

PATRON

FOUR-FIVE

A S S O C I A T I O N



June 2012 NL#48

From the President

Fellow Pelicans:

All appears to be going well in the planning for the October reunion. The highlight tour during the reunion will be a visit to the National Museum of Naval Aviation and the newly commissioned National Flight Academy in Pensacola. If you have never visited the museum or have not visited it in the past couple of years, you do not want to miss this tour.

Those Association Members who purchased an original print of the memorial P-3 painting that will be donated to the National Museum of Naval Aviation should have received their copy of signature print. If anyone has any question concerning their print, contact Art Committee chairman Bill Hobgood hobgood.bill@gmail.com. I personally would like to thank Bill for the outstanding job he has done completing this project. It should also be noted that no association member funds were used for the entire painting project.

Several Association Members who have served

in seaplanes have expressed an interest in a similar P-5 original painting project. Bill Hobgood has volunteered to put together a proposal to be presented to the members to see if there would be sufficient participation to fully fund a P-5 painting project. Any member who would like to take part in planning this project please contact Bill or myself.

For those of you who have not seen our updated website, please visit it at your next opportunity www.vp45association.org. I consider it to be one on the best VP Alumni Association websites.

The Nominating Committee headed by Gene Graham has identified several candidates for Association Officer positions. It is still not too late to have your name placed before the Nominating Committee. If you are interested, contact Gene Graham or any Association Officer.

We'll see all of you in Mobile.

BUCK



In Memoriam

***Those who have made
their last takeoff ...***

Kathryn Frances Seal Bemis

E-Mail from Charles Caldwell, sent 13 January 2012. "Ahoy Wally! I am sending the obit for Kathy Bemis. She was a super nice lady and wife of Wendell Bemis (CAPT) who was VP-45 XO/CO 50-52. She and Skeet donated several artifacts to the Association and attended at least one reunion. I was honored to visit with them several times at their home in San Diego. Skeet passed away some time ago."

Born January 18, 1919 in Baltimore, Maryland
Died December 16, 2011 in San Diego, California
While attending the Maryland Institute of Fine Arts met husband to be, Captain Wendell W. Bemis, at the U.S. Naval Academy. Traveled the world as a dedicated Navy wife, joining in



many community events. Son, Wendell W. Bemis, Jr. and daughter Barbara Gray Bemis Gurney kept Mrs. Bemis busy with Boy and Girl Scouts, Teen Clubs where they were stationed

with Captain Bemis. After retirement from the Navy San Diego became the home of choice. Mrs. Bemis was active in the Globe Guilders and was a Docent at the Museum of Man for 15 years. This kept her busy while and after her son and daughter graduated from San Diego State University. Her love of flower arranging and gardening found her on the Board of Palomar District, California State Garden Clubs. San Cartos Garden Club flourished under her presidency for four (4) terms of office, especially participating in the 1976 Del Mar Fair Awards. Mrs. Bemis supported San Diego S.P.G.A., "Running Strong for Indian Youth" - Billy Mills. Survived by son Wendell W. Bemis, Jr. his wife Ada Bemis, daughter Barbara Gray Bemis Gurney, grandchildren Christopher T. Bemis, Adrienne D. Kelly, Sarah K. Gurney, Paul A. Gurney and eight (8) great-grandchildren, Alexander Bemis, Kathryn Bemis, Zachary Bemis, Caitlin Kelly, Patrick Kelly, Kiera Kelly, Milo Gurney-Nager and Hattie Gurney-Nager. No Services - Ashes to be scattered at Sea - Memorial donation to Wounded Warriors Project of San Diego.

George Manchuck

E-mail from Dave Swift through Gene Graham, sent 3 January 2012.

For your information and pass it along to other VP-45 shipmates from the early 1970's, CWO4 George Manjuck passed away on December 29, 2011. I don't know any details other than he had gained a lot of weight, wasn't well and in the end had a massive heart attack. Thanks, Dave



James Carter Anderson

E-mail from Robert Beaudoin through PJ Imhof, sent 29 February 2012. Mr. Robert Beaudoin wanted to pass on information on the death of a former Association member, James Carter Anderson, who was also a VP-205 Pilot. Mr. Carter passed away in December 2011 and had been a resident of Conyers, GA. His obit was in the Atlanta Journal.

Francis (Frank) Robert Milford

E-mail from PooBear Mitchell and PJ Imhof sent 5 January 2012. All, Frank Milford and I served as Flight Engineers in VP-45 from 1972 - 1975 (room mates on the 1974 Keflavik Deployment) and went to VP-30 as Instructors. He was one of many I have been trying to recruit to the VP-45 Association and came to our VP-45 FE Reunion in December 2006. He had throat cancer.



Francis (Frank) Robert Milford, 72, passed away on December 30, 2011. He was born on July 31, 1939, in Hempstead, New York to George and Dorothy Milford. Mr. Milford was in the U. S. Air Force and U. S. Navy, retiring as a Chief Petty Officer. Frank was also an Alumni of the Blue Angels, serving as a Jet Engine Mechanic during 1966-1969. Frank

enjoyed traveling the states, especially Biloxi, MS, with his long-time partner, Viva Williams. He was also a member of the American Legion, Post 137, Shriners Hospitals for Children and a member of the Masons. He was preceded in death by his parents and survived by; children, Charles Robert Milford and Dorothy Anne Marie ONeal (Christopher); grandchildren, Aedan and Colin; sister, Marie Tatro (Ken) and several nieces and nephews and wonderful friends. Once a Blue, always a Blue Funeral Service will be held on Friday, January 6 at 10:00am, at Fraser Funeral Home, 8168 Normandy Blvd., Jacksonville, FL 32221. Interment will follow at the Jacksonville National Cemetery. The U. S. Navy will conduct military honors immediately following the service. In lieu of flowers the family requests donations to Shriners Hospitals for Children, International Headquarters, 2900 Rocky Point Drive, Tampa, FL 33607.

And those whom are very ill ...

John T. Fristad

This sent from Gene Graham, 6 January 2012. "In addition to knowing and occasionally flying with John (JT) in VP-45, he was my FE when I was XO/CO of VP-24", from JT Fristad's wife, Michelle.

Hello to you all, I'm JT's wife Michele and have probably at least shared an email or two on JT's behalf over the years. Thank you so much for keeping him in the loop via email even though he has never been a computer kind of guy and I just pass on the info to him from our email.

We were reading about the last two folks who passed this December and he gave permission

to pass along his health news to you. He was diagnosed with Alzheimers Disease this past year and has been having symptoms for a couple of years. Still in pretty good shape, but his past with the Navy are among the most important things in his life, including keeping updated via email. As his short term memories deteriorate, his long term memories are even more important to him. Because you folks were such large figures to him, he wants you to know about his life/health today. Thanks for keeping the past alive the way you all do. It truly matters to many folks. Sincerely, Michele & JT Fristad

A Poem for Those Who Have Flown

Unknown Author / Unknown title

Someday we will know, where those who fly go,
When their work on earth is through. Where the
air is clean, and the engines gleam, And the skies
are always blue.

