

Issue No. I

17 May 1961

CREW 11 AILING WITH FLIGHT FATIGUE

Most of the month of April was spent in the air by Crew 11. LN 11 is piloted by LT Don Braddy and to be mathematical, was airborne a total of 123.8 hours in April. This, of course, is no record for an airplane. Airplanes are made of "cold steel" and fatigue is a long time setting in, but it is pushing the crew close to their limits. Most of this time was spent in the perimeter of the waters of Bermuda, some of the most fantastically beautiful flying there is, but a good part of it was in support of the USS GREENWICH BAY at "Gitmo" Bay, Cuba, aiding that ship in its operational Readiness Inspection. LT Don Braddy was heard growling around the wardroom, "I don't want to hear anyone call me 'DADDY' anymore, just 'GRAND-DADDY'." The record indicates that Gordon Feest, AD3 got his flight time in this month. Dave Bernard, AE3 was grounded by "DOC" Taylor after 120 hours of flight, with the balance of the crew missing only one short flight. Pushing this feat to its end were LT Don Braddy, Plane Commander; LTJG Miller Carmichael, Co-Pilot; LT Gene Young; OP; LTJG Art Schmid, Navigator; D. Lowe AM2, Plane Captain; Gordon Feest AD3, Second Mech;

(Con't next Column)

Walt Veith AT2, Donald Leady AT2, Dave Carsten AT3, and Joe Vermette AO3.

NEW X.O. SHORT TIME P.O.W.

Commander George R. O'Bryan, has assumed duties as Executive Officer of Patrol Squadron FORTY-FIVE. He was born on January 24th, 1920 in Altha, Florida, and is the son of Mrs Donnie O'Bryan of Altha, Florida. Commander O'Bryan's Naval Career began in April 1939 when he enlisted in the U.S. Navy as an apprentice seaman. Since that time he has served in many diverse capacities in the Navy and Naval Aviation. During his enlisted career he served aboard the light Cruiser USS MEMPHIS, the ammunition ship USS PYRO; he also served in Patrol Squadron FORTY-TWO and PBV Convoy unit FIFTEEN. In 1942 Commander O'Bryan

(Con't on page 3)

A reminder to those who beat their wife:

Never beat your wife with an eel. A Swedish man beat his wife with a live eel and was fined 25 Krowin. The charge, "Violating the prevention of cruelty to animals law".

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CDR George O'BRYAN - Executive Officer
LTJG Bill SNELL - Editor
LTJG Art SCHMID - Contributing editor
Jim WOOD, AOC - Editorial advisor
John BRENEKAMP, AN - Art editor
Matt WIGMAN, ADC - Contributing editor
Larry NELSON, PN2 - Layout
Jim NORMAN, AK3 - Layout

OUR SQUADRON SAFETY
by - Lt. Young

This week our Squadron had a mechanic fall from the nose hanger platform with resultant fractures of left wrist and elbow.

The need for emphasis on accident prevention has been made clear. Its Humanitarian application is the preservation of life and protection from injury. Its economic application is the preservation of resources. Its military application is the preservation of combat potential. The attrition, by accidents, of a large percentage of the yearly aircraft production, with the attendant loss of lives, is prohibitive.

Accident prevention may be stated as "every man knowing his job completely and doing his job thoroughly". Lets all do our best to make our Squadron safe.

NAME YOUR PAPER

It is planned to go to press weekly with a Squadron newspaper. At the moment we have no name, and are depending on you to name it. Submit your choice to either LTJG Snell or Chief Wood prior to Thursday. Choices limited to three words. The shorter, the better.

When walking through the hangar in the morning and you say Good Morning to Chief "Dub" Dubberly and his answer seems foreign, don't give it another thought, it is foreign. Dub is at the moment deeply engrossed in a pile of Spanish records and books, and his si's are acquiring the right inflection after a couple weeks of it. This second language is a good idea for a Navy man. There has been a number of occasions when Spanish has come in handy for members of this Squadron, In San Juan, and in Texas. It is not a hard language, one that can be used a lot of places, - worth thinking about getting a class established here?

All the new signs over the entrances to our offices and shops are emanating from the Leading Chief's sign shop and are the craft of John Brenenkamp, AN, and Tony Santana, AN and Tony PRICE, AD3 who has left the Squadron. They lend a real nice touch; uniform, sharp.

The additional wing acquired in barracks 24 makes us just about the sole owners and inhabitants of "Pelican House"...At any rate, the majority shareholders. It is nice that we are finally able to get all our gang under a single roof, made possible only by the completion of the new barracks.

A pat on the back is in order for these men whose quest to better themselves in their career resulted in downing a new stripe on 16 May. To Chief Petty Officer Ben Suslak. To Petty Officer First Class Clarence Shaffer, Thomas Berg, Robert Scott, and Walter Veith. To Petty Officer second Class Paul Ash, Wesley Allen, James Bell, David Carsten, Douglas Timothy, Rafor Thomas, Dennis Bernard, Robert Swingle, Richard Lappi, Harold Gunning, Jose Juarez, Teddy Castleberry, Warren Cooke, David Haack, Steve Riddle, Leroy Honsinger, David Wood, Richard Scott, and Gregory Hill. To Petty Officer Third Class Roy Fugate, Ronald Tishuk, William Harris, Lincoln Kiger, John Gebo, Louis Simmerock, Erwin Thompson, Ronald Lutz, Terry Dopson, Richard Kvanvig, Gene Price, William Coke, Peter Kline, Clifford Sutton, Joseph Vermette, Richard Benn, Clarence Cooney, Jimmy Stanfield, Albert Treher, Kenneth Kincaid, James Spotts, Robert Mc Nish.

17 May 61
Clint Abbott, AMHC who has been with us so long that he seems as much a part of this Squadron as a P5M, has packed his gear and gone off to AirShip Squadron THREE based at Lakehurst, New Jersey. We will miss Clint's competence and devotion as a plane captain and his company as a shipmate. We wish him much success in his new assignment.

Wilmer Meeker, AD2 has left for a tour in the "B" school at Memphis, Tenn. The training center there is a true center of learning for the men of Naval Aviation, and we are sure Meeker will profit from this tour. In addition he will be in his glory if he is a duck hunter or a cat fisherman.

Frank Scott, AT3, has entered the long grind in preparation for a still tougher one at the Naval Academy. He has entered the Naval Prep School at the Naval Station, Bainbridge, Maryland, and will go on from there to the Academy. After your tour on the river Severn, Frank, we hope someday to see you on the bridge of a destroyer.

Tom Payne, AK3, has left our Material Office where we enjoyed doing business with him, and has gone next door to the Naval Station supply.

After all these months with us, chasing diodes through the triode tubes, MAC McGarey, AT2, will be lending his talents to Photo Squadron SIXTY-TWO at Jacksonville, doing a bit of Fleet Shore duty.

Tom Berg, AT2, entered the Navy Enlisted Scientific Program at Bainbridge, Maryland. This is the four year college program that ends with a degree and then to OCS. Successful completion ends in a Regular Navy commission and a four year tour with the forces afloat.

Welcome to our Squadron George Chambers, AEAN, and Lyle MULLEN, AE1, both coming to us from Naval Air Tech. Training Unit Jacksonville, Florida.

FROM THE DIODE TUBES

May has been a busy month for Avionics (can't recall a month that hasn't been). Getting everything ready for LANTBEX 1-61 was the opening call. All equipment checked, rechecked, peaked, aligned, tested - the works! The split forces - 12 hour shifts each is paying great dividends. The squad of Engineer/Tech

(Con't next Column)

reps. here to assist us is aiding greatly in gaining technical maintenance ability to our current integrated ASW system. Lets not overlook WO Schneider, who knows our system inside-our. (Didn't he build it?)

(New X.O. - Con't from Page 1)

decided he would rather drive than ride, so he entered flight Training at Pensacola, Florida, where he received his designation as a Naval Aviator in June 1943.

On September 3rd, 1945 Commander O'Bryan landed at the Kiangwan Airport, Shanghai, China. The war had ended but communications to this effect had not filtered officially to the military detachment Commander at Kiangwan. As a consequence when Commander O'Bryan and his Plane Commander stepped off the aircraft, they were placed under arrest by the Japanese Air Detachment Commander at Kiangwan. The Japanese Major explained the situation and in order not to inconvenience these American Pilots sent them to the Park Hotel in a P.O.W. status. Two days later the Japanese Major received official word of the Japanese surrender. He immediately surrendered to Commander O'Bryan's PPC.

Commander O'Bryan's commissioned career includes tours as a flight instructor at Pensacola, Overhaul and Repair Test Pilot, Transport Pilot with both the Asiatic and Atlantic Wings of the Naval Air Transport Service and the Berlin Airlift, Staff Pilot for the Chief of Naval Air Training, P-Boat Pilot with Patrol Squadron FORTY-FIVE, Administrative Officer and Air Officer aboard the USS Pine Island, Maintenance Officer and Operations Officer with Patrol Squadron FORTY.

He was promoted to the Rank of Commander on 1 July 1958. Commander O'Bryan was assigned to the Office of Naval Collaboration in Air Intelligence in September 1958. He served as Branch Chief, Logistics Branch, of the Armed Forces Intelligence Center until Dec. 31, 1960.

(Con't on page 5)

FATE IS THE HUNTER
A book review by Jim Wood

From the pen of Ernest Gann came some of the all time greats of aviation writing. The High and the Mighty, the Blaze of Noon, Island in the Sky, and now the non fiction best seller - Fate is the Hunter, Ernest Gann flew airplanes for over 20 years with the Air Transport Command, and for the Airlines, finally he put away his battered flight bag that had been his home for so long and now writes of his hours in the air for a living, while he sails his schooner leisurely wherever his desires send him. Gann gets you right in the cockpit, the smells, the feel, the noises, the fear. You meet many of the courageous and a few of the cowards. There is history - the first days of the Air Transport Command when both military and civilians were flying it, when no one knew who was paying them, or whether they were even getting paid.

The early days going into what is now Thule. There were three fjords to choose from. Two were dead ends, the other led to Thule. A sort of aerial Russian roulette in those days.

The moments of fear - on an instrument climbout of Argentia with a plane load of troops, when a fire broke out in a belly compartment of the C-54, and couldn't be put out. The return to the field and the hole that miraculously opened up over the field. The only known break in 700 miles.

Fate is the Hunter is must reading for all connected with aviation. This is high adventure at its best, and in the bargain you will learn much of the early days of our airlines, and the men who built them. Its in the library now.

WARREN AND WEBBER SHIP

John Warren, AE3 and Ron Webber, AE3 have both reenlisted for six years under the recently adopted STAR program that will lead to advanced schooling in the electrical field. Both men have been flying with this Squadron for some time and have been in the Naval Service a bit over two years.

PLANNING

Have you heard these words? "I'm not learning in the Navy". Why are you not learning? Do you think you must go to school to learn? Do you think the way to learn is by the word of a higher rated, more experienced person? Or perhaps, by practical experience? All of these are true, if you get the right word. In the Navy, we are first a military man, then a specialist. Your specialty, is the technical nature of your work. To assist you, the Bureau of Naval Wepons has technical publications that you can consult. These give you the right answer and are available to you on your quest for knowledge. The Tech. library is in the Planning Office. Tables and chairs have been arranged for your convenience. Assistance can be had to locate what you are looking for. Your ability to read and your desire to learn, is the necessary motivation. Help yourself. In turn, you will be making yourself and the Navy a better man. Just one thing. These publications are not distributed in numbers, permitting each individual his own personal copy. Pubs, must stay in the library. Don't tell me you haven't the time to read. Instead of that Ace-Duce game, or card game, take a few minutes of your time and read.

FROM THE ENGINE STANDS

For those who might be interested in statistics, here's one for you: excluding the Division Chief (for the sake of round numbers), 20% of the men in Power Plants in the past six months have joined the ranks of those notorious bad guys known affectionately as "brownbaggers". So here we offer printed congratulations to Charles Johnson, Lincoln Kiger and Paul Ash! Knock on wood, but up to the time of this writing, PATRON FOUR FIVE has not lost one minute of on-task time during the present exercises! This enviable record is due in large part to the efforts of sixteen of the hardest working mechs in the Navy!

17. MAY '61

(New X.O. - Con't from Page 3)

Commander O'Bryan is married to the former Miss Janet Hudson of Decatur, Georgia. They have four children, Michael (15), Lynn (14), Mary (10), Sharon (7). Commander O'Bryan's family will arrive in Bermuda in June.

Commander O'Bryan is a graduate of Tulane University.

TUCKER - SAILOR OF MONTH

Congratulations are in order to Sherrill Tucker (Tuck), YNSN who by excellent professional work performance, military bearing, curtesy and appearance was chosen as Sailor of the Month for April. Tuck reported to this command in October 1959 from U.S. Naval Air Station, Norfolk. He has been working in the Personnel Office since that time.

SQUADRON FIESTA SET

After the long days of the LANTBEX operation the 2nd night of June will offer the opportunity to work off some of the numbness that these long operations brings on, and to see our Squadron mates again up close instead of a voice out of the night as we relieve them on station far out at sea. The details are not too firm yet but it is expected that the hangar will be cleared of excess gear such as check stands and P5Ms, a bandstand built, a little wax spread about on the concrete and the music started. Details will be coming here as soon as they are available.

Jim (Tiny) Kenyon was driving the Yellow Beetle the other day. Jim has found out his equilibrium is not what it should be at times. Especially when riding a Lambretta. He has a hard time holding it on his side the road.

VP-45 heads in everything aboard the Naval Station. Sports, hard work, play, relaxation. Name it and you will find VP-45 well represented. We now have a new record. The Station MAA was so impressed by one of our shipmates, he came all the way to the Duty Office to inform the Duty Officer, of the feat. The fastest motorcycle on the base is ours, even though it doesn't belong to the rider. Wonder who's going to be restricted from the base for 30 days?

There's nothing to this game of Golf. So says AEC Hammersly. All you have to do is really put your mind to it. Chief Hammersly has been playing a month now and is breaking 100. Informs us he is shooting par on the local golf courses. Were looking for all records to be broken if he will keep it up. Hammersly says he didn't realize how soft he was until I started walking". Were glad to know you are enjoying your new found sport. Keep it up pro.

Turn up the music, here comes the dancing girls. Know who's favorite expression that is? He will soon be going around with a check-out sheet in his hand. So he says. Will it be that soon Bob? Yes, Moeker, ATC will be gracing the Campus of the University of Florida soon. Good luck Bob, and give the girls a thrill occasionally. Wear your Bermuda shorts.

t

MY FAIR SQUADRON

A five scene skit designed to reveal the inner machinations of Patrol Squadron FORTY-FIVE and the senior officers who attempt to run it.

THE CAST

LTJG Floyd Painter.....CDR Lee
LTJG Skip Gross.....CDR O'BRYAN
LTJG Don Thorson.....CDR Chappell
LTJG Jim Fromuth.....LCDR Murphy
LTJG Tom Brett.....LT Cole
LTJG Pete Hofstedt.....LTJG Brett
LTJG Wes May.....LTJG Kelly
LTJG Roger Peck.....LTJG Henley
LTJG Tom Schwarz.....SDO
LTJG Bill Pendley.....LCDR Pickens
LCDR Jack Pickens.....Director, Censor, Bit
Player, Prop man, and
Overseer.

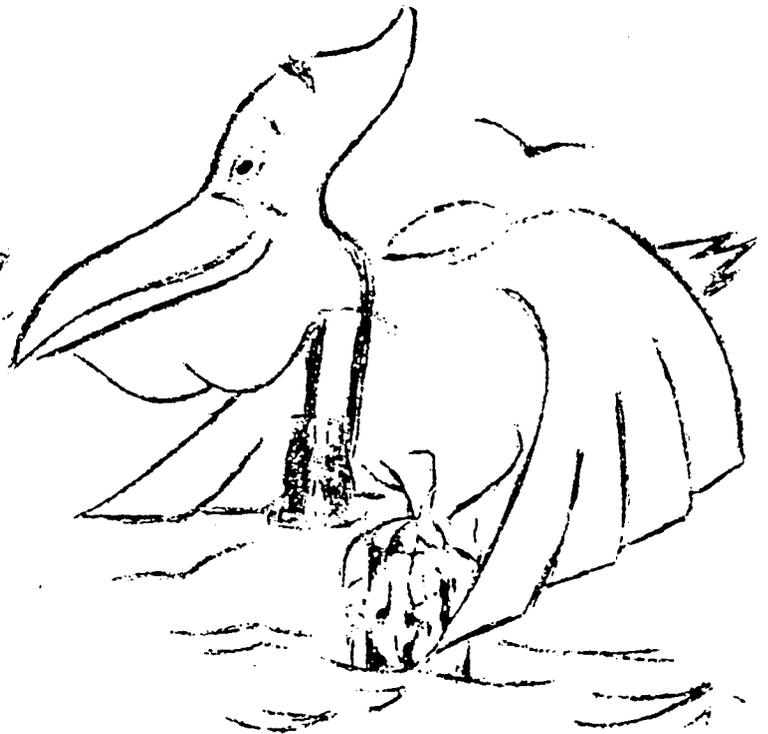
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- Scene 1 Patrol Squadron FORTY-FIVE Duty Office
- Scene 2 Patrol Squadron FORTY-FIVE Officers' Wardroom
- Scene 3 Duty Office
- Scene 4 Officers' Wardroom
- Scene 5 Bermuda Operational Control Center (Disneyland or Ulcer Gulch)

It is to be remembered that any similarity between officers now assigned to VP-45 is purely intentional.

SONGS ADAPTED FROM MY
FAIR LADY FOR PURPOSES OF SATIRE

- We've grown accustomed to the watch (I've grown accustomed to her face)
- Hymn to Him (I'm an **ordinary** man)
- Cdr O'Bryan's Lament (Wouldn't it be lovely)
- Get Him to the ramp on time (Get me to the church on time)
-

THE Pelican POST



Issue No. II

26 May 1961

10 FINEART FLIES ON ONE

On Saturday morning, the 13th of May, not long after daylight, LN-10 flown by LCDR Mark Ingraham and his crew, had just finished a night's work a way's out from the island, and were returning to the Naval Station. The first hours after day are nice for flying - you get a fresh start after the long hours of darkness - and 10-boat was running well. Somebody had brewed up a fresh pot of coffee, and the morning was starting just fine after the night of work. Suddenly the starboard engine lost power, and when you lose power on a 3350 engine, you have lost a lot of power. LCDR Ingraham immediately started procedures for cutting the engine; "Gus" Gulisano leaped to the hatch and peered at the engine. Gus said his first thoughts were "Something has 'shore' happened, but I don't know what". The engine cowling had completely separated from the engine. All the other crewmen leaped to their jobs for feathering an engine, and in moments the engine was secured, and the plane trimmed up for flight. The P5M flies better, of course, on two engines,

(Con't on page 5)

LEAF FOR BRADDY

Congratulations are in order for LCDR D. L. BRADDY, USN. The oldest LT. in the United States Navy finally made LCDR. Now he is the oldest LCDR in the Navy. "Ole" Tiger Pappy Braddy didn't waste any time in getting those gold leaves on the collar and the hat. Then he took a stroll through the hangar. You don't suppose he was wondering how many would notice the new gold leaves! Then the 'ole Pirate comes to Maintenance to tell us what he wants. Not his troubles, but what he wants. We sometimes wear white collars, as we assist the Chaplain. He raises the roof for a hydraulic boost pump for LN-11! That's his plane, you know. Seems he's flying with one pump and it's about to poop out. Pumps have been ordered for his plane and put on others (so Mr. Braddy informs us) but now he is going to have his pump, and he doesn't care how we get it. "Take it off LN-4, its in "B" status". "Get me a pump, I'm going over the side!!". We would have liked to heard the rest, but "Tiger" was informed by his Co-Pilot, LTJG Carmichael, that the XO wanted to

(Con't on page 4)

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John BREMENKAMP, AN - Art editor
Matt WIGMAN, ADC - Contributing editor
Gerald BANKES, AK1 - Sports editor
Larry NELSON, PW2 - Layout
Jim NORMAN, AK3 - Layout

OUR SQUADRON SAFETY

The difference between an incident and an accident is often a matter of luck. This is one man's opinion but there is another that seems more appropriate. To me the difference between an incident and an accident is the number of factors contributing to the situation of the moment. As the in-flight situation becomes more complex, the pilot's chances of recovering with just an incident report are more remote—thus the accident happens. Yes, reduce the factors that can contribute to an accident and the chances are good that you will not have one.

We say that flying safety is everyone's business. Why? Because we know that in order to make flying safe we must keep the pilot's job as simple as possible, even though we know that, at best, flying today is a very complex and demanding business. Because aircraft design, systems, maintenance and flying techniques are becoming more complex, it follows that emergency situations will be more complicated. But you can make your own luck good. It will be good luck only if you apply these four ingredients:

- 1) Ability--this you have but it must be combined with:
- 2) Knowledge--not just your own but

(Con't on page 6)

SQUADRON DOPPTS HAT TO MASTER CHIEF WEEKS

Aviation Electrician Master Chief Ernie Weeks has a draft dodging story similiar to our No Time For Sargents hero. When Chief Weeks turned eighteen years old in 1943 the Louisville County draft board wasted no time with their invitation to a ship board romance. Weeks however was held back by his mother and a two sided rupture. The draft board finally told Ernie that rupture or no rupture he had better report for his physical; so he reported, truss and all. Under extremis of war and the need for continual new blood, Ernie's examining Doctor could find no rupture on either side. As a matter of fact, the examining board past this off as a draft dodging excuse, and Ernie found himself raising his right hand on 24 June 1943.

When he reported for recruit training he took the usual battery of tests, haircuts and another physical. The Doctor took one look at Ernie and exclaimed, "How in the hell did you get in the Navy with a two sided rupture"?! Chief Weeks spent the next six weeks in a Navy hospital.

Chief Weeks went to Electricians Mate school at Purdue, Aviation Electricians school in Jacksonville, Florida and Ordnance Turret school before making the trip across the Pacific. He spent most of 1944 in New Caledonia and the New Hebrides Island; He smiled very coyly when asked about New Zealand liberty. Ernie was discharged at the end of World War II as a second class petty Officer. Shortly there-after he was married to Guida Weeks of Bartow, Georgia.

In 1946, Chief Weeks returned to the Navy under the Station Keeper program. He spent the next seven years at Atlanta, Georgia teaching reserves and making liberty runs to Miami, Florida with various reserve units.

During this period, Chief Weeks integrated into the regular Navy, put on another stripe and his first son, Donald (13), was born. Chief Weeks second son, Robert (9) was

(Con't on page 4)

26 MAY '61

If there is anyone on the station you know of who has a bicycle, motorcycle, car, lawnmower, etc, to sell or swap, send them to see Wesley Allen, AD2. This sailor always has his trading britches on, and an eye open for a quick buck. I'll bet he traded horses before coming in the Navy, but he says he worked in a Photo Shop. Now you have to catch Allen. He comes to me with a gleam in his eyes. I have seen it so often he doesn't have to ask; I already know. He wants to secure to work on a bike. He has to go to TCB and license a motorcycle. He's got them (excuses, that is). The fine thing about Wes is the manner in which he does his job. For all his trading (I don't know when he does it) his assigned duties do not suffer. He is doing an excellent job in the planning Division, keeping our Aircraft and engine Logs up to date, plus our Publications Library. Good luck in all future transactions, Allen. Hope you "make-a-million" during your tour in Bermuda.

We have some big and easy ones in our Squadron....VP-45, that is. Chief Marshall is worried over his Lambretta. Seems he loaned it to someone and doesn't remember who it was. Factory representative. They say Marshall is the guy to see. When they get back they are going to tell anyone coming here to look up Chief Marshall. He'll lend you money, tell you who everyone is, if they are good or bad, etc: Marshall says "I'll give them the straight scoop". They don't know this jock-strap as well as we do. How can anyone with such pretty blue eyes tell so many stories?

PATRON FOUR FIVE has been notified by message from VP-56 that P5M-2S, BUNO 147927 is RFI. This will give us 13 P5M-type aircraft. Now don't get excited; we are allowed to operate only eleven of them. The only additional workload should be in having to preserve and depresserve the two that will be in "B" status. This is a good time for some people to acquaint themselves with BUWEPS (Con't next colum)

Manual 15-01-500. Tells all about preserving and depresserving. Type "D" is what you should be interested in.

Chief Jim "Tiny" Kenyon says it's hell for a fat man to have to walk around in this hot weather. His feet are too small for a big man. They're only size 14½. Seems like he sinks in the pavement and can show you where he walks from day to day. Those 14 and 1/2's could be used by many of us for water ski-ing. Jim is just naturally a big man. We feel for you, Jim.

One mystery confronts us at press time. Can't seem to learn the identity of the second class ordancemen who loaded seven boat with practice depth charges during the recent exercises. Although loading depth charges during operations is not out of the ordinary, it is a bit curious that a man in PATRON 45 would load a plane belonging to PATRON 49.

Late intelligence indicates that the man who recently fell from the nose hangar platform was not a victim of bad safety practices, but was in a state of near shock when he saw a first class mechanic climbing on the engine stand!

TWENTY IS NOT ENOUGH

William Brown, HMCS paid the Squadron a visit the other day (without his needles) it seems his enlistment was ready to expire and he wanted to extend four more years. When this extention expires Chief Brown will have twenty four years naval service.

AIO PERIODICAL
by LTJG SCHWARTZ

Thank God, LANTREX 61 is over.

.....John Weir a brownbagger.
A flight schedule.
Tropical working hours.
Division Officers in the hanger area.
 .1..George Crowther with a New England accent.
Dress white Bermuda shorts for all working personnel.
David Doty, buying all-hands a round of coffee.
Female co-pilots.
Doug Henley with a few hours sleep.
Leading Chief with a hearing aid.
Joe Gordon on a check-stand.

WEEKS - From page 2

born in 1952 and in order to adjust to the extra financial expense, Weeks made Chief Petty Officer in 1953. He spent most of the next year in school, "B" school and instructor school at Jacksonville, Florida.

In 1958 Ernie reported to Patrol Squadron FORTY-FIVE for duty. Since this time he has advanced to the highest enlisted rating in the Navy, Master Chief Petty Officer. Chief Weeks has supervised the Avionics Shop, served as Leading Chief Petty Officer and sparked plugged his crew as Plane Captain to the No. 1 flight crew in Patrol Squadron FORTY-FIVE.

Chief Weeks will be transferred to Jacksonville in June for a normal tour of shore duty. His house and golf clubs are ready and waiting for him. The Squadron wishes him continued success in his career and extends a well done for an outstanding job performance while in Patrol Squadron FORTY-FIVE.

XO's CORNER

The XO says:

"4 PDC's, then all hands turn to active visual search!"

Joe Williams, AT2 has decided that the aviation Navy is just the life for a few more years for him, and the Captain shipped him for six years a few days ago. Joe reenlisted under the STAR program, and will be leaving for advanced schooling in the near future, when his papers have been processed.

BRADY - From page 1

see him. Glad you had to leave when you did, Mr. Braddy, cause your blood pressure was building up and you were getting red in the face. LN-11 is ANFE and you will get your pump. Hope the one remaining does not poop out before such time. The day it does, you should have had your wheaties for breakfast. It takes muscles to operate the yoke without boost. They advertise wheaties as muscle builders.

Dear readers, guess what happened. The boost pump did fail, plus an AC-Generator! You may be assured we heard! about it! In all sincerity, Mr. Braddy, we in the Maintenance Department are proud of your fighting spirit, and could we have prevented it, would not have had this happen for anything in the world.

When you going to get a kill? After LANTBEX is over? The Captain has one, you know.

TRADERS CORNER

FOR SALE:

NSU Super Fox; 1958 model, \$150.00, or will trade for an outboard motor in good condition over 15 horsepower. Contact: Griffith, Ext: 237.

FOR SALE:

1 One burner hot plate.
 2 matched blond end tables.
 2 matched table lamps.
 Am moving shortly and they are excess gear; will accept any reasonable offer. See Jim Norman, AK3; Ext: 438.

FOR SALE:

Late 1958 standard #10 - licensed and fully insured, \$900.00 cash - see "Ski" in I&E.

I would certainly have thought that the book Trout Madness would have been on the waiting list for a long time among the fishermen of the Naval Station. But, I was wrong; it has been used just two times and has certainly lain idle for at least six months.

This fascinating collection of trout fishing tales was written by Robert Traver who, after you learn his real identity, turns out to be Judge Robert Voelker, who retired from the bench, sat down and wrote Anatomy of a Murder and quickly got on the best seller-list with his quest for drama and intrigue.

It is not hard to see after finishing the first chapter that the Judge's first love is matching-the-hatch on the waters of his beloved Michigan - Judging his fellowmen who fall from the straight and narrow is only a pastime. The Judge, though a trout fisherman, is no purist, and is not in the least bothered by hooking a nice big worm onto his hook should his flies fail him.

Trout Madness, however, is more than a book of human lore. The folks that the Judge has known in his years of wading the streams, the trial of the poachers, when as district Judge, he journeyed to the small village to try them, is a chapter of hilarity. It leaves you with the truth that poachers not only are adept at poaching, they are quite skilled at lying.

The Judge's father was also an avid fisherman, and the tale of the building of the trout lake with the aid of his old fishing sidekick is one of the fine tales of this book.

Any man who has ever walked hard in a stream all day, the fast water cold against his boots, arms weary from casting, would be glad, after reading this book, that he did.

Every man should use his intellect, not as he uses his lamp in the study, only for his own seeing, but as the lighthouse uses its lamps, that those afar off on the sea may see the shining and learn their way.

Joe Conroy, AT2, who flew on Ten-boat for so many months, has left us to take up new duties with FAETULANT at the Naval Air Station, Norfolk. Joe is no stranger to this crossroads of the Navy, having been there many times with the Squadron. We'll see you over there, Joe.

Gaylor Aikens, TN packed up and shipped aboard the USS TANNER, AGS-15 for a tour with the U.S. Atlantic Fleet. That black-shoe Navy is a bit different from the aviation Navy, so let us know how it is.

That's two out and none in, which I would say, puts us in the losing column. So, Conroy, some time when you have a little free time, you might drop over and see if EPDOLANT is still working.

10 BOAT - Con't from Page 1

but will do quite well on one, and they made the trip on into the seadrone without further trouble.

The crew got Ten-boat on the ramp and looked the engine over. A "jug had blown" (mechanic jargon for a piston blowing-off) and had hit the cowling-lock in such a way that it completely blew the cowling off. In addition to the plane commander, LCDR Ingraham, and "Gus" Gulisano, AML, the plane captain, flying LN-10 was LTJG Alvin Gross, co-pilot; LTJG Albert Crigler, Navigator; Joseph Conroy, AT2, radioman; Jerry Hiers, AO2, ordancman; Ted Hill, AT3; Bob Commerford, AT3; Will Bussard, AD2 and Doug Carlton, AE3.

RULES OF THE HOUSE FOR BROWN-BAGERS

1. The husband shall always be referred to by the wife in proper tones of humility and gratitude as "Absolute Ruler". He shall never be proffered edibles which offend his palate. Wife is to be struck once for each minute a meal is late.

PELICANS WIN 2 - LOSE 1

After winning their first two games of the season, the VP-45 Pelicans lost to the Marines Tuesday night. Poor alibi, but the strain of LANTBEX seemed to tell on Coach Gunning's softballers. We still have two more shots at the "Marines" this season and this writer feels that the next games will show a different score. Gene Price put the first ball "in-orbit" for the Pelicans this season against Public Works.

The Pelican's next game is scheduled for 1800, 5 June against our next door neighbor - Coast Guard. Lets turn out and give the team a little encouragement.

ADC, 1, 2	DEC 59
AD3, ADAN	FEB 60
ATC, 1, 2	DEC 59
AT3, ATAN	FEB 60
AOC, 1	DEC 59
AO2, 3, AOAN	JUN 59
ABC, 1	DEC 59
AB2, 3, ABAN	JUN 59
AEC, 1, 2	DEC 59
AE3, AEAN	FEB 60
ANC, 1, 2	FEB 60
AM3, AMAN	FEB 60
PRC, 1	DEC 59
PR2, 3, PRAN	FEB 60
AKC, 1, 2	FEB 60
AK3, AKAN	FEB 60
PHC, 1, 2	DEC 59
PH3, PHAN	DEC 59
HMC, 1, 2	FEB 60
HM3, HN	FEB 60

SAFETY - from page 2

that contained in the manuals, orders, directives and SOP.

3) Meticulous Work--made up of equal parts of ability and the knowledge of what and how to do it.

4) Integrity--that which makes the pilot pre-plan the flight, use the check-list and fly by SOP, and the mechanic go to the book and look up the procedure even though he has done it hundreds of times before. Take enough time to check the book---the checklist---to do the right thing in the beginning.

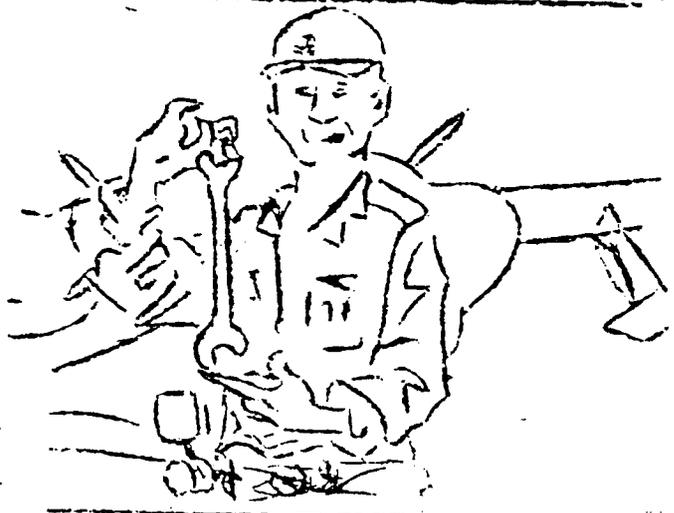
SEAVEY CUT-OFF DATES FOR
SEGMENT THREE

Sea duty cut-off dates have been announced by the Bureau of Naval Personnel for the third segment of seavey ratings. The new list of dates includes those for many aviation ratings, hospital corpsmen and dental technicians. With the announcement, BuPers also warns that travel fund shortages would probably not allow the transfer ashore of all personnel whose time at sea made them eligible under the program - at least not for

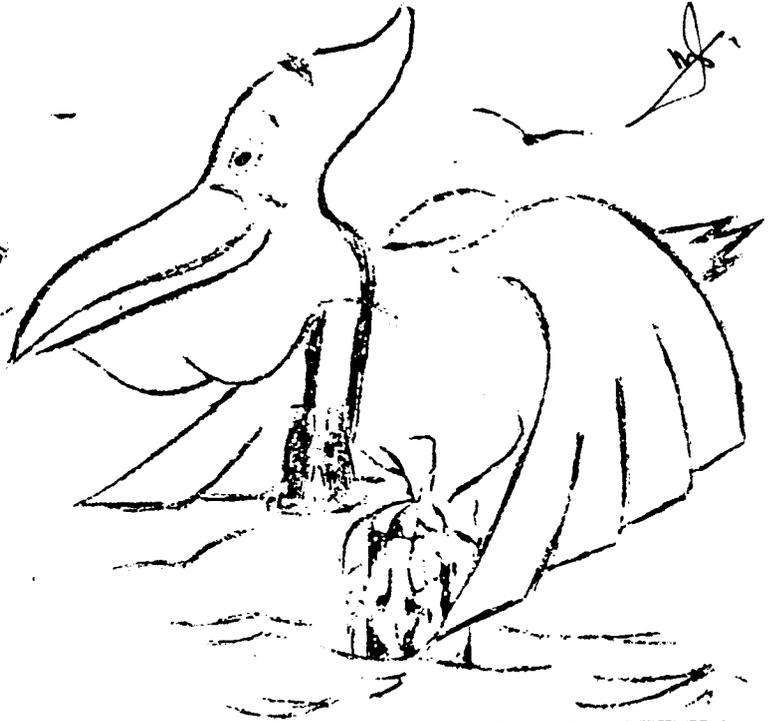
(Con't next colum)

"HELLO"

The Operation is over, but we have benefited from it. The twelve hour shifts have personally developed our stamina and intellectual intelligence.



