

2015
MARCH

THE VP-45 ASSOCIATION'S

Pelican Post

Newsletter

www.vp45association.org

ORION'S GAME.....

The Whole Story!



Pete W...

2014 Jacksonville
Reunion Recap with
Photos!

Charlie Caldwell:
This Issue's "Member
in The Spotlight!"

Meet the
New Association
Officers!

Squadron Deploys to WESTPAC!

Association Officers

Doug Mitchell.....President

Joe Bretton.....Vice President

Ron Christopher.....Treasurer

Jack Keane.....Secretary

Bill Hobgood.....WebMaster

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Editor-in-Chief.....Jack Keane

Asst Editor.....Bill Hobgood

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Contact Information

Via Website.....Contact Us

WebMaster.....hobgood.bill@gmail.com

Secretaryjack.keane@verizon.net

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An Original Oil Painting by Peter Wenman
<http://www.navairart.com/index.html>

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From the Editor:

This is the fourth edition of the *NEW* “Pelican Post.” We have had a lot of fun with the new format and hope that has translated into a more “newsy” newsletter and a better experience for our Association members. Should you need to for any reason, you can contact us via the website or by sending an email to either of the email addresses listed in the “Contact Information” section just above.

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

Jack Keane

“In January, following the reunion, our website had (an amazing) 354 hits for “first-time” visitors! And hopefully with the 33% reduction in dues, approved by members present at the business meeting in Jacksonville, we will see more new members in the months to come.

From the Desk of...

Doug Mitchell

President’s Report

Post-Reunion Thoughts.....

Another year is in the history books for our Patron Four Five Association...Welcome to 2015! What an outstanding reunion in Jacksonville this past October! On behalf of the entire Association membership, thanks again to our outgoing officers, Vice President Dick Gray and Treasurer PJ Imhof, for all they did to help make this reunion so successful. There was definitely not a dull moment!

Starting with Check-in on Wednesday and Thursday, the Hospitality Rooms were stocked with refreshments and bustling with business. On Thursday morning,



*Reunion Headquarters:
The Crown Plaza in Jacksonville.*

36 members and their wives enjoyed a tour of Kings Bay Sub Base in St. Mary’s, Georgia. On Thursday evening, our “Meet and Greet” get together was highlighted by a great country and western band thanks to our member Ben Wentworth and his friends. These guys were extremely talented and entertained us with a myriad of songs from every era. We had a huge turnout at the Meet and Greet and I can assure you a good time was had by all!

On Friday, 150 Association members, wives and/or guests attended the NAS Jacksonville Dewey’s Club luncheon and squadron tour requiring three tour buses! Several folks drove their cars as well. The lunch at Dewey’s Club was superb, consisting of baked chicken and



Squadron XO, CDR Weidner, introduces attendees to the P-8 Poseidon.



Members chat before lunch and the Skipper's brief.

fish with all the trimmings and desserts. Skipper Grady, XO Weidner, CMC Byrd and 17 additional squadron members joined us for the event. Skipper Grady officially welcomed us to the squadron and reminded us we were always welcome in their spaces...because "once a Pelican, always a Pelican."

The squadron tour was absolutely magnificent! Everyone thoroughly enjoyed the P-8 tour and meeting with aircrew members as well as many ground personnel. Led by CDR Weidner, every member of the active duty Pelican team went out of their way to ensure we were hosted in an outstanding manner. Squadron memorabilia items were provided on the hangar deck, and something was purchased by most every one of our Association members.

Friday evening 76 members, wives and guests enjoyed the luxurious Alhambra Dinner Theater with entertainment provided by the stage show "Adventures in Parrottdise", a Tribute to Jimmy Buffett. Since 1967, the Alhambra Dinner Theatre has been a symbol of entertainment, history and a place of celebration and friendship to many in the Jacksonville area. Several Broadway stars have performed there over the years.



The flight station in the P-8 is digital magic!

Saturday was a leisurely day for many who visited with friends in the area, or made their way over to the Jacksonville Landing across the river from our Crowne Plaza Hotel. Also on Saturday, 22 members, wives and guests took the St. Augustine tour and shopping excursion for the day and, from all reports, that tour was favorable as well.

The grand finale at the Banquet Dinner on Saturday evening was enjoyed by a record 232 members, wives, and guests, and 44 active duty squadron personnel. What a glorious start to the evening's program... as we witnessed the Squadron Color Guard perform for us followed by Petty Officer Jackson's rendition of the National Anthem on his saxophone.



CO, CDR Grady, leads tour of the P-8.



Our oldest WWII members, Hank Gorman (94), seated, and John Bollinger (90).



Banquet Program designed by our President, Doug Mitchell.

The hotel staff did a beautiful job of decorating the ballroom and the food was absolutely delicious! After a brief introduction by our own retired Vice Admiral, Wally Massenburg, Skipper Grady presented a very informative and interesting presentation of the squadron's status today. Most impressive were the number of the P-8 detachment operations and exercises VP-45 has participated in since their transition; including Rimpac 2014 out of Kaneohe Bay, Hawaii.

We officially farewelled Dick Gray and PJ Imhof, recognized our oldest WWII members, Hank Gorman (94) and John Bollinger (90), and the Squadron's Youngest Sailor, PRAN Ashley Pleace (19). Several door prizes were given out to our Members before closing out the Banquet Dinner festivities including an Orion's Game Print, six free Rooms at the Hotel, and several Association Logo engraved glass sets. The evening fellowship continued to wee hours in the morning as many made their way to our Hospitality Rooms.

Congratulations are in order for our new Vice President, Joe Bretton and our new Treasurer, Ron Christopher. Welcome aboard!

Time moves on as we are now in preparation for the 2016 Reunion!

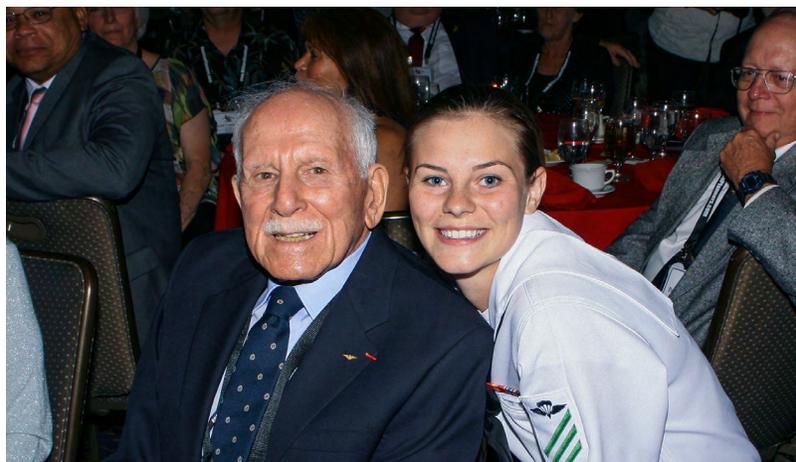
During the Officers' 1st Quarter Conference Call in January, Joe recommended we ask our Members to not only vote for the next Reunion Site but also the month. So if you would like to see the Reunion held a little earlier in the Summer vice September/October let us know. And please VOTE for your choice of location and month....details will follow in the Vice Presidents' remarks as well as on our website.

I am very happy to report that during our most recent reunion we had a significant increase in the number of 1980's Members...congratulations to our Secretary, Jack Keane, for his legwork in that effort! Most every member of his Flight Crew from his years in the Squadron, as well as many others he actively recruited, were present. If anyone knows of any 1990's or 2000's era Pelicans out there, please spread the word



VP-45 Squadron personnel who attended the banquet night festivities..

about our Association and our Biennial Reunions. We are doing everything we know to increase our membership by visiting the squadron, advertising on Facebook when younger folks join the VP-45 Alumni Page, and through our outstanding website. The reunions are advertised in every periodical available including the American Legion, FRA, Hull Number, MOAA, MPA, TWS, and VFW magazines.



Oldest and youngest Pelicans attending: CAPT Hank Gorman and PRAN Ashley Pleace.



Thanks to the help of Jack Keane, our Association Secretary, members from the 80's era group (shown above) has grown the most, including just about every member of Jack's former flight crew.

Bill Hobgood sends us a "Hit Counter" report from our website periodically and we had 354 hits for first time visitors in January following the Reunion! And hopefully with the 33% reduction in dues, approved by members present at the business meeting in Jacksonville, we will see more new members in the months to come.

Lastly, at the reunion in Jacksonville, those in attendance know we sold Association Embroidered Ball Caps and Polo Shirts. They were a big hit and we will have them available at the next Reunion in 2016. But for those of you who are unable to attend a Reunion for whatever reason, we wanted to offer you the same opportunity to purchase these items. I spoke with our supplier, 4Imprint, and for \$20 per Ball Cap and \$25 per Polo Shirt, we can obtain these items for that price shipped directly to your home IF we have a minimum order of 25 Caps and 25

Shirts. The Ball Caps are one size fits all and the Polo Shirts run a little large, so if you wear an XL, a L will do. These items are very nice quality. I would like to make this a "one time offer" so please contact me directly with your interest. I will need your shipping address and payment up front sent to me. The "cut-off" date to order these items will be 30 June 2015.

Thanks to all of you for your continued support. If you have any questions about the Association or the Squadron, please call or email me at:

678-650-7500 or poohbearmit@aol.com

Best Regards,

Doug "Pooh Bear" Mitchell

Editor's Note: For more photos from the reunion, click here: [Reunion Photos](#)



A tired but happy Association Pelican departs Jax for his current homeport on Sunday morning.

FROM THE VICE PRESIDENT

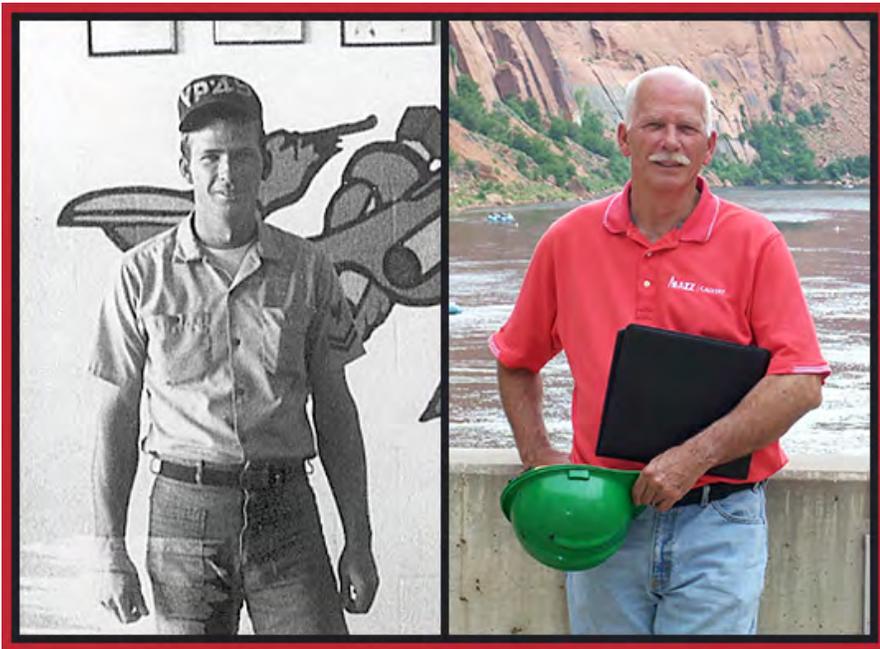


By: Joe Bretton
Association Vice President

I would like to begin by saying, “Thank You” to the membership for your vote of confidence during the last elections. I will do my best to live up to your expectations and perform the duties of this office with the same dedication and professionalism as my predecessor, Dick Gray.

on Wednesday afternoon. After checking in, everyone migrates to the Hospitality Room to partake in free libations and rekindle old friendships. At some point the “sea story” lamp is lit and the lies and laughter fill the area for the next four days.

Of note, we always reserve a “Hospitality Room” that offers free beer, wine and soft drinks. It is open 16 ~ 18 hours per day for the entire reunion and is usually the center of activity if you are looking for someone.



Joe Bretton, our new VP: 1973 in VP-45 and 2011.

With that said, let’s talk Reunion 2016. Nominations were accepted for the next destination during the membership business meeting at our 2014 reunion. The sites selected were; (1) Nashville, TN (2) Charleston, SC (3) San Antonio, TX (4) Norfolk, VA (5) San Diego, CA (6) Washington D.C. and (7) Branson, MO. Instructions for how to submit your choice appear elsewhere in this newsletter.

If you’ve never attended one of our reunions, I’d like to give a little insight as to what you are missing. They typically begin with the early birds arriving at the hotel

On Thursday and Friday there are a selection of tours scheduled to the more popular sites of interest for whatever city we are in. After the tour of your choice, it’s back to the hotel and the Hospitality Room to meet newly arriving shipmates. Dinner is usually on your own at night, however on occasion we schedule an evening at a dinner theatre.

The Plan of the Day for Saturday begins with a short business meeting where the Association Officers present the membership with the organization’s financials, conclusions of old business, discussions of new business, and nominations and election of new officers.



Doug Mitchell thanks outgoing Association Vice President, Dick Gray, for his service.



The NAS Jax/VP-45/P-8 Tour was, by far, the most popular. Above, members and guests await a briefing by VP-45's CO and a buffet lunch.

will be another two years before I see most of these people again.

I've attended the last six reunions and I can tell you for a fact, "You will be glad you came." Please start making your plans NOW to attend.

Please go to our website home page ([Click Here](#)) and vote for the location of the next reunion. Scroll towards the bottom of the page

Saturday night is our gala event...the banquet. This is always a sit-down dinner with wonderful food and plenty of time to mingle with the (few) late arrivals that only came for this part of the reunion. We



During the pre-banquet cocktail hour, even wives exchanged war stories from back in the day.



The P-8 has a similar tactical configuration to the P-3A but it is a bit more roomy inside.

and click on the link to the survey; give both first and second choices, answer the third question and submit the form. If you are still into licking stamps and addressing envelopes, you can tear out (or print out) the last page of this newsletter and mail it into me at:

always have a VIP as our Guest Speaker and never leave this affair without a better knowledge of what's going on in the world and in today's Navy. The banquet is normally a coat and tie event, however any appropriate attire is certainly acceptable.

Joe Bretton
8336 Meadowdale Drive
Gautier, MS 39553

Sunday is check out for most folks and a last opportunity to say your final farewells at a group breakfast. This is always a day of mixed emotions for me. I'm absolutely elated that I got to see old friends and meet new ones, but sad because I know it



The VP-45 Pelican looks a little angrier these days.



A number of squadron personnel joined us for the banquet festivities.

