

2017  
SEPTEMBER

THE VP-45 ASSOCIATION'S  
**Pelican Post**  
**Newsletter**

[www.vp45association.org](http://www.vp45association.org)



*ASW Tools of The Trade: SOSUS*

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(Cover Artwork and Design by Bill Hobgood)

Cover Dedicated to Ron Christopher

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## Visit Our Website!

Over 70 pages of VP-45 Information. Click on the Logo Below



### From the Editor:

The history article in the last issue covered the early development of the acoustic torpedo and a case study in the sinking of *I-52*. In this issue, we continue our history series with an article suggested to us by Steve Madgett on the operational history of SOSUS.

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.

Jack Keane



# YOUR ASSOCIATION OFFICERS

(2016 - 2018)



Click on pictures below for more biographical info



## President

Doug Mitchell was elected to this office in 2012. He was in VP-45 from 1972 to 1975 as an FE. He retired from the Navy in 1994, after 30 years service, as an LDO LCDR. He currently resides in Florida and Georgia.

Joe Bretton became VP during the 2014 Reunion. An FE and AD1 in VP-45 from 1968 to 1976, Joe retired from the Navy in 1986 with 20 years service. He now is fully retired and lives in Mississippi.

## Vice President



## Secretary

Jack Keane has been our Secretary since 2012. A VMI grad and retired LCDR, he completed his Navy career in 1995 and is still fully employed at Johns Hopkins. He was a TACCO in VP-45 from 1982-1985.

Spence Cunningham assumed Treasurer duties in 2017. He served as an AW aircrew member in the Squadron from 1982-1987 and retired in 2013 as a Master Chief. He resides in Orange Park, Florida.

## Treasurer

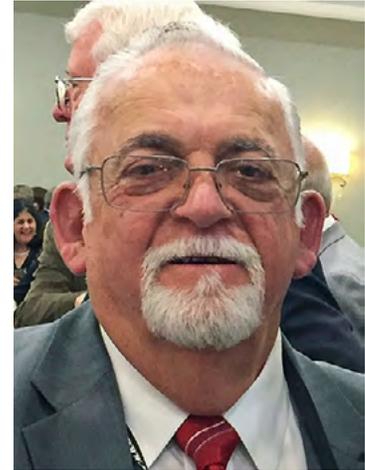


## WebMaster

Bill Hobgood built the Association website in 2011 and officially was elected WebMaster in 2012. He was also a TACCO (Crew 13) and was in VP-45 from 1971 to 1974. A retired CDR, he resides in Austin, Texas.

*“... we are looking for a replacement for our Vice President, Joe Bretton...also, we need to start thinking ahead for the remainder of the officers’ replacements in 2020. I sincerely ask you all to think about who you would want in position to continue moving the best Association in the Navy forward! We need YOUR help! “*

compelled to mention one of them here. If you didn’t know, our previous Treasurer and good friend to many of us in



Ron Christopher

the Squadron and the Association, Ron Christopher passed away on June 28th after a long illness. Ron did an outstanding job as Treasurer from October 2014 until February 2017. Due to his meticulous accounting and planning skills, we were able to spend almost every dollar members paid to come to the 2016 Reunion in Charleston on those members! He and his wife Dolores were always available to help anyone with anything. We will truly miss our friend Ron Christopher.

From the Desk of...

*Doug Mitchell*

## President’s Report

I’d like to start by addressing a couple of serious issues with you.

I announced in my March Newsletter remarks that we are looking for a replacement for our Vice President,



Joe Bretton, as the 2018 Reunion will be his last as Vice President and Reunion Coordinator. I have yet to hear from anyone...also, and while I hopefully have your attention, we need to start thinking ahead for the remainder of the officers’ replacements in 2020. We love our jobs with the Association and that is why we all volunteered for another term, and remain your leadership today. But I sincerely ask you all to think about who you would want in position to continue moving the best Association in the Navy forward! We need YOUR help!

As I sit down to write this article, we had 12 members pass away since the March Newsletter. Every member is equally important to all of us, but I feel



Flight Academy donation presentation (see next page): Attending were (L to R) Joe Bretton, Jay Thomas, Mort Eckhouse and Doug Mitchell

As many of you know, we voted at the 2016 reunion business meeting in Charleston to make our annual donations to the Flight Academy Program again for the next two calendar years. On 28 April, our VP Joe Bretton and I had the pleasure of presenting our 2017 donation to LT-GEN (Ret) Thiessen, President and CEO of the Naval Museum Foundation. Our very first Association president and vice president, Mort Eckhouse and Jay Thomas, also attended. Also onboard for this year's presentation were Gary Rogers, our very own Flight Academy instructor and facilitator...and P.J. Imhof, past treasurer. Following the ceremony, all of us had a personal tour of the Flight Academy onboard the Ambition by Cassie Redmyer, Director of Administration and Gary.



The full presentation party: Gary Rogers, LTGEN Thiessen, Joe Bretton, Jay Thomas, Mort Eckhouse, Doug Mitchell and "PJ" Imhof

I was giving LTGEN Thiessen a hard time about the Marines being part of the Navy and, as you can see (picture to right), he surprised me with a neck hold during the ceremony!



I am extremely proud to announce we sponsored another grandchild this year with a full scholarship to the Flight Academy...Shelby Newman, granddaughter of member Jay Thomas, attended the program July 30th - August 4th. See her article on page 16 of this issue.

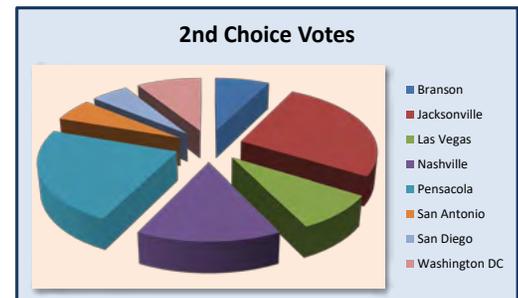
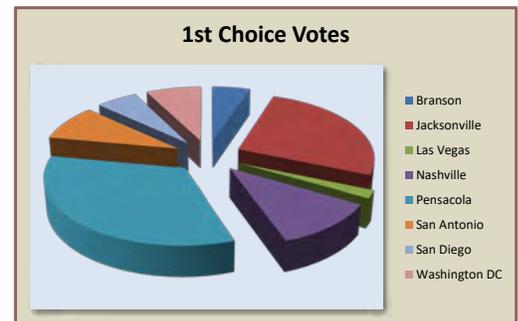
If you have a child or grandchild who would like to attend the 2018 Program please let me know.

We are PENSACOLA BOUND! The history of this great association started there in October 1990, and I am happy to announce the votes were tallied and we are going home. Our Vice President, Joe Bretton is already working with our Reunion Planners Group, so please start planning to be in Pensacola for our October 2018 Reunion.

**2018 Reunion Location Voting Results**

Location	1st Choice Votes	2nd Choice Votes
Branson	11	16
Jacksonville	56	56
Las Vegas	4	19
Nashville	24	31
Pensacola	71	49
San Antonio	19	12
San Diego	12	11
Washington DC	16	19

Total Votes - 213



In closing, if you have any suggestions or comments concerning "Our Association", please contact one of the officers or utilize our website menu on the home page...[Contact Us](#).

Best Regards,  
Doug "Pooh Bear" Mitchell  
678-650-7500 or [poohbearmit@aol.com](mailto:poohbearmit@aol.com)



# FROM THE VICE PRESIDENT



The masses have spoken and we are heading to PENSACOLA in 2018!!

Since we have just begun our negotiations, I have no information to pass on at this time. However, in our next newsletter, I will be able to give all the particulars as to the arranged hotel accommodations and tours that will be available.

Also, at that time we will be adding the reunion online site to facilitate quick and painless registration. I want to encourage all of you who are thinking about attending to register in a timely manner. As many of you are aware, our hotel in Charleston ran out of rooms, causing many of our members to seek accommodations



*The white sand and clear waters of Pensacola are world famous.*

This can be avoided in Pensacola if you register as soon as possible. This makes it a win-win situation because you are guaranteed a room in the “Home Base” hotel (at our negotiated lower rates) and if for some reason you can’t attend, you can always cancel your room reservation up to 24 hours before arrival date at no charge to you.

Let’s face it, signing up early makes our job a lot easier and you being on the roster to attend will probably encourage someone you know to join us.

Joe Bretton (68~76)

Vice President/Reunion Coordinator ([jbretton@aol.com](mailto:jbretton@aol.com))



*The highlight excursion during the 2018 Reunion will be a tour of the Museum of Naval Aviation.*

elsewhere. This was something that we couldn’t have foreseen.

Even though we reserved 25 rooms (per night), more than we normally do for a reunion away from Jacksonville, the influx of members signing up during the last three weeks of registration was overwhelming.

*See You in Pensacola  
in 2018!*



# NOW HEAR THIS

By: Doug Mitchell

## Change of Command Master Chief at Patrol Squadron FORTY-FIVE!

On 8 August, I visited the squadron spaces to say farewell to Master Chief Ervin Byrd. Master Chief Byrd has been the CMC of VP-45 for the past three years, and he has been very supportive of the PATRON Four



During Doug Mitchell's visit to the squadron, he said "Welcome Aboard" to Master Chief Chris Jones (below) and, while giving Master Chief Ervin Byrd (top) a fond farewell, presented him with a VP-45 Association polo shirt.

Five Association. We wish him Fair Winds and Following Seas as he reports to the USS *Iwo Jima* (LHD 7) out of Mayport, Florida as their CMC.

I welcomed Master Chief Chris Jones, a former Air Traffic Controller, before switching to the Command Master Chief (CMC) Program. Master Chief Jones reported from Helicopter Maritime Strike Squadron 70 (HSM-70) where he served as their CMC. He looks forward to working with our Association, and hopefully attending the Pensacola Reunion in 2018.

## Three Great Reasons to read this *Pelican Post* Cover to Cover!

1. No other Navy Squadron, Ship or Submarine Association has anything even a little bit close to the quality of this publication
2. There are no advertisements and no fluff. Just hard hitting articles, breaking news and a little fun!
3. Your Association Officers put in close



to 150 hours assembling material, writing articles, creating graphics, interviewing members, refining the layout, printing and mailing out to members without email

addresses and numerous other tasks. They do it for you!