THE Pelican POST



Issue No. III

2 June 1961

LOOKING BACK AT LANTBEX

With the exception of the Midshipmen cruise in Texas two years ago, the past LANTBEX 61 exercise was perhaps the most sustained, demanding and realistic responsibility yet placed upon this Squadron. For the most part, Operation Middie was a daylight pleasure cruise, while LANTBEX knew no hours and was anything but "pleasurable."

The final critique and evaluation of this past exercise is still going on in major command centers, and we in VP-45 can only guess at the outcome. But for the men who sat long hours at radio panels, the radar operators who monitored the sets until their eyes hurt, the plane captains who made every gallon of gas "good to the last drop," the pilots and navigators, ordnancemen and electricians...for these men LANTBEX was a success.

The success of this operation did not depend on a single man; it depended on and is the result of the accumulated devotion to duty by all men....the crewmen the "groundpounders"; the storekeepers, the gas truck driver, the beach crew and the galley cooks. It is this devotion to a job that gets things done, and done well.

REENLISTMENTS

The Commanding Officer of Patrol Squadron FORTY-FIVE has much to boast about when the word "reenlistment" is mentioned. On 25 May 1961, Joe Williams, Aviation Technician Second Class reenlisted for a period of six years. Petty Officer Williams is the fifteenth reenlistee in Patrol Squadron FORTY-FIVE since 1 January 1961. The Chief of Naval Personnel desires a 75% reenlistment rate of career personnel and 25% of all first enlistment personnel to ship over. Patrol Squadron FORTY-FIVE reenlistment rates are well above these figures.

A closer look at the picture reveals an even more impressive Patrol Squadron FORTY-FIVE record. In the critical rates of Aviation Technician and Aviation Electrician, (The Chief of Naval Personnel has designated certain ratings critical by virtue of personnel shortages, low reenlistment rates, and high training costs in these ratings), Patrol Squadron FORTY-FIVE has reenlisted nine men.

A high reenlistment rate is representative of many things. It speaks very well for good Squadron moral, job contentment, and proper leadership example at all rate and rank levels.
(Con't on Page 4)

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John BREITENKAMP, AM - Art editor
Matt WIGMAN, ADC - Contributing editor
Gerald BARKES, AK1 - Sports editor
Larry NELSON, PN2 - Layout
Jim NORMAN, AK3 - Layout

OUR SQUADRON SAFETY

By Lt. Young

It can't happen to you? This week it did happen to our Squadron. The maintenance chain was broken when an oil sump-plug was not safety wired - the result was an engine fire during turn up.

I believe that accidents can be prevented only when each individual, regardless of how remotely he is connected with the flying business, strives to do his own job to his utmost. A professional approach to accident prevention.

We must all continue to use our own good judgement in the performance of our many duties. We must not become complacent just because we know, and have been told, that we are the best Squadron. Should we not become complacent we will assure the untimely loss of an aircraft and possibly the loss of life...The very lives of the pilots and crewmen of this Squadron depend on us. Keep them Safe!!

Editor's Note: The Safety Officer would like to see suggestions concerning Squadron safety submitted for inclusion in the Pelican Post. Let's support him as a Squadron should in this very important aspect of our day to day living.

"FAREWELL," LT. WALLY KORDEK.
By Tom Kelly, the Old Biographer

Lt. Wally Kordek, long known to us as the G.T.O. and capable PPC of LN5, is leaving us for greener pastures; a desk job with BuPers in Washington.

Lt. Kordek was born in Philadelphia, Pa. on 14 July 1933 and attended Villanova University, also located in the City of Brotherly Love. Upon graduation in June of 56, he received his commission as an Ensign and married his childhood sweetheart, Amy. They now have two lovely children: Deborah (8) and "Wot" Jr. (2½). After receiving his Bachelor of Civil Engineering degree, he was commissioned an Ensign, and started flight training in September 1956. Lt. Kordek earned his Navy Wings of Gold on 26 November 1957. After advanced training, he reported to VP-45 in March 1958. His first billet was Power Plants Officer; he moved on to mine warfare Officer and finally to Ground Training Officer.

At the time of this writing Lt. Kordek has over 1200 P5M hours and over 2000 pilot hours. Many of these hours were flown as the co-pilot aboard LN-7 for Cdr. Lee, and later as the PPC of LN-5. He has had many pleasant moments aboard this aircraft. One which is brought to mind is the time he lost an engine about 200 miles out from the Island. The other engine was running rough which made the fun - funner. The sea state, making a bad thing worse, was about 5 or 6 with snow and rain in the area. This, as far as the crew was concerned, is not the optimum time to gain open sea landing experience. With maximum available power, a few assisting P5M's, a lot of praying, and a lot of pilot skill, LN-5 came creeping over Ireland's Island at 200 feet for a fine landing in the home pond.

Lt. Kordek will take this and other fond memories of his three fun filled, happy years on this North Atlantic Island paradise, to his new desk on the big island to the west. The best of "45" luck to him.

A WORD FROM MAINTENANCE.....

HELP !!!!!

2 June '61

10 YEARS IN TEXAS

People are interesting, and it is interesting to listen to Chief Crowther tell about his duty in Texas. Chief Crowther is a Florida boy, but every time he puts in for shore duty he goes to Texas. Now, Texas is a big State and is well represented by the Navy. Seems that Chief Crowther has been at every-one of these stations. He put Corpus Christi in Commission, and somebody else remarked, "He helped put the Alamo out." Informs us that all together he has had over ten years shore duty in Texas. Chief Crowther says, "The way to get Texas is to put in for Jacksonville, Florida." Chief Crowther feels so strongly about this duty that he thinks the Navy has really done him dirty. He says, "Never put up a notice that they want anyone to go there, for they'll have a stampede." What' has the magic valley got that you love so much, Chief Crowther????

VP-45 SPRING FLING POSTPONEMENT

The June weather closed in and the rains came
Our aircraft got a good wash-down but -- the Spring Fling, caught in a cloud burst from back east, washed out.
Now all you party goer's be not dismayed,
for the snows of yesteryear not yet are laid,
and our fling - well, it's still in the mill,
and more grandiose than 'ere before---
coming, we hope, before the snow.

FOR BROWN BAGGERS RULE OF THE HOUSE #2

Wife must so schedule all scrubbing, baby-whacking, wood-chopping, grass-cutting, storm window removal, so that evenings and weekends are left free for entertaining and amusing the absolute Ruler.

A HOBBY PAYING OFF

On the 25th, 26th and 27th of May 1961, the international Dog Show was held in Hamilton, Bermuda. VP-45's Teddy Castleberry, AC2 of the Ordnance Division, entered his boxer, age 8 months, and walked off with many of the ribbons and first place titles. To be exact, Castleberry's Boxer got 7 first place ribbons (blue) and one Purple ribbon which was given to the winner for being the best male dog in the show (Boxer Division). Judges for the show were Judge Forrestall from Dallas, Texas, Lewis J. Murr from New York State and John B. Lundberg, from Ontario, Canada.

Castleberry became interested in dogs as a hobby. Bought his pup Boxer at the age of 8 weeks. Teddy must have known what he was doing when he made his choice. It wasn't 'til Teddy had the dog for three months, that he decided to try his hand at training and showing his dog. Not having any experience along these lines, Castleberry wrote to a bookstore in the States and purchased a book. This book was written by Bob Becker and peratins to raising and training puppies. "This training has to begin when they are a pup or you'll never do anything with them," says Teddy. It takes patience and perseverance on the part of the trainer. A lesson lasts for ten minutes a day, at the most. The reason for this: it keeps the dog from getting bored with what you are trying to get it to do. Teddy's dog also has two points toward a Bermuda Championship. This requires a total of ten points.

Castleberry intends to show his dog again in November. When Castleberry goes to the States for shore duty, he will carry on with his hobby and show the Boxer in the States.

This dog, trained by our patient Teddy Castleberry, has won these ribbons in strong competition. He competed against dogs 5 and 6 years in training. It is an outstanding job you have done, Ted, and with patience and ability we will be hearing lots more about you and the Boxer.

Memorial day is not just another "day-off". At least it wasn't for Louis Gilmore.

Gilmore had liberty on Memorial Day. Chaplain and Mrs. Cummings drove him to the St. John's Cemetary, where at 0930 he played taps over the grave of Marine Colonel Kalbfleish. The Marines followed with a 21 gun salute. And at 1030 Gilmore played taps over the grave of a Midshipman at St. Peters Church in St. Georges.

Only themournful sound of rain could be heard above the taps. Hold your heads up, men — these are our dead — this is our freedom.

R. H. I. P. ???

When a cruiser put in at Guantanamo Bay, liberty for the crew was limited to the Naval reservation because of the Cuban situation. To pass the time, the officers and men organized a softball game. One of the players was the cruiser's captain. When it was his turn at bat, he realized that in deference to his rank the pitcher would probably lob a soft pitch across the plate. Not wanting special treatment, the captain stepped out of the batter's box and told the players that he was playing as a shipmate and not as their captain, and he wanted to be treated as one of them.

At that, one of the fielders, impatient at the delay, shouted: "All right, you bum, shut up and hit! "

TRADERS CORNER

FOR SALE:

1 book case - \$10.00
curtains - assorted
Contact: LAYDEN, P/P shop, Ext: 6671,
or at home 4-8607.

FOR SALE:

1960 17" RCA poritable TV.
Contact: Combs, L/M, Ext: 6762 or
at home 1-5202.

FOR SALE:

Late 1958 standard #10 - licensed
and fully insured. \$900.00 cash -
see Ski in I&E.

REENLISTMENT - from page 1

It represents a great future monetary savings to the Navy in making unnecessary recruiting and training of replacement personnel. Most of all it serves notice that the Navy will continue to be staffed with personnel who are career oriented, and who have acquired the skills necessary to operate a Navy competently in a highly technical age.

GUN BUYING TIME

By Jim Wood

Assuredly, this is the worst place in the world for hunting. Just about like hunting on Times Square, and the gun laws are just as stringent as the notorious Sullivan Law of New York. But, Bermuda is one of the best places to buy guns. Should you want to start your arsenal, or want to add a couple of pieces to it, anticipating your return to the United States, now is the time to take a few dollars out of that checking account and begin.

The gun store on the Naval Station is the Navy Exchange. Thumb through their massive catalogue from the different gun companies, pick out the weapon or the accessories that you need, and in about six weeks you will be tearing the wrapper from your prize. The Navy Exchange gets your gun at export prices, adds a small amount for transport and a little bit for profit. A real good buy as you can see, if you check their prices. About any sort of weapon can be ordered - rifles, shot guns, and pistols.

When your gun arrives, and after you have opened and sighted thru it a couple of times, you must carry the gun to the armory and check it in with them. They will tag it away in a heated locker that will keep it in new condition. You may come in occasionally to check, clean, and oil it. Guns are not allowed in the Colony without a police permit. When you are ready to leave, supply will pack and ship your shoulder arms just like any other baggage or household effects. Hand guns cannot be shipped by the Naval service. So look them over, stay with reputable companies such as Winchester, and start building the collection that suits your needs.

2 June '61

By Jerry Barks

PELICANS RECEIVE VOLLEY BALL AWARDS

VP-45 "Pelicans" shone again on Wednesday as they were presented with Runner-up medals for Volleyball. Our friendly rivals (VP-49) won first place, but were shattered by the "Pelicans" in the last game of the season for their only loss. The Pelicans lost one to VP-49 and one to Public Works. Frank Trombley received the awards from the Station Executive Officer, Commander Charles Sanders, at a ceremony held in front of the Station Administration Building on Wednesday Afternoon. Among the winners was Captain & Coach "Will" Gordon, LTJG "Don" Porter, "Mmm Mmm" Coates, Gerald Barks, Fred Nelson, Patrick Imhoff, Wayne Larson, John Schmeltzer, Nestor Evaristo and Frank Trombley. This puts the "Pelicans" in the lead for the Station Iron Man Trophy with 64 points.

WANT TO WIN A TROPHY?

If you excel or are interested in any of the following sports, you can help the Squadron stay in the lead for the "IRON MAN" Trophy. Tournament will be held on the days indicated. If interested, contact Barks, AK1, Ext: 438 or Station Gear Locker, Ext: 352.

TIME	DATE	EVENT
1000	6-3-61	Horseshoe (Singles)
1800	6-5-61	Ping Pong (Doubles)
1800	6-6-61	Badminton (Singles)
1800	6-7-61	Badminton (Doubles)
1000	6-10-61	Horseshoe (Doubles)
----	6-18-61	Fishing

Tennis and Golf are still in the planning stage. Contact Lt. Perry, Ext: 205, for Tennis, contact Chief Ottavi, Ext: 6651, for Golf.

THINGS WE'D LIKE TO SEE.....

-Willie Sutton not grinning like a possum.
-LTJG Walt Bayer with no LORAN.
-An amphibious P5M.
-Crew #4 with a plane of their own.
-Jim Lee make a good cup of coffee.

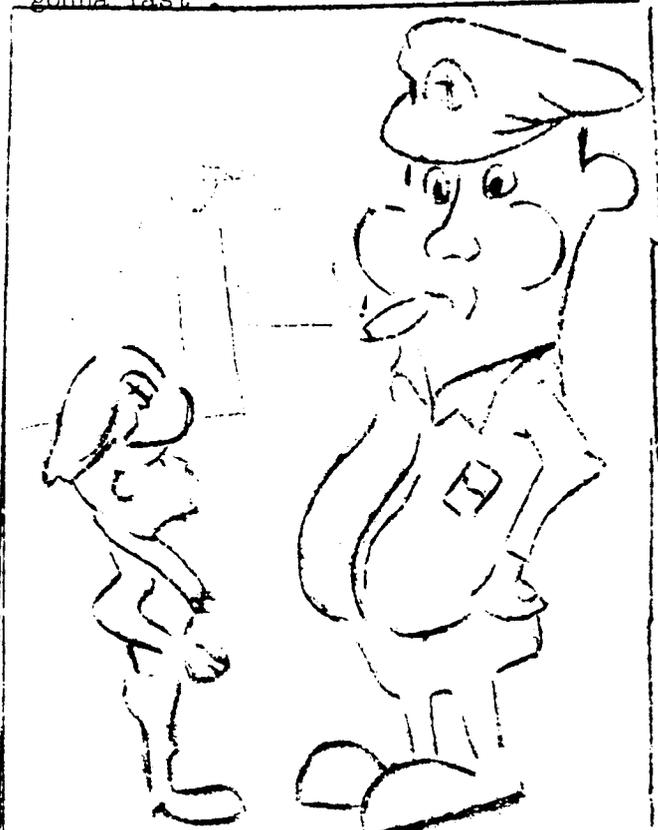
FROM LINE MAINTENANCE

The Queen was in, and it has made some of the boys in the Line Maintenance Division very happy. They received their orders for shore duty. Richard Kovach was so happy that he made the following remark; "I'm willing to pull any check on any of the planes". So there you are; Kovach likes to pull checks!

This morning some of our shipmates were not so pleased (they had a recall for some of the personnel going to the Far East). The "short timers" are still happy, except for Tom Day. Tom got the working party, loading SONO. Tom Day and Kovack are leaving in August. That means we have two more balls-of-fire, until the day they depart the lovely Island of Bermuda, which they have learned to love so well.

FAMOUS LAST WORDS

Noah — "I don't think this rain's gonna last".



No, Chief, you don't get two sets of flight skins. There's not twice as much risk for you.

copy
THE
Pelican
POST



Issue No. IV

9 June 1961

AUGUST RATING EXAMS

If you are going to take the August rating exam, this will concern you. To begin with, all recommendations - courses and practical factors must be turned in to the I&E Office by 15 June, this is due to the fact that exams must be ordered two months before exam dates and we have gone two weeks beyond the deadline already. Exam dates are as follows:

E-8/E-9 Tuesday 1 August

E-6 Thursday 3 August

E-5 Tuesday 5 August

E-4 Thursday 10 August

Personnel being transferred before their exam date should notify the I&E Office and give them the address of their **new** command, otherwise I&E will not be able to forward the exam and this would delay the individuals concerned another six months (Feb 62) in taking the rating exam.

The Navy Regulations course for E-8 can be waived by the Commanding Officer. Time requirements cannot be waived.

In the near future the local E-3 exam will be substituted by a new one from the Exam Center, -- Don't forget your recommendation.

SQUADRON FIESTA RESCHEDULED

The Squadron party scheduled for the 2nd night of June had to be postponed, and according to the Leading Chief, George Crowther, has been rescheduled for the 3rd night in July. Of course, in July it will be just a little warmer, but one thing about Bermuda - it never gets too hot. The committee has been working hard to make this a good party, with good food and drink, good music and with the bit of extra time it should prove to be a memorable night.

WELCOME BACK MERLIN PENDLETON

It is quite unusual for "THE PELICAN POST" to be welcoming aboard a man who is not coming to the Squadron, but Merlin "The Magician" Pendleton, AK3 is quite an unusual fellow. As everyone in the Squadron knows, Merlin used to belong to VP-45 and

(Con't on page 4)

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Matt WIGMAN, ADC - Contributing editor
Gerald BARKES, AK1 - Sports editor
Larry NELSON, PN2 - Layout
Jim NORMAN, AK3 - Layout

OUR SQUADRON SAFETY
by Jim WOOD

There is an old saying about the naval service that all ordnancemen are certainly familiar with, "Every safety regulation is written in blood." After studying some of the disasters that have happened with explosives they know this to be true, and they practice it from day to day. It's a matter of keeping themselves and others alive. That's why you will see them inspect each individual head that goes on a rocket, that's why you will see them inspect a JATC bottle both inside and out before loading it. They know the hazards of getting on a to intimate a friendship with a killer. However, respect for explosives can't be confined to ordnancemen even though they handle the big portion of it. All of us in Naval aviation have more than a nodding acquaintance with it.

No aircraft with explosives on it should ever be fueled. Fueling should be completed before loading begins. Gassing time is a good time to get a fire started and ammunition will explode violently if it gets hot enough, which in a gasoline fire it most certainly would. No smoking should

(Con't next column)

be closely adhered to when ammunition is being loaded. Give it the same respect you would a gas truck.

Handle smoke lights with extreme care. A short drop might activate them, and should you drop one in the bilge you can see the folly of it. Smoke lights are almost impossible to extinguish.

Make it a habit to handle all explosives with care and a soft touch. Most of them are sensitive to a degree, and will most emphatically let you know it if you handle them to rough.

A HILL CALLED T. R.

Nobody in PATRON 45 calls Hill by his name. There is no Ted HILL, just T.R. Hill, ATL. Like many of us in the Naval Service T.R. has spent half his life in the service, beating around to many ports of the world and home is where you find yourself at the end of the day.

T.R. spent the early years in Oklahoma, got his education in that state that Will Rogers used to call home, and now uses Duncan, Oklahoma as a permanent address, a nice little town in the rolling hill country of southern Oklahoma.

The war was an urgent thing for all of us in the early days of the forties, and T.R. with a couple of buddies beat his way to the West Coast where they enlisted in the Navy in 1942. They were shipped on down to San Diego and there began the grueling job of being the most junior men in the U.S. Navy at the San Diego boot camp. A friend, T.R. recalls, was a ham operator and persuaded him to try the test for entering radio school. T.R. didn't know a dot from a dash at that time, but with the help of his tutor, did well on the aptitude test for an aviation radio-man. T.R. was accepted for the intensive training. His friend who could send code while reading Chaucer was sent over to torpedomans school.

(Con't on page 4)

I don't know what prompted Jerry Hiers to go on this extensive diet that he has been maintaining for a month or so, but I did watch him jump on Jim Rhodes motorcycle at about this time, and the rear tire blew out. Might have been a bad tire??

MERLIN - from page 1

did a very fine job of storckeping, when he wasn't on leave. We would like to announce to all concerned that "The Magician" has done it again. While on leave in Princeton, West Virginia, Merlin received a telegram to report to AUW School in Norfolk for training. Just what the training was, the Magician wouldn't tell, says it was so secret that he doesn't know himself and he has finished the school already. Never the less, Merlin is back among the working personnel and seems very happy about it. First thing he did was stop in the Material Office and offer his services, if they were needed. Since the only equipment he had with him was a red pencil, we declined. However, we know he will lend all his talents to the AUW shop and will do a bang-up job for our neighbors we know so little about. He further informed us that he intends to get married and he does not intend to reenlist. This is pretty harsh statements for a man who has been a confirmed bachelor for ???? years and a sailor since he was old enough to say Aye Aye Sir. Looks like a sure bet for thirty years to this writer. Good Luck Merlin and when you get AUW shaped up, come back to the land of Marlins for another tour. The door is always open to you. After all, its not every outfit who can have a real live Magician aboard.

Such were the standard operating procedures in those days however, and after graduation Hill loaded on a Jeep Carrier and headed across the expanse of the Pacific to Honolulu, where he was assigned to the HEDRON there and eventually to VPB 102. This fascinating Hawaii City at that time was jammed with the flotsam of war, but Hill remembers it as a good duty station at Kancho Bay. VPB 102 was sort of a ferry Squadron, bringing PVs, PBY2s, and PBYs from the states and on out to the theatres further west where they were needed most.

After the war years Hill decided that he wanted to try a job that he had in mind for some time and he left the service in 1946 and worked his way up to the lakeshore city of Chicago. He had no qualifications for newspaper work except the desire, and these qualifications he put before the managing editor of the Chicago Herald Tribune. "Thats all you need on this paper, son," the editor told him and T.R. went to work. A copy boy on a big city newspaper is a general errand boy says T.R., and this is where he started as do most newcomers to the trade. Running copy from the writers, hauling booze at Christmas time to the bosses friends, going out for coffee. He was promoted after a time to junior sports editor after deciding to go into the sports field. During this time Hill had his eye on what he really wanted to do and was attending night classes in radio announcing at Columbia Broadcasting school. After finishing the school he left the paper and went down to Indiana to a job with WAOV. Hill worked for a year and a half at news casting, announcing ball games,
(Con't page 5)

THINGS WE'D LIKE TO SEE.....

-A deployment to Corpus Christi.
-A Squadron Party at Elbow Beach Surf Club.
-Jack Lowther, AM2 smile.
-Claen AOCF & ANFE Board.
-Jerry Barkes make a hole in one.
-No ramp watches.

9 JUNE
'61

It seems that every generation feels that it is living during the world's most troubled times. History only can substantiate such feelings and no doubt will when our particular generation is judged in the light of the years. Pyramiding scientific technology and mans resultant ability to destroy himself and the planet on which he lives transforms every issue, and event into a potential fuze by which total destruction can become a reality. The unrelenting cold war, the prospect of its explosion into a hot war create daily pressures on us all. Subconsciously therefore each and everyone of us must decide whether total destruction is inevitable and that no statesman, no God, no action can at this juncture in history arrest this inevitability. It is evident that many Americans have decided negatively. It is evident by their fatal unconcern over the decisive issues of the day. It is evident by their disinterest in American military, diplomatic and fiscal policy. They are 100% for themselves and if the politicians they elect will not provide them with the good life as they envision it then that politician next election will no longer hold office. Consequently politicians are some what hamstrung in doing what they know is best for the country. What is best for the country is considered secondary to the all important, the sanctified, the deified vote. So you see that the individual although he feels that he is insignificant in the ultimate outcome of the world's fate is in reality the determining force.

FOR BROWN BAGGERS
RULE OF THE HOUSE #3

Children are under the authority of the all-wise Absolute Ruler, but the wife will subdue the little monsters in the event the Absolute Ruler is sleeping, eating, reading, drinking, watching TV or oiling firearms.

Checking in for duty, and welcome to our Squadron. We hope that your tours will be enjoyable.

Ronald Radtke who last did duty by the Mississippi at the training command in Memphis.

Ensign Donald Thorsen who is a graduate of our own private training Command at Norfolk. PATRON 30. Don calls home Plentywood, Montana. Maybe so where he lives. The Montana I remember was called Plenty-prairie.

MATERIAL

Things are looking up in Material' Division were told, we wonder why it was necessary for the Maintenance Yeoman and Power Plants Mechs. to bail them out last week during the "C-Kit" rush? Seems some mechs. were gripeing about storekeeping when the engine stands were left un-attended. Guess "Big" Barkses and "Little" Barkses are slipping, use to be you could get a walk-thru on anything, now you have to have command approval for a pencil. Jim Norman says "It's because were 'Technicians' and with Pro-pay and all, it takes a certain Storekeeper to draw a certain item." Jim also says "his speciality is not yet incorporated in the supply system," therefore he can't order anything. Jerry Barkses is a supervisor specialist and since he has no one to supervise, his job is a snap.

With the big golf tournament coming up and all those points available for the "Iron Man" Cup, Jerry Barkses informs us that if he only had a set of left handed golf clubs, would be no sweat. If any one has a set that they will loan, sell or leave around to be stolen, please let Jerry know. (Confidentially, he's willing to go \$65.00 for the set that fits his hands).

FAMOUS LAST WORDS

I am not going! I do not have to go!
I will not go! Why should I go! No
one is making me go!! What time does
the plane go over the side?

9 JUNE '61 and renounced the life of a bachelor forever, marrying a Missouri gal named Martha Jones. Radio work just lacked something however as a civilian, and T.R. decided to come back into the service signing on as AL2, and going on to Panama for a tour in the Jungle country of Panama with PATRON 3. After Panama, he moved on to Pax River for duty with VW 4, and remembers this as his most enjoyable tour of duty flying the early warning Bl7x and while not traveling for long periods, did go quite often to England, to Norway and most of the European countries.

T.R. remembers Pax River for the hairiest flying experience of his career. Coming from England they lost an engine, and found Pax River socked in. They felt their way in through the murk, missing on the first and second passes. On the third time around they touched down, but way down the runway. Luck would have it that lengthening the runways had started at Pax, and when they left the end of the runway there were no trees staring them in the face. They skidded to a soft, but gooey stop in the mud and all left the aircraft safely.

After the tour in Maryland Hill taught radio school at Memphis and then came to PATRON 45 where he has been flying as first radio-man for the skipper until the recent change of Command, when he went to the XO's crew. T.R. lives in Warwick with Martha and son, Steve, now 12. After two and a half years in Bermuda T.R. says he is ready to move on to other pastures.

Senior Chief Petty Officer Wigman became Patrol Squadron FORTY-FIVE's sixteenth reenlistment for 1961. For Chief Wigman this is his first reenlistment for pay purposes. Congratulations Chief Wigman.

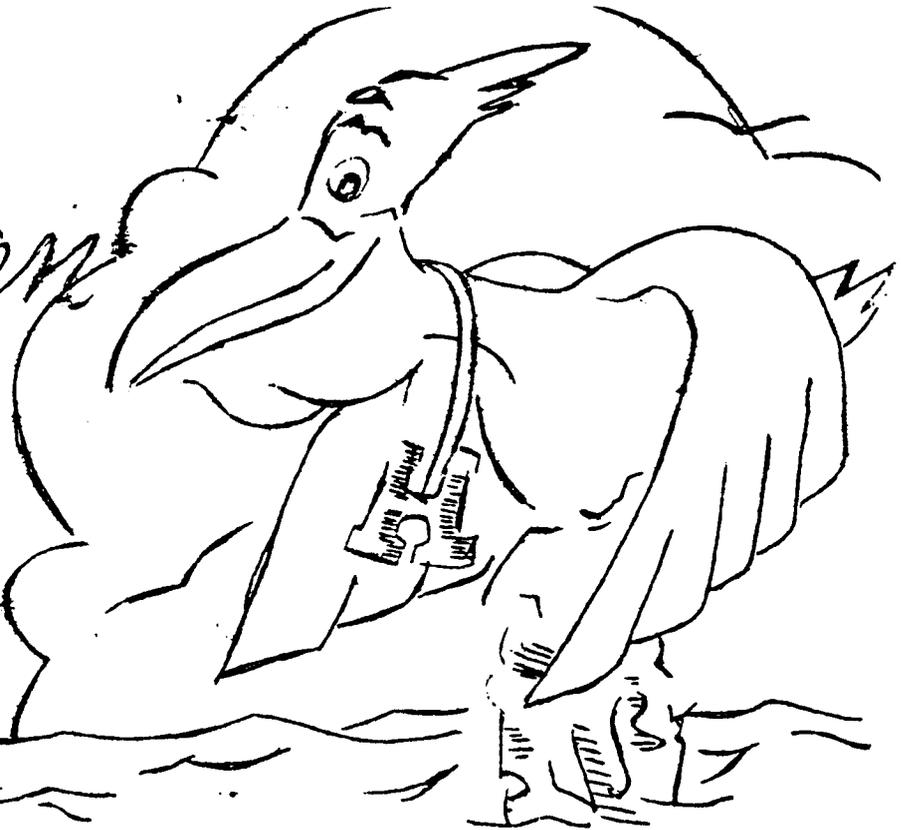
XO's Corner

Is that a leave chit you have in your hand????



PRICE !! That might be the uniform of the day in South Carolina, but not in Bermuda!

THE Pelican POST



Issue No. V

16 June 1961

PO2's TO DITCH LIBERTY CARDS

Navy second class petty officers are now exempt from carrying liberty cards.

Change No. 5 to the BuPers Manual says that their ID cards will be sufficient proof that they are on authorized liberty. Chiefs and first class have been accorded this privilege since early this year.

From now on, the manual change says, the Armed Forces Liberty Pass DD Form 345, will be issued only to E-1s through E-4s.

New wording on the ID card will identify rated men by pay grade, so Shore Patrolmen can determine whether a liberty card need be held.

Don't get excited and throw away your liberty card though until you have been notified officially to do so.

THE NEW LOOK

Things are shaping up and looking better around Patron #5's area of Hangar #1. It looks more like the Navy every day. Top-side, the approach to the CO's and XO's office has shaped up. A carpet covers the walkway and shell cases with white line through loops in the projectile, appear as a rail on the sides. The trophy case and the plaque in the passageway access to topside are in shape. Things in general are looking better all the time. We have our Leading Chief Zeb Gray, ATCS to thank for this change in appearance. Our very likeable and procuring Leading Chief really gets around. During last months I MBEK, the foundry shop of the U.S.S. FULFON, was busy. Zeb had plaques of our Squadron emblem made. The crew of the

weekly by Patrol Squadron 45 based at the Naval Station, Bermuda from non-appropriated funds. The contents of this periodical are not official and not necessarily the opinions of VP-45 or the Navy.

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John B. MOSEID, AF - Art editor
Matt WISSE, ADC - Contributing editor
Gerald BACUS, AK1 - Sports editor
Larry NELSON, MW2 - Layout
Jim MOSEID, AK3, Layout

'55 MORRIS WITH LOG BOOK

There is a '55 Morris Convertible that had a log book, as far as we know it is the only one on the Island. The owner of this vehicle was deployed recently, and the keys remained in the custody of the logs and pubs. office with the promise that it would be turned up in lieu of pro-oil etc; It was not difficult to do this, and to verify that it had been done a log was kept of the turnups and presented to the owner of the vehicle on his return. In starting the engine the drain on the battery was more than it could stand, due to the generators not being run long enough to replace this current drain. So, when the owner returned and checked the car, he thought he had a flat battery. He was wrong however for there was no battery in the car. It had been removed and put on charge. Luckily Wesley Allen, AD2 who had taken care of this matter, had the duty. Our owner, was put at ease as a fully charged battery was installed. You couldn't ask for better service than that obtained from the Logs and Pubs. Branch of the Planning Division. The proud owner of this log book is LTJG Charles McKinney, Logs and Pubs. Branch Officer.

FULTON's foundry shop poured them, some are made of bronze and some aluminum alloy. Another item, was an ash-tray. Those in the Squadron that burn cigarettes and cigars have had the opportunity to dump their ashes in our own Patron 45 ash trays.

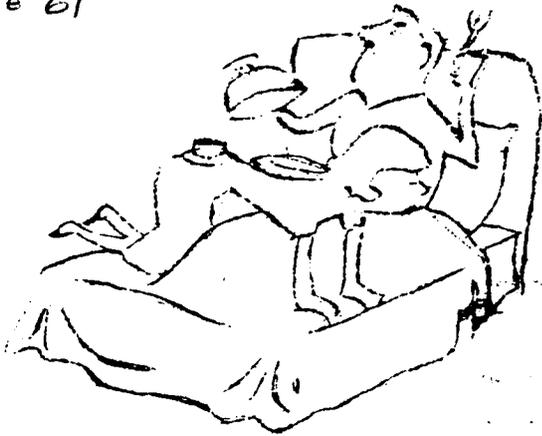
All of us in Patron 45 can assist our Leading Chief and the Squadron by keeping our area clean, and having as much pride in the squadron as he has. A few suggestions: Throw your empty coffee cups and cigarette packs in trash cans rather than butt-cans. This will eliminate a fire hazard as well. These butt-cans have been provided to put smokes in...Pick up trash you see laying around. All it takes is pride in our space and the will to keep it clean and orderly. Bend your back, don't just ignore trash and walk over it. Thank you Chief Gray for the job you are doing as our Leading Chief.

SPORTS SPOTLIGHT

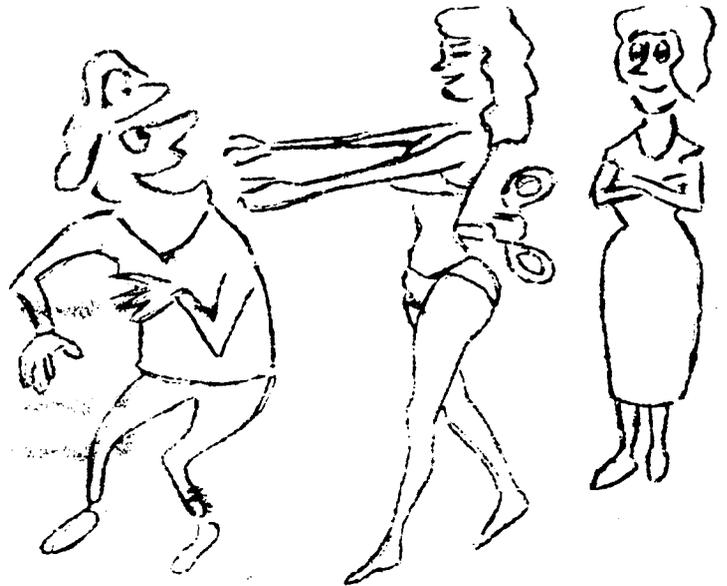
VP-45 FALLS BEHIND IN RACE FOR IRON-MAN TROPHY

Public Works Department by virtue of their domination of the ping pong, Badminton and Horse shoe Tournaments had taken the lead in the race for the Station Iron Man Trophy. VP-45 placed in only one tournament of the minor sports. On the pitching arms of Sherrill Tucker and Frank Trombley VP-45 was able to attain the Runner-up position in the Horse shoe tournament. The current standings are: Public Works 87 points, VP-45 61 Points, Larines 76½ points. With only three tournaments remaining (GOLF, Tennis and Fishing), we must place ahead of Public Works in all three to overcome their lead. Come on you Golfers, tennis players, and Fishermen - - You can put us back in the lead.

16 JUNE '61



Start the day off with a bang: serve him breakfast in bed.



Don't give him presents you want him to have; get him what he wants.

THE
PELICAN
POST'S

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

CALENDAR
FOR
FATHER'S DAY



Don't forget that cocktail hour; shake up a few things he likes best



Stop beefing about where he drops his ashes.