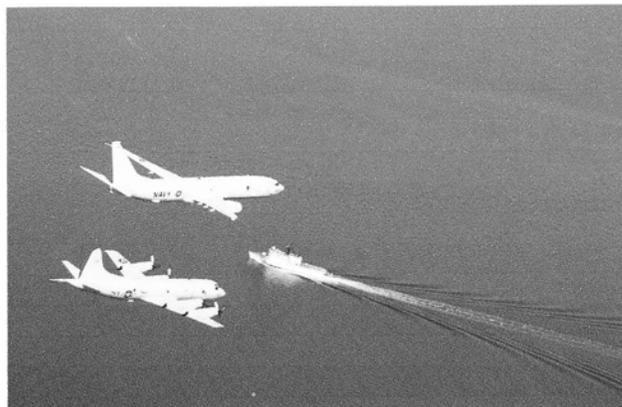
They have flown alone, with the engine's moan,
As they sweat the great beyond, And they take
delight, at the awesome sight of the world spread
far and yon.

Yet not alone, for above the moan, when the
earth is out of sight, As they make their stand,
He takes their hand, and guides them through
the night.

How near to God are these men of sod, Who
step near death's last door? Oh, these men are
real, not made of steel, But He knows who goes
before.

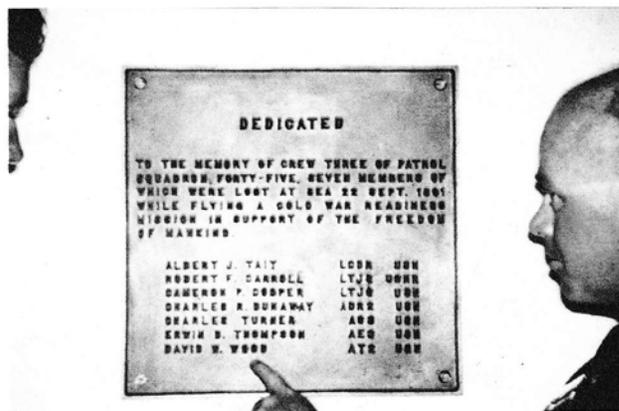
And how they live, and love and are beloved,
But their love is most for air. And with death about,
they will still fly out, And leave their troubles there.

He knows these things, of men with wings, And
He knows they are surely true. And He will give
a hand, to such a man, 'Cause He's an airman
too.



Crew Three Memorial 22 September 1961

Here's a picture was recently sent to me by Bud Shaffer,
one of our members.



This is a pic of the original plaque that was installed in the
Chapel at NOB Bermuda, memorializing those lost in the
Sept. 1961 accident. This plaque has never been
found. There was another plaque made and is located in the
US Navy Room at the Bermuda Maritime Museum in
Bermuda. Thought that you may want to put the pic on the
website or Newsletter. PJ Imhof

Vietnam Memorial Remembrance

Editor's Note: As we enter the eleventh year of the current war in Afghanistan, may we remember the sacrifices of those young men and women who served in a different time and a different place. I wonder how we'll remember the sacrifices of those who continue to serve today.

"Carved on these walls is the story of America, of a continuing quest to preserve both Democracy and decency, and to protect a national treasure that we call the American dream." ~President George Bush

SOMETHING to think about - Most of the surviving Parents are now Deceased.

There are 58,267 names now listed on that polished black wall, including those added in 2010.

The names are arranged in the order in which they were taken from us by date and within each date the names are alphabetized. It is hard to believe it is 36 years since the last casualties. Beginning at the apex on panel 1E and going out to the end of the East wall, appearing to recede into the earth (numbered 70E - May 25, 1968), then resuming at the end of the West wall, as the wall emerges from the earth (numbered 70W - continuing May 25, 1968) and ending with a date in 1975.

Thus the war's beginning and end meet. The war is complete, coming full circle, yet broken by the earth that bounds the angle's open side and contained within the earth itself. The first known casualty was Richard B. Fitzgibbon, of North Weymouth, Mass. Listed by the U.S. Department of Defense as having been killed on June 8, 1956. His name is listed on the Wall with that of his son, Marine Corps Lance Cpl. Richard B. Fitzgibbon III, who was killed on Sept. 7, 1965.

There are three sets of fathers and sons on the Wall.

39,996 on the Wall were just 22 or younger.

8,283 were just 19 years old.

The largest age group, 33,103 were 18 years old.

12 soldiers on the Wall were 17 years old.

5 soldiers on the Wall were 16 years old.

One soldier, PFC Dan Bullock was 15 years old.

997 soldiers were killed on their first day in Vietnam.

1,448 soldiers were killed on their last day in Vietnam.

31 sets of brothers are on the Wall.

Thirty one sets of parents lost two of their sons.

54 soldiers on the Wall attended Thomas Edison High School in Philadelphia. I wonder why so many from one school?

8 Women are on the Wall. Nursing the wounded.

244 soldiers were awarded the Medal of Honor during the Vietnam War; 153 of them are on the Wall.

Beallsville, Ohio with a population of 475 lost 6 of her sons.

West Virginia had the highest casualty rate per capita in the nation. There are 711 West Virginians on the Wall.

The Marines of Morenci - They led some of the scrappiest high school football and basketball teams that the little Arizona copper town of Morenci (pop. 5,058) had ever known and cheered. They enjoyed roaring beer busts. In quieter moments, they rode horses along the Coronado Trail, stalked deer in the Apache National Forest. And in the patriotic camaraderie typical of Morenci's mining families, the nine graduates of Morenci High enlisted as a group in the Marine Corps. Their service began on Independence Day, 1966. Only 3 returned home.

The Buddies of Midvale - LeRoy Tafoya, Jimmy Martinez, Tom Gonzales were all boyhood friends and lived on three consecutive streets in Midvale, Utah on Fifth, Sixth and Seventh avenues. They lived only a few yards apart. They played ball at the adjacent sandlot ball field. And they all went to Vietnam. In a span of 16 dark days in late 1967, all three would be killed. LeRoy was killed on Wednesday, Nov. 22, the fourth anniversary of John F. Kennedy's assassination. Jimmy died less than 24 hours later on Thanksgiving Day. Tom was shot dead assaulting the enemy on Dec. 7, Pearl Harbor Remembrance Day.

The most casualty deaths for a single day was on January 31, 1968 ~ 245 deaths.

The most casualty deaths for a single month was May 1968 - 2,415 casualties were incurred.

For most Americans who read this they will only see the numbers that the Vietnam War created. To those of us who survived the war, and to the families of those who did not, we see the faces, we feel the pain that these numbers created. We are, until we too pass away, *haunted with these numbers, because they were our friends, fathers, husbands, wives, sons and daughters.* There are no noble wars, just noble warriors.



Editor's Note: VP-45 Alumni during the 2010 Reunion in Washington, DC tour the Vietnam Memorial

The Forgotten Mechanic

Through the history of world aviation many names have come to the fore. Great deeds of the past in our memory will last, as they're joined by more and more.

When man first started his labor, in his quest to conquer the sky, he was designer, mechanic, and pilot, and he built a machine that would fly.

But somehow the order got twisted, and then in the public's eye, the only man that could be seen, was the man who knew how to fly.

The pilot was everyone's hero, he was brave, he was bold, he was grand, as he stood by his battered old biplane, with his goggles and helmet in hand.

To be sure, these pilots all earned it, to fly you had to have guts, And they blazed their names in the hall of fame, on wings with baling wire struts.

