

2018  
SEPTEMBER

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

# Newsletter

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



*Fifteenth Reunion in October: **Pensacola, Florida!***

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(Cover Artwork and Design by Bill Hobgood)

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## Visit Our Website!

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



### From the Editor:

In this issue, we'll complete our series on the "Tools of the Trade" 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.

*“I haven’t mentioned recruiting in a while. Do any of you know folks who served in the squadron in the 1990’s and 2000’s? We desperately need members from those eras. We all are recruiters for the Association so please help.”*

From the Desk of...

*Doug Mitchell*

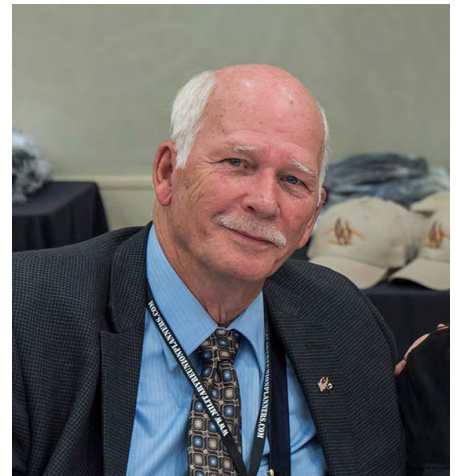
## President’s Report

The Pensacola Reunion is around the corner...and on behalf of myself and our Vice President, Joe Bretton, a huge thanks to all of you who made your hotel reservations and registered for the reunion earlier this summer. You made our job so much easier!



And on behalf of the Officers and of the entire Association membership, I want to take this opportunity to thank Joe for meticulously setting up two wonderful reunions. Charleston in 2016 was a great reunion, and I know Pensacola will go down in history as one of the best ever as well. It has definitely been a pleasure working with you Joe! I might add, Joe and I have been friends since we met in VP-45 as Flight Engineers in April of 1972!

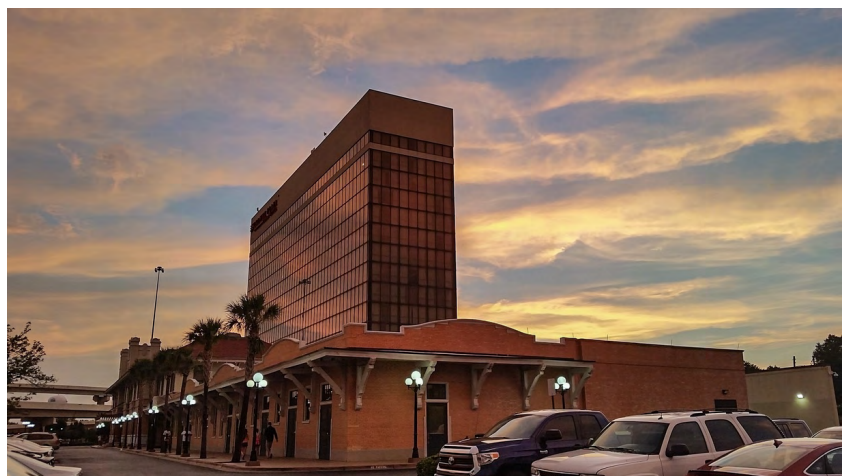
Our reunion headquarters this year is the Historic Grand Hotel, located in downtown



*Joe Bretton, current Vice President of the VP-45 Association, will be leaving his office (but not the Association) after this reunion.*

Pensacola. The front of the hotel is the site of the 1912 Louisville & Nashville Railroad passenger depot, serving Pensacola for 58 years. In 1981 developers bought the L & N property, elegantly restored the facility using as much of the building’s original materials as possible and added a 15-story glass tower hotel behind it! The interior is gorgeous, and I know you will absolutely love it! Check it out at: <http://www.pensacolagrandhotel.com/about/history>.

Once again, my wife Victoria and I traveled to the Flight Academy at NAS Pensacola to make our



*The historic Grand Hotel in Pensacola.*



Annual Association donation on April 20th. As previously mentioned in the March 2018 Newsletter, this year's Scholarship was equally split between recipients Joseph and Rachael Normann who attended July 8th - July 13th... see their article on page 16. Proud grandparents Jodean and Joy Walston will be attending the Pensacola Reunion in October, and I'm told they have rave reviews of their grandchildren's experience at the Flight Academy. And our very own Association member and Flight Academy instructor, Gary "Bucco" Rogers, will be on hand during



*The member turnout for the 2016 reunion in Charleston was awesome! Let's do it again in 2018!*

the reunion to answer questions about the program as well. He will also be one of our tour guides at the Academy on Friday during our reunion... you don't want to miss it! And of course, we will be visiting the world famous National Naval Aviation Museum!

I haven't mentioned "recruiting" members lately! Do any of you know any folks who served in the squadron from the 1990's and 2000's? We desperately need new members from these eras and without your help, I'm left to visiting the squadron when they are not deployed and advertising on Facebook on the VP-45 Alumni Page. All of us are Recruiters...so please help! Especially you members from these eras Our Treasurer Spence Cunningham has been the Association's "Recruiter of the Year" for 2017 and 2018!

It is time once again to talk about Officer replacements. In 2020...we will need at a minimum a President, a Secretary and a Webmaster! I don't know where the time has gone, but the three of us started our journey at the conclusion of the Mobile Reunion in 2012. I know I can speak for all three of us when I say it has been very rewarding to serve in our prospective officer positions...and we enjoyed it immensely! But it is time for some of you newer members to step up to the plate. During the very near future, we need folks to be thinking seriously about volunteering to replace us. Please let us know if you would like to serve as an officer in this great Association. We will be looking for volunteers!

Have a Happy Labor Day weekend, and we hope to see you at the reunion in Pensacola! It is never too late to sign up!

Best Regards,

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



*You have seen this picture here before. It is included again to remind you of a couple reasons why you will enjoy this 15th Association reunion and why you should attend!!*

# FROM THE VICE PRESIDENT

## See You In Pensacola!!

by: Joe Bretton



Plans for the “Pelican Migration” to Pensacola are complete and it appears this may be an attendance record breaker.

If you are still thinking of joining in the revelry, you will need to act fast. At the time of this writing, there are very few rooms remaining at our \$119.00 (+ tax) rate. After September 24th the hotel will take back any unreserved rooms we have blocked off and sell them at their normal rate of \$199.00 per night. Make your reservations now by calling the Grand Hotel direct at (850) 433-3336 and give the Code “P-45” to receive our reduced rate.

All of our day tours have received enough participation and will go as scheduled. As for you golfers, don't forget to contact fellow Association member John Gatewood to secure a tee time for Thursday at the NAS Pensacola course. You can text or call him at 850-291-1837 to be added to the roster.

Having food at our Thursday night “Meet and Greet” was such a hit in Charleston that we are repeating it in Pensacola. No need to eat before joining us as we will have plenty of “heavy” hors-d'oeuvres and sandwiches. And, as always, to quench your thirst there will be lots of beer, wine, soft drinks, water and “top shelf” liquor for you to mix your favorite elixir...and YES, It's all FREE!! The fun begins at 6:00 PM, so don't be late.

On Friday at 8 PM we will again feature the labors of our webmaster, Bill Hobgood. His “Walk down memory lane” presentation of our members is both memory-provoking and hilarious. And again, “heavy” hors-d'oeuvres and sandwiches will be available starting at 6:00 PM.

The Hospitality Room will be closed at 3:00 PM on

Saturday for the hotel staff to prepare it for our banquet dinner. The evening festivities will begin at 6:00 PM with a cash bar Happy Hour. We will then move into the ballroom at 7:00 PM for the banquet program and dinner. (Coat and tie is recommended, but not mandatory)

Our “Farewell Breakfast” buffet on Sunday (7:00 ~ 10:00 AM in the Ballroom) will give those who signed up for this event an opportunity to dine and wish a fond farewell to old friends before beginning your journey home.