FOR BROWN BAGGERS
RULE OF THE HOUSE #4

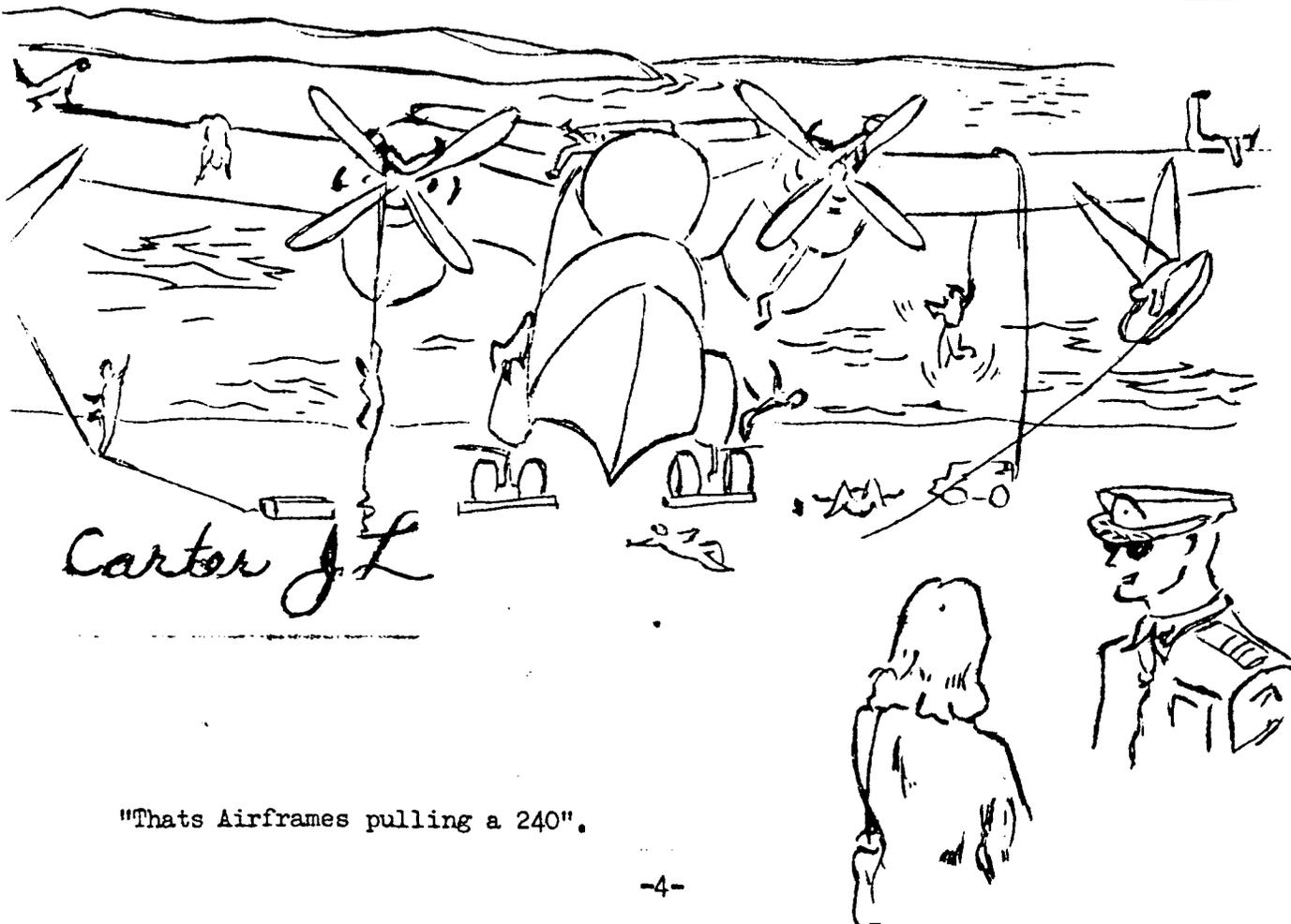
No explanation will be made by the Absolute Ruler for any lateness or absence (up to 30 days) from his house. Wife to be prepared to serve dinner, on telephone notice to friends of clients of Absolute Ruler. Said friends never to be designated by wife as "them bums".

ON THE BOUY

We understand that Chief Kenyon is trying to buy Chief Dubberly's scales, seems they only weigh up to 220. It must be Chief Kenyon has slipped off his diet.

POWER PLANTS

Power Plants branch of the shop's Hanger Division is coming through in true blue fashion. The past week had seen the men of this Division complete two (02) 240 hour periodic Inspections and one (01) 120 hour inspection on the P5M-2 aircraft assigned to Patron 45. It is the conscientious labor of these men that enable our aircraft to fly the many hours that are being compiled by the Pilots of our Squadron, which incidentally, is the best in the EAST, WEST, NORTH or SOUTH. The other branch of hard working individuals, is the Airframes division, these men are fighting corrosion day and night to keep our aircraft structurally sound. Without the Airframes and the Power Plants to take other gear aloft, you have nothing. So, by all of us in Patron 45 working the way we are, we have an outfit that cannot be beat by anyone.



"Thats Airframes pulling a 240".

THE Pelican

ROOST



Issue No. VI

NROTC

23 JUNE 1961

A BETTER BARRACKS LIFE AHEAD
FOR 45 ER's

Are you between 17 and 21 years old? High School graduate? Not married? If your answer is "Yes" to these questions, you may be eligible to apply for NROTC. If you can meet the requirements, the Government provides you with a four year College education at one of fifty-two Colleges and Universities through-out the United States. After graduation you are commissioned an Ensign, USN. Sound good? Come see your friendly I&E Officer for further details.

ENSIGNS AND LTJGS

Four new lieutenants are proudly wearing their railroad tracks. Lt's Tatro, Snell, McCandless and Knott. Lt. Snell has already enjoyed the pleasant, invigorating feeling that an after morning quarters swim provides. We hope these other gentlemen will also find it so.

Those of us long around enough to remember will recall the stark, unpainted, cracked walls of the Pelican's roost. Those of us long around enough will also remember the sardinesque living when VP-45 was well above their allowance, and most of us lived in too close for comfort kinship with our fellow FORTY-FIVERS. Some of us were lucky through then, and the guy three feet away and on top maybe flew on the same crew or worked in the same division. Others all they could say was, "hello", "how's it going", and maybe call each other by name.

Well no point in getting too rosy about the new barracks, but living conditions are better than ever. Let's not leave that statement without qualification however, because those not around long enough will ask where, and there are still those who will say "well show me" and "well", its about time." Those last myopic individuals are

(See BARRACKS page 4)

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SQUADRON SAFETY

LT. YOUNG

Summer is on its way. Pilots and crew men must not let the heat cause them to relax their use of helmets and maewests. Stop and think where you are before you remove your maewest just because it's making you too warm. Can you swim back? Can you swim back? Lets all keep safety in mind this Summer.

WANTED STAR REPORTERS

Our Squadron newspaper is one month old. Our intentions are to keep it in existance. It is not going to fall by the way-side. There is much that happens, and by your jotting it down on any piece of paper and turning it into the Pelican Post Staff, it can become print. Don't let a pair of bookends, hold this endeavor together. Assist by giving a few minutes of your valuable time, to the Pelican Post. We want news, jokes and humor. People are interesting and funny. Observe, and you will find it so.

IN THE SPOTLIGHT

"JOHN SOLOGOVITCH, AMC"

Many a young sailor in VP-45 has been advanced to the next higher rating. Naturally, this took some of your time. Hours had to be spent studying and correspondence courses had to be put in. One thing that many of you have not thought about, is the time that has been devoted by none other than Chief Petty Officer, John Sologovitch, AMC, who has been in charge of the I&E Office. He is leaving us now. But before he does, stop and think. Who ordered your exam? Who kept you informed and was able to give the answers you needed for your advancement? Why is the average, (for personnel being advanced) in VP-45, 65%, when the average for the rest of the Navy is 45%? It is the fruit of this man's labors, counseling you and chewing you out for not having courses in. He has had a personal interest in each and every enlisted man in our squadron. "SKI" (as he is known to all) is being conscientious to the end. He is worrying about those of you that will be going up for advancement next. Your exam is ordered. He is hoping his relief carries on in the fashion he has, and that his relief has the same interest in the men. We all owe this man a debt of gratitude in one way or another. Before he leaves us for his next duty, (Jacksonville, Fla. VP-30) walk up to Chief SOLOGOVITCH, and give him the hearty thanks that he deserves for a job well done. The best of luck to you, and we sincerely hope you are happy at your next duty station. We will be seeing you in Jacksonville.

23 June '61

FOREIGN AID

I have just finished reading a very interesting article by Galbraith on foreign aid. It is an article which attempts to show how and why the U. S. is squandering huge sums on foreign aid without realizing any tangible gain or profit. This may shock the average American who believes that foreign aid is a charitable and worthy institution. As it is handled today, foreign aid is the greatest waste of largesse conceived by the brain of man. Certainly no one will argue that at the end of World War II the defeated countries as well as our allies needed finances for post war reconstruction. The Marshall plan effectively provided this aid. Unfortunately the politicians seized upon this plan as a means of getting votes and were strong advocates of increased foreign aid although it was unnecessary at that time. Their thinking ran along the line that it was necessary to buttress the poorer nations of the world with great wealth in order to stem the red tide. It was never considered whether the aid was being effectively used by the recipient nation or whether the aid regardless of its extent could ever hope to industrialize the recipient nation. Just because a country is poor, illiterate and logical prey for communism is no reason in itself to waste taxpayers' money. America itself needs new schools and must economically clean house before any substantial foreign aid program is to be continued. Tragically this is not the philosophy of the present administration nor has it been the policy

(See AID Page 5)

THINGS WE'D LIKE TO SEE.....

-No more phone calls after 2200.
-Wall to wall carpeting in the nose hangar.
-Jim Hayden gain weight.
-A day off.
-Jim Kenyon lose weight.
-Mr. Henley take a week off.
-YN's not receiving orders.

MATERIAL

Material Division now has a new Material Officer. In a brief ceremony that took place in the Material Office between Jerry Barks and Jim Norman, LTJG Jim Fromuth relieved LTJG Pete Hofstedt as head Honcho. (Neither Officer was present for the ceremony, but keeping with Naval Tradition we held one anyway). LTJG Hofstedt has assumed duty as the Communications Officer. His friendly smile and willingness to help out will be greatly missed by the personnel in this division. While Material Officer he contributed greatly to the smooth organization we are so proud of in Material and his very presence was a shot in the arm for morale. LT(JG) Fromuth moved up from the second slot of Ass't to take the number one position. Filling his old office, that of Ass't Material Officer, is ENS. Don Thorson who recently reported in from Patron 30 at Norfolk. With these two outstanding Officers heading up the Division we can promise you the finest support in the future (Not that we never gave it before) and you will be flying the best equipped P5M's in the Navy.

I was over to Jerry Barks house last week. He has a walkie-talkie set up from his bedroom to the duty Office. Seems he has been called in quite frequently in the past couple of weeks. Funny that Jim Norman can never be located on a long week-end, it must be that he can't find the secret. If he had it wasn't telling.

FLASHING FLASHING FLASHING

Last week an oversized parachute harness was ordered and received from U. S. Naval Air Station, Norfolk, Virginia. It has been installed in the parachute loft for personnel requiring this special safety of flight gear. We wonder who is going to get their flight time in!!

FAMOUS LAST WORDS

From the lips of our Leading Chief, Zeb Grey, ATCS came these famous words. "When I get my orders, I'll take what I get. I'm not like the rest of you Chiefs, trying to big deal and get my orders changed. But, on 20 June 61, Zeb, was observed giving a CDR. a little gift in hopes that some assistance might be given to have his orders changed. Chief Gray, doesn't want anyone to know about this, so don't tell anyone. We are wondering how he is going to like duty in the 3rd Naval District. Our thoughts are, it is too far from Floppie, S.C. What will a displaced Rebel do in Yankee land? How about it Zeb? Isn't the underworld terrific? We have also been informed by the telephone office that Zeb has quite a phone bill. Did the call to EPDOCONUS do any good

HOW FAST CAN ONE ADVANCE?

In the Navy, there is a thing called precedence. Recently the Senior LT. in the Navy was advanced to the rank of LCDR. Today, he is our Commanding Officer. In the absence of those senior to him, it is his duty to assume command. CDR. Lee, CDR O'Bryan, CDR. Chappel and LCDR Ingraham, are not present, so the next senior in command is LCDR Braddy, our new CO.

FOR BROWN BAGGERS RULE OF THE HOUSE #5

The frau must not be frowzy. Hair curlers and wrappers strictly prohibited at breakfast. Wifely tantrums to be behind locked doors, and alone. If tears on-the-shoulder are vital to dissipate tension, shoulder must be that of obliging neighbor, female.

BARRACKS (cont'd)

fortunately in the smallest minority.

The best that's happened to us is of course the completion of the new naval station barracks. That opened new gates and we poured our personnel through. And now the loud cries for room and more room have subsided. The first class are still cramped but the exodus of ASN personnel will alleviate this. And our personnel are living together more now than before with their own work groups. People that can live together and get along with each other will naturally be able to work well together. The additional space also allowed for a duty bunk room. This has been a very positive, substantial improvement for our squadron.

Last week more paint was applied to lower passageway. It's a much more pleasant feeling now when one walks thru the barracks. Plans are to cover the walls with photographs and paintings. A new TV set, painting and pictures in the foyer are more planned improvements.

The recreation room we hope to have painted this week. New furniture, an air conditioner, window drapes, rugs and ash trays are badly needed. We can't expect these things to fall like manna but perhaps help will come and we hope before the snow also.

The barracks work force led by Metal-smith KUHN, is doing a good job. These people work for us though, we can't leave them entirely to their own contrivances. They need ideas, positive, helpful criticism and cooperation from we barracks liver's.

JATO

It has been a long time since I have made a takeoff with JATO. After a few hairy words from one LCDR, our pilot is more in doubt than ever. The take-off run is made. The JATO never fires. He could be sued for take-off in San Juan, but no. It is jettisoned. Now how are you ever going to learn what it feels like to take off with the assistance of JATO, if you never use it? How about it, Mr. _____ PPC of LN-__? Flash! A whale was seen flying through the waters in the Carribean with a JATO on his back.

23 JUNE '61

HOW TO SHAKE A LEADING CHIEF

TIME: 1600, 17 June 1961. Place: Officers Ready Room Patrol Squadron FORTY-FIVE, Bermuda. OCCASION: Briefing by our Commanding Officer. MATERIAL NECESSARY: One tape recorder. Where is there a tape recorder? In the Leading Chief's Office. Get it. It was promoted and set up in the ready room. Talking begins. Briefing is recorded. But comes next week. The music that is normally piped into the enlisted mens lounge, is nothing other than the recording of the CO's briefing. Now who is burnt up? Who's stomach ulcers are doing a flip? That's right. No one else, other than our Leading Chief, Zeb Grey. And to top it all off, he was sitting in on the briefing never realizing that his tape of beautiful music, (that he had spent hours recording), was recording his and others voices and ~~emsing~~ emsing all of the patient time spent recording the original tape. Needless to say, there is one burnt up Leading CPO. Isn't life wonderful?

THE HATLESS WONDER

Who is the LTJG that no longer deems it necessary to wear a hat? If you are observent, you will see this gentleman launching and beaching the aircraft with the forward look, that belongs to VP-45. It could be our AIO Officer is letting his skull bone expand, to make room for the storing of more knowledge.

FOR ALL OFFICERS

August 1 has been set as the deadline for Navy Officers to submit their preferences for post graduate school starting in 1962. Choices are to be listed on the officer preference card so see VP 45 admin, STONER, PN1, for further information.

AID

of any post war administration. Politicians must face the facts. It is unrealistic to pour money into a country when that country has no educated classes or elite competent to run a government (Africa), that no raw materials are present as a basis for even rudimentary industrialization, that the majority of the populace will benefit from the aid and not just the ruling few who are ruling to initiate the necessary reforms but just extend their hand, feed Washington a lot of lies and solely enrich themselves (Latin America). What underdeveloped countries need most are technicians and scientists who will instruct them in the basics of progress and industrialization. Technicians who will work with the people and show them better and more advanced fields of technology. They don't need diplomats who can't speak the language and just promise money that in itself can be of no lasting value.

As taxpayers it is our responsibility to guard our interests and make evident to the politicians that reform in foreign aid is mandatory. That we shall not tolerate profligate government spending. That foreign aid must be realistically and carefully used lest not only billions of dollars are lost but the nations we are trying to help are lost, and the American economy falls into insolvency and ruin.

SQUADRON PARTY

The Squadron party has now been rescheduled for Friday night, July 7, 1961. Word has it that a general court martial is scheduled to convene on board Patrol Squadron FORTY-FIVE at that time also. All Hands, esposas (wives), and guests are invited to attend both events.

LOGGING IN AND OUT

Welcome aboard and we hope nothing but smooth sailing and rapid advancement for:

Richard Powell, ADRAN from NATTC, Memphis, Tennessee

Allen Stubb, ADRAA from NATTC, Memphis, Tennessee

Donald L. Fedor, ADRAN, from NATTC Memphis, Tennessee

Willie Grubbs, SN, from U.S. Naval Station, Charleston, S.C.

A well done, and good luck in your new assignments for:

Donald Beckmen, ATN3, to civilian life

Leroy Dungan, ATRAN, Carrier Air Early Warning Squadron Twelve

James Crawford, AB3, USS INTERPRISE

James Kowalski, AD2, to civilian life

Roy Fugate, ABH3, to USS INTERPRISE

FOR SALE

2 Metal oil heaters (good condition)

2 TV outside antenna's

2 closet heaters

No reasonable offer refused. If interested contact TARR, YN3, in the personnel office.

WANTED

Men's used pedal bicycle, see SIMPSON, AO1

"LAST MINUTE FLASH"

Two more men join the Brown-baggers paradise:

Dick Kvanvig now on his honeymoon traveling through South America

Bob Anderle now on his honeymoon in Bermuda.

Congratulations to both and Good luck in each of your marriages.



THE Pelican POST



Issue No. VII

30 June 1961

IS THIS A RECORD?

At present, it looks like 1275 flight hours will be accumulated during the month of June, by the 11 P5M-2s aircraft assigned to Patron Four Five. Now, we don't know what other Squadron's operating P5M type aircraft have done in the past, but this does seem like a possible flight record. Not only should all hands in VP-45 be aware of what our Squadron has done, it is believed that this would be a newsworthy item for Naval Aviation News. During the month of June, eleven major periodic inspections were completed on our aircraft. This is not taking into consideration the intermediate inspections or the time spent by the ground pounders in corrective discrepancies that were reported after the completion of flights. Ours is a can-do Squadron, and each and everyone of us assigned to VP-45, should be proud of our accomplishment. Who knows of an out-fit that can beat ours?

INDEPENDENCE DAY

Next Tuesday, 4 July, is Independence Day. We hope to be celebrating this day that means so much to all Americans. Have you ever stopped to look at the definition of this word in the dictionary? For those of you that have not done this, here is an explanation of the word. Needing, wishing, or getting no help from others: Independent thinking. Acting working or voting by one's own ideas, not as the crowd does. Guiding, ruling, or governing oneself: not under another's rule. Not depending on others. Having an adequate private income. Not resulting from another thing; not controlled or influenced by something else; separate; distinct. Free uncontrolled. This is what we will be celebrating on the fourth of July. Each and everyone of us should be proud to be an American. No where else in this world, is there another country, that can match our way of living. It is for us to be ready at all times to protect our country and our way of life.

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Larry NELSON, PN2, - Layout
Jim NORMAN, AK3 - Layout
Nestor EVARISTO, TN - Binder

INTEGRATION

Tired of taking orders from Officers? Then don't fight 'em -- join 'em! If you are between 19 and 25 years old, a high school graduate, and have three years continuous service - you may be eligible for the Integration Program. If you are accepted, you will be sent to OCS, and will graduate as an Ensign, USN. See your I&E Officer for further details.

ON THE BUOY

Airplane mechanics are as a rule, meticulous workmen. They can get into a 3350 engine and find why it isn't breathing just right. A couple of them got carried away the other day, however. LN-1 had a gripe on it to change eight spark plugs, and the mechs got busy changing plugs. They finished, got the cowling buttoned back on, and somebody looked up. Staring at him from the side of the plane was a big 7. Oh well, I suppose in the glare of a tropical sun that it is easy to confuse a 7 with a 1.

PERSONNEL STONER BEGINS MOON FLIGHT TRAINING

Among these historic names of da-Vinci, Galileo, Wright, Elyson, and Shepard, there will soon be added the name, Stoner. Little did we in the Admin. Department realize that this quiet first class petty officer was made of such heroic virtues.

Stoner was appointed by LCDR Braddy on Wednesday of last week for the flight. LCDR Braddy explained his decision thusly "I've caught Stoner mooning more than any other person in this office other than Griffith. Obviously, however, Griffith could not be appointed because he's the master painter behind the P.O.D." (Obviously ednote).

Stoner's moon training began with an indoctrination flight in the P5M. The Personnel Office stood at attention as Stoner was assisted to the aircraft. Stoner was wearing a special brown colored flight suit with zippers and a Gimbel label. In reply to numerous queries about his suit, Stoner said, "the really great thing about this appointment is this suit and the opportunity to be one of the moon's ten best dressed men."

Stoner's moon training began with a take-off in the P5M martin marlin, affectionately called the Pelican. This part of the flight was to simulate weightless flight. Stoner's lift off position was the tail turret seat. When asked how long he was actually in a weightless flight condition, Stoner replied; "Well actually, I really couldn't say, but it could be calculated mathematically from that big bump which caused my discharge from the turret seat, and then longitudinally and vertically from that point to the hydraulic compartment where I picked myself up."

In order to study the effects such periods of weightless flight would have on the digestive system Stoner moved forward in his moon training from the hydraulic compartment to the galley. A special box lunch had been prepared consisting of an apple, two sandwiches, one cold pork, the other balongna and cheese, a pack of cookies,

(Con't on page 4)

30 JUNE '61

Twice a month, on the average, this command receives a letter of indebtedness from the creditor of one of our men. This is usually the first indication to the Command that the individual concerned has a problem. In cases such as this, Commanding Officers are instructed to inquire into the circumstances, and, if warranted, to take certain additional action which may result in separation from the Naval Service, recommendations against reenlistment, or Court Martial. The official policy of the Navy is to require all members of the Naval Service to "conduct their " financial affairs in such a manner as to reflect credit upon the Naval Service", and to eliminate from the Navy personnel who "dishonorably and willfully" disregard their obligations.

When this command is notified of a mans indebtedness, the first course of action is to see if he can be helped out of his trouble. For although the solution of personal financial problems is not an Official responsibility, the morale and welfare of all personnel is an important military consideration.

The best possible treatment for indebtedness is to avoid it. If, however, you do find yourself with problems, see your division officer or the Legal Officer before that letter of indebtedness is written. It will be better for you, the Command, and the Navy.

FOR BROWN BAGGERS
RULE OF THE HOUSE #6

Wife shall never comment concerning alleged superiority of so-called "model husbands", be they from the neighborhood, or on the moon. She shall convincingly praise accomplishments and judgement of Absolute Ruler, with no indication of pain caused by Absolute Ruler's twisting of her arm.

WIND AND THE CHANGES

Have you observed many of our junior officers lately? Chances are you'll see a change in them if you look closely, besides looking like so many "bronzed statues," these gentlemen are actually healthy. This strange but fine occurrence owes its beginnings to none other than Guantanamo Bay.

Let's find out the real reason behind it all. We know that the Squadron flew a total of approximately 1275 hours for the month of June. We also know that the vast majority of these hours were flown in the Caribbean area. But what were the officers doing when they weren't flying, or standing watches, or being briefed, or being debriefed? The answer to that question is quite simple. They were resting!

Now the dictionary has quite a few definitions for the simple word "rest". First of all, it means to sleep. Yes, this is true, many of the young tigers spent their off hours replenishing Zeds. The next definition however is more colorful, closer to the real story. Thorndike and Barnhart say: "ease after work or effort; freedom from anything that tires, troubles, disturbs, or pains; quiet". Now this is it, the real way they rested. Interpretation is important, but everything that was done when off duty was purely and simply a form of resting.

Some spent innumerable hours clock watching. I know this might seem foolish to the uninitiated, but this was a very big matter to the well informed. It was at times like this that one might hear these immortal words which will live on forever in the hearts of man, "What the hell is it, two every six or six every two?" We never did get that straight.

Those who really were believers, those who saw the true light, were the worshippers of "the rays," the drinkers of "juice."

This clan was a tightly organized group of from five to twenty five young warriors, who, clad only in swim trunks and Tanfastic, could be

(Con't on page 4)

... from page 3
found "on station" daily. The scourge of Pesc, the clan would proceed as a unit when group travel was authorized, or individually when it wasn't, but the destination was always the same. "Get your children out of the pool Mothers, here they come again."

And so it was, Men, feel proud of your officers for they have carried the name of the Squadron far and wide. In the gentle art of water polo they have conquered foes from all the seven seas and beyond. They did the job, they did it well.

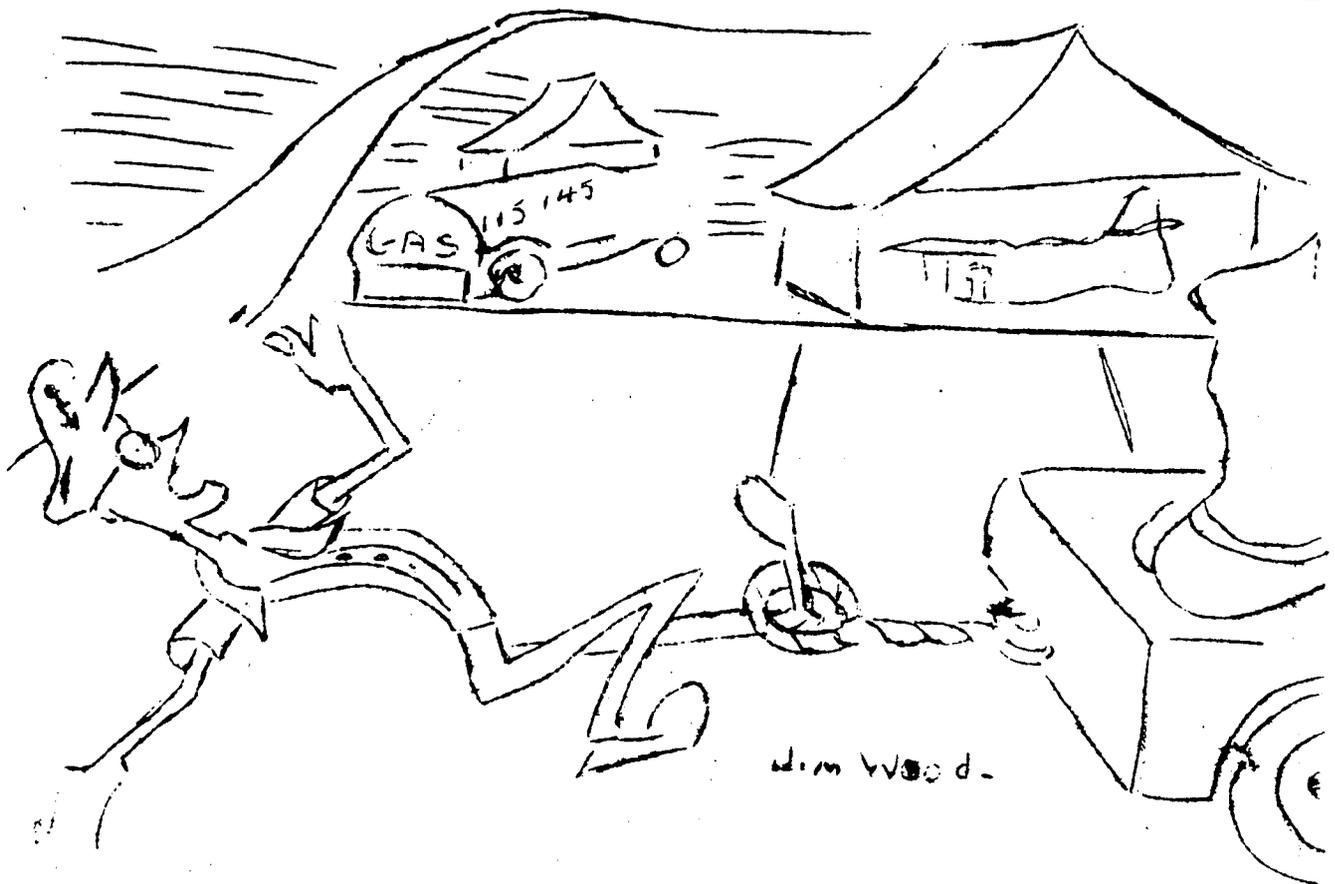
Now that were at home once again and "condition 13" is permanently set throughout the area, let's not forget the days of "rest" and the job that was done ther. WELL DONE.

STONER - CONT FROM PAGE 2
lettuce, mustard, chewing gum, three olives, a pickle, milk, and apple juice. "A real space man's diet," STONER commented.

As to the effect of weightless flight on the digestive system Stoner explained this in scientific terms. "Instead of everything that goes up must come down, well, after periods of weightlessness the effect is opposite and equal. In this case everything in that lunch that went down - came up!"

Following other psychological effect tests Stoner climbed these heroic steps to the flight deck. His forte was at the controls where he really excelled, "I really dig that no boost flight," he commented.

That concluded Eugene Stoner's first moon training flight except for his description of what he saw, which is to a degree classical, "The water was so blue, and all."



NO! NO! I HAD A TWO WEEK DEPLOYMENT IN 1957 !!

THE Pelican POST



Issue No. VIII

7 July 1961

CREW ONE PATROL SQUADRON FORTY-FIVE DRAWS FIRST BLOOD

Hunting submarines can be a long and sometimes uneventful, unrewarding experience, but there are those brief moments when all the training, hours, flight time and relentless pursuit reach the apogee of success. Everything then makes sense and the champagne, well, it falls into the natural order of things also.

Such was the occasion on one sunny April afternoon when crew ONE, commanded by CDR A.S. LEE, Commanding Officer, Patrol Squadron FORTY-FIVE was searching in their assigned LANTBEX Patrol area. The mission was explicit; to find and attack anything confirmed to be a submarine.

Methodology these days has changed somewhat with the new equipments, but this was the "Skipper's game," hunting submarines. Time and experience told him to rely primarily on time-tested methods. So the Captain preached constantly about the old MK 8 eyeball. And before we left OPCON that April morning, CDR LEE said, "Watch for these afternoon sun-messages."

(Con't on page 4)

FROM GOLD TO SILVER

The ancient alchemist was a complete failure because he was unable to change lead into gold. However, our Assistant Maintenance Officer, ancient as he is, is a successful alchemist - he recently changed gold into silver. He'll never make money changing gold into silver, but at least he changed something.

Mr. Henley likes to think that he's still "wet behind the ears". This past Monday at morning quarters he found he was "all wet," all over. When they pulled him out of the drink he mumbled something like, "Why didn't they tie an anchor around my neck - it's the only way I'll ever get any rest around here".

Rest or no rest, Mr. Assistant Maintenance Officer, the Squadron wishes to congratulate you on your new rank. We hope that in the near future you will take to producing silver rails out of silver bars. You can't whip a good rail-roader.

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Jim NORMAN, AK3 - Layout
Nestor EVARISTO, TN - Binder

OUR SQUADRON SAFETY

By Lt. Young

VP-45 has just completed fiscal year 1961 accident free. We can be even more proud of this record considering we flew 1246 hours the month of June and a fiscal year total of 8069 hours flown.

This record puts our Squadron in contention for the annual CNO Aviation Safety Award. The highest award given to a Squadron in recognition of its achievement of Aviation Safety and Accident Prevention.

We must not forget that July 1st started a new fiscal year and we cannot live on our past laurels. We must put forth a greater effort to keep our safety record intact, therefore, keeping our combat readiness at its peak as it was last June 1st.

REENLISTMENT NO. 17 - 1961

Congratulations are forwarded to Chief Warriner, Patrol Squadron FORTY FIVE's seventeenth reenlistee of 1961. Chief Warriner reenlisted on Friday 30 June for six years. This is Chief Warriner's 4th reenlistment for pay purposes.

EATING LIKE I HAVE NEVER SEEN

I suppose that it was beginning to show on all of us - that little bulge about the middle that got increasingly more prominent as the weeks went by. There were whisperings among the JMWs as "Forty Five" men went by "GORDO". This is easy in the Spanish language - it can only be translated as "fat" and there was justification, and excuses too. Never in any of our careers had any of us seen Navy chow to equal the chow at the Naval Air Station in Guantanamo Bay, Cuba; none with twenty years service, and we got right busy showing our appreciation.

The galley sits atop a hill at Guantanamo, a short walk up from the seaplane ramp, and across the street from the Barrel Club, known for years by Gitmo visitors. The barrels are no longer there to sit your beer on, but the name's the same. This galley is well laid-out inside, and its management is tops; the decor is pleasant, not that any decor is needed. What goes on the plates is more than sufficient, but these other things do make a mess hall. The deck is of a Spanish style mosaic tile; the walls are amply covered with mural pictures, and the place is "jungley" looking with plants of all sizes and shapes; a huge picture window affords a good look at the bay and the ships that are forever plying its waters. Most of the mess deck is used by the crew, but over in the corner is a nice little niche for the Chief Petty Officers and one for the First Class Petty Officers.

But the food! It's all the same and who would want it any otherway. Over to the left, after you pick up your eating tools, you begin. There is a table full of salads as long as a P5M. It's confusing to the first-time visitor. One man found himself at the first meal with seven salads, and no room to get anything else on his plate. He learned after the initial meal not to take the first salad because there was likely something better further along. Salads by the score: shrimp,

(Con't on Page 4)

7 July '61

THE STAR PROGRAM

The I&E Office has had several questions about the Selective Training and Retention (STAR) program lately, so for the general information of all here's the story:

a. For pay-grade E-3 personnel; this program guarantees assignment to Class "A" school, usually within 12 months of date request is submitted, and automatic advancement to 3rd Class provided you are career designated, graduate in upper half of class, recommended by present Commanding Officer, and have completed 6 months in pay-grade E-3 or upon completion of 6 months in pay-grade E-3, provided eligibility is maintained. If you are advanced to 3rd class during the waiting period, you can request "B", "C", or special school, whichever one is appropriate. You will be assigned on seat-available bases, usually within 12 months of date request is submitted.

b. For pay-grade E-4 & E-5 personnel; you will be guaranteed assignment to "B" school, normally within 12 months of date requested. For personnel who have completed "B" school or there is no "B" school for their rating, assignment to "C" or other advanced school, if existent. School entrance requirements for E-4 personnel, such as pay-grade limitations will be waived. You will be automatically advanced provided you are: Career designated, recommended by the Commanding Officer, and have completed 1 year in pay-grade. The STAR program pertains to these ratings: AT, AQ, GS, RM, BT, AE, RD, FT, CT, EM, PR, SO, NW, MM, IC, AG, TM, ET, MR. All others must have the approval of Chief of Naval Personnel. Personnel interested or who have questions about this program, see the I&E Officer.

THINGS WE'D LIKE TO SEE....

-Quarters at 1045; Secure at 1200.
-A plane in "T-Dad" without a flight packet.
-LT Snell mess-cooking.
-The 1st Lieutenant with an office of his own.
-Ray Grzechowiak with curly hair.

THE ECONOMY

Several prominent politicians recently have advocated abandonment of the gold standard. Their reasons are that the gold standard no longer served any constructive purpose. It was a relic. An aged symbol with little or no value. An antiquated, time worn standard. It is hoped that the majority of congress does not agree with these views. Like a milkman who has watered milk, he soon tries to convince his customers that pure water is better than milk. Ever since gold has been recognized as a permanent value and has been behind most of the stable currencies of every century, there have been men who decried the use and advanced theories regarding its alleged decadence.

One has only to look at the economy of West Germany to see how useless gold is. West Germany has the soundest and most stable economy in the world. They have built up their gold reserves and suppressed inflation. Their people worked hard for realistic wages and as a result their standard of living is quickly catching up to the United States.