NAVY TRIVIA

The “Brown Shoe”

by: Bill Hobgood



I bought my first authorized pair of brown low quarter uniform shoes shortly before I was commissioned in 1969. Definitely cool! They were contained in a tan box with each shoe wrapped in typical shoe box tissue paper. They were un-shined leather of a

bright tan and a much more reddish tinge than what we wore later in my career. They, of course, had to be spit shined using an old tee shirt, Kiwi polish, water or spit and a lot of rubbing. Loved ‘em! Because I was now officially a “brown shoe.”

The origin of the brown shoe for aviation personnel goes back to 1911 with the Navy’s first ordered “Flying Machines” from the Wright Brothers. This purchase also included flight training of several naval officers who would become the first naval flight instructors and would be the founders in spearheading Naval aviation as we know it today. They were hand picked from the surface fleet and, like today, “black shoes” wore...well...black shoes.

Shipboard officers back then wore black shoes so all the coal dust (from coal fired engines) would match the color of the shoes and they wouldn’t get dinged during inspection (spit-shining had not been invented yet).

Arriving for duty at the North Island Air Field for training flights, these six students realized that this was a pretty dusty environment (dirt airfields) but the dust wasn’t black anymore. They found themselves being constantly required to remove the light colored brown dust from their black shoes; which was a real pain.



A few early flight students. Three on the right are wearing the new brown shoes and leggings.

Plus, they really were getting tired of having to whip out a “shoe-dusting” hanky during the midst of their training and were quite embarrassed when they were observed doing so by the pretty young California women. But being aviators (well almost) they immediately looked aggressively for a solution.

Discussing alternatives, they decided that black shoes had to go. With that, all six agreed that brown high top shoes with brown leggings was their solution....plus, they would look manly and cool. On a Saturday morning, without any authorization from “higher authority,” the six located a cobbler in a shop on 32nd Street in San Diego, California whom they commissioned to produce a fine looking pair of shoes at a reasonable price. They coupled the new shoes and leggings with Marine Corps khaki uniforms (with Navy insignia) when flying or working around planes.

Over the next couple years, after being constantly chewed out for being out of uniform, the Navy authorized that khaki uniform for aviation personnel in 1913. Although the uniform changed to a russet brown color in 1922 and later the “choker” collar gave way to the modern style blouse with a rolled collar, brown shoes were retained by aviators. But at some point in the late 20’s, special uniforms for the aviators were abolished. Drat! But they then came back in the 30’s. One would expect that this reversal was coincident with an aviator being assigned to the uniform regulation department of the Navy Bureau.

The brown shoes remained authorized through World War II but production of brown shoes ceased during the war...I guess brown leather was rationed in order to make brown leather football helmets for Army tank crews. Those that had brown shoes continued to wear them and anyone who had “new old stock” brown shoes they were willing to sell, made a killing. Keep in mind

here that aviators during the war often threw on a parachute and Mae West over their khaki uniforms for flight operations...so they wore their brown shoes constantly.

I recall in the early 70's, some of the older guys in VP-45 had brown flight boots while us nuggets had been issued black. I lusted after a pair of brown boots but never got a pair. But I digress.



WW-II Corsair Pilots, with brown shoes, debrief after a combat flight.

At the end of the war in 1945, the wearing of brown shoes was extended and brown shoe production continued until July 1976. During these twenty-five years or so, it became noticed that all the smart, cool guys were going aviation. Think of a swimming team that consists of swimmers and divers. Swimmers are the black shoe (ship guys) equivalent and springboard divers are the aviators. I kid you not; go to any college swimming meet. All the girls are watching the divers. Well the ship guys started whining about how they had nothing special. No brown shoes and no insignia over their ribbons; but most ship guys didn't have many ribbons anyway. They really felt like the third class citizens they were.

Along comes "Z-Gram Zumi" Admiral Elmo Zumwalt who was a two term CNO from 1970 to 1974. He probably should have been an aviator as he was pretty cool except for the out of control eyebrows. But he wasn't... he was a black shoe. Being an Admiral from the surface navy and having passed ahead of many other more senior admirals and being the first surface CNO in a couple decades...well when he took office he was under the gun to be pretty special. He became special by instituting a fire storm of policy changes within the Navy. One of his initiatives, after listening to 30 years of black shoe whining, was to shoot down all aviators and aviation CPOs with the removal of the brown shoes from the Navy.

I remember that day in 1976. I had finished my tour

at VP-45 and was assigned to FAIRWING ELEVEN as ASW Officer. We had already lost the service dress khaki...and aviation green uniforms and now our brown shoes? Holy Moly...what was the Navy coming to? All us JOs in the Ops department dummied up resignation letters and presented them to the Commodore, CAPT Charlie Prindle. After we entered his office, he stood up, walked around from behind his desk, reached behind him, picked up a piece of paper from his desk and showed it to us. He was resigning too! We all had a good laugh and got back to work.

Three years later, a young LT named Bill Estes, who was a T-2 Buckeye flight instructor in Pensacola finally had enough. He hated black shoes! He thought if we aviators were to get brown shoes back somebody had to get the effort started. He appointed himself. After a lot of research, he drafted the following petition:

"RESURRECTION OF THE BROWN SHOES – WHEREAS, In the course of history of Naval Aviation, the "SHOES OF BROWN", first adopted in November 1913, have held a position of revered, cherished esteem in the hearts of all those associated with Naval Air, second only to the "WINGS OF GOLD", and – WHEREAS, in the course of human events it becomes necessary to recognize an overwhelming desire to return the esprit of heritage amongst the cadre of AIRDALES, now – THEREFORE, let the feelings be known that we the undersigned, all duly designated NAVAL AVIATORS, NAVAL FLIGHT OFFICERS, FLIGHT SURGEONS, FLIGHT PHYSIOLOGISTS and AIRCREW, do hereby affix our signatures and designators to this petition calling for the immediate change to the Naval Uniform Regulations which would allow the "SHOES OF BROWN" to once again take their rightful position below the "WINGS OF GOLD. "

The first to sign was CAPT Jude Lahr, commodore of the Bill's training wing followed by senior CNET officers including CAPT Bob Rasmussen (now head of the aviation museum in Pensacola) and just about every local area commanding officer. Needless to say, every other officer or CPO with wings also signed. The petition was then mailed to aviation commands worldwide for signatures.

It took quite a while but in September of 1985, now-LCDR Estes received a call from SECNAV, The Honorable John F. Lehman, Jr. (a Tailhooker himself), who congratulated him on being the spearhead in the effort to reinstate brown shoes for the "AIRDALES" of U. S. Naval Aviation. SECNAV Lehman announced the reinstatement at the 1985 TAILHOOK Convention. I was in Japan at CTF-72 (PATWING ONE) then and I recall all of us aviators checked daily at the Exchange at NAF Atsugi, waiting for the first load of brown shoes to arrive. When they did become available, we wore them with black socks for a while until the Exchange was able to order in khaki socks.



ASSOCIATION MEMBER IN THE SPOTLIGHT

Charlie Caldwell

In this issue of the *Pelican Post*, we highlight another one of our long-standing members and former Secretary of the Association, Charlie Caldwell.

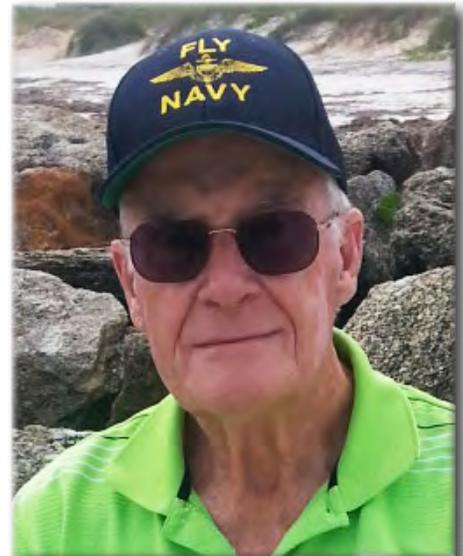
Charlie was born in Baton Rouge, LA in 1933 to Donald and Virginia Landry Caldwell. Charlie was the older of two sons, his brother Donald, Jr. being born in 1935. His father was the Superintendent of Construction



*Charlie as a NAVCAD Officer Candidate
1953.*

at Caldwell Brothers Construction Company. In 1938, when Charlie was just 4½ years old, while working on the construction of the women's dormitory at Louisiana State University (LSU), his father was injured in a gas leak explosion. His father subsequently succumbed to his injuries and Caldwell Brothers was eventually dissolved. In 1942, Virginia was remarried to Robert Powell.

In 1951, Charlie moved to Abbeville, LA to live with his grandmother and aunt, while the rest of the family remained in Baton Rouge. Upon graduation from Abbeville High School in 1953, Charlie attended LSU and LSU



*Charlie Caldwell as a retired Naval Officer
in 2015.*

Lafayette. On Friday, 13 February 1953, Charlie signed up for the Naval Aviation Cadet (NAVCAD) program in which civilian and enlisted candidates were trained as aviation cadets. Under this program, candidates had to be between the ages of 19 and 25, have an associate's degree or at least two years of college, and had to complete a bachelor's degree sometime after graduation in order to keep their commission.

Charlie reported for flight training at NAS Corpus Christi, TX. The Korean War was winding down and carrier-based jet fighters had made their successful combat debut, specifically the F9F Panther, F2H Banshee and F3D Skyknight. By the time Charlie reported to flight school, most fighter support and a large percentage of the interdiction work in the Korean theater was being done by jets. Like most young men his age, he was competing for jet fighters – but got seaplanes. He was awarded his “Wings of Gold” in August 1954 with orders to VP-45.

En route to VP-45, Charlie pulled a quick two-week stint at BUPERS in Washington, DC. Having spent most of his time in Corpus Christi living in barracks, he had never been told about BOQs or travel per diem allowances. Not being properly armed with this knowledge before he left Texas, Charlie stayed at a hotel at his own expense while working at BUPERS. This particular Washington tour was not meant for a newly-minted Ensign, as Charlie spent his days cataloguing reserve officers, some with 18 years of service, who were being released from active service with no retirement benefits. At the end of his two weeks, he was ready for his first squadron.

Arriving in Coco Solo, CZ in September 1954, Charlie was assigned to Crew 9, the crew he would serve with throughout his entire tour. Besides making PPC as a LT(jg), he held various ground jobs including Classi-



Charlie was the first NAVCAD to solo in the PBM.



Charlie pauses during pre-flight to pose for a fellow crewmember.

ified Materials Officer, Operations Division Officer, and as Ordnance Officer and Public Affairs Officer (the last two simultaneously). On 1 July 1956, the squadron deployed to Corpus Christi, TX for the NARMID¹ operation in which they indoctrinated

naval officer trainees with Navy life to prepare them to select a community upon graduation. The squadron returned to Coco Solo on 27 August after flying 1400 hours acquainting midshipmen with patrol squadron operations.

Upon return to Coco Solo, Charlie found out that on 10 August 1956, the squadron



VP-45 Crew 9 in Panama.

It was while assigned to Coco Solo that Charlie met his bride-to-be, Joan Curtis. Joan's father was working at the Navy Base as the Transportation Supervisor at Public Works. The couple was engaged in California and married in 1957 in Charlie's hometown of Baton Rouge before settling in with the squadron back on Bermuda. Together, Joan and Charlie had three great kids: Cindy who currently lives in Texas, Christy who is currently living in California, and Charles, Jr. who is the Director of Research in the Medical Department of the University of Cincinnati. Charlie has three grandchildren and one great-grandchild.

Following VP-45, Charlie and Joan headed to Pensacola and a three-year tour with VT-3 Squadron 4 at South Field Whiting Field. Besides serving as



Charlie was an Instructor Pilot in the T-28 Trojan while assigned to VT-3 in Pensacola.

Quality Control Officer and Maintenance Officer, Charlie taught radio navigation and formation flying in the T-28 Trojan. It was during his time as Maintenance Officer that VT-3 achieved an all-Navy, all-time record for safety! Charlie and his team, using industry practices, developed an innovative quality control (QC) program which he is proud of to this day. This QC program was so successful that it drew the attention of the Naval Aviation Enterprise culminating in a three-page article in the September 1960 issue of *Naval Aviation News*.³

The Caldwelles left Pensacola in 1960 after Charlie was promoted to Lieutenant. Their next stop was the Brooklyn Navy Yard and the USS *Constellation*.

Charlie reported aboard *Constellation* as a part of the ship's Nucleus Crew. Shortly after his arrival, on 19 December 1960, a disastrous fire broke out while the ship was in the final stages of construction at

1. See the NARMID "Cruise" Book at http://www.vp45association.org/cruisebooks/cruise_book_56.pdf.

2. See "Back in the Day" March 2015 *Pelican Post*.

3. See: <http://www.history.navy.mil/content/dam/nhhc/research/histories/naval-aviation/Naval%20Aviation%20News/1960/pdf/sep60.pdf>.

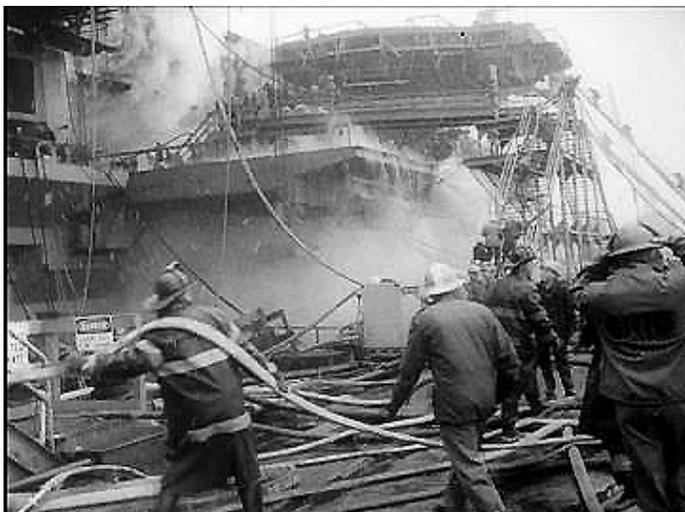
the Brooklyn Navy Yard. Fifty years later, *The New York Times* reported:



Charlie was assigned to USS Constellation in 1960.

“A forklift operator who was moving a metal trash bin on the hangar deck accidentally pushed the bin against a steel plate. The plate shifted, and sheared off the main plug of a tank carrying 500 gallons of diesel fuel. The fuel cascaded through holes in the steel flooring to decks below. When it came in contact with “hot work,” perhaps a welder’s blowtorch or blisteringly hot metal, it began to burn, and then set a latticework of wooden scaffolding on fire.

It took them nearly 17 hours to put out the blaze. They had to contend with darkness — the lights below deck had gone out — and with flames that spread rapidly along an unfamiliar complex of passageways filled with dense smoke. But they managed to save



FDNY Firefighters work to control the deadly fire.

hundreds of lives. And no firefighter died that day.”