The sign-up sheet is still available online [HERE](#) and at the bottom of our website home page [HERE](#). For those members receiving a paper copy of this newsletter via the US Postal Service, the last page can be used to sign up...but please hurry!!



For your convenience, a complete reunion schedule is available at the end of this newsletter.

On a personal note, my reign as your Vice President and Reunion Coordinator will come to an end at the conclusion of this reunion. I would like to thank my fellow Officers and the Association Membership for your support over the past 4 years.

See you in Pensacola October 24 ~ 28

Joe Bretton

601-405-3132 or [jbretton@aol.com](mailto:jbretton@aol.com)

**NOTE:** Grand Hotel rooms sold out? If so, call “The Courtyard by Marriott Downtown:” 850-439-3330. Reserve under “Patron 45” for a discounted rate: King - \$149, Two Queens - \$159. 1/2 mile from reunion location.



# NAVY TRIVIA

## “The Naval Aviation Museum In Pensacola”

By: Bill Hobgood

One of the most popular tours we will take during the reunion will be to the National Naval Aviation Museum at NAS Pensacola. I’ve visited the museum probably 12 or 13 times in my life and the first time was in 1968 when it was located in a small, cramped 8,500 square foot building. Today it occupies a huge complex of 291,000 square feet on 37 acres located near Sherman Field at NAS Pensacola.



*The Front Door!*

If you have never had the opportunity to visit this museum, you are in for a treat. Heck, it will be my 14th visit and I’m already excited about going again.



*Pre-WW-II carrier aircraft - and they look brand new.*

You will see more than 150 Navy and Marine Corps aircraft and spacecraft, including four former Blue Angels A-4 Skyhawks that hang from the ceiling in the Atrium and the Curtiss NC-4 which was the first aircraft to cross the Atlantic. Think about that....a seaplane crossed the Atlantic in 1919. It took 19 days.

In addition to the displays, the museum features a Giant Screen Theater, flight sims, the Blue Angels



*Naval aircraft from WW-II - they are all here.*

4D Experience, a museum store, and the Cubi Point Café. In the café are displayed over 1000 squadron/unit plaques that were saved from the Cubi Point “O” Club before it closed; even the plaque from VP-6’s 1983 deployment - when I was in that squadron.



*Hard to believe the F-14 Tomcat is now history.*

There’s so much to see and do, you’ll want to stay all day!

This Museum, preserving the history of Naval Aviation, is the most visited museum in the State of Florida. There is no charge for admission.

On second thought, this is hardly “trivia.” This is a serious experience.



*Just a tiny sample of what’s in the Cubi Cafe.*

## FROM THE WEBMASTER

By: Bill Hobgood



“Stroke!” A scary word because one can hit you with no warning at all. Even the symptoms can be misdiagnosed or missed entirely...until it is too late.

I bring this up because I had one since the last time I wrote this column. Not a “TMI” but a real-deal one. My wife and I recognized the symptoms immediately when I suddenly was unable to operate a cell phone or a tablet - they made no sense to me; couldn’t recognize letters on the keyboard. After seven days in the hospital, tons of tests and two surgeries (including a pacemaker), I’m out and about and feeling pretty damn lucky. I escaped with virtually no long-term issues.

I am on weight, don’t smoke, eat well and exercise regularly - thought I was the picture of senior health. While elsewhere my major arteries were clear, my port (left) carotid artery was 80% blocked. Never knew. Not a clue. That’s what (almost) got me.

A lot of you already know about this and thanks for your thoughts and concerns. To the others, consider asking your cardiologist for an ultrasound scan of your carotid arteries (both sides)...only way to really know. A chunk of plaque breaking off in your carotid has only a very short trip to your brain.

So I told you all that 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.

Interested? Please shoot me an email to: [hobgood.bill@gmail.com](mailto:hobgood.bill@gmail.com) with any questions you might have.

## SECRETARY’S PODIUM

By: Jack Keane

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 emails from our members.

In March 2016, Bill Hobgood and I announced that we both have “self-appointed” collateral duties as joint-CCO’s. A CCO is a Chief Creative Officer. In other words, we come up with good ideas for cool stuff:

color newsletters, P-3 paintings, logo’d shirts and

caps...that kind of stuff.” In anticipation of the upcoming Reunion, Bill and I would like to unveil the latest Reunion Coin. As in 2016, Bill undertook the design of the reverse of the coin and the modification of the obverse side to commemorate our 2018 Reunion in Pensacola. Once again, I coordinated with the challenge coin manufacturer.

As in 2016, each attendee at the reunion in October 2018 will receive a (free) coin until coins run out. Remaining coins will not be free.



**2018 VP-45 Reunion Challenge Coin Design**

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: Unknown

## “TACAN Error - 1965”

On return to Adak in LN-3 from a routine patrol, the third-pilot/navigator of the P3 was in the left seat and I was in the right seat. These were the early days of the P-3A, when crews had only one NFO who was TACCO. The new/junior third pilot (3P) normally worked the Nav Table and DRT.

Anyway, the weather was well above minimums, 1000 overcast, with 7 miles visibility, so I decided to pass up the usual ground controlled approach (GCA) and let the young third pilot shoot a TACAN approach. After a few turns in the holding pattern at the initial approach fix, we commenced the approach, in the clouds with GCA monitoring us.



*LN-3 in better weather circa 1965.*

Everything looked good on the 12-mile arc except that I didn't think the third pilot had pulled enough power off to make it down to 1500 ft at the seven-mile gate - but I decided not to say anything and see how he would handle it.

After a while I switched my Horizontal Situation Indicator (HSI) bearing indicator selector to ADF to cross-check our position; it showed us well past our inbound bearing; but since our birddog had been unreliable the last few flights I figured that it was no good and switched back to TACAN.



*The mountains near NAS Adak were a serious consideration during bad weather.*

We were just passing 3500 ft when we approached the inbound bearing (or what we thought was the proper one) and I remarked that we were going to be high at the seven-mile arc and suggested we take off some power to make 1500 ft at seven miles. About this time we got in some heavy turbulence which made me wonder about things (there was a strong south wind). As I was reaching to switch the bearing selector to ADF again, GCA called, saying that they had a faint target east of the field and requested our altitude.

A fast switch to GCA control, switch to ADF on the HSI, a level off, and then we climbed to 3500 ft. Reevaluation of the situation revealed we were indeed east of the field flying in the clouds over 2400-ft peaks.

The flight was terminated with a normal GCA with a 40-degree error in the TACAN all the way into 3 miles. All I can say is thank goodness for GCA and 3Ps that are inadvertently high on TACAN approaches. If we had been at 1500 ft approaching what we thought was the seven-mile gate the flight surely would have been abruptly terminated by the mountains east of the field.

Note: The author of this story is unknown. If he will identify himself, I'll give him credit. WebMaster

# Community News

By: Jack Keane

September 2018

## U.S. Navy's BAMS-D to Fly on As Triton Nears Deployment

The U.S. Navy's Broad Area Maritime Surveillance Demonstrators (BAMS-D), early-model Global Hawks acquired to develop operating concepts for large, persistent unmanned aircraft, were first pressed into active service in January 2009 and have remained on continuous deployment ever since.

Two Tritons of the Navy's first unmanned patrol squadron, VUP-19, arrived at Naval Base Ventura County, at Point Mugu, California, on May 31 to begin maintenance training and testing in preparation for operational deployment to Guam later this year.