But for each of these flying heroes, there were thousands of little renown, and these were the men who worked on the planes, but kept their feet on the ground.

We all know the name of Lindbergh, and we've read of his flight to fame. But think, if you can, of his maintenance man, can you remember his name?

And think of our wartime heroes, Gabreski, Jabara, and Scott. Can you tell me the names of their crew chiefs? A thousand to one you cannot.

Now pilots are highly trained people, and wings are not easily won. But without the work of the maintenance man, our pilots would march with a gun.

So when you see the mighty jet aircraft as they mark their way through the air, the grease stained man with the wrench in his hand is the man who put them there.

Author unknown



FLIGHT OF THE TRUCULENT TURTLE

Editor's Note: During our reunion, we will have an opportunity to visit the National Naval Aviation Museum in Pensacola, Florida. Part of our heritage that is displayed is the "Flight of the Truculent Turtle". I thought it important to reproduce the story of this amazing feat prior to our visit.

A great story of a world record long distance flight from Perth Australia to Ohio in a Lockheed P2V in 1946. Until the Rutan's circumnavigated the earth in Voyager, this 1946 record stood as the longest piston powered flight

The oxidized Lockheed ' Truculent Turtle ' had been squatting next to a Navy Air Station's main gate, completely exposed to the elements and getting ragged around the edges. Finally recognizing the Turtle's singular historic value and pristine restoration. It is now - gleamingly hanging - from the National Naval Aviation Museum's ceiling where it earned its distinction.

But to start at the beginning . . . well, nearly so:

Taxiing tests demonstrated that its Lockheed P2V-1's landing gear might fold while bearing the Turtle's extreme weight before carrying it airborne. And during taxi turns its landing gear struts could fail carrying such a load. For that reason, the Turtle was only partially filled with fuel before it was positioned at the head of Australia's Pearce Aerodrome runway 27 at 7 A.M. on September 29th, 1946.



Lined up for take-off, all fueling was completed by 4:00 p.m. At the same time JATO packs were carefully attached to its fuselage for the jet-assist required to shove the Truculent Turtle fast enough to take-off before going off the end of the runway

The Turtle would attempt its take-off, with CDR Thomas D. Davies, as pilot in command, in the left seat and CDR Eugene P. (Gene) Rankin, the copilot, in the right seat.

In CDR Rankin's own words :

" Late afternoon on the 29th, the weather in southwestern Australia was beautiful. And at 1800, the two 2,300 hp Wright R-3350 engines were warming up.

We were about to takeoff from 6,000 feet of runway with a gross weight of 85,561 pounds [the standard P2V was gross weight limited at 65,000 pounds.]Sitting in the copilot's seat, I remember thinking about my wife, Virginia, and my three daughters and asking myself, ' What am I doing here in this situation ? ' I took a deep breath and wished for the best. At 6:11 p.m., CDR Tom Davies stood hard on the brakes as both throttles were pushed forward to max power. At the far end of the mile-long runway he could make out the throng of news reporters and photographers. Scattered across the air base were hundreds of picnickers who came to witness the spectacle of a JATO takeoff.

They all stood up when they heard the sound of the engines being advanced to full military power. Davies and Rankin scanned the engine instruments. Normal. Davies raised his feet from the brakes.

On this day, September 29, 1946, the reciprocating engine Turtle was a veritable winged gas tank . .thirteen TONS beyond the two-engine Lockheed's Maximum Gross Weight Limitations.

The Truculent Turtle rumbled and bounced on tires that had been over-inflated to handle the heavy load. Slowly it began to pick up speed. As each 1,000-foot sign went by, Rankin called out the speed and compared it to predicted figures on a clipboard in his lap.

With the second 1,000-foot sign astern, the Turtle was committed. Davies could no longer stop on the remaining runway. It was now . . fly or burn. When the quivering airspeed needle touched 87 knots, Davies punched a button wired to his yoke, and the four JATO bottles fired from attachment points on the aft fuselage.

The crew's ears filled with JATO bottles' ROAR . . bodies FEELING the JATO's thrust. For a critical twelve seconds, the JATO provided the thrust of a third engine.

At about 4,500 feet down the runway, 115 knots was reached on the airspeed indicator, and Davies pulled the nose wheel off. There were some long seconds while the main landing gear continued to rumble over the last of the runway. Then the rumbling stopped as the main landing gear rumbled off the runway and the full load of the aircraft shifted to the wings.

As soon as they were certain that they were airborne, but still only an estimated five feet above the ground, Davies called 'gear up.' Rankin moved the wheel-shaped actuator on the pedestal between the pilots to the up position, and the wheels came up. Davies likely tapped the brakes to stop the wheels from spinning, and the wheel-well doors closed just as the JATO bottles burned out. Behind the pilots in the aft fuselage,

CDR Walt Reid kept his hand on the dump valve that could quickly lighten their load in an emergency.

Roy Tabeling, at the radio position, kept all his switches off for now to prevent the slightest spark. The Turtle had an estimated 20 feet of altitude and 130 knots of airspeed when the JATO bottles burned out.

The JATO bottles were not just to give the Turtle additional speed on take-off, but were intended to improve the rate of climb immediately after lift-off. The Turtle barely cleared the trees a quarter of a mile from the end of the runway. The field elevation of Pearce Aerodrome was about 500 feet, and the terrain to the west sloped gradually down to the Indian Ocean about six miles from the field. So, even without climbing, the Turtle was able to gain height above the ground in the critical minutes after take-off.

Fortunately, the emergency procedures for a failed engine had been well thought out, but were never needed.

At their take-off height, they estimated that they would be able to climb at a maximum of 400 feet per minute. If an engine failed and they put maximum power on the remaining engine, they estimated that they would be forced to descend at 200 feet per minute.

Their planning indicated that if they could achieve 1,000 feet before an engine failure they would have about four minutes in which to dump fuel to lighten the load and still be 200 feet in the air to attempt a landing. With their built-in fuel dump system, they were confident that they were in good shape at any altitude above 1,000 feet because they could dump fuel fast enough to get down to a comfortable single-engine operating weight before losing too much altitude.

Departing the Aerodrome boundary, the Turtle was over the waters of the Indian Ocean.

With agonizing slowness, the altimeter and airspeed readings crept upward. Walt Reid jettisoned the empty JATO bottles. The Turtle was thought to have a 125 knot stall speed with the flaps up at that weight. When they had established a sluggish climb rate, Gene Rankin

started bringing the flaps up in careful small increments. At 165 knots, with the flaps fully retracted, Tom Davies made his first power reduction back to the maximum continuous setting.

The sun was setting and the lights of the city were blinking on as the Turtle circled back over Perth at 3,500 feet and headed out across the 1,800 miles of the central desert of Australia. On this record-breaking night, one record had already been broken. Never before had two engines carried so much weight into the air . . . after the JATOS quit.

Their plan was to keep a fairly low [3,500 feet] for the first few hundred miles, burning off some fuel, giving them a faster climb to cruise altitude . . . and [hopefully] costing them less fuel for the total trip.

But the southwest wind, burbling and eddying across the hills northeast of Perth, brought turbulence that shook and rattled the overloaded Turtle, threatening the integrity of the wings themselves.

Tom Davies applied full power and took her up to 6,500 feet where the air was smoother, reluctantly accepting the sacrifice of enough fuel to fly an extra couple of hundred miles if lost, bad WX or other unexpected problems at flight's end.