As a result of the fire, Charlie was transferred to USS *Hornet* (CVS-12) where he was to serve as Carrier Control Approach (CCA) Officer, Intercept Officer, Assistant Combat Information Center (CIC) Officer, and Officer of the Deck (OOD) Underway. Charlie fondly recalls that when CCA became the Carrier Air Traffic Control (CATC) center, ACC Frank Kane set up a cot in CATC so ACC Kane could remain on duty while Charlie qualified as OOD Underway.

The start of the Cuban Missile Crisis saw the *Hornet* in Hong Kong where she received orders to proceed immediately to patrol off Kamchatka Peninsula. During this time, Charlie spent a week at Misawa on a mail run. When he returned to the *Hornet*, he recalls that there was so much mail in the C-1 Trader Carrier Onboard Delivery (COD) aircraft that the crew was forced to crawl out via the overhead hatch. When it was all over, the crew of the *Hornet* managed a two-day port call in Hong Kong before heading home to Long Beach. While enroute to the States, the *Hornet* hit a typhoon and spent three days with green water up to the island. Their escorting destroyers were forced to pull into Guam and Midway Island for fuel, while the *Hornet* arrived in Pearl Harbor on 23 December 1962 where Charlie, the air group, and Admiral departed. The Admiral headed to Monterey where he proceeded to give the ship routing folks “a lesson.” *Hornet* proceeded to Long Beach.

The following May, Charlie reported to VP-31 for training in the P-2V Neptune followed by orders to VP-1. For the next two years, Charlie worked as Assistant Maintenance Officer and Maintenance Officer. Even though Charlie was a qualified PPC in seaplanes, he was required to requalify in the P-2V. Fortunately, he had an old friend from his days with the Pelicans on the staff of Commander, Naval Air Forces Pacific, Baylor Lansden, who managed to have the syllabus rewritten for second tour pilots.

In October 1964, VP-1 deployed to Iwakuni, Japan for operations off the coast of Vietnam and in the Gulf of Tonkin. Charlie and his crew were sent to Da Nang with another crew and were billeted in a mansion which they were forced to give up for Bob Hope’s tour. The Marine Colonel in charge put the officers into the BOQ and enlisted aircrew into the USAF hangar. Their orange flight suits stuck out like a sore thumb – they were also the same color as the robes worn by the local monks – so the base helicopter pilots loaned them camouflaged flight suits with

the proviso that they return them when they left for Iwakuni. The Marine Colonel never thought he'd



Charlie pilots a VP-1 P-2 and checks out a couple junks while on patrol in the South China Sea.

see those flight suits again, but as promised, all the aircrew returned them upon departure. He was so impressed that he gave Charlie and the other PPC one suit each as a gift – much to the chagrin of the VP-1 CO!

Charlie was promoted to Lieutenant Commander and departed for a two-year hitch at the Naval Post-graduate School in Monterey where he majored in Government and International Relations, managing to take the Safety Officer's Course in his spare time. Upon graduation, the Caldwell's were off to Corpus Christi, TX and VT-31. Once he arrived, Charlie was informed that he had been promoted to Commander and, because four Commanders in the squadron was deemed too many, offered a transfer to Yugoslavia, the Pentagon, or Kodiak, AK. Charlie chose Kodiak.

For the next two years, Charlie was assigned to the staff of Commander, Alaskan Sea Frontier. To this

"I am very proud of my service in VP-45 and the Navy, and being a part of the VP-45 Association as the first Secretary and Newsletter editor. And, I want to give a huge Bravo Zulu to the officers past and present of our Association!"

day, Charlie claims this was one of his best tours. The Alaskan Sea Frontier was a triple command, consisting of Alaskan Command, Commander, Fleet

Air Alaska, and Task Force Seventeen, and was so remote that they had to hunt for their own food! It was on his third hunt that Charlie got his Kodiak bear, which still hangs on his daughter's wall. As the Assistant Chief of Staff for Operations, Charlie noted that all of the Navy Operations Plans were severely out-of-date and took it upon himself to rewrite them all. The command was disestablished in 1971 and Charlie and family were transferred to NAS Kingsville, TX where Charlie retired after serving as Aircraft Intermediate Maintenance Department Officer and Base Executive Officer.

Charlie spent his first two years in retirement working for the Kleberg First National Bank in Kingsville where he managed all military accounts as the Military Accounts Department Head. In 1975, they moved to Alpine, CA where Charlie did whatever he wanted to from advertising, officiating at sports events, to woodworking, and finally, returning to school and earning his teaching credentials so he could substitute teach when the spirit moved him. In 2008, Joan passed away and, two years later, Charlie married his current wife, Emily, in Alpine.



Emily and Charlie at the 2014 Reunion.

Charlie loves to tell that it was Jay Thomas who got him involved in the VP-45 Association. However, it was Mort Eckhouse who asked him to be the Secretary right after the first reunion. Charlie's response was, "No Way!" Twelve years later, he turned the job of Secretary over to Steve Riddle!

"I am very proud of my service in VP-45 and the Navy, and being a part of the VP-45 Association as the first Secretary and Newsletter editor. And, I want to give a huge Bravo Zulu to the officers past and present of our Association!" – Charlie Caldwell



AT THE TOP



The current Command Master Chief of the World Famous “Pelicans” of Patrol Squadron Forty-Five is CMDCM Ervin H. Byrd, III USN.



Master Chief Petty Officer Byrd grew up in Port St. Joe, FL and enlisted in the Navy in 1989. Upon completion of Basic Training at Recruit Training Command Orlando, FL he reported to Naval Training Center Millington, TN and completed Aviation Structural Mechanic “A” School. He reported to his first duty station, the Fighter Squadron FORTY-THREE “Challengers” where he was promoted to Third Class Petty Officer.

Upon completion of Aeronautical Welder’s School in Norfolk, VA he reported to *USS Guam* (LPH-9), home-ported in Norfolk, VA, from 1993 to 1998. During his tour on board, the ship completed three deployments to the Mediterranean Sea and Persian Gulf and he was promoted to Second Class Petty Officer.

He then served as a Recruiter at Navy Recruiting District Raleigh, North Carolina,. Following that shore tour, he transferred to “The Pro’s Nest” at Patrol Squadron THIRTY in Jacksonville, FL. This tour lasted from 1998 to 2001 and during this tour of duty he was promoted to First Class Petty Officer.

Transferring to PACFLT and Hawaii, he was assigned from 2001 to 2005 as a Safe-for-Flight Technician with the Patrol Squadron FOUR “Skinny Dragons”, home-ported in MCAS Kaneohe Bay. With VP-4 he completed two Middle East and Western Pacific deployments and was promoted to Chief Petty Officer.

Back to “real” sea duty from 2005 to 2007, he served as Intermediate Maintenance Two Division Leading Chief aboard *USS Nassau* (LHA-4), home-ported in Norfolk, VA. While he was aboard, *Nassau* completed a Depot Modernization Period in Portsmouth, VA and a Mediterranean and Persian Gulf deployment.

He then transferred to CPRW-11 staff where he was promoted to Senior Chief Petty Officer and received an Associate’s Degree in General Studies and a Bachelor’s Degree in Criminal Justice from Columbia University, Jacksonville Campus.

While assigned to staff, CPRW-11, CMC Byrd was promoted to Senior Chief Petty Officer and received an Associate’s Degree in General Studies and a Bachelor’s Degree in Criminal Justice from Columbia University.

Returning to sea duty in 2010, he remained in Jax and served as Quality Assurance Supervisor for Patrol Squadron SIXTEEN. During this tour he completed three deployments to the Fifth, Sixth, and Seventh Fleet Areas of Responsibility where he was promoted to Master Chief Petty Officer. In 2014, he transferred to the Patrol Squadron FORTY-FIVE “as the Command Master Chief.

Master Chief Byrd’s awards include the Navy and Marine Corps Commendation Medal (3 awards), Navy and Marine Corps Achievement Medal (3 awards) and various unit awards.

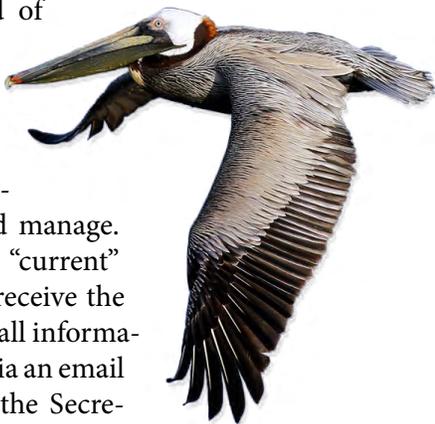
FROM THE WEBMASTER

By: Bill Hobgood

During the last conference call, in February, we officers of the Association decided to make a change to the Newsletter distribution and make a final decision on a “secure” roster being accessible via the website.

Newsletter: Since we launched the new Website (www.vp45association.org) in 2011, we have made every newsletter immediately viewable by adding a link to it on the “Newsletters” page. Since we started the “New,” all digital format for the newsletter, I have placed a link to it on the bottom of the website’s home page as soon as the current version of the Newsletter was published. We now feel that one of the benefits of membership, albeit minor, is that ONLY active members should have access to the current newsletter. So the current newsletter will NOT be accessible via the website until the next issue is published.

Roster: Initially I had planned to have three rosters on the “Roster” page of the website (www.vp45association.org/roster.html). Two, one listed alphabetically by last name and the other chronologically by dates of service in the squadron, would contain only names, dates in the squadron and city and state of residence. Those two are viewable by anybody who visits the site. A third, viewable ONLY by current members with a special passcode, would contain more private information like street address, phone number and email address. I looked into this secure method of providing this information and found it would be cumbersome and complex to design and manage. Additionally, all “current” members already receive the entire roster (with all information) twice a year via an email from Jack Keane, the Secretary. So, we officers decided to “back burner” the secure, web accessible roster for the foreseeable future.



SECRETARY’S PODIUM

By: Jack Keane

After the mailing of the March and September newsletters, I received return mailings from the below members. If you have any information as to their location please ask them to contact me or send me their contact information.

Member Name	Last Known Loc
Mrs. Billie O’Bryan	Altha, FL
Mrs. Beatrice E. Brantley	North Arlington, VA
Mrs. Jan Carmichael	Winter Haven, FL
Peter W. Kline	Anaheim Hills, CA
Mrs. Megs Sorenson	Calistoga, CA



In this issue’s Recommended Reading section, we highlight two books either written or recommended by our members. If you have any recommendations for this section, please let me know and we will include them in future editions of the “Pelican Post.”

Also, if you are a member and behind in your membership dues, please renew! Remember, you must be current in your dues to continue receiving the “Pelican Post” and Roster. You can pay online via our website (see below for rates and other info) or send in the last page of this Newsletter with your check. 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.

And finally, we’re always looking for your comments on how we can make the “Pelican Post” a better publication. Just send your comments to me and I’ll ensure they’re included in the “Mail Bag” section.

A SEA STORY

A Selection From Our Website “Sea Story” Page

Author: Bill Hobgood

“LN-10 and Mike Gorman - 1972”

I went through Aviation Officers Candidate School (AOCS) in 1968 in Pensacola with Mike Gorman, a yankee from Boston who loved sports. He and I were bunkmates in the old un-airconditioned buildings there and together we tolerated the beneficial abuse of the Marine Drill Instructors. Despite being on opposite poles politically, we became fast friends. Mike and I also spent some of our post commissioning flight training together. Ultimately, after we got our wings, Mike received orders to VP-44 in Brunswick and I went to the Pelicans of VP-45.

Strangely, Mike and I both were assigned ground jobs as RPS Custodians...the most hated billet for a JO in an aviation squadron. Registered Publication System Custodians were in charge of all the crypto codes and hardware owned by a squadron. Most of us remember the KY-28 (secure UHF), the KW-7 (secure teletype), AKAC-130 (voice encryption) and the AKA-44 (voice authentication). The RPS Custodian was responsible for all this stuff and more. Losing so much as a small piece of paper crypto spelled the possible end of a CO's career and the instant death of a JO RPS Custodian. But all this RPS stuff has only a small part to do with this sea story.

Arriving at VP-45 as a nugget in April of 1971, I was assigned to CDR Charlie Cook's (the Skipper) flight crew. Besides the CO, LT Jim Shaddix was the backup PPC, LT Bob Simril was TACCO, LTJG Leon Temple was the PP2P, LTJG Wally Briens was the PP3P and I was the new Nav.

VP-45, at that time, had eight straight P-3A's and one P-3A (Deltic) aircraft. What made the “Deltic” different was that it had (if I remember correctly) the dash 14 engines (like the P-3B and C) instead of the dash 10's and AQA-5 passive acoustic gear rather than the dinky AQA-4. Because it was obviously a cooler aircraft than the others, it was LN-10 – the Skipper's bird. As a result, I logged hundreds of hours in that aircraft through pre-deployment training in Jax and during the 71-72 Rota/Lajes split deployment.



VP-45 P-3A, BUNO 152182 Passes Mount Etna, Sicily, during the 1971 Rota/Lajes Deployment.

Upon return from that deployment, we geared up for transition to the brand new P-3C. While all the flight crew cycled through Pax River for training in the all new fully computerized aircraft, the squadron was getting rid of the old P-3A's and taking custody of nine brand new P-3C (1585XX BUNO se-

ries) aircraft. I recall with great clarity that walking into one of these birds was like getting into a new car – smelled just like that. But I digress.

The eight P-3A's went to the reserves but LN-10, the Deltic bird, went to VP-44 in Brunswick. Mike Gorman, my flight training buddy, was still RPS Custodian in VP-44 while I had moved on to the Training Department. I don't recall if I was promoted out of that job or if the new Skipper, CDR Paul Herring, wanted me in a job where I was not a danger to his career. Anyway...here is what happened that made this sea story (totally true, by the way) of great significance.

VP-44, along with my buddy Mike and the old LN-10 (BUNO 152182), were on deployment in Rota, Spain. Mike and the rest of his crew were scheduled for an operational mission on 3 June 1972. BUNO 152182 (the old LN-10) was the assigned aircraft. Just prior to briefing, the Ops Officer called to the duty office and subbed in another officer in Mike's place on that crew and he told the SDO to round up LTJG Gorman and send him to the Skipper's office. Mike told me later that "...there was something amiss with the RPS account and the CO was hopping mad." While Mike gathered together all the paperwork the Skipper wanted to review, his crew and the substituted officer took off on that mission without him.

An hour after takeoff, BUNO 152182, with fourteen souls aboard crashed into a 2700ft mountain in Northern Morocco. There were no survivors.