These two Tritons, aircraft B5 and B6, are in a baseline intelligence, surveillance and reconnaissance (ISR) configuration called Integrated Functional Capability 3 that will provide an early operational capability once deployed. This provides a maritime search radar, electro-optical/infrared sensor, electronic support measures and the ship-tracking automatic identification system. Once deployed to Andersen AFB, Guam, the MQ-4Cs will be controlled from VUP-19's home base at NAS Jacksonville, Florida.



*Triton BAMS-D Aircraft*

## US Navy Progresses HAAWC High-Altitude ASW Capability for Poseidon

The US Navy (USN) is pushing ahead with plans to field the High Altitude Anti-Submarine Warfare Weapon Capability (HAAWC) on the Boeing P-8A Poseidon maritime multi-mission aircraft (MMA), despite recent comments made to the contrary by some senior service officials.

The aircraft original equipment manufacturer (OEM) is to be awarded a sole-source contract for full-rate production (FRP) of the HAAWC Air Launch Accessory (ALA) for use in launching the Mk 54 torpedo from the Poseidon MMA from high altitude.



*the HAAWC Air Launch Accessory (ALA) for use in launching the Mk 54 torpedo from the P-8A*

As noted in the Navy's solicitation, "The primary HAAWC capability requirement is to increase the stand-off range and weapon release altitude for the P-8A Poseidon aircraft during ASW missions for employment of a lightweight torpedo against submarine targets.

"The ALA will be carried and released from the weapons bay of the P-8A Poseidon aircraft. The Navy requires the capacity to carry and release five HAAWC weapons on the aircraft."

The ALA kit with a GPS guidance system and folding wings onto a standard Mk 54 torpedo to enable the weapon to fly to the programmed release point and altitude before being released from the 'wing'. Thereafter, the torpedo falls and is retarded by the standard



parachute, and the weapon systems are initiated in the usual way once the weapon enters the water.

### Jane's Reports USN Has Commenced Operations of its MQ-4C Triton

The Broad Area Maritime System platform is deployed with (VUP)-19, the Navy's first unmanned patrol squadron. The "RQ-4N" system chosen by the US Navy was based on the USAF's RQ-4B Global Hawks, but it incorporated a wide range of changes on the way to its unveiling as the MQ-4C Triton.



*MQ-4C Triton UAV*

The Triton has been developed to provide the US Navy with a persistent maritime intelligence, surveillance, and reconnaissance (ISR) capability in support of a full range of military operations. Designed for high-altitude, long-endurance ISR tasks, the Triton has a range of about 2,000 nautical miles and, with an endurance of 24 hours, will be able to cover more than 2.7 million square miles in a single mission. VUP-19 now has two Triton UAVs that will be stationed in Guam. They are set to operate in concert with the P-8A.

### Farnborough 2018: First RAF P-8A Poseidon Delivery Confirmed

The RAF's first of nine Boeing P-8A Poseidon maritime patrol aircraft will be delivered to the service in November 2019, with its second aircraft following in early 2020, the US

Navy has revealed.

The handover, which will see the aircraft brought to RAF Lossiemouth in Scotland - after initial acceptance and training in the US - is part of a wider manufacturing program for US allies involved in FMS contracts - currently taking place at Boeing's P-8 assembly facility in Seattle.

### Navy's Removal of Memorial Honoring P-3 Era in Hawaii Upsets Local Community

Residents in the west Oahu city of Kapolei are demanding answers from the Navy after a public veterans' memorial in their community was recently removed without their knowledge. The memorial honored the legacy of NAS Barbers Point, which operated between 1942 and 1999 as the largest naval air station in the Pacific theater.

When the base ceased operation, the Navy erected a public memorial to honor the WWII, Korea, Vietnam, Cold War and Gulf War veterans who served at the air station. The memorial was located across the street from the former base headquarters and was made of stylized Hawaiian lava rock which read in raised silver letters, "Naval Air Station Barbers Point 1942-1999." Enclosed within the rock wall was a silver-coated, 1/15-scale model of the P-3C Orion.

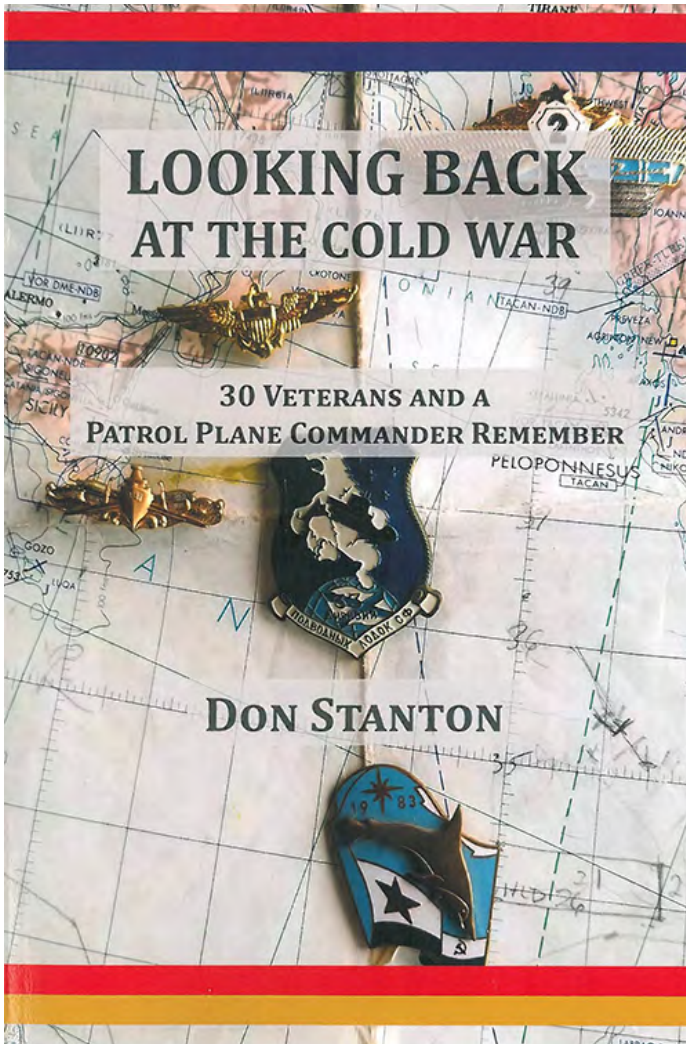


*Oahu residents are upset that a memorial honoring the legacy of NAS Barbers Point, which was home to the P-3C Orion and operated between 1942 and 1999 as the largest naval air station in the Pacific theater, was removed. (Photo courtesy of John Bond)*

# ALUMNI NEWS

## Pelican Publishes Book about P-3s and the Cold War

One of our very own Pelicans, Don Stanton, has recently published a great read entitled “Looking Back



at the Cold War – 30 Veterans and a Patrol Plane Commander Remember.”

Jack Keane recently received a personalized copy of Don’s work and thought about writing a review. That is, until he saw that a member of the Johns Hopkins Applied Physics Laboratory’s Fellows, Admiral Jim Stavridis, USN (Ret.) had already done so – “Looking Back at the Cold War is an engaging and beautifully illustrated homage to what might have been the most important war in American history – and the only conflict in which the stakes included

the prospect of the total destruction of the United States. Well done!”

### Mini-Reunion 1

On 21 July, Chuck and Rhonda Geyer, Brian Prindle and his fiancée Marjorie Strayer, and Jack Keane got together at the Two Nineteen Restaurant in Old Town Alexandria to celebrate two very important occasions – Brian and Marjorie’s engagement and upcoming 28 August nuptials, and Jack’s 60th birthday.



