

2013
SEPTEMBER

New "MAILBAG"
Section!

2014 Reunion to be
Held in Jax!

VP-45 Association
Needs Two Officers.

THE VP-45 ASSOCIATION'S

Pelican Post

Newsletter

www.vp45association.org

VP-45 Flies P-3 Orion for 50 Years!

Association Officers

Doug Mitchell.....President

Dick Gray.....Vice President

“PJ” Imhof.....Treasurer

Jack Keane.....Secretary

Bill Hobgood.....WebMaster

Newsletter Info

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Asst Editor.....Bill Hobgood

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Jack’s Notes:

Initial production: When the 1963 Corvette Stingray was first introduced to the world, it was considered drop dead gorgeous. But new



owners immediately had a problem with fit and finish, rearward visibility, functionless body features and more. This first issue of our new “electronic” Pelican Post Newsletter may be similiar; that is, though pretty, it may contain some errors that I did not catch. Please let me know if you see any.

“Mailbag”: A new (actually reinstated) section of the newsletter. Let us hear from you. More on this later.

Officers: Your Association is going to need to elect two new officers at the 2014 reunion in Jacksonville. We’ll need a Vice President and a Treasurer. More information on this elsewhere in the newsletter.



From the Editor:

Welcome to the latest edition of the Pelican Post. As you can see, this is a very different format from previous newsletters. Over the past eight months, Bill Hobgood and I, with consensus from the other Association officers, have put together a new look and feel to the Pelican Post. We intend to keep improving each issue and are seeking your assistance in doing so. If you have any suggestions please send them to me at jack_keane@verizon.net, and Bill and I will consider how best to implement them.

On behalf of the Association officers, I truly hope you’ll enjoy the new format of YOUR Association’s newsletter.

Jack Keane

“We need to get the word out about our Association...we are not selling a product or a service; we are not trying to make a profit. We are, in fact, a non-profit organization. You can't put a price on what the Association provides!”

From the Desk of...

Doug Mitchell



President's Report

The need to get the word out about our Association!

First of all, I need to acknowledge all the work your Association Officers have done this year. Specifically, through quarterly conference calls, numerous emails, hundreds of individual phone calls, and many hours of searching, I am happy to report many improvements have been made to our membership roster.

Keeping the roster current and accurate is a never ending battle that every one of us needs to pay very close attention to...to ensure everyone gets the notification of any correspondence, as well as our semi-annual newsletters. Please...Please...let our Secretary, Jack Keane know if your email and/or home address in the roster changes if/when it happens; we do not want to lose you! On that note,

if the number between your last name and first name in the Roster is 13, your dues expire in December and you need to renew on or before the end of January 2014. We've made payment easy through our Website via PayPal or you can send the traditional check to our Treasurer, PJ Imhof in Pensacola.

Speaking of Newsletters, we all know we have the Best Website of any Navy Association at www.vp45association.org! Now check out the “new look” of this Outstanding Newsletter - The Pelican Post! Our Association Secretary, Jack Keane, assisted by our WebMaster, Bill Hobgood, have made great efforts to maximize the effect of our main form of communication with all of you. We sincerely hope you like it! Thanks a million Jack and Bill for the many hours spent during this renovation!

And now for one of my main topics...Communication - and how it relates to each and every one of us in the recruiting of new members for our Association.

I personally joined the Association in 2008 and attended my first Reunion in Jacksonville, Florida. I absolutely loved the comradery and I saw folks there I had not seen in 36 years; as well as many I served with in various squadrons after VP-45.

Ever since then, I have been calling and emailing folks I know who served in VP-45 during and after my days in the Squadron,

inviting them to join us. Like Buck Jones, our previous President, told me years ago, "If you can get a sailor to attend one reunion they will be hooked"... and I was!

As I mentioned in the March Newsletter, we need all of you to contact one of your friends from your time in the squadron and invite them to join the Association and attend a Reunion. You voted this summer and the 2014 Reunion will again be in Jacksonville, Florida. The Squadron will be in their home cycle, having just transitioned to the P-8, and almost ready



Doug Mitchell Addresses VP-45 Heritage Participants

to deploy in December. We will visit them and our Vice President, Dick Gray, will cover that, and other aspects of the reunion that is already well into the planning stages as of this writing, elsewhere in this newsletter.

We need to get the word out about our Association!

When you speak with your friends about the Association, here are some main points we feel you need to cover:

- We are not selling a product or a service; we are not trying to make a profit. We are, in fact, a Non-Profit Organization. You can't put a price on what the Association provides!

- The Association is not an Enlisted or an Officer Association; it is Alumni of men and women who served in the Squadron who enjoy each other's friendship, comradery, and the sharing of each other's life stories.

- The Association is not an Aircrew, or Ground Crew Association, it is a mix of members from the squadron as well as their wives or significant others.

- The Association is not a one aircraft squadron...we have members who served in the PBY, PBM, P5M, P-3A, P-3C and now the P-8!

- And lastly, each and every one of us is not getting any younger. The Association was founded in 1990 and we would like to see it continue for many, many years to come. Please join me in this Recruiting Effort!

My last Topic is also very important! We are currently looking for volunteers to be installed at the 2014 Reunion for the positions of Vice President and Treasurer for the 2014 - 2018 Term. Please contact any Officer of the Association if you would like to serve the membership of this outstanding Association in either of these positions. I have appointed a Nominating Committee, chaired by former Vice President Jim Means, to assist in the search and subsequent nomination of these very important Officers. Please feel free to contact him directly as well.

Dick Gray is currently working with the MRP organization on the planning of his 3rd reunion, and I am positive that, like our previous two reunions under his leadership, it will be an outstanding finale for Dick in Jacksonville. PJ Imhof has been our Treasurer "forever"...and he has done an outstanding job of tracking members' dues, paying our bills when needed and keeping our books balanced. Thank you Dick and PJ as you continue this next year as Patron Four Five Association Officers!

Best Regards, Doug "Pooh Bear" Mitchell



1970's Group at 2012 Reunion in Mobile

EXTRA EXTRA EXTRA...READ ALL ABOUT IT!!

2014 REUNION IN JAX!!



By: Dick Gray
Association Vice President

The Patrol Squadron Forty-Five Association, based on voting by its members, has chosen Jacksonville, Florida for the next reunion. Voting was compiled mainly via an online survey on our website. While wonderful places like San Diego, San Antonio, Nashville and even Hawaii received votes, Jacksonville, Florida was the winner by a huge margin. As reunion coordinator for the Association...I have got to tell you that I am really getting excited!

I do not have a lot of information yet, as we are still working on everything!

Bill Hobgood, our WebMaster, will keep our website (www.vp45Association.org) updated as things get firmed up. Either on our site or via a link to the Military Reunion Planners (MRP) page, we will have the information you need to sign up as soon as we are ready to go. It will also be in our next Newsletter.

The biggest thing was locking in the location based on your preference (voting), and that is now behind us. I was very pleased at the level of participation in the voting; the online survey worked so much better than the “mail-in” voting we have used in the past.

We are getting information on hotels in the area that can accommodate us, while looking for the “best location at the best price”. The time frame for the Reunion is looking like 15 to 19 October, 2014.

One thing that we are working on is a tour to NAS JAX for lunch, followed by a VP-45 Briefing. As we did in 2008, we are planning a tour of their spaces and of one of their new P-8 Aircraft. This is, of course, a work in progress as we are still a long way out. We will have various other tours, a Ready Room with refreshments, and our Banquet on Saturday evening.

And just as an “Oh-by-the-way”, I heard from quite a few of the ladies at our last reunion in Mobile that they would like a place they could have a quiet talk, help each other knit, and “do crafty things”, etc. Based on that, I’m going to arrange a special room for them for this reunion.

And of course the one big thing that we still need is a Hotel! BUT, this is in work and we are close to having it settled.

Things are starting to fall in place, and I will update you all as soon as the decisions are made.

Looking forward to seeing everyone in Jacksonville for our 2014 Reunion!!



Pelicans are flying P-8's in JAX! One of the highlights of our 2014 reunion will be a tour of one of these birds!



AT THE TOP



The newest and seventy-first Commanding Officer of the World Famous “Pelicans” of Patrol Squadron Forty-Five is Commander John Brabazon, USN.