Mike left the Navy after that tour and I lost track of him. Seven years later, when I was attending the Naval War College in Newport, RI, I turned on the TV and began watching a Providence news channel (WPRI) different from my normal choice. I wasn't watching closely, distracted by some conversation

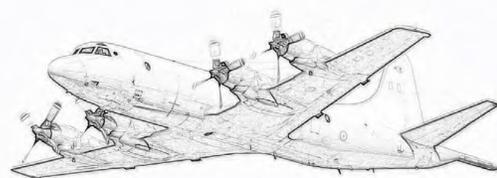
with my wife. The sports guy came on and at some point I noticed that his voice, with a heavy Boston accent, sounded very familiar. I looked and, HOLY MOLY...it was Mike. When the sports segment was done, I looked up the station's phone number, called it and asked for Mike. He was on the phone in seconds and we chatted for quite a while. We got together that weekend and went to dinner and a Jai Alai game.

Mike was still uncomfortable talking about the mishap. I guess a psychologist would call it survivor's guilt. But he was doing fine pursuing his career in sports broadcasting.

After the War College, I was transferred to PATWING TWO in Hawaii and lost track of him again...then about twenty years later, with the help of the internet, I found him again. After working local news and sports until the early 80's, he was picked up as the play-by-play commentator for the Boston Celtics. He and color commentator Tom Heinsohn form

one of the longest-tenured broadcast tandems in professional sports. They have been broadcasting Celtics games for thirty years. During the NBA off-season, Mike does some television broadcasts for the Connecticut Sun of the Women's National Basketball Association (WNBA). A five-time Emmy award winner, Mike was inducted into the New England Basketball Hall of Fame in 2004.

So that is my story of two old friends: LN-10 (152182) and Mike Gorman. One is long gone and the other remains my friend.



A Special Report

THE STORY OF "ORION'S GAME"

by: Bill Hobgood

October 1973, East Med....First deployment of P-3C's to the Mediterranean AOR.

SS3: TACCO, Sensor 3, unknown surface radar contact 174 at 9 miles. Not sure why I didn't get him sooner; but only paint him every other sweep or so.

TACCO: Roger; Flight, come 180....Fly To is on your display now...let me know when you have contact visual.

PPC: Roger.....stand by.....negative visual at this time. Must be pretty small. Steady 180.

SS3: Still there, TC, now 170 at 4 miles, northerly heading, less than 10kts.

TACCO: Roger....Flight, descend to 200ft. Ordnance and Flight Tech, man observer stations aft.

PPC: Holy Crap....Visual!!! Port side abeam. Surfacing sub...not US...headed toward the Battle Group. Coming hard left, stand by to mark!

TACCO: Roger, Flight....Sensor 3 check MAD operation at mark on top; Sensors 1 and 2 prepare for possible active tracking. NAV, contact report to the Battle Group in the clear...NOW!

PPC: TC....It's a Juliet...Soviet cruise missile boat!

NAV/COMM: Alpha Xray, Alpha Xray (ASW Commander aboard USS *Independence* to the north), this is Bravo Tango One Four, CERTSUB, Soviet Juliet SSG, my position on your 181 at 13 miles, target tracking northerly course, less than 10kts. I authenticate Tango Uniform.

ASW Commander: Roger, Bravo Tango 14, authentication confirmed. Target designated Hostile Track 004... approximate position Blue 1 tac 13. Be ready to do your "Orion's Game" thing should target go sinker.

Present Day

If you visit the National Museum of Naval Aviation at Naval Air Station in Pensacola, Florida you will likely come upon a large oil painting of a Patrol Squadron FORTY-FIVE P-3C aircraft turning inbound toward a surfaced Soviet Juliet class guided missile submarine. This painting, titled "Orion's Game," created on canvas by aviation artist Peter Wenman, was commissioned by the VP-45 Association and donated to the Museum following the October 2012 reunion in Mobile, AL.

I'm often asked about how all this came about...where the idea came from and how the project got started. I also had been asked by Jack Keane (our Secretary) to tell this story for publication in this newsletter, so here we go.

In late 2010, I was killing some time in my home office in front of my computer monitor and happened upon a Facebook page related to the Navy's Aviation Officers' Candidate School (AOCS) in Pensacola. While perusing that page, I noticed a post by a fellow who went to AOCS about the same time I did (1968-69). Following graduation and flight training, he did a few tours as an F-4



Aviation Artist: Peter Wenman.

Phantom pilot in WESTPAC. His post had to do with a large oil painting he had commissioned, which had just been completed by Pete Wenman. The scene of this work, titled "Dawn's Early Light," (see below) was of a section



"Dawn's Early Light"

of three Phantoms during the early morning hours of August 2, 1972, returning from a mission over North Vietnam. The lead aircraft (NF 213) is piloted by the fellow who made the post, John "Bedhog" Chesire, with RIO George "T.A." Healey in the rear seat. The scene was reconstructed from John's memory and his flight logbook documentation.

I was just mesmerized by how cool this was...not just the beauty of the artwork but of the idea itself. While the Phantoms were stunningly handsome, I said to myself, "I'd like to have something like that...except with a sleeker, even more striking looking P-3 Orion aircraft in the painting."

I contacted "Bedhog" via a Facebook message and asked for some additional information on the painting. He said it had taken about a year to complete and the cost was around \$3000.00 for the commissioned work. Yikes! Three Grand? Suddenly I wasn't so charged up about having my own painting. Nevertheless, I pondered this whole P-3 painting issue over the next couple of months...couldn't shake the thought. I even conjured up a specific scene; recalled from a mission during our 1973 Sigonella deployment. I was TACCO on Crew 13 (see below) flying LN-10 south of Crete when, during a Carrier Battle Group ASW support mission, we converted a radar contact to a Soviet sub on the surface.

At some point, I decided that, though I didn't really need an original oil painting that bad (\$3000.00), I thought a print would be a great alternative. I looked around on the internet but only came upon the few P-3 prints, that we have all seen before, with other squadron markings. I cogitated some more and decided for sure that somehow, someday I needed to get an impressive VP-45 P-3 hanging on my office wall.

So the problem: how does one get a print? I have a number of (non-aviation) signed and numbered limited edition prints in my home and was aware that they were generally prints of an artist's original work. Then the thought oc-



VP-45 Crew 13 in 1973 - posing in front of a Reserve P-2 (the author is standing far right).

curred to me that perhaps a bunch of VP-45 Association members would be equally interested in such a print. And if I could convince enough of them to fork over, say \$100.00, in prepayment for a print, I might be able to raise enough to pay for the artist to paint an original and do a true limited edition of slightly smaller, signed and numbered prints.

I proposed this to the officers of the Association around January 2011 and got a somewhat reserved and skeptical “go ahead” to investigate this project’s feasibility. I contacted the artist, Pete Wenman, who lives in England, and we discussed the costs of such an undertaking. He told me he would do an original oil painting, slightly smaller than “Dawn’s Early Light” (but in a wider ratio), for \$2200 - and that the cost of a limited edition run of prints would be determined by the total number of prints purchased.



Figure 1.

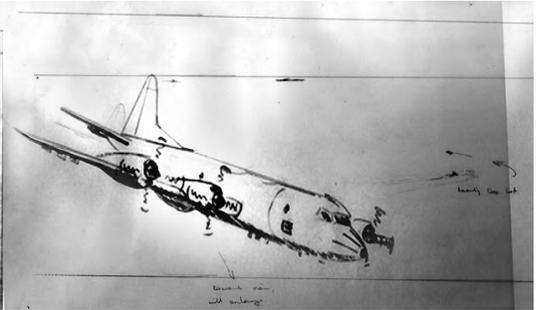


Figure 2.

My initial project feasibility estimates were that we would need to have at least 50 prints ordered and paid for in advance, at around \$100 each, plus a nominal charge to cover shipping from England and then from my home to each member who ordered a print.



Figure 3.

I worked up an email explaining and promoting the project and asked Buck Jones (then Association President) to send it out under his “signature” to all current Association members. Initial response from our members was fairly encouraging and over the next few weeks we easily surpassed the 50 pre-paid orders for prints.

Of course the thought had occurred to me: “What to do with the original painting?” My gut reaction was that I should hang it on my office wall in recognition of the project being my “brain child.” Becky, my

wife, said, “Don’t be a dummy, that idea will never fly! Why don’t you donate it to the Smithsonian?” While the previous comments are not necessarily accurate, donating the painting to the National Museum of Naval Aviation in Pensacola immediately became part of the plan.

Meanwhile, I was working with Pete Wenman, on exactly how I wanted the scene to look. I knew I wanted the vertical stabilizer with LN and the Pelican to be able to be seen and also, if possible, the red dart on the nose. Figure 1 (top-above) was his first quick-sketch. After some additional discussion, Pete came up with Figure 2 which included the submarine. This view was later refined a bit (with the aid of software) to reveal Figure 3. I still didn’t think this is what we wanted because the tail wasn’t clearly in view and the aircraft didn’t look to be maneuvering at all aggressively or really seem like it was actually engaged with the sub.

So, I got out my 40 year old Lockheed P-3 model as an aide and began playing around and photographing it at different angles.



Figure 4.

Figure 4 (previous page, bottom), which met all the visual requirements, is the angle I settled on and I sent this photo to Pete. He liked it, tweaked it a little and got to work. Figure 5 is the small scale “Color Study” which Pete generated before starting on the actual oil painting. It is partly a photo image (the background) and partly a computer generated profile of the P-3 with squadron markings added. For those of you who were Association members in 2011 you recall this version from the emailed “situation reports” I sent out.



Figure 5 (the Color Study).

By late 2011, we had enough print orders (just under 100) that we reduced the cost per print to \$85 plus ten bucks for shipping & insurance; and in the end we had about 110 orders, mostly from our members and a few other people with an interest in VP-45 or the Patrol community. We added on some extra print copies to use for presentations and future reunion door prizes and Pete Wenman wanted a few extras for his purposes.

We cut off any further orders and the total print edition was set at 145 prints. Each print was to be signed by the artist and numbered xx/145. Of note, not a single dollar of Association funds was used for this project; in fact, after everything was paid for, a few hundred dollars were left over for the Association.

Back to the painting. According to my logbook, I was flying LN-10 (BUNO 158569) that day in October of 1973...the Yom Kippur War was ongoing. We had been flying our butts off...round the clock from both Sig and Souda Bay, Crete. The scene up until then was supposed to be of LN-10. But one of our members, Mort Eckhouse, suggested that, instead, we change the side number in the painting to LN-9 to commemorate the crew of LN-9 that was lost at sea in 1964. We all agreed. Though a matter of some consternation, I had Pete use a little “artistic license” to add Harpoon missiles to the outboard wing racks. AGM-84 Harpoons were not yet operational in 1973...but they do so look cool!



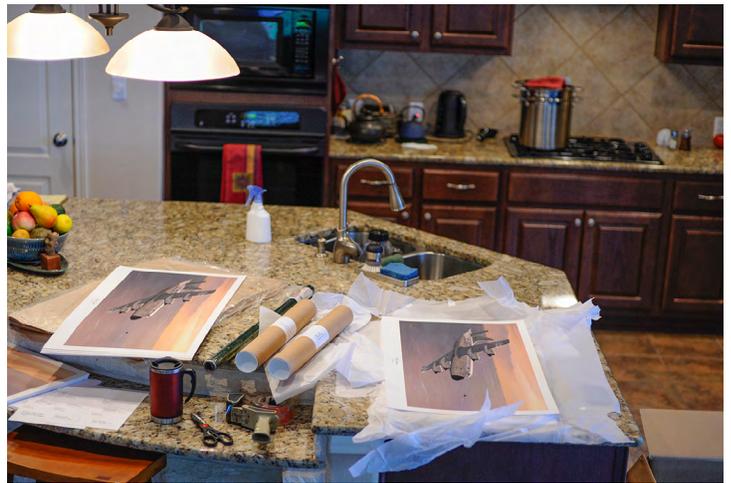
Figure 6.

for us to approve. It was gorgeous! We quickly approved it and Pete had his printer execute the requested edition run of 145 copies. Each of those was hand signed and numbered in pencil by the artist. The original unframed canvas painting and the prints were securely packed and then shipped from England to Austin, Texas, where I live.

Pete and I also came up with a Certificate of Authenticity that would accompany each print. You can see this

document by clicking [HERE](#).

Once the prints (and original) finally arrived at my house in May of 2012 I was almost afraid to open the box...but I did and was immediately amazed at how incredibly handsome the original was. Likewise, the prints were very impressive, though at an image size of 28" x 14" they were smaller than the 36" x 18" original. My job was now to carefully roll each print in tissue, insert into a mailing tube and address each tube for its ultimate destination. I did all that in my kitchen (right) and home office.



Packing and Mailing Station.

“Orion’s Game” was the centerpiece of the October 2012 Reunion. We had the beautifully framed original on hand for presentation to the National Museum of



Naval Aviation. VADM Wally Massenburt USN (ret), then our Association Secretary, officiated the presentation to the Museum, passing “Orion’s Game” to Mort Eckhouse, an association member who works for the Museum. Additionally, he presented four prints (framed under glass) to the VP-45 Squadron CO, CDR Dick Vitali; for-



mer Pelican and CPRG/CPRF Commander, RADM Prindle; and to two surviving widows of the crew of LN-9 (see photos above).

A week later, Mort officially presented the original painting to CAPT Rasmussen at the Museum in Pensacola (left) where it proudly hangs today.

Unlike other aviation artwork, “Orion’s Game” will never be re-printed or re-produced for sale in any size or any fashion.

Being truly a Limited Edition, those who possess one of the original 145 prints are lucky people. My personal copy number 4/145 hangs in my office above a small couch (see photo to the right).

Of things I've accomplished in my life, being allowed to orchestrate the production of this beautiful work of art ranks pretty high...not just for its beauty and that it was a labor of love, but because of the historic squadron it represents.

For this opportunity, my thanks go mostly to the VP-45 Association Officers who (eventually) believed in me on this project and gave me plenty of leeway and artistic li-



The Author's copy of "Orion's Game" proudly hung.



Orion's Game
Pete Wenman

cense, to Pete Wenman, an amazing artist, and to all the Association members who were insightful enough to purchase this extraordinary and historic print!

Author's Note: Peter Wenman was selected to display some of his works in a Pentagon passageway in conjunction with the Pentagon Patriotic Art Exhibit. "Orion's Game" and a few other images by Peter Wenman were chosen by him to represent his work.

The image to the right is a representation of what Pete's display looks like.