*Chuck Geyer, Jack Keane, Rhonda Geyer, Marjorie Strayer, and Brian Prindle at the dual celebration in Old Town Alexandria on 21 July*

### Mini-Reunion 2

Jack continued those festivities at the headwaters of the Connecticut River in Pittsburg, NH where he gathered for a week with his cousins Jon and Jay Quenneville and their brother-in-law Jimmy Keating, cousin John Turner, and fellow Pelicans Scott Bosecker and Scott Woolfrey.



*Jack Keane celebrated his 60th birthday in Pittsburg, NH, at the headwaters of the Connecticut River with his cousins and two fellow Pelicans. Left to right: Scott Woolfrey (Pelican), Jim Keating (cousin-in-law), John Turner (cousin), Scott Bosecker (Pelican), Jack Keane, Jon and Jay Quenneville (cousins)*





# SQUADRON NEWS

## VP-45 Conducts First Operational Aerial Refueling Flight

By: Jax Air News

A P-8A Poseidon from Patrol Squadron (VP) 45 conducted the first operational aerial refueling flight in the 7th Fleet area of operations April 26. The flight was accomplished in coordination with the 909th Air Refueling Squadron operating out of Kadena Air Base in Japan. Aerial refueling significantly increases the P-8A's capability by increasing range and duration.

"This is a substantial milestone in the maritime community," said CDR Mark Zematis, VP-45's executive officer. The VP-45 "Pelicans" are currently on a six-month deployment in support of U.S 7th Fleet.



*Sailors assigned to VP-45 participated in a community relations event at Love and Hope Orphanage by playing games, sports, and sharing food and school supplies with the children. VP 45 is currently on deployment to the U.S. 4th Fleet area of operations.*

VP-45 alongside the staff of Cooperative Security Location, Comalapa, participated in a community service project at the Love and Hope Orphanage, May 11. Sailors spent the day playing sports and board games with the children and closed it out by sharing food and distributing school supplies.

VP-45 continues a long tradition of developing and fostering communal relations with the nation of El Salvador. Events like this serve to improve the lives of the orphaned children and strengthen ties with partner nations.

## US Navy 'Pelicans' Assist in Locating Missing Sri Lankan Fishing Boat

On the morning of July 8, a 40-foot-long fishing vessel with six passengers went missing in the Indian ocean off the coastline of Sri Lanka.

Two days later, a U.S. Navy P-8A Poseidon patrol aircraft discovered the missing boat after responding to requests from the Sri Lankan Navy for assistance in the rescue.

The P-8A and its crew that took part in the mission



*A P-8A Poseidon of Patrol Squadron 45 is refueled while airborne from a KC-135 Stratotanker aircraft from the 909th Air Refueling Squadron April 26 while on a mission in the 7th Fleet Area of Responsibility.*

## VP-45 Visits Love and Hope Orphanage

SAN SALVADOR, El Salvador (NNS) -- While on deployment to the U.S. 4th Fleet area of operations,



*A P-8A Poseidon aircraft assigned to VP-45 is parked on the flight line of Naval Air Station Keflavik. One such aircraft was instrumental in the rescue of the crew of a fishing vessel near Sri Lanka.*

were part of the “Pelicans” of Patrol Squadron 45 assigned to U.S. 7th Fleet. The missing fishing boat and its six-man crew were located as the P-8A flew over the Indian Ocean.

### **VP-45 Begins Deployment to Support Counter-Illicit Trafficking Operations**

The Pelicans of Patrol Squadron (VP) 45 began a six-month split-site deployment to the U.S. 4th and 7th Fleet areas of operation. VP-45 relieved the Mad Foxes of VP-5, both stationed at Naval Air Station Jacksonville, Florida.

On April 9, VP-45 assumed the maritime patrol and reconnaissance effort in support of the Joint Interagency Task Force counter-illicit trafficking operations in the U.S. 4th Fleet area of operations. Their U.S. 4th Fleet site is led by Officer in Charge LCDR Christopher Brugler, and consists of 46 personnel and one P-8A “Poseidon” aircraft, operating from Cooperative Security Location Comalapa in El Salvador.

### **United States, Australia, Japan Achieve War Games First at RIMPAC on Kauai**

In late-breaking community news, in the first of two scheduled SINKEXes (Sinking Exercises), the U.S. Army, RAF, and Japanese Self-Defense Forces executed a live fire attack on a target ship in waters off the island of Kauai.

The July 12th SINKEX was part of RIMPAC 2018, the world’s largest international maritime military

exercise held biennially in Hawaii and Southern California.

The SINKEX employed Gray Eagle UAS (drones), AH-64 Apache attack helicopters, P-3 Orion (Japan GSDF), P-8A Poseidon (Royal Australian Air Force), U.S. HIMARS (High Mobility Artillery Rocket System), Japanese Type 12 surface-to-surface missiles (SSM-12), and a Norwegian-made Naval Strike Missile.

The target was the ex-USS *Racine* (LST-1191), a decommissioned *Newport*-class Landing Ship, Tank positioned 55 nautical miles north of Kauai.

With so much firepower unloaded on the “hulk” (as SINKEX targets are called), live fire and inert rockets were first directed at the ship’s uppermost infrastructure in order to minimize immediate damage and delay the ship from taking on water until the end of the exercise.

GSDF Lt. Col. Tomohiro Nishimura said, “This is the first time for us to conduct missile shooting



*The Ex-USS Racine takes another hit before sinking during RIMPAC 2018.*

training with the U.S. Army in Hawaii and also our Maritime Self-Defense Forces aircraft is working with us to get target information. So, this is really a good opportunity for us to improve interoperability.”

The exercise allowed units to practice, for the first time, how to pass data from a Japanese P-3 Orion airplane to U.S. weapons systems. It also included passing firing data from a Gray Eagle drone to an Apache helicopter, which struck the target with rockets and 30 mm cannons.



## TREASURER'S TWO CENTS

By: Spence Cunningham

I hope you all are having (or have had) a great Summer! It has been the typical Florida routine down here...hot and muggy followed by a 15 minute downpour and then continued hot and muggy!! Enough on the weather, this is a financial report!! I am happy to pass that we are still in great shape! Expenditures continue for the reunion in October! BTW, from my first-time reunion perspective, this sure appears to be a great time in the making! If you are undecided, just do it!! Come on down and join us in Pensacola!!



We have reached the Inactive Membership deadline for members with 2017 dues outstanding. Overall, we had a 95% renewal rate this year! I really hope that the 13 members we had outstanding are able to rejoin us in the near future! It is vital that we keep an active, growing membership, which segues nicely into...recruiting!! Social media has increased the chance of getting in touch with your fellow Pelican's. If they are not a member, please make a pitch to get them to join!! We have the best Association going, in my humble opinion! The return on investment is well worth the 10 dollars for a 1-year membership!

We have 41 members coming due in 2018!! It's never too early!!!! Hint, Hint!!!! I will send out an initial reminder email to the addresses you all provided! REMINDER: Please make sure your contact information is up-to-date!! If you need to update your information and are uncomfortable with sending via email, certainly snail mail or even leaving a voicemail on my cell phone are great options and will get the job done!! REMINDER #2: Please, please, please...update me with me your birthday's!! Remember I track them for life membership purposes!! At the very least, giving me the year of your birth would be beneficial!!

If the membership is curious about the current financial status of the Association, I am more than happy to share. My contact information is in the newsletter and below and I would be ecstatic to hear from you and to answer any questions you may have.

I really appreciate this opportunity to serve you and the Association! I am doubly excited to see you all in Pensacola this October!!! Good health, blessings aplenty and safe travels to all of you!!

