

2018
MARCH

THE VP-45 ASSOCIATION'S
Pelican Post

Newsletter

www.vp45association.org



Member In The Spotlight:

First CO of VP-45 (PBY)

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Cover: "Attu Arrival 1943"

(Cover Artwork and Design by Bill Hobgood)

See Member In The Spotlight Article for More Info

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From the Editor:

Well, I hadn’t planned on another history article in the “Tools of the Trade” series, at least not until I was asked about HF/DF and airborne radar. In this issue, we’ll look at the early WWII history of HF/DF and will complete our series in August with an early history of airborne radar.

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

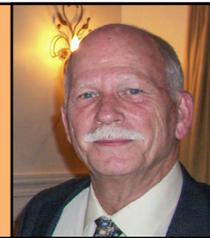


President

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 lives 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.

“A huge “Shout Out” to thank Joe Bretton for four years of dedication to this organization as Vice President and Reunion Coordinator. And Welcome Aboard to Spence Cunningham, our acting Treasurer who will “fleet-up” to Joe’s position after the reunion.”

From the Desk of...

Doug Mitchell

President’s Report



It’s that time again, and as I mentioned in my remarks in the September 2017 Newsletter, we are: **PENSACOLA BOUND!**

Known as “The Cradle of Aviation,” and home of the “World Famous Blue Angels,” many of us started our Naval Careers at NAS Pensacola...including me at VT-4! As I look back, it was my experience at NAS Pensacola those first three years that influenced my decision to stay in the Navy! (See photo to right)

Also in the September Newsletter, I solicited a child or grandchild from our membership to attend the 2018 Flight Academy Program. Your Association Officers and I are pleased to announce member Jodean and Joy Walston’s 15 year old grandson Joseph Normann and 14 year old granddaugh-



While assigned to NAS Pensacola’s VT-4 in July 1965, our (then) young Association President receives Plane Captain of the Month award from RADM D.E. Smith. In addition to the award, Doug received a round trip home in a T-2 Buckeye jet and a \$25.00 Savings Bond (remember those?).

ter Rachael Normann have been selected to split the \$1250 Scholarship. The proud grandparents are happily paying the

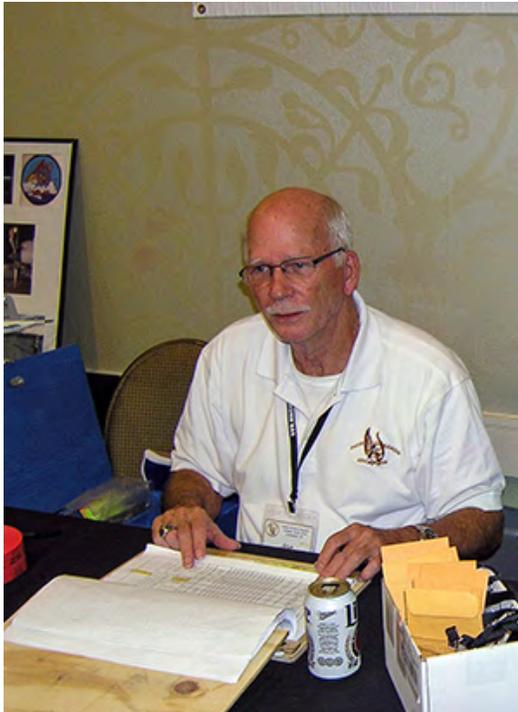


Last year’s Flight Academy Scholarship winner: Shelby “Seahorse” Newman; granddaughter of member Jay Thomas

remainder of the fee, rewarding their students for outstanding achievements in their respective schools. Joseph and Rachael will attend the program July 8 - July 13, 2018, and we look forward to hearing from them in the September 2018 Newsletter.

For the upcoming reunion, Joe Bretton, our Vice President and

Reunion Coordinator, has outdone himself in personally setting up the tours and transportation for the entire reunion...and I promise you, you will not be disappointed! A HUGE THANK YOU JOE! We certainly look forward to seeing as many of you members of our outstanding Association as possible attend. So "PLEASE SIGN UP EARLY"...as this makes all of our planning so much easier! I know I said this before, but... "Let's all help make the Pensacola Reunion one of the best in our history!" And it will serve as a great send off for Joe, as this is his last reunion as our coordinator!



Joe Bretton, our Vice President and Reunion Coordinator has devoted countless dedicated hours both before and during Association Reunions.

Another huge "Thank You and Congratulations" are in order for our current Treasurer Spence Cunningham for volunteering to move up to Vice President/Reunion Coordinator! And to Joe Oglesby, for submitting his name to be considered as the next Treasurer of our Association after the reunion expenses have been closed out in Pensacola. Both of these gentlemen had distinguished careers in the Navy as well as their respective tours as Pelicans. You will have the opportunity to vote for them at the Business Meeting on Saturday morning in Pensacola.



Spence Cunningham, our newest officer and acting Treasurer, has accepted a nomination to replace Joe as Vice President.

On Friday April 20, 2018, Joe Bretton and I will be presenting our Annual Association Scholarship Check at the Flight Academy to LTGEN (Ret) Thies-

sen, President and CEO of the Naval Museum. If any of you would like to join us, please email or call me no later than 18 April. You will have the opportunity to tour the Flight Academy and join us for lunch at the Cubi Cafe. Another great opportunity to hold a "Pelican mini-reunion!"

Again....we look forward to seeing you in October!

Best Regards, Doug
"Pooh Bear" Mitchell
678-650-7500 or poohbearmit@aol.com



Most of us spent time on tours or training in Pensacola. Though there is a lot to remember about that beautiful place, all of us remember the sugar-like white beaches and the fabulous Blue Angels (who will perform practice shows October 23 and 24 at NAS) This will likely be our best reunion yet...don't miss it!



FROM THE VICE PRESIDENT

Pensacola is calling all VP-45 Alumni!!



This year's reunion will take place at the beautiful Pensacola, Florida. Our "headquarters" this time will be the historic Grand Hotel, located in the heart of downtown Pensacola and just minutes away from shopping, dining, and entertainment venues.

The hotel offers many free amenities such as transport to and from the airport, wi-fi and mini fridges in all the rooms, and self-parking to name just a few. To learn more about the hotel and view photos you can visit their website here: www.pensacolagrandhotel.com.

We are anticipating a great turnout, perhaps the biggest ever, so we have asked the hotel to give us the largest block of rooms in reunion history. Room reservations can be made by calling the Grand Hotel



direct at (850) 433-3336 and give the Code "P-45" to receive our \$119.00 (+ tax) rate. Don't delay, because, after September 24, the hotel will take back the rooms we haven't reserved and sell them at their normal rate of \$199.00.

The hotel accepts all major credit cards and our discounted group rate is available 3 days before and 3 days after the reunion. You may cancel your hotel room up to 24 hours prior to arrival without penalty.

Day tours were somewhat limited in the immediate Pensacola area, so hopefully, we have selected

some you will find enjoyable.

Dolphin Cruise - Thursday (\$40.00)

Welcome to Pensacola Bay's original dolphin cruise



boat, "Chase-n-Fins." This aquatic charter offers you a two-hour adventure where the dolphins are always willing to entertain in their natural environment. Chase-n-Fins is a 50-foot converted Navy

Who isn't always amazed at the strength and grace of playful dolphins?

launch with plenty of open deck space for that perfect photo or just enjoy the warm Gulf breeze under the large shaded area. The crew is very knowledgeable of the area marine life as well as the local and historical landmarks you will pass. This boat can accommodate 49 passengers, has a bathroom and is wheelchair accessible. Lunch will be on your own downtown.

Naval Museum/P-8 Poseidon/Flight Academy

Tour - Friday (\$25.00)



A VP-45 P-8 Poseidon aircraft will be at NAS Pensacola for our members to tour.

This tour features a viewing of the squadron's P-8 Poseidon. For those of you who haven't seen one before, prepare to be amazed. Next, you will experience an exciting and immersive learning adventure when you are taken aboard the world's largest simulated aircraft carrier. An experience for 7-12th graders that inspires interest in Science, Technology, Engineering and Mathematics (STEM). Participants live for 6 days in a multi-story, 102,000 square foot facility experiencing theme-park style thrills surrounded by advanced technology, flight simulators, and virtual reality games that ignite imagination and encourages learning. You will then be transported to the National Naval Aviation Museum, which is the world's largest Naval Aviation Museum. Share the excitement of a guided tour of Naval Aviation's rich history and see more than 150 beautifully restored aircraft representing Navy, Marine Corps, and Coast Guard Aviation. These historic and one-of-a-kind aircraft are displayed both inside the Museum's nearly 350,000 square feet of exhibit space and outside on its 37-acre grounds. Lunch will be on your own at the Cubi Bar Cafe.



The number of historic aircraft at the Museum at NAS Pensacola is just staggering.

Share the excitement of a guided tour of Naval Aviation's rich history and see more than 150 beautifully restored aircraft representing Navy, Marine Corps, and Coast Guard Aviation. These historic and one-of-a-kind aircraft are displayed both inside the Museum's nearly 350,000 square feet of exhibit space and outside on its 37-acre grounds. Lunch will be on your own at the Cubi Bar Cafe.

City Tour - Saturday (\$49.00)

Enjoy a narrated tour of the historic area of Downtown Pensacola aboard an enclosed and air-conditioned trolley. The tour will take you by the 1912 L&N railroad depot, Saint Michael's Cemetery of the



late 1700's and the 1832 Christ Church which was used by Union soldiers during the Civil War as a barracks and hospital. You will also pass by the Veteran's Memorial Park and the Vietnam Wall South, Seville Square, Seville Quarter, Fort George and through the site of the old Hawkshaw community. Your tour will conclude with lunch at McGuire's Irish Pub, located in Pensacola's original 1927 Old Firehouse. Inside the pub you'll find a turn-of-the-century, New York Irish Saloon themed 615-seat restaurant.

Fellow member John Gatewood ('72-'75) has made arrangements for multiple tee times on Thursday at the NAS Pensacola course. If you want to play you can text him at 850-291-1837 to be added to the roster.

Our Thursday night "Meet and Greet" will kick-off at 6 PM and, as in Charleston, don't eat before arriving because there will be all the "Heavy" hors-d'oeuvres and libations you desire.