The U.S. on the other hand has pursued reckless fiscal policies both at home and abroad. We have priced ourselves out of the international market due to unrealistically high wages and labor costs. We have foolishly supported every group of industry which has complained of losing profits and being squeezed out by foreign competition. Parity prices have been supported by the tune of 8 billion, and yet our farmers have less income and produce more than they did in 1947. Industry is crying for tariffs. Labor is crying for higher wages. Poverty stricken countries are crying for more foreign aid. And when all these bills are ultimately paid the American peoples will be crying. No nation no matter how industrially advanced and no matter how economically wealthy can afford over a protracted period of time to support the world. The dollar has

(Con't on page 5)

but it did happen. AMC "Big Jim" Kenyon is the only Squadron Chief ever to deploy with his personal assigned interpreter. He took Leandro FLORES, AN with him to Guantanamo Bay, Cuba, in this capacity. Understanding a bit of Spanish himself, I heard Flores at work the first morning inquiring, 'Donde puedo comprar una bottell a de ron para el jefe'? The maintenance Chief of course, in any outfit needs an interpreter in a strange land.

Crew Seven slipped into Kingston, Jamaica for probably the shortest liberty on record in the Naval Service. They landed their Marlin in Kingston harbor, and anchored her. The American Consul had the Skipper and his crew picked up and carried ashore. Two and a half hours later he had them carried back to the aircraft, and off they went to Gitmo. A pleasant time and two and a half hours is often sufficient?

CREW ONE - from page 1

It was a good day for hunting submarines, as days go in this business. Couldn't complain because the last time out the ceiling was 300 feet and sea state seven. So we were happy. The airplane was in peak condition, and the crew was in an anticipatory mood. Word was out of course, that the first crew to draw blood would be presented with champagne and the traditional "WELL DONE". Both of these are pretty fair incentives in the ASW game.

A ship was sighted at seven o'clock, about ten miles, by the after station lookout. The skipper drawled characteristically. "Nay, let's go take a little peek at this one." This was a little departure from our track but every now and then a submarine will get behind the wake of a ship and ride with pipes up, pretty well hidden. So we dropped over for more than just a calling card visit. The sun was shining bright now in the

(Con't on page 5)

I am taking this opportunity to thank each and every Officer and man for the fine spirit of co-operation displayed at Guantanamo Bay. It was his willingness to go and to produce which made the GITMO deployment such a success. The excellent spirit on the part of everyone, flight crews and ground crews, made my job that much easier. Thank you!

EAT - from page 2

salads, potato salads, waldorf salads, mixed salads, tuna salads, sardine salads, cabbage salads, all fixed up in little plates with an experts-eye on them. As one fellow said, "I get so hungry at the salad table that I can't wait to get to the rest of it". Lets move along. Well, today is Friday. The oyster stew is hot and swimming with oysters. There is corn, and scalloped potatoes, and fish, shrimp, and scallops, all fried to a delectable, golden brown. There is for those that don't like fish, a juicy meat loaf or maybe a slice of beef. The milk is fresh and cold, sweet and buttermilk, and of course you have never seen any Navy galley without a pot of coffee. They have dessert, but who can manage it.

Every morning you get your eyes pryed open with a glass of cold milk or juice, and some like their buttermilk. A bowl of oatmeal, and it is hard to decide that early whether you want your eggs scrambled, over easy or sunnyside, to go with the ham or sausage. It doesn't take long, however, to wake up and start the day off right. Mess cooks have their troublestoo in waking up, but I never detected anything served unless it was in their very best manner.

These days in Gitmo were adventures in eating for all of us in Detachment Seven, and ones that we won't soon forget. We would like to pass along our thanks to all of those who make this the best mess hall we have ever seen. We envy you your daily adventure-in-eating.

7 July '61

NAVAL STATION AND FRIENDS
DANCE SET FOR TODAY

At 2000 this evening the Naval Station will be hosts to an all Station party at the Princess Hotel. The dress is Semi-formal. The Naval Station has arranged for George Doerner, his fabulous orchestra, and vocalist sensational Gloria Bennett to provide the evenings dancing music. Hubert Smith and his Coral Islanders will also be on hand with his Island music. Admission is free, drinks will cost 75¢ each.
* Flash for the bachelors!! Over 200 single girls have been invited.

A THOUSAND AND ONE

A thousand and one "thank you's" are in order for Air Maintenance for the splendid assistance they gave VP-45 here in Bermuda during the Guantanamo Bay operations. Without their help it is doubtful that our aircraft could have spent as many hours as they did in an "up" status. The eight mechs. and one "metalbender" assigned to VP-45 during the past month were of inestimable value to the success and meaning of the 1234.7 hours flown by this Squadron in the month of June.

ECONOMY - from page 3

been 12 years inflated. Foreign claims on our gold reserves would bankrupt us if foreign central banks decided they wanted gold instead of dollars. The time is fast approaching when foreign banks will no longer take dollars because their value in terms of gold is unrealistic. And yet with all the statistics and fact pointing toward devaluation, certain politicians wish to abandon the gold standard. If such a policy were adapted, runaway inflation would result and the American economy would fall into ruin.

NAVY LOG - 1961 PAGE 4

west, but as we drew closer the outlines of a tanker would be made out, probably to Norfolk, and being out quite a wake.

I made a normal rigging run and searched pretty thoroughly in near vicinities to the tanker, up and down her wake. The Skipper seemed satisfied and I made a few more entries in my already voluminous narrative.

"Nothing here, Nav, but we're making no money with that sun, searching North. Let's put that sun on our back and ride East aways." Nav. roddered and gave, "Steer 100 degrees". We started our climb and I went back to my narrative.

When my entries were made we were passing thru 1700 feet in a rather lazy 150 perminute climb. My attention was drawn to the Captain. His eyes were fixed, narrow, and dead ahead. His game had been sighted. About eight miles on the bow was the prettiest feather you've ever seen, that little tell-tale wake that disappears soon as the seas go two or more. I reached for the power, but the Skipper was there and talking. "Set Battle Condition I". We were there!

Our submarine only had two pipes running but with the sun the way it was, our seventy thousand pounds were as invisible as lighting until we struck. A simulated depth bomb attack was made with a couple of practice depth charges. The submarine acknowledged our attack with the perscribed signal. "Attack successful!" we yelled, and that afternoon message was on its way.

The Skipper smiled, called "WELL DONE" and "Nav, what's course for next search leg". We turned to our patrol, but the champagne was soon a reality.

DEATH OF A PILOT
(Sung to the tune of "The Wabash Cannonball.")

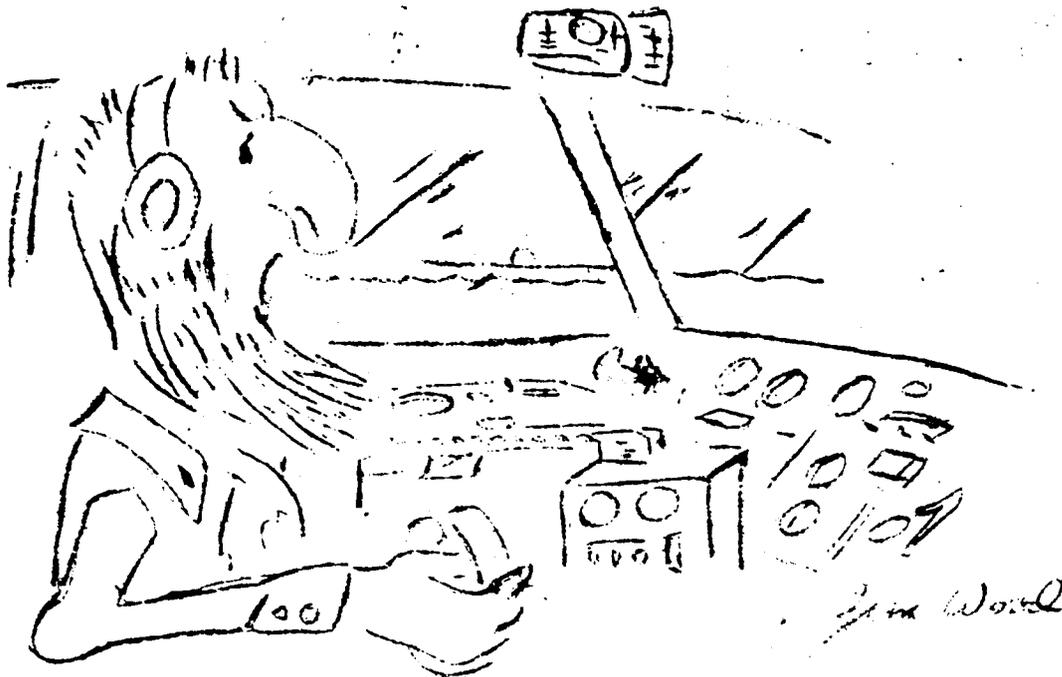
"Navy Bermuda Tower, this is Navy 841,
I'm turning on the downwind, my engine's overrun;
My engine's overheated, you'd better get him on the run."
You'd better get the crash boat out, get him on the run."

"Listen, Navy 841, this is Navy Bermuda Tower,
I cannot call the crash boat out, this is their coffee hour;
You're not cleared in the pattern, now that is plain to see,
So take it once around again, you're just a young jaygee."

"Navy Bermuda Tower, this is Navy 841,
I'm turning on my final, I'm running on one lung,
I'm gonna land this P-boat no matter what you say,
I'm gonna get my charts squared up before that Judgement Day."

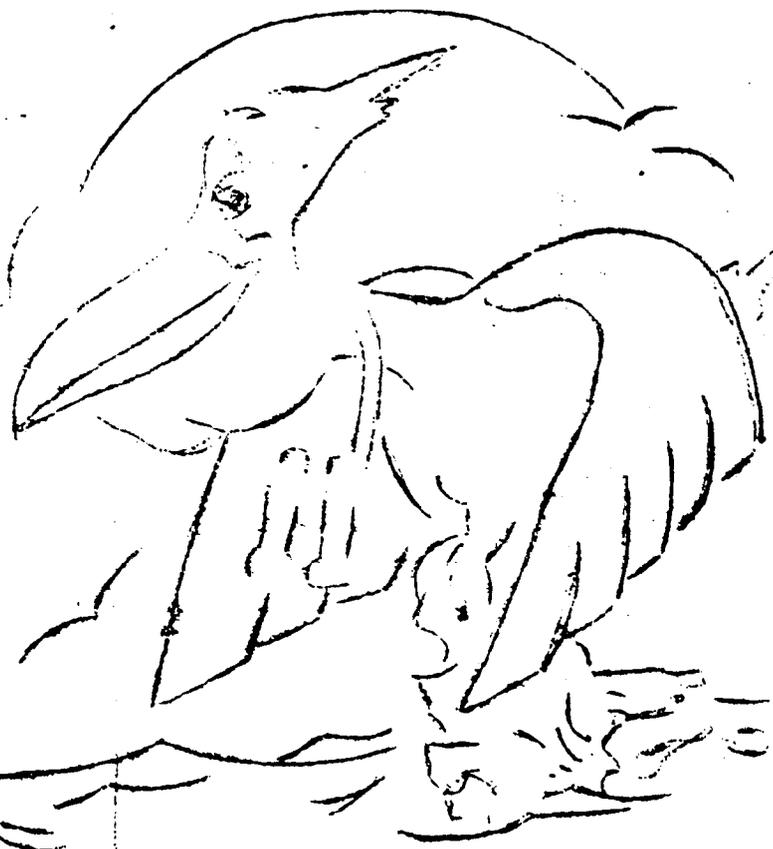
"Now listen Navy 841, this is Navy Bermuda Tower,
We'd like to let you in right now, but we haven't got the power,
We'll send a note through channels and wait for the reply,
Too many sailboats in the bay - just chase around the sky."

"Navy Bermuda Tower, this is Navy 841,
I'm up in Pilot's Heaven and my flying days are done;
I'm sorry that I splashed in, I couldn't make the grade,
I guess I should have waited till the landing was okayed."



"I believe the Skipper was serious when he said he wanted MAXIMUM endurance from these air planes

THE Pelican POST



Issue No. IX

14 July 1961

PATROL SQUADRON FORTY-FIVE HOLDS MID WEEK FIELD DAY ON BERMUDA BEACH

In response to recent articles describing conditions on local beaches, Patrol Squadron FORTY-FIVE detached ten men for temporary duty involving cleaning, sweeping, and bottle pick-up at Horseshoe Bay Beach. The detachment was led by Robert Welsh and David Vincent, and included: John Gebo, Winston Williams, Louis Mueller, Charles Knott, William Eneix, Ronald Lutz, David Bryant, and Gene Price.

Welsh and Vincent's orders were to hold a Navy Field Day, (which is something like a spring cleaning in housewife vernacular), at the beach, and report the results to the Commanding Officer at 1230 that afternoon.

The detachment departed Patrol Squadron FORTY-FIVE at 0800 Tuesday morning. A landing was made at approximately 0820 on the beach. Welsh and Vincent divided their forces into two groups. Assaults on the debris
(Con't on page 5)

A CRUISE BOOK FOR FORTY-FIVE By LTJG R.F. CARROLL

Last week at morning quarters an announcement was made by our Leading Chief concerning the plans for a Squadron Cruise Book. I would like to pass along a little more information on this note and also request the aid of Squadron personnel in making our plans a reality.

First of all, I would like to say a few things about a cruise book. In any undertaking, large or small, a certain amount of honest and hard work must be accomplished if the outcome is to be at all worthwhile. So it will be with our book. We must have volunteers who are capable and energetic, men who will sacrifice of their own time in helping out this project. While the final printing will be done in the States, our job will be done right here at the Squadron in our spare time. The writing of articles and features, the art work, the photographs and cartoons, the layouts, the necessary
(Con't on page 4)

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Larry NELSON, PN2 - Layout
Jim NORMAN, AK3 - Layout

YOUR PAPER

This is the 9th issue of "The Pelican Post." The Squadron has had many favorable comments from all quarters in regards to the paper's style and content. At the same time, the staff has received constructive criticisms and recommendations, ways and means of improving our "Post" your paper.

The majority of the material, printing, typing and layout has, in the past, been done by slightly more than a handful of interested Officers and men. The majority of people who work on and for the paper remains the same from week to week. This indicates only one thing: They are spending too much of their time on your paper.

Now the standard excuses for not contributing to the "Post" run something like this: "I can't write" or "There's nothing to write about" or worst of all "I don't have time."

Try your hand at writing. It can be fun. Don't worry about grammar, punctuation, etc, that's what editors are for. It's the idea that counts. And there is always something to write about. You say you don't have time? Well neither does the handful of people who have been publishing "The Pelican Post" regularly once a week for the past two months.

Let's all get behind our paper! Contrivute!

HIGH TIME MAN FOR JUNE By T. Kelly

In a month when many crew members passed 100 hours in the air, Steve Riddle, the 2nd Tech. on Crew 9, stood out as high man with 143.4 hours. He was followed closely by Marion Collins, AT1 with 135.6 hours; Joel Williams, AT2 with 132.5 hours; and William Matott, AT2 with 127.7 hours.

Riddle went to GITMO on the 29th of May aboard LN3 and flew with that crew until it returned to Bermuda for maintenance. He switched to crew 13 and flew with them until his own crew, Nine, arrived on the 9th of June, flying with them in LN7 and LN9, then returning to Bermuda via San Juan, (and all the night spots) on the 30th of June.

Riddle entered the Navy on 7 August 1958 and received his boot training at San Diego, California. Steve went to Avionics Fundamentals "P" School at Norman Okla. and "A" School at Memphis, Tenn. before going to ATS "A" School at Memphis, graduating from all three schools in the upper 10% of his class. After reporting to VP-45 in October 1959, he did an outstanding job of graduating first in the class at Fleet Air Wings Five's Radio Operator's Schools. Further training consisted of Julie and Electrical Instruments system. He made Second Class Aviation Electronics Technician in the minimum amount of time possible and also draws Pro-pay.

Riddle has been on the Crew of the Month three times and has received a letter of commendation for crew achievement. All in all he has been a valuable asset to the Squadron and Crew Nine. WELL DONE Steve.

HELP WANTED

Male: 18-25, young airman who would like to work in the Parachute Loft. Full time, 30 days leave a year, Medical care, food and sleeping room, Small Salary. See Sullivan or Keys.

14 July '61

SAFETY

The following was taken from COMNAVAIRLANT MSG 072141Z. "During a year of intensive operations, the spirit of professionalism and careful attention to vital, small details have brought the COMNAVAIRLANT aviation Safety record within striking distance of the long sought 2.0 rate. COMNAVAIRLANT preliminary estimated rate for fiscal year 1961 is 2.04, down a substantial 14 percent from fiscal year 1960 rate of 2.38. This fine fiscal year '61 safety record reflects credit on every officer and man who contributed.

Fiscal year 1962 record year has begun. We can keep pushing the accident rate down only by continuing to focus attention and unflagging effort on the safety aspect of every facet of operations at every level in NAVAIRLANT."

SPORTS SPOTLIGHT

By Jerry Barkes

PELICANS GET WINGS CLIPPED AGAIN

VP-45 Pelicans absorbed their fourth straight defeat in softball on Monday night at the hands of the Coast Guard. Although the Pelicans amassed a total of 13 runs on such hits as "Gunner's" back-to-back home runs, (one a grand-slam) they could not contain the "Coasties," who scored 19.

The grand total of players that VP-45 could muster up for this game was nine, one of which was recruited from the stands at the last minute.

Two of our regular's have deserted us for -- who knows what, "Mmm Mmm" Coates -- to play with the Station team; Will "Flash" Gordon -- to umpire - (for money).

The Pelicans are scheduled to play the Naval Facility on Thursday night at 2000. We would like to see a few more players turn out for this game, and we would like to see a little larger cheering section, (someone to aid cheerleader "Jim" Norman and his wife).

MATERIAL

By Jim Norman

The days pass, the planes fly, the men work and the money "shortens." June was an exceptionally good month for VP-45 in more ways than one. Not only did we amass what we believe to be a record of flight hours for a P5M Squadron, but the money spent by this Squadron soared to a record high. The phrase most popularly used by Officers and enlisted men alike was, "We have a rubber check; lets get it now." Actually we did not have a rubber check and the term was very much mis-used. Every penny spent during the month of June had to be accounted for and had to be for material actually used and necessary to carry out our mission. June is over, the money reported, and we are starting into July. We have an OPTAR far below what we have had in past months. This means what we are going to have to make every penny count and only spend where it is absolutely necessary to fill our mission and fly the required number of flight hours. Take another look at those shoes; that flight suit can last another week. Improvise, and above all be cost conscious. Order only what is absolutely needed. By all hands pulling together, and careful distribution of Squadron funds, we can accomplish our mission, fly our hours and still maintain the highly efficient flight safety record that we have established and are proud of in VP-45. We, in Material, have promised you the best equipped P5M in the Navy this coming year. We intend to do our utmost to keep this promise. Will you do your share??

MONTE CARLO NIGHT

The Fleet Reserve Association, Branch No. 33 will sponsor a Monte Carlo Night Monday, 17 July (Pay Day night) at the 21 Club from 1900 to 2300. Don't miss this gala event. COME ONE -- COME ALL!!

PATRON 45 TIGERS
By LCDR Brandy

When and if this goes to press in our now-familiar "P Post," I will be long gone but will not have forgotten two darn fine years with a goin' outfit. I have fought with y'all drank with y'all and flown with most of you. We've dropped our anchor in many ports, and I hope your future will include much more carousing of the Carib. With the Editor's permission: Good Luck, gang; keep those seaplanes in the air, and thanks to all of you for letting me use the hall.

CRUS: BOOK-from page 1

arranging of business de ails; these will be our tasks along with many others too numerous to mention. As you can see, the job is not an easy one but I feel confident that the end result will be well worth the time and effort. This will be our book, our story of our Squadron, a story you and I are living daily.

Several people have already approached me to volunteer to work on our new project, but to be honest, I would like to feel that I can depend on the entire Squadron to lend a hand. Anyone who has had any previous experience working with school annuals or newspaper staffs, and who feels he could spare a little free time to help us out, would be of valuable assistance. Those who have not had any experience along these lines, but who would like to learn, would also be welcomed. And finally, we need pictures and lots of them. It would be greatly appreciated if anyone having some good snapshots of Squadron personnel, either on the job or at play, would drop around to see me. Any photos taken here in Bermuda, down in GTMO or even on the forthcoming Jacksonville deployment, would be a big help to us. The staff will try its best to make you a cruise book you will be proud of; how about pitching-in to make the job much easier for everyone.

LOGGING IN AND OUT

When you dont get around to reviewing transfers for several weeks, it seems that everyone is going down the drain at one time..all old veterans of long duty, flying and working for this Squadron. But such are the perils of seavey. It's as certain as dying, with a couple of exceptions.

Jim Crawford left for duty on the big runway that can point into any wind, the USS Enterprise.

Lee Dungan, ATAN who put in many hours at the panel of 2-boat has gone to Carrier early warning Squadron 12 at Quonset Point.

Ernie Weeks, AECM back for a tour of shore duty at his old homestead at Jacksonville.

Don Beckman, AT3 for discharge at Charleston.

Jim Kowalski, AD2 who plane captained 5-boat, and on one engine on numerous occasions, off to separation at Charleston.

Tracy Tarr, AT3 leaves the Naval Station, Bermuda for duty from whence he came. This guy gets too much travel pay.

And good luck in your new duty to Cliff "Willie" Sutton, A03, who I thought was going to be A04 when he left us. Finally got this fellow rated. Have a good cruise on the Constellation, Willie.

It's off to Patuxent 14 at Norfolk for Larry "Mac" McDannel, AD2, who plane captained about all of them, but mostly 3-boat, and has heard more revolutions on those 3350's than most folks.

Joe Eberly AB3 off to the Saratoga to run one of those new steam catapults.

Jim Lee, AMAN to the receiving ship at Charleston. If he makes a cup of coffee I am certain they will have him discharged in a record half-day.

Jim Hayden, AD2 to a bit of shore duty at Anacostia, where every airplane has at least two

(con't on page 5)

14 July '61

LOGGING IN & OUT from page 4

ON THE BUOY

stars on it. But as they leave, so do they come, and we are glad to have you, too. Let's see how we made out by comparing this list to the other one.

Don Fendor, ADAN from our aviation college at Memphis and we hope they "learned you much" about 3350's

Will Grubbs, SN from Charleston, who I am certain will make a good airman and ordnanceman when we get him started.

Al Stubb, ADAN from the Memphis college, along with Dick Powell, ADAN; Jim Jones, ATAN; Will Hudson, ATAN; Ed Grazioli, ATAN and Wayne Williams, ATAN.

What a batch of technicians!

Good to have you, Ed Hiles, YNL. Ed's already hard at work at the main desk in the Admin. Office. Ed came from our big air station at Patuxet. No black shoe Navy for this fellow.

Charlie Dunaway, AD2 from what I know to be the hottest air station in the US-Corpus Christi, Texas.

And I don't know how Clems Laroco TN got way out here from the Naval Training Center at San Diego. Welcome to Michael Sullivan, PR1 who just finished a tour at the Naval School of Medicine (Aviation) at Pensacola.

FIELD DAY - from page 1

were made from both ends of the beach simultaneously. By 1230 the beach was several hundred cans, bottles, and bags of paper cleaner.

The men in charge reported the results of their Detachment's efforts, and remarked that the beer cans, bottles and garbage had been removed and only the sun remained as a possible hazard to Bermuda's sun and swim worshipers.

Commander A.S. Lee, U.S. Navy, Commanding Officer, Patrol Squadron FORTY-FIVE was pleased with the morning results, and intends to continue the Detachment's work for the remainder of this week.

Zeb Gray, ATC checked out Across The River and Into The Trees. by Ernest Hemingway, from the library. He quickly returned it when he discovered it had nothing to do with golf.

Havn't had time to check the pay scales yet for confirmation but it was passed along that time. Swingle AEC made pro pay, his pro pay is more than a 3350 pay.

Jim Kennedy, AMC is a cigar smoker of much experience, but most Cuban "puros" he just couldn't handle with any degree of enjoyment. He says, "They were rugged, it's easy to see what is wrong with Castro."

There have been thousands of boats hoisted and lashed from the ships that go into Guantanamo, but I would assure that about is the first aircraft to ever hoist a boat. It might have worked, too, had the Captain not set a fourteen-footer to put into a fourteen foot bomb-bay.

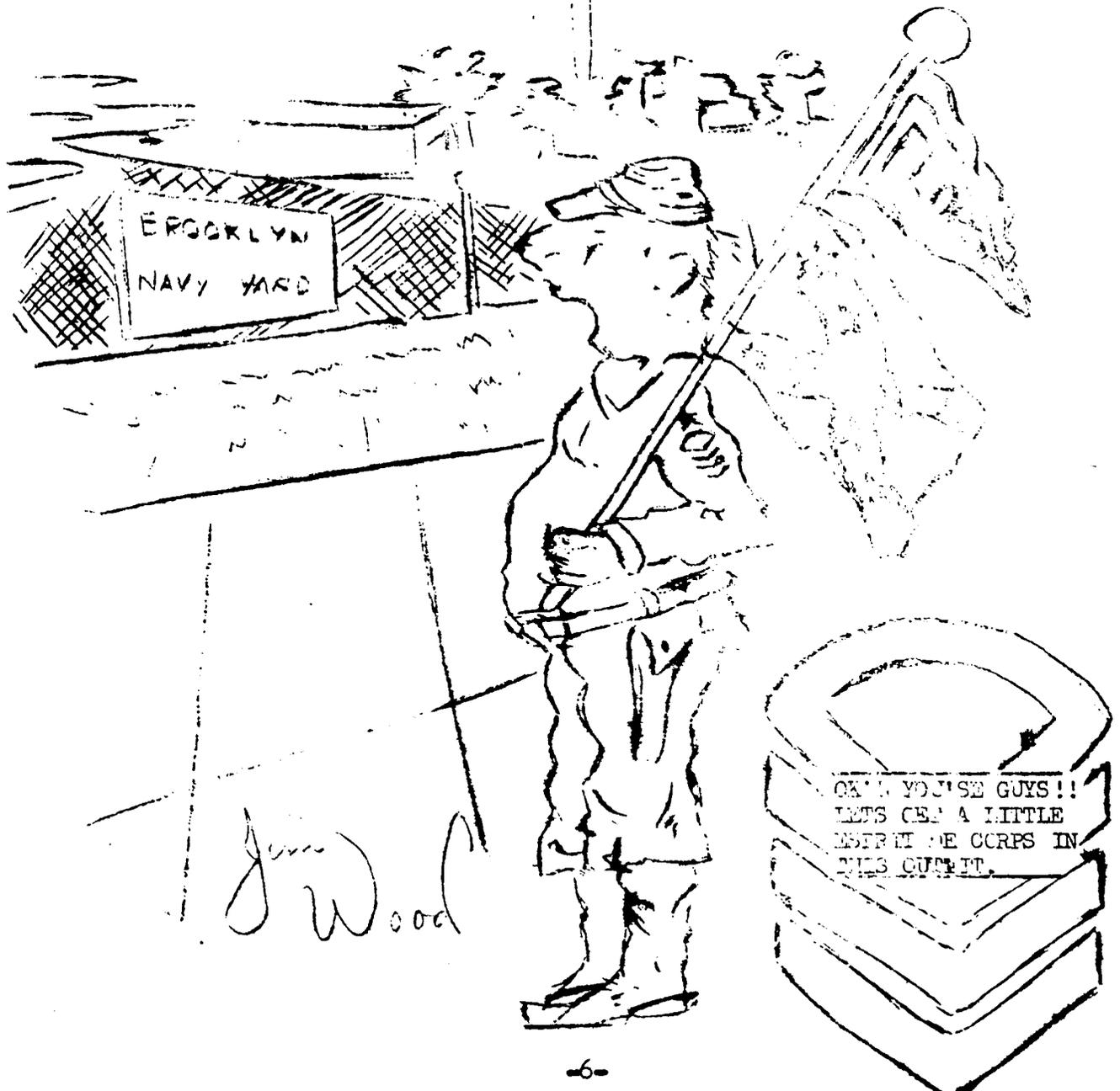
It goes in, but the door just won't close; it was one of the most splendid little buoys you have seen in Guantanamo since 1898. LTJG Miller Curran had acted as boat officer atop the aircraft, but he could only see the boat when it was in the water. Had he been in the boat securing the lines for some reason, I don't know. He is certainly no boatswain's mate. We tried it right side up, wrong side up, pointed both ways. It wouldn't fit. The reason for finally getting the boat into a 15M? Sure makes a nice liberty launch in places like San Juan.

THINGS WE'D LIKE TO SEE....

-"Rock" Stoner on flight crew.
-LTJG Henley a Commanding Officer.
-Time and a half pay for overtime.
-"Mmm Mmm" Coates make morning quarters on time.
-LTJG Art Schmid a weight-lifter.

YOU NEED
SURVIVAL
GEAR-----
OR
INSURANCE

MUCH THANKS EXPRESSED FROM MYSELF AND THE PAPER STAFF TO
CHIEF WOOD FOR THE MANY CARTOONS WHICH HAVE BEEN DRAWN UP
BY HIM AND SUBMITTED TO US, "TH ANK YOU CHIEF"



THE Pelican POST



Issue X

21 July 1961

"HIGH SEAS PIRACY"

The following story was taken from THE DAYTON DAILY NEWS and is printed as it appeared in the paper.

"MOSCOW (UPI) - The Soviet Union charged today that American planes buzzed Russian ships 300 times in the last six months in acts of 'high seas piracy.'

"The official Soviet trades union newspaper 'Trud' said several of these incidents took place near Cuba and charged that 'nearly all Soviet ships off Cuban shores are subjected to such provocations.'

"Trud said the 'piratic sorties' are made from bases located outside the United States, including those in Spain, Italy, Greece and Turkey."

The Newspaper said the Soviet ship 'Gruzia' was "repeatedly buzzed" recently while taking young Cuban farmers to the Soviet Union.

"Their (the planes) actions were manifestly unfriendly," it said. "The bombers and fighters flew right

(con't on page 4)

UP TO DATE AIRCRAFT

On 18 July, the modification team comprised of more than 20 civilian workers, arrived at Kindley Air Force Base, Bermuda from Norfolk Virginia. These men are here to incorporate Aircraft Service Changes to bring the configuration of the aircraft assigned to VP-45 to the configuration required by COMNAVAIRLANT and BUWEPSFLERead. The service changes that will be incorporated will make our aircraft better flying machines. It will not be much longer and all of our aircraft will have the large torque pressure gages. This will make it easier for some of our pilots, those getting near sighted and all that ole trash to see the gages without standing on their heads when they attempt to lean. It will also be on the drivers side. The driver will have another engine instrument to observe along with his flight instruments. Well, they got to have something to look at. Then

(con't on page 4)

weekly by patrol squadron & based at the Naval Station, Bermuda. The contents of this periodical are not official and not necessarily the opinions of VP-45 or the Navy.

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PRIDE

Our Leading Chief, Zeb Gray, ATCS is one that knows the meaning of the word Pride. It's too bad there are not more people in the Squadron that know it's meaning. Once again we refer to the dictionary for a definition. Here it is: "A high opinion of one's worth or possessions. Pleasure or satisfaction in something concerned with oneself: take pride in keeping our house clean. Something that one is proud of." It has been requested at morning quarters and at other times, that the personnel assigned to the Squadron, assist in keeping our area clean. Now if you sailors will drink your coffee in the mess provided, there will not be coffee cups to be picked up from the hangar deck, where you so carelessly threw it. If you bend your back and pick up the rag you dropped, instead of ignoring it and continuing on your way the area will look much more presentable. Think about this for a minute, if the shoe fits -- maybe the next time you will not be as careless as you have been in the past. Good housekeeping also prevents accidents.

This book, now at the top of the best-seller list, is assuredly destined to be gobbled up by the monguls who run Hollywood and are no slackers when it comes to seeing a moneymaker. While it will make a good movie, it will never top the fine reading that Irving Stone has put into this book. Stone is never better than when writing of real people, his Lust for Life, Sailor on Horseback, and The President's Lady being good examples, and he certainly has lost none of his talent in this fictional version of the life of Michaelangelo.

Michaelangelo was essentially a sculptor. He was never happier than when cutting marble. He lived a long life and was creative most of this life, breathing life and movement in the arts that are still copied today by painters, sculptors, and architects. His work, mostly to be seen today about Italy, will live forever. His statue of David is as close as you might come to putting flesh and blood into marble.

Hundreds of years ago, what was inside the human body was as mysterious to people as was Mars. Michelangelo felt that he had to know what was inside in order to portray it in his work. The scenes of him slipping into the tombs at night to dissect bodies by candlelight are as chilly as any ghost story you might find.

While his love remained sculpturing, Michaelangelo was a very fine painter and architect, his work remaining today in Italy; very fine examples in the Sistine chapel. Above all, however, he was a man of conviction, his influence in the world inestimable. Pick the book up in the library It's good.

SURVIVAL

We would like to save you, Before the Medical Dept. gets you....
Take care of your survival Gear.
It will take care of you.

SULLIVAN & KEYES

21 July '61

LEADERSHIP
PRACTICE NOT PREACH
By Richard Kovach

Good leadership is so simple in principle that it can be defined in one sentence. Good Leadership Demands, Receives and Rewards. It is demanding in that orders must be explicit and clear as to what is to be done, by whom and how soon to be completed. It receives the benefit of a "Very Well Done" of having a job well done. These are the things men understand and hold pride in Navy, pride in Service, pride in Squadron (or Station) and mostly pride in one-self. These are factors that make for good moral.

Jobs "Very Well Done" should be noted as well as bad ones. If not punishment is recommended. The latter is not Naval Leadership.

Leadership in America's Armed Forces cannot remain fixed or stagnant. There must be a continuing flow from the lower ranks in their advance to replace the ones who were our leaders. There is no place where leadership ends and followership begins. Every man has some degree of responsibility and influence over others over and under him.

Good men can inspire others and Good leaders influence by their example.

Good leadership should be practiced not preached.

LIARS ALL

A seaman entered the XO's office, saluted smartly and said, "Sir, I request 30 days leave to be at my wife's side when the baby comes." The XO knew the Seaman was a gold-bricker and resolved to beat him at his own game. "That's funny," said the Exec., "I just spoke to your wife on the phone and she told me the baby isn't due for three months yet." The seaman laughed resignedly. "Sir," he mumbled, "I guess we're two of the biggest liars in the Squadron, 'cause I ain't married."

PRELUDE
by Jim NORMAN

VP-45 Has no BRAVO Allotment!! Hard to believe??, It's true. Now don't pull off that flight suit, you are still going to fly those hours and we are going to keep operating because there is a very good reason why we don't have a BRAVO ALLOTMENT. The fact and the truth is, we have never had and probably never will have a Bravo Allotment. No operating squadron or unit has or will have. The fund we use to fly these PSM's with, buy flight suits and etc., the money we are so stingy with in Material is Bravo money alright, but it is called an Operating Target (OPTAR) that is granted to us by COMNAVAIRLANT from their BRAVO ALLOTMENT. Snowed good now ?? This is how it works: The Bureau of Naval Weapons issue Allotments to Appropriate Fleet Commanders. In our case, COMNAVAIRLANT. There are FIVE different allotments issued, A, B, C, D and E. Each allotment serves a different purpose. The one we are concerned with now is the B or Bravo Allotment. It is issued for the express purpose of O&M or Operation and Maintenance of Navy Aircraft. The amount of money issued to COMNAVAIRLANT in the form of Bravo Allotment depends on the number of Operating Squadron or Units under its command. COMNAVAIRLANT in turn issues the Operating Squadron a specific amount of money and a number of flight hours to be accomplished on a monthly basic. This is our Operating Target (OPTAR). This then is our "BRAVO ALLOTMENT" that we don't have. We must turn in all money at the end of the month that we do not use. Since the money is figured so close before it is given to us, we seldom turn in more than a few pennies. COMNAVAIRLANT is issued their money on a Quarterly basis and the money not

(con't on page 4)

PELICANS SWAMP LOSING
STREAK AT FOUR

VP-45 Pelicans returned to the victory path last Thursday night by downing Naval Facility by the resounding score of 19 to 8. Possibly the reason for so many runs was the offer made to the team of one "cool one" for every hit registered, every one on the roster got at least two hits. It cost this writer exactly one case of "Suds".