Spence Cunningham, ([awcmspence@comcast.net](mailto:awcmspence@comcast.net)) or (904) 504-3008

### PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT

All Funds	01 April 2018	\$28,510.27
Income:		
Dues	\$956.40	
Interest/Sales	7.03	
<b>Total Income</b>	\$963.40	
Expenses:		
Printing/Postage	\$0.00	
Donations	0.00	
Website Fees	0.00	
Office Supplies	0.00	
Resale Merchandise	0.00	
Misc. /Exp/Donations	1250.00	
<b>Total Expenses</b>	1250.00	
<b>Net Income</b>		\$-286.57
<b>Capital Assets</b>		
<b>Total Cash Assets</b>	30 June 2018	<b>\$28,233.70</b>

# FLIGHT ACADEMY

## Unusually Thrilling and Fun!

By Joseph (Goodwill) and Rachael (Fiesty) Normann

Our expedition started when my grandfather, Jo Dean Walston, informed us that, with the help of the VP-45 Association, we would be afforded the opportunity to attend a camp at the National Flight Academy located at Naval Air Station Pensacola Florida, next door to the Naval Aviation Museum. At this camp, we would use the latest technology to plan and



*Joseph and Rachael Normann*

complete missions using state of the art flight simulators. Additionally, for six days we would be living and completing our tasks in a building constructed like an aircraft carrier. We literally thought he was joking, but he was serious.

We actually did not want to go. During the school year, we worked very hard on our school work trying to achieve a high enough grade point average to be eligible for the Florida Bright Futures scholarship to help fund our goal to attend college. We felt like summer vacation should be for relaxing - no math, no science or technology. We begged and tried to weasel our way out of going with no luck. It appears that our grandfather a retired Navy Master Chief, who thinks he knows what is best for us, insisted we attend.

We traveled to Pensacola Oak Grove RV Park, where my grandparents stayed while we attended the academy. When it came time to check in, our assignments were to the *Jolly Rogers Squadron* and the *Lancer Squadron*. We were extremely nervous and apprehensive about being assigned to a bunkroom for five nights with people we didn't know. As it turned out, we have to admit everyone was pretty cool. They had the same concerns about the unknown as we did.

We were assigned two chiefs - one for days and one for nights. They answered our questions, made us laugh and gave us confidence that we were up to the

task and challenges that were ahead of us. Starting at 0630 hours and ending the day at 2100 hours made for long days but bit by bit we realized we were learning how to use science technology and math to build a plan and work together as a team to accomplish the missions we were assigned. By the end of the week, we were operating as a well-organized team.

We had the privilege of being in the best squadrons of class 18-07. The *Lancer Squadron* won the best overall squadron of the class. The *Jolly Roger Squadron* produced the best overall individual in the class. Everyone in our two squadrons worked really well together.

Some things we learned about aviation of great interest was the importance of ATC or air traffic control, which ensures aircraft get safely from one place to another using proper radio etiquette; the importance of staying on course and following the correct heading when flying; and the difference in nautical miles per hour (knots) versus miles per hour. The list would be too long for all the areas in which we gained a large amount of knowledge.

As we reflect back on the week spent at the National Flight Academy, we learned a tremendous amount of information with no stress or pressure...everything we did was fun. The instructors were very caring and made us feel at ease. Toward the end, we were wishing the camp lasted a week longer.

During the course of this camp we learned much more than technical information, we overcame our fears of going into an unknown place where you do not know anyone or what to expect and were successful. This will help us in the future.



We would like to thank our parents, grandparents and the VP-45 Association for providing us this opportunity to attend the Flight Academy.

*"Fiesty" and "Goodwill" pose in the Atrium of the Aviation Musuem.*



# MAILBAG

Hey Jack!

Just caught sight of fellow Pelicans heading down to Pensacola for the reunion! Looks like an entire squadron. Gonna be a good one, I bet!



Jack McCourt

Hey Jack!

Thanks to you all for a beautiful job on the Pelican Post. Hope we can meet in FL.

Nick Varrato

Hey Jack!

Great to catch up! Here're a few pics of the Bonanza as promised. (see below)

Tom Rau



Hey Jack!

Thank you, Jack, and BZ to all the folks that worked on these wonderful Newsletters!.

Jim Dolle

Hey Jack!

As I was zipping through my old photos, I saw this



one you might want to use (or not). "Wheels Up Landing" or some such title. Early 1950' or late '40's - I have no date.

Charley Caldwell

Hey Jack!

I know my note to the "mail bag" is quite tardy; but, I just want you and "all" our other shipmates responsible for it's content and production to know that I truly believe it is superior in content and production to any news article I have EVER seen or read.



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

I read all our Newsletters from cover to end. I realized the excellence of this document when I decided to print off a copy to give to a friend to read. Coming off the printer, all the pages were wet with



Click Here to Send a "Mail Bag" Letter to:

**"Hey Jack!"**

ink so I laid them side by side on the carpet in my hallway leading into the living room till they dried. It was when I had them all lined up (side by side - see bottom left) drying on the carpet that I was able to appreciate all the beautiful work that went into the production of this document.

Truly amazing how you folks composed and produced this Newsletter. There are no two pages that have the same formatting. My heart goes out in gratitude to all our shipmates responsible for this labor of love. Many thanks, shipmates.

Jay Thomas

Another from Charley Caldwell:

As I was clearing tons of "stuff:" from the office, I came across the enclosed description of a Navy Planner. Way back in 1968-71, I was the Operational Plans Officer in the now disestablished staff of COMALSEAFRON, Commander, Alaskan Sea Frontier, in Kodiak.

This is an apt description of my job (below), but I really had a good time there - fishing on the base, bear hunting on the island (yep - I got one!), and great quarters on base. Saved lots of money because there was nowhere to spend it! See you in October!

Fair Skies,

Charley Caldwell

1. A military planner is a person who works all night and day preparing plans which may be executed years hence provided they were of any use at that time. He works with micrometric precision from vague assumptions, inaccurate suppositions and erroneous staff estimates IN ORDER TO divide and assign assets which will not exist among the as yet to be assigned Commanders, for the implementation of tasks which, in the unlikely event they are



ordered carried out, in all probability will not succeed in either countering the predicted enemy thrust nor adequately support the allied maneuvers – in the illogical circumstances that they will conform to our conception of how to best fight a war.

a. In his majestic endeavors, he is guided by:

(1) Non-existent appropriations, based on intricate funding for budgets not yet devised.

(2) Equipment specifications drawn from unclassified publications and manuals such as weekly/monthly periodicals of multi-colored print.

(3) Obscure and misty sesquipedalian documents, destitute of lucidity, and minutely sundered into a multiplicity of subdivisions which, seeking clarity, serve only to confound the uninitiated, i.e. see the provisions of paragraph c.6.b (4) of reference (g). These documents are fraught with:

(a) Immutable appraisals and doctrines:

1. Prepared in the hazy past on false criteria, and

2. Long since rendered obsolete by the changing nature of things and overriding events.

(4) The overall desirability to produce parameters so broad and intangible as to completely circumvent the above criticism.

2. He boldly faces the inevitable prospect that in the remote contingency he produces a well-worded, concise and worthwhile result, his work will be amended beyond recognition and/or emasculated by interminable compromise. He is of dejected mien, exhausted, frustrated, baffled, ulcerous and neurotic. At the same time he can speak with authority for an indefinite length of time on any subject, yet commit his commander to no course of action whatever. He possesses a wealth of trivial and inconsequential information of no practical value except to render an otherwise comprehensible plan completely confusing to the user. This necessarily results in frequent official sojourns to commanders in other localities for the purpose of liaison with other equally qualified contemporaries. It is in this way he is able to support the awed respect and admiration of his superiors and juniors alike at his imperturbability and continue to perform his duties as YFPO (Your Friendly Plans Officer).