Commander Brabazon is a native of Doylestown, PA and a 1996 graduate of Pennsylvania State University where he earned a B.S. in Civil Engineering, met his bride, Lady Lisa, and earned a commission in the U.S. Navy. Upon completion of flight training, he received his Navy wings of gold in June 1998.

Following P-3C Fleet Replacement Squadron (RAG) training at VP-30, Jacksonville, FL, John joined the Tridents of VP-26 in August 1998. During his tour, he completed two deployments flying missions out of Iceland, Puerto Rico, Scotland, Spain, Norway, Sicily, and Crete. As the Mission Commander of Combat Aircrew Eleven, he flew combat missions in support of Operation DELIBERATE FORGE and Operation JOINT GUARDIAN while additionally flying in support of peacekeeping missions over Bosnia and Kosovo.

In August 2002, following detachment from VP-26, then-Lieutenant Brabazon joined VP-30 in Jacksonville and served for three years as a Fleet Replacement Squadron Instructor Pilot. During this tour, he served as Aviation Safety Officer, Pilot Schedules Officer, and Pilot Training Officer. In 2004, in recognition of superior meritorious performance, he was selected as the VP-30 Instructor Pilot of the Year. In addition, he somehow found the time to continue his academic education and earned a Masters of Arts in Teaching

(Mathematics) degree from Jacksonville University.

Back to sea duty in October 2005, John executed orders to the USS RONALD REAGAN, CVN 76, which was homeported in San Diego, CA. Being a fully qualified MPA/P-3 pilot and Mission Commander, the Navy knew they were sending the right man to be Catapult and Arresting Gear Officer and the “Shooter” of tactical jet aircraft aboard a nuclear carrier. He completed the warship’s maiden deployment in support of Operation IRAQI FREEDOM from January to June 2006. During his tour, he served as Waist Catapult Branch Officer, V-5 Division Officer, and V-2 Division Officer. In addition, he qualified as Officer of the Deck (Underway) and completed a surge deployment in 2007 to 7th Fleet.

In March 2008, John, now a Lieutenant Commander, joined the Golden Eagles of VP-9 for his department head tour as Maintenance Officer. In May 2008, he deployed to Ali Air Base, Iraq flying intelligence, surveillance, and reconnaissance missions in direct support of Operation IRAQI FREEDOM. Still pursuing academic achievement, in June 2009, he graduated with a Masters of Arts in National Security and Strategic Studies through the Naval War College Non-resident Seminar Program. From January 2009 to December 2011, Commander Brabazon was assigned to the Office of the Under Secretary of Defense for Policy where he coordinated U.S. security and defense policies relating to NATO Operations in Afghanistan.

During his career, Commander Brabazon has logged over 2,200 flight hours. His personal decorations include the Defense Meritorious Service Medal, Air Medal (3rd Strike Flight), Navy and Marine Corps Commendation Medal (4 awards), Navy and Marine Corps Achievement Medal (3 awards), a Distinguished Service Award to the Navy-Marine Corps Relief Society, and various campaign, unit, and service medals. He is married to the the former Lisa Buser Pastrana of Annapolis, MD. They were married in April 2003 and are blessed with four children; their daughter Claire and sons J.J., Luke, and Mac.

“...and I intend to focus efforts to continue to grow the connections between VP-45 and the Patron Four Five Association. The Pelican Team had an outstanding experience (at the Mobile reunion), and we look forward to sharing more memories in the future.”

NAVY TRIVA

Navy Rank Insignia circa Mid to Late 1800's

“The regulations of 1841 not only set forth the first description of an enlisted uniform, but also the first grooming regulations. The uniform was a blue woolen frock with white collars and cuffs, blue trousers, blue vests, black handkerchief and shoes. The collars and breasts of the frock coats were lined in blue. For the first time commanding officers were required to insure personnel had the prescribed clothing.

The grooming regulations for all hands specified that hair and beards must be kept short, except whiskers might descend to one inch below the ear and in line with corners of the mouth. Thus the basis for “mutton chop” whiskers so prevalent in paintings of the period.

The regulations of 1841 also provided another “first” for enlisted, a distinctive mark for petty officers. The device consisted of an eagle atop an anchor, which was a common theme in the early American maritime history, not more than three inches high with a star above the eagle. It also specified that the insignia was to be blue on a white uniform and white on blue uniforms. The eagle was probably chosen for several reasons. As the national symbol, the eagle first appeared on the national seal in 1782 and was displayed on officers’ buttons positioned over an anchor since 1802. It was a prevalent design on Army uniforms and was a common insignia during the 1840s. Thus it can be assumed that the frequent usage during the early years of the nation made the eagle the most logical choice in the

Navy. Also the use of the eagle on officers’ buttons might have influenced its adoption on petty officer insignia. Although there were no specialty marks, distinction of ratings being accomplished by delineating on which arm the device was to be worn, and it created the “left arm,” “right arm” ratings which continued for over one hundred years. It was an important step in distinguishing between petty officers and junior enlisted, thus enhancing and recognizing the career personnel among their peers and superiors.

As the Navy further expanded, the importance of specialized leading petty officers became more pronounced

and, as their skills increased, they became more identified with the management communities. A sailor was becoming more than just a body to handle lines or scramble around rigging. He was entering an age where a good level of education was needed to function in an increasingly complex Navy. Thus, as he was becoming a technician in both mechanical and logistical areas, a revision of uniform regulations in 1874 further modified



Chief Petty Officers aboard USS Texas circa 1899

the dress of principal petty officers to emulate that of commissioned officers. Senior petty officers of various ratings, now greatly increased from previous directives, were authorized to wear the sack coat with rating insignia on both sleeves.

The difficulties of adding piping by hand to collars by sailors onboard ships was realized, and in 1876 the white tape on the collar was standardized to three rows for all enlisted wearing the jumper, with rank to be determined by the petty officer insignia and cuff stripes.

Right arm rates were disestablished in 1949.”

A SEA STORY

A Selection From Our Website “Sea Story” Page Submitted by Bill Hobgood

In early 1973, I was still a LTJG and had finally completed all my “UBAAA” training syllabus flights and aced the NATOPS and TACCO syllabus final check rides. We were gearing up for the 1973 Sigonella deployment and doing a lot of training to ensure that all crews completed all “Quals” and attained “ALFA” status. Back then, our nine brand new P-3C aircraft were numbered 10, 11, 12, 20, 21, 22, 30, 31 and 32. But we had 12 crews. The crews’ numbers matched the aircraft side numbers except the three extra crews were numbered 33, 23 and 13 (yes 13!). I was assigned as TACCO of Crew 13. The PPC was LCDR Larry Scott, 2P LT Marty Rogers and the 3P LT Dave Boyle. LTJG Halsey Fisher was my NAV and AWCM Hendrick and AW1 Dave Laslo were SS-1 and SS-2; SS-3 was CWO4 Chuck McCoy. I don’t recall the names of the rest of the crew but they were all either senior to me or had been in the Navy a whole lot longer. Essentially, with the exception of my NAV, I was the junior guy on the crew.

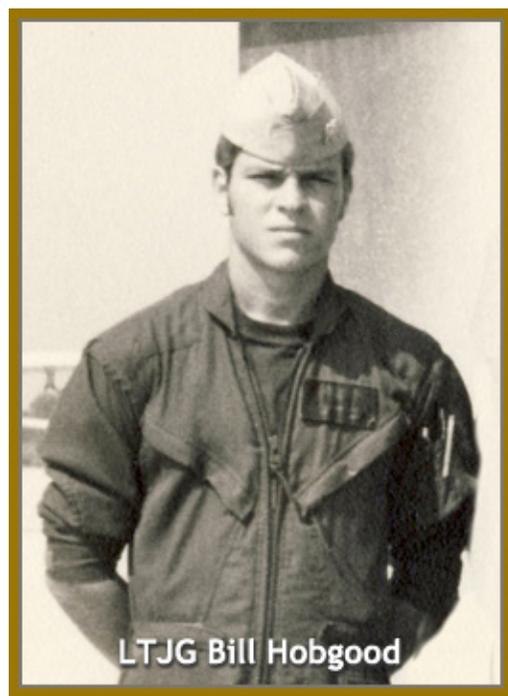
But the important thing in this recollection is that I got “CREW 13.” Buildings still don’t have a 13th floor. Having a Crew numbered 13 is NOT a good idea. Why tempt fate? But the squadron did!