On Wednesday night "FireBall" Combs won his second straight game. The Pelicans downed their Arch rivals (Public Works) by the score of 9 to 6. I noticed that for this game we have 100% increase in Supporters. There were 8 instead of the usual 4.

The Pelicans go to bat on Monday night 24 July at 1800 against Operations. This will be our first game against this team and they are reported to be hot & cold team (much like our own) and this should be a pretty good contest. This will be one of the last two games that "Gunner" will be playing in for the Squadron. So if you like to see the ball leave the park--COME ON UP TO LANG FIELD AND YELL A LITTLE

PIRACY- from page 1

over the deck just above the masts. Planes buzzed the Gruzia's at night, too, with their headlights switched on.

Other incidents took place near Japan and in the South China Sea, Trud said.

Among the few details Trud offered was that an American hydroplane carrying the number 0144 circled over the Soviet ship I. Sechenov near Havana, a U.S. destroyer numbered 837 came "impermissably close" to the ship and another hydroplane numbered 128387 dived at its deck at 4 a.m. on July 2.

It also said an American plane numbered 128420 buzzed the Soviet tanker Klyazma in the Japan Sea several times earlier this month.

expended may be carried over from Quarter to Quarter but may not be held over from Fiscal Year to Fiscal year, except in cases specifically authorized by the Secretary of the Navy. Therefore, all funds not expended by the end of the Fiscal Year for which they were appropriated must be turned back to the Treasurer of the United States for deposit in the Treasury.

Are you interested in finding out what the other four allotments issued by BUWEPS are, what they are for and who gets them. Keep your eye on this column and watch for Jim's next report in the Pelican Post.

UP TO DATE - from page 1

the trim tab controls for the aileron and rudder ought to work easier. A change is being made whereby a grease fitting is being installed so they can be lubricated more easily. No excuse for hard to operate trim tab boxes. When it comes to taking off, we will be taking-off like long lost angels. All of our aircraft will be equipped with water injected into the induction system to replace the fuel that is normally used for cooling in the higher power range. So, all you mechanics do a little reading and refreshing. Now is the time to do it for you will soon be working with fully equipped engines. Be courteous and assist these men when you can. Remember, they are here to help us and to make our aircraft better.

THINGS WE'D LIKE TO SEE.....

- ... Our 1st choice of duty upon transfer.
- ... Box lunches without balonna sandwiches.
- ... LT SNELL say something in less than four words.
- ... Beer in the coffee mess.

THE Pelican POST



Issue No. XI

28 July 1961

ADVANCEMENT OPORTUNITIES IN AUGUST 1961

In accordance with BuPers Notice 1430 of 3 July 1961 here are your advancement oportunities for the August 1961 examinations. The following tabulations indicate advancement opportunities in the various ratings. They are based upon past statistics in computing the numbers of men likely to pass examinations, and upon the best date now available in calculating numbers of vacancies to be filled in August 1961.

The numbers in the table below are explained as follows: Code 1: Excellent. Of those passing examinations to these rates, from 70% to 100% will be advanced. The greatest shortages exist in these rates. Code 2: Good. Of these passing, from 40% to 70% will be advanced. Code 3: Fair. From 15% to 40% of these passing advanced. Code 4: Poor. Less than 15% of

(Con't on page 2)

NAVAL ETIQUETTE AND TRADITIONS

Dopson, AMH3, by working with the Leading Chief, Chief Gray, has an excellent opportunity to observe the men of our Squadron with more scrutiny and insight than is afforded few others. Dopson has expressed his concern over the increasing laxity of his Squadron Mates in the field of Military Courtesy; so taking the initiative Dopson spent several hours of his free time recounting for us the fundamentals of military curtesy. Hats off to Dopson, AMH3, his astute observations and appropriate reactions. Lets all take as much interest in our Squadron and our Navy as this savvy sailor.

Curtesy to Officers

Officers and men treat each other with dignity and respect, never with familiarity. Don't be overfriendly with your Officers. Some Officers out of mistaken kindness may allow more leeway than they should, but in the

(Con't on page 2)

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EXAMS - from page 1

these who pass will be advanced. While none of these rates will be closed, the Navy already has adequate numbers in them.

RATING	E-4	E-5	E-6
TM	1	1	1
YN	1	2	4
PN	1	2	3
ADJ	1	1	1
ADR	1	2	3
AT	1	1	1
AO	1	1	2
AB	2	2	3
AE	1	1	2
AM	1	1	1
PR	1	1	2
AK	2	3	4
PH	2	1	3
HM	2	2	2
SD	4	4	4
CS	2	3	3
DK	2	3	3

The August Examinations are scheduled for the following dates:

E-8/E-9 1 August
 E-6 3 August
 E-5 8 August
 E-4 10 August

end you will be the one who suffers. Be respectfull, but not obsequious.

When called before an Officer, stand at attention; say "Good morning, Sir," or "Good evening, Sir," and await his orders before stating your reasons for your entrance to his room or office.

There is but a single and proper answer to a spoken order: "Aye, Aye, Sir." It means, "I understand and I will obey." Never say "OK" or "All right" or "Very well."

"Very well" and "Very good" are used by a senior to reply to a junior, never vice versa.

When addressing an Officer, begin with his title or "Sir," when replying to an Officer, end with "Sir" or with his title.

It is the custom of the Navy to use last names. However, seniors, as a mark of personal respect, may use their prerogative of calling juniors by their first names. But in no case does a junior address a senior by his first name.

When overtaking an Officer always pass him on his left. As you draw near behind him, salute and say, "By your leave, Sir (or Commander or Captain)" He will reply, "Very Well," and return your salute. Hold your salute and do
 (Con't on page 3)

FOR BROWN-BAGGERS
 RULE OF THE HOUSE #7

Total attention and unbroken silence will prevail while the Absolute Ruler: (a) tells a joke, (b) discusses politics, (c) generously consents to point out some of the wife's shortcomings.

The wife will never telephone the Absolute Ruler when he is teaching the science of poker, and will call him at the office only if his personal possessions are threatened by fire or flood. Since the last couple of issues haven't had any Rules of the House, the wives probably thought there were no more, but we can always think of something. We'll have another next week.

28 July '61

not pass until he has so indicated his permission.

Navy Regulations of 1948 continue to enforce by order the time-honored custom of putting the senior person on the right; hence you should walk to the left of an Officer. It is also the old Naval custom to walk slightly aft of the honored person, unless and until he tells you to come alongside. The senior sets the pace, others keep in step with him.

This may be modified where necessary for convenience or appearance. If the Officer is a woman it is correct to walk on the outside even if it means staying on her right. Juniors hold doors for seniors and for women regardless of rank.

When a senior Officer enters the room, the first man who sees him should call out "attention!" All men rise and remain standing at attention, uncovered, until the Officer leaves the room or until he gives the order "As you were" or "Carry on."

To clear a passage for an approaching Officer, "Gangway" is called by the first man who sees that the way is blocked.

Men who are seated at work, at games, or at mess are not required to rise at the approach of an Officer, other than the Captain or an Officer of flag rank, except when called to attention or to clear a gangway.

You should never encroach upon the reserved spaces for Officer or civilian guests in any place unless ordered to do so by the Officer of the day or the master-at-arms.

Never keep an Officer waiting. Respond on the double to a call from an Officer.

Saluting

All uniformed men in the Armed Forces recognize and greet each other. However, military organization as well as custom requires that this recognition take the form of the official hand or rifle salute.

It is always better policy to salute too much than too little. Be more courteous rather than less courteous. Always hold your salute
(Con't next column)

Here are some of the basic rules for saluting: 1. Enlisted men salute Officers and junior Officers when meeting, passing near, when addressing or being addressed. 2. Officers and all enlisted men not in formation salute during honors to the flag or playing of the National Anthem. 3. When several Officers are saluted, all shall return it. 4. Guards salute all Officers passing close aboard.

Here are some of the rules for not saluting: 1. When in ranks. 2. When uncovered, but acknowledge presence of Officer and his passage. 3. In public conveyances when obviously inappropriate. 4. When a member of a working party. 5. When engaged in games or athletics. 6. At the enlisted chow hall. 7. When carrying articles with both hands. 8. When a prisoner. 9. Saluting is a privilege - treat it as such!!

Naval Discipline

One of the first things a Navy man must learn is the difference between an order and a command. When an Officer gives a man an order to perform a task, he assumes that the man's familiar with the task and allows him some choice in carrying out the order. When an Officer gives a man a command, the man must do the job in a prescribed and definite way. Commands are also used to govern the movement of troops in military drill.

It should be the duty and pride of all Navy men to learn the customs and traditions of the Naval Service. The rules of Military Etiquette and their strict observance form an important part of effective and smoothly functioning discipline. These evidences of respect and courtesy must be observed both by Officers and enlisted men, and in each case the man of lower rank or rating takes the initiative. BE COURTEOUS TO YOUR SHIPMATES.

Bermuda's runways are the longest in the world. How far can you swim without good survival gear??

SULLIVAN, KEYES, KOONCE, (?)

THE Pelican POST



Issue No. XII

4 August 1961

COOL HEADS WHEN IT COUNTS OR US CLINES (KLINES) STICK TOGETHER By LTJG Sanderson

When Peter Kline, AO3 was struck on the head and cut badly on an operational flight the 2nd of August, James Cline, AE3 rushed to his aid, with the supervision of Lt. Shaw and the assistance of the rest of Crew 8, James Cline tended Kline's wound in a professional manner that drew compliments from the dispensary upon their return to Bermuda. After picking up a new Ordanceman, the mission was completed as always.

Noteworthy First Aid procedures employed were: Cleansing the wound with plain water, applying direct pressure with a cold compress (this stopped the bleeding) and placing the patient laying down comfortably with feet, and in this case head, (due to head injury), elevated. WELL DONE by Crew 8.

A SPLENDID LITTLE CRUISE By Jim Wood

After a week of being part of the Florida landscape, working to some pretty late hours for some of us, fighting a few sandfleas, shaking gallons of sweat off, and flying midshipmen until 1700, the only analysis that we can come to on this operation is that it is a splendid little cruise. This, despite the discomforts already related, and when you become a part of Detachment Three at Naval Air Station, Jacksonville, you will want to agree.

We parted the musky waters of Florida's great river, the St. Johns just seven days ago, pulled our P5M's onto the ramp, worked off existing gripes and went home. Home is barracks M, a wing of the sprawling barracks system, and closer to the hanger than the galley, even though the galley is in the same building. But
(Con't on page 3)

A Aug: 61
ly by Patrol Squadron 45, based at the U.S. Naval Station, Bermuda. The contents of this periodical are not official and not necessarily the opinions of VP-45 or the Navy.

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A CASE OF ILLEGAL RECRUITMENT ??

On 27 July, crew 10 reported for special assignment involving aircraft general cleanup and wash down at the Naval Air Station Norfolk O & R Hangar, the crew was commanded by Cdr. M. W. Ingraham Jr. with able assistance rendered by Lt. Phil Collins and Lt. Paul Dumas, crew 10 and one VP-49'er, less assistance was rendered by Lt. William Snell, who I am told, registered a silent protest, but never the less reported as directed for duty. Lt. Snell protested on the basis that though the idea was a sound one, and though the aircraft needed cleaning, there recruiting talent from crew 1 was highly illegal, and further there was no recompense for crew 1 for such duty.

Anyways, the work began at 0730. Much cooperation was received from the O&R work force who supplied buckets, rags, detergents, and work stands. The eleven man crew was divided into two primary groups, that is six were washers and five were dryers. Metalsmith and plane captain, Lowe, was chief instructor. The job proceeded in fine fashion, spirits were high and the need for early liberty was very pressing.

At 1030 and two coffee breaks later the job was finished.

THE PETTY OFFICER'S GUIDE, by Rear Admiral Harley Cope, USN (Ret) and CDR F. C. Dyer, USNR-R. (Fourth Edition)

The authors of the new edition of this useful volume need no introduction to Navy readers: Admiral Cope has commanded ships from submarines to battleships and C.R. Dyer is well known in the Bureau of Naval Personnel. In addition, the books these men have written are in most Navy libraries. This edition of The Petty Officer's Guide emphasizes what a Petty Officer can do to advance himself as a Petty Officer and as an individual. The book includes recent changes in uniforms, the newest word about rotation, advancement, schools and courses, pay, personal affairs, leave, liberty, and travel. The glossary of Navy terms has been completely overhauled and terms no longer used were replaced with the latest words such as SPASUR, MIDAS, FRAM, and MDAP. Two new chapters have been added: one on the Coast Guard and the other on proficiency pay as it applies to U.S. Navy Petty Officers. The chapter on leadership has been expanded in accordance with the Naval Leadership Program under General Order 21. This was to be expected in view of Admiral Cope's record as skipper and in view of CDR Dyer's dual position as a member of the Chief of Naval Personnel's Leadership Staff and as Secretary to the Navy Department's Leadership Working Group.

SURVIVAL

..We removed 18 Mae Wests from an aircraft for inspection, 7 Co2 cylinders were missing. Have you looked at your life jacket lately???

4 Aug. '61

if it is handy to some, it isn't to a few. Junior BOQ is in the boondocks, and the Chief's quarters and senior BOQ are even further in the wilderness.

The first day was spent in getting the aircraft spruced up a little, and getting set up in working quarters. We are accustomed now to having the material Office in the Maintenance Office, and the Duty Officer is used to having the Operations Officer, the Leading Chief, and the Maintenance Officer using his desk. What alternative is there when you have two rooms to quarter a Squadron? (Well, a piece of a Squadron.) We were briefed on what our objectives were, and it amounts to acquainting the midshipmen of the U.S. Naval Academy into the ways of an anti-submarine Squadron. It is part of their summer training course, and is designed to broaden their horizons, and concepts to the Navy as a whole. And of course, we haven't forgotten the probability that we might interest some in big boat flying. I asked one tall, lanky fellow what he thought of our airplanes, when he finally quite coming down the ladder "None of them things for me, Chief," he drawled like a young Andy Griffith, "I want fighters" "You might change your mind," I said, "after you have spent a thousand hours tied up in one of those boxes called a fighter cockpit."

The routine continued on through the week, crews 2,3,6, and 7 carrying the burden. Over the side between 0800 and 0900, mooring to the bouy until 1000, when the midshipmen are hauled out, and put aboard. Flying until 1230, and then swinging the bouy until 1430. A new launch of midshipmen, and then in the air until 1700. All the midshipmen got a stint at the controls and the various positions on the aircraft were explained by the crew. Questions? Well, anyway a hundred or so by each midshipman.

A 1st tech. said "That flying six midshipmen posed no problem at all to his crew." He said "there was always one in the cockpit, one walk-

he! was on an airplane, one air sick, and the other three taking care of him."

Up the ramp again at 1700, quickly like them down, as tropical storms can blow up quick around here, and gas them, with the maintenance men working till long after dark on some nights.

But if Florida has some discomforts it has more of the comforts. There is the city over a few miles, and the transportation always running, the patio is comfortable around the pool, and of course the Florida women, for those that are eligible?? While they are not all Floridians, show me a man who can tell the difference between a comely Florida gal and a comely Georgia gal. Only men who live in Florida could do this, and they don't even try to.

LEADERSHIP PRACTICED NOT PREACHED

Leadership is an old subject to the armed services, yet it is new. Leadership has been re-vitalized in the past few years.

The Navy's current drive towards leadership stems to General Order No. 21, which deals with special aspects of leadership development.

Our leadership must ever be firm. It is the responsibility of seniors to develop understanding in themselves and their subordinates. Men need to know what is expected of them.

The Code of Conduct is one way to show Pride in Country, Pride in Service, Pride in the Navy and Pride in oneself. Many servicemen and women would say "Code of Conduct, that 's for when interrogated by the enemy or for a set of rules to abide by as a P.O.W." This is not the case. The Code of Conduct is very pliable. It can be used in everyday life and more so while in the Armed Forces.

We are all familiar with the rules regarding the proper use of the telephone. The one rule we should never forget concerns discussion of classified information on the telephone. Some habitual offenders think they are very clever in using the telephone to get classified information the need. Others violate telephone security occasionally as a time-saver thinking there is no real danger of compromise, but the time saved jeopardizes National security.

For instance, Mr. Brown needs some information on the strength of an organization. Instead of walking down to Mr. Smith's office to get this classified information, he calls up Mr. Smith and asks for the manpower strength of the Umpty'Umpty Squadron. Perhaps he will say, "These strength reports are classified. All I can tell you is 15 and 450. A casual listener does not need a crystal ball to guess that there are 15 officers and 450 enlisted men in the Squadron, nor would any agent monitoring or overhearing our telephone conversation.

Security training programs, instructions and notices, as well as plain common sense all stress discussion of only unclassified information over the telephone.

Bowling Tournament for the Iron Man Trophy will commence 4 September to 30 October. Bowling will be free. All persons who are interested in bowling for the Squadron, contact Dopson, AM3, in the Leading Chief's Office. The Schedule will be published soon. Bowling will be on Mondays and Fridays at the bowling alley.

All persons interested in going on the fishing boat the 16th of August and the 24th of August contact Dopson, in the Leading Chief's Office. Only eight persons per trip, so it will be on a first come first serve basis.

As you know, Service Changes are being incorporated in our P5M's by the team of men from Norfolk. This seems to be keeping the honorable David Doty, ADI on the ball. Doty says, "if I'm not there to inspect the works, they will just stand around until I do." Now David can't stand to see the taxpayers money spent without getting full value. Heat nor rain cannot stop this man, except Doty does not like the heat. He says, "if it is this hot in hell, I don't want to go there." unquote. Mr. Pendley was overheard telling Doty, "If you don't change your ways, you might be there." The last time I saw our Quality Control Inspector, he had straightened up. Good ole on-the-ball Doty.

LAST MONTH'S HOURS

For those of you in the Squadron that are interested, but don't get the word our aircraft flew 718.3 hours during the month of July. After the month of June, this seemed like a breeze. I know we worked during the month of July, but it was nothing like the back-breaking effort put forth previously. How did the Mechanics and the Metal-smiths like the break? The Tech's have all the gear up and operating too. The three P5M's with the most time were, LN-4, 87.4, Cdr. Chappel's aircraft, LN-10 78.0, Cdr. Ingraham's aircraft, and LN-12, with 72.4 hours of operation. LN-12 is an aircraft without a crew assigned. Who flew all the time?

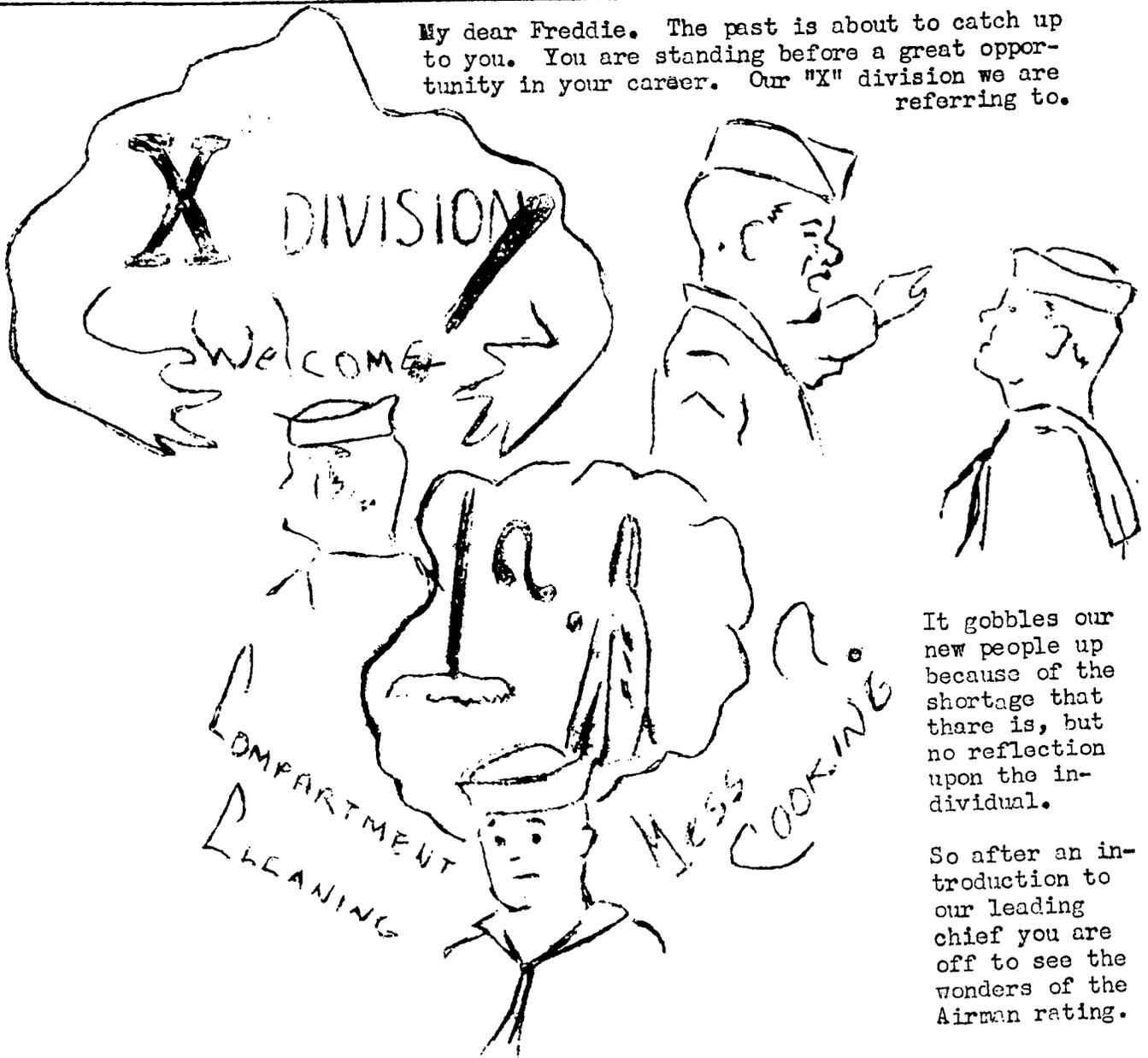
4 Aug '61

RULES OF THE HOUSE #8

The wife shall applaud hobby interests of the Absolute Ruler and never suggest accompanying him on hunting or fishing trips. She shall recognize his sovereign right to indulge in girl watching and rejoice in that certain gleam in his eyes, knowing that should it fail to flame in response to a strange female, her own charms will stir not a tremor, but a chill.

-Allen, Wesley, AD2, learn to type as well with his right hand as he does with his left.
-Fans, for the Planning and Maintenance Offices. It's hot in here.
-Plane Captains, secure there aircraft properly.
-An airconditioning unit that would cool the hangar.
-VP-45 abide by the original flight schedule.
-The Naval Station show the movies that are on the schedule.

My dear Freddie. The past is about to catch up to you. You are standing before a great opportunity in your career. Our "X" division we are referring to.



It gobbles our new people up because of the shortage that there is, but no reflection upon the individual.

So after an introduction to our leading chief you are off to see the wonders of the Airman rating.



Issue No. XV

25 August 1961

VP-45 FOURSOME RECEIVE AIRCREWMAN WINGS

For four of VP-45's best flight crew performers aircrewman wings mark the culmination of long hours of ASW equipment operation, intensive schooling, individual study, and many flight hours. The individual profile of these men is impressive.

Chief Aviation Technician Donald Smith reported aboard VP-45 in July 1959. He has over 900 flight hours in the P5M. Chief Smith has been recommended for Officer Integration under the Limited Duty Officer Candidate program.

Aviation Technician Second Class David Vincent reported to our Squadron in July 1958. He has over 950 flight hours in the P5M. Petty Officer Vincent has also been recommended for Ensign bars under the Officer Integration Program.

Aviation Technician Second Class Joel Williams reported to VP-45 in December 1958. He has 850 hours in the P5M Marlin. Petty Officer

(Con't on page 2)

NESEP

The Navy Enlisted Scientific Education Program (NESEP) is an uninterrupted 4-year college education program, including summer sessions, in designated colleges and universities, which leads to a baccalaureate degree in the major fields of study approved by the Chief of Naval Personnel. Upon receipt of a baccalaureate degree, individuals will be ordered to Officer Candidate School, Newport, Rhode Island, or Naval School Pre-Flight, Pensacola, Florida, and upon successful completion thereof, if otherwise qualified, shall be commissioned in the Regular Navy in a category commensurate with the needs of the service. At an appropriate time subsequent to commissioning, each former NESEP student will be considered for graduate education. Graduates of this program must serve on active duty for a minimum period of 4-years from receipt of original commission, unless sooner released by the Secretary of the Navy.

(Con't on page 3)

25 Aug
"61

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OUR SQUADRON SAFETY
By Lt. Young

You are probably already aware that the All-Navy aircraft accident rate for fiscal year 1961 was reduced to a new low of 1.7. This represented an 11% improvement over the fiscal year 1960 rate. This is a significant achievement and one to be justifiably proud of, especially VP-45 who had a clean slate.

While this is worthy of a pat on the back and a "Well Done," it should be tempered by the reminder that the job of lowering the accident rate becomes increasingly more difficult each fiscal year. Lowering the accident rate can be likened to lowering your golf score--an awfully hard job to do once you've reached a certain plateau or capability. It is up to each one of you to take a good look at the area in which you work and see if there is some area, large or small, that is a potential cause of an accident. If deficiencies are found take positive corrective action. If you cannot correct the trouble notify your shop Chief or Safety Officer. Let's win the CNO Safety Award for fiscal 1962 and above all we may save someones life!

THINGS WE'D LIKE TO SEE . . .

. . . . The weather get cooler.

Williams has recently reenlisted and is awaiting assignment to Class "B" Technician School in Jacksonville, Florida.

Aviation Technician Second Class Austin Langley reported to VP-45 in December 1958. He has 1090 flight hours in the P5M. Petty Officer Langley was a member of VP-45's crew of the month for July.

In order to qualify for Aircrewman wings each of these individuals completed a lengthy training syllabus. The syllabus includes: a demonstration of operator knowledge in all ASW equipment installed on the P5M aircraft, consonant with this is proper interpretation and analysis of signals received; an ability to send and receive code and blinker light signals at six groups per minute; knowledge of the flight engineers station; an ability to recognize ships, aircraft, and submarines by name and nationality; familiarity with escape and evasion techniques; demonstration of proper use of all aircraft survival equipment; and the completion of a swimming and life saving syllabus.

Each of these men has worked hard for their wings. This performance is exemplary of that desired from all crew members. WELL DONE !!!

WHAT CAN BE SEEN

If you listen and look when you hear the sound of the engine and the twirling blades, you will see a flying machine lifted from the ground and kept in the air by a horizontal propeller. Sometimes, you will see an object attached underneath the flying machine. Seems to me, the flight under this frustrated palm tree, would be worse than a shot into space.

COULDN'T BE

They said it "couldn't be done," but personnel from VP-45 saw it happen! Old Man Stoner, of the Personnel Office, was seen actually paying for a beer at the Club 21.

25. Aug.
'61

Here are the eligibility requirements for entrance into this program: Citizenship: Must be a citizen of the United States. Status: Enlisted personnel of the Regular Navy or Naval Reserve on active duty and personnel in the TAR program. Rating: E-2 or above. Minimum prior duty: Have completed recruit training or its equivalent at time of application. Obligated service: Must obligate for 6 years when ordered to a NESEP college or university. Maximum age: Must not have reached 25th birthday by 1 July of the year selected. Prior education: High School graduate or possess satisfactory high school level GED test score. Basic battery score: Minimum GCT plus ARI equal to 118. Physical: Be physically qualified in accordance with chapter 15 of the Manual of the Medical Department as it pertains to officer candidates. Dental standards of article 15-25 (5) apply. Disciplinary: For the 2-year period preceding 1 July of the calendar year in which application is made, the applicant must have no record of conviction by civil court for any offense other than minor traffic violations. Marital status: May be married or single. Recommendation: Must be recommended by his commanding Officer. Sound interesting: See your I & E Officer.

A ROOM NUMBER OR A GUEST
By L. M. Sullivan

As a Navy man I have been over the road from North to South and from East to West and have lived in the large hotels searching for entertainment. I have found that after I check in I become a room number and not even that if I didn't tip the bellhop large enough. After a bath I would look for a place to eat and a cafe or club to pass the time away, later I would return to my room number. The next day I walk the streets looking at faces hoping someone would say, "Hello" or just "hi". It's HELL to be on vacation and no one to speak to or swim with. I have found the hotels large and cold.

...house was not ready as yet, so the man called the Ledgelets at Somerset Bridge, Bermuda. This was the start of a lovely vacation. I was met by a tall (bronzed) girl who showed me my cottage. She also told me how things were done at the club. Swimming, meals, and games, brother I had a time. There were young and oldish couples around the pool with a few Newly Weds thrown in (not in the pool). We enjoyed the personal touch of the owners or should I say they were like guests themselves. I took pictures of my wife and children around the grounds. Some of the other guests asked us to send them copies. They said they would also do the same. This way we met new friends and had a real nice time. So enjoy yourself. Don't be a room number. BE A GUEST.

LEGAL ASSISTANCE NOTE
WHAT TO DO AFTER AN AUTO ACCIDENT
(Continued from last week)

AID THE INJURED - - If any person has been injured, call a doctor or an ambulance, or both. Until assistance arrives, do all you can to aid those who might have been injured, but be careful. Unless you are proficient at rendering first aid, don't try it. You may make matters worse instead of better. For example, moving an injured person may aggravate his injury. CALL THE POLICE Policemen are trained to handle any situation that may result from or arise after an accident. If you are involved even though you are not physically injured, you may suffer from shock and excitement which makes it difficult for you to think clearly at the time. Let the policeman take over when he arrives. He will handle any emergency and investigate the accident. His report of investigation may be helpful to you later if legal action becomes necessary. If the accident occurs within the limits of a city, village or town, call the municipal police. If it occurs on the open highway, call either the nearest State Police Station or the County Sheriff's Office. (Con't next week)

THE Pelican POST



Issue No. XVI

1 September 1961

CHIEF HAMMERSLY RECEIVES NAVY COMMENDATION MEDAL

On 13 June 1960 at the North ramp of the Naval Station Bermuda Chief Hammersly was assisting Navy divers in making some necessary beach repairs. A cry for help was heard by Hammersly from the operator of an air compressor which was feeding air to diver, Charles Richardson, SFP2, U. S. Navy. Richardson was at this time working in some thirty feet of water. Richardson's air hose had become obstructed. Chief Hammersly reacted immediately to the emergency by diving to the bottom, freeing the air hose and then commenced a search for Richardson. Chief Hammersly found Richardson floating unconscious to the surface. Hammersly then towed Richardson one hundred yards to shore and began artificial respiration procedures

(Con't on page 2)

CDR G. A. O'BRYAN INSPECTS HIS TROOPS

Bright and early Saturday morning, 26 August, Patrol Squadron FORTY-FIVE Officers and men resplendent in service dress whites, medals, swords, and ribbons, manned the hangar deck for Commanding Officers inspection. CDR O'BRYAN VP-45's acting Commanding Officer (Skipper CDR Alan S. LEE, is in the U.S. on leave) inspected his troops. This was VP-45's first inspection since early June and actually the first chance the Squadron has had to assemble in total masse since that time also due to numerous deployments.

The morning was a busy one for CDR O'BRYAN because commendations and awards had piled high. Sailor of the month for July, John Bremekamp, AEAN, stepped forward to receive his commendation letter signed

(con't on page 3)

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FROM THE ENGINE STANDS

Unofficially, the Squadron slogan has become work hard-play hard. "Now, temper this with "to the victor belongs the spoils", and you've just about summed-up the Squadron's feelings toward operations in the past six or eight months. Although there may be some doubt as to whether we have always been "victorious," there is no doubt what soever that we've worked hard.

The Mechs are about to take their day of play. And since everyone knows the mechs to be a cantankerous lot, we expect that they'll be just ornery enough to enjoy their day of R & R. Steaks, chips, beer, water and sun, and if no one drowns or ends-up with heat stroke, the party will most likely be considered a success.

Word has it that Harold Maxey is planning to join the ranks of the nuptially-blessed. That is, he is figuring on deserting that great and noble, yet lost cause-bachelorhood. Knowing Maxey, we can only say we'll believe it when we see it.

Seems a couple of the mechs can't wait to get back to Jacksonville. Maybe Jax is a better liberty town than most people think. Isn't that right, Simmerock?

(Chief Hammersly from page 1)

which subsequently revived Richardson.. This act by Chief Hammersly was in keeping with the highest tradition of the Naval service. The Secretary of Navy's Commendation read as follows:

CITATION

"For heroism on the morning of 13 June 1960 while on duty at the north ramp of the United States Naval Station, Bermuda. Hearing cries for help from the operator of an air compressor which was feeding air to one of the divers, HAMMERSLEY upon learning that the diver's air supply had been cut off because of an obstructed hose, immediately dived into thirty feet of water without any equipment, freed the obstructed air hose, and began a search for the victim. Upon finding the man, who was unconscious and floating toward the surface, HAMMERSLEY towed him a distance of one hundred feet to shore and helped him onto the seawall. Through this prompt and courageous actions at the risk of his own life, HAMMERSLEY was directly instrumental in saving the life of another, thereby upholding the highest traditions of the United States Naval Service."

/s/ John B. Connally

SAILOR ON TRANSIENT DO IT TODAY

What ever happened to the Navyman that used to "Do it today" and not say come back in two or three days and maybe I can take care of you.

The American Blue Jacket can meet any task long or small if he wants to.

The Laundry is slow so the men who care, can look sharp even if they have to buy more uniforms. This way we get better liberty and less personal Inspections, If We Do it Today.

1 Sept 61
OUR SQUADRON SAFETY
Lt. YOUNG

(CDR G.A. O'BRYAN from page 1)

You as Pilots and Crewmen can help prevent accidents due to Maintenance and Material failure. When you come back from a hop with a discrepancy in the Aircraft, enter all of them on the yellow sheet. Enter it such a way that maintenance crews will have no trouble understanding exactly what you mean. Don't make meaningless entries such as "N.G.", "Doesn't Work" "Out of Order,"...Use descriptive phrases whenever possible, such as "vibrates excessively at 2100 RPM" "Oil Leak #1 Cylinder," If you have time discuss the discrepancy with the shop concerned.

All hands should realize Maintenance is doing remarkable job with these airplanes. Good Maintenance means safe maintenance and that is just what we have in VP-45. Lets do our part and fill out the yellow sheets properly.

CONGRATULATIONS

Larry Honsinger, A02, crew one's outstanding ordnanceman, has departed his bachelor mats for that ethreal state enjoyed only by those who also are called by some as spouses. Larry married the former Miss Yvonne Pitts on August 24, 1961. Good luck for Larry in his new status and welcome aboard Mrs. Honsinger to the U. S. Navy and VP-45.

COFFEE SHOP
SOUP \$0.10

Time is getting short for the coffee mess to get a Nickle out of Doty's Pocket, the Leading Chiefs hobby shop built a frame for the Nickle so it can be hung up in the Crews mess.

by CDR. LEL. William, Coombs AM2 received his second good conduct medal. Crew of the month for July also received commendation letters. Hats are off to plane captain Timmons AE2, for the find job he has done with his flight crew (4). CDR O'BRYAN then presented four of VP-45's best flight crew members, Chief Smith, and Petty Officers Joel Williams, David Vincent, and Austin Langley with their air crew man wings.

CDR O'BRYAN next presented Chief Hammersley with the Secretary of Navy's Commendation medal award for heroism (see story page 1).

