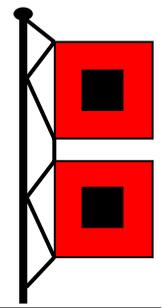


HURRICANE HUNTERS NEWSLETTER



Publisher Ray Boylan

Volume No. 2

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Summer 2007

FROM THE PRESIDENT'S DESK...

In one of our featured articles this issue, the author regrets the paucity of information/sea stories from the time period of the 40's and early 50's. He is exactly right! But unless those who lived those days raise pen to paper as he did, we can't know those stories. We have been fortunate over the past two years to have material to use to "flesh" out our historical story. The stories *always* evoke comment and discussion. The future of these articles depends on you. Without submission, these 'nuggets of knowledge' pass into the realm of lost history. As we have stated before, you don't have to be an accomplished writer and have strong grammatical skills. We'll do our best to "dress" up the information. However, *without the ore we can't extract the gold!* Submit your thoughts and encourage your shipmates to do the same.

Your President is sorry to admit to a writing Boo-Boo in the Spring Newsletter. The schedule of events page in the reunion section showed the Bus trip to Patriots Point on Saturday (29th)....obviously it takes place on Friday (28th) because we want all members at the General All-Hands Meeting on Saturday.. By the way, when the bus departs Friday at 0900 from the Motel, the step-on guide leads you on a narrated historic city tour of Charleston including a stop at the famous Battery. The bus arrives at Patriots Point for the tour of the USS Yorktown around 1130. Lunch in the CPO Galley is at 1230. We are also setting up a shopping tour for the ladies on Friday.

We have been discussing ways to get the "Newsletter" more economically to our members. In the past we discussed just putting it on the internet via our website. However, we realize that all of our members are not "internet connected." We have continued to mail, via first class mail AND posted the the Newsletter on the website.. With the recent raise in postal rates the discussion has begun

anew. One way to at least minimize the cost would be to maintain a 'computer only' list of members with e-mail addresses and snail-mailing to the rest of the members with a copy on the website. To do this we need to have a strong, dependable e-mail address list from those who would get theirs in this fashion. We will discuss this at the meeting on Saturday the 29th.

"Now This is no...."

(The following article was submitted by a member who thought that the "Navi-guessers" would appreciate it. The rest of us do too!)

Recently, a gentleman came to the information desk of the National Museum of Naval Aviation in Pensacola, Florida and said he was going to send a Navigators Clock to the Museum to be placed on the Navigation Table (NAV Table) in the PBY, Catalina cut-away. He was a member of the PBY restoration organization and his contact had been Captain Jim Mooney. Because Jim had passed away, our visitor didn't know what to do to ensure that the clock would get on the NAV Table. I assured him that if he could get the timepiece to Mr, Bill Goodspeed, I would follow-up to ensure that it got on the NAV Table.

I met with Bill and briefed him on the situation. After discussions with other staff members, I realized there was a limited knowledge on the Navigation Clock.

The Navigator's Clock, which was in use in the late 1930s through the 1970s, normally was a pocket size timepiece that was suspended and encased in a walnut wood box about 3 inches square with a round glass opening in the top. It had brass hinges and a brass lock fastener on the front. The

Now This Is No...

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watch was a stem-wind with a 24-hour face with a sweep second hand. If my memory serves me – it required winding only once a week. These little boxes were items that were placed on a high accountability list and the navigators were held responsible to check out the Navigation Clock along with his “Bubble Sextant” and the required celestial publications. All were required for successful celestial navigation. The Navigator was also responsible for the correct time on board the aircraft.

Once the Navigator and all his equipment arrived aboard the aircraft – normally at least an hour before takeoff – he would take the “Clock” to the Radioman to get a “time-hack,” sometimes referred to as a “time-tic.” This “time-hack” was very important since the Navigator needed the exact time to successfully do a “star-shot.” In other words, to find the aircraft’s exact position (plus or minus five to ten miles) while airborne.

Remember, this time frame was prior to WW-II and right after, ---and definitely prior to Global Positioning Systems (GPS). Most radio aids and radar had limitations and were really in the development stage and were not that reliable. Aerial Navigation was not used as a backup but was the primary means of locating the aircraft in space. Prior to takeoff the Radioman would tune his radio to a WWV frequency and listen for the ‘hack.’ Station WWV near Washington, D.C. broadcast continuous time signals obtained from the U.S. Naval Observatory time service. This ‘hack’ was transmitted from U.S. Naval radio transmitting stations around the world and would give the exact Greenwich Mean Time (GMT) every minute, with a count down in English the last few seconds prior to the ‘hack.’ If the time was different by only a few seconds the radioman would jot down the difference (+ or -) seconds and give the note to the Navigator rather than reset the time. This would also show any trends the clock might have toward gaining or losing time.

The Navigator would monitor and confirm the radioman had set the timepiece correctly and that it was a successful ‘hack.’ Prior to starting the engines, the Navigator would call all radio stations onboard the aircraft to “stand-by for a time check.”

This ensured that all timepieces in the aircraft reflected the correct time. The chronometer stayed with the Navigator.

When an aircraft was transferred to a different squadron – for whatever reason – the Navigators Clock normally was moved with the aircraft’s Log Books. Everybody loved the Navy Chronometer. Once again, accountability was most important. Happy Landings.

Disney Nixes “Hurricane Hannah”

A number of “Hunters” have asked about the availability of the Disney Company produced motion picture “Hurricane Hannah” produced by Disney in the 1960’s with the squadron in Puerto Rico. I wrote to the Disney licensing department and received the following reply:

Dear Ray, I apologize for the delay in getting back to you. I have searched our archives to see if we have this title available (or formerly available with extra copies somewhere). Unfortunately, I was unable to find any copies for you.