AT THE TOP



Commander Mark E. Zematis, USN

CDR Mark E. Zematis, a native of Barkhamsted, Connecticut, is the current skipper of our squadron. An Annapolis graduate in Ocean Engineering, he also holds a masters degree in National Security and Strategic Studies from the Naval War College.

Mark's first tour was with the "Mad Foxes" of VP-5 where he earned designation as a PPC, IP and PPMC and twice deployed to the Med in support of Operation Enduring Freedom. He finished his tour as the Pilot Training Officer and was selected in 2005 as VP-5's Pilot of the Year.

Follow on sea tours included duty as admiral's aide to a Strike Group Commander (where he qualified as a Staff Command Center Watch Officer) and a Department Head tour in Patrol Squadron FOUR SEVEN. As a Department Head, he completed another Sixth Fleet deployment and finished the tour as the Operations Officer. During this tour, he was awarded the Association of Naval Aviation's Outstanding Achievement Award.

Ashore, Mark was a flight instructor in VP-30 and served with major staffs in US Pacific Command's Operations Directorate and with the OPNAV Air Warfare Division as the Deputy EA to the Director.

While logging over 2300 flight hours, CDR Zematis has earned the Defense Meritorious Service Medal and eight other personal performance decorations. Our squadron is in good, capable hands!!

# BACK IN THE DAY

## The Introduction of Airborne Radar

By: Jack Keane

The British began working on radar in 1935, and in 1936 began working to fit radar into an aircraft. Problems were immediately encountered when it was determined that the weight and size of the transmitter had to be drastically reduced to fit into an aircraft, and the wavelength of airborne sets would have to be considerably shorter than the ground sets or the aerials would be too large for an aircraft to carry.

In July 1937, flight trials were conducted and ships detected at 5 nautical miles. September 1937 saw the use of radar in inclement weather to detect ships and assist with navigation. However, as of the spring of 1939, radar was still not reliable enough for general aircraft use.



*The "Leigh Light" during preflight and in action.*

By the spring of 1940, France and Norway had fallen, thus enabling German U-boats easy access to the Atlantic shipping lanes via ports primarily along the French Bay of Biscay coast. Airborne ASV (air-to-surface vessel) radar (1.5-meter wavelength (200 MHz)), capable of detecting a surfaced submarine at a distance of about four miles, became available that summer. By day, this equipment offered little advantage over the human eye; but by night, it



*The Naxos radar warning receiver was a World War II German countermeasure to X band microwave radar.*

could bring the attacking aircraft to the vicinity of the submarine, but effective attack was impracticable. This disadvantage was overcome by mounting a powerful searchlight (the Leigh Light) on the aircraft; it could be switched on just before an attack to illuminate the target.

The Germans soon realized that they could counter radar detection by developing several radar detectors such as Naxos (see above) and the Biscay Cross, but these devices were fragile and often broke when they had to be dismantled and taken below quickly during a crash dive. The Allies countered with the development of the cavity magnetron which reduced the wavelength to 10 centimeters (3 GHz). By the time the Germans were able to counter this new device, the war in the Atlantic was essentially over with the destruction of over 40 U-boats in May 1943.

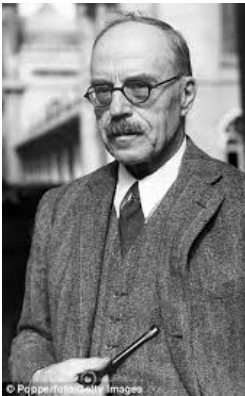
In September 1940, Sir Henry Tizard led a mission to the US to make available to US military authorities all of the significant scientific and technological advances that Britain had achieved. The list included developments in atomic energy, sonar, the proximity fuze, and several other items, but, above all, the cavity magnetron. Later, President Roosevelt was to describe the magnetron as "the most important cargo ever brought to American shores", and, like the British, regarded the magnetron as a most vital secret to be kept from the enemy



*In September 1940, Sir Henry Tizard led a mission to the US to make available...developments in atomic energy, sonar, the proximity fuze, and several other items, but, above all, the cavity magnetron.*

at all costs.

One of Tizard's sets was mounted on a US Navy PBV Catalina that December, and the subsequent demonstration proved an immediate success – not surprising, given that the British had already fitted their lend-lease Catalinas with the ASV. 7,000 ASV sets were soon ordered under license from the American manufacturer Philco, with the sets beginning to be delivered in early 1942. Within the Navy's designation system for airborne search radars, these sets were known as ASE.



Henry Tizard

Philco began delivering ASE sets to the fleet in late 1941, and immediately the Atlantic and Pacific patrol wings began to mount the devices on their patrol aircraft. The bulkiness of the equipment meant that it could not be mounted on smaller, single-engine aircraft, so it was mainly reserved for the larger PBVs which made up the bulk of the US Navy's patrol force. PBVs in both oceans were increasingly equipped with ASEs in the early months of 1942, using them to great effect in several of the key periods of the war.

**The Battle of Midway**

On 22 May, Eastern island (the main airstrip at Mid-

way) began to jump. Word had already arrived from codebreakers at Pearl Harbor to expect a massive Japanese attack. VP-44, consisting of six PBV5As, 20 officers and 40 enlisted men, arrived from Pearl Harbor with the remaining six PBV-5As, 21 officers and 40 enlisted men arriving the next day.

On the morning of 3 June 1942, Ensign Jewell Hamon "Jack" Reid of VP-44 was flying a PBV-5A nearly 700 miles from Midway Island. Reid had run down to the end of his arc, on a westerly bearing when he decided to press for another ten minutes. Shortly before 0900 his crew made a visual sighting on the combined seaplane and transport groups of the Midway Occupation Force and reported approximately eleven ships on an easterly course making approximately 19 knots.



*The Japanese Midway Occupation Force sighted by VP-44.*

The commanders at Midway, CDR Logan C. Ramsey commanding the air arm, and CDR Cyril T. Simard Commanding Officer, NAS Midway, reacted by sending out nine B-17s. At 1624 3 June 1942, 570 miles out, they found the transports, made three high-level bombing attacks (at 8,000, 10,000, and 12,000 feet) and reported having hit "two battleships or heavy cruisers" and two transports. In actuality,



*VP-44 PBV 04982, Call Sign "Eight Victor Five Five," flown by ENS "Jack" Reid on 3 June 1942*

no hits were made.

Back on Midway, Ramsey and Simard were able to scrape together four PBV crews, three of the four pi-



ENS "Jack" Reid (center) and his VP-44 crew who discovered the Japanese Fleet at Midway.

lots had just arrived on Midway 3 June. The fourth, LT W.L. "Red" Richards, XO of VP-44, was the flight commander. They armed each of the PBVs with one outdated MK 13 torpedo. These particular PBVs were not equipped with a torpedo rack, the available crews were untrained in deploying torpedoes, and most of the crews were dead tired. What Ramsey and Simard proposed had never been done before.

At 2000 3 June 1942, Richards and the other three pilots, Ensign Allan Rothenburg, Ensign G.D. "Dagwood" Propst, and LTJG Douglas C. Davis, received a briefing on what to expect in the way of targets, with priorities given to aircraft carriers, battleships, and transports, in that order. All four radar-equipped, torpedo-armed PBVs departed at 2115 3 June.

The flight of four soon ran into bad weather. Rothenburg lost contact with the flight and continued on his own. Not finding the enemy, and with half his fuel depleted, he jettisoned his torpedo and returned to Midway.

The three others broke out of the goo and gained contact on ten or twelve ships in two columns. A radar contact at 0115 4 June 1942 led them to where the transports were set forth in bright moonlight. At 0130 4 June, Richards signaled the attack.