On Friday night at 8 PM in the ballroom, we will feature the works of our webmaster, Bill Hobgood (71-74), and his "Walk down memory lane" videos. Both memory provoking and hilarious, this presentation is a must see. ("Heavy" hors-d'oeuvres will be available starting at 6 PM)

Saturday Evening Banquet.

Saturday Evening Banquet.

Our Saturday Banquet festivities will begin at 6 PM with a cash bar Happy Hour. We will then move into the ballroom at 7 PM for the banquet program and dinner. Our choices for meals are:



Roast Baron of Beef (\$43.00)

Savory and tender roast beef ladled with a hearty red wine mushroom sauce. Served with fingerling potatoes, seasoned vegetable medley and bread pudding with bourbon sauce

Sunshine Chicken (\$36.00)

Plump sauteed, citrus marinated, chicken breast drizzled with lime butter sauce, on a bed of almond lemon rice pilaf, steamed broccoli and bread pud-

ding with bourbon sauce

The Ballroom can only accommodate 280 guests for dinner, so sign up early or you may have to stand in the hall to eat.

Sadly, Sunday morning will arrive and we will have to say goodbye again until 2020...however, this year we will do it in style with a Farewell Breakfast. Beginning at 7 AM and going until 10 AM in the ballroom, you can enjoy a Southern Style Buffet for \$20.00.

Seasonal fresh fruit, scrambled eggs with assorted toppings (diced ham, shredded cheese, green onions, diced tomatoes, sliced mushrooms, and diced peppers), creamy cheese grits, crisp bacon, country sausage, buttermilk biscuits with country style sausage gravy, orange juice, coffee, and tea.



You can register for the reunion and make a secure online payment [HERE](#), or click on the big maroon reunion button just above. If you want to print out and mail in your registration, you can download a printable form [HERE](#). If you received a paper copy of this newsletter via the US Postal Service, the sign-up page near the end can be used - fill out and mail in.

For your convenience, a complete reunion itinerary can be found at the end of this newsletter.

Come and join us as we renew friendships, reminisce about days gone by, and share in life experiences both past and present.

SEE YOU IN PENSACOLA OCTOBER 24 ~28!!!

Joe Bretton, Vice President/Reunion Coordinator
601-405-3132 or jbretton@aol.com

NOTE: The ballroom at the hotel, where we will have the Saturday night banquet is limited to 280 people (fire department rules). PLEASE register early so you are guaranteed a seat.



**Command Master Chief (Aviation & Surface Warfare)
Christopher D. Jones, USN**

Command Master Chief Jones enlisted in the Navy through the Delayed Entry Program in 1989 and following the completion of Basic Training in San Diego, he attended Air Traffic Control and Carrier Air Traffic Control School in Millington, Tennessee in 1990.

Master Chief Jones holds a Bachelor of Arts in Business Administration from St. Leo University: he's a graduate of the Navy Senior Enlisted Academy, and the CMC/COB Capstone Course. He was the recipient of the Air Traffic Controller of the Year while on board the USS *John C. Stennis*.

Command Master Chief Jones served at sea aboard carriers USS *Abraham Lincoln*, USS *John C. Stennis*, and USS *Ronald Reagan*. Ashore, Master Chief Jones served as Fleet Air Control Surveillance Facility, San Diego California, Carrier Air Traffic Control Center lead instructor in Naval Air Training Center Pensacola, Florida, LCPO at NAS Key West, Joint Special Operations Task Force NAVCENT, Iraq and Lead Air Traffic Control and Aviation Ratings LCPO (PERS 404) in Navy Personnel Command.

Master Chief Jones was selected to the Command Master Chief program in 2014 as the Command Master Chief of HSM-70. He reported to the Pelicans as CMDCM at VP-45 in July 2017.

Master Chief Jones military decorations include the Defense Meritorious Service Medal, Meritorious Service Medal, Joint Commendation Medal, Navy and Marine Corps Commendation Medal (five awards), Navy and Marine Corps Achievement Medal (four awards), Good Conduct Medal (five awards) and various unit and deployment awards.

NAVY TRIVIA

“History of The Blue Angels”

By: Bill Hobgood

A lot of us Pelicans started our careers in Pensacola so there has been a lot of expressed excitement regarding our upcoming reunion at the “Cradle of Naval Aviation.” NAS Pensacola is also the home



Fleet Admiral Nimitz.

of the Navy’s extraordinary flight demonstration team – The Blue Angels! This issue’s “Trivia” article will be a very brief history of this group.

After the end of WW-II, ADM Chester Nimitz (a submariner no less) was concerned about the public’s interest in Naval Aviation and general force morale; so he ordered the formation of a flight demonstration team at NAS Jax. Of note, however, the Admiral had an underlying mission which was to help the Navy generate public and political support for a larger allocation of the shrinking defense budget. In 1946, less than a year later, the first team was performing for the public flying three F6F Hellcats – the Navy’s primary fighter during



The Navy’s main fighter in WW-II, The F6F Hellcat, was the first aircraft flown by the Blue angles.

most of the war. A short video about the formation of the team (then called “Flight Exhibition Team”) is here: <https://www.facebook.com/USNavyBlueAngels/videos/1096870807020703/>

Less than two months later, the team transitioned to the faster, sleeker and more powerful F8F Bearcat, an advanced fighter that became operational right after



The 1946 Team in front of one of their new F8F Bearcats.

the end of the war, and increased to four flying aircraft and a “diamond” formation. The Bearcat was fine until the Navy received their first carrier based



The first Blue Angel jet - the F9F Panther.

jet aircraft, the F9F-2 Panther. Of course the team, now officially named the Blue Angels, immediately lost interest in “props” and had to have “jets” to fly – they transitioned to jets in July of 1947.

Due to a shortage of pilots when the Korean war



The (very similar) Cougar replaced the Panther in 1954.

started, the Blues were disbanded and they reported as a group to the USS *Princeton* as the nucleus of VF-191 (Satan's Kittens). The team was re-established



Blues shows showcased the beautiful F-11 Tiger beginning in in 1957.

after the war at NAS Corpus Christi and, in 1954, moved their home base to NAS Pensacola and got hot new F9F-8 Cougar aircraft. Three years later the team transitioned to the F11F-1 Tiger and now they were flying with six pilots. They stayed with the F-11 for 15 years until 1969 when they switched to the bigger, more powerful two-seat F-4 Phantom – The Navy's main fighter-interceptor during the Vietnam conflict. This was the only time that the Blue Angels and the USAF's Thunderbirds flew the same aircraft.

The F-4 proved to be hard to handle in very close formation so, in 1974, after five years with the brutish Phantom, the team “down-sized” to the little A-4 Skyhawk (their first non-fight-



The huge F-4 Phantom was the largest aircraft the Blue angels ever flew. In the photo below, the author, then an Ensign, lives an F-4 fantasy for just a few moments in 1970. That dream became P-3s very shortly thereafter.



er aircraft) and became officially designated the Navy Flight Demonstration Squadron. The Skyhawk proved to be a reliable, stable and

beautiful aircraft and the Blues' flew them for the next 12 years... which seemed like a long time (back then).



After the Phantom, the Blues flew the “cute little” A-4 Skyhawk for 12 years. Four of these hang in the museum in Pensacola.

The F/A-18, designed to replace all fighter, light attack and medium attack squadron aircraft in the Navy's carrier air wings, became the next (and still current) aircraft operated by the Blue Angels. They have been flying variations of the F-18 for 31 years. Yep! 31 years!

No summary of the Blues' history would be complete without mentioning the support aircraft and crews



Still based at NAS Pensacola, the Blue Angels fly the F-18 Hornet.

that are an integral part of the Team. Beginning in 1949, when an R-4D Skytrain (similar to the C-47) was assigned to the team, they have also, in order, operated an R-5C commando, R-5D Skymaster, the C-121 Super Constellation and, in 1970, the C-130 that we all recognize as Fat Albert.

Author's Note: During my career (1968-1991), the team flew four different aircraft. During my first summer of AOCS in Pensacola, I remember them flying the sleek F-11 (one of which still sits on a pedestal at the main gate). When I returned for my second summer they had switched to the F-4 Phantom (see me in photo). When I returned to Pensacola in 1986, they were flying their last season in the A-4 and I was fortunate to observe their inaugural show in the F-18.



ASSOCIATION MEMBER IN THE SPOTLIGHT

Robert L. “Bob” Donley

by: Dianne Hofbeck

Robert L. Donley, born in Columbus, Ohio on June 7, 1916, was the first Commanding Officer of Patrol Squadron FORTY FIVE – the squadron during WW-II that flew the PBY Catalina aircraft.

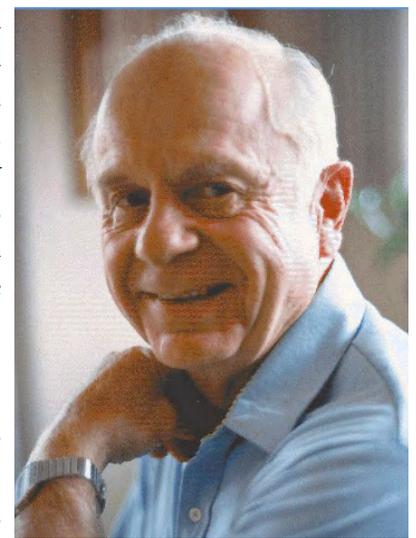


*LT Robert Donley
circa 1943.*

As a child, he and his sister, Alma Jane, were raised in Clintonville, WI by their parents Bartrum and Rena Donley. Robert graduated Magna Cum Laude from Ripon College in Wisconsin in 1938, earning a fellowship in Physics at the University of Wisconsin. However, knowing that the US was on the brink of war, he enlisted in the Navy as a seaman via the V5 program at NAS Seattle. The V5 program took him to Pensacola where he commenced flight training as an Aviation Cadet.

When he finished flight school in early 1940, he received his wings and was commissioned an Ensign in the Naval Reserve. He also received orders to report to his first squadron – Patrol Squadron FORTY TWO (VP-42) based at NAS Seattle. Over the next year he achieved all qualifications necessary

to become 1st pilot in the PBY-5 seaplane.



*CDR Robert Donley, USN (Ret)
circa 2004*

Immediately after Pearl Harbor and the declaration of war on Japan, VP-42 was ordered to deploy to Cold Bay, Alaska and establish an advance base in the Aleutians. Their main mission was to locate the Japanese fleet and radio its position back to the Army bases where B-26 bombers were waiting, loaded with torpedoes.



