurricane reconnaissance actually got started in WWII and to identify what squadrons, organizations, or commands and aircraft actually conducted Hurricane Reconnaissance in the Atlantic and Pacific during the war, Mr. Reade opened up a Pandora's box of "unrealized" information about the true nature of tropical cyclone hunting operations that corrects inaccurate, incorrect, misconstrued, and misleading perception of these operations and those associated ones.

His research uncovered a reanalysis of the hurricane reconnaissance activity associated with Hurricane Camille produced by current hurricane researchers. Given his knowledge of this situation through his research and exhaustive interviews with Navy and Air Force personnel who flew reconnaissance on Camille and weather and National Hurricane Center personnel who studied and reported the hurricane, he found several specific issues associated with their understanding of the reconnaissance operations in Camille by recent researchers to be less than accurate, misleading, and in some cases in error due to the lack (*by omission*) of information with respect to the actual hurricane reconnaissance activity conducted on Camille.

Mr. Reade produced and published his comprehensive "Camille Timeline Report" to

correct those omissions and inaccuracies and set the record straight.

David Reade, Aviation Historian

David Reade, who hails from Nova Scotia, Canada, is a North American Aviation Historian that has undertaken an effort to chronicle the unrealized history of Hurricane Hunting; the history of flying into tropical cyclones for reconnaissance, surveillance or research purposes.

Mr. Reade's background is rooted in military aviation and the international aerospace industry. His aerospace career was simultaneously coupled with a 20-year stint as a technical aviation and aerospace writer, publishing more than 100 technical aerospace and aviation magazine articles and a comprehensive, semi-technical book detailing the development history of the world-famous Lockheed P-3 Orion.

Mr. Reade is currently researching and writing a comprehensive book on the unrealized history of aircraft that have flown into tropical cyclones since WWII. This book proposes to be the definitive history of tropical cyclone reconnaissance and research operations, that will include little known or unknown aircraft employed by the US Military, US Government agencies and organizations as well as those flown by various international operators around the world.

This publication further proposes to describe the little known development history of Hurricane Hunting, the technological advancements made over the past 60 years and for the first time, stories of people, projects, and operations that have led to our understanding of tropical cyclones. The book will also relate various milestones in the history of flying hurricanes and look at what's in store in the future.

Editor's Note: Mr. Reade's Hurricane Hunting Aircraft webpage showing a variety of aircraft plus many of his articles can be found at <http://p-3publications.com/hurricane.html>.

TAPS

It is with a heavy heart we report the following:

Ralph Peter Gutzler, LCDR (Ret) passed January 1, 2018. He flew as a CICO in the squadron from 1961 to 1964.

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First Four Women Naval Aviators Mark 45th Anniversary

Barbara Allen Rainey

She was the first of her class to earn her Gold Wings and was designated the first female naval aviator in history in ceremonies at Naval Air Station Corpus Christi, Texas, on February 22, 1974. She was assigned to fly C-1s in Alameda, California with a transport squadron and became the first jet qualified woman in the U. S. Navy flying the T-39. Allen married John C. Rainey, whom she had met during her flight training. While pregnant with her first daughter, she transferred to the Naval Reserve in November 1977. She remained active in the Naval Reserves and while pregnant with her second daughter, qualified to fly the R6D (DC-6). 1981,

with the Navy experiencing a shortage of flight instructors, she was accepted for recall to active duty as a flight instructor and was assigned to Training Squadron Three (VT-3) based at Naval Air Station Whiting Field, flying the T-34C Mentor. On July 13, 1982, Allen, along with her trainee Ensign Donald Bruce Knowlton were practicing touch-and-go landings at Middleton Field near Evergreen, Alabama, when the aircraft banked sharply, lost altitude, and crashed. Allen and Knowlton were both killed in the crash. Barbara is buried at Arlington National Cemetery.