Alice Springs at Australia's center, slid under the Turtle's long wings at midnight. And Cooktown on the northeast coast at dawn. Then it was out over the Coral Sea where, only a few years before, the LEXINGTON and YORKTOWN had sunk the Japanese ship SHOHO to win the first carrier battle in history, and prevented Australia and New Zealand from being cutoff and then isolated.

At noon on the second day, the Turtle skirted the 10,000 foot peaks of southern New Guinea, and in mid-afternoon detoured around a mass of boiling thunderheads over Bougainville in the Solomons.

As the sun set for the second time since takeoff, the Turtle's crew headed out across the vast and empty Pacific Ocean and began to establish a flight routine.

They stood two-man four-hour watches, washing, shaving, and changing to clean clothes each morning. And eating regular meals cooked on a hot plate. Every two hours, a fresh pilot would enter the cockpit to relieve whoever had been sitting watch the longest.

The two Wright 3350 engines ran smoothly; all the gauges and needles showed normal. And every hour another 200 or so miles of the Pacific passed astern. The crew's only worry was Joey the kangaroo, who hunched unhappily in her crate, refusing to eat or drink.

Dawn of the second morning found the Turtle over Maro Reef, halfway between Midway Island and Oahu in the long chain of Hawaiian Islands. The Turtle only had one low-frequency radio, because most of the modern radio equipment had been removed to reduce weight. Radio calls to Midway and Hawaii for weather updates were unsuccessful due to the long distance.

Celestial navigation was showing that the Turtle was drifting southward from their intended great circle route due to increased northerly winds that were adding a headwind factor to their track. Instead of correcting their course by turning more northward, thereby increasing the aircraft's relative wind,

CDR Davies stayed on their current heading accepting the fact that they would reach the west coast of the U.S. [somewhere] in northern California rather than near Seattle as they had originally planned.

When Turtle's wing tip gas tanks were empty, they were jettisoned over the ocean. Then the Turtle eased up to 10,000 feet ; later to 12,000 feet.

At noon, CDR Reid came up to the cockpit smiling. "Well," he reported, "the damned kangaroo has started to eat and drink again. I guess she thinks we're going to make it."

The purpose of our mission in which Joey's dim marsupial brain perhaps confidence that this was not some foolish stunt, despite her unusual presence.

In the fall of 1946, the increasingly hostile Soviet Union was pushing construction of a submarine force nearly ten times larger than Hitler's. Antisubmarine warfare was the Navy's responsibility, regardless of the U.S. Army Air Force views.

The Turtle was among the first of the P2V Neptune patrol planes designed to counter the sub threat. Tom Davies' orders derived straight from the offices of Secretary of the Navy, James V. Forrestal, and the Chief of Naval Operations, Fleet Admiral Chester W. Nimitz.

A dramatic demonstration was needed to prove beyond question that the new P2V patrol plane, its production at Lockheed representing a sizeable chunk of the Navy's skimpy peacetime budget, could do the job. With its

efficient design that gave it 4-engine capability on just two engines, the mission would show the Neptune's ability to cover the transoceanic distances necessary to perform its ASW mission and sea-surveillance functions.

At a time when new roles and missions were being developed to deliver nuclear weapons, it would not hurt a bit to show that the Navy, too, had that capability.

So far, the flight had gone pretty much according to plan. But now as the second full day in the air began to darken, the Pacific sky, gently clear and blue for so long, turned rough and hostile.

An hour before landfall, great rolling knuckles of cloud punched out from the coastal mountains. The Turtle bounced and vibrated. Ice crusted on the wings. Static blanked out its radio transmissions and radio reception.

The crew strapped down hard, turned up the red instrument lights and took turns trying to tune the radio direction finder to a recognizable station.

It was midnight before Roy Tabeing succeeded in making contact with the ground and requested an instrument clearance eastward from California.

They were 150 miles off the coast when a delightfully female voice reached up through the murk from Williams Radio, 70 miles south of Red Bluff, California.

"I'm sorry" the voice said. "I don't seem to have a flight plan on you. What was your departure point?"

"Perth, Western Australia." "No . . . I mean where did you take-off from ? ""Perth, Western Australia."

"Navy Zero Eight Two, you don't understand me. I mean what was your departure airport for this leg of the flight?"

"Perth, Western Australia. But, that's halfway around the world ! "

"No . . .-Only about a third. May we have that clearance, please ? "

The Turtle had departed Perth some thirty-nine hours earlier and had been out of radio contact with anyone for the past twenty hours. That contact with Williams Radio called off a world-wide alert for ships and stations between Midway and the west coast to attempt contact with the Turtle on all frequencies. With some difficulty due to reception, the Turtle received an instrument clearance to proceed on airways from

Oakland to Sacramento and on to Salt Lake City at 13,000 feet.

The weather report was discouraging. It indicated heavy turbulence, thunderstorms, rain and icing conditions. As Gene Rankin wrote in a magazine article after the flight, "Had the Turtle been on the ground at an airport at that threat-ening point, the question might have arisen: ' Is this trip important enough to contine through this ' stuff ' ?

The Turtle reached the west coast at 9:16 p.m. about thirty miles north of San Francisco. Their estimated time of arrival, further north up the coast, had been 9:00 p.m. They had taken off about forty hours earlier and had covered 9,000 statute miles thus far. They had broken the distance record by more than a thousand miles, and all of their remaining fuel was in their wing tanks which showed about eight-tenths full. Speculation among the pilots began as to how much further the Turtle could fly before fuel exhaustion.

The static and atmospherics began demonstrating the weird and wonderful phenomenon of St. Elmo's fire, adding more distractions to the crew's problems. The two propellers whirled in rings of blue-white light. And violet tongues licked up between the windshields' laminations. While eerie purple spokes protruded from the Neptune's nose cone.

All those distracting effects now increased in brilliance with an accompanying rise in static on all radio frequencies before suddenly discharging with a blinding flash and audible thump. Then slowly rebuild itself . . once again.

The Turtle's oxygen system had been removed for the flight, so the pilots were using portable walk-around oxygen bottles to avoid hypoxia at the high altitude.

The St. Elmo's fire had been annoying but not dangerous. But it can be a heart-thumping experience for those witnessing it for the first time. The tachometer for the starboard engine had been acting up, but there was no other engine problems. The pilots kept the fuel cross feed levers, which connected both main tanks to both engines, in the 'off' position so each was feeding from the tank in its own wing.

Somewhere over Nevada, the starboard engine began running rough and losing power. After scanning the gauges, the pilots surmised that the carburetor intake was icing up and choking itself. To correct that, the carburetor air preheating systems on both engines were increased

to full heat to clear out any carburetor ice as quickly as possible. Very quickly, the warm air solved the problem and the starboard engine ran smoothly again.

With an engine running rough, CDR Davies had to be thinking about their mission. The Turtle had broken the existing record, but was that good enough? It was just a matter of time before the AAF would launch another B-29 to take the record up another notch. The Neptune was now light enough for single engine flight, but how much farther could it go on one engine? And was it worth risking this first expensive aircraft of what should one day be a family of hundreds for the sake of improving a distance record ?