Tell us how we are doing or what you're doing by clicking on "Hey Jack" below.

# Hey, Jack!

# NAVY TRIVIA

## “ASW Brevity Code”

By: Bill Hobgood

**Radar:** “TACCO...got a Skunk at three five zero, five miles.”

**TACCO:** “Roger; Got a Visual, Flight?”

**PPC:** “Tally-Ho, Feather sighted - but it’s going Sinker.”

**TACCO:** “Radio...get a CERTSUB message to Mother! Flight, Cherubs Two...standby Maypole 15 away with a shallow and a deep. Nav and Julie prepare for echo ranging. Datum is Sinker DR at 8 knots.”

All of us who were flight crew in the 60’s and early 70’s will immediately recognize the above exchange and understand exactly what was going on. But to the average civilian, it likely makes no sense at all. It may have been a while, for some of us (old guys), since we have even thought about the “brevity code” we used back in the day. Here is a mini-flashback to those good ole days of yesteryear!

**Skunk:** Any radar contact not yet identified...just a blip on the scope.

**Visual:** Short for Visual Contact. Something outside the cockpit that the pilot can actually see when given a place to look.

**Tally-Ho:** Acknowledgment by the pilot that he was able to see what he was asked to look for.

**Feather:** A “visual” on a submarine periscope moving through the water and leaving a small wake.



TACCO’s perception of a “Feather”

**Sinker:** a surfaced/snorkeling/periscope-looking submarine that has gone submerged. A bad thing if the flight crew is not ready. Really bad if it was a diesel sub.

**CERTSUB:** A radio message alert that a submarine of “certain” probability has been positively sighted. If in some doubt, send a PROBSUB or POSSUB message instead.



The last thing a VP flight crew sees before the sub goes sinker.

**Cherubs:** Altitude of the aircraft in hundreds of feet. “Cherubs Two” means to prepare for ASW localization and air-sickness.

**Mother:** In a group of Navy ships, this is the one in charge. For a VP-45 crew providing support, this was usually a carrier. Jet-Jock wannabe VP pilots always asked permission for a “low pass by Mother” when leaving station.

**Maypole:** A passive (not directional or ranging) sonobouy. On the Nav’s DRT plot, each maypole was a little circle with a lighting bolt on the top.



If the Nav was really squared away, all the maypoles on his DRT trace would look like this.

**PDC:** Practice Depth Charge (sometimes called a SUS -sound underwater signal) used for rudimentary echo ranging with Maypoles.

**Julie:** A procedure for explosively localizing a submerged submarine. P-3C/P-8 guys won’t know what this is. Nobody ever liked doing Julie or got good at it...especially Navs who had to attempt to plot the complicated and ambiguous intersecting ellipses resulting from PDC echos. Almost impossible to achieve a successful MAD run on a Julie DR.

**Datum:** Last known position of a submarine or a suspected submarine after contact has been lost. Since a datum represents “lost contact,” having one is only a good thing if you are given one that belongs to someone else. Losing contact YOURSELF is a bad thing.

Got an idea for a future “Navy Trivia” article? Click this blue box and tell us about it in the “MAIL BAG.”



## ASSOCIATION MEMBER IN THE SPOTLIGHT

### Richard C. “Dick” Knott

**D**ick Knott was born on Staten Island, New York on November 11, 1930 and grew up in the little town of Tottenville on the southernmost tip of the island. His father, Herbert owned and ran a bakery and his mother, Ruth Jones Knott, was a registered nurse.



*Dick Knott as a young sailor  
circa 1949.*

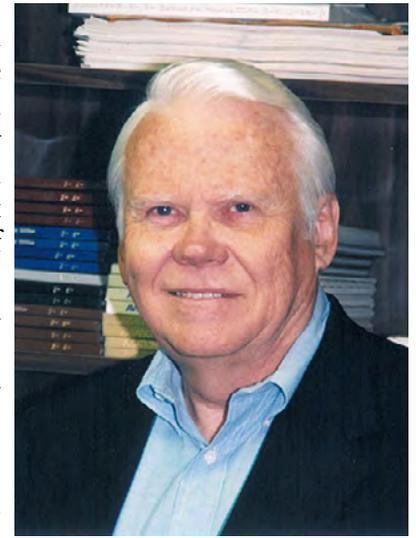
Dick hailed from a seafaring family. His English grandfather Edwin Knott had gone to sea at age fifteen and spent most of his early life as a seaman aboard British merchant sailing ships, eventually becoming a bosun. He immigrated to the US in 1894 and became a New York Harbor tugboat captain for the Pennsylvania Railroad. Several of Dick's uncles and cousins followed in his grandfather's footsteps and, during World War II, served in the U.S. Navy and Merchant Marine. One cousin was an Army Air Corps bombardier who died when his B-24 Liberator was shot down over Germany.

Dick was introduced to aviation at the age of 16, when he took his first flying lessons in an Aeronca floatplane. Graduating from Tottenville High School in the spring of 1948, he enlisted in the navy. After boot camp at Great Lakes and a short

stint at NAS Corpus Christi, Texas he attended Aviation Machinist Mate A School in Memphis. He and a shipmate had purchased a used Aeronca Champion airplane which they kept at a small civilian airport near the base and planned to hire an instructor to teach them to fly. Unfortunately their plans came to a sudden end when a passing tornado touched down at the field, destroying the plane. Dick went on to work at the field on off-duty weekends in exchange for flight instruction so he could get his private pilot's license. Before that happened, he completed Aviation Machinists Mate School and was transferred to FASRON 101 at NAS Quonset Point, Rhode Island. He qualified for his license at Theodore Francis Green Airport in Providence.

The Korean War began in September of 1950 and Dick was reassigned as part of a pre-commissioning crew aboard USS *Oriskany* (CV-34), then in the process of being completed at the Brooklyn Navy Yard in New York. He became a plank owner when the ship was commissioned in September of that year and served aboard during a shakedown cruise and fleet exercises. Dick was later transferred to VF-71, one of the new F9F-2 Panther jet squadrons and was deployed aboard USS *Tarawa* (CV-40).

Shortly before his enlistment was up in June, 1952, Dick acquired a navy-surplus N2S-5 Boeing Stearman biplane and toyed with the idea of starting a business of his own towing advertising banners along the beaches of Long Island and the



*CAPT Dick Knott, USN (ret) today.*



*Dick Knott as a 3rd Class  
Aviation Mech.*

New Jersey shore. Ultimately, he decided to sell his Stearman and attend the University of Maryland on the Korean War GI Bill. His ultimate goal was to become a naval aviator.



*Dick Knott with his beloved Stearman.*

While at the university, Dick joined the Naval Air Reserve as a weekend warrior at NAS Anacostia, DC where he served as a Plane Captain on a PV-2 Harpoon aircraft left over from World War II. He also applied for and was accepted into the Reserve Officer Candidate (ROC) Program, which required him to spend eight weeks during each of two summers at Officer Candidate School,

Newport, Rhode Island

Dick met his future wife, Eleanor Jacobson, at Maryland whose family owned a summer home in Provincetown, on Cape Cod, Massachusetts. During one of his weekends in Newport, Dick rented a Piper Tri-Pacer aircraft to fly out and spend some time with her and her family. Encountering bad weather en-route he was forced to make an emergency landing on a small pasture on Martha's Vineyard. Getting out of that field was more difficult than getting in and he barely missed hitting several large oak trees at the end of the field. The following weekend he tried again and this time made it all the way. His persistence paid off and he and Eleanor were soon engaged to be married.

Dick reported to the Pelicans of VP-45 in Bermuda and was assigned as junior pilot and navigator on the skipper's aircraft, LN-1; quickly qualifying as Patrol Plane Commander while still a LTJG. His only disappointment was the cancellation of the P6M Seamaster program. There would be no new jet flying boat!

Upon graduating from the University of Maryland in January 1957, Dick was commissioned an Ensign and reported for duty that April. The couple were married on Saturday, June 22, at the Navy Chapel in Washington, DC and had to fly back to Pensacola shortly after the ceremony so he could be back in the cockpit of his T-34 aircraft on Monday morning.

One of Dick's flight instructors had been a P5M Marlin flying boat pilot. He suggested that Dick try getting into seaplanes because the Navy was building a large, new, jet-powered flying boat, the Martin P6M Seamaster, which was billed as a minelayer but could quickly be converted into a very effective strategic bomber. At that time, the Air Force had



*Dick escorts his new bride, Eleanor, following their late June wedding in 1957.*

been given exclusive rights to the strategic bombing mission and the P6M was to be the Navy's way of sidestepping the problem and easing itself back into strategic bombing. Dick took his instructors advice and was sent to complete his training in flying boats. He was designated a Naval Aviator in October 1958.

Dick reported to the Pelicans of VP-45 in Bermuda and was assigned as junior pilot and navigator on the skipper's aircraft, LN-1. It was a terrific tour during which he and Eleanor's first child, Kathryn was born. Dick progressed rapidly and became a



*Dick flying LN-8, a P5M-2, in formation with another VP-45 aircraft.*

Patrol Plane Commander while still a Lieutenant Junior Grade. His only disappointment was the cancellation of the P6M Seamaster program. There would be no new jet flying boat! Meanwhile, Dick and Eleanor continued to enjoy Bermuda, their good friends in the squadron and their home on Gibbs Hill with its panoramic view of the Great Sound and the island.

In June 1961, Dick detached from the Pelicans and headed for a three-year tour as an ROTC instructor at Villanova University just outside of Philadelphia. He and Eleanor's second child, Jane was born at the nearby Valley Forge Army Hospital while they were there. Dick also enrolled in graduate school, receiving his Masters Degree in Political Science in the fall of 1964, a move that would have a significant effect on his future navy career pattern.

But at that point, it was back to operational flying, this time in the Lockheed P-3A Orion. After a brief training stint at NAS Patuxent River, he reported to the War Eagles of VP-16. Dick quickly qualified as a PPC and the squadron deployed to WESTPAC operating from NAS Sangley Point, in the Philippines.



