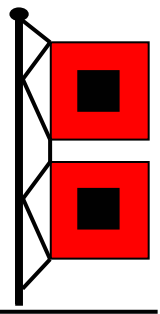


# HURRICANE HUNTERS NEWSLETTER



Publisher E.R. Eaton

Volume No. 4

Issue No. 3

FALL 2009

## FROM THE PRESIDENT'S DESK...

As the holiday season approaches, my wish is that each and every one of you have a very wonderful time with family and friends. May the very best be to you

Our reunion in Cocoa Beach Fl was a great success. Mr. J. J. Evans and his crew did a great job getting everything organized and getting things set up. They even had it so that the 1st ever Cocoa Beach Air Show was staged so the membership could view it from the veranda of our hotel. It was a great show. A hearty Well Done to him and his crew.

At the membership meeting we had two 1st timers, Mr. Allen Roessig from Simi Valley, California, and Mr. Steve Hahn of Reston, Virginia. A motion was brought up and kicked around about ways to increase our membership. Increasing our membership, especially with the younger personnel from the last few years of the squadron's existence is vital to the organization. It was suggested that for everyone that brings in a new dues paying member that his dues would be forgiven for that year. This motion was never voted on. I would like for one of the membership to reintroduce this motion in our 2010 membership meeting and have the membership vote the proposal in.

I personally believe that this measure is becoming more and more vital to our very existence as an ongoing organization.

In this Newsletter you see some pictures from our reunion in Cocoa Beach, but space and the cost of paper prevents our printing all the pictures that we would like. Our newsletter editor CAPT Paul Tilson would like to publish in an E-Newsletter on the Hurricane Hunters website additional pages of photos taken by Hunters where printing costs are not a restriction. As an added bonus, those pictures will be in full color. If any member has digital photos

that they would like to share, please forward them to ([paultilson@aol.com](mailto:paultilson@aol.com)). Please put in the subject box HH Reunion Photos so that they get through his spam filters. He will edit them and get as many as possible into the electronic newsletter.

Our 2010 reunion will be held at the Naval Air Museum Naval Air Station Pensacola, FL. The dates are Sept 30, 2010 thru Oct 03, 2010. Our Pensacola detachment headed up by CAPT Walter Reese and ATC Bill Denni have a slew of trips and things to do already in the planning stages. Our lodging will be in the Navy Lodge (barring any nation emergency). I am already looking forward to seeing everyone there and expect to have a great time.

Fair Winds and a Following Sea  
E.R. Eaton  
President

---

## Hurricane Hunters' Reunion In Cocoa Beach A Great Success

The Hurricane Hunters' reunion at the Holiday Inn Cocoa Beach Oceanfront Resort was a great success. As Hunters began arriving on Thursday, they made their way to the Ready Room that J.J. Evans and his team had well stocked with a variety of liquid refreshments and delicious snacks. The Ready Room opened onto a large ocean-front patio where most Hunters chose to gather to renew old friendships and re-tell old sea stories.

On Friday, some Hunters went to visit the Kennedy Space Center and see the many remarkable space exhibits there, while others visited the Warbirds Museum in Titusville. Those who chose to spend the day on the Ready Room patio were treated to an impromptu air show as a variety of planes ranging

*See "Cocoa Reunion A Great Success" on Page Two*

# Cocoa Reunion A Great Success

*Continued from Page One*

from bi-planes and World War II fighters to very fast and very loud jet fighters practiced over the beach in front of our hotel for the Cocoa Beach Air Show that was held on Sunday. Both Friday and Saturday afternoon the planes continued their practice sessions to the delight of all. The sounds of a formation of World War II fighter planes brought back memories to many of the Hunters watching.

The membership meeting on Saturday morning welcomed two new Hunters who had not previously attended a reunion, they were Allen Roessig of Simi Valley, California, and Steve Hahn of Reston, Virginia. A discussion of the need to attract more members to join the Hurricane Hunters attend our reunions took place and a suggestion that if anyone brought in a new member he should be rewarded by waiving his dues for the coming year.

Walt Reese and Bill Denni briefed the membership on their plans to-date for next year's reunion to be held at the Naval Aviation Museum in Pensacola. When some of the wives not in attendance at the membership meeting learned that the Pensacola Reunion plans did not include a bar or dessert at the banquet as a cost-saving measure, President Eaton found that he had a minor insurrection on his hands. He put down the uprising later that evening at the

banquet when announced that there would indeed be a cash bar and desserts at the banquet in Pensacola.

John Dillingham announced to the membership that he would be stepping down as Hurricane Hunters Treasurer at the Pensacola reunion. There followed a discussion of Officers' term lengths, term limits, and the election process in general. After many suggestions on term limits and the Organization's By-Laws, Paul Tilson suggested that a committee be appointed by the President to review the By-Laws and report their findings and recommendations to the membership at the Pensacola reunion. Of course, President Eaton appointed Paul to head that committee. Some people never learn.