Over Nevada and Utah, the weather was a serious factor. Freezing rain, snow and ice froze on the wings and fuselage, forcing the crew to increase power to stay airborne. The aircraft picked up a headwind and an estimated 1,000 pounds of ice, which was problematic since the plane's deicing and anti-icing equipment had been removed as a weight-saving measure. Three [3] hours of high power settings and increased fuel usage at the lower altitude of 13,000 feet probably slashed about 500 miles from the record-breaking of distance of this flight.

After passing Salt Lake City, the weather finally broke with the dawn of the Turtle's third day in the air. The Turtle was cleared to descend to 9,000 feet. All morning, CDR Davies tracked their progress eastward over Nebraska, Iowa, and the Missouri and Mississippi Rivers. To the north, the haze of Chicago was in sight. But now, not surprisingly, fuel was becoming a big problem.

The wingtip tanks had long ago been emptied and jettisoned over the Pacific. The bomb bay tank, the nose tank and the big aft-fuselage tank were empty. The fuel gauges for the wing tanks were moving inexorably toward zero. CDR Davies and his crew consulted, tapped the fuel gauges, calculated and recalculated their remaining fuel, and cursed the gauges on which one-eighth of an inch represented 200 gallons (more than an hour's flight).

At noon they concluded they could not safely stretch the flight all the way to Washington, D.C., and certainly not to the island of Bermuda. CDR Davies chose the Naval Air Station at Columbus, Ohio to be their final destination.

At quarter past one that afternoon the runways and hangars of the Columbus airport were in sight. The Turtle's crew were cleaned-up and shaven and in uniform. And the fuel gauges all read empty. With the landing checklist

completed and wheels and flaps down, CDR Davies cranked the Turtle around in a 45 degree left turn towards final. As the airplane leveled out of its final turn, the starboard engine popped, sputtered and quit . .

The port engine continued smoothly.

Down to 400 feet, as they completed their final turn, both pilots simultaneously recognized the problem. Their hands collided, as both reached for the fuel cross feed fuel lever on the floor between their seats.

During the landing pattern's descending final turn in the landing pattern, the near-empty starboard tank quit feeding fuel into the starboard engine.

Within seconds, the starboard engine began running smoothly again from fuel rushing in from the open cross feed. The Turtle had been in no danger, since they were light enough to operate on one engine. On the other hand, it would have been embarrassing to have an engine quit, in front of the growing crowd watching below.



At 1:28 p.m. on October 1st, the Neptune's wheels once more touched the earth [HARD] with tires intentionally over-inflated for our take-off at Perth . . 11,236 miles and 55 hours and 17 minutes . . after take-off.

After a hastily called press conference in Columbus, the crew was flown to NAS air station in Washington, D.C. by a Marine Corps Reserve aircraft, where they were met by their wives and the Secretary of the Navy.

The crew were grounded by a flight surgeon upon landing in Columbus..

But before the day was over, the Turtle's crew had been awarded Distinguished Flying Crosses by Navy Secretary Forrestal. Next day, they were scheduled to meet with an exuberant President Harry S. Truman.

And Joey, was observably relieved to be back on solid earth. And he was installed in luxurious quarters at the zoo.

The record established by CDR Tom Davies and the crew of the Truculent Turtle's crew did not stand for a fluke year or two. But for decades. The long-distance record for all aircraft was only broken by a jet-powered B-52, in 1962.

The Truculent Turtle's record for piston/propeller driven aircraft was broken by Burt Rutan's Voyager, a carbon-fiber aircraft, which made its historic around the world non-stop flight in 1986... more than four decades after the Turtle landed in Columbus, Ohio.

After a well-earned publicity tour, the Truculent Turtle was used by the Naval Air Test Center, at Patuxent River, as a flying test bed for advanced avionics systems. The Truculent Turtle was retired with honors in 1953 and put on display in Norfolk, Virginia, and later repositioned at the main gate of Naval Air Station Norfolk, Virginia, in 1968.

In 1977, the Truculent Turtle was transported to the National Naval Aviation Museum in Pensacola, Florida where it now holds forth in a place of honor in Hangar Bay One.

Many thanks to the Naval Institute Proceedings magazine, Naval Aviation News magazine, the Naval Aviation Museum Foundation magazine, CDR Eugene P. Rankin, CDR Walter S. Reid and CDR Edward P. Stafford, whose articles about the " Truculent Turtle " were the basis for this article. [abridged]



Hank Gorman Awarded the Legion of Honor by the French Government

The **Legion of Honour**, or in full the **National Order of the Legion of Honour** (French: *Ordre national de la Légion d'honneur*) is a French order established by Napoleon Bonaparte, First Consul of the Consulat which succeeded to the First Republic, on 19 May 1802. The Order is the highest decoration in France and is divided into five degrees: Chevalier (Knight), Officier (Officer), Commandeur (Commander), Grand Officier (Grand Officer) and Grand Croix (Grand Cross).

The order's motto is *Honneur et Patrie* ("Honour and Fatherland"), and its seat is the Palais de la Légion d'Honneur on the left bank of the River Seine in Paris.



This information sent to us by Harry Mendelson

"Hey PJ , I don't know if your aware that Hank Gorman was awarded the Legion of Honor by the French Government for his military service during WWII. Anyway, here is a copy of my correspondence with him and some of his good friends during that period when the award was issued."

"Hank, you did good. Proud to be able to say your my friend. Did a bit of research. According to Wikipedia Only 582 have been granted. One other thing, if you check the list of others who were offered this award, you will find many we all know and respect. You have been inducted into a very prominent group. A quote that I once saw is appropriate, (but don't remember who said it): "Shoot for the moon, even if you miss, you land among the stars." Congratulations old friend. By the way, did you get your "French Kiss?", Harry

... And from Hank (with humility)

The ceremony was quite moving and left me with misty eyes. Hank



P-8 Poseidon Update

From the September 1960 Naval Aviation News

P3V-1 Still on Schedule, Electra Lessons Learned

"The widely publicized difficulties with the commercial version of the Lockheed Electra will not slow Navy deliveries of its blood brother, the P3V-1. Final assembly did not start until June. Therefore it has been possible to incorporate the Electra "fix" in the P3V-1 during its initial construction. The changes have required scrapping of only a minimum of previously fabricated tools and assemblies.

Even though the structure and engines of the Electra and the P3V-1 are not identical, they are sufficiently related that the lessons learned in commercial Electra operations can save the Navy the trouble of learning everything about the plane by its own experience and trouble. The changes to the wing and engine mounts which grew out of the Electra crash investigation were but one example of the P3V-1 benefiting from Electra lessons.

As a result of all this vicarious experience, BuWeps experts are confident the P3V-1 will be more bug free than most new types are upon Fleet delivery."

From Dick Gray. And you think us P2V folks welcomed this Aircraft with open arms? The feelings you folks are having about the P8 are normal, as at the time the Neptune was a tried and true performer, as the Orion is today! BUT, aren't you folks that only know the P3 glad we switched our loyalty over to this "shaky new Aircraft", that was a Commercial Airliner, and NOT an ASW machine!

We paid a price in the early days as we learned, but it certainly paid off as it evolved into the beloved backbone of ASW and much more, as I am 100% sure the Poseidon will in due time.

Put this in the "What goes around, comes around" or "History repeats itself" categories!