This was my very first operational flight as a “crew holding” TACCO...a huge deal for me. I believe the mission was battle group ASW support for some WestLant exercise. We took off out of Jax mid-morning and had about an hour transit to onstation. After setting Condition 3, I pulled out my OPORD, comms list, ASRAPs and other paperwork and tried to find room for all that around my trackball and keyboard. Up front, Larry was in the left seat and Marty was in the right. The rest of the crew was chilling out in the back. Dave Boyle, the 3P, lowered the Nav Step (under the celestial port) and sat between me and Halsey with cup of coffee.

We reached our enroute altitude, cancelled IFR and “went operational.” As Dave slurped his coffee, I tried to ignore his attempts to talk to me about stuff other than the mission as I crammed for my first real operational flight.

BAM!!! Holy Crap!! BAMMMMM!!! Gotta get.....BAMMM!!!

I found myself still in my seat and that only because I was still loosely harnessed in. There was no question in my mind that we had just had a mid-air collision or an inboard engine explosion – though I had no idea what those events actually should feel or sound like. For about five seconds, I was positive we were all going to die. That feeling is heart wrenching and chilling and feeling like that for five seconds is a REALLY LONG TIME!



LTJG Bill Hobgood

Dave Boyle, on the Nav Step had disappeared. I looked up front to the flight station and Marty in the right seat was being rained on by some liquid dripping from the overhead instrument panel. I then looked back and saw Dave lying on the deck back between the CP-901 and the Main Load Center. He wasn’t moving. I screamed up at Marty (I couldn’t see Larry in the left seat) “What’d we hit?”

FROM THE WEBMASTER

About Sea Stories

It has been said that 90% of a squadron's (or any organization's) history resides between the ears of former members. That is true. It seems that most written history, that can be found documented in books and online, is basic, boring and not much fun to read. That is why our website's Sea Story Section is so important. Take a look, there is good stuff there. (Click [HERE](#) to view)

That said, we are in desperate need of more contributions. Our Association is over 400 members strong and I know that each of you has at least one "famous" tale to tell. Likely it is that one "one-of-a-kind" remarkable recollection you have that you have told a hundred times before. Please take the time to either type it or write it down. I can even do a little editing if need be to make sure it is compelling and entertaining. If you include a photo of yourself, or some other image relevant to the story, and I'll include it on the website.



Perhaps the easiest ways to get your story to us is via the online form on our website or by email. Also, you can type it up in a word processing program and attach that document to the email. And, yes, we do take hand written accounts that you can mail to us. However you do it...just please do it!!

Go [HERE](http://www.vp45association.org/seastories.html) (http://www.vp45association.org/seastories.html) to be taken to the Sea Story Section of our website for more information.

He yelled back "Nothing!" Then he listened to something Larry said and yelled back at me, "Should we continue?" I looked back at Dave's prostrate body and the pool of liquid forming on the deck under his head....either coffee or blood. It was blood. I replied "Are you kidding me? NO! And if it is safe to get up I need to go aft and check."

Marty said it was clear air turbulence and we turned back to Jax. I asked him not to fly through the same area if he could avoid it and I unstrapped and headed aft. Dave was not unconscious when I got back to him but he wasn't making much sense. I found his ball cap nearby and told Chuck, the SS-3, to use that to keep pressure on his head wound. The back of the aircraft was a mess. Anything not bolted or tied down had been tossed about...including crew members. One guy had a broken collar bone and Dave Laslo had been hit in the face by a PDC (practice depth charge) that flew out from under one of the seats in the galley...he was bleeding but not too badly.

I got everybody strapped in and Dave Laslo and Dave Boyle were able to keep pressure on their own wounds. Larry declared an emergency and we received priority handling back to JAX. Upon arrival we were met by three ambulances. My only injury was a cut on my forehead. When I was thrown upward my head hit the Weapons Select/Arming panel (just lightly, thanks to my lap belt) and the two little metal clasps holding the silver LTJG bar on my ball cap lacerated my forehead. The brown liquid raining down on Marty had been his coffee and Dave Boyle had smashed his head on the sextant mount above the Nav Step. Many stitches later he was OK.

The episode was determined to have been severe CAT (clear air turbulence). Although there was a lot of superficial damage to the inside of the P-3, there was no structural damage. My logbook confirms the date as 19 FEB 73 and the aircraft was BUNO 158566.

I submitted a chit to the CO via the chain of command recommending that we change my crew's 13 to a new number, like 777. That request was shot down before it got to the Ops Officer.

MORE WEBMASTER STUFF

WebSite News

If you have not visited our website, please do. Though it is always a project in work it is quite large with tons of info. Going to this address (www.vp45association.org) will take you to our “home page” and from there look on the left hand side for clickable buttons that will take you to the various sections.

One page, located in the “Squadron History” section is the PBY era and is interesting. This section is about the WW-II squadron that shares our name. With his permission, artist Don Feight’s PBY masterpiece “Cats Have Claws” is displayed here.

Since I had a software program called Adobe Flash, I decided to experiment with Don’s artwork. I took the original still graphic into Photoshop and manually broke it down into components (the aircraft, sub, sky, ocean, explosion, etc.). Then using Flash (an animation program) I created movement in the scene. Using another program (Adobe Audition), I developed the “soundtrack” consisting of bomb explosions and the sounds of those wonderful recipes and props.



To see and hear this animation, go to the PBY ‘43-’45 History page, click [HERE](http://www.vp45association.org/_history/pby.html) (http://www.vp45association.org/_history/pby.html). To repeat the animation, refresh the page.

SECRETARY’S PODIUM

The New Pelican Post Newsletter!

In my last article, I mentioned that we were migrating to an electronic newsletter, which would allow us to provide color to our members who receive them via



e-mail. As you can see, in addition to electronic distribution, we’ve put together a new format for the Pelican Post. As part of that new format, we are going to provide several new sections and need your inputs:

1. **The “Mailbag”** (Letters to the Editor) – please send these directly to me at jack_keane@verizon.net. Keep them short ... no more than three paragraphs. All letters will be published with the author’s name.
2. **“A Sea Story”** – this section will be taken from a sea story posted on the Association’s website, (www.vp45association.org), so please submit them there. If you don’t have access to the internet, then you may send them to me via the return address on the envelope containing your Pelican Post and membership roster.
3. **“In The Spotlight”** - Finally, we will spotlight one of our members as we have in this issue. If you know of any member deserving of mention, please let one of the officers know and we will work to get an article in the Post.

One of the benefits of electronic distribution is that we are able to keep the costs and labor associated with bulk mailing and printing low (in fact, we no longer qualify for bulk rates due to the small number of members who do

not have internet access). Another benefit is that we are able to find out if members have moved due to the number of return mailings for the last issue of the Post. This time around, I received returns for the following members and need your assistance in tracking them down:

Member Name	Last Known Location
Roy L. Anderson	Chula Vista, CA
Mrs. Mary Izzo	Lansing, MI
Edward H. Joyce	Vienna, VA
Mrs. Judy Missler	Hollywood, MD
William P. Myers	Leonardtown, MD
Robert L. Pascal	Anchorage, AK
Charles O. Womeldorf	Waldo, FL
Mrs Gerri Berg	Nehalem, OR

And finally, we're always looking to expand our membership base. If you are in touch with current or former squadron mates who are not members, encourage them to join and attend the next reunion. They can visit our website at www.vp45association.org/membership.html where they can join online via PayPal, or print out an application and mail to PJ Imhof.

Also, if you are a member and behind in your membership dues, please renew! You can go to the same webpage or send in the last page of this Newsletter with your check. Dues are \$15 for one year, \$65 for five years, or \$300 for lifetime membership. If you are 80 years of age or older, and have been a member in good standing for the past few years, you automatically qualify for lifetime membership. Just let one of the Association officers know and we'll make the necessary corrections to the roster.



A Member's Memories From The Past

"It was a quiet Sunday morning, I decided to walk over to my high school chum's house. His name was Ernie Pupkie. We were both 19 years old and working our way to the labor force. I couldn't afford to go to college and I don't think he could either. His family's radio was on when the station broke to announce that the Japanese had attacked Pearl Harbor with much damage to our battleships at their moorings and loss of life.

Well, at first I wasn't sure where Pearl Harbor was. I knew of Hawaii and the Islands were far out in the Pacific Ocean. A few months later I decided to join up and went to the Recruiting Station at 90 Church Street in New York City. I signed with the Navy for a 2 month delay enlistment and went home to settle things and get ready to go.