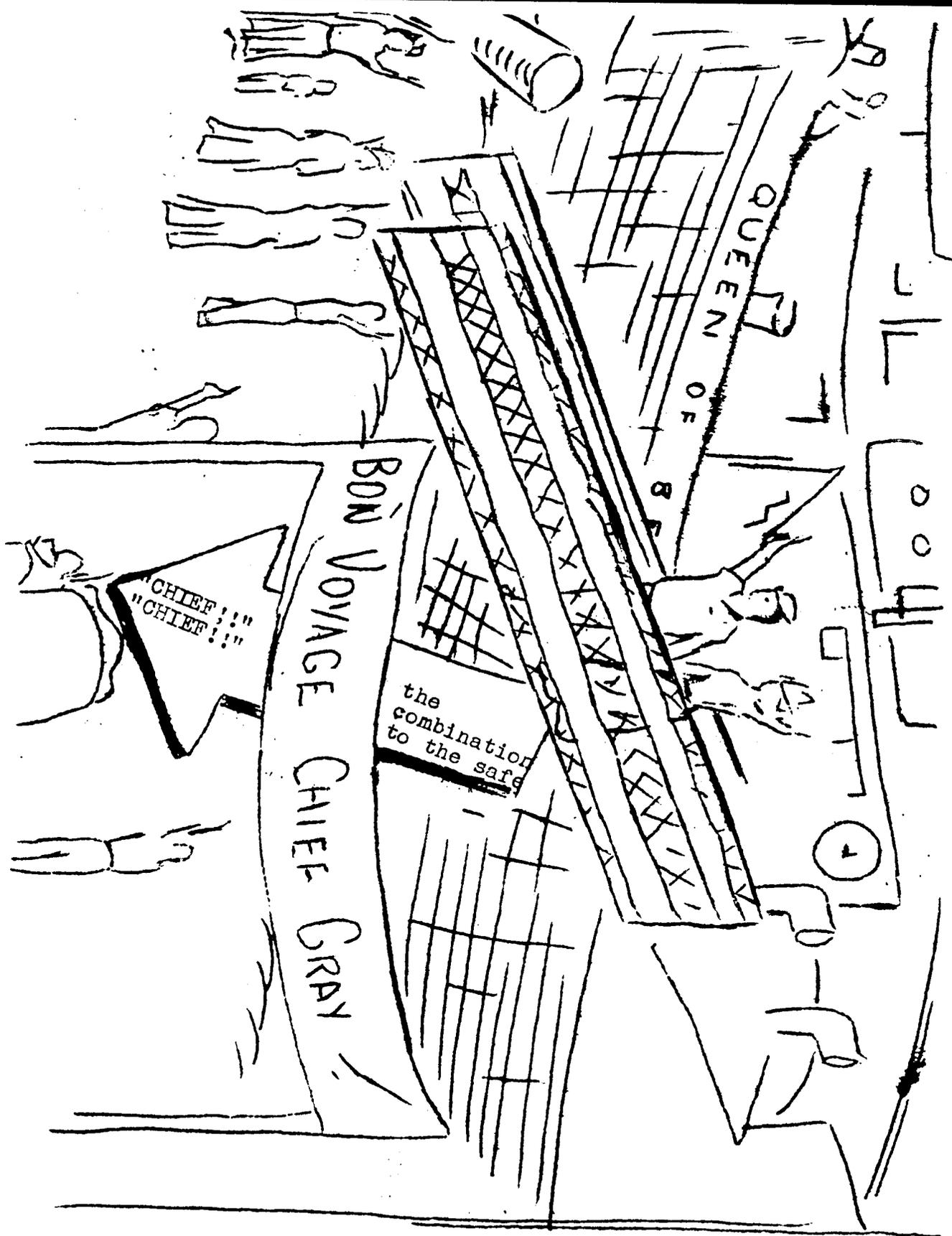
The Command is very proud indeed of the many accomplishments which her men have made and the honor which such service brings to the Navy and Patrol Squadron FORTY-FIVE.

SIX PATRON MEMBERS
SHIP FOR SIX MONTHS

The Chief of Naval Personnel recently announced that personnel in 35 critical ratings whose active service obligation tour dates expired between 1 October and 31 December would be extended on active service for six months. Patrol Squadron FORTY-FIVE six months include: Frank Kennedy, ADR3, Dave Haack, AT2, Blair Laughlin, AMH2, Austin Langley, ATS3, Ron Larson, ATR3, and Charles Needham ATS3.

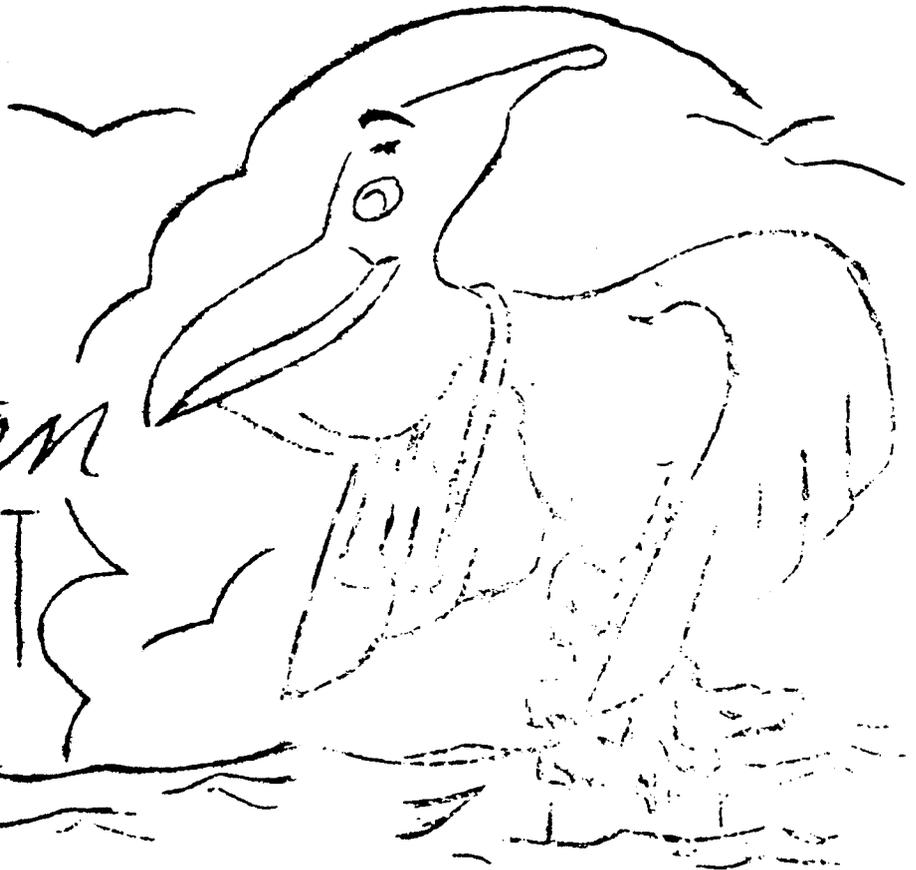
SURVIVAL

We would like to take time out to let the Survival Officer know, that he has to leave the A/C in an emergency with the parachute before he can be a member of the caterpillar club. Just cracking the parachute on the flight deck, Can't make it.



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16280

THE Pelican POST



Issue No. XVII

8 September 1961

VP-45 PARTICIPATES IN DUXBURY BAY ORI

The Rappahanock River, with all its charm, mosquitoes, and hot summery weather was the scene of what has now become a rarity on the east coast: seaplane-seaplane tender combined operations. Patrol Squadron FORTY-five detached one of its F5M-2 Marlins on August 17 in order to assist the U.S.S. DUXBURY BAY with their operational Readiness Inspection.

Our aircraft arrived Thursday afternoon and was given instructions by "Dux. Tower" to switch to an approach frequency. The Duxbury Bay controller skillfully and efficiently directed us to its landing sealane via tender radar controlled approach methods. Dux controller brought the aircraft on final to the spacious Duxbury Bay made-to-order sealane. The operational readiness inspection had begun.

(con't on page 2)

NEW NAVAL AVIATION STAMP

The United States Post Office will issue a commemorative stamp to mark the golden anniversary of naval aviation. The stamp will feature a picture of the Curtiss A-1, the Navy's first aircraft. It will be of ten-cent denomination and due in the initial issue will be on 20 August 1961 in San Diego, California. On that date Postmaster General J. Edward Day will present an album of the stamps to Mrs. T. G. Ellyson, widow of the first Naval Aviator. The presentation will take place in connection with the dedication of the air field of the U.S. Naval Air Station, North Island, San Diego, as Halsey Field, in honor of the late Fleet Admiral William F. Halsey, Jr. U.S. Navy. On 21 August the commemorative issue of stamps will be on sale throughout the United States.

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OUR SQUADRON SAFETY By Lt. Young

If you hope to float! A few words to the wise, or not yet wise, on the Maewest. This discussion arises because a pilot who almost drowned would have if he had been unconscious. The fault was not in the design of the vest, but in the fact that it was not worn properly.

It has been found that proper performance of the vest depends on three things; 1. No Leaks! 2. Adequate inflation by both CO2 bottles. 3. Proper fittings of harness to body build. When these conditions are met, the person's mouth is well out of the water and he floats on his back.

So, to make sure the vest will work properly, check it before each flight for chafing and CO2 bottles, and keep the vest straps correctly adjusted. This will keep you from drinking salt water, the kind of water the flight surgeon has advised us not to drink.

SURVIVAL

The men they fished out of the sea know what survival gear is for. Do YOU ????

LOGGING IN AND OUT

Patrol Squadron FORTY-FIVE extends a hearty welcome aboard and hopes for smooth sailing on their new sea duty tour for:

Bernard F. Broderick, HMCA, received from duty at U.S. Naval Hospital, Bethesda, Md.

Richard Eisenbrei, AMS3, received from duty at AEW Training Unit, Pax River, Md. (Lt. Collins and Lt Snell were seen flipping coins - heads we keep him, tails LTJG Pendley gets him)

Gerald Murdoff, AMS3, received from VT-24, Chase Field, Beeville, Texas.

As always it seems that we see more go than come these days:

Donald Dawson, AE2, transferred to AE "B" School in Jacksonville, Florida. (Crew Two and PATRON 45 say "good luck" at those books).

Richard Treher, YN3, for separation (one yeoman whose happy he was a yeoman).

James Combs, AE2, on his way to NAS, Corpus Christi, Texas (Crew Nine was without a plane captain word has it that LCDR Winfrey found a replacement at 0500 last Thursday).

Wendall Timmons, AE2, off for VAW-12, Quonset Point, R.I., land of lobsters.

Chief Brown from Sick Bay has also left the colony. Now the crew can relax on the yellow fever shots. Best of luck "Doc"

DUXBURY BAY - from page 1

We were directed to proceed to a buoy moored approximately one hundred feet astern of the U.S. S. DUXBURY BAY. Aircraft refueling operations then commenced. Anchored fast to the buoy was a fueling nozzle attached to a ship fuel line. A sound power telephone communication system had also been rigged to the buoy for aircraft to ship communications. We quickly took aboard twelve hundred gallons of AVGAS via their 70 gallon per minute fuel system.

A fire drill commenced when one of our crew members set off a survival flare on the wing of the aircraft. Ship personnel took rapid measures to extinguish the fire. Three fire boats engulfed the aircraft in spray. During this operation a crew member simulated a broken leg injury. He was lifted to a waiting power boat and placed on a stretcher. Minutes later the injury was cared for in the emergency operating room of the Duxbury Bay where expert medical attention was obtained.

These drills completed, we departed for our night mooring buoy where fleet transportation was waiting for those of us who drew the right straws. Liberty then commenced for all hands with exception of the aircraft watch standers.

The U.S.S. DUXBURY BAY is an E winning member of the "little white fleet" and presented as fine accommodations as we officers and men of VP-45 marlin roost could recall from any deployment. The ship is completely air conditioned, equipped with TV, reading rooms and very adequate mess facilities. The consensus of the aircrew members was a mark of outstanding for the U.S.S. DUXBURY BAY.

At 0700 Friday morning ORI recommenced with a water-borne weapons loading crew. The rearming boat departed the DUXBURY BAY with a loading crew, stores carrier, and four 350 pound depth bombs. The loading crew took charge of the weapon handling and designated crewmembers operated the loading hoists. Shortly after the aircraft was loaded another fire drill was called. Smoke was pouring from the afterstation of the aircraft. Within seconds the fire was extinguished by the duty fire boat. Our part in the ORI was now over.

We called "Dux" Tower for takeoff clearance to the duty sea lane, said a few goodby's to ORI's and the Duxbury Bay, and were off for sunny Bermuda.

Reference Issue No. XVI, page 2, column 1 of "The Pelican Post."

No one drowned and no one ended up with heat stroke, and the mechs. are just as "cantankerous" as ever. Most would agree that the party was definitely a success. Except for some ants in the potato salad, a bruised forehead and some water-soaked wallet, all went well. The water was wet, the steaks were tough (but as someone said - not as tough as those that were eating them), the sun was hot and the beer was cold, but what the hell - we didn't hire Conrad Hilton!

The Power Plants Officer found a card on his desk the next day. On the cover of the card were the words: "BOY, WHAT A PARTY!!!" And inside the card was a sure sign of success: "CROWDED-UP THREE TIMES!" Wonder who could have sent that one?

ADVENTURES IN READING

By Jim Wood

The book reviewers today are only interested in books hot off the press. This, of course, is quite proper, in keeping with their trade, but I often wish that on occasion they would go back and dig out some of the old ones, and even if just for the benefit of the younger generation, review some of these.

A book will always be new to someone, even if it was written fifty years ago, and some of the best of past years often gather dust on the shelves. Publishers are reissuing many of them these days, but many are being over-looked.

I just finished reading again one of the great sea stories of all time, Mutiny On the Bounty. It was better this time than last. Sir Charles Nordhoff and James Hall wrote "Mutiny" in the days after the first war and they went to the South Pacific to rest from the rigors of flying in France. There were actually two other

READING - from page 3

books that came out of this mutiny against the Captain of ship Bounty, Pitcairns Island, and Men Against the Sea. Written after much meticulous research, they tell the story of that night, and the months following, nearly two hundred years ago when the men of the Bounty cast adrift in the open sea. Their skipper was Captain Bligh. Bligh was a devil wearing four stripes, according to some historians: some say he was a strict disciplinarian, but a fair skipper. Whatever Bligh was, the fact that he existed left us with some mighty good yarns.

There can be no doubt that the death of Ernest Hemingway was a loss to American literature. I am certain that the grizzled old aserl had some fine words yet to put together in his head, as he had in years past. Instead he upped and shot himself. All Hemingway's work hasn't been Pulitzer Prize stuff, we will have to admit, but The Sun Also Rises, Death In The Afternoon, The Green Hills of Africa, and others of his African stories make up for those not up to par. There are some that like Hemingway and some that don't, and many of those that don't are women. Hemingway, it seems to me, wrote for men. His language was the language that men speak; no flowery words, not much useless talk. Our old stomping grounds at Key West was also his stomping grounds when he was writing To Have or Have Not. Hemingway probably knew Duval Street better than any of us, and down on lower Duval is yet a little bar that he used to drink in, where many of you have been. It still has his portrait hanging in the wall.

Thomas Wolfe was a giant of a man who died at thirty eight years from a germ picked up on his whiskey flask. He offered a chance acquaintance a drink while traveling in the Northwest. During Wolfe's short life millions of words spewed forth from his pen. He had to write. Writing was like a narcotic to him. Some of it is hard to read, some of it memorable. Try his You Can't Go Home Again. What would Wolfe have left us had he been given twenty more years? I suppose what is

important is that he left us some very fine writing.

So go and dig some of these old-timers from the shelves and don't stop with Hemingway, Nordhoff, and Hall, or Wolfe. There are many others. Nobody reviews them anymore, but they will be there on the shelves of the worlds libraries as long as the library stands.

USAFI

The United States Armed Forces Institute (USAFI) provides opportunities for military personnel to continue their education while on active duty. Over 200 courses are available in elementary, high school, college, and vocational-technical subjects. For an initial \$5.00 fee, a student may enroll in his first USAFI course. After passing the first course, he may continue to take additional courses at no further cost as long as he passes each course.

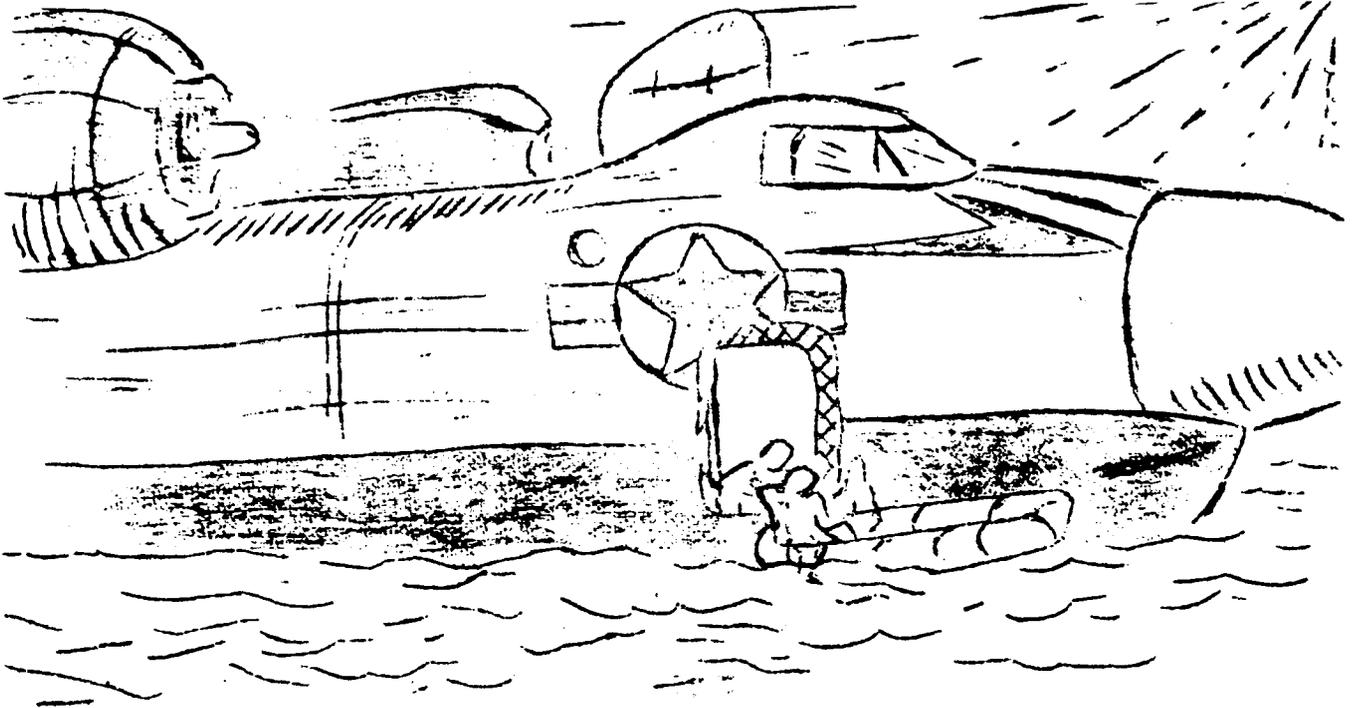
In addition to the courses offered by USAFI, more than 6000 correspondence courses are available from the extension divisions of 44 leading colleges. These courses are offered at reduced rates for military personnel.

For further information on these courses, or any other educational opportunities, see your I&E Officer.

ATTENTION FRA MEMBERS

The next regular meeting of Branch 33 will be held at 1930, Monday, 11 September in the Club Surabachi. The Marines have donated their club for use till the 21 Club's construction has been completed. All members are urged to attend and to bring another member with them. How Branch 33 will vote at the National Convention will be discussed at the meeting Monday. So come out and make your views known to the delegates.
NOTE: Club Surabachi is located across from the Marines Barracks

8 Sept.
'61



P5M rises to the occasion for SAR

LEGAL ASSISTANCE NOTE
WHAT TO DO AFTER AN AUTO ACCIDENT
(Continued from Issue XV)

AVOID RUSH SETTLEMENTS - - If your vehicle is covered by insurance, make a full and true disclosure of all the facts to your insurance company. The company's adjustors will probably handle the matter for you. If you do not carry insurance, or your possible liability exceeds the amount of your policy, then you should consult your attorney before paying or receiving any money in settlement. Under all circumstances, wait until the full extent of the injury or damage can be ascertained before you agree to a settlement. Refuse those who volunteer to adjust your case for you, or would hurry you to settlement. Beware of a lawyer or other person who solicits your case, no ethical attorney would employ such methods of obtaining clients.

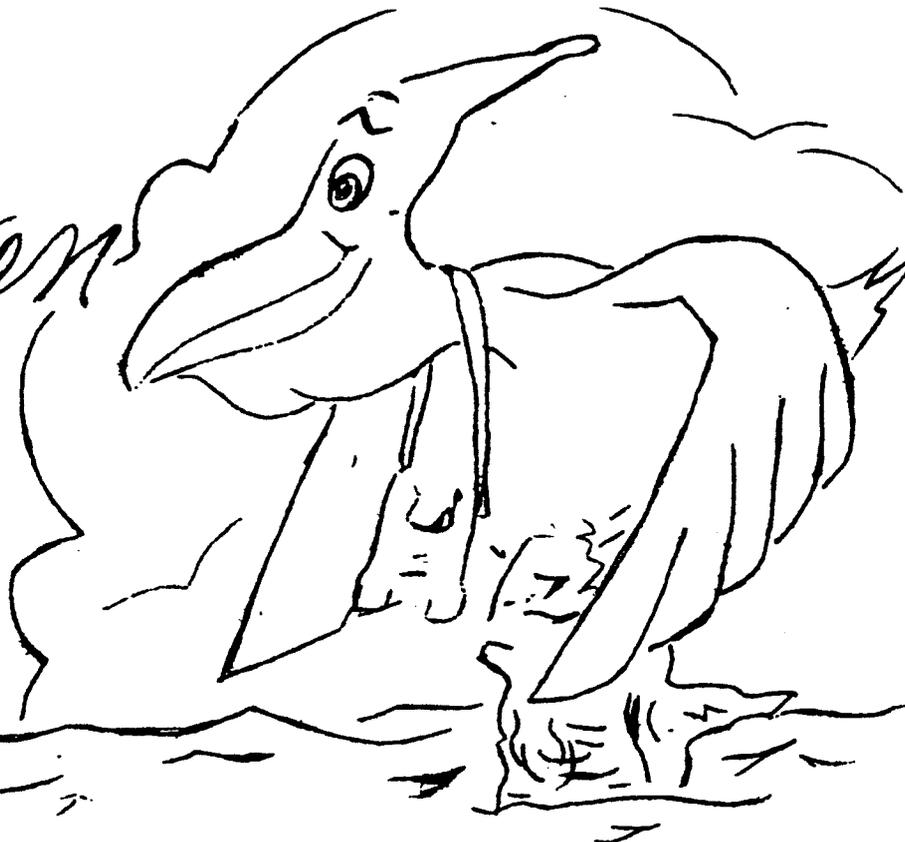
KEEP PERSONNEL INFORMED

Taken from NAVAIRLANT BULLETIN 1-61 dated 20 July 1961. CNO and CINCLANTFLT have directed command attention be given to keeping personnel of the command informed of the future plans of the Unit. Each officer and man should know what his own unit's impending movements are, in order to plan his work and personal family affairs. Routine movements including deployments are unclassified and information concerning them should be made available well in advance.

Emergency deployments, when details of operations are sensitive to divulge, approximate dates may, with proper judgement, be promulgated for planning purposes.

CINCLANTFLT desires all personnel in the fleet to be as fully informed as practicable on the what, when, and why of their own units movements.

THE Pelican POST



Issue No. XVIII

15 September 1961

PATROL SQUADRON FORTY-FIVE AIRCREW PARTICIPATES IN MERCURY RECOVERY MISSION

At 0707 hours on 13 September 1961, a Patrol Squadron FORTY-FIVE Marlin, Commanded by LCDR Albert J. TAIT was launched from Bermuda's Great Sound on a Project Mercury Space capsule recovery mission. The aircraft was configured with special electronic detection finding equipment which would allow it to pickup signals coming from the Space Capsule once the capsule was in the water. Patrol Squadron FORTY-FIVE aircrews had been training now for several months with this equipment and have participated in several practice flights in order that their assigned recovery mission could be assured when the time came. The man hours spent training proved to be of much value to LCDR TAIT and his crew on this particular Wednesday morning.

(Con't on page 2)

REAR ADMIRAL THURSTON B. CLARK PRESENTS VP-45 CNO AVIATION SAFETY AWARD

Admiral T. B. CLARK presented Patrol Squadron FORTY-FIVE The Chief of Naval Operation Aviation Safety Award at the U.S. Naval Station Bermuda 14 September 1961. This is the highest recognition the Navy can give to its Squadrons who establish outstanding safety records. During fiscal year 1961 Patrol Squadron FORTY-FIVE flew 8069 accident free hours which set the record among all the seaplane Squadrons in the U.S. Navy. The citation from Admiral George ANDERSON, Chief of Naval Operations, reads as follows:

The Chief of Naval Operations takes great pleasure in awarding Patrol Squadron FORTY-FIVE the 1961 Naval Aviation Safety Plaque for the most outstanding safety record achieved among seaplane Patrol Squadrons in the United States Navy.

(Con't on page 2)

The Pelican Post is published weekly by Patrol Squadron 45, based at the U.S. Naval Station, Bermuda. The contents of this periodical are not official and not necessarily the opinions of VP-45 or the Navy.

CDR Alan S. LEE - Commanding
CDR George O'BRYAN - Executive Officer
LT BILL SMELL - Editor
Jim WOOD, AOC - Editorial advisor
LTJG Art SCHMID - Contributing editor
John BREMENKAMP, AN - Art editor
Matt WIGMAN, ADC - Contributing editor
Gerald BARKES, AK1 - Sports editor
Larry NELSON, PN2 - Layout
Clemens LAROCO, TA - Layout
David BODNER, AN - Distribution

OUR SQUADRON SAFETY

COMNAVAIRLANT Message.

Safety record posted by NAVAIRLANT Units during the 5 months previous to August showed an overall rate of 1.45 accidents for each 10000 hours. This demonstrated that NAVAIRLANT can operate within a 1.5 accident rate established by COMNAVAIRLANT as fiscal year 62 safety objectives. But, during the month of August there were 16 major accidents, the highest since the month of January 1961. This mars our record unacceptably. Nine first line aircraft were strikes. Five more aircraft had to be sent to overhaul. These surely as though lost by enemy action. We in Patrol Squadron FORTY-FIVE, are not going to let down and add one of our aircraft to this list.

JIM SIMPSON, A01 REENLIST FOR SIX

On 5 September Jim SIMPSON signed his third reenlistment contract. Crew seven's ordnanceman has been with VP-45 for three years and two months now and likes VP-45 and Bermuda duty so much that he has extended for one more year.

MERCURY - from page 1

The Patrol Squadron FORTY-FIVE aircraft arrived on station at 0746 hours and awaited instruction from other Project Mercury surface units. LCDR TAIT said that "communications with all units were outstanding" and "that all members of his crew were able to listen to the countdown." At 1004 hours "list off" was announced and the tension heightened inside the aircraft as the minutes ticked away to reentry time. The capsules progress was announced "over Australia, the Samoa Islands" and then word came thru that an Air Force Recovery Unit had sighted the capsule on reentry. At 1148 hours, VP-45's aircraft was directed to the capsule area by its surface ship controller unit. At 1151 hours, the capsule signals were picked up by the P5M marlin and short minutes later at 1210 hours, LCDR TAIT and his crew sighted the capsule and marked its position with smoke signals. The Air Force C-54 had already arrived on scene of the capsule at 1204 hours.

Other Patrol Squadron FORTY-FIVE pilots and crew members who participated in this flight were: LTJG P.D. Hofstedt, LTJG C.P. Cooper, LTJG R. F. Carroll, Petty Officers, Mattot, William C, Imhof, Patrick J., Wood, David W., Dunaway, Charles R., and Brieady, Thomas D.

SAFETY AWARD - from page 1

The accomplishment of this record is the result of competent leadership, superior technical skill, and outstanding airmanship. This performance is in keeping with the highest traditions of the United States Naval Service.

15 Sept. 61

IN THE SPOTLIGHT
CHIEF AVIATION ORDNANCEMAN JIM WOOD

The Squadron will be saying goodbye next Wednesday to one of her real long term members. Not only is Jim Wood the senior ordnanceman in the Squadron but he also stands fifth on the VP-45 oldtimer plank (total time in VP-45).

Chief Wood has seen a variety of duty with VP-45. For several months he held down the ordnance slot on LN-3. During his spare time he wrote a weekly column for the Station Newspaper called "On The Buoy". Unbeknown to most of us during this time Wood was compiling numerous notes on the PSM ordnance systems. In November of 1959 Chief Wood organized his data on our Squadron aircraft ordnance system and published a VP-45 ordnance pamphlet for Squadron use. This pamphlet drew much praise from the COMFAIRWINGSLANT ordnance inspecting team in December of 1959. The pamphlet is still utilized today as a guide for our Squadron crew ordnancemen.

Chief Wood moved from his aircrew position to assistant shop petty officer in early 1960. The ordnance rating for Chief Petty Officer also opened up this year and Wood put on his CPO's hard hat in July of 1960. Chief Wood moved then from his assistant ordnance shop petty officer billet to a tour as Line Maintenance Chief. In early 1961 Chief Wood assumed the Ordnance Shop's Leading Petty Officer billet. In addition to this responsibility Jim has served as maintenance Chief on many of our deployments during 1961.

Chief Wood's ordnance shop personnel will remember him for the many hours he personally devoted to lecturing on the various aspects of the ordnance rating. Chief Wood will also be remembered by his personnel as "Big Stick" the armament Chief.

Jim is on his way to COMFAIRWINGSLANT at Norfolk, Virginia for duty. His shop personnel tell me that he already has a blind set up where he will resume his favorite sport of duck hunting.

From Chief Wood's armanent division comes smooth sailing and good hunting; from PATRON 45 a salute for an outstanding performance and good luck at your new duty station.

PELICAN POST STAFF SALUTES
CHIEF WOOD

I would like to extend both for myself and The Pelican Post Staff a very warm voice of thanks for Chief Jim Wood's numerous contributions to The Pelican Post. Chief Wood's generous advice and experience have done much to make The Pelican Post stand on its own two feet. The very best of luck in your new assignment, Chief Wood, from all of us.

LOGGING IN AND OUT

The exodus as always continues. VP-45 wishes smooth sailing for: David Doty, AD1, on his way to clam land at NAS Quonset Point Rhode, Island. Marvin Shearin, Metalsmith striker escaped under the wire to separation. Gerald Free, Seaman, to seasickness on a DDR, Ray Cook, SK3 to the U.S.S. CONSTELLATION. John Avery, PR2, on his way to air TRANSRON SIX, Mc Guire, AFB, New Jersey. Fred Magrane, ATN3, to Memphis, Tennessee to books and "B" School.

Patrol Squadron FORTY-FIVE extends a welcome aboard to: John Munro III, PTAA, received from duty at the Fleet Air Intelligence Training Center. John Dobbs, AT2, received from duty at NAS Cecil Field, Jacksonville, Florida. Joel Gordon, ATRAM, received from duty at Class "A" School, Memphis, Tennessee. David Roberts, AT2, received from duty at NATTC, Memphis, Tennessee. Harry Kelsheimer, AO2, received from duty at NAS Cecil Field, Jax., Florida.

FINALLY, A FLING

After several cancellations and postponements, it looks as if Patrol Squadron FORTY-FIVE will finally present an "All Hands" party. This is one party which is long overdue.

Although technical requirements prevented us from holding the party outside the Naval Station, we believe we have the "makings" of a fine time. The Eldano Sextet, will provide dance music, and limbo dancing and a very good singing group will provide further entertainment. Food and drink are free, and the dress is informal (sport shirt and slacks for the men, informal dresses for the women-folk).

Our party is stag or drag, although drag is encouraged. In the Station gymnasium between 2000 and 2400 hours, 15 September 1961.

We'd be most pleased if you and yours could attend!

THE GROUND POUNDERS

By Chief Wigman

The Mechanics, Metal-Smiths, Electricians, all ground-pounders as we are so commonly referred to by the boys, are going to continue to give the best of Maintenance as we have in the past. Our Inspection and Quality Control Division has lost the able DOTY, ADI, but he is being replaced by Chief ROGERS. Plane captains continue to inspect their aircraft prior to and after flight as they have been doing and Patrol Squadron FORTY-FIVE will continue to have the enviable safety record we had in the past year. We have the best pilots in the Fleet. Now all we have to do is stick together, work together and as we previously said, "DON'T LET DOWN!". We have nothing but the best and are going to keep it that way.



Sir: could I have my coat and tie now?

THE Pelican POST



Issue No. XIX

29 September 1961

IN MEMORIAM

Albert J. Tait	
Robert F. Carroll	Cameron Page Cooper
Charles Roy Dunaway	David William Wood
Charles Turner	Erwin Dewey Thompson

Seven of the most wonderful shipmates anyone has ever had have been called by God Almighty to join Him in His Paradise of Heaven. Their departure has brought us great sorrow because we leaned on them and needed their help. These men were not defeated by long hours of boredom and routine. They were challenged by it. They provided protection to the many and security to the United States by flying through days and nights of hazardous skies and observing silent, unfriendly waters. The mission to which they gave their lives is not yet ended, the threat to peace and freedom is ever present. It is now for us, their shipmates, to dedicate ourselves to continue this arduous task of protecting the United States and all her people. The loved ones who have been left to mourn, now have the most difficult task of all: learning to adjust to life without the love and comfort of these, our honored dead. We extend to all of them our heartfelt sympathy, our love and understanding, and our unstinting help.

Address by Alan S. Lee, Commanding Officer

MEMORIAL ADDRESS BY
CHAPLAIN HAROLD H. CUMMINGS
26 September 1961

In this, a Chapel, dedicated to the worship of God we have come to honor our loved ones, our friends who were our companions along the way. These are those of whom we learned so much and they gave of themselves:

LTJG Cameron Page Cooper, USN
LTJG Robert Frederick Carroll, USNR
Charles Roy Dunaway, ADR2, USN
LCDR Albert John Tait, USN
Erwin Dewey Thompson, AE3, USN
Charles (n) Turner, AO3, USN
David William wood, AT2, USN

To you who suffer the loss of your loved one, we extend to you our deepest sympathy. We ask, in Christian fellowship, to share with you the burden that God has asked you to bear.

We knew from the depths of our souls that God has made each one of us, and that we are immortal. Our highest destiny is our fulfillment in the presence of God. Long ago, a great man of God who had suffered beyond all human endurance, in body, mind and soul gained a new insight into the relationship between God and man. For the man Job could look down the dim corridors of the future toward the coming of Christ, and be led to declare:

"I Know that my redeemer liveth; and that he shall stand at the latter day upon the earth and though this body be destroyed yet shall see God: whom I shall see for myself and mine eyes shall behold and not as a stranger." (Job 19:25-27) Now we know that with the eyes of faith, we are each enabled to see beyond the desperate moments of grief, and into the eternity of God's Grace. Each of us who are in our country's service have a motto for our lives:

"For God and for Country"

In our most reverent moments, we pray that we may be good servants of God and that we may serve our country. We do this in the full knowledge that if the worship of Almighty God is to be safeguarded, if men are to live in dignity, and that if freedom is to be kept secure that God in his infinite wisdom may ask a great price from each or all of us.