Piloting the third aircraft, Propst approached into the moon and picked what looked like the largest ship in the formation, dropping his torpedo from 50 feet and claiming a hit. With enemy AA opening up, he escaped into the clouds.

Richards, approaching from the same angle, picked a transport or cargo ship of 7,000 tons and dropped his torpedo from 100 feet, and headed to the rendezvous point. His crewmen reported a huge explosion and heavy smoke.

Davis was not so fortunate. As he released his torpedo every ship in the formation opened up on him. His aircraft sustained several holes in the bow, a damaged bomb sight, and sev-

eral scattered holes in the hull, wing, and tail surface.

Although Richards's torpedo had exploded, Propst had scored the only hit. He struck *Akebono Maru*, slowing the oiler and killing or wounding 23 men. In his book, "A Miracle at Midway," Gordon Prang states, "The fact that a tired ensign, untrained in dropping torpedoes and flying an aircraft never meant to carry them, was able to hit anything smaller than the Pacific was a fantastic example of skill, or luck, or both." **It should be noted that not only did patrol aviation score first blood at Midway, but**

**"The fact that a tired Ensign, untrained in dropping torpedoes and flying an aircraft never meant to carry them, was able to hit anything smaller than the Pacific was a fantastic example of skill, or luck, or both." - Gordon Prang**



**this was the only successful torpedo attack during the entire battle.**

*Akebono Maru* was finally sunk by thirty aircraft of Admiral Raymond Spruance's Fifth Fleet in the vicinity of Urukthapel Island near Palau on 30 March 1944.



*The Japanese oiler Akebono Maru - damaged by PBY's at Midway.*

During the Guadalcanal campaign, PBYs searched for Japanese naval forces day and night, relying on their ASE sets to find the enemy when conditions were too poor for visual searches or at night. These types of attacks led to the institution of specialist night attack PBY squadrons referred to as 'Black Cat' units.

Later, PBYs flew night harassment missions over Japanese airfields in the Kuriles, guided to the target by radar operators who were by now proficient at as-



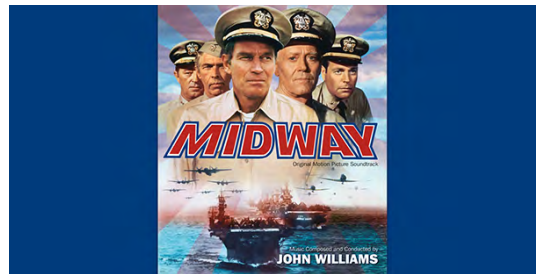
*PBY Pilots who Attacked Japanese at Midway.*

sisting navigators by identifying landmarks on their radar scopes. Radar-equipped PBYs flew through terrible weather to discover Japanese activity in the Aleutians, which was the harbinger of an attempt to break the blockade of Attu and Kiska, in the Aleutians.

In total over 20,000 airborne radar sets were produced by the Allies during the war.

More on:  
**The Battle of Midway**

Click on any of the images below to be taken to that video. You, of course, must subscribe to NETFLIX to see the film (listed first below).



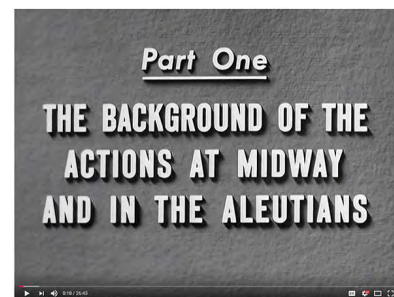
If you subscribe to NETFLIX, you can stream the original 1976 John Ford movie "Midway."



Battle of Midway Tactical Overview – World War II History



Battle 360 Episode 2 - "Vengeance at Midway"



"Battle of Midway Analysis" (1950) US Navy Training Film



**Frederic K. Easter, Jr.**, age 84, of Amelia Island passed away on Monday, May 7, 2018 at his residence.

**Frank N. Hofer Jr.**, 91 years old, passed away and joined his late wife Dorothy (Sholder) Hofer on October 29, 2015. He was born in Williamsport, PA



*CAPT Frank Hofer*

to Frank N. Hofer Sr. and Dorothy (Edwards) Hofer in 1924. He is survived by his brother Burton (Peggy) Hofer, daughters Barbara (Mike) Babb and Patricia Hofer, granddaughters Andrea (Ryan) Bartlett and Stephanie Babb, and great-granddaughter Abigail Sargent. He was predeceased by wife Dotti, and sister Beverly (Roy) Karschner.

He was a 27-year veteran of the U.S. Navy and served in WWII, the Korean War and the Vietnam War. He started his naval career as a pilot, serving in the Philippines during WWII. He used the GI bill to get his Doctorate of Law from Dickinson College before being recalled to active duty for the Korean War where he again served as a pilot. He then went into Naval Intelligence and served on the USS *Independence* during the Vietnam War. During his military career, he lived overseas in the Philippines, also in Panama and Morocco with his family. He retired as a U.S. Navy Commander in 1970. He and Dotti had 65 years together, greatly enjoyed traveling, square and round dancing and hosting Sunday afternoon pool parties. Frank loved flying, golfing and jazz music. He loved and was dedicated to his country and his family and will be greatly missed

**Carolyn Johnson**, 85, was born on June 17, 1931 and passed away on Friday, October 28, 2016. Carolyn was a resident of Middletown, Rhode Island at the time of her passing. Carolyn graduated from Dundee High School in Dundee, NY and from Beardsley's Private Business School in Elmira, NY. She was married to Captain Ian J. Johnson.

**Ian J. Johnson**, 87, of Sanderling Way, Middletown, RI, died on Tuesday, February 11, 2014 at Newport Hospital. He was the husband of 63 years to Carolyn (Hall) Johnson. Born in the Panama Canal Zone on February 3, 1927, he was the son of the late John E. and Mable (Jarvis) Johnson.

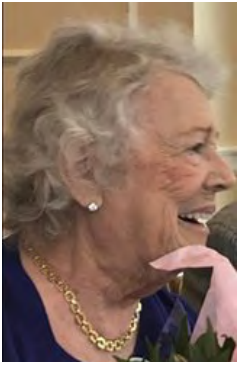
Captain Johnson was drafted into the US Army towards the end of WWII in 1945. He then went into the ROTC program at Cornell University earning a Bachelor degree in Political Science in 1950. He later went on to receive a Master's Degree in International Relations from George Washington University. Later he was commissioned as an Ensign in the US Navy receiving flight training in Pensacola, FL becoming a Naval Aviator. He served during the Korean and Vietnam Wars. During his military career, he served as Commanding Officer of VP-21, Brunswick, Maine; the USS *Tallahatchie County* in Naples Italy, and the USS *Santa Barbara*, Quonset Point, RI. He retired as a Captain after 26 years of dedicated service.

He is survived by six children, Duncan Eric Johnson of Annapolis, MD; Paula L. Candler and her husband Bob of Reno, NV; Karen L. Staton and her husband Jay of Sanford, FL; Douglas Ian Johnson of Burlington, VT; David B. Johnson of Middletown, RI; and Sandra C. Weldon and her husband Timothy of Columbus, OH; fifteen grandchildren;



and thirteen great-grandchildren. He was predeceased by his son Donald Johnson.

On Thursday, June 7, 2018, **Martha Jane (Smith) Loftus**, beloved wife, mother, and grandmother passed away peacefully, surrounded by her family,



*Dan Faas*

at the age of 84. Martha's life will be forever cherished by her loving husband of 58 years, VADM Stephen F. Loftus, USN (Ret.) and their daughters, Nancy Loftus Lopez (Joe) and Susan Loftus Arthur (Ken). Her loving grandchildren, Gigi, Stephen (Jessica), Maddie, Katie (Scott), and Tommy hold her close to their hearts, as she was extraordinarily devoted to her family.