*Young Bob Donley - bathtub
ASW practice ops in 1916.*

Donley was sent to Naval Operating Base, Dutch Harbor in February of 1942. On June 3, a small flight of Japanese airplanes bombed the military installations there. These were the opening shots in the year-long Aleutian campaign. The Japanese returned the next afternoon, dropping more bombs and killing more men with much more accuracy than the previous morning. In the big picture, damage was slight and casualties minimal but for the men involved, especially the aviators, it was a frenzied, fearful experience.

From June 1-15, Donley flew numerous all-night aerial patrols and bombing attack missions on Japanese vessels in Kiska Harbor, which was defended with brutal anti-aircraft fire and fierce aerial opposition. For exceptional and superior performance in aerial combat, he was awarded the Distinguished Flying Cross. Later that same month, Robert,



Bob (on left) with friends in 1930

now a LTJG, was awarded the Air Medal from the Army for landing his PBY in rough seas 50 miles S.E. of Scotch Cape to rescue raft-bound survivors of a downed Air Force B-24. He took the survivors aboard and returned safely to Cold Bay.

Quite unexpectedly, in November of 1942, (now) LT Donley was detached from VP-42 and was ordered to report to Fleet Air Wing SIX (FAW-6), NAS Seattle, for special duty. Upon arrival, Robert was informed that the Wing Commander was “standing up” a brand new patrol squadron that would be VP-45.

In late January 1943, Donley and a few other combat experienced officers were given six PBY-5 aircraft, a number of flight crews and were told to start training that day and be ready in 60 days for a combat deployment. Additionally, though just a junior Lieutenant, Robert was informed that he would be the commanding officer.



VP-45 (PBY) Logo

At the time, the islands of Kiska and Attu in the Aleutians had been taken by the Japanese. They were well entrenched and fortified in preparation for expanding up the Aleutian chain to the mainland of Alaska and

the Pacific Northwest. In late April, LT Robert L. Donley was ordered to take his new squadron and report to Fleet Air Wing FOUR on the island of Adak in the Aleutians. Two weeks later, VP-45 was ordered to report to Task Force 6 in Attu and they were to provide air surveillance and ASW support enroute. Upon arrival, the weather was miserable – rain, thunderstorms, low ceilings and reduced visibility. (Ed's Note: the cover of this Newsletter depicts their arrival at Attu.)

Donley's account of the retaking of Attu can be found at the VP-45 website: [Click Here](#).

In late September 1943, two of the original six crews were ordered to return to NAS Sand Point in order to re-fit and recondition the PBYs. Shortly thereafter, the rest of the squadron left Attu for Sand Point and were given 30 day leave with orders to report



PBY's in Cold Bay truly operated in cold weather conditions.

back to NAS Oak Harbor, where most of the original PPC's were reassigned and the 1st pilots promoted to PPC.

During this leave period, Lieutenant Robert Lee Donley married Marjorie Jean Culler, who was working as a secretary in a civil service position with the Army Engineers in Seattle. The reception was at Malloy Manor. Apparently no photos were taken at the wedding or the reception! Their daughter, Dianne (author of this article) was born 16 months later. For the rest of the war, Robert spent time as an instructor at Naval Air Stations Jacksonville, FL, Shawnee, OK and Clinton, OK. He then re-



USS Boxer (CV-21) in the mid-1940s.

ceived orders to report to Combat Information Center (CIC) School, prior to reporting the USS *Boxer* (CV-21) as CIC Officer and Asst. Air Officer. Fol-

lowing that tour, he was given the opportunity to earn a degree in electrical engineering at the U.S. Naval School, at the Massachusetts Institute of Technology. His second daughter Patricia was born in August of 1947. Robert's hope was to somehow be involved in television research, but circumstances would interfere with that goal.

In 1949, follow-on orders sent him to the office of the CNO in the Pentagon as head of the Electronics Section, Air Warfare Division. This was a short tour



Robert and Marjorie pose for a family portrait with daughters Dianne (left) and Patricia (right) in 1948.

as the Korean conflict began and Robert was sent to Coronado, CA and sea duty as XO of VP-42, his first squadron. They deployed to Iwakuni and Yokosuka, Japan. There the aircrews conducted 24-hour anti-submarine patrols in shipping lanes between Japan and Korea in the Tsushima Straits and patrolled the Korean coastline and conducted searches for mines. The squadron returned to Coronado in April 1951.

Later that year, now a full Commander, Robert was

assigned as the CO of Patrol Squadron FOR-TY-SIX. Returning to Iwakuni, VP-46, under FAW-6 and Task Group 96.2, flying PBM Mariner aircraft, conducted ASW, over-water search and reconnaissance, and rescue missions. During this period, VP-46 also operated as a seaborne detachment from an advanced base in Chinhae, Korea, tended by USS *Suisan* (AVP-53).



LCDR Donley, Executive Officer, VP-42, circa 1950.

Piloting PBM Mariners during the Korean War was a challenge. Donley lost one of his two engines on one mission and had to make an emergency forced landing near an island very close to the North Korean border.

Piloting PBMs during Korea turned out to be a challenge. Donley related the story to his family of how he almost "bought the farm" while piloting a Mariner. The plane lost one of its two engines and he had to make difficult emergency landing on an island, which, fortunately, was on the south side the Han River separating North and South Korea. He had to fly on one engine to Kunsan for repairs, which kept him in there for about five days.



After taking command of VP-46 in 1951, CDR Donley signs the squadron log as the Ops O and Duty Officer look on.

After Korea, Robert returned for a two-year tour with the CNO's staff at the Pentagon as head of Instruments and Navigation. That was followed by assignment as Operations Officer of the Fleet Air Whidbey Island staff at NAS Oak Harbor. In 1955, Robert was ordered to the USS *Pine Island* (AV-21), a sea-plane tender, in Coronado, CA, as the XO.



CDR Donley, CO-VP-46, upon returning from combat in Korea, sits among the 22 DFC's, 107 Air Medals and 177 Gold Stars (repeat decorations) awarded to personnel in his squadron.

Next for the family was a move to Albuquerque, New Mexico. Robert reported to the Field Command, Armed Forces Special Weapons Project, Sandia Base. He held a top-secret position as Deputy Director,



USS Pine Island (AV-12), a sea plane tender. CDR Donley was Executive Officer of this ship in the mid-1950's.

Operations Division from 1957 to 1959.

In January of 1960, after 21 years of active duty and over 4600 hours piloting more than 20 different aircraft, Donley retired from the Navy. His awards and campaign ribbons, among many others, include the Distinguished Flying Cross, four Air Medals and the Navy Unit Commendation.

After a move back to Washington State, Robert accepted a job with the Boeing Company and was assigned to the Strategic Systems Design Section – Electronics, Security Group of the Aero-Space Division. His salary was \$11,000 a year – in 1960 dollars.

The family settled in Bellevue, Washington where he and Marge remained for the rest of their lives. At Boeing he was an instrumental designer and lead engineer for the Minuteman Mobile Program, the Minuteman Test Equipment Design group, and the Safeguard Airborne and AWACS electronics communication console systems projects.

After retirement from Boeing, Donley continued to pursue his interest in electronics, spending more time with computers than Marge would have liked. He and Marge traveled, enjoyed life, helped educate their grandchildren, Rob and Chris McCall, and were active in the Unity Church near their home. They routinely traveled to Jacksonville, Florida for the reunions of the Air Cadets and Patrol Wing FOUR. Robert is listed as one of the veterans interviewed for the book, "The Thousand Mile War," about the Aleutian campaign.

Always an achiever and survivor, Donley exceeded his goal of living to see the turn of the century. He died peacefully in his home in Bellevue in 2006, a year after Marge died. He was within a week of his 90th birthday, outliving most of his WWII companions.

While moving his Navy family every three years until 1960, he knew how to make each house a home. He had a keen appreciation for nature and the outdoors, turning each family vacation into an exploration of United States' geography and history. He was a consummate tinkerer with electronics, even into the last weeks of his life. He passed his enthusiasm for nature and for science, math and technology on to his children Dianne and Patricia and grandchildren Rob (Robert, Bob, Bobby) and Christopher Lee (Chris).



CDR Bob Donley, USN (ret); circa 1960

FROM THE WEBMASTER

By: Bill Hobgood



It was back in late 2010 that (then) Association President, Gene Graham, talked me into taking over the duties of WebMaster. At the time, Steve Riddle, the Association Secretary also handled the website he had designed employing a (by then) older software application called Microsoft Front Page.

When I accepted “being volunteered” by Gene, I had no idea the “new” VP-45 Association Website project would turn into what it is now - over 70 pages of current and historic information about arguably the finest VP Squadron ever to exist.

I started from scratch with the aid of a web-building program from Adobe called Dreamweaver. The new site was officially launched in late 2011 and I was elected to the new position of WebMaster in 2012...so I've been at it for almost eight years now.

So I told you all that (again) so that I can mention this (again). I love this job...I really do. and I love working with Secretary Jack Keane on this Newsletter. But one of these days I'll have to step aside and let someone younger take the reins. When? I'm not sure. Maybe two or maybe four more years.

In the meantime, if anybody out there feels the need to do something great for this Association and is potentially interested in someday taking over for me, please email me at: hobgood.bill@gmail.com with any questions you might have.

Who knows, for you it may, like it did for me, turn out to be one of the most rewarding things you've done in your life!

SECRETARY'S PODIUM

By: Jack Keane

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.

ATTENTION! Get to Pensacola early this year. The Blue Angels will be practicing at NAS Pensacola Oct 23 and 24.

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: Commander Bob Kunkle, USN (Ret.)

“Seaplane Ops 1942”

Bob Kunkle served on active duty for 33 years; starting as a seaman and retiring as a Commander in 1970. He was VP-45’s Maintenance Officer from 1950-53. This recollection was written over ten years ago.

I grew up on a farm in Indiana. After graduating from high school in 1936 and, because of financial matters and the job market being less than poor, it was just not in the cards for any college, I wound up enlisting in the Navy. After boot camp in San Diego in 1937, I was assigned to the aviation detachment aboard USS *Vestal* (AR-4) and we performed maintenance, repair and other support of the cruiser-based planes in the Pacific. It was here I fell in love with airplanes.