*Toward the end of his VP-45 tour, Dick makes a high speed pass by USS Shangri-La (CVA-38).*

P-3s conducted "Market Time"

patrols off the South Vietnamese coast and night-time operations on Yankee Station in the Gulf of Tonkin in North Vietnam. Dick and his crew became part of a two-plane detachment flying from the Utapao Air Base in Thailand. On one Market Time patrol off the coast of South Vietnam Dick was asked by a U.S. minesweeper skipper just offshore to investigate two suspicious motorized junks that were unloading boxes onto the beach. As he did so, a Vietnamese crewmen aboard one of the junks tore a tarp from a heavy caliber machine gun and opened fire hitting the aircraft in the outboard port wing and fuel tank. Two helicopter gunships were called in to deal with the junks and, with atomized jet fuel pouring from the aircraft, Dick and his crew high-tailed it to Da Nang Air Base where they made an emergency landing.

The next day the Air Force put a temporary patch on the wing and fuel tank and Dick flew the plane to Sangley Point for further inspection and permanent repair. Dick would later receive an Air Medal and his third Navy Commendation Medal with "Combat V" for his actions during the incident.

Sometime after receiving his Master's Degree, Dick had been designated a Political-Military Subspecialist and had requested duty at NATO Headquarters in Brussels, Belgium. Instead he received orders for a one-year unaccompanied tour in South Korea as Chief of Plans and Policy with the United Nations Command component of the Military Armistice Commission. While disappointed that he could not take his family, he looked forward to his new assignment with considerable interest. His job was to write all statements that were read to the North Koreans across the negotiating table at Panmunjom by the Senior Member of the UN Command Delegation, Rear Admiral J.V. Smith, USN. Dick attended all of these meetings and wrote on-the-spot responses to North Korean charges and propaganda.

This period in Korea was marked by highly provocative incidents, the most egregious occurring when the North Koreans seized the U.S. Navy intelligence gathering ship USS *Pueblo*, (AGER 2) and her crew on the high seas. Admiral Smith, Dick and a translator named James Lee were sent to Panmunjom to demand release of the ship and her crew. Their efforts were met with bombast and verbal abuse.

Dick's tour in Korea was now over. He was awarded The Legion of Merit for his work on the Military Armistice Commission and his efforts to gain release of the *Pueblo* and her crew. Admiral Smith recom-

mended that he be assigned to the Office of the Chief of Naval Operations (OPNAV) in the Pentagon.

In a postscript, the *Pueblo* crew was finally released a year later when U.S. Army Major General Woodward was ordered by Washington to sign a document admitting to fraudulent North Korean charges. The ship remains in North Korean custody to this day.

Dick's new job at OPNAV involved continuing fall-out from the *Pueblo* Affair and East Asian politico-military issues in general. He represented the Chief of Naval Operations on an interagency tour of the Trust Territory of the Pacific Islands to assess possibilities for future U.S. Navy basing requirements. Dick was now clearly divorced from operational flying and his next assignment was as an Exchange Officer with the Department of State, partly to ensure that the Navy's interests were protected in Law of the Sea treaty negotiations. While with the State Department, he was promoted to full Commander.

In 1974, Dick was selected for shore command and was assigned as Commanding Officer, Navy Recruiting District, Atlanta. President Nixon had just abolished the draft and the military services had reorganized their recruiting efforts to meet the demands of the new "all volunteer military." Dick completed his tour in Atlanta in 1976 as one of the Navy's top district commanders and was awarded his third Navy Commendation Medal. At his request he was sent to the Naval War College to attend the Senior Course. His family was not with him so in his spare time he worked on his first book, "The American Flying Boat; An Illustrated History." It would be published by the Naval Institute Press in 1979.

Upon graduation from the War College Dick was assigned to the Joint Staff in the Pentagon where he became principal assistant to Vice Admiral Shannon Cramer for Law of the Sea. While in



*CDR Dick Knott circa 1975.*

this position he briefed major US and Allied commanders worldwide on United Nations Treaty deliberations. At the completion of his tour, he was promoted to Captain and awarded the Defense Superior Service Medal.

At this time Dick asked to be assigned as Editor of "Naval Aviation News" magazine and enjoyed almost two years in this capacity. During this period, his second book, "Black Cat Raiders of World War Two" was published by the Nautical & Aviation Press. It was the true story of certain designated navy squadrons that flew black PBV Catalinas that made daring night-time attacks on Japanese shipping and bases in the Pacific.

During Dick's last years in the Navy he headed the Office of Naval Aviation Publications and History and was assigned additional responsibility for putting together an appropriate celebration for the 75th Anniversary of Naval Aviation. He retired from active duty on February 1, 1986 after more than thirty-five years of naval service and was awarded his second Legion of Merit by Deputy Chief of Naval Operations for Air, Vice Admiral Edward Martin in a small Pentagon ceremony attended by Eleanor and other members of his family.



*Dick at the National Stearman Fly-in, Galesburg IL September 1984.*

Dick continued his writing and his third book, "A Heritage of Wings; An Illustrated History of Navy Aviation" was published in 1997. The following year he received an Adjunct Ramsey Fellowship from the Smithsonian Institution's Air and Space Museum to write the story of the U.S. Navy's first and only helicopter gunship squadron of the Vietnam War. It became a book entitled "Fire From The Sky; Seawolf Gunships in the Mekong Delta," which was published by the Naval Institute Press in 2004.

Of special note, Dick was the guest speaker at the first VP-45 Reunion in Pensacola in 1990.



*Dick and Eleanor in PBV Catalina circa 1986.*

## FROM THE WEBMASTER

By: Bill Hobgood



I'd like to remind you about one of the sections of our website of which, it seems, many are unaware. It is our "Archives" section. It is available via a button on the blue and red main navigation panel on the right side of our website homepage.

There you will find that we have uploaded 16 cruise-books from various deployments, photo albums from the squadron from the 1940's through to 1990, every Newsletter published by this Association back to the very pre-beginnings in 1988 and other miscellaneous documents that our members have contributed and don't belong elsewhere.

So next time you find yourself with some time and want to revisit those thrilling days of yesteryear, click on over to our Archives section. Heck, I'll make it easy; just click on this blue, underlined link and you'll be there in about two microseconds: [VP-45 ARCHIVES](#).

Questions? Email me: [hobgood.bill@gmail.com](mailto:hobgood.bill@gmail.com).

**The 2016 Reunion summary has been written and a Photo Album of the reunion has been constructed. Both have been uploaded to our website and are now available to you. Take a break from reading this riveting Newsletter and visit that webpage. Click on 2016 Reunion below!**

## 2016 Reunion

## SECRETARY'S PODIUM

By: Jack Keane

Since the last newsletter, I received returned mail from Alvin Rotering of New England, ND. If any of you know of his status, please contact me with updated contact information.

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 or send in the last page of this Newsletter with your check. Click here to go to our website's dues renewal page: [RENEW DUES](#)



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.

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. I personally enjoy the correspondence I receive and look forward to e-mails from our members.

The VP-45 Association is a veteran-owned, not-for-profit organization that will accept charitable tax-deductible donations. If you're interested in donating to the Association, please contact our Association Treasurer, Spence Cunningham.

Comments? Send them to me and I'll ensure they're included in the "Mail Bag" section: Click [HERE](#)

# SEA STORIES

## A Selection From Our Website “Sea Story” Page

Author: Captain Robert Trauger, USN (Ret)

### “VP-205 in Trinidad”

VP-205 was a wonderful Navy squadron in Trinidad in 1943. Its mission was anti-submarine patrol. In VP-205 we rode herd on tremendous convoys of tankers proceeding from the refineries of Curacao and Aruba with their vital loads of aviation gasoline for the 8th Air Force in England. We also flew up and down the northeast coast of South America protecting the dim little freighters that hugged the coastline as they carried the bauxite ore which was needed so badly at home for the aluminum it contained. And of course there were regular search patrols thrusting hundreds of miles northeast into the Atlantic toward the bases from whence came the Nazi U-boats.

In 1943 there were no nuclear submarines, and submarines — both theirs and ours — had to come up to the surface every few hours to recharge their batteries and replenish their air. It was always hoped that out in the mid reaches of the Atlantic they would be tempted to run on the surface and that we would find them there when they were surfaced and vulnerable. Sometimes we did!

One particular night we were briefed for a patrol mission. We were to go out north-east of Trinidad toward the Azores, out toward that open ocean stretch where it was presumed the German U-Boat skippers felt secure. The briefing officer

carefully pointed out to us the position of convoys and all individual friendly ships, and we carefully noted their positions and plotted their respective courses and speeds on the charts we were to carry in the plane. The gist of the briefing was that after we cleared the immediate vicinity of the base there would be no friendly shipping whatsoever within a couple hundred miles of our assigned area. Thus anything we detected could be presumed to be hostile.

It was a beautiful night with an almost completely full moon hanging in the East. The sky was dotted with scattered cumulus clouds drifting as usual with their bases at about 2500 feet and their tops at about 4000 feet. The gentle northeasterly trades were right on the nose as we headed out. We had taken off just before sunset. About five hours after takeoff, there was a sudden shout by Ed, the radar operator. He said he thought he had a target at the extreme range of his scope. In a few minutes, shifting back and forth on the radar scales, he established beyond doubt that there was a radar target about forty miles away and almost dead ahead of us. It had to be an



*A VP-205 (later VP-45) PBM patrols the Atlantic for Nazi subs.*

enemy submarine. Tom (copilot) and I talked briefly and decided how we would come to grips with our target. We would fly north and climb well above the clouds until the target was just about east of us,

where it would be silhouetted in the moonlight as we closed in. We would throttle back and glide in so we would minimize the engine roar, and hope that the gentle trade winds would carry away the telltale sound of our engines. We would glide in upwind and down moon until we were almost over the target, dive down and let go.



*Then LT Trauger during a lighter moment on the island of Trinidad.*

I ordered the crew to battle stations and climbed to 8000 feet. When the target lined up in the reflection path of the moon we turned directly toward it and throttled back to descend at about 500 feet per minute and 160 knots. We checked off arming the weapons, set the intervalometer, opened the bomb bay doors and bridged the electrical circuits. We kept gliding in, watching the blip come closer and closer on our radar scope. The cloud cover had

increased so that in the final stages of the descent we caught only occasional glimpses of the ocean surface below.

Just as we entered the tops of the clouds we lost the target in the sea return clutter area, right at the center of the radar scope. This was the time! We racked the plane over and dove. The plane was red-lined at 203 knots but I noted 230 and still climbing as we broke out of the lower edge of the clouds and the gray mist stopped streaming by. The first split second observation we had after breaking out was that of many amber colored lights.