It is difficult to repond to your request, since we certainly understand the good intentions you have in mind. However, I must advise that, in line with our long-standing policy which has been established to maintain a high degree of control over our rights, we cannot authorize you under any circumstances to copy our films, even if the copies are intended strictly for personal use. In addition, our policies prevent us from copying the footage for your customers, since we simply do not have the staff that would be necessary to handle the volume of requests of this nature that we receive. Please understand that we have received many similar requests, all of which have been consistently denied.

We are sorry to respond negatively to your request, but we hope you will understand that we must abide by our policies. We appreciate your interest and thank you for contacting us with your request.

Stephanie Martinelli

Do any Hunters out there happen to have a copy of this 16mm motion picture? Please let me know. I’m not giving up on this quest.

....And More, "Now This Is No....."

(The following was presented by a member who would like to see some more remembrances from the 40's and 50's. We heartily agree!)

While re-reading the the winter 2007 newsletter, I noted an article about navy movies that high-lighted the "Navy Hurricane Hunters".

In 1949, while we were based at the Naval Reserve Air Station in Miami, I believe it was 20th Century Fox, shot quite a few scenes using our personnel and aircraft. The movie was called "Slattery's Hurricane" and it still shows up on TV once in awhile. It starred Richard Widmark, Veronica Lake and Linda Darnell.

In one scene Richard Widmark, a Reserve Lieutenant, was to receive a medal. They had the entire squadron plus all the NRAS personnel fall in very early in the morning so they could get the sun just right for the shots. Widmark was in the ranks and when they called him forward to receive his medal, they discovered he didn't know how to do a "right or left" face or an "about" face. We all stood in ranks for over an hour in the hot sun waiting for Widmark to learn his "steps."

Linda Darnell was a lovely lady. She sat in the reviewing stands and signed autographs, held babies and proved to be a very nice person. Veronica Lake was married to the director and held herself aloof from everyone.

The big laugh in the movie is when Widmark is caught in the middle of a hurricane in a small two-engine plane. He is flying with one hand, the other was twisting knobs and using the radio as he kept the Weather Center "up-dated" on wind direction, speed, etc. WHAT A GUY!

When the movie finished filming at NRAS Miami, the producers donated an unknown amount of Money to fix up the enlisted mess hall.

In 1949, I was a YN1 working in the Administrative Office and was the "Captains Yeoman." I have a lot of pictures during the period 48-51 that are sitting in a box in the attic. I would be more than happy to forward them .(Ed. Note: We've let the writer know of our great interest.)

Not much is ever written in our newsletter about

the wonderful times we all had while based in Miami. But, there may still be a few of us left who would have some interest. All the best, keep the Newsletter coming.

Taps For Some Hunters...

Josh Langfur has informed us of the passing of LCDR Bob Logan a few months ago. Jim Evans also informed us of the passing of AG1 Robert Harold "Bob" Smith on April 29 in Jacksonville. Former President, Bob Fitzsimmons, advises that LCDR Jim Brough passed in June 2007.

HURRICANE HUNTERS, INC. A non-profit Florida corporation 501.c.19	
OFFICERS	
PRESIDENT	Ray Boylan
VICE PRESIDENT	Pete Groff
SECRETARY	Ray Hennessey
TREASURER	John Dillingham
DIRECTOR	Wayne Ledbetter
DIRECTOR	Al Roby
DIRECTOR	Paul Siverly
NEWSLETTER EDITOR	Paul Tilson
<p>Newsletter is published three times annually. Association dues are \$15.00 annually payable on January 1st or thereafter. Association address: Hurricane Hunters, Inc. 482 West River Road Palatka, FL, 32177-8009</p>	

"Navy Hurricane Hunters" Schedule Of Events

- Thursday September 27th, 2007*
- 1400 Open Ready Room for Registration
- Friday September 28th, 2007*
- 0900 Ready Room open, Registration cont'd
- 0900 Bus Tour of Charleston departs
- 1700 Wine & Cheese party with cash bar
- Saturday September 29th, 2007*
- 0900 Ready Room open, Registration cont'd
- 1030 General Membership Meeting, All Hands
- 1800 Cocktail Reception, Cash Bar
- 1900 Sit-Down Dinner
- 1930 Entertainment and music
- Sunday September 30th, 2007*
- 0900 Ready Room Open
- 1100 Checkout and goodbyes
- 1105 Launch the Primary (MH-3 and Crew 1)

U.S.NAVY HURRICANE HUNTERS
Charleston, S.C.
Sept 27th-Sept. 30th, 2007

Registration form

Last Name _____ First Name _____

Address _____ Phone Number _____

City _____ State _____ Zip Code _____

e-mail address: _____

Spouse/Guest(s) Name _____

Squadron(s) served in and years _____

Dinner Selection:	Price	Number	Total
Sliced London Broil	\$24.00	_____	\$_____
Chicken Francaise	\$22.00	_____	_____
Carolina Crab Cakes	\$24.00	_____	_____

Wine & Cheese Party Friday, 1700-1900:

Number Attending _____

Bus Trip to Patriots Point (Sat.) \$60.00 _____ \$_____

Leaves Motel 9:00am. Lunch CPO mess on USS Yorktown

Bus returns at 2:00pm.

(Check payable to: Hurricane Hunters Inc.)

Check Total \$_____

Mail this form by August 27, 2007 to:

Hurricane Hunters Inc.

482 West River Road

Palatka, Florida, 32177-8009