The O-in-C of our unit, a CWO and ex-member of the Lafayette Escadrille of WWI, took a liking to me, noticed my desire to fly and helped me apply for Navy flight school. After some 3 years at sea, and having made AMM2 aboard the light cruiser, USS *Savannah*, I got orders to Pensacola. I received my “Naval Aviation Pilot” (or AP) enlisted pilot wings on 1 April 1941 and was assigned to VP-S 2 at Norfolk.

That squadron had PBYS and flew out of Gitmo and Panama until WWII, then Brazil and Bermuda doing the usual anti-sub and air/sea search and rescue. My crew once picked up 26 survivors off Brazil. My PPC could not get the plane off the water and finally let me try it. Over his objections I got rid of our four 650 pound depth charges and finally made

it out OK.

One incident I think may be of interest: We were operating off the tender, USS *Green*. One night during a severe storm the ship broke its mooring and ended up directly under the balcony of the biggest house of ill repute in Natal. We went to Bermuda next and I was lucky to be assigned to a crew head-



After earning his wings as a Navy pilot (AP), Bob flew PBYS with VP-S 2, similar to this one in pre-WW-II paint.

ed by Freddie Haig who had just been promoted to CWO and PPC. A couple of events may be of interest.

After a daylong search east of Bermuda, we were finally on the last leg home. Just at dusk we spotted what we thought was a sub wake and Freddie promptly attacked. I was in the bow and was ordered to drop the whole load of bombs on his command. Well, yours truly did just that.... and we tallied a direct hit and blew the waterspout to pieces.



USS Vestal (AR-4), a repair ship, was Bob Kunkle’s first assignment in the Navy in 1937.

Another time out of Bermuda we spent a bit too long on a last minute sub search and discovered that we only had enough fuel to reach Floyd Bennett Field, New York City. Unfortunately we approached unannounced after dark and caused one of the first NY city blackouts. Hohum, just another day.

While still flying out of NAS Bermuda, the Navy decided some of us APs should be commissioned and so I was made CWO about the same time I made PPC.

In the fall of 1942, the squadron was ordered to the southwest Pacific. After regrouping and flying out of Kaneohe Bay we proceeded to the

Solomons and finally Perth, Australia. While there, we painted the planes black and became one of the first “Black Cat” squadrons. We also got rid of the bombsight and made room for four fixed 50-cal. guns. These were used primarily for strafing small shipping and troops in the New Britain and New Guinea areas.

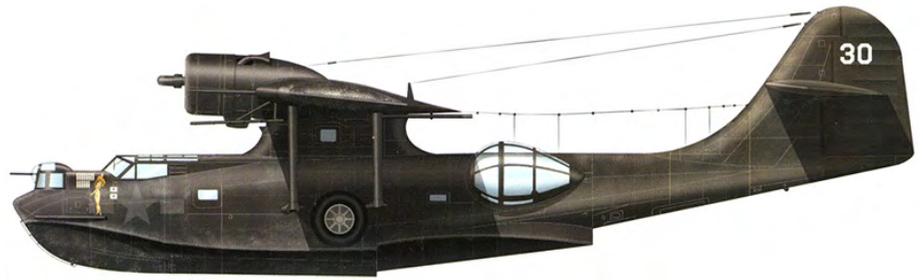
The squadron was quite active against Jap shipping. I got involved one night west of Rabaul with a couple of Jap DDs and one, thanks to yours truly, never made it back to port. The Navy decided to award me the Air Medal for sinking it. Additionally we got to go to a much deserved “rest camp” for a week south of Brisbane, Australia.

Back in the war, we got back to flying out of the Admiralty Islands; tasked for daylight searches trying to locate various Japanese fleet units. My crew spotted some ships and, as we tried to get close enough to see their hull numbers and figure out their course and speed, my copilot spotted Jap planes boring in to attack us. I had dumped the nose and headed for the water when, all of a sudden, all hell broke loose.



“Black Cat Down”...well almost! Bob Kunkle, with engine on fire and limited control, heads for the deck in an attempt to avoid more “friendly fire” from TF-58 Hellcats.

Machine gun fire peppered the starboard engine and it caught fire. They also shot out my aileron



Typical WW-II era “Black Cat” PBY-5.

controls, put holes in the hull and we lost all the extra fuel in our auxillary tank. Well, those “Jap planes” turned out to be four F6Fs Hellcats from one of the fighter squadrons from Task Force 58! Despite all that, I ordered the crew not to return fire. I guess the black paint confused them as they made three or four more passes before finally leaving us alone.

Meantime I had gotten rid of our bombs and, after bouncing off the water a couple times, managed to get sea spray to douse the engine fire and get the engine providing power again. By using the engines and rudder to help steer, we managed to get back to the tender. The crew had stuffed blankets, mattresses and anything else available in the gaping holes in the hull to keep us afloat long enough after

landing to have the tender hoist us aboard. This action resulted in my being awarded the Distinguished Flying Cross.

We were very fortunate that day. One man back aft was hit and the co-pilot took a couple through his life jacket. They found a couple of incendiaries in our rubber tank. I’ve still got some of the scraps and someday I hope to walk in to a bar and hear four F6F jockeys bragging about how they took care of an old Black Cat.

Anyway, I’ll stop this nonsense and hope it may bring back some memories to a few of the old salt Pelicans remaining. After the war I married a gal that

I still have, thank God. Have a family of 3 sons, all of which have served in Naval Aviation.

Community News

By: Jack Keane

September 2017

VP Community Update From the Boss

From: Rear Admiral “Trey” Wheeler

The MPRF is transitioning from the P-3 and EP-3 to the P-8A and Triton MQ-4C. The Golden Eagles of VP-9, the last K-Bay VP squadron, completed their homeport change to Whidbey Island and is the ninth of twelve active duty VP squadrons to transition to the P-8A. Moreover, VUP-19 has accepted custody of its first Triton MQ-4C.

While our new Family of Systems will retain and even improve our already impressive ISR capabilities, the P-8A Poseidon was bought to win the ASW fight and agility is absolutely critical to our success. We must be agile not only in our ability to maneuver our forces to counter today’s threat, but we must be agile in the fielding of new capabilities to answer tomorrow’s fight. The proliferation and capabilities of new generation submarines among peer and near-peer adversaries is increasing at an alarming rate. The country and Navy rely on the responsiveness and ability of Maritime Patrol Aircraft and crews to maintain the tactical and technical edge to counter this growing threat.

With the significant investment by our Navy to recapitalize the MPRF coupled with the expertise of industry and NAVAIR engineers, we are doing just that. To most of us I am sure that the resurgence in real-world ASW operations look very much like they did at the height of the Cold War, but they are not. Even though we find ourselves returning to many of the old VP detachment sites, today’s submarine threat presents a much tougher problem.

The P-8A is extremely capable ASW platform but it requires significant ground support to mission plan and prepare the aircraft for success. Our TacMobile system, the follow-on to the Anti-Submarine Warfare Operations Centers (ASWOCs) and Tactical Support Centers (TSCs) of old, provides the necessary ground support and is a key member of the MPRF Family of Systems.



RDML “Trey” Wheeler, CPRG



The P-8A is not your father's Maritime Patrol Aircraft!

The Mobile-Tactical Operations Center (MTOC) is the robust expeditionary component of TacMobile that allows us to operate independently for extended periods away from our main deployment hubs. An MTOC provides an incredible capability, but also requires significant logistics support to move from one location to another. To achieve this improvement, TacMobile, together with SPAWAR PMW-750 and industry partners took specific elements of the MTOC and designed a limited, smaller,

mission tailored support package capable of being transported on a P-8A. The smallest portion of an MTOC gear set now includes the scalable option of delivering the P-8A Rapid Response Kit (RRK), which is a limited mobile Command and Control system providing line-of-sight and over the horizon communications for short duration detachments.

In addition to the RRK, MTOC gear sets include the P-8A Fly Away Kit (FAK), which recently deployed as a P-8A portable mission planning and Preflight Insertion Data (PID) system to format media for the P-8A. It also supports post-mission analysis with an embedded Tactical Mission Analysis System (TAC-MAS) to provide ASW mission replay to validate contacts and provide training. These tools give us the ability to move quickly and appropriately react to the operational situation.

2017 provided a full menu of “real world” operational opportunities, including multiple destructive hurricanes impacting the US mainland and Caribbean, extended Search and Rescue operations in response to loss of an Argentinian submarine, and increased Theater ASW operations in the Pacific, Atlantic, and Mediterranean. Responding to hurricanes Harvey, Irma, and Maria, our teams executed multiple events under the Defense Support of Civil Authorities (DSCA) and Foreign Disaster Relief (FDR) constructs. I expect the demand for MPRA in 2018 to be similar and we are poised to respond.

Significant MPRF Operational Milestones in 2017:

- Our 63rd P-8A was delivered to the Fleet.
- CPRW-2, MCAS Kaneohe Bay, HI disestablished in May and transferred responsibilities to CPRW-10, NAS Whidbey Island, WA. We are now a two Wing community.
- Our three Hawaii based VP squadrons (VP-4, VP-47, VP-9) completed homeport changes to Whidbey Island.
- CPRW-10 established a permanent Homeland Defense (HLD) detachment consisting of 2 aircraft/3 aircrews and one Tactical Operations Center (TOC) in Hawaii.

- The VP-30 Fleet Introduction Team (FIT) began West Coast P-8A transition in Whidbey Island and has completed two of the six squadron transitions.
- VP-30 completed P-8A Air-to-Air refueling (AAR) training and introduced AAR to the first fleet squadron (VP-45).
- VX-20 successfully completed developmental P-8A HAAWC (Hi-Altitude ASW Weapons Capability) Airworthiness, Ground, and Safe Separation Testing.
- The first of two baseline MQ-4C Tritons was delivered to VUP-19 at NAS Ventura County, CA on November 9th.
- The first two P-8A portable mission support “Fly Away Kits” (FAK) have delivered and received positive feedback from our teams. Our goal is to continue to improve our agility and get the “mobile” back into TacMobile.



Are you kidding me, Mayo-naise? Is it true, dirtball, that you have not registered for the VP-45 Association Reunion? I thought you wanted to fly props?!!