Tom shouted, “The SOB heard us coming and they’re shooting!” We were in a perfect position

for attack. My hands were on the yoke and one thumb was on the pickle. I needed only to press that pickle to release a full load of torpex depth charges. Like Tom, I believed those lights were tracer ammunition. But something kept me from releasing those bombs. Instead, Tom and I horsed back on the yoke and pulled the whining plane out. We rolled to the left so that we could look back. And then in a flood of emotion and awe we saw a great Red Cross dramatically illuminated against the vast white side of a sizable ship. The ship had flood light projecting from its deck down and inward to illuminate its sides. She was lighted up like a Christmas tree.

We circled her several times and read her name. She was the *Gripsholm*. I found out later she had a load of 1700 refugees aboard her from the European War Zones. We left the scene, shaken at the crime that had almost been committed, with us as its unwilling agents, and finished our patrol without further event. After landing we went through debriefing procedures noisily and belligerently with the briefing officer and, of course, it was no one’s fault at all ... just a “breakdown in communications.” But of such stuff is tragedy born.

It all happened five decades ago, but even now when I look at a starry sky and reflect on the order on the universe that keeps planets moving so predictably, peacefully and silently, I wonder what or Who stayed my hand that unforgettable night.

*Note: The above is an excerpt from an article written by Captain Robert Trauger, USN (Ret), who sent it to Trinidad for the reunion of WWII veterans there.*



*Crew 4 in 1943. LT Robert Trauger (the author) was PPC and is holding the “Tommy Gun.”*

## HOT OFF THE PRESS

### “The Experience of a Lifetime”

By Shelby “Seahorse” Newman

My incredible experience began with a visit to my Grandfather, Jay Thomas, telling me about a once in a lifetime opportunity. He told me that his squadron Association, the VP-45 Pelicans, sponsor a child every year to attend the National Flight Academy. Boys and girls from 7th to 12th grade attend the Academy to practice the role playing atmosphere to learn what

life is like for a Naval Aviator.

During my time here I was a member of the squadron, the “Checkmates.” I had two “chiefs,” William and Rico’ one for the morning/afternoon and

one for late afternoon/evening hours. They took my squadron and me to the Ready Room where we met with the other two squadrons in my CAG. We got introduced to what we would be doing throughout the week.

We learned the key elements of what we needed to know to conduct our missions. The basics we learned were things such as how to prepare for our missions, what a nautical mile was, and flight basics that we needed to know: STEM stands for Science, Technology, Engineering, and Math which we used in every mission. We also learned about Bernoulli’s Principle, which is how an airplane gets its lift. We also learned how to operate our planes.

We were then given an introductory mission to get familiar with the copilots we were assigned and with all the newly received information for our future

missions during the week. We were given different missions that are very realistic such as ships needing help or people being rescued, etc. We wrote down our coordinates and locations and then prepared for each mission.

We then proceeded with learning our first mission. One of the squadrons left to the JIC (Joint Intelligence Center) and the other squadron was sitting on the other side of the ready room to help us in our mission. As we went down the stairs to the flight simulators, the other squadron went to the JOC (Joint Operations Center) to help us with our missions and communicate with us over the comms. When we first went into the simulators, as the pilot I was very nervous. So I started flying not knowing really what to expect. As the mission went on, I started getting the hang of things and so did the rest of my squadron. It turns out my co-pilot and I successfully completed our very first mission.

We then proceeded back to the Ready Room where we were briefed on the other squadrons mission. In the JOC, we gave our assigned planes permission to takeoff or land or help them throughout their mission. After they completed their mission we set up our next mission and got all of the info we needed. This cycle would continue all day every day from after breakfast until ten o’clock when it was time for bed.

The breakfast, lunch, and dinner meals were very good. I really enjoyed the food that was served throughout the week. While we ate the meals we sat with our squadron. That is how we all got to know each other. In my squadron, there were people from all over the United States. My



*The author with granddad Jay Thomas. Jay is one of the founding members of the VP-45 Association.*



*The author and Jay standing next to a P-5M Marlin at the Museum..*

squad mates and I got along very well and seemed to enjoy each other's company.

During several mornings of the week, we walked next door to the National Aviation Museum. Amazing! All of the planes there were actually used. It was really cool to be able to see and touch real planes that



*A future Blue Angel?*

were actually used in some kind of event in history. Some of the planes there were even planes that the Blue Angels used to fly in that were hanging above where we had our graduation. I even got to see what my Grandpa, Jay Thomas, flew in while he was in the Navy.

Attending the National Flight Academy was an incredible experience. I learned so much. It felt so real. I got to live the life of a Naval Aviator for a week. It was an experience that sticks with you forever. I would like to thank the VP-45 Association for giving me this incredible opportunity to attend the National Flight Academy. It is an experience I will never forget. Thanks again, Shelby "Seahorse" Newman



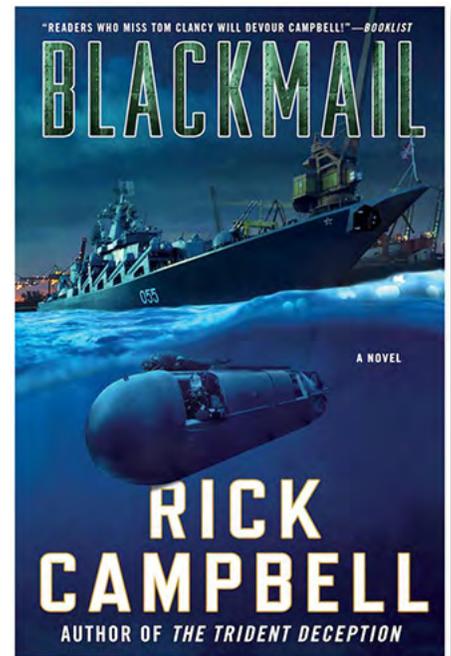
*Shelby's graduation class photo.*

## NAVAL READING

by: Bill Hobgood

CDR Rick Campbell, USN (ret), a member of our Association, has finished another book...his fourth. It is another military thriller titled "Blackmail." Those of you who have been to our last two reunions know that Rick has donated a number of his books as door prizes for our members. This most recent thriller even includes the participation of a P-8 flown by VP-45.

I have personally read all four of Rick's books and, like others have said, if you liked Tom Clancy, you'll certainly like this author. Here are some quick review snippets:



"Boasting one of the most timely stories in the genre, *Blackmail* is one of the finest thrillers published in 2017." — *Goodreads*

"In Campbell's enthralling fourth military action thriller, the submarine and surface-ship battles are pitch-perfect, and readers will shudder with every missile strike and exploding depth charge." — *Publishers Weekly*

"The war maneuvers feel authentic and are described in stellar detail. Unlike Clancy, however, Campbell has a good feel for character development and firmly grounds the military machinations with a human presence, especially in the form of National Security Advisor Christine O'Connor, who is definitely not someone to mess with in a crisis." — *Booklist*

Click Here for more info: ["BLACKMAIL"](#)

# Community News

By: Jack Keane

September 2017

## CPRG/CPRGP Hosts Change of Command

Rear Adm. Trey Wheeler relieved Rear Adm. Kyle J. Cozad as the commander of Patrol and Reconnaissance Group and Commander, Patrol and Reconnaissance Group Pacific (CPRG/CPRGP) during a change of command ceremony June 8, at the Joint Force Staff College aboard Naval Support Activity Hampton Roads.

Wheeler is a 1988 graduate of the United States Naval Academy, earning a Bachelor of Science in Oceanography. As a career Naval Flight Officer, he has completed six Maritime Patrol and Reconnaissance tours including de-

partment head tour with VP-45, Commanding Officer of VP-10 and Commander, Patrol and Reconnaissance Wing Eleven. He served two tours of duty in Afghanistan. In addition, Wheeler served as Communications Officer and Assistant Chief of Staff for Administration/Flag Secretary for Commander, Carrier Strike Group One in San Diego and as the Assistant Chief of Staff for Operations/Fleet Operations Officer for Commander, U.S. Seventh Fleet in Yokosuka, Japan.



*RADM Cozad*

Cozad is a 1985 graduate of the United States Naval Academy, earning a Bachelor of Science in Oceanography and Physics. He served extensively as an instructor pilot in multiple operational tours, completed two tours with VP-30, the P-3 Fleet Replacement Squadron (FRS), and another with 404 Squadron in



*RDML Wheeler*

Greenwood, Nova Scotia, where he was a CP-140 exchange instructor pilot with the Canadian Air Force. His operational Maritime Patrol and Reconnaissance Aircraft (MPRA) tours span across all four MPR sites. His new assignment is as Commander, Naval Education and Training Command, Pensacola, FL.

### Cozad's Final Message to MPRA Community

In his final message to the VP Community, RADM Kyle Cozad provided a snapshot of the current status of the CPRG forces:

“With 55 of 111 funded P-8As delivered to the Fleet, our transition from P-3 to P-8 is on track with over 50% of the community transitioned and our first West Coast squadron, VP-4, certified safe-for-flight and executing their own P-8 flight schedule. VP-4 will be followed in six-month intervals by VP-47, -9, -40, -1, and -46. The last K-Bay P-3 squadron, VP-9, has deployed and will return to its new homeport NAS Whidbey Island in October. Only VPU-2 and a VP Homeland Defense detachment remain in K-Bay.

“CPRW-2 has officially turned over operations to CPRW-10 and, as planned, was disestablished on 24 May 2017. We will soon be a two-base VP force, Jax and Whidbey Island, but will maintain 12 active component VP squadrons and the FRS. VPU, VQ, and our reserve VP squadrons will phase out over the next four years - their missions subsumed by P-8 and Triton squadrons.

“In December 2016, the P-8A FIT accepted the latest Boeing Training Systems software, which incorporates Aerial Refueling. The visual modeling of the tanker is excellent, perhaps the best representation that VX-20 has seen in a simulator. The aerodynamic interactions between the P-8A and the tanker are not perfect, but are better than anticipated and acceptable for initial training and Fleet Introduction.