In May, 1942 I was ordered to Boot Camp at Newport, RI. I lived in Quonset Huts and learned that a Chief Petty Officer was some sort of a Supreme Being! I finished Boots and was sent to AOM School (AO) for 16 weeks. Did well and they offered me AOM 3/C if I would stay on as an instructor. Later I was ordered to AOM School Norman, OKLA.

After some months of that I received orders to Flight School as a V-5 Aviation Cadet. Did all the Bases & Final Squadron in the PBY Catalina Flying Boat, to Banana River NAS, Florida where a Combat Air Crew was formed with a LT Andy Sinclair and two new Ensigns; Lee Dolvin, and me.

I finished training and was ordered to NAS Bermuda in April 1945 as a Reserve Officer. I was then ordered to inactive duty. I wrote BUPERS and requested a designation as an Enlisted Navy Pilot (NAP) and did wear NAP1/C. I made Chief later and in 1955 BUPERS commissioned about 700 of us of 1400.

These assignments followed:

VR-1 Pax River, ROTC Officer NAS Pensacola, Naples, Italy as Flag Pilot for ADM's Russel and Griffin. Then back to Pensacola as Flag Pilot for VADM Heyward, VADM Streat, and VADM Cagle. I retired after 6 years of doing that right here in good old Pensacola."

PJ Imhof (Association Secretary) reports that Mr. Coupe also holds a record for catching 100 swordfish!!

Walter Coupe VP-45 1946-1947



ASSOCIATION MEMBER IN THE SPOTLIGHT

Mort Eckthouse, CDR, USN (ret)

Commander Mort Eckthouse is the guy! Born in Cleveland, Ohio, Mort moved to Baltimore, Md then to Albuquerque, NM where he attended the University of New Mexico. At the end of his sophomore year, despite his college status, the DRAFT loomed its ugly head. Rather than spending two years in the Army, he chose to spend four years in the Navy. Wise choice! After completing training with a rating of Hospital Corpsman, he was stationed at the Naval Hospitals Balboa and Corpus Christi. At this point he was selected for the NavCad aviation program. Winged and commissioned as a VP (nugget) pilot in November 1952, he was “plowed back” as a Nav Instructor in PB4Y-2’s. Then, to his horror, he received orders to Airship (blimp) training following which he served 3 years in ZP-3. Orders to Air Traffic Control and GCA school followed culminating in 3 years as Approach Controller and O-

in-C of GCA unit 31 at NAS Willow Grove, Pa. Then came orders to VR-3 and three years of flying for the Air Force in MATS. (no, not Maybe Arrive Tuesday Sometime!).



After this 3 year holiday of doing nothing but flying all over the world, the Navy decided that Mort needed to work for a living and ordered him to VP-45 where he flew P5M’s for a year then the squadron transitioned to P-3’s where he thoroughly enjoyed another 2 years of great duty. Following this came a year of study at the Naval War College followed by 3 years in Op-Nav in the Flight Operations section of DCNO-Air. Then came 3 interesting Canadian years at Argentia, Newfoundland as Ops and then XO. His final tour, which found him grounded, was NAS Pensacola as the RATCC officer. He retired in 1977 as a Commander with 27 years’ service.



“In retrospect, I served in three fine squadrons

but VP-45 just stoodout to me as the real winner. One evening in 1984, I was reminiscing with John Chappell, one of my early -45 CO’s, and asked him is the squadron ever had a reunion. His reply, “No but why don’t you organize one, Mort? Forty-five in eighty-sounds pretty good.” I thought so also. I had a few names, got a few more from my old shipmate Cliff Oberlander and a good number of responses to notices I had placed in every Navy/military pub I could think of. I responded to each and my list grew to over 100.

Mort Eckthouse, this Pelican Post edition’s Association “Member In The Spotlight,” is the person most responsible for the existance of this fine organization. He is our “Founder!” Congratulations and thanks, Mort!

Then John, who had attended a Mariner-Marlin reunion in 1988, gave me Jay Thomas’ name as he also wanted to get a reunion of this super squadron together. (Interestingly enough, Jay only served one hitch and that was as an AT who, as he says, flew “backwards” in the P5M operating that complicated electronics/electrical panel mounted at the aft end of the flight deck.) I contacted Jay, we blended immediately. He had already started with a hand written “info” letter to his mailing list. We combined our efforts, he with “secretarial stuff” and me with

“admin”. It took us until 1989 to get things to where we felt that we could put on a successful reunion. In the interim, Dave Johnson volunteered to do Treasurer Stuff.

As the saying goes, “The rest is History”. Today, thanks to the terrific officers who followed Jay, Dave and myself, the support of our members as well as the enthusiastic relationship with our still active duty squadron “Our” Association is alive and well. BZ!”

A SPECIAL REPORT

VP-45 HERITAGE EVENT

VP-45 Heritage Event 20 and 21 June 2013

In May 2013, I was contacted by Commander Brabazon, then the XO of VP-45, from their deployment site in Kadena, Japan. He indicated they would like to in-



*25 of the 35 Association Member Attendees
in front of the P-8*

vite Patron Four Five Association members to a Farewell to their P-3 Flight Engineers and In-Flight Technicians (whose position is not needed in the P-8) as sort of a reciprocation for our inviting the squadron to our reunions. They were planning a Family BBQ



The President presenting Skipper Brabazon a metal Pelican at the BBQ (thanks to PJ Imhof)

and Banquet Dinner to be held in the old ceremonial Hangar 117 at NAS Jacksonville on or around 20 - 21 June. He also asked me if we could provide a guest speaker.

The Association Officers and I discussed the Event and we decided it would be best to get more information before sending out invitations to our members. We did not know the cost nor the schedule of events. We spoke with VADM(ret) Massenburg to see if he could put this "Heritage Event" into his busy schedule. Due to the squadrons re-deployment schedule, recent change of command, and P-8 transition preparation, the Heritage Event schedule was not finalized or received by me until the afternoon of Saturday, 1 June. I wrote an im-



*RADM (Ret) Bill Pendley sharing his P-3 Pilot
experience with Ltjg John Falzetta*

promptu invitation letter that night, and we decided on Sunday, 2 June to announce the Event immediately on our Website and via email. That allowed us only eleven days to give the squadron's Heritage Event Committee a head count for the meals.

Despite the short notice, we had 35 Association members attend this significant event. Not only was it a farewell to their P-3 Flight Engineers and In-flight Technicians, it was a farewell to the P-3 aircraft...in service with VP-45 for 50 years from September 1963 - June

2013! In July, aircrew and maintainers were scheduled for leave and began the transition to the P-8 at VP-30. I apologize again for the short notice you received or if you did not hear about this Heritage Event! Please un-



PJ (Association Treasurer) explaining the P-8's advanced digital systems to Eileen

derstand, this was a VP-45 Squadron Event and it was not hosted by the VP-45 Association. Here are some of the highlights:

- Thursday morning, one member joined some of the squadron personnel for breakfast and golf.
- Thursday evening, from 5:00 pm - 9:00 pm, we were entertained by a USO Band, a P-3 tour and a very tasty BBQ Dinner. Skipper Brabazon frocked (promoted) several enlisted and officer personnel. I presented Skipper Brabazon a metal Pelican as a token of our appreciation for inviting us (thanks to PJ Imhof).



A young Pelican aviator receives needed guidance from a distinguished Association member

- Friday morning at 9:00 am - 11:30 am we were treated to an in depth look at the squadron's spaces in their new P-8 Hangar 511, a tour of a P-3 and P-8, and we were given a very thorough brief of the squadron's deployment by Skipper Brabazon and XO Grady. These two outstanding officers actually went to the same elementary and high school but joined the Navy through different career paths!



Skipper Brabazon presenting a token of appreciation to VADM (Ret) Wally Massenburg, Guest Speaker for the Heritage Event Banquet Dinner

- Friday night's banquet dinner was simply outstanding! The officers, men and women looked fabulous in their Service Dress Whites and their ladies were decked out in beautiful attire. The Dewey's Club (the



The youngest VP-45 Sailor at the Banquet Dinner and the oldest Association Member present at the Dinner, Capt. (Ret) Hank Gorman, past Association VP (94-96) and past President of the Association (96-98) at 91 years young!