ALUMNI NEWS

Mini-Reunion in Mexico

by: Bill Hobgood

In early December of last year, three guys (and their better halves) who were Pelicans in the



A VP-45 Association "grupo de amigos." L to R: Shelly Wilmot, Jim Clabby, Bill Hobgood, Fred Haynes, Judy Haynes and Becky Hobgood.

early 1970's planned and executed a VP-45 mini-reunion. That reunion was held in Cabo, Mexico at the Grand Fiesta Americana Resort – a hugely popular all-inclusive resort. Those three guys were Bill Hobgood, Fred Haynes and Jim Clabby. They were accompanied by Bill's



Built into the side of a mountain, here is a shot of just a portion of the Fiesta Americana Resort.

wife, Becky; Jim's better half, Shelly and Fred's

spouse, Judy.

Cabo was chosen for this reunion for a particular reason. Bill and Fred's great grandfathers were friends and pretty tough customers



Bill and Fred's great grandfathers, The Two Amigos, Luther "Chaparro" Hobgood and Clemson "Guapo" Haynes, in Southern Mexico circa 1890.

back in the day. Bill produced an aged, yellowing photograph of those two fellows who often traveled to the tip of the Mexico's Baja Peninsula to extradite American criminals back to the US for trial. They were infamously known as "The Two Amigos."

Cabo has changed much since then and is often described as "Hawaii – two hours away." All six of these VP-45 Association travelers, having thoroughly enjoyed their visit, vowed to return.



What?? You have never been to a VP-45 Association Reunion? Have you got poop for brains, Mayo-naise? Get on your computer right now and register. NOW!!



SQUADRON NEWS

VP-45 Fires Successful Joint AGM-84 Harpoon Shot Alongside VP-4

By: Jax Air News

In late January, Patrol Squadron (VP) 45 and VP-4 set out to test and successfully fire two AGM-84D Harpoon missiles in an assessment of the P-8A Poseidon aircraft's ability to coordinate weapon launches from separate aircraft. The flights were not only a demonstration of the P-8A's weapon system, but also a successful test of the aircraft's robust communication and coordination systems as well.

VP-4, stationed at NAS Whidbey Island, Washing-

ton, flew one of their P8-A's down to NAS Jacksonville just a week before the planned shot date. In a net-centric warfare environment, coordination between aircraft becomes paramount in establishing an advantage over an adversary. This coordinated Harpoon shot displayed the P8-A's ability to establish a network and dominate a battlespace all while maintaining plane-to-plane communications in a complex environment. The usage of various communications systems, including a robust datalink network, gives Poseidon crews a substantial leg-up in both situational awareness and maintaining the communication infrastructure that is vital to preserving connectivity in the modern fleet battlespace.

VP-45 to the Rescue

Naval Air Station (NAS) Jacksonville assisted the devastated Texas and Louisiana coasts with P-8A Poseidons flying search and rescue (SAR) and reconnaissance missions in the wake of Hurricane Harvey. The P-8s are equipped with infrared cameras that can locate survivors in the water and life-saving equipment that can be dropped from the aircraft if survivors are found.



(L to R) AOC Dustin McCuthen, AO1 Derek Torrence and AO2 Alexa Mendez from Patrol Squadron (VP) 45 observe as AO3 Katherine Callahan secures an AGM-84D Harpoon missile to a VP-45 P-8A Poseidon aircraft at Naval Air Station Jacksonville.

ton, flew one of their P8-A's down to NAS Jacksonville just a week before the planned shot date. In a net-centric warfare environment, coordination between aircraft becomes paramount in establishing an advantage over an adversary. This coordinated

The aircraft and its crew of nine spent about four to six hours patrolling the Texas and Louisiana coastlines after flying two hours to reach their destination. "They will check in with a controlling agency over Texas and then go from there to establish a good position to give us an overall picture of the damage to start assessing where things are at," said LCDR Joe Snyder, training officer with VP (Patrol Squadron) 45. The aircraft would then fly two hours back to Jacksonville, for a total of eight to 10 hours flying time for each mission.

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Lt. Laura Ibarra of Patrol Squadron 45, inspects the search and rescue (SAR) kits in the weapon's bay of a P-8A Poseidon before take-off on a mission to Texas in the wake of Hurricane Harvey Aug. 29. This is the first time a SAR kit has been used in a live mission. The kits are large inflatable life rafts with basic survival equipment that are dropped if storm survivors are found in the Gulf of Mexico.

“We were tasked to head over to the eastern Texas area and Beaumont to help the Air Force and Coast Guard noting areas of flooding, trying to isolate individuals who might be stranded somewhere,” said Lt. Marcus Costa, VP-45 patrol plane mission commander of the flight on Aug. 31. “They currently have a huge relief effort in Houston, whether that be locals out there on boats or Houston police department or Coast Guard helicopters, so it was quite a showing out there today.”

The mission flights are part search and rescue and part reconnaissance. “A big portion of what we were looking for was making sure basic infrastructure like bridges were holding up and dams were not being over-run,” Costa said.

The P-8s were equipped with potential life-saving equipment if rescue operations were needed. Loaded in the aircraft weapons bays were two newly developed SAR kits, which consisted of inflatable life rafts that could be dropped if survivors were spotted offshore. These missions are the first time the kits are

being used by the U.S. Navy.

MTOC Handles Flight Ops

In preparation for deployment, Mobile Tactical Operations Center (MTOC) units Five and Nine held an exercise where they took over flight operations aboard Naval Air Station Jacksonville from Jan. 22-29. MTOC units are an extension of the Tactical Operations Center (TOC) and the bi-annual exercise is designed to mimic being deployed. The TOC is not in operation during the MTOC exercise.

“It is an Operational Readiness Evaluation (ORE) for the two squadrons that are going on deployment and the two MTOC’s that are attached to those squadrons

and go with them on deployment,” said CWO4 James Hawkins. The ORE evaluated both MTOC units together to save time and money.



Mobile Tactical Operations Command (MTOC) 9 personnel assemble tents and equipment for the last phase of an exercise aboard Naval Air Station Jacksonville Jan. 31. MTOC began operations Jan. 22 and concluded them Jan. 30 in preparation for their upcoming deployment.

MTOC-5 is attached to Patrol Squadron (VP) 45 and they will soon deploy to the Pacific. MTOC-9 is attached to VP-10 and they will be deployed to Europe. During the weeklong operational period of

the exercise, the two MTOC units handled the flight operations for six to eight flights a day. Flight operations consist of pre-mission briefs, data collection, flight following and post-flight analysis. Flight following, which is keeping in contact with the aircraft, requires extensive communication systems.

“We have radio communications, high frequency (HF), ultra-high frequency (UHF), satellite communications, all types of radio frequencies that we need to talk to the aircraft in flight if they need something or if we have to task them a different way,” said Hawkins.

The operations are done out of four main tents, each about 28-feet by 12-feet. One tent is the briefing area, where crews are briefed when they return. A second tent is a general holding area, where crews can do post-mission products. Post-mission products are the results of the mission. They are put out to the fleet to let them know how successful the mission was or if there were any issues.

The third tent is the watch floor for watch officers and watch supervisors and where the radios and phones are housed to monitor missions and create specific mission briefs on site. The fourth tent contains the technicians and most of the computers and equipment.

“It is the brains of the operation,” Hawkins said.

There is no external power source for the MTOC. Power for all the computers, communications equipment and environmental control units comes from four 30,000-watt generators that are set up next to the tents.

“Our goal is to be able to go out in the middle of nowhere, anywhere in the world, be able to take the gear, set it up, have stable power, be able to communicate with the airplanes, do our job and then pack up and move somewhere else,” said ET1 Michael Schiano of MTOC-9. The expectation for the MTOC units is have everything fully set up and running less than one day after landing.

Mobile Tactical Operations Command (MTOC) 9 personnel assemble tents and equipment for the last phase of an exercise aboard Naval Air Station Jacksonville Jan. 31. MTOC began operations Jan. 22 and

concluded them Jan. 30 in preparation for their upcoming deployment.

LCDR Timothy Bierbach Receives 2017 Copernicus Award

The Armed Forces Communications and Electronics Association (AFCEA) and the U.S. Naval Institute (USNI) have selected VP-45's LCDR Timothy Bierbach as a Copernicus award winner for the 2017 fiscal year. The Copernicus Award recognizes individual contributions to Naval Warfare in the disciplines of Command, Control, Communications, Computers, and Intelligence (C4I), Information Systems, and Information Warfare (IW).

During VP-45's seven and a half-month SIXTH Fleet deployment, LCDR Bierbach led an initiative of integration with Commander, SIXTH Fleet assigned surface warfare assets to conduct “detect to engage” training events. These efforts were the first of their kind for P-8A's in the SIXTH Fleet AOR and they served to evaluate detection capabilities and enhance



LCDR Tim Bierbach

the inter-operability of the P-8A with surface combatants during maritime domain awareness operations.

Currently in his Department Head tour, LCDR Bierbach will receive an invitation from AFCEA and USNI inviting him, his wife Colleen, and CDR Ryan Lilley Commanding Officer VP-45, to attend an awards reception and presentation ceremony held 6 February 2018 at the AFCEA/USNI WEST 2018 conference in San Diego, CA at the San Diego Convention Center.

TREASURER'S TWO CENTS

By: Spence Cunningham

I trust everyone had a fun-filled Holiday Season and that the New Year has been as blessed as hoped! This is a reunion year, so those expenses have started happening in anticipation of our October get-together in Pensacola. The last quarterly statement in this issue will not reflect those outlays as they started happening in January 2018! Also, annual expenses related to satisfying the various governmental agencies have been made as well. We are in great shape as you can tell by the bottom line in December of last year.

2017 due renewals have been great! At the outset, we had a total of 58 members coming due and as of 1 February, we have 27 renewals to go! Not too bad!!! That said, those members who do not remit, will be considered inactive and will no longer receive the benefits of membership including reunion attendance. Please consider renewing as it is the lifeblood of our organization!! You will hear from the leadership in the coming months as part of our effort to keep you in this fine Association!!! BTW for those coming due in 2018, it's never too early!!!! HINT!!!!



Since September of 2017, we added 10 NEW members to the Association! A hearty "OUTSTANDING" to those who helped in recruiting these new members. Increasing our membership rolls is VITAL to the long-term strength of our Association! Remember each one of us is a Recruiter!! If you know of a fellow Pelican that has not joined, please make every effort to convince them. Our dues structure is very reasonable, and I'll stack our Association against any other!

I am going to ask again for the membership to pass me your birth year please!! I track those dates for those members that get to within five years of 80. At 75 years of age, your \$40 brings life membership! In 2018, members born in 1943 are in the Life Membership window!!