COMMUNITY NEWS

Carter Assumes Command of U.S. Naval Forces Japan

RDML Matthew J. Carter relieved RADM Terry B. Kraft as Commander, U.S. Naval Forces Japan (CNFJ) during a ceremony held at CNFJ headquarters at Fleet Activities Yokosuka, Japan, March 1. Carter becomes the 33rd commander of CNFJ and also serves as Commander, Navy Region Japan (CNRJ).

This is Carter's second tour of duty in Japan. Prior to his most recent tour as Commander, Patrol and Reconnaissance Group/Patrol and Reconnaissance Group Pacific, Carter commanded all 7th Fleet maritime patrol aircraft in the Western Pacific as Commander, Task Force 72, based out of Naval Air Facility Atsugi.



ADM Harry Harris, JR, CINCPACFLT and former P-3C TACCO, congratulates RDML Carter on his new command.

RDML Carter's relief, as he departed command of Commander, Patrol and Reconnaissance Group/Commander, Patrol and Reconnaissance Group Pacific, on February 20th was RADM Sandy Daniels. The change of command ceremony was held at the command's headquarters at Naval Support Activity Hampton Roads, VA. Daniels served as Reserve Deputy Commander, U.S. Pacific Fleet, since Octo-



Rear Adm. Sandy Daniels.

ber 2014. She will assume the duties of CPRG/CPRGP until an active duty officer is assigned later this summer.

Daniels graduated from the U.S. Naval Academy in June 1980 and was designated a naval aviator in January 1982. She has served in numerous worldwide avia-

tion assignments involving oceanographic research flying specially configured research P-3 "Orion" aircraft. Daniels earned a space operations subspecialty designation while assigned to the Naval Research Laboratory and also was assigned to the Naval Space Surveillance Center in Dahlgren, Va., before transitioning to the Reserve component in 1991.

Courting Vietnam, U.S. Prepares to Ease Arms Embargo

Reuters, Sept. 23, 2014 | Lesley Wroughton and Andrea Shalal

Nearly 40 years after the United States helicoptered its last soldiers out of Vietnam in an ignominious retreat, Washington is moving closer to lifting an arms embargo on its former enemy, with initial sales likely to help Hanoi deal with growing naval challenges from China. Senior U.S. officials with knowledge of the initiative said Washington wants to support Vietnam by strengthening its ability to monitor and defend its coastline, and said unarmed P-3 surveillance planes could be one of the first sales. Such aircraft would also allow Vietnam to keep track of China's increasingly assertive activities in the South China Sea, a potential flash point because of interlocking claims from many countries to its islands.

Vietnam's vulnerability to China was exposed in early May 2014 when Beijing positioned a massive oil rig in waters that Hanoi claims as part of its 200-nautical-mile exclusive economic zone. Vietnam's surveillance capabilities are limited, and the unannounced deployment of the drilling platform caught Hanoi by surprise. China moved the rig back toward its coast in mid-July.

The two sides clashed at sea in 1988 when China occupied its first holdings in the Spratly Islands in the South China Sea. China took full control of another South China Sea archipelago, the Paracels, after a naval showdown with what was South Vietnam in 1974.

Vietnam is already a big buyer of weapons from Russia, its Cold War-era patron. It has two state-of-the-art Kilo-class submarines and will get a third in November under a \$2.6 billion deal agreed with Moscow in 2009. Three more submarines are to be delivered in the next two years. Vietnam has also bought modern naval frigates and corvettes, mostly from Russia, but the P-3 surveillance planes would fill a gap for Vietnam.

Triton UAS Completes First Cross-Country Flight

From: Naval Air Systems Command

The MQ-4C Triton Unmanned Aircraft System (UAS) arrived at NAS Patuxent River Sept. 18, 2014 after completing its inaugural cross-country ferry flight, bringing the Navy closer to delivering this new capability to the fleet. This flight marked the transition from initial flight test, which established basic safety of flight, to testing that will demonstrate



The MQ-4C Triton unmanned aircraft system completes its inaugural cross-country ferry flight at Naval Air Station Patuxent River, MD. Triton took off from the Northrop Grumman Palmdale, CA facility on Sept. 18.

Triton's capability to perform operational missions in the maritime domain.

"Today we brought Triton home to the center of research, development, test and evaluation for naval aviation," said RADM Mat Winter, who oversees the Program Executive Office for Unmanned Aviation and Strike Weapons (PEO (U&W) at NAVAIR. "The testing performed here over the next few years is critical to delivering a capability that will provide our warfighters an unparalleled awareness of the maritime environment in locations across the globe."

Winter, along with the flight crew and members from the Triton's Persistent Maritime Unmanned Systems Program Office (PMA-262), witnessed the historic landing at 7:53 a.m. During the approximately 11 hours and 3,290 nautical miles flight originating from Northrop Grumman's Palmdale, CA, facility, Triton flew along the southern U.S. border, the Gulf of Mexico and across Florida via an approved instrument route. Operators navigated the aircraft up the Atlantic Coast to Chesapeake Bay at altitudes in excess of 50,000 feet to ensure there were no conflicts with civilian air traffic.

MQ-4C Leads U.S. Toward Sense-and-Avoid

From: Aviation Week & Space Technology

Restarting its search for a sense-and-avoid radar to allow the Northrop Grumman MQ-4C Triton high-altitude, long-endurance unmanned aircraft to operate in international airspace, the U.S. Navy could shape future systems for the Northrop Grumman RQ-4B Global Hawk and General Atomics MQ-1/9 family.

The Triton is designed to carry an air-to-air radar to meet Defense Department rules requiring aircraft in international airspace to be operated with due regard for the safety of other air traffic. The UAV is planned to become operational in 2018 and the Navy wants to field the radar in 2020.

According to a November request for information (RFI), the Navy is looking for a new sense-and-avoid radar after the original "due regard" system – an ac-



MQ-4C Triton is housed in a purpose-built hangar at Naval Air Station Patuxent River, MD.

tive, electronically scanned array developed by Exelis – “failed to produce a design that meets performance and manufacturing requirements.” The Navy is looking for a C- or Ku-band radar that can operate from 10,000-60,000 feet and detect and track air targets against sea and ground clutter at ranges of at least 6.4 nm below 16,400 feet in rain, and 8.1 nm above 29,000 feet in clear air.

VP-8 in New Platform - ‘Fighting Tigers’ take delivery of first Poseidon

by: LTJG Mark Baden - VP-8 PAO

Patrol Squadron EIGHT, stationed at NAS Jacksonville, received its first P-8A Poseidon aircraft on Nov. 20 from the Boeing Com-



This P-8A departs Boeing Field in Seattle, Wash., for NAS Jacksonville, where it will join the VP-8 “Fighting Tigers.” This marks the delivery of the 19th Poseidon to the Navy.

pany production line in Seattle, WA.

In February 2015, the Fighting Tigers will begin their 13-month Inter-Deployment Readiness Cycle (IDRC) in preparation for their first deployment as a P-8A squadron.

A Last Deployment - VP-26 Begins Historic Final Deployment of P-3C Orion

The “Tridents” of VP-26 began their final deployment with the P-3C Orion aircraft during a send-off of their first two planes from NAS Jacksonville, on Jan. 22, 2014. The historic occasion was attended by



A VP-26 Orion departs NAS Jacksonville for the P-3C’s very last operational deployment.

senior leadership, family and friends of VP-26 Sailors and members of the Jacksonville maritime patrol community.

“This is a historic deployment for you,” said RDML Matthew Carter, Commander, Patrol and Reconnaissance Group. “You are the last opera-



Rear Adm. Matthew Carter, addresses VP-26 during their all-hands call prior to the squadron leaving for their 2015 deployment.

tional P-3 squadron on the East Coast. Once you go, we are a P-8-only force. That does not diminish anything you do with the P-3 Orion aircraft. America has given us the best, and this aircraft is still a very capable airplane.”

VP-26 became the Navy’s first operational P-3B squadron in January 1966, when the squadron received the first production of the P-3B while stationed at Naval Air Station, Brunswick, Maine.

Boeing Delivered All P-8As to U.S. Navy on Schedule and on Cost in 2014

In December 2014, Boeing delivered the eighth P-8A Poseidon of 2014, completing all planned deliveries to the U.S. Navy for the year on time and on cost. That airplane, the 21st overall for the program, flew from Seattle to NAS Jacksonville on 8 January. It joined other P-8As being used to train Navy crews.

The ‘Mad Foxes’ of VP-5 were conducting operational missions during the second overseas deployment of a P-8A Poseidon squadron. Last summer the VP-16 ‘War Eagles’ completed 600 sorties and 3,500 flight hours on the P-8A’s maiden deployment. “We put the Poseidon to the test,” said CDR Daniel Papp, VP-16 squadron commanding officer, of the first deployment. “We tested the aircraft, our aircrew, and the logistics tails. Across the board, detachment after detachment, the message was Boeing delivers us a reliable and dependable aircraft, and our crews got on station and knocked it out of the park.”

Navy Pleased with First-Generation P-8A Pilots and Crew

From: Aviation Week & Space Technology

U.S. Navy pilots are using simulators for 70% of P-8A Poseidon flight training tasks, a major shift from 30% on the previous platform, the P-3C Orion.

The Navy’s next-generation anti-surface warfare, anti-submarine intelligence, surveillance and reconnaissance (ISR) platform – the P-8A Poseidon – takes economic advantage of similarities with its civil counterpart for airframes, engines and full-flight simulators. But commonality diverges when it comes to the twinjet’s maritime patrol mission and

required training. Differences are more marked for pilots transitioning from the legacy Lockheed P-3 Orion four-engine turboprop to the P-8A at the Navy’s fleet replacement squadron, VP-30, in Jacksonville, FL.

Compared to the civil industry, where 737 pilots can gain a type rating solely in the simulator in less than a month, the Navy’s transition program takes six months to complete and is designed to give pilots a mix of synthetic-to-live training (70% synthetic, 30% live) to prepare for missions that can include dropping torpedoes and firing missiles. While P-8A training does require a live element, it is greatly decreased from the 70% live, 30% synthetic training ration for the P-3 today.



P8-A simulators, like these at VP-30, will be manufactured by CAE for Boeing.

The simulator training targets job number one for P-8A – protecting the “sea base” from submarine and other threats beyond a 300 nm radius around deployed Navy fleets. Typical crew makeup comprises five officers: three pilots and two Naval Flight Officers (TACCO AND CO-TACCO) who manage the enlisted aircrew in the back of the aircraft. The enlisted aircrew include two acoustic sensor operators, one electronic warfare petty officer and one electronic warfare specialty operator. The sixth workstation will be used for high altitude ISR when the Navy installs the Raytheon-built Advanced Airborne Sensor (AAS), an active electronically scanned array radar (AESA) carried in a canoe-type pod under the belly. The workstation along with the other workstations can be used for joint operations with the MQ-4C Triton, the Navy’s maritime version of the Global Hawk.

ALUMNI EVENTS

West Coast Mini-Reunion by: Charlie Caldwell

Our West Coast contingent had it all in the desert from 26 to 1 March 2015 – a dust storm and lots of wind, beautiful clouds and lots of sun, and it rained in the desert on 1 March. In addition, the seventeen folks who attended the mini-reunion had a wonderful time reminiscing, telling sea stories and renewing old acquaintances.

After meeting at the motel on Friday, everyone caravanned to The Tram for a ride to the top of Mt. San Jacinto, a breathtaking journey up the sheer cliffs of Chino Canyon. The 11 minute ride began at the Valley Station – elevation 2,643 ft. and ended at the Mountain Station – elevation 8,516 ft. All enjoyed spectacular views of a pristine wilderness, a one-of-a-kind experience, especially with a full load of 80 screaming elementary school children! Everyone survived the ride and marveled at the views of the valley below and the unusual rock formations with many fir trees and hiking trails.

The gang had a group lunch, saw a movie about the history of the tram, and descended to the bottom – again with a large contingent of children who obviously vocalized their – and the Pelicans’ – enjoyment.

It was cold up there but very refreshing, since on the desert there was a ferocious dust storm that sand-blasted everyone’s vehicles as they returned to the motel. They then had a guided tour of Sun City Palm Desert led by Paul Loria and Charlie Caldwell, who

have homes there, and participated in a delicious dinner in The Boulevard on-site restaurant.

On Saturday everyone was treated to a guided tour of the Air Museum. The museum was celebrating hosting Tuskegee Airmen and the restoration of one of their P-51 Mustang aircraft with a three plane fly-by and landing. This is an unusual museum since taking photographs and hands-on experiences are welcome. The Pelicans gathered in the museum classroom, which was previously reserved for them, and had lunch. After lunch from the museum cafeteria they showed picture DVDs brought by Bill Tapp and an Elvis impersonation program featuring Paul and MaryAnn Loria performing at a Sun City Performing Arts show held previously.

Denise Goolsby, reporter for The Desert Sun, then interviewed each Pelican for an article to be seen in the newspaper. She really got an earful – and a notebook-full – of individual facts and (I didn’t say this) some colorful sea stories. The evening meal was held at the nearby Coco’s restaurant and a short



Back Row L to R: Harry Mendelson, Sam Hembree, Paul Loria, Douglas Sahlin, Lloyd Schwanebeck, William Tapp, Douglas Marr, George Creamer, Mary Creamer, Charles Caldwell.

Front Row L to R: Dee Hembree, Mary Ann Loria, Edie Sahlin, Sandy Clothier Schwanebeck, Flo Tapp, Joan Marr, Emily Caldwell.

discussion provided a decision to do a similar reunion next May in Denver, to be hosted by Harry Mendelson.

Everyone said not good-bye but “Until next year” after breakfast, and departed in the misty rain to their various destinations. For additional details, [Click Here](#).



SQUADRON NEWS

VP-45 Supports Valiant Shield 2014

By LTJG Daniel Almendrales

The “Pelicans” of VP-45 recently returned from Guam after participating in Valiant Shield 2014, a biennial, U.S. military-only field training exercise. Its goal is to attain joint interoperability tasks utilizing available service component surface and air assets to replicate maritime interdiction scenarios with defen-



Lt. j.g. Bryan Scott and Lt. Ashton Vaughan mission plan in the temporary tactical operations center located in the Valiant Shield 2014 tent city located on Andersen Air Force Base, Guam.

sive counter air support. The exercise was comprised of 18,000 Sailors and Airmen, along with more than 200 aircraft and 19 ships from two carrier strike groups.

To support this joint training exercise, 30 members of VP-45, including Combat Aircrews (CAC) Seven and Ten, operated on site for two weeks. Missions were flown around the clock to flex the P-8A Poseidon's range of mission capabilities. The two CAC participated in

anti-submarine warfare as well as real-world search and rescue operations. In addition, they conducted coordinated operations with surface and air units from the USS *Carl Vinson* and USS *George Washington* Carrier Strike Groups.