Our lives have been enobled and we are inspired to a renewal of the highest aspirations to which men can reach, by our friendship, the love, and companionship of these our friends. As an example of the highest in friendship, listen to Jesus as He talks with His friends:

"Greater love hath no man than this, that a man lay down his life for his friends. And ye are my friends, if ye do whatsoever I command you."
(John 15:13-14)

Many years ago a young man took on the burdens of service to his country wrote a letter to his mother, that contained a poem of rare beauty. John Gillespie Magee, Jr., Flight Lieutenant, Royal Canadian Air Force wrote:

(Con't on page 6)

ADDRESS BY
FATHER JOHN A. WIDMAN
Roman Catholic Church, 10 September

"From the very outset, Christians have been more eagerly how much death changed its aspect when seen through Christ who had Himself conquered death and saved the world by His own dying. The Death of Christ appears to His followers as the greatest act of love, the ideal passage from the world to God, the perfect sacrifice on behalf of all mankind and His glorious resurrection projected its light through the gates He had opened."

"For the baptised person, then, even though he has yet to die, death can now seem only an imitation of Christ. Death has become a supreme act of faith and the crowning of that personal sacrifice which every Christian's life offers to God, the definite passing from sin to salvation 'in Christ.'"

CHRISTIAN'S DEATH

"The Christian's death is overwhelming in its grandeur and beauty. God cannot behold any human death without being recalled to the presence of the death of Christ. A sight such as Calvary is not forgotten. Seeing any man die, God sees again the death of Christ on the Cross. On his side, man finds in this Communion with Christ not only the certainty of eternal life and the resurrection of the flesh, but the power to make the total gift of himself in peace and joy to the glory of the Father. The Crowning blessing of all is this: 'Blessed are the dead who die in the Lord.' (Apoc, 14:13.)"

"This is why today we do not have undue sorrow at the remembrance of the death of these young men who gave their lives for our country. We mourn their passing. That is true. But we look upon this as an accomplishment of an eternal destiny--union with God. We fervently pray that when our appointed charge, our time of death, shall come we may look up to God with joy and comfort and may at last be received together with them whom the Almighty has now taken from us into that place of rest where God Himself shall wipe away all tears from all eyes and where all our troubles and sorrows shall have an end, through the merits and for the sake of Jesus Christ, our Blessed Saviour and Redeemer."

I N M E M O R I A M

Robert F. Carroll Albert J. Tait
Cameron Page Er Dewey Thompson
Charles Roy C S Turner
David H Wood

O Lord, Keep alive in our hearts
that adventurous spirit which
makes men scorn the way of safety,
so that thy will be done. For so
only, O Lord, shall we be worthy
of those courageous souls who in
every age have ventured all in
obedience to thy call; through
Jesus Christ our Lord.

We extend to the families and friends of those men, who
gave their lives in the service of their country and for
the hope of peace, our sincere and deepest sympathy in
your time of sorrow.

Your loved ones have not been lost to us, for their memory
and example live on. They gave their lives to preserve
peace and the way of life in which they believed. God,
grant we may always have such men between us and the
chaos of war.

"Greater love hath no man than this, that a
man lay down his life for his friends."

"Blessed are the peacemakers; for they shall be
called the children of God."

Our thoughts and prayers are with you today and always.

The Officer's Wives Club

THE FOLLOWING MESSAGE WAS SENT BY THE ACTING
COLONIAL SECRETARY, SEPTEMBER 25, 1961
TO THE AMERICAN CONSUL GENERAL.

I am directed to inform you that His Excellency, The Officer
Administering the Government, has learned with deep regret
of the loss of a P5M aircraft of Patrol Squadron 45 from the
United States Naval Station. His Excellency would be grateful
if you would convey an expression of sympathy on his own
behalf and on behalf of the Government of Bermuda, to the
Commander of the Base and to the relatives of the deceased.

I am, Sir,
Your obedient servant,

E. T. SMITH,
Acting Colonial Secretary

MESSAGE RECEIVED FROM THE RESIDENT NAVAL OFFICER:

FROM ROYAL NAVY AND ROYAL CANADIAN NAVY IN BERMUDA.

WE ARE MOST SORRY TO HEAR OF YOUR TRAGIC LOSS AND WISH TO
SEND OUR SYMPATHY TO THE RELATIVES OF THOSE MISSING.

MESSAGE RECEIVED FROM NAVAL FACILITY BERMUDA:

EACH OFFICER AND MAN AT NAVFAC BDA WISHES TO EXPRESS HIS PROFOUND
SYMPATHY OVER THE LOSS OF LCDR TAIT AND CREW.

CHAPLAIN CUMMINGS MEMORIAL ADDRESS - Con't from page 2

Oh! I have slipped the surly bonds of earth
And danced the skies on brilliant silver wings;
Sunward I've climbed, and soaring in the tumbling mirth
Of sun-split clouds--and done a hundred things.
You have not dreamed of --- wheeled and soared and swung
High in the sunlit silence, Hov'ring there,
I've chased and shouted wind along, and flung
My eager craft through footless halls of air.
Up, up the long delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark, or even eagle flew---
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.

And now we ask God to heal the wounds of sorrow, and give you the assurance in the words of St. Paul:

"And my God will supply every need of yours according to His riches in glory in Christ Jesus." (Philippians 4:19)

The Lord bless you, and keep you: the Lord make his face shine upon you, and be gracious into you: the Lord lift up his countenance upon you, and give you peace, both now and evermore. AMEN

MESSAGE RECEIVED FROM PATROL SQUADRON FIFTY SIX:

Please accept the sympathy of all the Officers and Men of Patrol Squadron FIFTY SIX.

The Pelican Post is published weekly by Patrol Squadron FORTY-FIVE, based at the U.S. Naval Station, Bermuda.

Commander Alan S. LEE - Commanding
Commander George O'BRYAN - Executive Officer

Many other expressions of sympathy have been forwarded but newsprint space prevents their printing.

Pelican POST



Issue No. XXXI

13 October 1961

BE KIND TO SCHMEDS WEEK

By Tom Kelly

A "Be kind to Schmeds week" has been declared on a Squadron wide basis from now until the day LTJG Art Schmid leaves the Squadron, which will be approximately the 25th of October. He has received orders to NATTC Memphis, Tenn. and to date does not know exactly what billet he will fill there, but he is looking forward to an enjoyable tour of shore duty. At the present time he is trying very hard to learn how to speak southern, which is a difficult task for a dammedyankee to undertake.

LTJG Schmid is presently the Power Plants division officer. The division taught him the job from the ground up, that is giving him a wrench and sending him up a check stand to change an engine, (invaluable experience). After giving up flying to spend more time with his division

(con't on page 2)

EX VP-45'ERS WELCOME CARLA CREW

We arrived in Corpus Christi, Texas with the hurricane Carla gear to a Texas style welcome that was totally unexpected. Among the contingents of Lions Club members, Fleet Reserve Association members, Ladies Auxiliary of the Fleet Reserve, NAS Corpus Christi PIO staff representatives, and local news media representatives, were four ex VP-45'ers: CDR Spade Mac Dade, Lt Harry Keller, Lt Ed Fisher and Lt. Don McKay. These four officers are now members of various training units at NAS Corpus which feed the fleet their new aviators. At any rate their welcome was so enthusiastic that we quickly forgot that we had spent some thirteen hours in the air and four hours in Jacksonville. The Lions club was equally enthusiastic about our arrival. When the crew was asked what they would like to do for the weekend

(con't on page 4)

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CDR George O'BRYAN - Executive Officer
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MATERIAL CLOSES STORE FOR PARTY
Jim Norman

Monday, 9 October was the date, Church Bay the place for the annual get together of the VP-45 Storekeepers. The store was closed at noon and the "Key" men in the outfit descended upon the beautiful, unsuspecting, grass of Church Bay for stakes a foot thick and ice cold beer. Somebody, probably Jerry Barkes, broke out a football and a game of pass was enjoyed until the single men were distracted by passing tourists enjoying the view. Young, tender female type of course. A high light of the fling was the final game of the World Series listened to reverently by all on the radio provided by LTJG Fromuth for that purpose. An inning pool was set up and Ed Grazziola and "Ski" Grzechowiak split the take with tying runs of five each. The crowning point of the party came at the end when it was decided to dunk the newly promoted men in the division. LTJG Thorson was the first to hit the water followed closely by "Big" Jim Norman, AK2. The fins came with all men present being dunked. The only exception was LTJG Fromuth who had the foresight to leave the scene a little early. A grand afternoon was had by all and we are eagerly awaiting our turn again when we can close our store and forget everything for awhile.

SCHMEDS WEEK-from page 1

and to prepare for civilian life he departed for GITMO as a sort of permanent duty officer. Shortly thereafter he deployed to Jacksonville, Florida, taking care of maintenance problems. At the start of this deployment he was not too excited about it but a person by the name of "STUMPY" changed that overnight and he was in no hurry for the deployment to be over.

After spending almost three years on our little island, SCHMEDS was not looking forward to leaving the Navy and eagerly accepted a one year extension when asked to do so by the President. If this keeps up he may make a career out of this outfit; if not, we wish him the best of luck out in the big civilian world.

KNOWLEDGE OF THE LAW YIELDS
RESPECT FOR THE LAW

Americans, who are brought up with the idea that automobiles are part of life, believe that they have certain inalienable rights of ownership and control. Here in Bermuda these are only privileges. It is only in recent years that the Bermuda Government extended certain privileges to individuals in respect to motor cars. Because of the smallness of the island of Bermuda, the narrow winding roads, authorities must, of necessity exercise strict control over motor vehicle population and traffic. Violators must, therefore, be dealt with severely to insure such controls: 1. The minimum age for an automobile driver is 18 years. 2. The minimum age for an autocyycle and autobicycle driver is 21 years.

(To be continued)

THINGS WE'D LIKE TO SEE....

.....Inside Joe Gordons yellow trailer.

VP-45's Recreation Committee met on 10 October 1961 the following minutes are of importance to all,

1. The monthly statement from Special Services was read and discussed. As of 1 October 1961, the balance of VP-45 equity is \$673.43.
2. The procedures for acquiring money for division parties was discussed fully explained. Each Division is allotted \$2.00 per man for a division party. The Division Officer should submit a request to First Lieutenant and it then will be submitted to Special Services Officer for approval.
3. The recommendation that ping pong tables be acquired for the barracks was disapproved.
4. The recommendation that 12 jerseys be bought for the Squadron softball and football teams was approved. The jerseys will cost approximately \$63.00.
5. The recommendation that 6 bowling shirts be bought for Squadron team was approved. These shirts will cost approximately \$50.
6. The recommendation that (2) basketballs and (2) footballs be bought for the Squadron was approved. These balls will be used for practice.
7. The recommendation that 12 basketball uniforms be bought for tournament play and intermural sports was approved. These uniforms will cost approximately \$140.00.
8. The recommendation that the Squadron have a Christmas party was approved.
9. The recommendation that drapes be bought for the barracks was discussed; and until the correct cost and amount is needed for the barracks is decided, action is pending.
10. The recommendation that the TV set in the barracks be replaced with a 21" and the smaller one be raffled was approved. The amount made on the raffle be put back into the Squadron Mess Fund.
11. The recommendation that there be free coffee in the enlisted coffee mess when the Squadron is working on Saturdays, Sundays was approved.

Friday, the 13th, is generally considered an ominous and sinister among days. Most people, although they really don't "believe," still just as soon stay indoors, walk across as few streets as possible, and avoid all compromising situations. Not because they're scared; mind you; it's because - well, you know... it's Friday, the 13th.

The Power Plants Division, however, decided a couple of weeks ago that this "menacing day in October" would be perfect for a beach party. And so it was. It rained on and off all day, except during the party. About 1730 on that enjoyable Friday afternoon it began to rain again, almost as a signal that the day was done and it was time for all good mechs to retire to their own private castles. And so we did.

It is difficult for a Division Officer to say "goodbye" to his division because the word "goodbye" implies that we'll never meet again. In 18 months as Division Officer for Power Plants, I find it almost impossible to express my feelings. In the routine work of the Squadron, in the change of pace places such as Jacksonville and Gitmo, in the shop and on the stands, it has been my pleasure to work with you and for you. It is my sincere hope that you will give LTJG Thomas Doyle the co-operation, the help and the undaunted spirit, through good times and bad, that you have given me.

So I will not say "goodbye" I'll take this opportunity to say "Auf wiedersehen," which means -until we meet again. - LTJG Art Schmid.

CROCKETT & LAUGHLINS
TAILOR SHOP

Having trouble getting squared away for inspection, come and see us. Rates Tailoring etc.

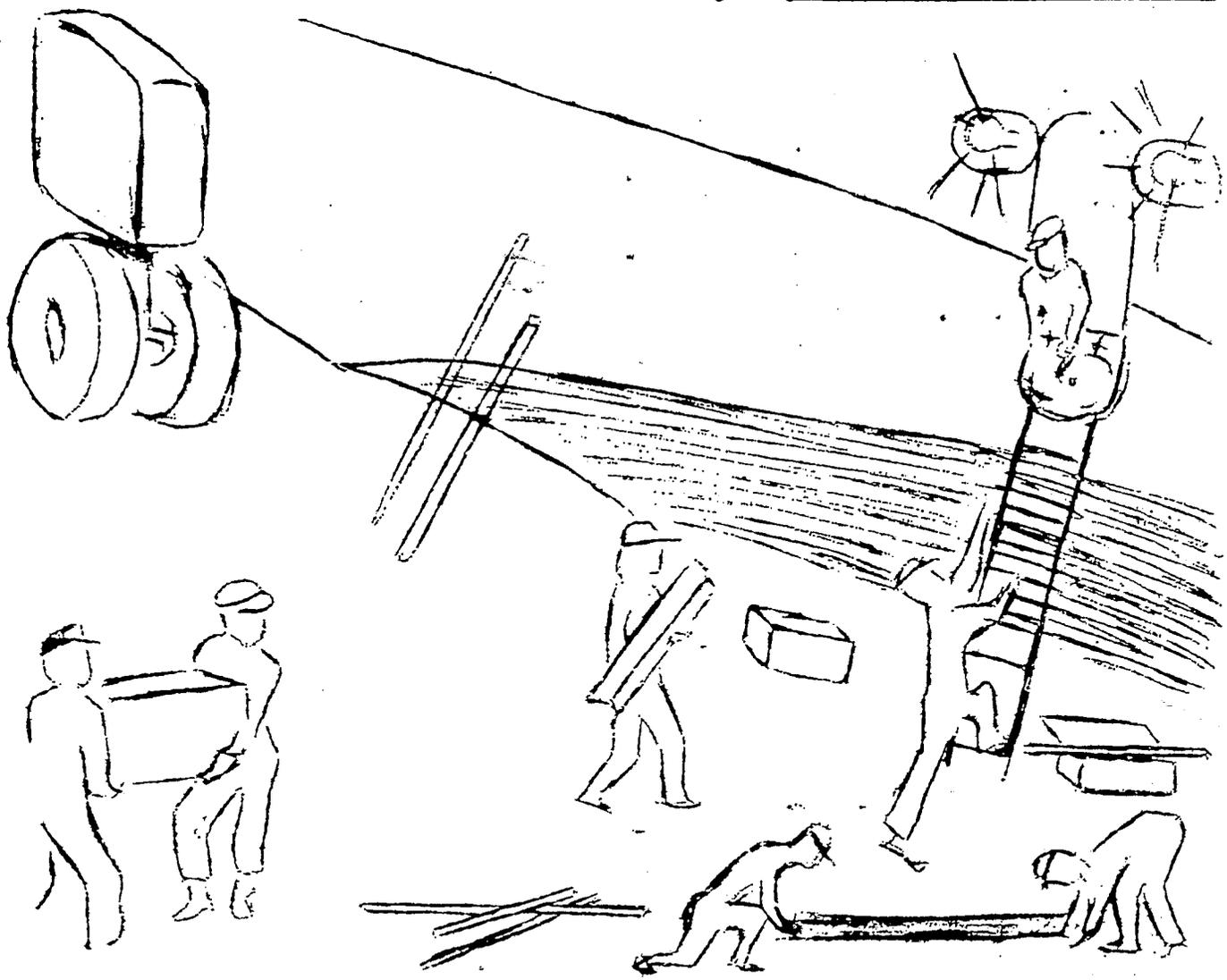
13 Oct '61

there was only one voice that answered - Mexico! The Lions Club responded with a 1961 air conditioned Impala. As for their weekend, I would suggest talking with either Joel Williams, Dave Carsten, William Coke, Martin Lavelle, or John Bremenkamp.

LOGGING IN AND OUT

Patrol Squadron FORTY-FIVE extends a hearty welcome aboard and good luck in your new assignment to: Thomas Sigman Jr., AMHL, received from duty from Navy Transport Training Unit - Tinker AFB; James Bradshaw, ATCS, received from duty at NATTC

Memphis, Tennessee; James Rose, AT2, received from duty at NATTC, Memphis, Tenn.; William Gouslin, ATRAN received from duty at NATTC, Memphis; Jerome Jurkowski, ATNAN, received from duty at NATTC, Memphis; Raymond [unclear], ATL, received from duty at [unclear] Squadron SIX. NAAS, Whiting Field; Raymond Poole, ATNAN, received from duty at NATTC, Memphis, Tenn. Patrol Squadron FORTY-FIVE says goodbye and goodluck at your new assignment to ; Bill Couch, ADR3, transferred to NATTC, Memphis; John Burks, CS3, transferred to Naval Receiving Station, Philadelphia/ Robert Selby, AEMAN, transferred to PATRON THREE, Sanford, Florida: Richard Hayes, ATN3, to Memphis and class "B" school; Lewis Hoback, AE2, transferred for separation; Gregory Hill, AT2, to NAS Quonset Point.



It's only the CB'S. They've spread their activity.

THE Pelican POST



Issue No. XXII

27 October 1961

THERE ARE TWO KINDS OF PEOPLE—WHICH KIND ARE YOU?

Reprinted from This Week Magazine
by Roger Hull, President Mutual of
New York.

Have you ever asked yourself this question: If every citizen performed just as you do, where would the country be? What if every fellow worked at his job the way you work, showed the same interest, the same diligence, the same faithfulness, the same skill and discipline? What would happen to our country?

Someone has aptly said that there are really only two kinds of people: those who are part of the problem, and those who are part of the solution.

Do you think only in terms of yourself—how much you can make, what you can get out of life? Those who think that way are definitely part of the problem.

(Con't on page 4)

REVISED STAR PROGRAM

A new list of ratings eligible for this program has been issued from BuPers, also other changes to the STAR Program have been made in BuPers Instruction 1133.13A. Here is the new list of ratings which will effect the personnel of our Squadron: Aviation Machinist's Mate, Aviation Electrician's Mate, Aviation Ordnanceman, Aviation Fire Control Technician, Aviation Electronics Technician, Parachute Rigger, Photographic Intelligenceman. The new benefits are as follows: Pay Grade E-3; (a) Reenlistment bonus. (b) Guaranteed assignment to an appropriate Class "A" School. (c) Automatic advancement to pay grade E-4 for those E-3 personnel graduating in the upper half of their "A" school class. E-3 personnel who have been graduated from a Class "A" school in the upper half of their class, and who desire to become career designated, may, upon being so designated in accordance with

(Con't on page 3)

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OUR SQUADRON SAFETY
By Lt. Young

"Accident Prevention" is a phrase conjured up by persons attempting to carry on a hazardous program which may involve the loss of life and material. Due to ignorance and neglect, these losses reach prohibitive proportions which alarm the public and all individuals concerned.

Only when we have professional men to fly and to work on today's highly complex aircraft can we expect our accident rate to be proportional to the risk involved. It is imperative we train ourselves and those whom we supervise in order to become professionals, rather than attempt to perform professional tasks with half-trained personnel.

Supporting personnel also require extensive training if they are to have a complete understanding of the systems, and component parts involved in the operation of these systems, in order that they may best be qualified to inspect, repair and adjust the systems. Special emphasis must be focused on trouble-shooting and the results of unsatisfactory repairs and/or non-compliance with standard maintenance practices.

With a thorough understanding of the problems by all concerned, each individual will inherit a deep feeling of pride in his work, and a team spirit will be evolved creating a safe unbeatable group of professionals who can effectively carry out the mission of Naval Aviation.

LETTERS TO THE EDITOR

I am the mother of Lt.(jg) Cameron Cooper who lost his life off Bermuda on Sept. 22. The copy of "The Pelican Post" in which you carried the very beautiful memorial service for my son and the other members of the crew has come into my hands.

In my deep grief I penned the enclosed lines which are not very good poetry but are written from the heart. I submit them to you for publication hoping that they might be of some comfort and a source of some strength to others.

Mrs. A. B. Cooper

Now he soars on lofty wings
No need for human, earthly things
Like parachute or signal flare.
Untrammelled he flies near God up there.

He was doing what he liked to do
Flying with men in Navy blue
Who patrol our shores both night and day
To keep secure the American way.

His golden wings he wore with pride
A lifelong ambition satisfied.
So handsome, so young, so unafraid-
The very stuff of which men are made.

He would not want us to grieve today;
No fuss, no bother, was ever his way.
When things didn't go as he thought
they should be,
He'd shrug them off by "C'est la vie".

I can picture him now in celestial space
Flying on high in easy grace
As with boyish grin and a friendly nod
He dips his wings in hello to God.

Lines written on the death of my son,
Lt.(jg) Cameron Page Cooper, USN, off
Bermuda, Sept. 22, 1961.

Elizabeth Cooper

27 Oct. 61

KNOWLEDGE OF THE LAW YIELDS RESPECT FOR THE LAW

MATERIAL
By Jim Norman

Continued from last issue. Rule 3. One family may not own more than one automobile. This restriction does not apply to autobicycles. One family may own a car and an autobike or autobikes. 4. Registration expires on all cars on April 30th of each year, and on all autobikes on 31 August of each year. 5. Before registration or re-registration cars and autobikes must be examined for fitness. 6. Before registration or re-registration of cars or autobikes, purchase of third party risk insurance is mandatory. 7. To obtain a driver's permit, an individual must take two examinations. One is a physical fitness examination and the other is a driver's competency examination. 8. Automobile driver's license only permits the holder to drive the car recorded in the license. However, such driver may drive any other car if the registered owner of that other car or a member of the latter's family is a passenger therein. Such restriction does not apply to autobikes. A license may be renewed annually without further examination. 9. Any person selling an automobile may not purchase another one for one year; however, a car may be traded in on a new one. This restriction does not apply to autobikes. 10. A car may not be licensed for more than five years. There are exceptions to this rule. One of these provides that if a used car is purchased before its fifth birthday, it may be registered for two years or five years less than the number of years already registered, whichever is greater.

STAR - from page 1

this instruction, and if recommended by their commanding officer, be advanced by their commanding officer, be advanced to pay grade E-4 without further examination. All personnel must have completed 6 months in pay grade E-3 prior to advancement.

(Con't on page 4)

There have been quite a few changes in this division since we last brought you this column. With the addition of Mike Culver to our staff (many thanks to Lt. Collins whom we knew would come through sooner or later) we hope to find enough time to be able to keep you informed of our activity more often through our own Pelican Post. Of course as usual, we're broke, but we are in there punching so keep submitting those chits and maybe soon we can quit filing them in the round file.

After all, you are our best customers and the customer is always right.

News for the uniformed is as follows: we have a new Material Officer, LTJG Don Thorson. It can be noted with interest that at present he is also Ass't Material, Planning and Liaison (for Material), Survey and Equipment, Allotment Control Officer and Head of the Tool Room. It sure looks to me like if you have a problem concerning Material he is the man to see. I guess all this authority comes with advancement, so get your courses in men. I understand that Jerry Barkes was overheard commenting that his LDO papers should come through about now so he could be of help.

In our Material sports section, Jerry is still leading the pack, participating in everything but hop-scotch. Big Jim took up football to lose weight, played three games and gained six pounds. Believe it or not he's only 194, if you don't believe it just ask him. All Mike Culver can talk about is Green Bay and Ski is on leave so that is where we will leave it at this time. Hope to see you next week, with enough "Pleases" from our readers and subscribers, I might tell you the secret of how to order something and get it. This is a closely guarded secret so it will take lots of coaxing.

"FLASH! Lt. Levin is the new Material Officer"

27 Oct. 61

A MEMORIAL

On the 22nd of September a tragic accident claimed the lives of seven of our fellow shipmates. Though they be gone, they are not forgotten. A "Memorial Fund" has been established for the purpose of purchasing a stained glass window, to be put in the base Chapel in their honor. Should the Naval Station in Bermuda ever be de-commissioned, it will be moved to the Chapel at U.S. Naval Air Station Breezy Point, Norfolk.

The Leading Chief is collecting donations for the fund, and the division Chief's are collecting in their divisions for him. All donations are appreciated.

STAR - from page 3

Pay Grade E-4; (a) Reenlistment bonus. (b) Guaranteed assignment to an appropriate Class "B" or "C" school or other schools designated "equivalent to class 'B' or 'C' school for STAR purposes. (c) Automatic advancement to petty officer second class upon graduation from Class "B" school will be effected for career designated pay grade E-4 personnel. Personnel in pay grade E-4 who have been graduated from Class "B" school may, if in all respects eligible, become career designated in accordance with this instruction and as a result, will be advanced to pay grade E-5 without further examination. For more information on this program contact your I & E Officer. TODAY.

PEOPLE - from page 1

Or are you concerned with the contribution you can make - how much you can give, how much you can put in? People like that are part of the answer.

Some people treat life like a slot machine, trying to put in as little as possible, and always hoping to hit the jackpot. But I believe that people are wiser, happier and have more inner peace when they think of life as a solid, intelligent investment from which they receive in terms of what they put in. And by so doing they help preserve our free society.

BOOK REVIEWS

AIR BOMBARDMENT

By Air Marshall Sir Robert Saundby

This book starts with the yarn of Sinbad the Sailor and his two giant rocs which sank a ship with stones, then develops the story into the 20th Century with its almost frighteningly rapid development of the bombing plane. Although the author's interest lies primarily - understandably enough - with the Royal Air Force, he tells the histories of other air forces fairly and well. Some of the most interesting chapters deal with the early trials and failures of the bombing plane through World War I. He touches on the geopolitical importance of the then new weapon, then goes into the role the bomber played against Germany, Italy and Japan in World War II. He ends with his views of today's bombers versus rockets.

THE Pelican POST



Issue No. XXIII

3 November 1961

CONGRATULATIONS

The Pelican Post extends its congratulations to the below listed men who passed the competitive service-wide examinations for the next higher rate and are to be advanced on 16 November 1961, provided eligibility is maintained:

T. D. GRISWOLD to DK2, J. D. WADE to ATR3, G. D. MURDOFF to AMS2, A. R. KORMOS to ATN3, D. L. HUSMAN to PH1, G. C. CHAMBERS to AE3, E. R. STEIN to ATR3, J. L. MIELE to ATN3, W. A. GOUSLIN to ATR3, J. A. JURKOWSKI to ATN3, V. L. BONAT to ATS3, J. H. GORDON to ATR3, R. J. ANDERLE to ADR3, R. F. ARNOLD to AME3, J. B. BRANT to AMS3, J. R. BREMENKAMP to AE3, D. L. BRYANT to ADR3, J. L. CARTER to AMS3, C. A. CAZILLE to AO3, M. B. CHANDLER to AE3, H. F. CHICHESTER to ATN3, D. P. DEGROOT

(Con't on page 3)

SELECTIVE CONVERSION AND RETENTION (SCORE) PROGRAM

There is a continuing and ever-increasing demand for greater numbers of highly skilled enlisted technicians to man and maintain the complex new equipment being introduced into the fleet. Present trends indicate that the Navy might not be able to meet these needs adequately unless drastic action is taken to increase the enlisted career force, particularly in the electronics operation and maintenance areas. A concentrated effort is necessary to convert selected petty officers and identified strikers (Pay Grades E-3,4,5) who are serving in the relatively less technical ratings with high manning levels to the more technical ratings which are severely under strength.

(Con't on page 4)

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OUR SQUADRON SAFETY
By Lt. Young

We feel the greatest safety device known is the pilot-in-command. He must continually be of a state of mind that he is willing to do those things he knows are necessary to effect a safe operation. Each pilot in command has demonstrated he knows the basic requirements of his flying job - the ultimate basic requirement being to know the machine and the prescribed rules of operating it. The next most basic is to follow those rules. This secondary requirement requires a state of air discipline which is achieved neither through excessive FAA Regulation and enforcement or excessive company regulation, supervision, and discipline. The pilot has to be safety conscious and apply "air discipline" to his thoughts and actions. The Air Dictionary defines "air discipline" as "compliance with the systematic rules and procedures adopted or used in handling or operating aircraft."

LETTERS TO THE EDITOR

I would like to thank the Officers and men of VP-45; through their newspaper, for the kindness that was shown to me during the time my husband was lost.

I enjoyed being a part of the Squadron, even if it was for such a short time. I have many pleasant and fond memories that will help me through these trying times. I'm grateful that my husband could be a part of such a fine Squadron. I wish for all of you the best of luck in the future.

I would love to hear from the Squadron through the Pelican Post and from those I knew personally and those I never met.

Love,

Mrs. E.D. "Kaye" Thompson

EXCERPTS FROM FAIRWINGSLANT ASW
INTELLIGENCE BULLETIN NO. 9-61

SNORKEL PHOTOGRAPHY (U). The 70mm photography of a transitor subs snorkel obtained by LCDR Jeffries' (VP-45) crew during Exercise FISH PLAY VI is of the best noted in recent years. LCDR Jeffries and his crew are to be congratulated for the quality and quantity of photographs of a subject not only difficult to detect, but more difficult to photograph and even more difficult to photograph with such good results.

This type of photography gives indisputable proof to all observers that a submarine was detected, identification can be effected concerning the class of submarine photographed and the KB-10A camera is a very useful piece of equipment capable of obtaining desired photographic results.

UNCLASSIFIED

3 Nov. '61

MATERIAL
By Jim Norman

Things have been popping in this division since my last report. Jerry Barkes left the Island for that coold port of Breezy Point on a tactical supply procurement mission. Things have got to really be popping to get this boy in the air and off the Island. Jerry says all it takes to get him in the air is a nice set of flight skins, but even they couldn't get him on an extended. Seems the Maintenance Officer had other ideas. Anyway, he is back now, mission accomplished and all rested up for duty. For you cold blooded men, he picked up quite a few foul weather jackets while he was there. I understand that they will be issued by the Line Maintenance Officer as soon as they are put on custody and the weather gets a little cooler. One word to the wise, I am still Survey Yeoman. I don't want to see any surveys coming through on any of them. Although the majority of our losses by survey are proper and have good justifications, I KNOW how to prepare a formal survey.

Since our last issue, LT Mike Levin assumed the duties of Squadron Material Officer. He was here long enough to get a birds-eye view of our operation and procedures and boom, he's in Norfolk for school. He'll be back soon and I am sure you, our customers, will appreciate having him in this slot. He has made a lasting impression on this division in the short time he has been here and we know he will make one of the finest Material Officers we have ever had. With this, we of the Material Division would like to welcome him aboard and wish him smooth sailing while in 45. Statistics show, he's a bachlor and has a 1962 Sunliner Volkswagon.

CONGRATULATIONS - from page 1

to AT2, W. P. DORALS to AMH2, T. D. DREHOBL to ATS3, W. T. ENEIX to AMH3,

L. D. GILMORE to AMS3, W. V. HUDSON to ATR3, J. R. KING to ADR3, M. L. KOONCE to AMH3, M. J. LAVELLE to AMH2, G. B. MCGOWAN to ARD3, B. R. MILLER to ADR3, L. H. MOORE to AME3, D. L. MORITZ to AE3, J. E. MUELLER to AO2, R. L. MYERS to ATN3, J. A. NORMAN to AK2, F. J. PASTERAK to AMS2, R. R. POWELL to ADR3, L. W. RITTER to AE3, G. SCHIEFERECKE to AT2, F. L. TROMBLEY to PN3, R. A. ZIMMERMAN to AMH3, R. H. HERNANDEZ to AT2, D. A. ROBERTS to ATL, D. B. WARING to ATS3, V. F. SPRINGER to AT2, T. D. BRIEADDY to AO2, J. H. CLINE to AE2, H. W. FOSTER to AMH2, D. B. GLASS to ATN3, E. J. GRAZIOLI to ATR3, J. E. HAWLEY to AMS3, J. JONES to ATR3, R. J. LARSON to AT2, E. E. LEGRO to AEL, R. L. SHIREMAN to AT2, R. S. WATTY to AT2, W. C. WILLIAMS to ATR3.

THE MECH.
By The Phantom Reporter

The following article was found on the editor's desk with a note from the Phantom Reporter saying that he will be watching people in the Squadron and reporting on them in the future as the Phantom.

If you think that the work is too much in your shop relax. The Mech. is working 12 hours a day time and a half for overtime.

Dave Crockett is making more money than he can spend. Young McGowen "who we haven't seen for a week or so," we were told he was at the beach with the New York's finest, but Crockett had him in a jug on the engine. Heath has a new black whip so the job is getting done. Gordon has put his foot down, no more rags for Airframes to use for paper towels when they cook the Spanish meals in the shop. Keep up the good work men maybe if Barkes gets some money he will buy some "No Does" pills for you and a new P5M for Xmas.

SCORE - from page 1 -

Benefits of the program are as follows: Assignment to class "A" school is guaranteed for the technical rating to which conversion is desired. Immediate change of rating will be accomplished upon graduation from "A" school. In addition, SCORE Program personnel in pay grade E-3 will be automatically advanced to pay grade E-4 in the new rating if they graduate in the upper half of their class.

A period of not less than one year nor more than two years of on-the-job training will be served following "A" school. Provided overall performance of the on-the-job training period has been satisfactory, and the man is in pay grade E-4 or E-5, assignment to class "B" school will follow if requested.

Class "B" school is guaranteed if the above criteria is met. Further, automatic advancement from E-4 to E-5 upon graduation from "B" school or when graduate completes 1 year in pay grade E-4 is guaranteed, unless previously advanced as a result of graduation from "A" school under the STAR or SCORE programs.

Eligibility: the following criteria must be met; 1. Be serving on active duty (USN or USNR) in pay grade E-3, E-4, or E-5. 2. Have not less than two years of active Naval service nor more than 12 years total military service. 3. Be serving in one of the following ratings: YN, PN, SK, DK, CS, SH, DM, DC, BM, GMG, IM, LI, EN, PM, SEM, SFP. 4. Meet the basic criteria for class "A" school for one or more of the following ratings: RD, SOG, SOS, GS, FTG, FTM, GMT, ETN, ETR, RM, CT, MM, MR, BT, EM, IC. 5. Be recommended by your Commanding Officer.

If your interested and want to know more about this program see your I&E Officer.

KNOWLEDGE OF THE LAW YIELDS RESPECT FOR THE LAW

Continued from last issue. Rule 11. In addition to horsepower, size and weight limitations on cars and auto-bikes, there are design, color and equipment restrictions imposed by law. 12. A car may be imported into Bermuda if it meets the requirements mentioned in 12 above, and it is owned by the importer, is not over 6 months of age, and is not second-hand. 13. Any change of address or ownership must be brought to the attention of the Transport Control Board within seven (7) calendar days by Bermuda Law.

I & E NOTE

Don't forget that personnel who are eligible for and desiring to participate in the forth-coming service wide competitive examination must have their required training courses, practical factors, and recommendations into the I & E Office prior to 17 November 1961 - Recommendation forms are available in the I & E Office.

NAF KEFLAVIK CHANGES HANDS

NAF Keflavik, Iceland, became a Naval Station on 1 July. The Navy and the Air Force shifted roles, the Navy becoming host rather than tenant.

Anyone interested in a transfer to Keflavik see Lt. Collins in the Personnel Office.

THE Pelican POST



ISSUE NO. XXIV

13 NOVEMBER 1961

19TH BIRTHDAY CELEBRATION HIGHLIGHTS INSPECTION

At Patrol Squadron FORTY-FIVE personnel inspection on November 10, Commander A. S. LEE, complimented Chief Commissaryman Arch and Commissaryman First Class Archwell of the U.S. Naval Station, Bermuda as the Michelangelo's of the cake building art. Their double layer, 42 inch by 22 inch artistic achievement was prepared to celebrate the nineteenth birthday of Patrol Squadron FORTY-FIVE.