If the membership is curious about the current fi-

nancial status of the Association, I am more than happy to share. This information is totally open for the membership to review anytime. My contact information is in the newsletter. Regardless of the method you use to contact me, I would be ecstatic to hear from you and answer any questions you may have.

I deeply appreciate the opportunity to serve you and the Association and I am excited to meet you all in Pensacola this October!!!

Spence Cunningham, (awcmspence@comcast.net) or (904) 504-3008

PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT		
All Funds	31 Oct 2017	\$28,671.28
Income:		
Dues (2nd Qtr)	\$232.97	
Interest/Sales	32.23	
Total Income	\$265.20	
Expenses:		
Printing/Postage	\$0.00	
Donations	0.00	
Website Fees	318.47	
Office Supplies	0.00	
Resale Merchandise	0.00	
Misc. Fees/Exp	0.00	
Total Expenses	318.47	
Net Income		\$-53.27
Capital Assets		
Total Cash Assets	31 Dec 2017	<u>\$28,618.01</u>

MAILBAG

Hey Jack!

I thought you might like this story from The Washington Post. Might make Pelican Post News!

Les Carl

[Below is an excerpt of the article Les provided. To read the entire article, please go [HERE](#).

RUSSIAN SUBMARINES ARE PROWLING AROUND VITAL UNDERSEA CABLES. IT'S MAKING NATO NERVOUS.

BRUSSELS — Russian submarines have dramatically stepped up activity around undersea data cables in the North Atlantic, part of a more aggressive naval posture that has driven NATO to revive a Cold War-era command, according to senior military officials.

The apparent Russian focus on the cables, which provide Internet and other communications connections to North America and Europe, could give

the Kremlin the power to sever or tap into vital data lines, the officials said. Russian submarine activity has increased to levels unseen since the Cold War, they said, sparking hunts in recent months for the



elusive watercraft.

“We are now seeing Russian underwater activity in the vicinity of undersea cables that I don’t believe we have ever seen,” said U.S. Navy Rear Adm. Andrew Lennon, the commander of NATO’s submarine forces. “Russia is clearly taking an interest in NATO and NATO nations’ undersea infrastructure.”

NATO has responded with plans to reestablish a command post, shuttered after the Cold War, to help secure the North Atlantic. NATO allies are also rushing to boost anti-submarine warfare capabilities and to develop advanced submarine-detecting planes.]

Hey, Jack!

I’m not a member (yet) but came across your website (Holy Moly! Do you guys really do that yourselves?) and then found the Newsletters section. I lost about a half a day reading old newsletters (all the way back to 1989) and then just skipping around inside this beautiful, carefully crafted website.

Anyway, just wanted to let you know that I found your site first-rate and your Newslet-



Remember these guys? They’re BACCKKKKKK!! The Russian submarine Dmitry Donskoy, the world’s largest in active service, arrives at Kronstadt Navy base, outside St. Petersburg, in July.



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

ters the most professional I've seen from a military organization. I especially liked the "Navy Trivia" and "Back In The Day" articles. I see your upcoming Reunion will be in Pensacola. That just might be the impetus I need to take the plunge, join your

Click Here to Send a "Mail Bag" Letter to:
"Hey Jack!"

Association and travel from Idaho to Florida.

Respy, Jack Buckley

Hey Jack!

Things have been hectic here what with the hurricane. Fortunately, I am high and dry. My son lives next door and he has done a wonderful job watching over his "ole lady". Looking forward to the Pelican Post. Dick Knott was with us in Bermuda so I know him and Eleanor well. Best to you.

Eva Jones

Hey Jack!

Many thanks to each of you for your leadership and all the labor of love you put forth to make our organization the finest (I have been told it is the finest) VP Naval reunion group in existence. I am grateful to be a part of our Assoc. and am looking forward to meeting with all of you at our next Assoc. Reunion in PNS.

With Respect, Jay Thomas



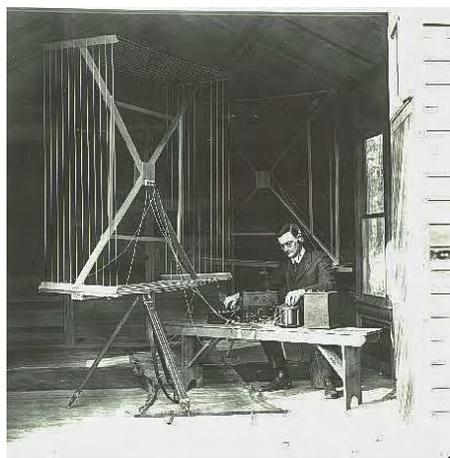
BACK IN THE DAY

The Introduction of High Frequency Direction Finding (HF/DF)

By: Jack Keane

Radio transmissions can be used to locate a transmitter in three ways – by taking cross bearings to locate the source of the transmission, which is known as direction finding; by identifying the transmitter by means of the characteristics of the intercepted transmission; or by obtaining the contents of a transmission through decryption.

Radio direction finding (RDF) determines the direction from which a received signal was transmitted. By combining the direction information from two or more suitably spaced receivers (or a single mobile receiver), the source of a transmission may be located via triangulation. Radio direction finding was first used in the safe navigation of ships and aircraft, then migrated to more offensive applications. The ability to locate the position of an enemy transmitter has been invaluable since World War I, and played a key role in World War



An early RDF set circa 1919.

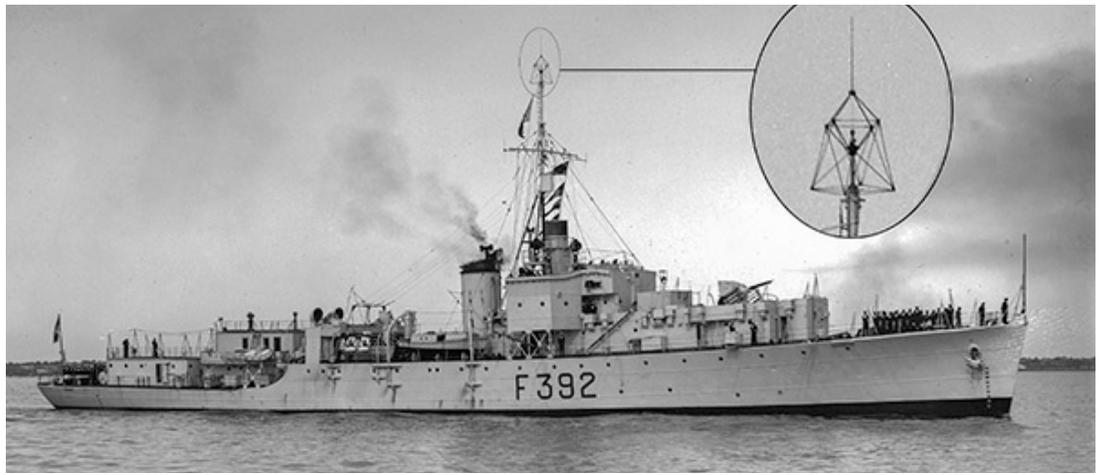
II's Battle of the Atlantic, where it is estimated that HF/DF ("huff-duff") systems were directly or indirectly responsible for 24% of all U-Boats sunk during the war.

World War I

World War I was the first war in which a new means of communication – wireless telegraphy, or radio, was used.

Once at sea, naval units could now communicate

with their bases or with other units at considerable distances. In fact, German transmitters of the day performed better than those of the British and, quite frankly, better than even the Germans themselves predicted. The German shore-based transmitter in Nauen, Brandenburg, operating at 375 KHz, could reach as far as China. Their U-boats, operating at 750 KHz, soon found that they could receive and transmit signals nearly 1000 miles. German reliance on wireless was carried to excess in their practice of issuing routine orders to U-boats, patrol craft, mine-sweepers, etc., revealing much about High Sea Fleet operations.



A shipboard HF/DF antenna mounted high on the main mast.

The Allies immediately proceeded to construct RDF stations along their coasts to intercept German radio signals. With an error ellipse of less than 30 square miles, England used its system to track German ships and submarines to great advantage, particularly since the German naval authorities had not been properly indoctrinated in communications security. German submarine commanders, unaware of their vulnerability from the use of RDF, continued the unrestricted use of radio and allowed themselves to be constantly tracked.

The Royal Navy's Room 40 was responsible for locating and identifying U-boats, plotting their movements, and providing analysis of them. They became quite good at it and, by January 1917, British and French Intelligence were tracking U-boats via RDF throughout their patrols as they transmitted position, situation, and casualty reports. That same month, the cruises of six U-boats were reconstructed through the use of radio interception. After the American entry into the war and the introduction of convoys, command centers ashore were able to easily divert convoys to avoid U-boats.

After the war, Admiral William Sims, USN, Com-

mander of all US Naval Forces in Europe stated, "History will show, when all the facts are known, that more shipping was saved through thus keeping track of submarines and routing ships clear of them than by any other single measure."

The Inter-war Years

In 1926, Sir Robert Watson-Watt, a Scottish pioneer in RDF, after demonstrating that lightning strikes gave off radio signals in the high frequency spectrum, developed a high frequency direction finding system in the hopes of navigating ships and aircraft around thunder storms. In one instance, he was able to detect thunderstorms over Africa, 1600 miles away. That same year, he and a colleague wrote a scientific



*Germany's Grand Admiral Dönitz
circa 1940.*

paper stating that their system could determine the direction of signals lasting as little as 0.001 seconds. It would take another decade until this system's role in signals intelligence would be developed.

World War II

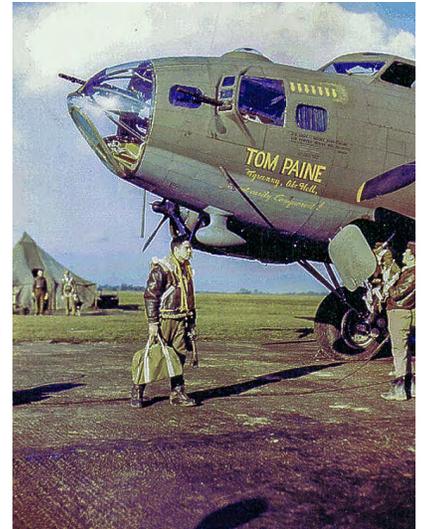
By the late 1930s, German Admiral Dönitz had come to believe that his use of the new technology of high frequency radio would make direction finding impossible. As

such, he was more concerned with sonar as an anti-submarine warfare measure. To counter the convoy and sonar, he relied on massed nighttime attacks by U-boats on the surface, the wolf pack, to engage at high speed and escape. Given the small numbers of convoy escorts available in the early days of the war, this method of attack proved effective.