Rosemary Bryant Mariner

Rosemary Bryant Mariner joined the Naval service in 1973 after being selected as one of the first eight women to enter military pilot training. She was designated a naval Aviator in June 1974, one of the first six women to earn their wings as a United States Naval Aviator. Mariner was among the first female military aviators to fly tactical jet aircraft, the A-4E/L Skyhawk, in 1975. In 1976, she converted to the A-7E Corsair II, the first woman to fly a front-line light attack aircraft. In 1990 Mariner became the first military woman to command an operational aviation squadron and was selected for major aviation shore command. During Operation Desert Storm, she commanded Tactical Electronic Warfare Squadron Thirty Four (VAQ-34). Mariner was president of the Women Military Aviators organization from 1991 to 1993. Mariner retired after twenty-four years of military service, a veteran of seventeen carrier landings with over 3500 military flight hours in fifteen different naval aircraft.

Judith Neuffer Bruner

She was the first female Navy pilot to fly through a hurricane, and ultimately attained the rank of Navy Captain. She currently serves as a senior manager at NASA's Goddard Space Flight Center, where she has led numerous large programs. Neuffer was assigned to the P-3 aircraft commonly used for submarine patrol and weather surveillance, including hurricane reconnaissance. She was the first female to fly the P-3. During her Navy flying career, Neuffer logged several thousands of hours

First Four Women Naval Aviators Mark 45th Anniversary

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piloting the P-3, and became the first female P-3 Aircraft Commander and the first woman to pilot an aircraft through the eye of a hurricane. Judy Neuffer Bruner served a total of 28 years in the United States Navy. During her 10 years on active duty, her tour included numerous flying assignments and a tour at The Pentagon. During her 18 years in the Naval Reserves, Judy held three Commanding Officer positions and also served as the Director of the Navy's Science and Technology Reserve Program. She received numerous Navy awards including four Meritorious Service Medals and the Navy Commendation Medal. Neuffer retired from the United States Navy in 1998 having attained the rank of Captain. Bruner began her career with NASA in 1981, working first as a contractor for UNISYS Corporation as a Senior Systems Analyst on the Hubble Space Telescope mission. Judy formally joined NASA in 1989 working two years as the ground system Implementation Manager on the Earth Observing System satellite missions. Judy was then selected to head the Spacecraft Control Center Branch. In this capacity, Judy was assigned the responsibility for the development and implementation of all satellite control centers for missions at the Goddard Space Flight Center

Jane Skiles O'Dea

She was designated a naval Aviator in April 1974, one of the first six women to earn their wings as Navy pilots. During her naval career, O'Dea spoke of her frustration with Congressional mandates that prevented military women from serving in combat. Because of the no-combat rules, the female pilots' opportunities for career advancement were somewhat limited. "It's very discouraging to know the best you can play on is the junior varsity team no matter how good you are," she said in a 1984 interview. O'Dea retired from the Navy with the rank of Captain on April 11, 1997. She had logged over 3,000 hours in the C-130, C-1A, T-34, and EC-130Q while assigned to VR-24, VT-2, USS Lexington (AVT-16), and VQ-4.



The "Hurricane Hunters" Squadron Emblem

The present emblem of Weather Reconnaissance Squadron Four (VW-4) is a legacy of Weather Squadron Two and its predecessors.

In 1952, Weather Squadron Two was commissioned at NAS Jacksonville, Florida. The primary mission of this unit was hurricane reconnaissance. As each naval squadron has an emblem that is symbolic of its mission, a squadron-wide contest was held to design an emblem for the squadron. LTJG M.H. Henry. submitted the winning design.

On a field of white, a cumulonimbus cloud and a turbulent, raging sea are overlaid with a green shield, the color denoting rain on weather maps and charts. Above the shield are the gold wings of an aerographer's mate to denote the importance of the "flying weathermen." On the shield, the eyeball on the gray cloud symbolizes the eye of the hurricane, and the lightning bolt depicts the severity of the weather into which the aircraft flies. The double red flags with black centers are the internationally recognized warning signal for hurricanes. The white banner at the bottom bears the name for which the squadron has proudly become known, "Hurricane Hunters"