“The Navy’s first Unmanned Aircraft System squadron, VUP-19, is up and running out of CPRW-11 in Jacksonville. “Big Red” will receive their first baseline Triton at their detachment in Point Mugu, California later this summer, and VUP-19 crews and maintainers, with PMA-262 sponsorship, have already begun “fly as you fight” training along-side VX-1 testers in Pax River.

“Evidence of the importance and resurgence of Maritime Patrol Aviation can be found in the strong interest from our allies in procuring P-8A and Triton. The second of 12 programmed RAAF P-8A aircraft delivered in March, with an expected delivery of one every three months thereafter. The RAAF P-8A IOC is scheduled for Nov 2017. To date there have been four crews, two maintenance shifts and two MTOC watch and instructor cadre to complete transition syllabus at NAS Jacksonville. The next cadre of aircrew and maintenance will commence training at VP-30 in Jan 2018.”

### **Brunswick Naval Museum Names Ready Room in Honor of VP-21**

The Brunswick Naval Museum and Memorial Gardens is pleased to announce the naming of the “VPB-111/VP-21 ‘Blackjacks’ Ready Room” in recognition of the squadron’s contribution of more than \$30,000 to the museum’s “Wheels Up” Capital Cam-

paign. VP-21 was stationed at NAS Brunswick from May of 1954 until the squadron was disestablished in November of 1969 and flew the Lockheed P-2 “Neptune” maritime patrol aircraft during that time frame. Many men served heroically in VPB-111/VP-21 during the ASW campaign against German U-Boats in the North



Atlantic, the sea control battle against the Imperial Japanese Navy during the Marianas Campaign in the Pacific, and in the Cuban Missile Crisis during the Cold War.

The Brunswick Naval Museum and Memorial Gardens was established in 2009 and seeks to preserve the rich heritage of maritime patrol aviation and NAS Brunswick’s contribution to America’s security for nearly seven decades during which tens of thousands of Sailors and their families were stationed at Brunswick. The museum is located in the former chapel aboard the former NAS Brunswick. Their website can be found at: [www.brunswicknavalmuseum.org](http://www.brunswicknavalmuseum.org).

### **New Triton Training Facility Opens**

Northrop Grumman Corporation representatives officially turned over the new Triton Unmanned Aerial Systems Operator Training Facility to the Navy during a ribbon-cutting ceremony aboard NAS Jacksonville April 27.



*RADM Kyle Cozad (right) and Doug Shaffer, Northrop Grumman’s Triton program manager, cut the ribbon to signify the opening of the new Triton Unmanned Aircraft Systems Operator Training Facility in JAX April 26 as Joe Richards, Naval Air Systems Command PMA-262 operations lead for aircrew training looks on. The building houses training classrooms where pilots learn to fly missions with the MQ-4C Triton Unmanned Aircraft Vehicles.*

# ALUMNI NEWS

## Mini-Assembly in Colorado

by: Doug Mitchell

Five Pelican couples from the PBM/P-5M era and myself gathered for a mini-reunion at the Best Western Inn and Suites in Colorado Springs from Wednesday June 7th - Sunday June 11th. The Caldwell's came in from Alpine, CA; the Mendelson's from Aurora, CO; the Marr's from Bellingham, WA; the Loria's from Palm Desert, CA; and the Creamer's from San Diego, California...and I flew in from Atlanta, GA.

Our mini-reunion was arranged and hosted by Harry and Thuy Mendelson. After meeting at the hotel on Wednesday and reliving many events from the past in a few hours in the lobby, we settled on dining at the nearby Village Inn.

informative tour of how aircraft were initially used in combat during the end of World War I and how their role emerged in World War II. We got to see the most primitive trainer aircraft including the famous Link Trainer all the way to the B-25 Bomber,



Mini-Reunion attendees standing in front of a B-25 Mitchell and on either side of a "Pooh Bear" Mitchell.

Douglas AD5 Skyraider, Grumman F3F, (2) TBM Avengers, among many others. Go to: <http://www.worldwariaviation.org> Following our tour, we had a fabulous lunch in the KC-97 Aircraft Restaurant nearby.

On Friday following breakfast, we toured the Air Force Academy. Established in 1954, the campus is absolutely beautiful with the Rocky Mountains in the background. We had a tour of the famous Cadet Chapel built in 1959 - 1963. What a fabulous piece of art! Check out: [Click Here](#).

On Friday evening, former VP-45 XO/CO Pat Mills and his wife Helen hosted a wonderful Happy Hour at their home overlooking the city of Colorado Springs. Thank you so much for your hospitality. We were joined by P-3 era members Don Stanton, Joe and Sheryl Brundage, and Rocky and Melanie Hudson who also live in Colorado, as well as prior P-3 retirees Bob and Katie Lally, Donna Yacovoni, and Charlie Rewis.

Saturday's Tour was the Olympic Training Center in Colorado Springs...and what a beautiful campus. The facilities our athletes compete and train in with the snow capped Rocky Mountains in the background are magnificent. <https://coloradosprings.gov/ocusa> Afterwards we drove through the beautiful Garden of the Gods Nature Center. [Click Here](#).



A lighter moment with former VP-45 skipper, Pat Mills at his home in Colorado Springs.

Thursday morning, we car pooled to the National Museum of World War II Aviation and Westpac Restoration Center near the airport and Peterson AFB. Our facilitator, an Air Force Veteran and Delta Airline Pilot, gave us an



Saturday evening we settled on a local Carrabba's Restaurant for dinner, and we were joined by the Brundage's and the Hudsons'.

Following breakfast on Sunday morning most of us said our farewells, while the Caldwell's and Loria's spent another day touring the area with the Hudson's who also opened their home to them for pizza on Sunday evening. A grand time was had by all, and a special thanks again to Harry and Thuy Mendelson for their efforts in setting up the hotel and tours!

### Seriously Cool Milestone

Dick and Eleanor Knott celebrated their 60th wedding anniversary on June 22, 2017. Congratulations to both of them on this unique milestone. Dick, of course, is also our "Member In The Spotlight" this issue (see page 9).



In the picture above, Dick and Eleanor, pass some time aboard a PBY Catalina.

### A TACCO, Singer and Librarian Retires

Last month there was a rather lengthy article in The Middletown Press (Connecticut) newspaper all about one of our members. The article talked about his career and the fact that he was finally going to fully retire. The article is way too long to fit here, so it is paraphrased below. By the way, the member we are talking about is Terry Crescimanno, who was a TACCO in the squadron in the early to mid 70's. His call sign was "Presto," apparently because



A young LT "Presto" Crescimanno circa 1974.

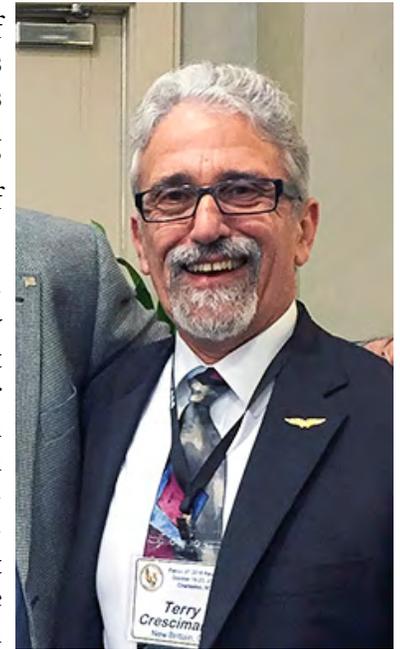
he did magical stuff in the airplane, was a magician at his ground job and, with his "Dr. Zhivago" beard, he had lots of luck with the ladies.

The newspaper article starts out by saying that Terry just ended his third career after 15 years with the Cromwell Beldon Public Library. Before that, this Middletown native spent six years on active duty (mostly with VP-45) before taking a job with Aetna as a Cobalt programmer. Terry said his time with the (then) new computerized P-3C Orion made the transition to the Aetna job a "piece of cake."

While in the Navy and at Aetna, having a library card was pretty important to Terry. Heck, he even had a local library card when deployed to Sigonella and Keflavick. Coincidentally, his wife Patricia McCurdy Crescimanno, had earned a master's degree in Library Science. It got him to thinking that that might be something he'd want to do. As he weighed making yet another career change, Crescimanno said he did not want to look back on his life and see "a shoulda/coulda/woulda moment."

And so he earned his master's degree in the early '90s. Drawing on his training and experience as a programmer, he got a job in charge of the computer room for the Capital Region Library Council. The rest is history. Meanwhile he also sings with both a performing choral group and a choir.

Now 68, Terry Crescimanno said he is ready for whatever comes next. He lives by a credo: "It's better to wear out than to rust out."



Terry Crescimanno at 2016 VP-45 Reunion in Charleston, SC.



Terry sings the National Anthem at the reunion.



# SQUADRON NEWS

## VP-45 Earns Prestigious Safety ‘S’

By LTJG Jamison Thornton, Patrol Squadron 45 Public Affairs

Patrol Squadron (VP) 45 received the Chief of Naval Operations Naval Aviation Safety Award, also known as the Safety “S,” for 2016, from Commander, Patrol and Reconnaissance Wing Eleven, CAPT James Robinson during a presentation June 15.

The award was issued in recognition of performance related to quality contributions to the Naval Aviation Safety Program.



*CAPT James Robinson, Commander, Patrol and Reconnaissance Wing Eleven (right) gathers with Patrol Squadron 45 members after presenting the squadron with the Chief of Naval Operations Naval Aviation Safety Award, also known as the Safety “S” Award. The award is presented each year for excellence in squadron safety. Photo by MC2 Tyler Fraser*

VP-45 provided pertinent information related to the control of aviation-related mishaps, application of safety programs, timely reporting of hazards and submission of suggestions for improvements pertaining to all aviation-related issues.

“Everyone in the squadron contributed to our se-

lection for this award. The command has truly embraced the ‘safety is an attitude’ culture emulated by our department,” said VP-45 Aviation Safety Officer LT John Kashmanian. “The commitment of every Sailor in our command to promote a safe work environment and our dedication to an open safety climate has paid dividends for our squadron.”

VP-45 Safety Officer LCDR Sean Dougherty said, “The CNO Aviation Safety Award truly is an award won by the entire command. The award itself is a recognition of outstanding achievement in aviation

safety, but the 25 categories used in the computation touch each and every person within the command. The award selection is difficult because the competition is amongst all the east coast patrol squadrons. VP-45 received this year’s Aviation Safety Award because every ‘Pelican’ was proactive in our safety programs, contributing in mishap prevention and risk mitigation.”