COMMUNITY NEWS

Navy Buys More P-8's

The U.S. Navy has extended its contract with Boeing for P-8A Poseidon aircraft. It ordered 13 more of the planes, which are based on a 737 airframe and are used for anti-submarine, anti-surface and surveillance missions, for \$1.98 billion. The deal is the extension of an existing contract that is ultimately planned to include 100 Poseidon aircraft. On 24 June, a P-8A Poseidon from Air Test and Evaluation Squadron (VX) 20 successfully fired a Harpoon AGM-84D Block 1C missile and scored a direct hit on a Low Cost Modular Target (LCMT) at Point Mugu's Sea Test Range. In preparation for the first deployment of a P-8A squadron to the Western Pacific in December 2013, VP-16 began training with the Harpoon at Patuxent River, MD in August 2013. They will be conducting multiple detachments over the next few months to exercise the entire P-8A support system.



Squadron Harpoon Loadout, August 2013

Commander, Patrol and Reconnaissance Group Change of Command

On Wednesday, 7 August 2013, RADM Sean Buck, USN was formally relieved as Commander, Patrol

and Reconnaissance Group by RADM Matthew Carter, USN.

RADM Carter graduated from The Virginia Military Institute in 1985. After initial P-3 flight training at Patrol Squadron (VP) 31, Naval Air Station (NAS) Moffett Field, CA, he reported to VP-19 (Moffett Field) for his first operational tour. Follow-on operational tours included serving as assistant navigator, USS Saratoga (CV-60); a Department Head tour in



RADM Carter

VP-5, NAS Jacksonville, FL; as Executive Officer and Commanding Officer of VP-26, NAS Brunswick, ME; as Commander, Patrol and Reconnaissance Wing Two at Marine Corps Air Station, HI; and as Commander, Patrol and Reconnaissance Force 5th Fleet/7th Fleet/Fleet Air Forward.

RDML Carter's shore tours included an instructor pilot tour at the P-3 Fleet Replacement Squadron (VP-30), NAS Jacksonville; VP Assignments and Sea Assignments detailer, Bureau of Naval Personnel; Operations Officer, Patrol and Reconnaissance Wing Five; the Naval War College where he earned a Master's degree in national Security and Strategic Studies; Joint Staff, J-3, Deputy Director for Regional Operations; OPNAV N3, Global Force Management Office, Joint Forces Staff College.

RADM Buck will serve as the Director of the Navy's 21st Century Sailor Office in Washington, DC. This newly created position, reporting to the Chief of Naval Personnel, was born out of "Task Force Resilient" and will have oversight of critical Navy programs affecting the behavioral aspects of our sailors' careers.

VP Reserve Squadrons in Action

In June, the Navy Reserve's only two Maritime Patrol Squadrons, the VP-62 Broadarrows and the VP-69 Totems headed to Japan for the first-ever mobilization of a Reserve P-3 squadron for a Global Force Management requirement. Based in Florida and Washington, these squadrons – made up of full-time support, active duty and Reserve Sailors – have been flying the Lockheed P-3 Orion aircraft since the height of the Cold War. Now, as the active-duty VP squadrons transition from flying the propeller-driven P-3C to the new jet-powered Boeing P-8A Poseidon, the Reservists will provide crucial support in conducting maritime patrol and reconnaissance missions globally while the active-duty squadrons come up-to-speed with their new aircraft. The squadrons are scheduled to deploy for six months.

Manned and Unmanned Patrol Aircraft

Since the last newsletter, much has happened in the Patrol Aviation Community. In his last e-mail to the Community, RADM Buck stated, “there have

been great strides in the ongoing transition to our burgeoning Family of Systems, comprised of the manned P-8A Poseidon, the remotely piloted MQ-4C Triton, and the robust ground mission support Tacmobile team.”

Much of what we know about how the MQ-4C Triton will operate in the Fleet has been gleaned from the operationally successful Broad Area Maritime Surveillance – Demonstrator (BAMS-D). BAMS-D continues in its 53rd month of what was originally planned to be a six-month deployment in support of Fifth Fleet operations. On 7 January 2013, the Navy officially approved the establishment of Unmanned Squadron Nineteen (VUP-19), effective 1 October 2013. Located at NAS Jacksonville, FL, VUP-19 will consist of a Mission Control System (MCS) and a maintenance hub located at Naval Base Ventura County, CA (Point Mugu). The squadron will be comprised of 108 officers and 290 enlisted personnel. Of this, 104 officers and 126 enlisted personnel will be stationed at NAS Jax while the remaining officers and enlisted personnel will be at Point Mugu.



MINI REUNIONS

Fifties Era

On 19 May 2013, several Pelicans from the 50's era got together with their wives at The River in Rancho Mirage. Top photo: Left to right, Bill Tapp, Paul Loria, Charley Caldwell. Next photo: Right to left,



Flo Tapp, MaryAnn Loria and Emily Caldwell made up the ladies group. Charley states that Paul Loria is one heck of an Elvis impersonator (photo top right). He is in demand several times a year at local functions in the Palm Desert, California area. He is also the local Sun City billiards champ and pitches for the slow pitch softball team that won last year's first place (second this year). He and Mary Ann are members of the Performing Arts Club and other clubs, and



nity for over 55 year olds and can join some of the over 80 clubs. Sun City has 5000 homes in a gated community, two championship golf courses, three clubhouses and much more. For anyone thinking of retiring and who is over 55 - you can't beat this place!!

Eighties Era

On Monday, 24 June 2013, several former Pelicans got together and went to the "last ever" Rolling Stones concert at the Verizon Center in Washington, DC. Standing left to right are Scott Woolfrey, Jack Keane, Rhonda Geyer, and Chuck Geyer.



MaryAnn is now a member of the Sun City Rockettes (Paul claims to be a member but as a Rocket). They have great fun living in this beautiful commu-





SQUADRON NEWS

by: LT Josh Stokes, VP-45 Public Affairs Officer

It's been two months since the World Famous Pelicans of PATRON FOUR FIVE returned home from a hugely successful P-3C deployment to Kadena Air Base in Okinawa, Japan. In just a short time, the



Skipper Brabazon reunited with Family

Pelicans have accomplished a great deal, the first being a 5K "fun-run" to support breast cancer research. Days later, dozens of Pelican Sailors were advanced to the next pay grade and many received awards for their accomplishments while serving on deployment in the Western Pacific.

A few short weeks after the last ever P-3C Orion flight for VP-45 touched down at NAS Jacksonville, the Pelican family hosted a three day Heritage Event, providing an opportunity for Pelicans past and present to celebrate the squadron's long history. The event included a golf tournament, barbeque, aircraft tours, and ended with a formal dinner. It marked the unofficial transition milestone for VP-45 as a P-3C squadron, moving to fly the fourth different maritime patrol aircraft, the P-8A Poseidon, in its storied history.

This event also provided the opportunity for the squadron to bid farewell to the Inflight Technician and Flight Engineer ratings, which will not be transitioning to the P-8A, and instead transferring to various P-3C operational and training squadrons.

The end of the Heritage Dinner marked the beginning of two weeks of well-deserved post-deployment leave. Following their leave, many Pelicans used the weeks before transition to give back to the local community, volunteering over 120 man-hours to help build homes for Jacksonville's less fortunate through the Habitat for Humanity program.

Three weeks have now passed since the Pelicans began training in their new aircraft. Everyone has hit the ground running, including the VP-45 maintenance professionals who have already begun working side-by-side with P-8A maintenance personnel at the Maritime Patrol and Reconnaissance Fleet Replacement Squadron, VP-30. Although the P-8A syllabus will be a demanding curriculum to complete over the coming six month transition period, the Pelicans have already demonstrated that they are up to the task of leading the squadron through its fourth aircraft transition since 1942.



Pelican Habitat for Humanity Team at Build Site

MAILBAG

This is our members' space; it can be just as long as you like. We are hoping that members, after reading this newsletter, are prompted to send us your thoughts, remarks, accolades, complaints, quips or short memories. Email is by far the easiest way to get a hold of us. Please send your letters to the MAILBAG by addressing them to this email address (jack_keane@verizon.net).