The VP-45 Poseidon worked closely with U.S. Air Force assets to improve the interoperability of the different aviation communities while operating forward. Lt. David Cloward said of the experience, “It was amazing to see all the assets from the different branches come together and support one another to accomplish the mission.”

The “Mad Foxes” of VP-5 – on deployment at Kadena Airbase in Okinawa – were also on hand with their P-8A Poseidons. They contributed to the success of VP-45's detachment, by acting as host and making transportation and housing arrangements.

After months of planning for their training in Guam, the Pelicans also enjoyed the opportunity to explore the island's many attractions – including museums, hiking, snorkeling and dining on local cuisine. The exercise yielded valuable training in joint operations, preparedness for VP-45's deployment to the Western Pacific, in addition to creating memories and friendships while representing Commander, Patrol and Reconnaissance Wing (CPRW) - 11 on the far side of the world.



VP-45's P-8A Poseidon No. 434 is rinsed off by one of the frequent tropical downpours on the ramp at Andersen Air Force Base in the United States Territory of Guam.

Pelicans Tour Destroyer at NS Mayport - Looking at ASW from a Different Perspective

By LTJG Anthony Montes - Public Affairs Officer

With “interoperability” a key to success in modern warfare, it is beneficial when military communities come together to learn the specifics of each other’s platforms. Pilots, NFOs and aviation warfare operators from VP-45 were recently hosted by crewmembers on board the destroyer USS *Farragut* (DDG 99), home ported at Mayport. They toured the ship’s ASW systems and operations, courtesy of LTJG Tim Pellittiere, division officer of combat acoustics systems that the P-8A Poseidon complements from the aviation side.



LTJG Tim Pellittiere shows AWO3 Makala Herrera how Farragut deploys its Expendable Bathythermograph (XBT) buoys.

The tour started in sonar control, where similarities in the ship’s systems and those of the P-8A Poseidon aircraft were immediately recognized. AWO3 Irma Sanchez said, “It’s interesting to see how the ship’s crew processes data for a solution versus ours.” Ship’s crew on ASW surface platforms work in conjunction with ASW aircraft for a more accurate sub-surface picture.

The tour continued in the Combat Information Center, the ship’s hub of communication and tactical visibility. Dozens of workstations manned by specialized personnel contribute to the tactical picture. AWO3 Makala Herrera noted, “Knowing their system interface and capabilities is a big help. It breeds better communication flow of what they need from us and vice versa.”

The aircrew then separated throughout the ship to become familiar with systems that pertained more directly to their assigned aircrew positions.



LTJGs Chris Roberts and Tony Montes check out USS Farragut’s “wine racks” – a large-scale version of the sonobuoy storage racks on the P-8A Poseidon.

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AWO3 Phillip Reynolds saw more than one benefit to the experience. “As an Electronic Warfare Operator, it was eye-opening to see *Farragut*’s radar, ESM and countermeasure suites. This contribution to the task completion formula really broadened my spectrum of knowledge. Even outside specific missions, advancement exams include topics based around other platform systems of similar type. Seeing them in person teaches a lot more than what one can learn in a classroom.”

The groups reconvened at the MFTA (Multi-Function Towed Array), the actual cable or “tail” extended from the aft end of the ship as a sub-surface acoustic sensor. “Until that moment, the vast majority of aircrew knew only what was conveyed through classroom lessons and radio communica-



AWO3 Phillip Reynolds and AWO3 Matthew Pereida learn what it’s like to dry the Multi-Function Towed Array sensor as it is reeled into the ship from water deployment.

tions. Seeing it in person creates a more tangible understanding the tactical possibilities,” recalled LTJG Chris Roberts.

The ship’s crew expressed equal curiosity about the P-8A capabilities. *Farragut* operators were invited to VP-45 for a reciprocal visit to see how ASW works from the aviation side. The lessons learned will serve to increase ASW effectiveness in the future.



VP-45 visitors pose in front of the destroyer USS Farragut’s Phalanx Close-in Weapons System.

U.S. Navy Growing P-8 Poseidon Operations in the Western Pacific - Including VP-45

by: news.usni.org - March 2, 2015

The U.S. Navy is cutting its teeth on the new Boeing P-8A Poseidon long range maritime Multi-Mission Aircraft with deployments to the U.S. 7th Fleet Area of Responsibility (AOR), with the third rotation of the type currently ongoing at Kadena Air Base in Okinawa, Japan since the first one began at the end of 2013. A typical deployment to Kadena lasts about six months, and currently consists of a single squadron of Lockheed Martin P-3C Orions and one of P-



AN Batemon and AME3 Francis direct a P-8 after landing.



The P-8A (here VP-45 LN-434) is the most advanced long range anti-submarine and anti-surface warfare aircraft in the world. It also provides superior maritime intelligence, surveillance and reconnaissance capability. US Navy photo.

8As to demonstrate the ability of the two platforms to operate effectively in a high-tempo environment.

Starting in late January, Patrol Squadron (VP) 45 arrived at Kadena Air Base from Naval Air Station Jacksonville, Fla. with six aircraft to conduct its first deployment to the 7th Fleet AOR since completing the transition to the Poseidon from the P-3C in early 2014. This was followed by an intensive year-long Inter-Deployment Readiness Cycle (IDRC) to prepare for their inaugural deployment with the new aircraft which included joint and multinational exercises designed to enhance interoperability between the U.S. and its allies. As part of the IDRC, VP-45,

also known as the Pelicans, sent aircrews and maintainers all over the globe, including Estonia, Iceland, Hawaii, Guam, Bermuda, England, Peru and Chile supporting exercises such as BALTOPS, RIMPAC, Valiant Shield, Joint Warrior, SIFOREX and Teamwork South.

The Pelicans officially relieved the P-8s and personnel of VP-5 Mad Foxes on Feb. 10 and soon got down to business, undertaking a three-week deployment to the Philippines which included hosting military personnel from the Philippines on a patrol off Luzon Island to “demonstrate the P-8A’s capabilities in both the littoral and open ocean environment and

the flight characteristics of the P-8A in both high altitude reconnaissance missions and low altitude patrol regimes”, according to a press release issued by the 7th Fleet.



Filipino pilots pose with aircrew members of Combat Air Crew Four and a P-8A Poseidon.

This is the first time the U.S. Navy has acknowledged flying P-8s from the Philippines. According to Col. Restituto Padilla, a spokesman for the Philippine armed forces, the Poseidons replaced the Orions on the rotations in 2014 but no announcement had been made till now. The Pelicans flew a total of 180 hours while on its Filipino sojourn, flying over waters where the hotly disputed Spratly Islands are located. China, the Philippines and four other Southeast Asian nations are embroiled in a dispute over overlapping sovereignty claims to the potentially resource-rich islands.

In late February, the Pelicans dispatched one squadron aircraft each to airshows in Bangalore, India and Avalon, Australia which are incidentally both export customers of the P-8. Mission profiles flown by the P-8s include Anti-Submarine and Anti-Surface Warfare, Maritime Patrol, High-Altitude Intelligence, Surveil-

lance and Reconnaissance (ISR), Command, Control and Communications (C3) and providing standoff targeting for other U.S. Navy assets. However, it was the search for the missing Malaysian Airlines flight MH370 in March and April 2014, during the P-8's first 7th Fleet AOR deployment, that provided the U.S. Navy with the greatest insight into the aircraft's capabilities. During the second phase of the air search, which saw involved aircraft making 1,200 – 1,400 nautical mile transits from airports in Western Australia to the southern Indian Ocean search area, the U.S. Navy initially utilized a single P-8A from VP-16 War Eagles and a P-3C.

However, the long transits soon saw the withdrawal of the P-3 due to the P-8s getting “three to four hours additional on-station time, partly because it has a higher transit speed.

The United States has already committed to acquiring 117 P-8s, with Boeing having already delivered 21 aircraft to date. Australia has ordered eight more aircraft, with four more on option. The P-8's room for future growth, which Boeing has already planned for with increased capability known as Increment II and Increment III, will see wideband Satellite Communications equipment, High Altitude Anti-Submarine Warfare and inflight refueling capability added to an already very capable aircraft.



The Squadron's official photo just prior to deploying to WestPac last month.

TREASURER'S REPORT

By: Ron Christopher

As you are probably aware, P.J. Imhof who served as the Treasurer for ten years decided it was time to turnover his quill and ledger to someone else. We all owe P.J. a debt of gratitude for his devotion and service to the Association. Thank you P.J., and Well Done!

Although we are still in the middle of turnover, all dues payments should now come to me. My home address (for dues payments), email address and phone number are all listed on the Registration form which is the next-to-last page of this newsletter. For communication, I prefer email because I am out of the house frequently and will not be carrying the roster or other financial records with me.



Outgoing Treasurer, P.J. Imhof, is thanked by Doug Mitchell for 10 years dedicated service.

I would like to remind everyone of the new dues rates that begin this year. **Good news!** At the business meeting during the Jacksonville Reunion a motion to reduce the dues from \$15.00 to \$10.00 per year was made, seconded and approved by vote of the members in attendance. In addition five year dues was reduced from \$65.00 to \$40.00. Being a Life Member is no longer \$300.00; only \$200.00.

I would also like to remind you the reduction of the dues is directly related to the dramatically lower expenses we incur in printing and mailing out the Pelican Post to its membership. Members with an email address are delivered their copy via electronic means; which is faster and at a much lower cost than ever before. If you are receiving your copy of the Pelican Post via regular mail and have an email address please provide it so we can save even more for the betterment of the Association.

If you look at the Membership Roster you will find a wealth of information. Please review your data and submit any changes such as email addresses, mailing addresses and any spelling corrections. Also, locate your name and go to column 3 labeled DUES. The number or alpha character in this column represents the year your dues expires. We are on a calendar year

basis for dues purposes. The number 15 indicates your dues will expire in December 2015. If your number is lower than 15 such as 14 or 13, your dues have expired, shipmate. Please make payment at your earliest convenience. The alpha character (L) indicates your dues are paid up for lifetime.

One last thing on dues, when you reach the age of 80 years you no longer have to pay dues to the Association. Another great Navy deal. Please advise me of this birthday anniversary.

I would like to close by saying that I am looking forward to serving as your Treasurer for the best Navy Squadron Association in existence today. My goal is to serve with the same friendliness and diligence that you have become accustomed to over the past 10 years.

PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT

Checking Acct	1 July 2014	\$6,458.56
Income:		
Dues	\$1,496.89	
Donations	669.45	
Reunion	11,559.16	
Total Income	\$13,725.50	
Expenses:		
Printing/Postage	\$608.05	
Software	69.54	
Tour Refunds	165.00	
Reunion Exp.	9,578.81	
Corp. Fees	25.00	
Total Expenses	\$10,446.40	
Net Income		\$3,279.10
Capital Assets		
Checking Acct	31 Dec 2014	\$9,737.66
Money Market	31 Dec 2014	15,505.00
Total Capital		\$25,242.66

MAILBAG

Editor's Note: I want to thank you all for your letters! As I sit down to put the newsletter together every six months, there are always three sections I look forward to working on: the Mailbag, Member in the Spotlight, and Back in the Day sections, in that order. I'm always amazed at the stories and thoughts I receive via e-mail. ([Click to Email Jack](#))

Over the Labor Day weekend, E-mailing of the last newsletter was hindered by Verizon's server believing I was mass-mailing SPAM to our members. Therefore, some of you may have received multiple e-mails from me over that holiday weekend.. I'm told by Verizon that it won't be a problem in the future!

Hey Jack!

This latest edition of the Pelican Post is very impressive! Bravo Zulu to those responsible.

Art Smith (Pilot, 1962-65)

Hey Jack!

Letter in the last Post was from George Dean not George Dragos, though Dragos is a 'good guy' in his own right. I spent 7 yrs. chasing typhoons, plus 3 1/2 flying the Pacific Barrier. Loved those Super Connies. Was wounded in V. Nam in 71. [Editor's Note: George(s) – my apologies!]

George Dean

Hey Jack!

I enjoy reading about the Pelicans even though my deceased husband, LCDR Alexander Hilliard passed in 1999. Alex's final resting place was at the Jacksonville National Cemetery. I was made a Life Member back then. I continue to support The USO, the National Wreath program, and the K-9 for Warriors programs with annual contributions. We sometimes

forget how lucky we are to have had so many who served.

Happy Labor Day,

Marion Hilliard

Hey, Jack!

Another outstanding job on the newsletter--this is a "gold" standard, my friend. I also wanted to congratulate you on being selected for the Vance Warner Memorial Award—a noteworthy accomplishment, and clearly well-deserved.

A comment on the Genesis of the Red Dart: As you probably recall, it disappeared from squadron aircraft coincident with the removal of all squadron markings and BUNOs in the late '80s/early '90s as part of a force-wide OPSEC initiative (which included introduction of that corrosion nightmare known as the low IR paint scheme).

Keep up the great work!



Rich Robison

[Thanks Rich!]

Hey Jack!

I receive all of my info from you on the internet..... BUT DID WANT TO SAY.... YOU DO ONE HELLAVA GREAT JOB!!!! Many Thanks,

Bob Bailey

[Note: Thanks Bob, but I couldn't do it without

Bill Hobgood's incredible talents with the software package we use (and, of course the assistance of the other officers!.)]

Hey Jack!

First of all, I wanted to pass along what a great job I think Bill Hobgood has done with the VP-45 Association web site. As one of those old farts who occasionally surfs the web to see what is going on in the maritime patrol force, or to see what old P-3 photos may be had, it is an honor to be associated with an organization that has a web site as first rate as the one you have put together. Thanks for your efforts!

I noted that you are looking for old VP-45 cruise books, particularly from the '70s. I volunteered to be the editor of the cruise book that the squadron did back in 1976-77 time frame, which covered UNITAS XVII and our Kef deployment. I still have my copy, and would be willing to let you borrow it to scan and upload to the web site. If you are interested, please let me know how and where to send it. Thanks again for your efforts—

Rich Robison

[Note: Thanks for the offer on the cruise book, Rich, but Gene Chittick provided us that one and it is already on our site in the Archives Section.]

Hey Jack!

Wonderful edition of the Pelican Post! As usual, a copy will be placed in the Wardroom for the current members of the Pelican team to look through. You and your team continue to amaze me with the outstanding product you produce! Looking forward to the reunion next month!

Great work to all who continue to make VP-45 the best on the waterfront!

V/R, Skipper Grady (CO, VP-45)

Hey Jack!

What a treat!!! I thoroughly enjoyed reading the newsletter. The format flows easily and is very user-

friendly, IMHO.... Thanks for passing it along.

R/ Steve Fraser

Hey Jack!