Subject: P-8A Poseidon by ADM J.C. Harvey, Jr. from Fleet Forces Command Blog, April 6, 2012

Last month, the Fleet received delivery of our first P-8A Poseidon - our Navy's newest multi-mission maritime aircraft. The P-8A will eventually replace our P-3C Orion aircraft, which has been in service in the Fleet since 1962 (50 years!).

I had the opportunity this week to participate in a training flight in the P-8A and observe its operational capabilities as well as the significant knowledge and skill it takes to serve as a crew member.

My flight started in the cockpit jump seat, where I observed the pre-flight checks and take-off. Once we were safely airborne and on-station, I transitioned back to the mission area of the aircraft to load sonobuoys in the rotary launchers. Like our P-3C, the P-8A uses sonobuoys to detect and localize a submarine. Once the sonobuoys were loaded, I cycled through each of the mission crew stations to observe and learn about their specific roles in executing the many P-8A missions. After using the Synthetic Aperture Radar (SAR) and Inverse SAR (ISAR) to view surface contacts, I moved to the Tactical Coordinator (TACCO) station. Now, this is the part of the flight in which I saw firsthand the tremendous capabilities of this aircraft. While sitting as the TACCO, my "tutor" and I developed a buoy tactics pattern that would be used to track a sub-surfaced target (and potential threat) in the water. We then displayed the pattern to the flight deck where the pilots flew the pattern and the launcher system automatically dispensed the buoys from the aircraft into the water. Once the buoys were in place, I transitioned to the acoustic station to see the data we were receiving (from the buoys) and begin tracking the target. Using that data, we were able to simulate an attack on the target and complete the kill chain.

The P-8A is not simply an improved P-3C; it's an entirely different and far more capable platform. From the airframe (based on the Boeing 737), to the advanced mission systems, to the payload capacity, everything about this aircraft reflects tremendous

capability improvements in every mission area. You can count me among the many who are eager to get more P-8As into the Fleet so our Sailors can begin learning and unleashing the true potential this great aircraft brings to the fight.

Of course, at the heart of every platform are the Sailors who bring it to life. Thanks again to the Patrol Squadron

THIRTY (VP-30) team for a very beneficial demonstration and training flight. It's now up to all of you at the "Pro's Nest" to make sure our Sailors are trained and ready to operate the P-8A for our Navy. You have a very important mission ahead of you, but I am certain you are absolutely ready to go.



... and we were the alumni group to tour this magnificent airplane at Patuxent River, Maryland at our reunion in October, 2010

Navy P-8A impresses allies during NATO exercise

Crews 'hot test' new equipment during 2-week training

The U.S. Navy P-8A is seen after arrival at Royal Air Force Lossiemouth in Scotland for NATO's Exercise Joint Warrior. (RAF photo)

The recent Exercise Joint Warrior 2012 at Royal Air Force Lossiemouth in Scotland proved an excellent training ground for the U.S. Navy's P-8A Poseidon, according to military officials from several countries.

Held twice a year, the NATO-led exercise is the largest of its kind for maritime patrol aircraft, hosting air crews from seven nations: Canada, Denmark, France, Germany, The Netherlands, the United Kingdom and the United States.

For the Poseidon, participation in Joint Warrior was its first trip outside the United States. During the two-week exercise, the P-8A and other maritime patrol aircraft completed 56 flights and more than 350 flight hours.

British and Canadian maritime aircrews toured the P-8A aircraft, saying they were impressed with its avionics architecture and 737 airframe and at the amount of space on board.

"This new aircraft looks world-class and should give valuable service to the U.S. and its allies well into the future, securing the world's oceans from threats," said Royal Air Force Air Electronics Operator Sgt. Murray McGregor. "It will be one of the most valuable tools for the U.S. and its allies for non-aggressive power projection while maintaining the presence and surveillance required."



Exercise Joint Warrior gave the P-8A crew from the VX-1 Air Test and Evaluation Squadron, based at Naval Air Station Patuxent River, Md., the opportunity to further develop the P-8's anti-submarine warfare tactics and "hot test" new equipment on the aircraft.

"A huge amount of quality training was achieved by the participants," said Flight Sgt. Nick Hagen from the UK's Ministry of Defence Joint Tactical Exercise Planning Staff. "This exercise is unique in the training areas we use and scenarios we provide to maintain and improve the anti-submarine warfare and anti-surface warfare skills of the maritime crews."



The base provided a prime location for Exercise Joint Warrior, as it is near the sparsely populated Western Isles and Cape Wrath in northwestern Scotland. Program officials say the P-8A Poseidon, which will replace the Navy's P-3 Orion fleet, provides a quantum leap in avionics and airframe with the capacity to develop with future improvements in software and technology.

By Madonna Walsh and Sgt. Murray McGregor, Royal Air Force

Russian Fishing Trawlers Revealed

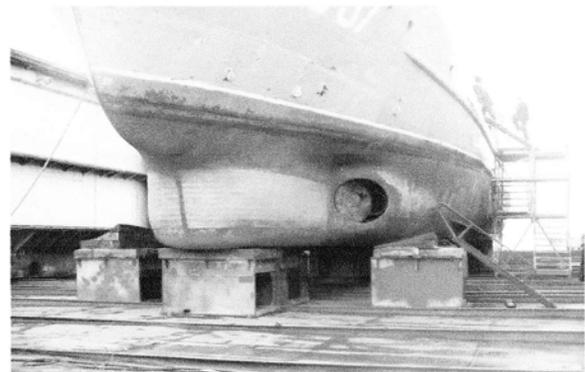
We saw them lined up while on the surface heading into CT. Had to be careful not to through trash out when they were around...so not to insult them. Trawlers get fish, not deploy them!

Here is some info that I recently recieved and just had to forward it to my best friends.....



This is a photo of a Russian fishing trawler in dry dock. This is one of the peaceful group of fishermen we passed every time we entered or left Holy Loch Scotland on Sub patrols.

Now, let's zoom in under the nose of this same ship:



How about that. A sonar dome and torpedo tubes. Yup, a peaceful fisherman. Nothing to see here.

COLD WAR my rear end! Believe nothing that you hear and only half of what you see.

UPDATE FROM THE VICE PRESIDENT/REUNION COORDINATOR

Reunion Information Update

Things appear to be falling into place very well for our October Reunion in Mobile, Alabama!

The Ashbury Hotel & Suites has been great to work with, which has certainly made things go smooth so far. I have no reason to believe this will not continue through-out our stay there.

I want to offer you my assistance in case any problems should arise when you make your Reservations or during Check-in. I do not expect any, but have listed my contact information below for your convenience. Please do not hesitate to contact me.

I have obtained the following information regarding transportation from the Airport to the hotel, as the Hotel does not offer transportation service.

It is requested that you contact Mobile Bay Transportation (251-633-5693) at least 24 hours in advance and give them your Name, Flight # and Arrival time. This will ensure their van meets your flight to avoid any unnecessary delays. It is van service, and the cost is \$15.00 for one person or \$10.00 each for 2 or more.

There is cab service available at the Airport, or Yellow Cab, (251-476-7711). Their cost was given as \$2.50 base, plus \$2.05 per mile. (They quoted \$20.00 / \$25.00 per trip).

NOTE: Both means of Transportation are dispatched by the same person.