Squadrons who receive this annual award receive an engraved plaque for permanent display and are entitled to paint a prominent “S” on their aircraft until the next year’s selections are made.

## ‘Pelicans’ Return from Deployment

The last plane carrying the “Pelicans” of Patrol Squadron (VP) 45 arrived at Naval Air Station Jacksonville April 8, after completing a seven-month deployment attached to Commander, Task Force Sixty-

Seven (CTF- 67), U.S. Sixth Fleet Area of Responsibility (AOR). Operating out of Naval Air Station Sigonella, Italy, VP-45 supported a multitude of U.S. and allied forces throughout the Central Mediterranean, including the French carrier Charles De Gaulle Carrier Strike Group (CSG), USS *Wasp* (LHD-1) Expeditionary Strike Group (ESG), USS *Eisenhower* (CVN-69) CSG, and the USS *George H. W. Bush* (CVN-77) CSG.

The Pelicans made naval aviation history as the first P-8A squadron to deploy to the 6th Fleet AOR providing anti-submarine warfare, anti-surface warfare, search and rescue and maritime intelligence, surveillance and reconnaissance capabilities to the region. Over the course of their deployment, 12 combat aircrews participated in 24 detachments to 11 countries including Denmark, England, Germany, Greece, Iceland, Italy, Malta, Portugal, Romania Scotland and Spain.

The Pelicans flew more than 3,700 hours of operations and completed over 8,700 maintenance actions encompassing almost 33,000 maintenance man-hours. “We’re the first squadron to deploy with the P-8A to Europe and we successfully and safely integrated our operations, paving the way for



*LCDR Matt Newman of VP-45 happily greets his children after arriving home from a seven-month deployment to Naval Air Station Sigonella, Italy April 9. Photos by Kaylee LaRocque*

other squadrons to follow,” said CDR Ryan Lilley, VP-45 commanding officer.

After a seven-month deployment, the Sailors from VP-45 say they are excited to finally be home. “They’ve worked extremely hard for over seven months,” said Lilley. “It’s time to reunite with family and friends, take a little break, and then get ready for our next deployment.”

Sailors from Patrol Squadron (VP) 45 flew a P-8A Poseidon to Naval Support Activity Naples Sept. 6 in support of a static display to highlight the aircraft

and the improved capabilities it brings to the region. During the static display, Sailors from the VP-45 “Pelicans” explained the capabilities of the P-8A to Italian media personnel and U.S. Sailors from the 6th Fleet area of responsibility (AOR).

“As we bring new technology into this theater, with the coordination and cooperation of our Italian partners, it’s important that we cultivate our relationships. Engagements like this give us this opportunity,” said Capt. Bill Ellis, Commander, Task Force 67.



*AWO2 Andrew Bauknight of VP-45 shares a special moment with his son, Hendrix, after coming home from a seven-month deployment to Naval Air Station Sigonella, Italy April 9.*

## TREASURER'S TWO CENTS

By: Spence Cunningham

Hello! This is my first "Treasurer's Two Cents" since relieving Ron Christopher in February. First, I want to publicly express my condolences to the Christopher Family on the loss of Ron. I know I have some big shoes to fill and I appreciate the opportunity. Rest in Peace, Ron.



On to the financials. You will note on the Second Quarter statement our Expenses exceeded our Income by \$371.04. The largest expense was this year's contribution of \$1250 to the National Flight Academy in second quarter. This is an annual expense the membership has approved. As you can see by the ending quarter balance we are in great shape.

2016 annual dues were due and payable on December 31 for those members expiring. The President, Secretary and Treasurer made a push to contact those members in arrears by May 1. The results of that effort were that ALL members outstanding remitted their dues! A huge "Thank You" is in order!!! Now, those members due in 2017 are coming up. I have sent an initial email reminder to those members already. We have a total of 59 members coming due and as of 1 AUG, I have received 13 remittances! We are grateful for the renewals!! Thank you!! That leaves 46 members to go! Which reminds me, could the membership please communicate to me your birth year, please? I track the dates in which members get within five years of 80. Remember \$40 gets you five, but in this case, it gets life membership! In 2017, members born in 1942 are in the Life Membership window!!

Since February, we added 12 NEW members to the Association! "Well Done" to those who helped in recruiting these members. Increasing our membership rolls is essential to the vitality of our Association! Remember each one of us is a Recruiter!! If you know of a fellow Pelican that has not joined, please make the effort to convince them. Our dues structure is very reasonable and I'll stack our As-

sociation against any other!

If anyone has a question for the Treasurer, my contact information is below. Your best communication line will be by email, mostly because I work aboard NAS Jacksonville and cell service is weak at best! Regardless the means, I would be happy to answer any questions you may have.

I deeply appreciate being given the opportunity to serve you and the Association.

Spence Cunningham ([awcmspence@comcast.net](mailto:awcmspence@comcast.net))

(904) 504-3008

PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT		
All Funds	31 Mar 2017	\$28,925.05
Income:		
Dues (2nd Qtr)	\$449.46	
Interest/Sales	97.15	
Funds Transfer	332.35	
<b>Total Income</b>	\$878.96	
Expenses:		
Printing/Postage	\$0.00	
NFA Donation	1,250.00	
Website Fees	0.00	
Office Supplies	0.00	
Resale Merchandise	0.00	
Misc. Fees/Exp	0.00	
<b>Total Expenses</b>	1,250.00	
<b>Net Income</b>		\$-371.04
<b>Capital Assets</b>		
<b>Total Cash Assets</b>	06 June 2017	<b>\$28,554.01</b>

# MAILBAG

Hey Jack!

I love the Newsletter. I particularly enjoyed the article on the acoustic torpedo. I saw that you were asking for some inputs. I thought an interesting one might be about SOSUS. As an IFT I knew the basics but the only history I knew was that I heard it was Top Secret until an article was published in Readers Digest. Just a thought.

Regards, Steve Madgett

[Editor's Note: Steve, thanks for the suggestion! I hope I met your expectations. See Page 27 of this issue – Jack]

Hey Jack!

I just received your new Pelican Post newsletter, and



Cover of our last Newsletter (Click it to read).

love what you have done with it. Very interesting and absolutely wonderful to read all of the articles with beautiful graphics and pictures. That is a lot of work! Thank you for all you do for us.

Gerald Grieser



Hey Jack (Bill, and Doug)!

!! Any more and you'd think I liked it. As always, my thanks to all three of you,

Mort

Hey Jack!

Congratulations on another triumph. This issue of the Post is excellent. I cannot believe the scope and quality of the material. As a history major, I appreciated the short "bios" of the Presidents who served in the Navy, and the article about the development of the acoustic torpedo. The case study of Japanese submarine I-52 was new to me, and compelling to say the least. Regarding the torpedo article, when we were serving in the squadron we (or at least I) gave little or no thought to the development of the sensors and weapons we used.

I live in Norfolk, so the story about the 1958 freeze over was fascinating.

The updates on current Patrol protocol and activities are always informative. It's good to know what is happening now, and compare it to what was going on in the community in the 70s.

Thank you to the team that produces the Pelican Post, especially Bill and you.

Warren Tisdale

Hey Jack!

For many years, Shirley and I were unable to attend our reunions and through pure thoughtfulness and kindness, Mort sent the signed banner from the 2010 reunion to us. I have enjoyed displaying it in my shop for all to see when they enter. I am grateful for my short time of service with this special group of men and women and this banner has helped keep me connected with our Assoc. members. I'm very happy to have it and also very proud to display it.

Jay Thomas



*Jay Thomas' signed banner from the 2010 Reunion.*

Hey Jack!

You guys did an outstanding job on the whole Newsletter!!

Ed Dumas

Hey Jack!

Regarding the Mini Reunion Article in this issue; Poohbear's write up just about says it all about our mini reunion hosted by Thuy and Harry Mendelson in Colorado Springs, so this old Pelican has an addendum to the recollections. Permit me to add this:

Last year the Loria's and Caldwell's hosted the first mini reunion in Palm Desert, California. We sent many E-mails to Pelicans west of the Mississippi, and a few elsewhere, inviting 1950 era Pelicans to meet for a few days. We had a great time renewing

old acquaintances and touring local sights.

This year we decided to try it again, and again we enjoyed the camaraderie and tours as Doug mentioned. We just may decide to do it again – if we can get another Pelican to volunteer as host! I would like to echo the attaboys to the Mill's, Hudson's and Mendelson's for their superb work and hospitality. Rocky Hudson said, since he was in VP-44 and 46, he bracketed 45, so he signed up as an Associate Pelican.

Through the coordination of Joe Brundage and E-mail, we enjoyed a short visit with Paige and Greg Evans on their way to a granddaughter's violin recital. After the reunion, the Loria's and us Caldwell's embarked for a land voyage to Glacier National Park. None of us had visited there so, before the reunion, we decided to drive there together. Now, you might think a four thousand plus car trip, four Pelicans in the same car, would be daunting. Not so for us – we made the entire trip, including a three-night stop in Las Vegas on the way back, and are still friends. Honestly, we are. If you have never been to Glacier Park, pick a time in mid to late June and go there. The sights and sounds are magnificent.

Our weather could not have been better, the roads were not crowded and the different foods we enjoyed did not upset anyone. The shows we saw in Las Vegas were truly memorable – and reasonably priced if you closed your eyes when signing the credit card.

Should we schedule another West Coast mini reunion, it'll probably be next Spring and we invite all who can attend to come and enjoy. Watch for a notice in the Pelican Post.

Charley Caldwell ('54-'57)

[Click Here to Send a "Mail Bag" Letter to:](#)

**"Hey Jack!"**

# BACK IN THE DAY

## Tools of The ASW Trade

By: Jack Keane

### Part Four - SOSUS

#### A Cold War Technological Breakthrough

The thought of laying hydrophones on the ocean floor is not new. During World War I, Britain successfully deployed hydrophones on the seabed in conjunction with minefields across the Dover Strait as well as the entrance to the Grand Fleet base at Scapa Flow in the Orkney Islands. In fact, after departing Heligoland on 25 October 1918, 26 year-old Oberleutnant zur See Hans Joachim Emsmann in *UB-116* attempted to enter Hoxa Sound on the evening of 28 October to gain entrance to Scapa Flow and attack the larger ships at anchor prior to a massive planned attack by the German High Sea Fleet in a last attempt to restore honor as a defeated Germany was negotiating peace. Unfortunately for Emsmann and his 35-man crew, Hoxa Sound had been mined. The minefield had hydrophones that allowed shore-based operators to detect *UB-116* at 2021.