Thanks, Jack Keane, Association Secretary

Hey Jack:

Brief interesting memory. I was pilot in VP-45 making 2 deployments. I arrived in Sept 1970 and departed in Dec 1972. As I recall, I took over from Tommy Leshko as the Admin officer in Jan 1971 in Sigonella, Sicily and was relieved of the Admin duties in Mar of 1972. A letter was sent from the Brazilian Embassy to VP-45 in the summer of 1971. It was a bill for about \$330.00 for gasoline and oil from an airport service company. I ran the problem to



ground and the wing gave me guidance to pay to bill. We figured that the bill paid for about 11,000 gallons at about \$.03 per gallon which paid for a mini deployment of PBYS looking for German submarines in the Atlantic. The date of the bill was 1943. The service company sent a very nice thank you note and we posted it for ALCON. Those were the days!

Dan Bellay

HI Jack!

The reunion was really great! I couldn't have asked for a nicer weekend. I haven't seen the old crew for

thirty-nine years. The only shipmate I didn't have to look at his name tag was John Pavlick — he has not changed since 1959. I spent all day on Friday at the Museum of Naval Aviation. Got so interested that I missed the bus back to the hotel. The whole reunion was done to the nines and I am looking forward to the next one in Jacksonville.

Pelican, Tom Butler

Hey Jack:

Here is a picture of my retirement from the Navy October 1, 1968 while serving in VP-45. As I recollect, Commander Wilbur took command of VP-45 the next day. Great days they were. I was attached to VP-45 for only a



short period of time, about two years. All excellent memories. Most all of my naval career had been spent in tail hook squadrons. I had served aboard

9 carriers before getting orders to VP-45. My days in a Patrol Squadron were really a surprise and a joy. I still would not change a thing if I had a "do over". My love for the Navy is still as strong as it was the day I first enlisted, January 20, 1947. Now retired, living in Germantown Tennessee, just outside Memphis. My wife of 57 years and I still enjoy going to the Naval facilities in Millington, about 25 miles from Germantown."

Dave Alexander

Hi Jack!

Your newsletter is the best. I think it should be submitted to NAVPERS and NAVMUSEUM as how to write a newsletter. A GRAND JOB. (Thank you)

Anonymous

Hi Jack!

Please cancel my paper newsletter subscription. I really like the digital emailed version way better. Good Job, shipmate!

B. Hobgood



SAILOR OF THE YEAR

AWO1(NAC/AW/SW/IUSS) Steven R. Oles, USN is the Patrol Squadron Forty-Five 2013 Sailor of the Year

Petty Officer Oles was born 02 August 1980 in Flint, MI and enlisted in the Navy in 1999 as an Aviation Warfare Operator. He completed Recruit Training at RTC Great Lakes, IL followed by Naval Aircrewman Candidate School and AW "A" School in Pensacola, FL. Follow on schools included SERE Training Brunswick, ME, initial certification at VP-30 Jacksonville, FL and FASOTRAGRULANT Norfolk, VA where he was awarded his Naval Aircrew wings in July of 2001.



In August of 2001, he reported to the USS JOHN C. STENNIS (CVN-74) where he was deployed to the Gulf of Oman in response to the attacks of September 11th. While on board he earned his EAWS and ESWS designations and was advanced to Petty Officer 3rd Class.

In October 2003, he transferred to Commander Patrol and Reconnaissance Wing-11 Sea Op Det Jacksonville, FL. While on board, Petty Officer Oles deployed to El Salvador and Ecuador flying in support of Counter Drug Operations in the 4th Fleet Area of Operations. During this tour, Petty Officer Oles qualified Watch Officer and advanced to Petty Officer 2nd Class.

He was then assigned to Joint Maritime Facility St. Mawgan in Cornwall England in October 2006, where he worked as a Passive Sensor Operator and Assistant LPO working hand and hand with the Royal Navy and Royal Air Force. This is also where he earned his IUSS designation and advanced to Petty Officer 1st Class.

Upon completion of this tour, he completed a volunteer Global Support Assignment to Iraq as an electronic warfare operator supporting combat operations for the 3rd of the 133rd Field Artillery Battalion and was awarded an Army Commendation Medal for his outstanding support.

While assigned to Patrol Squadron Four Five, he completed multiple deployments to 5th, 6th and 7th Fleets, and served as Acoustic Sensor Operator Instructor and AW Division Leading Petty Officer. This tour saw Petty Officer Oles lead the AW Division to an unprecedented status of "Fully Qualified" while on deployment to Okinawa, Japan. His leadership ensured that every AWO assigned to the squadron was a qualified operator and awarded their Naval Aircrewman Warfare Specialist. Petty Officer Oles recently transferred from VP-45 to VP-30 where he will serve as an Instructor for the Navy's Fleet Replacement Squadron.

While assigned to Patrol Squadron Four Five, he completed multiple deployments to 5th, 6th and 7th Fleets, and served as Acoustic Sensor Operator Instructor and AW Division Leading Petty Officer. This tour saw Petty Officer Oles lead the AW Division to an unprecedented status of "Fully Qualified" while on deployment to Okinawa, Japan.

His decorations include the Navy and Marine Corps Commendation Medal, the Army Commendation Medal, four Navy and Marine Corps Achievement Medals, four Good Conduct Medals and numerous campaign and service awards.

BACK IN THE DAY

VP-205 World War II Aircraft Losses

by: Jack Keane

VP-205 was commissioned on 1 November 1942 in Norfolk, VA. On 1 February 1943, the squadron was transferred to San Juan, Puerto Rico and then on to Trinidad, BWI on 2 June.

The squadron's war diary describes the situation upon their arrival to Trinidad: "During the first few months of its stay in Trinidad, the squadron found its best hunting and suffered its most serious losses. At this time, the German submarines were just entering upon the period which proved so successful for them and so disastrous for the Allies, when they abandoned the tactics of submerging immediately upon detection, remaining instead on the surface and fighting it out with the attacking aircraft, making very effective use of their increased anti-aircraft armament."

The first plane lost was assumed to have been in action against a submarine. On 10 June 1943, Lt(jg) O.W. Haenel with two other officers and eight enlisted men, departed Chaguaramas, Trinidad in aircraft P-7. Their mission, to be conducted in strict radio silence, was to conduct a daylight ASW patrol. A three-day search evolution ensued when they failed to return at the expected time. This first war loss was always assumed by the squadron to have been in action against a submarine. However, the first German U-boat to enter their area of operations wouldn't do so until around 27 June when U-572 and U-759, both Type VIIC boats, entered the area.

Activity started to pick up when, on 15 July, a VP-205 Mariner arrived on scene to relieve aircraft P-10 of VP-32 and attacked U-415. The aircrew received a hot reception and was severely damaged due to very accurate anti-aircraft fire from the U-boat. All depth charges exploded harmlessly away from the U-boat and the aircraft departed heavily damaged.

On 31 July, aircraft P-2 under the command of LT H.B. Lawrence sighted and attacked U-572 forcing the U-boat to submerge. An hour later, P-2 pressed home an attack during which both the aircraft and U-boat were damaged. The second squadron aircraft to be lost was P-6 out of NAS Chaguaramas under the command of Lt(jg) C.C. Cox with three other officers and eight enlisted men. Shortly after midnight on 3 August 1943, the aircrew reported sighting a U-boat

and making an attack. The U-boat was U-572. No other contact with P-6 was ever made and, after a thorough search of the area for several days when no trace of the aircraft was ever found, it was assumed the crew was lost to anti-aircraft fire. The aircrew is credited with having sunk U-572 with depth charges during the attack.

On 6 August, aircraft P-4 under the command of LT A.R. Mantuski with two other officers and eight enlisted men, took off from Chaguaramas on an ASW sweep and made contact with U-615. After pressing home an attack, the aircrew reported that the aircraft was damaged and on fire. No trace was ever found of the airplane or crew. Aircraft sent to the area managed to sink the U-boat just before dawn on 7 August, one of which was aircraft P-11 under the command of LT Crockett with a crew from VP-204.

The squadron's tour in the Caribbean ended and she returned to Norfolk, VA in September 1944 and was transferred to the Pacific in April 1945. In October 1945, the squadron found itself in Wakayama, Japan. On 2 October, the squadron suffered its final loss when a PBM-5 Mariner under the command of LT G.D. Lizer with one other officer and seven enlisted men, departed with two passengers, RADM W.D. Sample, Carrier Division 27 (CARDIV 27) and CAPT C.C. McDonald, Commanding Officer of USS Suwannee (CV-27). The aircraft was last seen heading away from Kobe on what was to be a familiarization flight. Search efforts began when the aircraft failed to return with no results. They were declared dead on 4 October.