"We were able, by experiment, to reach the positive conclusion that I could myself easily direct the whole tactical operation against a convoy from my headquarters ashore." - Grand Admiral Karl Dönitz

However, as in World War I, Dönitz's system of command and control relied on up-to-date information on convoy sightings, fuel and torpedo status, and

weather reports, which he obtained directly from his U-boats at sea. Since submarines could not transmit while submerged they had to surface while sending information to Dönitz. By exposing the presence and the location of U-boats from their radio transmissions, HF/DF contributed significantly to the Allied victory in the Atlantic.



Note the RDF Antenna on the B-17F located in teardrop housing under the nose.

The principal information received by both US and UK navies about the movements and whereabouts of enemy submarines came from shore-based HF/DF whose bearings were plotted at Washington and London and sent out in a secret daily bulletin giving estimated position, course and speed. While these fixes were seldom accurate to within 50 or 100 miles, if obtained in time they enabled an escort commander to order an evasive change of course, which had a fair chance of avoiding a wolf pack.



Example of a WW-II HF/DF Set.

However, even the defensive diversion of convoys resulting from HF/DF information could sometimes be detected and counteracted by matching diversions of U-boats. What was needed was a way to make tactical use of HF/DF which meant installing it on naval escort vessels. Such vessels would be in a position to obtain cross-bearings on transmitting U-boats and respond immediately. Once they had revealed their locations to nearby Allied escorts equipped with HF/DF, the U-boats' chance of escaping greatly diminished. In this way, HF/DF could be deployed as an instrument of attack instead of being a solely defensive device. If only one ship in a convoy had HF/DF, she was made the rescue ship and sailed in the last place of the middle

column. The Germans long ignored the danger of shipboard HF/DF; their U-boats continued to chatter among themselves and to Dönitz when closing on a convoy, which revealed their position to the screen.

The Sinking of U-158

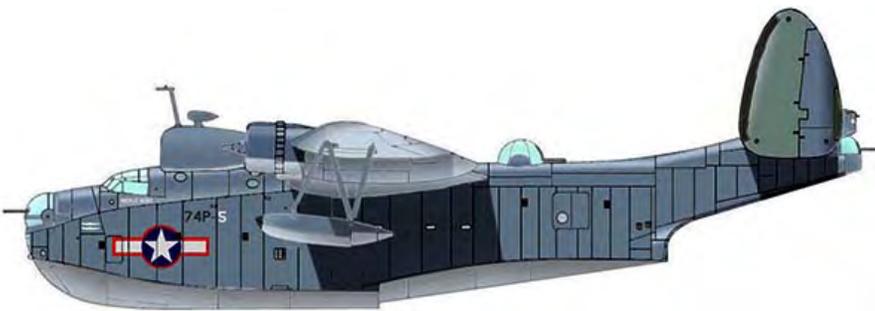
U-158, under the command of Kapitanleutnant Erwin Rostin, departed Lorient, France on 4 May 1942 bound for the Gulf of Mexico. Over the next eight weeks, she would sink 12 ships (one in convoy) totaling 62,536 GRT. Her last sinking was the Latvian steam merchant *Everalda* carrying general cargo from Philadelphia to Rio de Janeiro. *Everalda* was intercepted and sunk on the evening of 29 June 1942, SSW of Bermuda.



U-158 - Launched June of 1941. She was sunk by VP-74 one year later.

the plane was flying above scattered cumulus clouds. Visibility was unlimited and Schreder found himself in an ideal position for an attack when the U-boat was sighted visually. The U-boat was on the surface with about 15 men sunning themselves on deck. He dropped two demolition bombs which missed, one depth charge which near missed, and one depth bomb which struck near the sail, lodging in the teak deck of *U-158*.

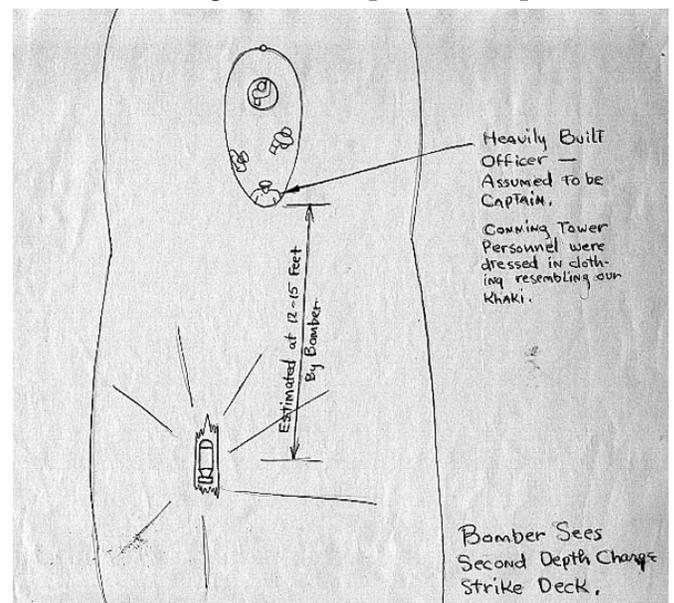
Initially disappointed when the depth charge did not explode on impact, Schre-



A VP-74 PBM-3C. Note RDF receiving antenna above the radar dome.

Commissioned on 1 July 1941 in Norfolk, VA, VP-74 had been stationed in Argentia, Newfoundland and Reykjavik, Iceland (Skerja Fjord) to fly convoy patrols under the command of LCDR A.B. Vosseler, transferring to Bermuda in January 1942. On the morning of 30 June, LT Richard E. Schreder was commanding a PBM-3C Mariner flying boat on ASW patrol. In the long hours of the patrol the surface of the sea was constantly monitored by the radar – returns that might be U-boats had to be investigated for visual confirmation and, if needed, attacked.

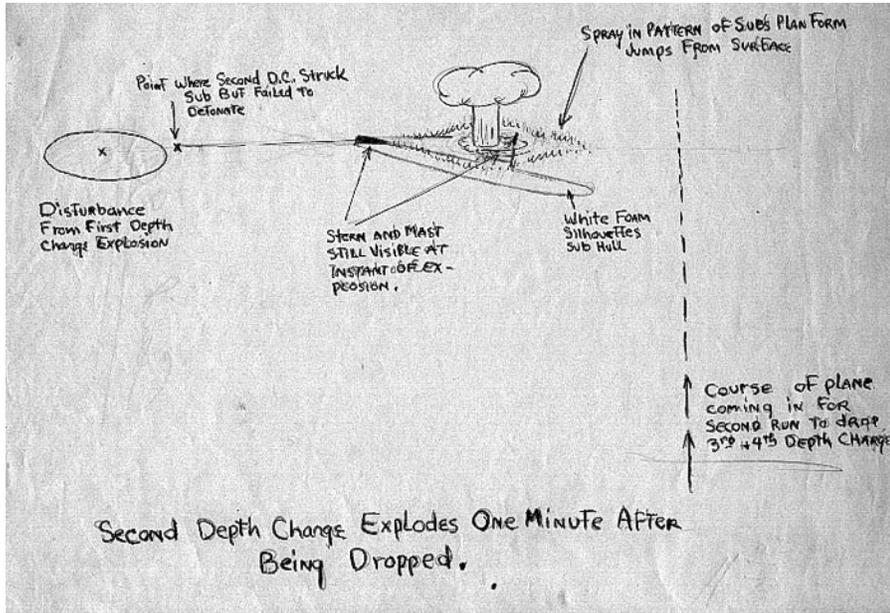
During the sinking of the *Everalda*, *U-158* had captured several confidential documents and two crewmen. Rostin reported information contained in the documents to U-boat Headquarters in Lorient, and his lengthy wireless signals were picked up by Allied HF/DF stations at Bermuda, Hartlant Point, Kingston, and Georgetown, making a perfect fix at 33N/06730W, about 130 miles WSW of St. Georges.



One of a number of post-mission debrief sketches provided by the VP-74 flight crew.

der and his crew continued to circle the site after the U-boat submerged and observed that the charge

based on Bermuda in 1942 – this was the only successful attack to date, for which Schreder was awarded the Distinguished Flying Cross.



Another sketch shows the action when the second depth charge explodes.

Conclusion

When the Allies were on the defensive against the U-boats in the Atlantic, shore-based HF/DF provided valuable information which enabled convoys to be routed away from danger areas. But the information on U-boat locations derived from shore-based HF/DF was not available to escorts quickly enough to be useful in tactical operations. When the Allies went over to the offensive in the Atlantic in 1943, it was absolutely essential to have shipboard HF/DF if the device was to play a major part in obtaining U-boat kills.

Throughout the war, Dönitz's failure to counter HF/DF points to his failure to make as good use of German scientific and industrial potential as did the Allies.

HF/DF helped to rob the U-boat of its main advantage – its stealth and invisibility.

detonated after the sub carried it down to its pre-set trigger depth. All 54 U-boat crewmen and the two prisoners taken from the *Everalda* were killed in the attack. The Allies were aware that several confidential documents carried by all merchant ships were compromised in this incident and were forced to take great efforts to replace the codes and books that were in use at the time.

This particular kill was the more welcome because prior to this attack the forces at NOB and NAS Bermuda had only drawn blanks. Many merchant ships were torpedoed within easy reach of NAS Bermuda.

“A convoy is no better than its ears and eyes. Radar furnished the convoys with cat’s eyes, sonar with its ears, while the HF/DF, picking up from land or ship the radio transmissions of U-boats at sea, acted as highly sensitive and elongated cat’s whiskers.” – Samuel Eliot Morison



VP-74 sub-killers fly formation later in the war.

The Administrative History for the Atlantic Fleet lists 13 attacks on U-boats by aircraft and 11 by ships





“The circle of life for **Beatrice E Brantley**”, born November 29, 1921. Mom B or “Bea” a long time resident of Arlington, VA died on May 14, 2016 at Sunrise Senior Living. Born in Cartagena, Colombia, when she was 14 years old she moved to Chevy Chase, MD with her parents Augusto and Carmela Tono. While living in the Washington, DC area she met and married William Lawrence “Larry” Brantley, a graduate of the class of 1937 from the United States Naval Academy, Annapolis MD.