As no friendly ships were expected the detector loops on the seabed were activated. These would generate an electric current when the magnetic field of any vessels crossed them. At 2330, a shore-based operator flipped a switch and a row of mines exploded. The attempt to enter the harbor was in vain – *UB-116* was lost with all hands. Scapa Flow was completely void of British ships and, due to mutinies on board the

ships of the High Seas Fleet, the German Navy never put to sea again until it was ironically interned one month later at Scapa Flow.

As part of an upsurge in ocean acoustic research that accompanied the coming of World War II, Dr. Maurice Ewing of Lehigh University led a team of scientists in confirming sound propagation in the deep sound channel as well as discovering the phenomenon of the near-surface convergence zone. As a result, Ewing proposed the Navy develop a system for communicating over long ranges by detonating explosive charges in the sound channel itself.

In the spring of 1944 he supervised an at-sea test in which *USS Buckley* (DE-51) steamed outward from a stationary receiving ship dropping explosive charges at various depths. The explosions were still

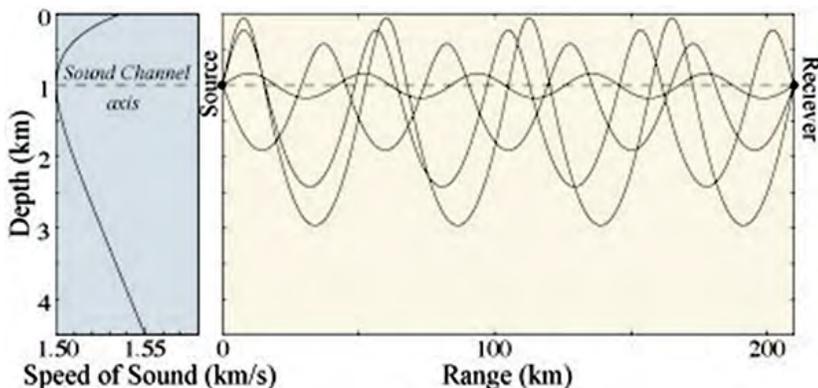


*USS Buckley (DE-51)*

detected when *Buckley* was forced to break off the test at a distance of 900 nm from the receiving ship. By the end of the war, these experiments led to subsequent efforts to develop an air-sea rescue system known as SOFAR (Sound Fixing and Ranging) in which downed airmen would drop explosive charges in the deep sound channel where the sound would travel thousands of miles to bottom-mounted hydrophones and triangulated to locate the survivors.

With the onset of the Cold War, the Navy realized that Soviet submarines, based on the best German U-boat technology, posed a significant threat to America's security. The application of undersea sound propagation specifically to ASW became a top priority. In early 1950, the Navy approached the Committee on Undersea Warfare, an academic advisory group organized in 1946, for suggestions. The result was Project Hartwell, a series of MIT-organized technical meetings attended by both scientists and naval officers during the first six months of 1950.

Frederick Hunt, a physicist and former head of Harvard's Underwater Sound Laboratory,



*Sound propagation in the deep sound channel*

made a convincing argument that Ewing's SOFAR channel could support long-range passive detection

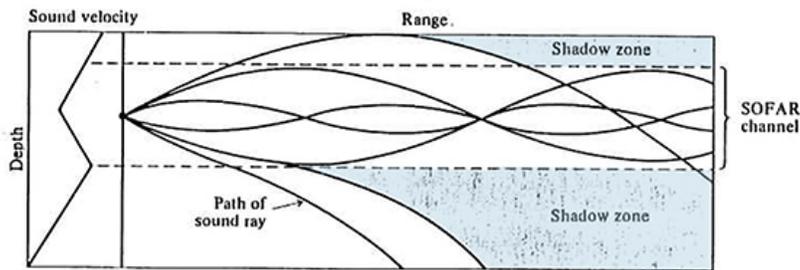


Fig. 8.5 The temperature, salinity, and pressure variation with depth combine to produce a minimum sound velocity at about 1000m. Sound generated at this depth can be trapped in a layer known as the SOFAR channel. (After L. E. Kinsler and A. R. Frey, *Fundamentals of Acoustics*, 2d ed., Wiley, New York, 1962.)

of submarines over hundreds of miles. He further stated that frequencies below 500 Hz would penetrate to the deep sound channel from any source depth. His arguments formed the scientific basis for the Sound Surveillance System – SOSUS.

In late 1950, as a result of the Project Hartwell recommendations, the Office of Naval Research (ONR) funded AT&T and Western Electric to develop an undersea surveillance system based on long-range sound propagation. Bell Telephone Laboratories initiated a series of experimental trials by installing undersea arrays off Sandy Hook, NJ and Eleuthera in the Bahamas. Additionally, AT&T had recently invented the sound spectrograph for analyzing speech sounds, and adapted the system into a similar device known as Low Frequency Analysis and Recording (LOFAR) to analyze low frequency underwater sound in near-real time. This effort became known as Project Jezebel.

By now Ewing was at Columbia University's Hudson Laboratory and still receiving Navy funding to study the phenomenology of low frequency underwater sound propagation. Supplemented by additional work at Woods Hole and the Scripps Institution of Oceanography, these efforts became known as Project Michael. When brought together, Projects Jezebel and Michael would form the basis for the highly-classified SOSUS program and given the unclassified designation of Project Caesar.

The first prototype of a full-size SOSUS array was installed 2-19 January 1952 by the British cable layer HMS *Alert* at a depth of 240 fathoms off of Eleuthera. After a series of successful trials against a US submarine, the Navy decided to install similar arrays along the entire East Coast, extending the system to the West Coast and Hawaii two years later.

These early arrays were positioned at locations that accessed the deep sound channel, oriented at right angles to the expected threat axis. The outputs of each individual hydrophone were transmitted to shore via armored cables to processing stations known as Naval Facilities (NAVFACs).

SOSUS was specifically designed with the near-surface snorkeling Soviet diesel submarine in mind. Fortunately, the system proved even more effective against deep-running nuclear-powered submarines when the first Soviet boats went operational in 1958. In 1961, the system tracked the USS *George Washington* (SSBN-598) on her first transit from the US to the UK. On 26 June 1962, NAVFAC Cape Hatteras made the first detection of a Soviet diesel boat, and on 6 July NAVFAC Barbados made the first contact on a Soviet nuke as it crossed over the GIUK gap.

During the Cuban Missile Crisis, a VP aircraft made the first positive correlation and sighting of a Soviet Foxtrot-class submarine detected by NAVFAC Grand Turks on 26 October 1962. In 1968, NAVFAC Keflavik made the first detections of Soviet Charlie- and Victor-class submarines. Additionally, that same year, SOSUS was instrumental in locating the wrecks of a Soviet Golf-class submarine off Hawaii (March) and the USS *Scorpion* (SSN-589) off the Azores (May).

As the Cold War grew colder, and the size and capability of the Soviet submarine fleet grew, SOSUS was the key technology that enabled US ASW forces to maintain close track of Soviet submarines off both coasts. In the mid-1980s, SOSUS was augmented by a small contingent of civilian-manned acoustic surveillance ships deploying a towed array over 8,000



USNS Worthy (T-AGOS-14)- a Stalwart Class SURTASS Ship

feet long known as the Surveillance Towed Array Sensor System (SURTASS). Using satellite com-



USNS Able (T-AGOS-20). Victorious Class SURTASS ship showing good view of the aft SURTASS deployment equipment.

munication links, SURTASS contact information was passed to SOSUS evaluation centers ashore and fused with fixed array data. The complete system of fixed arrays, evaluation centers, and SURTASS ships eventually became known as the Integrated Undersea Surveillance System (IUSS).

As seen, 1968 was a key year for SOSUS with the system producing a number of “firsts”. It was also a ban-

ner year for the Soviets when John Walker provided information to Soviet intelligence about the existence of SOSUS and its remarkable success at tracking Soviet submarines at long range. Almost immediately, the Soviets embarked on a submarine quieting program and, by 1974, the radiated noise levels of their submarines had dropped markedly. By the close of the Cold War, Soviet submarines were much closer to their US counterparts in radiated noise levels and the ability of IUSS to detect and track them at long range had deteriorated significantly.

At the height of the program, there were a total of 30 SOSUS stations worldwide. Today, the Navy maintains a number of SOSUS arrays in either operational or standby status. However, only three shore facilities (today known as Naval Operational Processing Facilities (NOPFs) – Dam Neck, VA, Whidbey Island, WA, and ST. Mawgan, UK – remain to process their data. In the fall of 2016, ONR awarded a contract to General Dynamics to develop the Deep Reliable Acoustic Path Exploitation System (DRAPES) in what will be the biggest upgrade to the fixed underwater surveillance system since the Cold War. Like SOSUS, DRAPES will be a passive listening system with a new communications capability to transmit its data to the three remaining NOPFs.





**Jeffrey Paul Alcott, Sr., 52**, passed away on March 27, 2015 in Jacksonville, FL. He was born on May 26, 1962 in Mays Landing, N.J., to the late Ruth Thomas Skinner. Jeffrey was a veteran, having served honorably for 30 years in the United States Navy. He joined in 1982 and served aboard five vessels as a Boatswain Mate. He served with Surface Warfare Commands as well as Naval Aviation Commands, participating in numerous campaigns, including Desert Shield, Desert Storm and the continuing Global War on Terrorism.

In addition, he served as the Recruiter in Charge for Naval Recruiting District Miami. He was preceded in death by his mother, Ruth Thomas Skinner; and brothers, Ronald, Ted and Gary Alcott. Jeff is survived by his adoring wife, Vivian Dannelly Alcott; son, Jeffrey Paul (Karly) Alcott, Jr.; granddaughter, Ella Juil Alcott; sisters, Charla R. (John) Childers, Cristy Smith and Kathy Harrell; nephews, Jeffrey Childers and James Capps; and nieces, Jessica Childers, and Emily Smith.