VP-205 PBM enroute Onstation circa March 1943

It wasn't until 19 November 1948 that the wreckage was found. The remains of the nine crewmen, RADM Samples and CAPT McDonald were returned to the United States to be interred together at Arlington National Cemetery on 17 May 1949.

In all, the squadron lost four aircraft and 43 personnel during overseas operations in World War II.



Secretary's Note: There are a number of obituaries prior to December 2012 in this issue. This is primarily due to the number of returned newsletters in April 2013 as well as information obtained by the Association Officers as they worked to update the Association Membership Roster.

Mrs. Clyde E. Haselden, widow of Wilson Haselden, passed away on September 14, 2003 in Orangeburg, SC. Her husband served in VP-45 from 1955-1958.

Mrs. Bertie M. Dale, widow of Ernest M. Dale, passed away on 22 Oct 2006 in Virginia Beach, VA. Her husband served in VP-45 from 1958-1959.

Neal Donald Gieske, 82, of Spotsylvania County passed away Friday, Sept. 19, 2008, at Mary Washington Hospital. He was preceded in death by his wife of 55 years, Jeanne Frances Gieske; his parents, William and Gertrude Gieske of Bethlehem, Pa.; and siblings, William Gieske Jr. and Patricia Perna of Allentown, Pa. He enlisted in the U.S. Navy in 1943 after his 17th birthday. His career as a Navy ordnanceman and U.S. civil servant spanned a period of 40 years, including World War II, the Korean War and the Vietnam War. It included numerous deployments to various countries, including the Marianas, Occupied Japan, Bermuda, Korea, Cuba, Iceland, Scotland, Vietnam and several Western Pacific deployments aboard the USS Oriskany, USS Bon Homme Richard and the USS Constellation. Following his Navy retirement, Neal was offered a civil service position at the Naval Air Test Center, Patuxent River, Md., which would take advantage of his extensive experience in aviation ordnance. His performance in that position and

his nationally recognized expertise soon led to a promotion to section head for all Navy test and evaluation of aviation armament-handling equipment. He filled that role until his retirement from the federal government in 1982.

Dorothy J. Emrich, 84, of O'Fallon, IL and Islamorada, FL, born August 27, 1924 in Cleveland, OH, died Thursday, November 27, 2008 in Fallon, IL. Dottie was preceded in death by her parents John & Jeanette Polakawitz and husband Emmanuel Emrich. She is survived by 3 sons and special friend Steve Moreland of O'Fallon, IL.

Beatrice Posey was born October 23, 1926 in Northampton, Massachusetts and passed away peacefully on Thursday, December 18, 2008. She was predeceased by her loving husband of over 60 years, Walt Posey. Bea is survived by three sons, Bill (Katie), Bob (Becky) and Wayne (Liza) Posey; brother, Bernard Tohl; sister, Alyce Leigh; eight grandchildren and four great-grandchildren. The family wishes to express extra special appreciation to Cousin Audrey Kidwell, and Mom's neighbors, especially David Cherry, for all they did to make her life more enjoyable.

Hazel Paul Nelson passed away Tuesday, August 18, 2009 in Titusville, FL. Her late husband Robert served in VP-45 from 1953-1956.

Laverne "Cindy" Ryder died in her sleep Aug. 27, 2009 at the age of 81. She was a faithful wife to Everett "Red" Ryder Sr. (deceased) and survived by her son, Ever-



ett Ryder Jr. and his wife Katie Schmitz, her daughter, Cherie Quinn and her husband Rob Quinn; her four wonderful grandchildren, Karyl Ryder Gee and her family, Everett "Trey" Ryder III and his family, Nick Quinn and Jonathan Quinn. She also was blessed with four great-grandchildren. She was also survived by her brother Edward Malcer, his wife Carmen and their family. She left behind many friends who she made while enjoying her passion for gardening and while expressing her pride for her polish heritage.

Mrs. Ruth Raibley, widow of Michael W. Raibley who served in VP-205 from 1942-1945, passed away on 12 Feb 2010 in Anderson, CA.

Charles E. Flynt passed away on 27 July 2011 in Goose Creek, SC. Mr. Flynt served in VP-45 from 1953-1955.

Mrs. Nena Nelson passed away on November 21, 2011 after a short fight with cancer, surrounded by her loving family. Nina was predeceased by her loving husband, Clifford H. Nelson in 2009; and her parents, Bessie and Harold Penny Pilgrim. She is survived by her son, Jeffrey L. Nelson and his wife Betzy; two brothers, Bon Pilgrim (Alma), and Edward Pilgrim; five sisters, Dorothy Clarke, Doreen Parsons (Norman), Marie Tiley (Ken), Francis Pilgrim (Janet Weeks), and Kay O'Flaherty; three grandchildren, Brandy Weflen (Michael), Christopher Nelson, Nicole Nelson; great-granddaughter on the way, Ella Weflen, and many other loving family members and friends.



Rose Marie Allbaugh Achorn, 69, died March 14, 2012, at Consulate Healthcare, Vero Beach. She was born in Gilead Township, Ohio, and lived in Vero Beach since 1987, coming from Rockland, Maine. She served in the Navy. Survivors include her sons, Roland A. Achorn III of Vero Beach and Roger Allen Achorn of Rockland; daughter, Coral Mae Van Valkenburg of Vero Beach; sisters, Peggy Greene of Bakersville, N.C., Sandra McBride and Dorothy McBride, both of Mansfield, Ohio, and Margaret M. Poland and Helen Caldwell, both of Mount Vernon, Ohio; brother, Paul Sheehe of Mansfield; and two grandchildren. She was preceded in death by her

husband, Roland A. Achorn Jr.; sisters, Shirley Bru-menshenkel and Mary Alice Farnsworth; and brothers, Tom Sheehe and Malcolm Sheehe.

Dorothy 'Dolly' Baird, 88, died peacefully on March 31, 2012, at Sedgewood Commons, Falmouth, ME. Mrs. Baird was born in New York City in 1923 and raised in Red Bank, N.J. She was the youngest of three children of Francis and Isabelle Wodehouse. She married William Denise Baird in 1941, at the beginning of his long and distinguished career in the U.S. Navy and the Federal government. She took great pride in supporting her husband while he served his country, and embraced her roles as a Navy wife, mother and homemaker. She was predeceased by her beloved husband of 50 years in 1992. She is survived by four children and their spouses: William D. Baird Jr. and wife Joy Baird of New Vernon, N.J., Evelyn B. Baird and husband William Seretta of Yarmouth, Richard S. Baird and wife Suzanne Baird of East Greenwich, R.I., and Laura D. Baird-Laylin and husband Robin Laylin of Skillman, N.J.; along with nine grandchildren; seven great-grandchildren; and seven nieces and nephews.

Ralph H. Armington passed away on 5 June 2012 in San Diego, CA. Mr. Armington served in VP-45 in 1961 and again from 1981-1982.

John Rusling passed away on 7 Dec 2012 in Asheville, NC. Mr. Rusling served in VP-45 from 1949-1950.

Arlie Pugh passed away on January 24, 2013. Arlie Harvey Pugh was born October 4, 1930 at Backus, West Virginia to Sam H. and Ella E. Gill Pugh. His brothers and sisters are Berlie, Herman, Shirley, Maggie, Sadie, Jesse, Paul & Pauline, Arleine, Ralph, Dorothy, Verna, Denny, and Harmon. Arlie's children are William, Robert, Michael, Scott, and Rebecca. He also has six wonderful grandchildren: Leslie, Garrett, Ryan, Katherine, Lindsey & Emma and one great grandchild: Brody. Arlie spent 20 years in the U.S. Navy retiring on June 12, 1967. After retiring from the Navy he worked several years as a sales representative for major greeting card companies. Arlie served on COMCRUISER destroyer Flotilla 4 teaching leadership skills and career information from

1960-1967. He also worked as part of the manned spacecraft recovery team at Cape Kennedy, Florida.

Madeline Samples, 61, passed away peacefully Easter Sunday, March 31, 2013. She died with courage and grace, surrounded by her loving family. Madeline was born March 21, 1952, in Columbus, Ohio. She earned a computer science degree from the University of California, San Diego, and worked for a variety of companies, including a subsidiary of General Electric. Madeline was preceded in death by her father, Fred Zind. Survivors: Her husband of 34 years, Ted Samples (junior officer in VP-45 in the early 70's); sons, Tim R Samples and Ben Z Samples; mother, Elinor Zind; siblings, Steve Zind and wife, Barbara, Barbara Preston and husband, Paul, and Rick Zand; nieces and nephews; brothers-in-law, Terry Samples, Todd Samples and wife, Stevie; sisters-in-law, Nancy Samples and Sally Wingo; and extended family members.