Beatrice Brantley

Bea, became a naval aviator’s wife after Larry attended Pensacola Naval Air Station flight school and WWII. Bea continued to support her husband in various entrepreneurial endeavors in the restaurant, hotel and real estate business. She had a passion for gardening, sewing, cooking and entertaining.

Known also as “Mommy Bea” she is survived by her three sons, Larry Brantley, Blowing Rock, NC, James Brantley, Annapolis, MD and John Brantley, Stafford, VA along with six grand children, and five great grand children.

Born December 13th 1932, **Thomas “Greg” Evans** arrived during the tough times generated by the stock market crash of ‘29. Born and raised in El Paso, Texas till age 8, when the Evans family moved to California, waiting for transportation to Greg’s dad’s new job at Schofield Barracks, Hawaii. The Japanese attack on Pearl Harbor put an end to that.

Settling in Fontana, California, Greg’s love of air-planes led him to the small airport nearby. He would wash and wax a plane for a ride. He soon joined the Civil Air Patrol, where flying was part of the program. By age 17, he was a licensed private pilot.

His next 3 years were spent working his way through college and serving as a U S Naval Reserve radioman. When he learned the Navy needed more pilots, Greg jumped at the chance. Three weeks after his 21st birthday, Naval Cadet Evans was in training at Pensacola. Eighteen months later, the boy from the wrong side of the tracks received his commissioned as a Naval officer and designated Pilot. His first squadron assignment was to VP-34, then VP-45 in Bermuda...flying the Martin P5M Marlin seaplane.



Thomas Evans

Greg rose in rank quickly and was selected for PG School. He was CO of VAW-121 and served as Air Officer on the Admiral’s staff aboard the USS *Wasp*. After 22 years in the Navy, Greg retired from the Navy and continued defending his country for another 20 years as a civilian aerospace engineer.

Finally he fully retired in Colorado. Greg and Paige were married 62 years and 9 months; they have 3 children: Brett, Diedre aka Dee, and Scott; and 8 grandchildren. and 10 great-grandchildren.

Daniel Patrick Faas passed away on May 14, 2017 at the age of 92. He was born on December 22,

1924 at home in Jamaica, NY on Long Island, and attended the local technical high school where he



Dan Faas

became interested in the current communication device, the radio. Dan saw the Navy as his opportunity to experience his interests in the sea, airplanes and radio. Just shy of his eighteenth birthday, he started his basic training on 10/31/1942 at Sampson, NY. He attended a service school in Jacksonville, FL before spending the rest of the war in the Northwest – Whidbey Island, Shelton, Port Angeles in Washington and Dutch Harbor in Alaska.

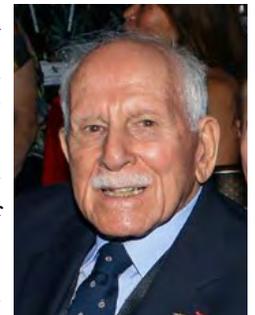
It was during this time that he met Roseanna Harbour at an USO Christmas Eve dance in Olympia. They were married on May 1, 1945. Now they both were “in the Navy”, and Dan’s assignments took them to Jacksonville, FL, Corpus Christi, TX, Virginia Beach, VA (VF-61), Panama Canal Zone, where their daughter was born, Key West, FL, Memphis, TN where their son was born, Barbers Point, HI, and finally back to Whidbey Island, WA. He retired from the Navy as a Chief Petty Officer ATC on 11/14/1968, having experienced naval air transitions from prop planes to jets and radio communications to onboard computers.

Next Dan became a FAA employee continuing in aviation communications. A FAA assignment took Dan and Roseanna to Alaska above the Arctic Circle at Bettles Field, and later to Juneau. When Dan retired from the FAA in 1982, they became snowbirds living the summers in Oak Harbor and the winters in places like Miramar, CA and Apache Junction, AZ. One year they took a cross country trip to visit their earlier duty stations. After 1997, they moved to

Kent, WA where they lived with their daughter, and enjoyed a close family life with their children and grandchildren.

Roseanna passed away on 07/30/2015. Dan outlived his brothers Fred and William. He is survived by his sisters Ann and Margaret, daughter Sidney, son Mark, daughter-in-law Kathy, grandson Michael, granddaughter Katelyn, and great grandsons Zachery and Zeal. Dan and Roseanna are interred together in Tahoma National Cemetery in Kent, WA. The Navy tradition continues through grandson Michael who is a Chief Petty Officer FC stationed at Dahlgren, VA.

Captain Henry “Hank” Gorman, US Navy, age 95, of West Palm Beach, passed away on December 6, 2016. He was born on September 3, 1921 in Charleston, SC and was raised in Greenville, SC. Hank attended Clemson University and graduated from the US Naval Academy in 1943 in the war-accelerated class of 1944. Prior to retiring in 1966, Hank’s Navy career included serving as commander of Patrol Squadron VP-47, Chief of the Defense Communications Agency for the Pacific Area, and Operations Officer aboard the aircraft carrier USS *Bennington*.



CAPT Hank Gorman

He is an honoree of the French Legion of Honor for his role in the Normandy invasion. His second retirement in 1984, from Honeywell Corp, was followed by many contributions to his community and the Naval Academy Alumni Association. He is survived by his wife, Peggy, and four children Dr. Henry Gorman, Jr., Carol Gorman, Dr. Steven Gorman, and Robert Gorman.

"Life is eternal, and love is immortal, and death is only a horizon; and a horizon is nothing save the limit of our sight."

Rossiter Worthington Raymond

PATRON FORTY-FIVE ASSOCIATION REGISTRATION FORM – OCTOBER 24 – 28, 2018

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Otherwise, your cancelled check will serve as your confirmation. Returned checks will be charged a \$25 fee. You may also register online and pay by credit card at www.afr-reg.com/VP-45 (3.5% will be added to credit card charges). All registration forms and payments must be received by mail on or before September 24, 2018. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form.

Armed Forces Reunions, Inc.
322 Madison Mews
Norfolk, VA 23510
ATTN: VP-45

OFFICE USE ONLY	
Check # _____	Date Received _____
Inputted _____	Nametag Completed _____

CUT-OFF DATE IS 9/24/18	Price Per	# of People	Total
TOURS			
Thursday, Oct 25: Dolphin Cruise	\$40	#	\$
Friday, Oct 26: Naval Museum / P-8 Poseidon	\$25	#	\$
Friday, Oct 26: Flight Academy (Part of the Tour above-No additional cost) <i>Please indicate the number of people attending</i>		#	
Saturday, Oct 27: City Tour	\$49	#	\$
MEALS			
Saturday, Oct 27: Banquet Dinner (Please select your entrée)			
Roast Baron of Beef	\$43	#	\$
Sunshine Chicken	\$36	#	\$
Sunday, Oct 28: Farewell Breakfast Buffet	\$20	#	\$
MANDATORY REGISTRATION FEE			
Includes Hospitality Room and administrative expenses.	\$40	#	\$
EVENT CANCELATION INSURANCE (PER-PERSON)			
This includes a refund of monies paid for tours and dinner but does not include registration fee or hotel rooms.	\$15	#	\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

PLEASE PRINT YOUR NAME AS YOU WOULD LIKE IT TO APPEAR ON YOUR NAMETAG

FIRST _____ LAST _____

SPOUSE NAME (IF ATTENDING) _____

GUEST NAMES _____

STREET ADDRESS _____

YEARS SERVED IN VP-45 (ex. 1961-1963) _____

CITY _____ STATE _____ ZIP _____

PH. NUMBER (____)____-____ EMAIL ADDRESS _____@_____

DISABILITY/DIETARY RESTRICTIONS _____
(Sleeping room requirements must be conveyed by attendee directly with hotel)

ARRIVAL DATE _____ DEPARTURE DATE _____
 ARE YOU STAYING AT THE HOTEL? YES NO

Prior to the cut-off date of September 24, 2018, CANCELLATIONS WILL ONLY BE TAKEN MONDAY-FRIDAY 9:00am-5:00pm EASTERN TIME (excluding holidays). Call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. **After 9/24/18** please contact reunion chairman directly for cancellations and refunds (Joe Bretton: 601-405-3132 jbretton@aol.com)

Schedule of Events for Pensacola Reunion

Wednesday (10/24)

3:00 PM

-Hotel check-in begins

-Reunion registration in Hospitality Room

-Free wine, beer, liquor, soft drinks, coffee and water available in Hospitality Room each day of reunion

12:00 AM Hospitality Room closes for the evening

Thursday (10/25)

7:30 AM Hospitality Room opens/Registration begins

9:15 AM Assemble members going on Dolphin Run Tour (Trolleys and Boat are wheel chair accessible)

9:30 AM Trolley(s) leave for Tour (Lunch on your own)

2:00 PM Dolphin Run Tour returns

6:00 PM “Meet and Greet” in Hospitality Room. (Free “heavy” hors d’oeuvres, liquor, wine, beer, soft drinks, coffee and water will be available)

12:00 AM Hospitality Room closes for the evening

Friday (10/26)

7:30 AM Hospitality Room opens/Registration begins

9:15 AM Assemble members going on Naval Museum and P-8 Tour (Trolleys are wheel chair accessible)

9:30 AM Trolleys depart for NAS Pensacola (Lunch on your own)

2:30 PM Naval Museum Tour returns to hotel

6:00 PM Free “heavy” hors d’oeuvres, liquor, wine, beer, soft drinks, coffee and water available in Hospitality room

8:00 PM “A video walk down memory lane” video by Bill Hobgood.

12:00 AM Hospitality Room closes for the evening

Saturday (10/27)

7:30 AM Hospitality Room opens

8:00 AM Business Meeting in Hospitality Room

9:15 AM Assemble members going on City tour (Trolleys are wheel chair accessible)

9:30 AM Trolley(s) depart for City Tour (Includes lunch at McGuire’s Irish Pub)

2:00 PM City Tour returns to hotel

3:00 PM Hospitality Room closes to prepare for Banquet (We will not be allowed to serve free booze after 3:00 PM)
6:00 PM Social hour (Cash bar)
7:00 PM Banquet Program Commences
12:00 AM Hospitality Room/Ballroom closes for the evening to prepare for the “Farewell Breakfast.”

Sunday (10/28)

7:00 to 10:00 AM Farewell breakfast in Hospitality Room
11:00 AM Hospitality Room closes for hotel staff to clean room



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) 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!