**Walter Louis Bamberg, Jr** November 17, 1940 - April 6, 2017.

**Captain Robert B. Brannon, USN, Retired, Ph.D., 66.** Surrounded by his family, Bob passed peacefully in his sleep after succumbing to pancreatic cancer on May 22, 2017 at his home in (Kayenta) Ivins, Utah USA. Born November 13, 1950 in Alice, Texas to Burl and Cleo Brannon, Bob grew up in Corsicana, Texas and joined the United States Navy at the age of 17 after graduating from high school.



*CAPT Robert Brannon*

He married Stella Diana Boone October 13, 1979 in Honolulu, Hawaii. CAPT

Brannon was commanding officer of VP-45 in the early 90's. He is survived by his beloved wife Stella, his daughter Stefanie Eigen & son-in-law Sam Eigen (Las Vegas, NV), his son Christopher Brannon, daughter-in-law Kimberly Brannon, Grandchildren Kaitlin & Jack Brannon (Las Vegas, NV), his daughter Alexandra Brannon (Walnut Grove, CA), Sister Martha Murrell (Austin, TX) and Sister Suzy Cleve (Mayhill, NM) and many extended family members. He is preceded in death by his parents, Burl and Cleo Brannon, his sister Barbara Barratt and his brother Joe Brannon.

**Captain James H. Chapman** of Litchfield Plantation, Pawleys Island, passed peacefully on August 20, 2015. Born in Timmons-ville in 1923 to Mrs. Mary Sherard Chapman and Mr. Elting L. Chapman, he was the youngest of three sons. Jim had a rewarding thirty-year Naval career that took him, and often his wife and their two children, to twenty duty stations in such locations as China, Trinidad, Bermuda, Key West, and Annapolis. Highlights of his career included commanding VP-45 in the mid-60's, command of an ammunition supply ship off Vietnam, and command of a Marine transport and helicopter carrier in the Mediterranean Sea.



*CAPT James Chapman*

Jeane, his wife of sixty years, passed peacefully in her sleep in 2009. James is survived by his daughter Mrs. Susan C. Vogel, her husband Bruce, and their son Bryce, of Pawleys Island, New Providence, NJ, and Charlottesville, VA, respectively. He is also survived by his son, Capt. James H. Chapman, Jr., retired, his wife Susie, and their son Stephen, daughter Elizabeth and her husband Cliff and their children Marin and Sam, and son James, III and

his wife Kerri and their twins Lilian and James, IV, of Virginia Beach, Carlsbad, CA, and Richmond, VA, respectively. Lastly, James is survived by his and Jeane's loving and loyal dog Molly.

**Ronald Wayne Christopher**, of Brandon, MS, born June 8, 1942, Fairchance, PA, to James and Florence Christopher, entered Heaven's gates on June 28, 2017. Ron was a man of character. He lived his life to the fullest, serving God and loving his neighbors. Following a Navy career, where he was a Master Chief Petty Officer, Ron retired as Chief of Finance at the Veterans Affairs Administrative Office in Jackson, MS.



*Ron Christopher*

After retirement, he was District Governor 30-I of the MS Lions Club and served weekly in the Pinelake care center. Ron is survived by his wife, Dolores and children: Max Christopher, Sherri Antun, Robert Christopher, Catherine Foster, and Ronald Christopher; their spouses and five grandchildren. Ron was in VP-45 in the mid-70's and was Treasurer of the VP-45 Association from 2014 to 2017. At his recent funeral, Doug Mitchell and Joe Bretton (Association President and VP), Rick Lacey, Bill Regan, Dr. Bill Sullivan and John Van Denman served as pallbearers.

**Frank Louis Darket**, a resident of Westland, passed away on July 5, 2017 at the age of 93. Frank was the beloved husband of the late Martha, and the loving father of Carol (Stephen) Gold, Frank (Deborah), and Robert (Michele). He was the cherished grandfather of Kristian, Karrie, Anne, Mark, Angela, R. Anthony, and D. Austin; and the proud great-grandfather of Jeff, Sam, Mykal, Lofton, Ella, Zoe, Miles, Atlas and Wolf. Frank was a proud member of the Thomas Dooley Knights of Columbus. He bravely served our country in the United States Navy during WWII.

**Gale Burton Davis**, born June 13th, 1937 in Greenfield, MA to the late Elmer Hazen Davis and Catherine Russell Davis passed away unexpectedly October 30th, 2014 at DHMC. He was 77 years old. Gale spent his childhood in Wilder, VT and West Lebanon, NH graduating from Hartford High School in 1955. After graduating he enlisted in the U.S. Navy, following in the footsteps of his father. He served as an Airman stationed



*Gale Davis*

out of Norfolk, VA. After honorable discharge from the Navy in June of 1959, he met and married Rita Boisvert on October 29th, 1960. He leaves son Robert Burton Davis, his wife Kathy (Sanz) and grandchildren Kelly Ryan Davis and Amy Allison Davis; son Richard Leon Davis, his wife Karen (Delaney) and grandchildren Samantha Ryan Davis and Jacob Leon Davis; daughter Catherine Anne and granddaughter Cassandra Anne and Jake Crane and great grandson Tanner William and great granddaughter Ella Rita Bernice.

**CDR Paul E. Herring, 84**, formerly of Greenville, Ohio, passed away July 7, 2017, at The Villages Regional Hospital. Paul was born in Valdosta, Georgia, to Louise and Everett Herring. He served 22 years in the U.S. Navy as an aviator, and retired as Commander and was CO of VP-45 in the early 70's. During his service, he was stationed in Florida, California, Maryland, Virginia and Taipei, Taiwan.



*CDR Paul Herring*

Upon retirement from the Navy he lived in Greenville and owned Roark Furniture stores. Paul is survived by his beloved wife of 58 years Carol (Patton), from Greenville. He is also survived by his son and daughter-in-law Michael and Lisa Herring; son David Herring (and Dee Pence); daughter and son-in-law Tracy and Jim MacNaughton; daughter Amy Owens; sister Nancy Herring and eight grandchildren: Tyler Herring, Amanda Herring, Alex Herring, Kaitlyn Herring, Justin Owens, Liam MacNaughton, Natalie MacNaughton and Owen MacNaughton.

**Clifford C. Oberlander**, born in Bismarck, ND on June 12, 1938, died March 30, 2017. He is survived by his wife, Jeanne, son, R.J., and brothers, Harold and Dennis, as well as several nieces and nephews. He was pre-deceased by his parents, Jake and Mary Oberlander; and eldest brother, Elmer, who encouraged him to apply for the NROTC program in college. All four served in the Navy.



*Cliff Oberlander*

Cliff, designated as a Naval Flight Officer, had his wings pinned on at their wedding. His duty stations



included Glynco, GA; Norfolk, VA; Bermuda; Jacksonville, FL; Patuxent River, MD; Vietnam, and San Diego, CA. After leaving the Navy, Cliff was employed with the Office of Management and Budget in Washington, D.C., for 23 years until he retired in 1992. Upon retirement, he and Jeanne came back to the Pensacola area. Cliff was a member of Westwood Christian Church and various church committees.

**Loretta Viola “Vi” Pavlick, 97**, died April 5, 2017 in Orange Park, FL. Vi was born on February 28,



*Vi Pavlick*

1920 in Miami, FL, belonged to St. Catherine’s Church and the Whippoorwill Circle of the Garden Club. Vi was a long-time resident of Doctors Inlet, FL, and loved her home on Swimming Pen Creek prior to moving to Allegro Senior Living. Vi was predeceased by the Love of her life her husband of 53 years, John Johnnie Pavlick. Vi will be remembered as a wonderful violinist, an excellent golfer, and a lady who touched the lives of many.

**Lieutenant Richard “Dick” Shoup** of Ashland, Ore. passed away November 25, 2016. Dick was born January 19, 1934 and raised in McKeesport and Pittsburg, Penn. where he obtained his Eagle Scout in 1949. He attended the University of Idaho on an ROTC scholarship, graduating in 1954 with a bachelor of science in business. While in university he met his future wife, Sally Newhouse and they were married in 1955. He completed his naval aviator training in 1957.



*Dick Shoup*

After his service in the military he started work-



ing with Manufactures Life. He continued working directly for the company or selling their financial services from the company he founded with Marci Kaine in 1997, Richard Shoup Planning Associates, Inc. Marci and Dick continued to work together for the next 26 years. He leaves behind his wife of 61 years, Sally; his daughter, Sharon Warman; son, David Shoup; four grandchildren; and two great-grandchildren.

**William Louis Smith, 87**, passed away April 5, 2017. He was born to Mary Louise and William Terrell Smith in Crowley, LA, and was valedictorian at Jefferson Military College preparatory school. He attended The University of the South, then earned a Master’s degree in Physics at University of Mississippi. He became a Naval Aviator flying seaplanes and was a career officer. He is predeceased by his wife of 57 years, Betty Ann Johnson Smith of Pensacola. He is survived by his brother Howard Jones of Baton Rouge, LA and his children: William Rembert Smith (Jill) of Plano, TX; Catherine Smith-DuGay (David) of Tampa, FL; Ann Case (Michael) of Metairie, LA; John Smith (Katherine) of Pensacola; and Susan Leigh Michel (Russell) of Mountain Top, PA.



*William Smith*

ing with Manufactures Life. He continued working directly for the company or selling their financial services from the company he founded with Marci Kaine in 1997, Richard Shoup Planning Associates, Inc. Marci and Dick continued to work together for the next 26 years. He leaves behind his wife of 61 years, Sally; his daughter, Sharon Warman; son, David Shoup; four grandchildren; and two great-grandchildren.

*"HERO: An ordinary person facing extraordinary circumstances and acting with courage, honor and self-sacrifice"*

*Unknown*

## 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:

**William S. Cunningham, Treasurer**  
**Patron Four Five Association**  
 683 Kilchurn Dr.  
 Orange Park, FL 32073-4286  
 904-504-3008, Email: awcmspence@comcast.net

#### ROSTER INFORMATION

Name: First \_\_\_\_\_ MI \_\_\_\_\_ Last \_\_\_\_\_

Date of Birth: \_\_\_\_\_ 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 (Position): \_\_\_\_\_

Ground 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](http://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!