Chief Warrant Officer 4, Blaine Haro Phillips, 72, of Mount Juliet, TN formerly of Pensacola, FL, passed away on April 6, 2013. Born March 29, 1941 in Johnson City, TN. Son of the late Willie R. Phillips and Mary Jane Leonard. Mr. Phillips enlisted in the United States Navy in September 1959 and retired in April 1989 with numerous awards and medals. Survivors include wife, Brenda Phillips, and Daughter Heather Phillips of Mount Juliet, TN; Children, Lisa Haberly, Tina Travis, Kimberly Phillips; Grandchildren, Amanda Stokes, Brooke Pafford, Linda Meurer, James Muse, and Taylor Martin; Great Grandchildren, Abigail Stoker, Peyton Stoker, and Gavin Stoker. Preceded in death by a Brother, Wayne Phillips.

Jane Miller of Hyannis, MA died on May 14, 2013 at the age of 69. She was the loving wife of Benjamin R. Miller, Sr.; the loving mother of two daughters, Shir-

ley and her husband Scott Fitzgerald of Quincy and Susan Veazie of New Hampshire, and a son, James Veazie of Rhode Island; and the sister of Lois and her late husband, Donald Atkinson of Falmouth and the late Warren Philbrick. She is also survived by seven grandchildren, three step-children and several nieces and nephews.



Charles Salter, Jr. of Festus, MO passed away June 12, 2013 at his home. He was born June 11, 1962 in Fort Hood, Texas the son of the late Shirley Faye (nee Stegall) and Charles Leroy Salter, Sr. In addition to his parents he was preceded in death by sister Valerie Kaye and brother Louis Scott Salter. He is survived by sons Kris Salter and wife Maria of Savannah, Georgia, Daniel Salter of Orlando, Florida, Shane Salter of Tampa, Florida daughter Shanya Stephens of Virginia Beach, Virginia, grandchildren Alicia Cipriano and Kaysen Bredell and brother-in-law Gary T. Erb of Desoto, Missouri. He retired from the U.S. Navy after 23 years of service including deployment in the Dessert Storm Campaign. After his military career he worked as an engineer with the Burlington Northern Railroad.



Donald Ray Porter, LCDR, USN (Ret), 84, of Pensacola died June 16, 2013 at 1:00 A.M. at Sacred Heart Hospital. He was born on September 8, 1928 in Rowan County, Salisbury, NC. Don and his wife moved to



Pensacola on September 14, 2001 from Ramer, Tennessee. He enlisted in the Navy in September 1947

after attending North Carolina State in Raleigh, NC for two years. He served proudly in the Navy for 28 years, retiring as a Lieutenant Commander. He married Barbara Ann Powell of Salisbury, NC at the Navy Chapel, NAS Anacostia, Washington, D.C. on April 16, 1949. Together they enjoyed traveling and living in the new places where they were stationed while in the Navy: N.A.S. Washington D.C., U.S.S. Wasp, CV-18; (He was aboard the Wasp when it collided with the U.S.S. Hobson in the North Atlantic on April 26, 1952). Among other places were VP-49 Bermuda (6 yrs.), VAH-5 Sanford, Florida, VP-45 Bermuda, N.A.S. Millington, TN, Naval Air Station, Midway Island, VXN-8 Patuxent River, MD, NAMTRAGRU, Millington, TN before retiring April 1, 1975. He was preceded in death by his mother, Elizabeth Porter Smith. He is survived by his wife, Ann. They were married 64 years. Also surviving children, Donna Ann Knott (Larry), Janet Elizabeth Davis (Darrell), and David Edwin Porter (Mary); four grandchildren, Clark Welborn, Jarred Welborn, Jeremy Porter and Erin Porter Drury and eight great-grandchildren.

Mary Ann Gross passed away on July 25 2013 in Marshall Township, PA. She was the wife of Alvin C. "Skip" Gross, Jr. She was preceded in death by her husband, Skip; an infant son, William James; her parents; her sister, Mildred "Mitzi" Sarah; and brother, George Padezanin. She is survived by her children and their spouses, Tom and Debbie of Crestwood, KY, Michele and John Larson of Valley Forge, PA, John and Mayten of Redmond, WA, and Paul and Amy of Ingomar, PA, as well her grandchildren and numerous nieces, nephews and cousins. Mary Ann will be interred at Arlington National Cemetery with Skip and William.



Diane Richards passed away on Tuesday, August 13, 2013. She moved from Lowell, Mass to Daytona Beach as an infant and finally to Pensacola, FL when she was around five years old and lived there the rest of her life. She was preceded in death by her first husband, Leslie

Duffield; daughter, Laura Darrah and parents, Donald and Doris "Buncie" Chisholm. She is survived by her husband of 43 years, Jerry Richards; children, Linda McMilion (Walter), Les Duffield (Tonya) and Glynn Richards (Oanh); grandchildren, Bonnie LaBrake (Sonny), Leslie Duffield III, Joshua Lowry, Brandon Richards, and Emilynn Richards; many great-grandchildren, nieces and nephews; brothers, Danny Chisholm (Myrle) and Donny Chisholm (Martha) and many close friends.

George R. O'Bryan, age 93, of Altha, Florida passed away Saturday, August 24, 2013 in Blountstown, Florida. G. R. was born January 24, 1920 in Altha to the late John Alexander and Sally Adonnia (Hamilton) O'Bryan. He was the youngest of nine children. G. R. was a graduate of Altha High School and Tulane University in New Orleans, Louisiana. He served in the United States Navy for thirty one years and retired as a commander. He was a pilot during World War II and served in the Korean War, Vietnam Conflict, and the Cuban Missile Crisis. He commanded VP-45 in the early 60's. He is survived by his wife, Billie (Guy) O'Bryan of Altha; a son, George Michael O'Bryan and wife Debbie, also of Altha; daughters, Lynn Strawn and husband Edwin of Blountstown and Mary Patrice Simpson of Del Haven, New Jersey; and several step-children; and numerous grandchildren and step-grandchildren.



David G. Sabol was born April 14, 1939 in Akron, Ohio and passed away July 30, 2013 in Topeka, Kansas. Dave spent 4-years in the USN and the USNR and was reactivated for one-year during the Cuban Missile Crisis. He was Honorably Discharged. Dave retired in Akron, Ohio after 40-years of service with Goodyear. Dave is survived by Pat, his wife of 49-years, son George (Denise) and Grandson Brendan.





THE PATRON FOUR FIVE ASSOCIATION

New Membership Registration Form

Please print off and complete this form and return it to the address below. The personal information you send will ONLY be used within the Association for inclusion in the Association Roster. Dues are \$15/yr, \$65 for 5 years or \$300 for life...payable to:

Mr. Patrick J. Imhof, Treasurer
 Patron Four Five Association
 3204 E. Moreno St
 Pensacola, FL 32503-6529

(H) 850-432-0036, (C) 850-221-1237, Email: daddypaddy@att.net

ROSTER INFORMATION

Name: First _____ MI _____ Last _____

Spouse's First Name _____

Mailing Address: Street _____

City _____ State _____ Zip _____

Tel (w/area code) _(_____) _____ Email Address _____

FORMER SQUADRON SERVICE/DUTIES

Squadron during your service (circle one): VP/VPB-205 (PBM) VP-45 (PBY) VP-45 (PBM)

VP-45 (P5M) VP-45(P-3A) VP-45 (P-3C) VP-45 (P-8)

Dates Served: From _____ To _____; From _____ To _____

If Aircrew, circle as appropriate: Pilot NFO Aircrew: _____

Duties/Division _____

How did you find out about the Association _____

If you have any "seas stories" or interesting recollections of your time in VP-45, consider sharing those with all the members. The easiest way to get your story or recollection listed and displayed on our website (www.vp45association.org) is to email it to the Association WebMaster or any Association officer. The email address for the current WebMaster and can be found at the website. If you have a photo that "accompanies" your story, please email it also and we'll include it with your story! Additionally, any other squadron photos, squadron rosters, papers, crew lists, etc. that you would like to share are invited. Welcome Aboard!