I read the newsletter cover to cover ... what a great effort, extremely professional job!!! My congrats!!! See you at the reunion! Best regards,

Wally Massenburg

Hey Jack,

I don't know if you have heard about this book, but I thought you and/or some of our VP-45 Association members might be interested in it, since it does include VP-45. I was contacted by Tom Singfield who lives in England. He was writing a book on Bermuda Aviation History and he found out through (ONA) Overseas National Airways (Airline I use to work for) website I had been with VP-45 in Bermuda. I sent him a few pictures of our PBM-5 aircraft, which he said he used a couple of them in the book.

The name of the book is "Wings Over Bermuda". Apparently it's the complete history over the years of all kinds of any aviation operation that was connected to Bermuda.

I was notified by him this past April that it was finally published. His e-mail is tom@singfield.freeserve.co.uk and he could tell you where or how to get a copy of it, if anybody was interested. I don't know if you want to pass this info on in the Newsletter some time, of course your call.

Good job on newsletter, best regards, Al Quack

[Editor's Note: Al, I did indeed pursue the book and we featured it in this issues "Military Reading" section.]

Hey Jack,

Hope all went well with your trip and you've safely returned from CT. It's been pure pleasure working with you.

I read the September 2014 Pelican Post (every single word) and loved it in its entirety. The beautiful graphics on the cover made me quickly realize the talent and devotion that went into this newsletter.

Without question, I found the newsletter to be quite rewarding and very humbling. What started many years ago as a selfish personal desire to reunite with fellow shipmates turned into a far greater experience of not only sharing memories with special friends of the past; but, also meeting literally hundreds of men and women that shared lineage to the ole "Pelican" squadron. Many friendships that were directly initiated as a result of our association still warm our hearts and thoughts, especially at Holiday occasions and newsletter publications.

The format is beautiful but so is the quality and content of all the articles. It is just a superb document and my personal respect to each and every one of you that form a part of the association. I certainly agree with Pooh Bear's opening positional statement, the greatness of the Association has come from the "all" that have given, and especially to our leaders that keep making it bigger and better.

With direct encouragement/help from my wife and partnering with Mort, I got to pursue a dream. Maybe Shirley and Mort put forth some effort, but for me, I never worked a single hour on the project.

Health issues have prevented our reunion attendance these past few years; but, please know that I cherish all the memories, am thankful for the recognition, and am so very grateful for all our active duty military serving to protect America. As a "one" tour former swabbie, I feel truly honored to be included in the Pelican Association.

P.S. Two years ago Mort sent me the VP-45 Association banner that was displayed in the ready room at the reunion, signed by many shipmates and friends. I cherish that banner that has been hanging overhead in my shop ever since. A lot of wonderful memories return real quick. To those that attend the reunion, please consider signing the banner proudly displayed in the ready room. I can tell you from personal experience, that banner will make some lucky shipmate a wonderful gift at a later date.

With my personal respect to all shipmates and friends, thanks for the wonderful ride.

Jay Thomas

Hey Jack!

I'm just an honorary member and was never in VP-45, but you Pelicans are a great bunch and I have many good friends in your alumni association. Believe I'll pass on this invite for the reunion but thanks for including me on the invitation.

Best regards,

Dick Zeisel

Hey Jack!

Thanks for your note. I won't be able to make the mini reunion in CA, but I know it will be a great time! Many thanks to all you guys for a perfect reunion in JAX -- I was able to renew some old friendships. I have attached a few photos I took during the



LCDR Carl White with former TACCO John Whitney.

visit to the squadron spaces -- feel free to use any that are appropriate. The khaki-clad figure in the P8 aisle is Cliff Oberlander, and the "Tale of two TACCOS" is of me and the CO's TACCO (LCDR Carl White), the Mission Commander (how times change!). All the best,

John Whitney

BACK IN THE DAY

VP-45 Moves With No Strain

Naval Aviation News - January 1957

Moving day for any family is cause for a large-size headache. When the "family" is a full-scale patrol squadron, Navy crews and their dependents, the attendant problems multiply and grow in proportion.

On 10 August 1956, VP-45, skippered by Cdr. E.W. Pollard, and based at Coco Solo, C.Z., received word that effective 1 September the squadron's permanent duty station was to be changed to Bermuda. At this time, VP-45 was deployed to Corpus Christi, indoctrinating college and university midshipmen in all aspects of seaplane operations.



All aboard for the first leg of the journey to Bermuda.

During the six-week course, the squadron was responsible for setting up a ground school training program which would show the students the mission, need and capabilities of a seaplane squadron. Classroom instructions, covering courses in maintenance, aerology, flight principles, safety, ASW methods, were prepared and given by VP-45 pilots.

The ground work prepared the midshipmen for their indoctrination flight in the P5M-1 Marlin. During the flight, each student was allowed to take control of the aircraft to get the "feel" of the flying boat. Over 1400 flight hours were logged during the operations.



VP-45 gear is "stockpiled" as it arrives in Bermuda.

With their training program running smoothly, all departments started

planning for the move. A liaison team, consisting of two officers and three enlisted men, was sent to Bermuda to evaluate the operational facilities and housing situation. The squadron used a ham radio as a quick means of communication with the advance party. Contacts were also made every other day, using normal naval communications channels.

The squadron returned to Coco Solo on 27 August. Plans had already begun to make the move as quick and efficient as possible. This involved planning air-lifts for squadron personnel and their dependents, methods of shipping material to insure the squadron's operational readiness upon arrival at Bermuda. VP-45 set 19 September as the date it would begin operations at the new base.

This sounds over-optimistic in view of the task ahead. Changing home port meant that all dependents had to be moved, all the equipment, and planes. Five en-ciente squadron wives, with their other children, were sent to Bermuda in an R4Y on a special "Stork Lift."



"Marlins" of VP-45 over Canal Zone before the "big move".

The beaching gear, engines, spare parts, even desks, file cabinets and all that make a squadron tick were packed and prepared for shipping.

Capt. J.G. Lang, commanding officer of the Bermuda Naval Station, did everything possible to assist the

squadron in planning and carrying out the move. Personnel from each activity of the station cooperated in a “buddy” system to look after VP-45 personnel and dependents upon their arrival. Not only was each new arrival met by a “buddy,” and taken to his new home, but he found his house stocked with enough groceries to last several days. This is the true Navy spirit in action.

Exactly as planned, on 19 September, the squadron aircraft and personnel were located in Bermuda on schedule. Patrol Squadron-45 was ready for operations immediately, a practical example of the mobility of our naval forces.

Operation ‘Springboard’ VP-45 Sets High Flight Record Naval Aviation News - May 1957

During the annual Springboard operation, VP-45 set a record by flying 553 operational hours. The record was set with only ten aircraft, instead of the usual twelve.

Springboard, conducted near San Juan, lasted ten days. All seaplane squadrons under ComAirLant took part. Operating aboard the USS *Currituck* (AV-7), an “E” winning seaplane tender, gave each P5M Marlin squadron a chance to gear itself to advance seaplane operations.



Lots of Maintenance was required to keep those Marlins flying.

seaplane safety records of ComAirLant and a high reenlistment record.

Based at Naval Station Bermuda, Cdr. E.W. Pollard is CO of VP-45.

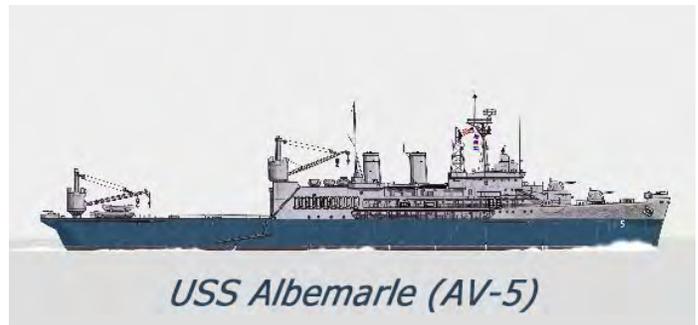
According to VP-45, the squadron has flown more hours and has maintained a higher monthly aircraft availability than any other seaplane squadron this competitive year. It holds the first place for

VP-45 Demonstrates Mobility

Naval Aviation News - August 1959

One evening, Pillsbury Sound which separates the Virgin Islands of St. Thomas and St. John, was disturbed only by sports fishermen. By sunset of the next day, the U.S. Navy had established there a remote, self-supporting base of operations, and the P5M Marlins of VP-45 had arrived.

The Operation began in the morning hours with the arrival of the tender *Albemarle* (AV-5), commanded by Capt. V.P. duPoix. By noon two sea lanes, there marker buoys anchored, were ready. At 1500 the first of the Bermuda-based Marlins arrived and were guided into



the new seadrome on practice “tender controlled approaches.” Those landing were maneuvered into position for refueling astern. Re-arming, maintenance and personnel boats were shuttling from the tender to the “buoy patch.” Training was in full swing.

During the excellent flying weather, VP-45, under Cdr. H.M. Durham, ranged the Caribbean from Trinidad to Guantanamo. Instrument flying was conducted in the San Juan area. Rocket tactics, low altitude bombing, and radar mining were conducted in the target area east of San Juan.

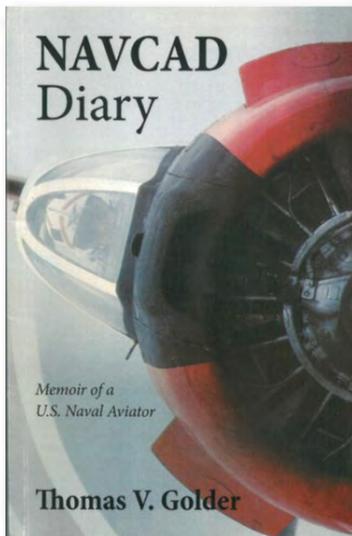
When VP-45 returned to Bermuda, they had flown a total of 440 hours in 10 days, experienced open-sea technique, and demonstrated once again the mobility of the tender-seaplane team.



VP-45 Marlin in 1959.



MILITARY READING



"NAVCAD Diary"

"For anyone who has ever wondered what it takes to fly a U.S. Navy combat aircraft, this is the answer. Captain Tom Golder takes the reader on a day-by-day account of the Navy's aviation pipeline training program through the pages of the diary he kept as a young flight student. It is a year-long passage of intense pressures, trial and error, and lots of self-doubt, followed by 30 years of mastering the idiosyncrasies of a variety of naval warplanes. It is a story of dedication, raw courage, and sometimes just flying by the seat of his pants. NAVCAD Diary is a captivating narrative of one man's determination to become a Naval Aviator. I loved it." — John Athanson; Amazon Review

It's our pleasure to highlight the work of one of our own members with a recommendation to read Tom Golder's work NAVCAD Diary: Memoir of a U.S. Naval Aviator. Tom takes the reader on a journey from his boyhood days on Long Island to his joining the U.S. Navy's flight training program, where he learned to fly the Navy way, and through thirty years of distinguished service as a U.S. Naval Aviator. It is a story of intense flying and learning the intricacies of military life. We live his experiences in the air and on the sea as he rises in rank, and share his stories during extensive deployments to include a VP-45 deployment to Adak. His tour of duty in Iran during the 1978-79 Islamic Revolution sheds new light on living through the overthrow of a foreign government in the midst of chaos. It is an extraordinary adventure. In addition to his time with the Pelicans, I personally found his experiences as a member of the USS *Saratoga's* crew to be quite entertaining – some things just don't change! To order the Hardcover or Paperback from Amazon.com, [CLICK HERE](#)

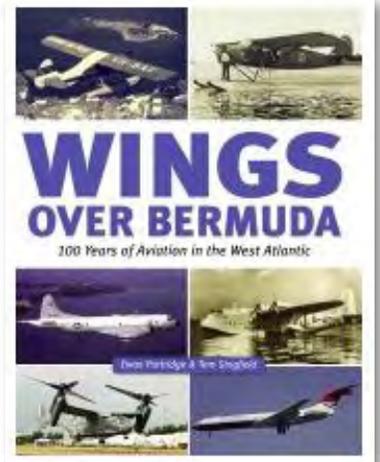
"Wings Over Bermuda"

An air veteran from US Navy Air Squadron VP-45 at Bermuda wrote thus to the authors: "Your book arrived. What a joy it is! It will take me months to get through it all but reading just the parts covering my days there in the late 1950s was a real treat. The two of you have done a masterful job of research, writing and editing. It's clear, concise and very interesting. I did not expect anything nearly so comprehensive or such high quality." — William Haynes

Bermuda has long been a pivotal landmark in Atlantic aviation history. As a mid-ocean stepping stone, it allowed the rapid growth of transatlantic aviation. And the Second World War might not have been won without Bermuda as a staging post for vital Allied military flights supplying materiel and warplanes to Europe and beyond.

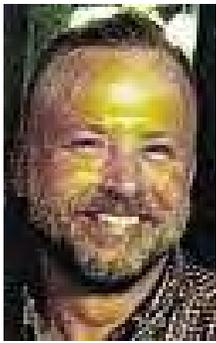
The Island itself would never have prospered in the modern world without aircraft and airports - starting with Kindley Field airport built by the US military and later becoming Bermuda's commercial hub. This book - the culmination of years of research - tells the whole fascinating story, from tiny seaplanes to giant flying boats, U-boat hunters and developing passenger planes. Now their part in Bermuda's history is fully told, with first-hand accounts and many historic photographs in print for the first time.

Note: These books are brought to your attention solely because they appear to represent works of particular interest to our members. Any further listings in future newsletters are solely at the discretion of the Association officers.





Christopher Shane Ballard, 44, died in an accident on Wednesday, Dec. 10, 2014. Chris was living in Morgantown at the time of his death. Chris was a proud veteran of the United States Navy and later worked for EQT as a senior landman. You could always find Chris fishing, spending time with friends and family or cheering on the Mountaineers. Chris will always be remembered by his infectious laugh, welcoming smile and heart of gold and generosity for others. He never met a stranger, and that is why “Barrelhead” will



Christopher Ballard.

be missed by many. Chris is survived by many who loved him, including his wife, Elaine Ballard; daughters, Taylor, Rebecca and Kirstie; son, Matthew; grandson, Max; mother, Tina Piggott (Tom); father, Bittner Ballard (Peggy); brothers, Scott Ballard (Amber) and Terry Ballard (Juli); sister, Tammy Winters (Rod); and many nieces and nephews.

Monte Roy Clark, husband to Peggy, of Lubbock, TX, passed away on Friday, Jan. 16, 2015. Friends gathered to recite the Holy Rosary at 7 p.m. on Tuesday, Jan. 20, 2015, followed by a time of fellowship and remembrance from 7:30 to 8:30 p.m. at Lake Ridge Chapel and Memorial Designers. Family and friends gathered to celebrate his life of 79 years on Wednesday, Jan. 21, 2015, at 2 p.m. at Lake Ridge Chapel with military honors provided by the United States Navy. Monte’s cremated remains will be buried at sea by the United States Navy at a later date.