Saturday night's banquet proved to be the highlight of the reunion with delicious food served promptly and hot. The evening's entertainment was provided by the exceptionally talented Janice and Rene. Rene had the music of thousands of songs in his computer which he then played on his keyboard, making it sound like a full orchestra. The vocal ranges of both Janice and Rene were remarkable as they duplicated the voices of the original artists quite accurately. All through dinner and the dancing that followed Janice and Rene were able to satisfy all requests.

Sunday saw most Hunters saying their goodbyes over breakfast after what proved to be a most enjoyable reunion. As the Hunters began their journeys home, some were seen to stay behind to watch the Cocoa Beach Air Show that we had seen being practiced earlier.

## TAPS

We have sadly learned of the passing of three Hunters. AG2 Paul (Duke) Snyder died on June 30, 2008, LT Steve Dickson of Jacksonville, Florida, left us on June 5, 2009, and LCDR Ed Trefry of Orange Park, Florida, passed on August 11, 2009.

If any member knows of other Hunters that have passed, on please contact our President, E.R. Eaton at 39 Riva Ridge Lane, Newman, Georgia 30263, telephone (770) 251-9088, or by e-mail at Ereaton77@aol.com so that they may be remembered in our Newsletter.

<b>HURRICANE HUNTERS, INC.</b>	
A non-profit Florida corporation 501.c.19	
<b>OFFICERS</b>	
PRESIDENT	E.R Eaton
VICE PRESIDENT	Juan Blanco
SECRETARY	James Evans
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 \$25.00 annually payable on January 1<sup>st</sup> or thereafter.</p> <p>Association address: Hurricane Hunters, Inc. 482 West River Road Palatka, FL, 32177-8009</p>	

## Now This Is No.....!

*The NATOPS manual for the WC-121N states that the 13 foot Hamilton-Standard propeller on the R3350-42 engine will not run away in flat pitch due to the low-pitch stops in the propeller dome. NATOPS never told that to a propeller on takeoff at maximum power when the propeller governor splits open and instantly dumps all the governing (and feathering) oil to the engine sump. The centrifugal twisting moment takes the blades through those stops like they aren't even there ...*

I got a call from Ops that morning that a ferry crew had delivered a Connie from PAR overhaul the night before, and I was to take it up for an acceptance check flight. After filing a VFR flight plan to go off the beach and check out the plane's systems, I met my co-pilot and flight engineer in Maintenance Control to fill-out the yellow sheet and discuss what was expected on an acceptance check flight. The engineer joked about PAR standing for "Paint and Return."

The three of us went out to the Connie and gave her a thorough pre-flight inspection before climbing aboard and firing-up the engines. All instruments read normal, so we called for taxi and taxied to runway 27, the duty runway that morning. Once on the runway, I called, "RPM 1700," eased off the brakes, and re-applied them to put the Connie "on the step." I then called, "BMEP 150," and the engineer responded "BMEP 150 set, ready for take-off."

I called, "Max power" and punched the elapsed time clock on the instrument panel as the engineer responded, "Max power" and advanced the throttles. I released the brakes and followed the throttles forward with my right hand. At 50 knots airspeed, I took my left hand off the nose wheel steering wheel and grabbed the yoke. My co-pilot called "V1" and then almost simultaneously "V2" and "Rotate." I then eased the nose upward, and when we had left the ground called, "Gear up" to which my co-pilot responded "Gear up" and raised the landing gear handle. That's when it hit the fan!

We were still above the runway with the landing gear coming up when we all heard a deafening roar

and the flight engineer yelled "Runaway on number one!!!"

I yelled, "Feather number one!" and "Dump fuel" while I was doing my best to keep the Connie from executing a sharp left turn.

The flight engineer yelled, "Number one won't feather!" as I called for METO power and pulled back on the number four throttle in an attempt to keep the plane more-or-less pointed straight ahead. As I cranked in full right rudder trim and asked my co-pilot to help me on the right rudder pedal and to bleed the flaps up in 5% increments, I told the engineer to make an air pump out of number one. The flight engineer closed the mixture control on number one then called, "Mags off number one." I reached for the number one magneto switch and the engineer's hand was right on mine to ensure I was indeed turning off the right switch. Three clicks of the mag switch. The engineer pushed the number one throttle to full open, and for the first time in what seemed an eternity, number one slowed to a mere 3050 turns.

We were now slowly climbing with engines number two and three at METO power and number four at somewhat less. To this day, I don't know if we went over or under the power lines on the far side of Roosevelt Blvd. I finally called the tower and requested an immediate return for an emergency landing. The tower informed me that I'd have to land on runway 34 as 27 had gasoline all over it. I replied, "I know, I put it there."

We had finally reach 500 feet altitude and were turning to align with runway 34. We quickly went through the after take-off checklist, the approach checklist, and the before landing checklist. We were approaching final with the flaps at 60% and flying reasonably normal with the ball almost in the center with the use of asymmetrical power and a lot of right rudder. I knew that the landing gear took seven seconds to fully extend and that we'd fall out of the sky like a stone when they were down, so I was holding off as long as I could before calling "Gear down."

We were beginning to relax a little as we were coming down the glide slope aiming at a landing

*See "Now This Is No.....!" on Page Four*