The Squadron was commissioned in Norfolk, Virginia on 1 November 1942 as Patrol Squadron 205. It was sent to Trinidad shortly thereafter and assigned the mission of convoy coverage and Patrol. While in Trinidad Patrol Squadron 205 flew 1278 war sorties and credited one U-Boat to its kill list. 205 reported to Tanapag, Saipan in April 1945 where it flew search, barrier patrol, and hunter killer operation.

(Con't on page 3)

LINE MAINTENANCE PARTY SELLS SPLASHES

The Line Maintenance division followed up a very successful personnel inspection with what all who participated agreed a very successful party at Horseshoe Bay. The Line division officers lead by LCDR Winfrey, LTJG Wes May and LTJG Roger Peck were each caused to make their respective splashes in the Bay waters. The remainder of the Division followed. No one in Line Maintenance considers this as a formal initiation, however, as everyone was already wet from the rain which dampened but did not put a damper on the party activity.

Tom Brieady (AO3) and Jack Lowther (AMS2) are to be thanked for their very fine leg work in making all the party preparations. Hot dogs, hamburgers, beans, beer and sand was served. Football was the recreation favorite and its rumored that everyone passed their physical fitness tests with possible exception of LTJG Pendley who tried to sneak out of the test.

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ATTENTION: LTJG SCHWART

OFFICER VOLUNTEERS FOR UDT
TRAINING

- A. BUPERS INST 1520.7A
1. CINCLANTFLT NOTE 1510. OF ICER VOLUNTEERS ARE URGENTLY NEEDED FOR UDT CLASS CONVENING 8 JAN 62.
 2. SUCCESSFUL COMPLETION OF THE COURSE WILL RESULT IN ASSIGNMENT TO UDT 21 HOMEPORTED AT LITTLE CREEK, NORVA.
 3. APPLICATIONS ARE PARTICULARLY DESIRED FROM CAREER OFFICERS WITH RETURN TO SEA DUTY FOLLOWING COMPLETION OF TOUR WITH UDT.
 4. APPLICATIONS WOULD BE SUBMITTED IN ACCORDANCE WITH REF A TO REACH BUPERS BY 15 DEC 61.
 5. THIS NOTE CANCELLED ON 31 DECEMBER 1961.

LETS MEET LCDR HAUSLER MAINTENANCE
OFFICER

By LTJG TOM KELLY

LCDR. Carl Hausler is presently the head of the maintenance department and has been with forty five since September 1959. He has held his new job about one month now, prior to this he was the ASW officer and assistant Operations Officer.

LCDR Hausler started his naval career in September 1950 when he was commissioned an Ensign after

graduating from the New York State Maritime Academy where he received his degree as a Bachelor of Marine Science and his Third Mates license. His first tour of duty was aboard the USS LATIMER (APA) as assistant Navigation Officer and he qualified as OOD underway and navigator. He reported to flight school in October 1952 and was designated a Naval Aviator on 27 November 1953. His first tour of duty as a pilot was with VP-46 out of San Diego flying P5M's. He participated in 2 WestPac deployment to Sangley Point, of which I am sure he holds many fond memories.

From August 1956 to August 1959 he was attached to the U.S. Naval Academy as an instructor in the Seamanship and Navigation Department. He also gave demonstration rides to the middies in the old NBN equipped with floats. While at the Academy he provided technical assistance and was instrumental in producing the U.S. Naval Institutes Book "DUTTON'S AND PILOTING." in the Annapolis Newport Race of 1959 and after reporting to 45 returned to the States to navigate it again in the Bermuda race in June 1960.

LCDR. Hausler has been the PPC of LN9 since reporting to the Squadron and has logged a successful open sea landing off Key West one midnight with one engine feathered and the good one on fire. The crew, of which I was a part of at the time, received some excellent first hand experience at emergency ditching procedures.

LCDR. Hausler resides in public Quarters aboard the Naval Station with his charming wife Joan and their 3 delightful children Erica Willis (6); Carl Fredrick (4); and Mark Evan (3).

ON THE RAMP, THE PHANTOM

I walked into supply yesterday. They're greeting everyone with "Good Morning, No money".

Clevenger's fight for his chair in the operation office is still going on. Work hard and stay busy, Im all around like de water.

13 Nov. 61

THE HERBERT A. HOLT
LITJG SCHWARZ

BERMUDA LAW SERIES (con't - - -)

TRAFFIC CONTROL

The detonation of a 58 megaton super bomb by the Soviets has done little to ease the tension of the cold war. In spite of being implored by the majority of the nations in the western world, the Soviet persisted in their series of tests culminating in the detonation of the largest nuclear weapon man has ever known. The amount of radioactivity and fallout that the world will be exposed to in the coming years is as yet inestimable, although many eminent scientists around the world fear that milk, gene(hereditary factor) and numerous other things will be affected.

If the Western World felt that the past nuclear test series that Russia has so dramatically held would be of any military value, and I speak primarily of the superbomb, perhaps the detonation could be somewhat condoned. However most military minds cannot attribute any military value to such a detonation. The superbomb is impractical from a military standpoint and would produce overkill no matter what metropolis it was directed against. The bomb, consequently, was detonated simply to intimidate free and neutral nations and as a side effect produce discord among the western powers.

Other detonations in the series could have had military value and as such have prodded certain senators to influence the Pentagon in its decision to recommence atmospheric testing. If atmospheric testing by the United States is considered necessary, no such superbomb will be detonated. The series envisaged will be to evaluate anti-missiles and other facets of the defense picture that are felt to need further exploration and analysis.

Whatever the outcome of this breach of trust, (the series in question was evidently in the planning stages for some time) it is again obvious that Russia feels little concern about world opinion and will continue to intimidate, exploit and threaten the world to further the cause of communism, and no matter whether this cause is pursued peacefully or aggressively its pace and intensity will not abate.

1. The maximum speed limit anywhere on the island is 20 miles per hour.
2. In certain areas such as the City of Hamilton, Town of St. Georges, town of Somerset and on estate roads, the speed limit is 15 miles per hour. When towing a trailer or a motor car the speed limit is 10 miles per hour anywhere.
3. It is an offense to drive without having a valid driver's license or without having valid insurance in force and effect.
4. Driving without a good speedometer or muffler is an offense.
5. Stateside rules of the road are for the most part applicable in Bermuda, e. g., no passing on hills or curves or over the solid lines in the middle of the road, etc.
6. Parking in places not permitted is a penalty as is parking at night without leaving the parking lights on.
7. One passenger is the maximum on auto bikes.

(celebration con't)

A year later the squadron was sent to Bermuda where it changed its name to Medium Sea Five. In addition to its anti-submarine warfare mission, Medium Sea Five was assigned Air-Sea Rescue work which provided many scary flying hours for her aviators. The Squadron lost one plane while attempting a sea rescue operation on 9 December 1946.

The squadron again changed its designation on 1 September 1948 to Patrol Squadron FORTY-FIVE. VP-45 deployed from the Naval Station, Bermuda in April 1951 to Coco Solo, Naval Station in the canal zone. In 1956 the squadron returned to Bermuda where it has remained since.

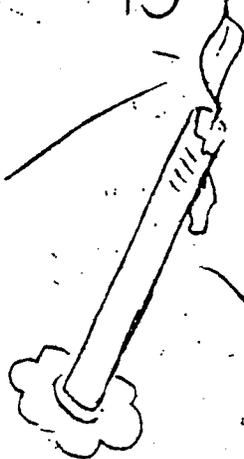
Patrol Squadron FORTY-FIVE in the last nineteen years has proven many times its versatility and mobility. It is proud of this record and hopes to strive for even greater achievements in the next nineteen years.



1945

19th

ANNIVERSARY

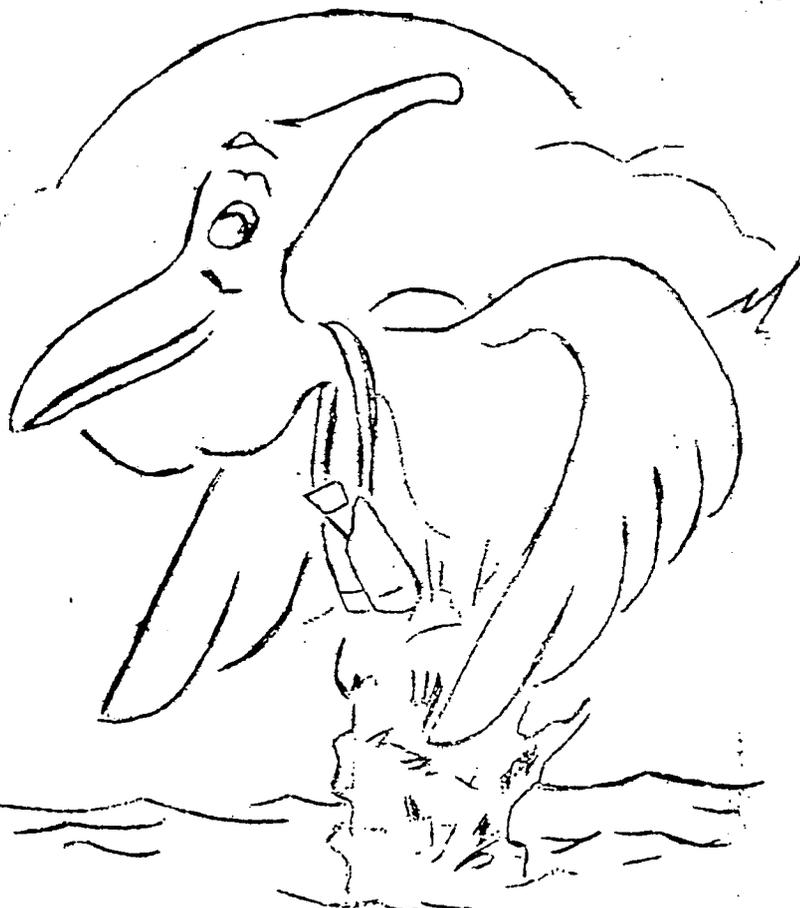


Happy

Nov. 7

Birthday

THE Pelican POST



Issue No. XXV

20 November 1961

EASTERN LIONS CLUB FETES VP-45 AND FLEET RESERVE

The Bermuda Lions Club held their quarterly dinner meeting Tuesday night, November 14, at the Hofbrau House in Hamilton. The Eastern Lions Club which sponsored the Hurricane Carla relief project, were hosts for the evening. Invited as guests were Fleet Reserve officials and VP-45 Flight Crew TWO members, LT Snell, and LTJG Kelly, who participated in the Hurricane Carla Flight on September 22.

LT Snell and LTJG Kelly were introduced to the Lion's Club members by Sid Stollard, President of the Eastern Lions Club Branch. LT Snell made a few remarks concerning the flight and the deep gratitude expressed by the Corpus Christi Carla Officials who received the Bermuda relief packages. LT Snell also

(Con't on page 4)

CHARLES AND CARSTEN RECEIVE AWARDS

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OUR SQUADRON SAFETY
By Lt. Young

Supervision is the start of all safety programs. When an incident occurs in a shop or department all officers and petty officers concerned must ask themselves, "What did I do that wasn't good enough?" There can be no rest or let up in the safety efforts until we have wiped out the types of accidents that show we aren't doing enough. Until the "preventable" accidents are eliminated you'll be living with safety on a day-to-day basis. What is "good enough?" I don't really know what "good enough" constitutes, but I do know that if one-fourth of the human failure accidents (carelessness, inattention to duty, show-off, lack of training) had been prevented in the past, there would be a lot of nice folks around now who aren't. So until the "preventable" accidents just don't come off. It must be admitted "we are not doing enough."

All supervisors must face the fact that accident prevention is his personal responsibility. Remember that proper supervision, good leadership and full attention to duty can prevent accidents.

BERMUDA LAW SERIES (Con't - - -

1. It is unlawful for an autobike or cycle driver to catch a hitch on any vehicle. 2. Pedestrians have the right of way. 3. Motor cars and bikes involved in accidents must stop and drivers must call the police.

Some of these laws, we have published the last few weeks, may appear contrary to our idea of democracy. However, it must be remembered that the United States Constitution is not binding upon any foreign government. With these laws the Colonial Government of Bermuda is exercising control necessary to insure a safe Bermuda.

We must for our own benefit and to foster friendly relations observe their laws. This is not only common sense, but is also the way any guest should act towards his host.

ON THE PAMP
By The Phantom Reporter

This reporter is told that Father Widman, CHC, USN, is going back and forth to Kindly AFB Hospital, his mother is very sick. So when you go to Chapel on Sunday please pray for her.

Chief Broderick, HMC, the little guy with the shots and needles, who comes to our coffee mess is getting some of his own medicine, he is in the ward on the sick list. Take two APC's four times a day and get well soon Doc.

Its bad enough Sullivan had the day off Monday, but he missed his Yellow fever shot too. Sniveler.

We have a new crop of PO's looking real good in sharp dungrees, so when you stand next to them look yourself over.

Respect from your men is a just reward when its given, never when its demanded. So when you shave Mr. "Ferris Wheel" don't let the razor spin overhead on the hanger deck.

(Con't on page 4)

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The Airframes Division welcomed a new face this week when Roger Foley, AMH3 checked in after the intensive training of the Squadron Indoctrination course. Roger came to VP-45 from the cold hard outside, and will be a welcome addition to the dwindling ranks out in the Nose Hangar. Too bad Foley wasn't here in time to enjoy the "stomach warming" chili prepared by "Poncho" Flores, maybe next time though. Airframes is busy now getting in shape for the physical fitness requirements established by BuPers with Chief Kenyon and Mr. Pendley exempt due to age, Coates has prepared the marks for the six foot standing broad jump on the newly painted decks of the shop and the answer to the eleven inch standing jump has been provided by the glorified hatrack stand made up also by the - you guessed it - Airframes Division. In order to better prepare themselves for the rigors of the physical fitness tests a couple of the older men have joined the bicycle crowd and have gotten rid of their automobiles. You can see them on Middle Road if you start in early AM, for a real early launch. Everyone is glad Chief Kenyon's diet is coming along as he will soon be able now to see the scale on his bathroom scales and won't have to weigh over at the Supply Building in the Household shipment department. Hope he'll give the secret to Heath in the adjoining shop. Not much more news unless the Phantom Reporter has something to add. PS: Smooth sailing to Coates and Dubay who will be leaving us soon for the sacrifices of Stateside shore duty.

Through the doors of the Leading Chief's Office comes many men with complaints, tall tales, and helpful hints. We of the Leading Chief's Office are glad to hear the tall tales, and always need the helpful hints, from everyone. (Speaking of tall tales Chief Crowther can tell a batch, "Now let me tell you about the time when I was in Texas"). Helpful hints!! Chief Crowther is always ready for these, as long as they are constructive.

The Squadron has a new First Lieutenant, LTJG G. S. Layton. His Office is in here also. Seems as though he has done nothing but work on outstanding work requests since he has been here. Mr. Layton, are you caught up yet?

A note from our Leading Chief: the Enlisted coffee mess will be open until midnight or until the duty section secures every Squadron working day. Also, concerning the coffee mess, it is a privilege for everyone in the Squadron, lets help keep it clean.

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TRADERS CORNER
JUST IN TIME FOR THANKSGIVING
I find myself overstocked in big aluminum roasting pans (24 lb capacity) by one. Unavailable in local exchanges, never used, includes rake, lists for \$8.95, will sacrifice for \$7.00. Contact Dumas' Norfolk outlet sales in Operations, Ext: 6401.

-3-
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THE Pelican POST



Issue No. XXVII

4 December 1961

VP-45 PREPARES FOR ADMIN

It is a dark night, but the building at the end of the point is ablaze with light. Inside there is a flurry of activity. Is it the North Pole and Santa's helpers preparing for Christmas? No--it's VP-45 preparing for Admin Inspection. In every office and shop, records are being checked for completeness, and files are receiving a complete review. The blazing lights reflect off the still-wet paint, and the smell of cleaning fluids and wax is prevalent. Required reading folders which have hitherto enjoyed the relative obscurity of a dark file drawer are suddenly finding themselves the "belles-of-the ball" as they are passed eagerly from hand to hand. The planes still launch on schedule, the maintenance checks are pulled, and the routine work goes on--but everywhere there is a little extra

(con't on page 2)

THE PELICAN POST SPOTLIGHTS ADMIRAL T. B. CLARK

Thurston Booth Clark was born on September 18, 1904, in New Rochelle, New York. He was appointed to the Naval Academy in 1923, was graduated and commissioned Ensign on 2 June 1927. On 1 January 1956 he was advanced to Rear Admiral.

Following graduation from the Naval Academy in 1927 he began a seven year tour of shipboard duty aboard the USS IDAHO (BB-42), USS HENDERSON (DD-785) and the USS MARBLEHEAD (CL-12). Part of this tour was spent in Asiatic waters supporting U.S. Marine action in China.

In 1934 Rear Admiral Clark commenced flight training at Pensacola, and was designated a Naval Aviator in February 1935. His first assignment was aboard the USS LEXINGTON (CV-2) flying in Fighter and Dive Bombing Squadrons. In

-1-

(con't on page 4)

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OUR SQUADRON SAFETY
By Lt. Young

Which way do we go from here? When every man is faced with a choice of more than one path, it's instinctive for him to choose the wider, smoother path, the one with the least pebbles - the path of least resistance.

When accidents are infrequent, the gravest enemy of safety is complacency - self satisfaction - resting on past laurels. The feeling that "it can't happen to me" is very often the thing that makes "it" happen. Supervisory vigilance and attention relaxes; maintenance personnel relax and "coast" on their past good records, and pilots become over-confident.

There are only two ways to dispell complacency, two paths to choose from: (1) Have an accident. (2) Continue a more emphatic program of safety education and effort.

The first choice is unacceptable. It's the inevitable result of choosing the path of least resistance - Complacency. Let's not let complacency get a firm grip on our Squadron. The professional always puts Safety First.

COMMANDER JOHNSON

Commander Dwight F. Johnson will accompany Admiral T. B. Clark on the Administrative and Material inspection of Patrol Squadron FORTY-FIVE, which will commence 3 December and end 7 December. Commander Johnson will be the Chief Inspector.

Commander Johnson entered the Navy as an Aviation Cadet immediately after finishing college. He has had varied experience throughout the Navy as Flight Instructor, Operations Officer, Ground Training Officer, Training Officer, R5D Plane Commander, Commanding Officer of VR-3 and was in command of P2V Squadron in the Pacific prior to becoming a part of Admiral Clark's Staff of Fleet Air Wing Atlantic. Commander Johnson was plane commander in the Berlin Air Lift and was Commanding Officer of VR-3 during the Korean Air Lift.

EIGHT NEW LIEUTENANTS

According to the Navy Times, eight of our jaygees have been selected for Lieutenant. Now begins the long waiting process until the papers finally come in and they can pin on those shiny railroad tracks. The Pelican Post congratulates them, and wishes them every continued success in their Navy careers. Those selected are LTJG's Porter, Carmichael, May, Sanderson, Pendley, Hofstedt, Doyle, and Gross.

ADMIN -- from page 4

activity. The object of this endeavor is to get the records of a years activity into presentation form for the Inspecting Team, and all hands are doing a fine job. With the typical VP-45 "can-do" spirit every man is doing his part to make this one of the finest Admin Inspections we've ever had.

4 DEC '61

WELCOME ABOARD

WHAT WOULD YOU DO IF ????????

VP-45 extends a hardy welcome aboard and a pleasant stay to the Fleet Air Wing FIVE Inspection party, who are listed below:

- Rear Admiral T.B. Clark
- Commander D.F. Johnson
- Commander R. E. Bass
- Commander C. L. Wyman
- Commander H. B. Cood
- Lieutenant Commander R. W. Funk
- Lieutenant Commander E. E. Kasner
- Lieutenant Commander B. R. Moorman
- Lieutenant R. R. Hedges
- Lieutenant Commander J. W. Erhart
- Lieutenant W. B. York
- Lieutenant L. W. Benner
- Ensign J. S. May
- Lieutenant (Junior Grade) W.C. Carrico
- Lieutenant (Junior Grade) C.H. Munch
- Ensign V. R. Sirmans
- Lieutenant W. Hodges
- Kilier, PNC
- Sims, AMSC
- Conrad, AOC
- Bohlander, ATR
- Bohlander, ATR

CREWS FIVE AND SIX COMPLETED

On 17 November 1961, the USS Scorpion, USS Requin and USS Argonaut were operating in the Bermuda area qualifying prospective Commanding Officers. In order to practice Sub/Air Coordination, VP-45 was to provide air services on that day. With seventeen hours on station to be covered, crew 5 was scheduled for the first half in LN-12, and crew 6 for the second half in LN-8. On the 18th, the following message was received:

From: COMSUBM 63
 Action: Operable Patron FOUR FIVE FIVE
 FIVEART 12 AND FINEART 3-PROVIDED OUT-
 STANDING SERVICES. CREWS WERE OB-
 VIOUSLY IN A HIGH STATE OF TRAINING.
 IT WAS A PLEASURE FOR OUR PROSPECT-
 IVE COMMANDING OFFICERS TO WORK WITH
 THEM. BT These crews speak well for
 VP-45. WELL DONE!

How many times have you asked your-
 self: "What would I do if?" Well --
 let me tell you an interesting little
 story that happened at Riddel's Bay
 golf course the other day -- to start
 off, two bit spender's G.W. Barkses,
 and "Big" Ed Stoner had "conned" their
 bosses for a day off and away they
 went to Riddel's (after procuring two
 passes from the gear locker). Feeling
 big and 'gloating' over their success
 at "big dealing" their bosses out of
 a day off, they decided to play it
 big and play the whole 18 at 2/6 a
 hole. Well as luck would have it they
 were all tied up at the 18th and de-
 cided on a "sudden death" for the play-
 off. "Big Ed" teed off first and knock-
 ed one down the fairway about 225
 yards straight as a "Philly Bookie".
 This didn't phase our boy from West
 Virginia as he steps up and after a
 slight pause whacks it off. It went
 as far as "Big" Ed's, but as luck
 would have it he sliced into the
 woods. "Big" Ed rushed over to help
 him lock and was as helpful as a Boy
 Scout helping an old lady across
 Middle Road at eight o'clock on any
 Sunday morning, when finally "Big"
 Ed says, and I quote him, "If I wait
 any longer my muscles will get stiff.
 I'm going to shoot!" His ball took a
 beautiful arc and bounces on the
 green and stops about four feet from
 the pin. As "Big" Ed turns back ole
 G.W. calls out "I've found my ball and
 I've got a good shot for the green."
 He pulls out his 5 iron and lets go.
 Man what a shot and it finally comes
 to rest about three feet from the cup.
 "Big" Ed lines up his putt, but is so
 shaken up by G.W.'s shot that he mis-
 ses his putt. G.W. sinks his. Now--
 the problem is: "What would you do if
 you were "Big" Ed and had G.W. Barkses
 ball in your pocket? Hih ///?????????

OOPS!!! We almost missed. Welcome
 aboard also to Lieutenant Commander
 Schmolter and Lieutenant J.E. Beaver.

ADMIRAL CLARK - from page 1

1939 he was ordered to the Ships Experimental Unit, Naval Aircraft Factory where he spent two years as a test pilot. In 1941 he was Commanding Officer of Patrol Squadron FOURTEEN in Hawaii, having command at the time of the Japanese attack on Pearl Harbor. With this Squadron he participated in many early Pacific campaigns including Coral Sea, Guadalcanal and Midway, and was awarded the Distinguished Flying Cross.

In 1943 as Executive Officer he assisted in the commissioning of the Naval Air Station at Patuxent River, Maryland. Following this he reported as Commanding Officer of the USS BOUGAINVILLE (CVE-180) in March of 1945, and participated in the Okinawa Campaign. After the war Rear Admiral Clark had assignments on the Staff of Commander TENTH Fleet; the Staff of Commander, U.S. Naval Forces, Mediterranean; and in the Office of the Chief of Naval Operations.

In 1950 he was stationed in Port Lyautey, French Morocco as Commander of U.S. Naval Activities, and Commander Fleet Air, Eastern Atlantic and Mediterranean. For his services in Morocco he was awarded the Legion of Honor by the French Government. Assuming command of the USS KEARSARGE (CVA-33) in January 1953 he participated in the Korean conflict and was awarded the Bronze Star. Following this he served as Chief of Staff to the Commander, Naval Advanced Training, and then as Executive Assistant and Senior Aide to the Chief of Naval Operations. From February 1956 to November 1956 he was Commander of Carrier Division SEVENTEEN in the Pacific with his flag aboard the USS PRINCETON (CVS-37). In 1957 he assumed command of the Naval Air Test Center, Patuxent River, Maryland. On 27 January 1959 he became Commander Fleet Air Wings Atlantic/Commander Fleet Air Wing FIVE, with headquarters aboard the Naval Air Station, Norfolk, Virginia.

In addition to the Distinguished Flying Cross, Bronze Star, and French Legion of Honor, Rear Admiral Clark has been awarded the American Defense Service Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; Occupation Service Medal; National Defense Service Medal; China Service Medal; Korean Campaign Medal; United Nations Medal; Korean Presidential Unit Citation; and the Ouisame Alauite (Morocco).

Rear Admiral Clark is married to the former Jane Stevenson Washington of Warrenton, Virginia. They have one daughter, Mrs. George E. Wales, and two sons, Arthur L. Clark and William M. H. Clark.

FLORES AWAY ON MERCY MISSION

In the midst of his work FLORES, L.R. AN, was called away on a mercy mission, Saturday, December 2, to King Edwards Hospital. It seems a Spanish sailor was hurt aboard ship and was admitted to King Edwards Hospital ten days ago. The sailor has been in a coma ever since his accident. The doctors believe that someone capable of speaking the Spanish language may be able to bring him around by talking to him. The doctors called the Naval Station and asked if they had anyone who could speak Spanish. The base called VP-45 and Airman Flores was singled out. Flores is from Texas and is of Mexican decent and can speak Spanish rather fluently. We hope that this is what it takes to bring the sailor around. Next week's Pelecan Post will publish the results of Flores mission.

FROM THE LEADING CHIEF'S OFFICE

There will be an all hands dance, 25 December 1961 at the Station gymnasium at 2100-0100.

The Tommy Martin Orchestra will provide the music. Food and drinks will be free. There will be a poll taken here in the Squadron to see who will attend. Bring your wife or date and have a good time.

THE Pelican POST



Issue No. XXVIII

11 December 1961

ADMIRAL CLARK DEPARTS FOR NORFOLK, VIRGINIA

Thursday morning the Administrative and material Inspection of Patrol Squadron FORTY-FIVE was brought to an end with a personnel inspection of all hands by Admiral Clark, Commander of Fleet Air Wing Atlantic. That evening a cocktail party and buffet dinner was held at the Naval Station Officer's Club honoring Admiral Clark and his Staff members.

The Admiral and his Staff members departed Friday afternoon at 1430 for the U.S. Naval Air Station, Norfolk, Virginia. Admiral Clark again expressed his appreciation for the very fine hospitality shown to him by Bermudians' and military personnel based here.

HAVE P5M WILL TRAVEL

"Paladin" Lee's riggs are off again. Six P5M's are getting under way for the crusades, five of them will slay the bad boys and rescue damsels in distress at Jacksonville, Florida, and one will just rescue damsels in distress at Norfolk. Early this morning the first of these has donned his fighting armor, strapped on his may west, saddled his P5M and departed for his plush hotel. The others will follow shortly there-after.

After five days of hard riding in the saddle, these men will return for a brief rest before saddling up and heading for Key West, Florida.

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BOOKS REVIEWS

THE MAN WHO RODE THE THUNDER BY William H. Rankin LTCOL, USMC is, if you will, a slice of contemporary history. It is literally an I-was-there story which is not likely to be repeated. In July of last year, without special pressure equipment, LTCOL Rankin was forced to abandon his Crusader jet at almost 50,000 feet. He fell from some nine miles high to make what is probably the longest emergency parachute jump in history.

After a free fall of seven miles, LTCOL Rankin hit a thunderstorm. While thunder roared and lightning flashed around him, he went through a 35-minute ordeal which only he can describe. As he explains it, he came out alive only as a result of his previous training and experience.

PRESIDENTS

James Madison; 4th President; Republican; born March 10, 1751, at Partconway, Virginia.

VP-45 LOSES THE "BIG I" By Tom Kelly

Commander Mark W. Ingraham, 45's Administrative Officer is scheduled to leave the Island on Wednesday the 13th of December. The entire Ingraham Clan will be traveling on the Ocean Monarch (which the Commander has checked and found large enough to accommodate everyone in the family in one trip). After a short vacation in Minnesota for Christmas, he will travel to his home state of Maine, visiting relatives. He will report to Norfolk, Virginia, in January where he will attend Staff College. This trip to Maine should provide Commander Ingraham with a basket full of new stories about that part of the country (although I am not sure I have heard all the stories he now has on the subject).

This will be the second time Commander Ingraham takes his leave from VP-45 and Bermuda. He was stationed here once before from May of 1946 to June 1948, and strangely enough he was the Admin. Officer then. This was his first duty station after receiving his designation as a Naval Aviator. After leaving VP-45 in 1948, he went to General Line school at Newport R. I., which was followed by a tour of duty as an instructor in the training command. Commander Ingraham has also attended the Aviation Electronics School at Memphis, Tenn. During the Korean conflict he was attached to VP-892, flying the PBM on Patrols in the Formosa Straits. During this tour he received the Air Medal. In the way of shipboard duty he has served aboard the U.S.S. ORCA (AVP) as the Navigator and Legal Officer. He has served a tour of duty at U.S. Naval Air Station, Key West, and a tour at Port Lyautey, Africa, prior to reporting to Bermuda in 1959.

Commander Ingraham will be accompanied on his trip to the States by his wife Jean and (in order of seniority) Mary Catherine, 13, Martha Elizabeth, 11, Melissa Jean, 6, Mark W. III, 4, Matthew Hassett, 2½, and Michael Willard, 8 mo. We wish them all a happy trip and a good future.

11 Dec. 61

Well---what would you do if you were forced down out of gas in a P5M in the Let's say Sahara Desert? Now don't laugh as an aero-plane such as a P5M with the large hull could very easily land in the soft sand of a desert, and this did actually happen although not in a P5M. Let me tell you about an incident that happened during World War II. You all know Chief Benish. Well, as the story goes: He had just made 3rd class and the Navy sent him on a flight in a PBY to Africa. Somehow the Pilot got off course and found himself flying over the desert instead of over the water. Wanting to see the sights, he figured he had plenty of gas and to make sure checked with our 3rd class hero. Ben figured everything up and tells the pilot he's got plenty of gas, when all of a sudden the port engine starts spitting and then quits. Seconds later the stbd. goes likewise. Well Ben must have been figuring all the pay of a new 3rd class instead of fuel as 10 and behold they were out of gas at 1500 feet over the desert. The pilot makes a beautiful landing and there they are. Out of gas and miles off their course, unable to use the radio to give their position as they are on radio silence. Another thing if searchers go looking for them; they'll be looking over water and not land. They settle down for the night, and Ben decides he'll sleep outside the aircraft as the pilot is still looking at him as though he had bubonic plague. All that night these big toads keep bothering Ben as he tries to get some sleep, so next morning, Ben gets a bright idea. He sends half the crew out to capture a bunch of these toads while he disconnects the intakes on all the cylinders and hooks the intakes back up. Then he cranks the engines with the ignition on and as each piston comes up with a toad on it the spark hits him on his, never mind, and he jumps,

they get enough RPM for the pilot to get air speed to take off, and the next thing you know they are airborne and on their way home. Well---that's what Ben did---What would you have done---Huh???????????????????? P.S. They didn't even have a torque bounce -----

LOGGING IN AND OUT

Patrol Squadron FORTY-FIVE extends a hearty welcome aboard and good luck in your new assignment to :John F. Gilmore, received for duty from U.S. NATTC, Memphis, Tenn.; Geary W. Jackson, ADRAN, from US NATTC, Memphis, Tenn; Bobby J. Daugherty, SN, from US NATECHTRAU, Jacksonville, Florida; Raymond T. Owsian ADRAA, from US, NATTC, Memphis, Tenn; Louis E. Kiaman, AN from TRAIN SQUAD 26, NAAS, CHASE FLD, Beeville, Texas; Richard A. Green, ADRAA, from US, NATTC, Memphis, Tenn; Joseph D. Baker, AN, from US NAAS, Kingsville, Texas; Wesley A. Phelps, ADRAN, from US NATTC, Memphis, Tenn; Roger J. Foley, AMH3, from the cold outside civilian world; William E. Flatt, AMSAA, from US NATTC, Memphis, Tenn; David N. Boehm, ADRAA, from US NATTC, Memphis Tenn; Robert P. Lowe Jr., ADRAN, from US NATTC Memphis, Tenn; Jerome G. Hanson, AE2, from US NATECHTRU, Jacksonville, Fla; David L. Wright, ADR3, from US RECSTA, Jacksonville, Florida; Donald L. Talbert, ADR2, from US RECSTA, Cleveland, Ohio; Gerald L. Tripp, AT2, from US NAV AIR TRANSPORT SQD THREE, Mc Guire AFB, New Jersey.

REENLISTMENTS

Congratulations are in order to Eugene Legro, AE1, and Ray Grzechowiak, AK2, who shipped for six more years on the 4th of December and 20 November respectively.

OUR SQUADRON HISTORY

The Pelican Post will run a series in the next few issues of our Squadron's history. Our Squadron which is presently stationed at the U.S. Naval Station, Bermuda, was formerly commissioned Patrol Squadron-205 on 1 November 1942, at the U.S. Naval Station, Norfolk, Virginia. The formation of the Squadron had been approved by the Vice-Chief of Naval Operations on 6 June 1942 and LCDR Arthur S. Hill, had the distinction of being its first Commanding Officer. The Squadron was then ordered to the Pacific Fleet. A change of plans sent the Squadron to San Juan, Puerto Rico with a crew flying its only aircraft and the balance of their personnel sailing aboard the U.S.S. ALBEMARLE on 27 January 1943. On 2 June 1943 it was ordered temporarily to Trinidad where it received its full complement of planes, 13 PBM-3's, and was assigned the mission of Convoy Coverage and Anti-Submarine Patrol.

Trinidad provided the best hunting for the Squadron and, also, unfortunately its worse losses. The Squadron assumed that the first plane it lost on 10 June 1943 had been in action against an enemy submarine; but there is no evidence to back this up. The plane departed on an anti-submarine patrol during a period of radio silence and never communicated with the home station. The second plane the Squadron lost, with LTJG Cox as PPC, sent this message, "sighted Sub Making attack position 1133N 5405W time: 00250 on 3 August 1943. No word had been heard from the plane or crew again. It was presumed that it had been shot down during its attack.

Three days later contact was again made with the enemy. A message received at Trinidad reported one of their PB-1's attacking a submarine at 1251N 6431W. The submarine was crippled, but the aircraft was damaged by fire and crashed. No trace of

this gallant plane and crew, which had drawn first blood was ever found. The sub was sent to the bottom by other 205 planes which converged on the position. Prior to this incident on 31 July, another 205 aircraft made 2 attacks on a submarine in the face of very heavy anti-aircraft fire. Although this anti-aircraft fire stopped, they had no other indication of damage and it was believed that the sub suffered personnel casualties. During their ensuing stay at Trinidad the Squadron flew 1278 missions totaling 11,228 mission hours. The Squadron also conducted an Anti-Submarine Warfare Training Program during this period.

(Con't next week)

ATTENTION SCUBA DIVERS

The below article was taken from the November 1961 issue of APPROACH.

The potential hazard of flying to even moderate altitudes too soon after Scuba diving has heretofore received little or no publicity. The Chief of Naval Air Training has requested the Naval School of Aviation Medicine to make an immediate evaluation of this problem and make recommendations concerning Scuba diving activities by flying personnel. Until this information becomes available, it is recommended that aircrew personnel not be permitted to fly to cabin pressures in excess of 5000 feet within 12 hours after Scuba diving to depths below 15 feet.

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