Monte Roy Clark.

Kendall S. Ickes, Jr., died on January 13, 2012 in

Dallas, TX. Born on October 15, 1924, Kendall was the son of Kendall Ickes Sr and Mary Lou Smitherman. His mother died the day he was born and he was raised by his stepmother Amy York Ickes. He served in the US Navy during World War II, Korea, and Vietnam. He was predeceased by his parents and sister, Virginia Ruth Ickes. He is survived by his daughter and son-in-law CDR Donald and Mary (Ickes) Budrejko of Reston, VA, grandson Maj. Thomas A. Budrejko, USMC and his wife Dianna and 2-year-old great-grandson Andrew of Temecula, CA, grandson Stanley Budrejko of Colorado Springs, CO, and granddaughters Jillian Dietz of Reston, VA and Catherine Alexander of Carlisle, PA. [Note: Major Thomas Budrejko passed away during an aviation training accident over the California desert on February 22, 2012.]



Kendall S Ickes, Jr.

Judy D. Jones, 70 passed away Monday November 10, 2014. Judy’s son Christopher preceded her in death. Survivors include her husband of fifty years, Buck P. Jones and grandson, Cody Allen Jones.

Margaret (Peg) Agnes McDade, 90 years old of West Palm Beach, FL passed away on Saturday, April 21, 2012. She was born January 15, 1922 in Wayne, Pennsylvania to James F. Clark and Marguerite Clark (deceased). Peg was married to Commander Nolan Henderson McDade, Retired (deceased). She is survived by her children, Margaret A.(Megan) McDade Rainey (James) Rich-



Peggy McDade.

ard N. McDade (Vanessa) Kathleen E. (Katie) Esham, (Jeff) Six grandchildren, Laura Rainey, Julie Rainey Seay, Susan Rainey Rollie, Erin McDade, Emily Esham and Jacob Esham and 4 great grandchildren; Jack Seay, Noah Seay, Fiona Rollie and Chase Rollie.

Barbara Ann (Bowlin) Musick, 78, went home to be with the Lord on December 29, 2014, at Infinity Hospice in Las Vegas, Nev. Barbara was born on April 2, 1936 in Mobile, Ala., to Claude Sr. and Lola Bowlin. Barbara was preceded in death by her husband, Ralph Sr. of 54 years, and both parents. Barbara was a True Southern Lady, her roots were in the south and they were part of her character. She traveled the U.S. with her husband who was a career Navy man, they enjoyed time living in Bermuda and Key West, Fla. Barbara is survived by her three children: Ralph (Rhonda) Musick Jr. of Pahrump; Sandra Ann Jennings of Craig, Colo.; and Brian (Sherri) Musick of Pahrump; two brothers: Claude (Mary Ann) Bowlin Jr., of Flowood, Miss.; and Clement (Diane) Bowlin of Flowood, Miss.; 12 grandchildren, 21 great-grandchildren and 4 nieces and nephews.



Barbara Musick.

Mrs. Doris B. Perry, age 94, of Newark, DE, passed away peacefully on Tuesday, October 16, 2012, at her home. Born in Wiconisco, PA, on February 23, 1918, Mrs. Perry was the daughter of the late William Boden and Myrl Ibberson Boden. She was a gifted nurse and proudly served her country in the US Navy during World War II. As a devoted military wife, she traveled extensively with her husband, US Navy Captain Thomas R. Perry, during his many postings around the world, including their 22 years living in Toms River, NJ, while he served as the commanding officer of the Naval Air Station in Lakehurst, NJ. Mrs. Perry is survived by her daughter, Jeanne Perry Methvin and husband Robert Jr. of Newark, DE; and grandchildren, Robert E. Methvin III of Newark, DE, Thomas W. Methvin and wife Bianca of San Antonio, TX, and Laura J. Methvin of Newark, DE.

Captain Joseph Francis Phelan, USN, Retired, age 70, passed away peacefully on December 21, 2014 in St. Augustine, Florida, surrounded by his family, after a valiant fight with cancer. Joe will be remembered for his deep faith in God, his generous smile, his kindness, his calm and confidence-inspiring leadership, his deep love of family and friends, his

pursuit of two successful careers, and his lifelong devotion to the United States Navy. Joe was born on February 24, 1944 to Dr. and Mrs. William Phelan in Lakehurst, NJ. He was the fifth in a wild brood of six boys. Inspired by his father's service in the U.S. Navy, Joe chose to attend the United States Naval Academy and graduated in 1966. He spent his Navy career in a tight-knit P-3 aviation community serving as a TACCO, VP-45 XO and CO, Base Commander, and finally educator, commanding UF's ROTC unit. All told, Joe's service to his country through the Navy lasted 32 years. He met his wife Patricia Conway at a Navy-Notre Dame game and they were married in 1967. Joe is survived by his wife Trish, his brothers Bill, Arthur, Paul, Tom, and Michael, his daughters Suzanne (Steve) Cory and Tricia (Craig) Strong, his sons Joe Jr. (Melanie) and Sean (Leilani) and grandchildren Katie, Nick, Nina, Jake, Ava, Lily, and Alex.



CAPT Joe Phelan.

Kathleen Marie Prindle - On Monday, January 5, 2015 of Burke, VA. Beloved wife of Brian Charles Prindle; mother of Charlie (Heather), Kenny (Kristen), Brad (Kaitlin) and Jeff Prindle; grandmother of Connor Prindle and daughter of Lucille Richardson. She is also survived by her siblings Steve Richardson, Kristy McAllister and Patty Gillmore. Kathy was an active Navy Spouse who touched the lives of countless sailors and their families. She also had a career of nearly 20 years as a financial planning administrative assistant. Her favorite roles were faithful servant to our Lord, wife, mother, grandmother and friend.



Kathy Prindle.

Mark Exley Reinhardt of Milton, FL, entered eternal life in December of 2014. Mark was born in Wheaton, IL, on July 19, 1957 to the late Joseph A. Reinhardt and Shirley E. Reinhardt. For many years, Mark has spent his life with his wife, Majel Reinhardt, in Milton. As a Certified Registered Nurse Anesthetist, Mark spent over nine years at Eglin Air Force base in the Anesthesia Department. Prior to his medical career at Eglin, Mark flew for the Navy for 10 years. He claimed his service was very tough

work and also much fun. Mark was grounded due to the onset of the family's legacy of Type 1 Diabetes. He missed flying a lot and said he was jealous of his old buds that are still flying. Mark was also stationed at the Whiting Field Naval Air Station in Milton where he served as an Instructor Pilot. Surviving Mark are his daughter, Sarah Reinhardt, of Carmel, IN, and son, Mike Mellilo, of Fort Rucker, AL. Also surviving Mark are his sister, Ann Burnworth (Kent) of Evansville, IN, and brother, Jay Reinhardt (Helen) of Liverpool, NY. Also surviving Mark are his nieces Becky Burnworth and Sammi Burnworth as well as other nieces and nephews.

Harry E. Sorenson was born on September 20, 1918 and passed away on Saturday, February 27, 2010. Harry was a resident of Saint Helena, California at the time of his passing. Before Calistoga, Harry served 31 years in the U.S. Navy, as a pilot. He flew mostly seaplanes and transport planes; he served in the Pacific during World War II. He is survived by his wife Megs.

Robert F. Stephenson, 77, a loving husband, father, grandfather, brother, uncle and friend, passed away Monday, Sept. 29,



Robert F Stephenson.

2014. Robert was born July 7, 1937, in Fort Worth to James and Vivian Stephenson. He was a retired naval aviator, Vietnam veteran, commanding officer of VP 45 and a retired executive at Flight Safety International. He was active in his church and led by example. Survivors: Wife of 52 years, Pamela Stephenson; sons, Eric Stephenson and Evan Stephenson and wife, Patricia; grandchildren, Derrick and Leah Stephenson; brothers, James Stephenson and Jon Stephenson and wife, Benita; five nieces; and one nephew.

John Burnie Tanner age 70 of The Villages died April 13, 2014 at The Villages Hospice House. John is survived by his wife Rita. The couple moved to the Villages in 2002 from Springboro, Ohio. Burnie was a 20 year retired U.S. Navy Veteran. He later worked for Lockheed Martin Corporation as an engineer retiring after 20 years in the early 2000's. Burnie as his buddies knew him both in golf and on his bowling league will be dearly missed by this huge host of friends he enjoyed over the years in The Villages.



Dorothy O'Connor Thomas was born in Pensacola, Florida in 1913. Married for 60 years to Sylvester Thomas (USN Ret.). Devoted mother raising 3 children alone during WWII while her husband was shipboard in the South Pacific. She was the matriarch of 5 generations including 13 grandchildren, 27 great-grandchildren and 4 great-great-grandchildren. She is survived by daughters, Barbara (Mike) Deep, Montgomery, AL, Marilyn (Ray) Hansen, Madison, MS and son, Marshall (Alyce) Thomas, Cincinnati, OH, and several grandchildren.

Denis "Denny" Fullerton Waldron passed away on December 6, 2014 at his home in Waleska, GA at the age of 66. He was born January 28, 1948 in Summit, NJ to John and Leah Waldron, who predeceased him. He is survived by his wife, Rosalyn Ramage Waldron; daughters, Leah Courtney Maczik and Whitney Waldron Muyres; son, Denis Graham "Gray" Waldron; brother, Jonathan Waldron; and his four grandchildren. Denny was a



Denny Waldron.

Naval Aviator and a member of VP-45 in the early 70's.

I was fortunate enough to know Denny even better after our squadron days and to better appreciate what a great friend, husband and father he was. I think he enjoyed the squadron reunions more than anyone and that is when I will miss him the most. – Bob Ziegler

Rema Joyce Wentworth, passed away July 4, 2014, in Jacksonville, FL. She was born, in Oakdale, TN, May 19, 1940, the second of six girls, to Andy and Delcie Ruppe (both deceased). She grew up in Dayton, Ohio, where she met and married her husband of 49 years, LT Benny Wentworth, U.S. Navy (Retired). Following her husband thru his 28 years of naval service, took her to Rhode Island, San Diego, CA, several European countries and finally Jacksonville, FL, in 1975. Surviving Rema, in addition to her husband, are daughter, Elizabeth Brandt (Blair Reickman) of Holland, MI; son, MAJ Jesse Wentworth, U.S. Army (Kristen), two grandchildren, Reagan and Jesse Wentworth, all of Norfolk, VA; sisters, Alene Payne (Big Sandy, TN), Emma Maddox (Englewood, OH), Wanda Smith (David) (Corbin, KY) and Carolyn Ruppe (Dayton, OH); sister-in-law, Billie McClure (Clearwater, FL) plus many nieces and nephews, and also, her very dear friend, Paula Brown. Rema's sister, Pat Stephanitis, passed away in 1987.

Althea L. Wilbur died at home April 15, 2014, of natural causes. She was born in Detroit, Michigan, and attended the University of Michigan. She sang in the Washington Oratorio Society and volunteered for Meals on Wheels, Rainbow House shelter, and the Women's Community Club of Kensington. Survivors include children Kimberly Wilbur of Roseburg, OR, Russell Wilbur of Greenbelt, MD, Gwenan Wilbur of Chicago, IL, and four granddaughters, Carly, Miranda, Sasha, and Emily.

Harley D. Wilbur, age 86, a retired U.S. Naval Aviator, died at home on July 10, 2014, of age-related causes. Captain Wilbur was born in Pontiac, MI, in 1928, and enlisted in the U. S. Navy's V-5 program in



CAPT Harley D. Wilbur.

1945 at the end of World War II. After two years of college at the University of California, Berkeley, he was appointed Midshipman USN at Pensacola, FL in 1948 and earned his wings as a Naval Aviator at Corpus Christi, TX in 1949. He then joined Patrol Squadron 49 (VP-49) at Norfolk, VA, as one of the Navy's "Flying Midshipmen", and was commissioned as Ensign,

USN in 1950. During 30 years in the Navy he served in four different aircraft squadrons, three of which specialized in anti-submarine warfare during the Cold War. He was Commanding Officer of his last



squadron, VP-45 at Jacksonville, FL, operating P-3A "Orion" aircraft in the late 1960s. In 20 years of flying he accumulated 6150 hours of pilot time. He completed his active duty as Commanding Officer of the NROTC Unit at the University of Rochester, in 1975, where he received the Navy Commendation Medal. He achieved a Bachelor's degree in Mathematics from the U.S. Naval Postgraduate School, Monterey, CA, in 1960 and a Master's degree in Applied Mathematics from the University of Michigan in 1961. He was also elected to membership in the national scholastic honor society Phi Beta Kappa.

Captain Wilbur was preceded in death by his wife of 63 years, Althea L. Wilbur. Survivors include children Kimberly Wilbur of Roseburg, OR, Russell Wilbur of Greenbelt, MD, Gwenan Wilbur of Chicago, IL, and four granddaughters, Carly, Miranda, Sasha, and Emily.

"It is foolish and wrong to mourn the men who died. Rather, we should thank God that such men lived"

General George S. Patton, USA

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 \$10 per year, \$40 for 5 years or \$200 for life...payable to:

Ron Christopher, Treasurer
Patron Four Five Association
 505 Bradford Drive
 Brandon, MS 39047-8118
 601-966-4678, Email: rchristopher3@comcast.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!

VP-45 2016 Reunion

Location Voting Ballot

We would like all Association members to vote for their preference for the location of the next reunion. You may do this by going to the VP-45 Association website Home page (www.vp45association.org), scroll down toward the bottom of the page and click on the big round green button. Answer the survey questions and then submit your vote.

If you are still into addressing envelopes and licking stamps, you may, instead, tear out (or print out) this page and mail it into our Association Vice President and Reunion Coordinator, Joe Bretton:

Joe Bretton

8336 Meadowdale Drive

Gautier, MS 39553

Directions: Circle your answer in the three questions below. Only circle ONE answer in each question. Then fill out your name and email address (if you have one). You may only submit ONE BALLOT.

1. What is your PRIMARY preference for the 2016 Reunion location?

Charleston San Antonio Nashville Washington DC San Diego Norfolk Branson MO

2. What is your SECONDARY preference for the 2016 Reunion location?

Charleston San Antonio Nashville Washington DC San Diego Norfolk Branson MO

3. There has been a suggestion that some money can be saved on hotel accommodations by holding the Reunion during July or August. Indicate below your preference by circling either the A or B option below:

- A. Keep Reunion scheduled in September/October time frame
- B. Schedule the Reunion during July/August time frame

Member Name: _____ Email address: _____

Thanks for your vote!! See you in 2016!