**Morten L. Olson**, age 86 Formerly of White Bear Lake, MN passed away peacefully on February 9, 2018 of Lewy Body Dementia surrounded by his family. Preceded in death by 2 brothers. Survived by his loving wife of 64 years, Marilyn; children Steve (Nancy), Karen Kesl, Jeff, Marcia (Steve) Williams; 8 grandchildren; 3 great-grandchildren; brothers Warren (Pauline), Lowell (Charlotte), Clyde (Jean) and Dale (Cathy). U.S. Navy Veteran, retired Engineering Manager at 3M and a charter member of White Bear Lake United Methodist Church.

**Carolyn Jean Rust**, age 74 of Greenville, SC, former longtime local resident, passed away March 14, 2016. She was born August 18, 1941 in Millington, TN, the daughter of Walter and Gertrude Delashmit. Carolyn retired from Civil Service following many years as an Engineering Coordinator. She was a dedicated and loving wife, mother, grandmother, sister and friend. She was an avid FSU Seminole and member of the Seminoles Booster Club. Carolyn is survived by her husband Grant D. Rust, Jr.; her sons Dan O'Neal (Donna), Kenneth O'Neal (Karen), and Jimmy O'Neal; her stepchildren Charles Rust, Gene Rust, Sandy Jay, and Cindy Ray; also 22 grandchildren, 28 great-grandchildren; her sisters Nancy Wright, and Judy Russell, brothers Walter and Robert Delashmit. She was predeceased by her parents and her sister Joyce Delashmit.

**Ann Elaine McCoy**, 77, passed away on Tuesday, July 24, 2018. Ann was born in Bad Axe and raised

in Owendale, Michigan. She was the daughter of the late Lulu Belle Keillar MacDonald and Millington MacDonald. She was predeceased by her husband of 57 years, Charles Kenneth McCoy.



*Ann McCoy*

Survivors include her children, Scott Dale McCoy and wife Patricia, LeeAnn Kay Old; grandchildren, Robert Andrew McCoy and his wife Lauren, Rachel Elisabeth Torres and her husband Jose, and Hugh "Trey" Nathaniel Old III; and great-grandson, Joey Esteban Torres.

**Charles Kenneth McCoy**, Virginia Beach - 77, passed away on August 20, 2017. Charles was born in Jackson, Michigan to the late Ernest J. McCoy and Ruth Marian Rhinehart. Charles honorably served in the U.S. Navy for 23 years. After retiring from the military, he served as a network administrator for 16 years. Charles was an active member of the Dong Hung Buddhist Temple for the last 8 years. Charles enjoyed many hobbies in his retirement, especially spending his time with family and friends.



*Chuck McCoy*

**James Hobert Tipton**, 84, of Longview, Texas, passed away on February 17, 2017. Jim was born in Kingsport, TN on January 23, 1933, to parents Clarence Ezra Tipton and Lillian Beatrice Peters Tipton. He graduated from Longview High School and continued on to receive an Associate's degree from Kilgore College.

After volunteering into the U.S. Navy, he married Annette Gulley of Kilgore on March 23, 1953, a marriage lasting 63 years. Jim made a career of the Navy spanning twenty-one year's retiring as Senior Chief Petty Officer.



*James Tipton*

Jim, along with friends, started Hi-Tech Testing where he continued his career as a welding QC/inspector. Along with fishing and golfing, he was also actively involved in the Judson Lions Club and the Fleet Reserve Association.

Jim was preceded in death by his parents, baby daughter Jonell, sister, Mildred Frazier, brother Bill Tipton. He is survived by wife Annette, son Eric Tipton, daughter Suelynn Young and sisters Peggy Bruner and Mary Shivers and brother Carl Tipton and 3 grandchildren and 1 great-grandson along with many cousins, nieces, nephews and their families.

**Mary Frances (MaryFran) VanSchoyck** of Chandler, AZ passed away May 11, 2011 following a short



*Mary VanSchoyck*

illness at Chandler Regional Hospital. She was 83 and was born March 2, 1928 in Melrose Park, IL to Jack O. and Marguerite Trantham. She grew up in Villa Park, IL, and graduated from York Community High School in Elmhurst, IL. She served as president of the Villa Park Community Women's Club and later lived in eleven locations in 6 different states including Illinois, California, Hawaii, Connecticut, Florida and Arizona.

She was married for over 63 years to Lloyd. They eloped to Charleston, SC in 1948. Together they raised two wonderful children, Denise (Terry Tuminello) and David (Lucinda). They were blessed with one grandson, Sumner. She was a dedicated homemaker, mother and grandmother, an avid bowler, skilled seamstress, passionately loved playing mah-jongg, and relentlessly collected all manner of decorative frog figurines. She loved living "on the sand" near the beaches of Florida and Hawaii. After a brief career as a cashier/bookkeeper with Sears, Roebuck and Co., she "earned" a P.H.T. (Putting Hubby Through) degree when Lloyd returned from WWII U.S. Navy service to obtain his college B.A. degree via the G.I. Bill. Through many job transfers, and

assorted lifetime challenges she was the glue of love that cemented her marriage and family. Remember her fondly. She was a great lady.

**Commander Robert F. White**, U.S. Navy retired, 93, died Monday, March 23, 2009 at Indian River Medical Center, Vero Beach. He was born in Jersey City, NJ and lived in Vero Beach for three years coming from Melbourne, FL. Commander White served in the US Navy during World War II and the Korean Conflict. He was President of South Brevard Ostomy Association, Melbourne, FL. Survivors include his son, Kevin White of New Smyrna Beach, FL; daughter, Anne Clement of Vero Beach; two grandchildren and three great-grandchildren. Commander White was preceded in death by his wife Eleanor.



*CDR Robert White*

ORLANDO, Fla - **Robert Stephen "Steve" Scates**, 82, passed away on Monday, January 8, 2018. A Bessemer City native, Steve was born on February 28, 1935, to the late Stonewall Matthew Scates and Athalee Elizabeth Morton Scates. Steve was a retired veteran of the U.S. Navy and retired from the U.S. Postal Service. He was a Mason and Shriner for 50 years. He is survived by his loving wife of 49 years, Sor Angelica Sanchez Scates; son, Felix Ramon Joglar and wife Robin; daughter, Ferne, II Holloway and husband Rocky; siblings, Jerri Ramsey, Margie Hester and husband Hillard, Brenda Morrison and husband Winston, Phillip "Butch" Scates and wife Pat, Dorothy Towery and husband Eddie; and grandsons, Felix Stephen Joglar, and Jacob Holloway.



*Steve Scates*

*"A good Navy is not a provocation to war,  
it is the surest guaranty of Peace."*

*Theodore Roosevelt*



**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](http://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**

<b>OFFICE USE ONLY</b>	
Check # _____	Date Received _____
Inputted _____	Nametag Completed _____

<b>CUT-OFF DATE IS 9/24/18</b>	<b>Price Per</b>	<b># of People</b>	<b>Total</b>
<b>TOURS</b>			
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	#	\$
<b>MEALS</b>			
Saturday, Oct 27: Banquet Dinner (Please select your entrée)			
Roast Baron of Beef	\$43	#	\$
Sunshine Chicken	\$36	#	\$
Sunday, Oct 28: Farewell Breakfast Buffet	\$20	#	\$
<b>MANDATORY REGISTRATION FEE</b>			
Includes Hospitality Room and administrative expenses.	\$40	#	\$
<b>EVENT CANCELANATION INSURANCE (PER-PERSON)</b>			
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 <b>Armed Forces Reunions, Inc.</b>			\$

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](mailto:jbretton@aol.com))

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## 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](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!