Dick Gray: Phone – 207-266-7287 (Text & voice); Email – dickgray@brooksendway.com; USPS – 4 Brooks End Way, Ellsworth, ME. 04605

Website – <http://vp45association.org/>

Remember to call the Ashbury Hotel & Suites (800-752-0398) for your room Reservations. Be sure to advise them that you are with the VP-45 Association, and of any special needs you may have so they can ensure you are accommodated properly when you arrive.

Travel safe – and hope to see you all in Mobile!!

DICK



PATRON 45 ~ 2012 REUNION

Mobile, AL ~ October 17th – October 21st, 2012

Welcome to Mobile

Mobile is a picturesque city located at the mouth of the Mobile River and the edge of Mobile Bay, leading to the Gulf of Mexico. As one of the oldest cities in the United States, Mobile combines Southern tradition, beauty and charm with all the elements of a fast-growing, successful community. The 2012 Patron 45 Reunion is your opportunity to experience some of Mobile's top attractions. The reunion tour program includes a day trip to Pensacola to the *National Museum of Aviation* and the opportunity to tour the *USS Alabama* and *Bellingrath Gardens*. This will be an unforgettable visit to Mobile and give you memorable experiences that you will want to share with your family and friends.

Hotel Information

The reunion officially runs from Wednesday, October 17th until Sunday, October 21st. You will be staying at the full service **Ashbury Hotel & Suites** located at 600 West I-65 Service Road South, Mobile, AL 36608. *The Ashbury Hotel* is located close to many of Mobile's most popular attractions, and the hotel offers complimentary shuttle service to nearby shops and restaurants.

The room rate is just **\$99.00** plus tax per night based on single or double occupancy. The room rate includes a full hot breakfast buffet served daily in the hotel restaurant. For those of you who choose to arrive early or stay late, the same room rate is available three days prior and three days after, based on availability. Please make your hotel reservations NOW by calling the hotel directly at **800-752-0398** between 9am-4 pm CST and ask for in-house reservations. You may cancel up until 48 hours before arrival at no penalty. Mention that you are with the Patron 45 Reunion to assure you are associated with our group. You may request specific room types when you call to make your reservations (handicap accessible room, etc.). The hotel check-in time is 3:00pm. Please, do not expect to get into your room before then. They will ask you for a deposit or credit card number to guarantee your room reservation. The hotel is holding rooms until they sell out or **September 7th, 2012** whichever comes first.

Transportation & Directions

The closest airport is Mobile Regional Airport (MOB). Hotel transportation is not offered to/from the Mobile Airport. However; information on the best and most economical method of transportation is being worked on, and information will be available in our next Pelican Post. For those of you driving to the reunion, the hotel offers complimentary parking.

PATRON 45

2012 REUNION EVENTS

EVENT A: MOBILE CITY TOUR & FORT CONDE

Thursday, October 18th (10:00am -3:00pm)

Mobile is 300 years old and you can imagine all the fascinating sites to see and stories to hear about this historic city. Your tour will showcase the history and the unique blend of architecture with the magnificent antebellum homes of Federal, Greek revival, and Victorian styles. You will travel down the lovely streets of the garden district, which are framed with gigantic Live Oaks forming a beautiful canopy of trees. You will then visit *Fort Condé*; a partially reconstructed French fort, which protected Mobile and its citizens for nearly 100 years from 1723-1820. The Fort was built by the French as a defense against British and Spanish attack on the strategic location of Mobile and its Bay, the eastern most part of the Louisiana colony. The military importance of Mobile and *Fort Condé* was huge. The Fort and town protected access into the strategic lands between the Mississippi River and the Atlantic colonies along the Alabama and *Tombigbee Rivers*. Note- this old fort is not fully wheelchair accessible. Lunch will be on your own at a suitable location.

WELCOME ABOARD – “MEET AND GREET” ICEBREAKER

Thursday, October 18th (6:00pm - 9:00pm in the Hospitality Room)

This will be your opportunity to find most of the Association members in one place! Stop in and see who is here. There will be displays of the Squadron History, and one can bet on a sea story here and there. Refreshments will be available. There is a free event sponsored by the Association. Please indicate on your registration form if you plan to attend.

EVENT B: NATIONAL MUSEUM OF AVIATION AT NAS PENSACOLA

Friday, October 19th (9:00am-5:00pm)

This is one of the largest aviation museums in the world and one of Florida's *Top 10* attractions. With more than 170 vintage aircraft this 300,000 square foot wonder chronicles more than nine decades of naval aviation. This is a self-paced tour of 2 full museum floors and the historic flight line outside the museum. You may also see a spectacular *IMAX* film on the famous *Blue Angels*, which are headquartered here. Shown on a 60-foot high screen this feature will surely give you goose bumps! (Note: *IMAX* is optional and not included in price – pay on your own if interested) Lunch is on your own at the museum.

****Government issued photo identification (ex. drivers license) is required to visit NAS Pensacola**

ASSOCIATION BUSINESS MEETING

Saturday, October 20th (8:00am at the Hotel)

The Semi-Annual Patron 45 Association Members Business Meeting will take place at the Hotel. Check your itinerary at registration for specific room location. There is no need to pre-register for the meeting. All Members are encouraged to attend as this meeting is important for conducting Association business

Please Select Event C or Event D for Saturday, October 20th

EVENT C: USS ALABAMA TOUR

Saturday, October 20th (10:00am-2:00pm)

You will spend the morning at *Battleship Memorial Park* exploring the Battleship USS Alabama, the recipient of nine WWII Battle Stars. The *USS Alabama* and her crew of 2,500 saw action in the Atlantic for a year before joining the Pacific Fleet in mid-1943. There she fought at such key locations at Leyte, the Gilbert Islands and Okinawa. After the signing of the war-ending surrender documents in September 1945, USS Alabama, or the "Mighty A", as she was known, led the American Fleet into Tokyo Bay. You will have plenty of time to explore *Battleship Memorial Park* at your own pace. Don't miss the USS Drum, Vietnam and Korean War Memorials, many tanks, artillery, patrol boats and spy planes.

EVENT D: BELLINGRATH HOME & GARDEN TOUR

Saturday, October 20th (10:00am-2:00pm)

Nowhere in the world is floral beauty more concentrated than in the internationally famous *Bellingrath Gardens*. Located on the riverfront land once trod by French and Spanish Colonials, this "Garden Spot of the South" is a floral wonderland. Located on the grounds is the home of *Coca Cola* magnate, Walter D. Bellingrath. The home is furnished with antique furniture in period settings, plus the world's largest collection of *Boehm* china and porcelain acquired by Mrs. Bellingrath. The world's most complete public display of porcelain sculptures of the late Edward Marshall Boehm is in the Garden Museum. Your visit will begin with a short video that will show the Gardens in all seasons, you will then enjoy a tour of the house, followed by a tour of the Gardens. Flowers in bloom during this time of year are hydrangeas, salvia, marigolds, alyssum, dahlias, Mexican heather, pansies, fuchsia baskets and geraniums.



BANQUET DINNER

Saturday, October 20th (7:00pm at Hotel)

Join all of your friends for your Banquet Dinner at the Hotel. Cocktails will be available from the cash bar at 6:00pm; dinner will be served at 7:00pm. Please make your entrée selection on the reservation form.

TOUR CANCELLATION INSURANCE

Protect yourself from unforeseen expenses caused by sickness, injury or any other causes that impact your travel plans. **This insurance enables a refund of Tour & Banquet expenses up until three (3) days before the start of your reunion.** If you need to cancel – please call our office immediately (817-251-3551) for a cancellation number. If you have not purchased cancellation insurance all tour and meal money is non-refundable 6 weeks prior to the reunion.

Important Reunion Notes:

- ~ Tours may be cancelled if a minimum of 30 people per bus is not met. In this case, full refunds will be given.
- ~ Please understand that a certain amount of walking is necessary from the bus to attractions and in some instances, to also see the attractions. Please consider your abilities before purchasing tours.
- ~ Be sure to bring photo identification (like a driver's license) on all events.
- ~ All tour times are subject to change. A final itinerary is available at registration.

Reservations are due by September 7th, 2012. Late reservations accepted on a space available basis with a non refundable \$10 per person late fee. You should make a copy of this form for your records. For information call weekdays: 817-251-3551 or Email: info@MilitaryReunionPlanners.com. Requests for refunds must be made in writing and postmarked before due date above. No refunds will be made after this date, unless you have purchased *Tour Cancellation Insurance*. Sorry, no refunds will be given starting 3 days before the reunion for any reason. There is a \$10 per person refund processing fee. Your cancelled check is your receipt and proof of purchase. There is a \$25 return check fee for NSF. For a written confirmation please enclose a self-addressed, stamped envelope. MRP will not be held liable for failure of vendors to provide contracted services or any injuries/accidents that may occur during the reunion. Tours require a minimum of 30 people in order to operate. Full refunds given for any cancelled Event.

For All the Pilots, Navigators/NFOs and Aircrew:

“Once the wings go on, they never come off whether they can be seen or not. It fuses to the soul through adversity, fear and adrenaline, and no one who has ever worn them with pride, integrity and guts can ever sleep through the ‘call of the wild’ that wafts through bedroom windows in the deep of the night.

When a good pilot or aircrew leaves the ‘job’ and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times. We know in the world of flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is. Because we flew, we envy no man on earth.” -Author Unknown

VP-45 Association Treasurer's Report

December 31,2011

Coastal Bank and Trust beginning balance as of 1 July 2011 \$ 9,775.87

Income:

Dues	645.00
P-3 Print Payments (30 x \$95.00 ea.)	2,850.00
P-3 Print overpayment (Bolin)	5.00
Total Income	3,500.00

\$ 13,275.87

Expenses:

P-3 Print overpayment refund (Bolin)	5.00
Bill Hobgood Website software	94.00
Total Expenses	99.00

TOTAL COASTAL BANK AND TRUST \$13,176.87

Edward Jones Money Market beginning balance as of 1 July 2011 \$17,002.74

Interest Income 7/1/2011 to 12/31/2011 0.38

TOTAL EDWARD JONES MONEY MARKET \$17,003.12

TOTAL CAPITAL as of 12/31/2011 \$30,179.99

The Total P-3 Print collection for 2011 is \$10,070.00.

The Total P-3 Print Expenses for 2011 is \$205.98.

Note : The P-3 Print monies will have to be compiled and deducted from the Assn. Capital. The P-3 Print project is managed separately from the Association funds.

Patrick J. Imhof, Treasurer

Statement prepared on 18 Jan. 2012

From the VP-45 Association Secretary ...

Our October 2012 Reunion is right around the corner. If you have not made your reservations, now is the time. As you can see from the Reunion Agenda, Dick Gray and the reunion planners have put together another spectacular reunion. We want this to be the best attended reunion we've ever had, but that is now up to you, our membership. In this Newsletter, you will find the details for the hotel and transportation, and the events that are planned. Please take the time to fill out the reservation form and return it via snail mail, or go on to our VP-45 Association website and do it on-line.

In a reunion year, we have the unique opportunity to greatly increase our membership. As former Pelicans learn more about us through our website and by word of mouth, our membership roles expand. The success of our association is all about membership. It is so important to stay connected with one another as the pressures of business, family and recreation eat our time. While the commitment isn't much, the benefits of staying connected and getting together for a reunion every two years are worth every effort. It is up to each of us to get the word out and make the effort to increase our membership as we march toward Reunion 2012.

Our roster is up to date. If you are in danger of losing your active membership status, there will be a note in your Newsletter indicating the same with a self-addressed stamped envelope for your convenience. We have decided to provide an updated roster each time we mail out our Newsletter so that you can track right along with us the dues status. One change to our dues policy. We have created an "emeritus" status. Some of you who have paying dues for years have probably noticed a change in your dues status. If you are passed the age of eighty and have been a member in good standing for a number of years, you will notice that your dues status has changed to "L" of life. If you have reached this status and a year is still reflected, please communicate this to our treasurer, PJ Imhof. For those who have (11) as your paid date, you will need to renew as we move into 2012.

The election of the new slate of officers is scheduled for the 2012 Reunion. The Search/Nominating Committee has worked diligently to find candidates for our leadership positions. Nominations are still open. Currently, the following have been submitted for consideration:

President - Doug Mitchell
Vice President - Dick Gray
Secretary - Jack Keane
Treasurer - PJ Imhof
Web Master - Bill Hobgood

If you are considering nominating someone or volunteering for one of these positions, please contact Gene Graham or others on the nominating committee to have your name included in the balloting. The nominating committee is:

Gene Graham - Chairman (E-mail: genegraham2@bellsouth.net)
Mort Eckhouse
Paul Nadeau
Gary Rogers
Bill Hobgood

Elections will be held at the business meeting, Saturday morning of the reunion.

We'll see you in Mobile!

With great respect,

Wally



Registration Form

for the PATRON FOUR FIVE ASSOCIATION

Please complete this form and return it to the address below so we will have your information in the database and member roster. Dues are \$15 per year, \$65 for five years, & \$300 for life and are payable to:

Mr. Patrick J. Imhof, Treasurer
Patron Four Five Association
3204 E. Moreno St
Pensacola, FL 32503-6529
850-432-0036
daddypaddy@att.net

Roster Information

(Rosters are for private use by Association members ONLY)

First Name _____ Middle Initial _____ Last Name _____
 Spouse First Name _____
 Address (Street or PO BOX, etc.) _____
 City _____ State _____ Zip+4 _____ - _____
 Telephone # with area code (_____) _____
 E-mail _____
 Website (if applicable) _____

Squadron Duties/Billet Data

Please circle one: Aircrew Pilot NFO Other (Please identify) _____
 Served in: (Circle one) VP/VPB-205 VP-45 (PBY) VP-45 (PBM) VP-45 (P5M) VP-45 (P3) VP-45 (P8)
 Dates served: From _____ To _____, From _____ To _____
 Duties/Division _____

Pictures (or copies) of squadron rosters, papers, crew lists, awards, and a narrative of your favorite incidents / stories for our archives and / or the newsletter are treasures only you can provide. We can copy and return any you would like to retain. Please favorably consider this request for any you care to submit. Please use the back of this page for your first story in the newsletter ©.

How did you learn about the association? Who contacted you? _____



OUR CONTRIBUTION TO THE NATIONAL NAVAL AVIATION MUSEUM -
THANKS BILL HOBGOOD FOR MAKING THIS A REALITY