

2019
SEPTEMBER

THE VP-45 ASSOCIATION'S
Pelican Post

Newsletter

www.vp45association.org

LCDR LAMAR
BINION

LAST SKIPPER
OF VP-45(PBY)

SEE PAGE 16

JACKSONVILLE!!
Members Vote JAX for
2020 Reunion Location
...details inside.

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(Cover Artwork and Design by Bill Hobgood)

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From Jack Keane, the Editor:

In the last issue we highlighted the squadron’s participation during Project Mercury. Unfortunately, only one member provided their remembrances of that time. That said, the response to my e-mails asking for memories of squadron operations during The Cuban Missile Crisis was outstanding! In March, we’ll highlight the squadron’s support of search and rescue operations in 1968 for the USS *Scorpion* (SSN-589). I look forward to hearing from those of you who participated.

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.”



YOUR ASSOCIATION OFFICERS (2018 - 2020)



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 calls both Florida and Georgia home.

Vice President

Previously Treasurer, Spence Cunningham became VP in 2018. 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, FL.



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.

Treasurer

Joe Oglesby assumed Treasurer duties in 2018. He was the Maintenance Control Officer in VP-45 from 1986 to 1989. After 28 years service, he retired as a CWO4 in 1997 and lives in Fleming Island, FL.



WebMaster

Bill Hobgood built the new Association website in 2011 and 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 Lantana, Texas.

“Our Association is the best Patrol Squadron Association in existence today! It is because of our dedicated members’ participation in reunions and the officer volunteers who keep it going. And no Association has a closer working relationship with the Active Duty Squadron than ours!”

(CPRG). The Maritime Patrol Community is thriving!



And on July 3rd, Spence Cunningham and I attended CMC Chris Jones Retirement Ceremony at NAS Jacksonville. What a beautiful event for a very deserving Master Chief after 30 years Active Duty Service. I thought I had a nice Retirement Box...Look at CMC Jones’ piece of furniture (above)!

From the Desk of...

Doug Mitchell

President’s Report



What a busy year! I attended VP-30’s Change of Command on April 16th when our former Pelican Skipper CAPT T.J. Grady became the Pro’s Nest Commanding Officer (See article on page 20). This old sailor was very proud to be in the presence of so many active duty sailors.

I asked the membership for a daughter, son, granddaughter or grandson in our March Newsletter to attend the 2019 and 2020 Flight Academy Six Day Program. Members Charlie McCrary and

On April 26th I presented our Annual Scholarship Donation to John O’Hara, Director of Education, at the National Flight Academy in Pensacola, Florida. Our Association member and Instructor at the Flight Academy Gary Rogers was on hand. (See photo to right)

Back to NAS Jacksonville on May 15th – May 17th for the Maritime Patrol Association’s 2019 Symposium hosted by VP-30 and Captain Grady. With an attendance list of more than 900 people, this year’s Symposium brought a crowd that was overflowing the auditorium in Hangar 30. It began with a special welcome from RDML Peter Garvin, Commander Patrol and Reconnaissance Group



From Left to Right: Gary “Bucco” Rogers, John O’Hara and Doug “Pooh Bear” Mitchell.



Janet Carmichael came forward with Grandsons Grayson Sheppard for 2019 and Davis Carmichael for the 2020 Program.

Grayson completed the Six Day Program on Friday 2 August, and I can tell you he has been on cloud nine ever since. Members Wally Massenburg, Charlie McCrary and Gary Rogers were at his graduation. (See photo left) I spoke with his Grandpa McCrary, and heard from his mom as well on Facebook. Please see the following Thank You from Grayson:

“I would like to give a very special thanks to the VP-45 Association for giving me this wonderful opportunity to go to the National Flight Academy. It was such a wonderful

week aboard CVT - 11 *Ambition*. I met so many wonderful friends and Chiefs throughout this week. I learned so much on being in Aviation and also Air Traffic Control. The week was truly remarkable and I learned so very much throughout this experience. Thanks again to the VP-45 Association and everyone who was involved in getting me there.”

On May 23rd Spence Cunningham and I attended the World Famous Pelicans Change of Command. See the article in the Squadron/Community News section of this newsletter.

THANK YOU...THANK YOU...THANK YOU to the over 200 Members who voted for our next Reunion Site! (See chart on page 7) I am happy to announce we are going back to Jacksonville in October of 2020, and the Squadron will be at home. Our Vice President/Reunion Coordinator Spence Cunningham is already at work on making this reunion the “Reunion of All Reunions!”

And lastly, I would like to thank all the volunteers I mentioned briefly in my remarks in the March Newsletter. Our Association has been and still is the best Patrol Squadron Association in existence today! And I'd like to offer... it is because of our dedicated members' participation in reunions and the officer volunteers who keep it going. No Association has a closer working relationship with the Active Duty Squadron than our Patron Four Five Association! We currently have volunteers for President, Secretary, Treasurer and Webmaster to be voted on and elected at the Business Meeting at the 2020 Reunion in Jacksonville. And our current Webmaster, Bill Hobgood, has volunteered to be the Newsletter Editor, a new officer position to be voted on at the business meeting as well. If any of you members would like to serve in any capacity, please let us know.

Thanks and I hope everyone had a nice Summer!

Best Regards,

Doug “Pooh Bear” Mitchell,
678-650-7500 or
poohbearmit@aol.com

**See Everybody in Jacksonville,
October 2020!!**



Association Officers attend VP-45 Change of Command. from Left to Right: incoming Skipper CDR Paul Nickell, Association President Doug Mitchell, departing Skipper CDR Mark Zematis and Association Vice President Spence Cunningham

FROM THE VICE PRESIDENT

by: Spence Cunningham



The votes have been cast and, as the main page of the website has proclaimed, we are returning to Jacksonville in 2020!! The actual dates for the reunion are October 7 through 11th.

Planning for the 2020 reunion has begun and our hotel headquarters will be the Doubletree by Hil-



Headquarters: VP-45 Association 2020 Reunion

ton, Jacksonville Riverfront in Downtown Jacksonville!! Pooh Bear and I visited the hotel back in July and the facilities could not be nicer and the staff is eager to host us!! The hotel is centrally located and has the room we need to maneuver!

When this newsletter hits your inbox, it will be too early to make reservations; you'll have to wait until October 6th...which is exactly one year out!

Hotel contact information is: DoubleTree by Hilton – Jacksonville Riverfront; Phone: 1- (800) 222-TREE (8733) and mention Patron Four Five Association reunion to guarantee the nightly rate. The available rooms and rates (per/night) to choose from are: Standard Room at \$125, Riverfront Room at \$135, Riverfront Junior Suite w/ bal-



Typical Standard Room at Hotel

cony view at \$165. These special reunion prices will be good for stays between October 4th through the 15th.

The cancellation policy with FULL REFUND and NO PENALTY, is 48

HOURS PRIOR to your actual check-in date. When making reservations, the hotel will require a valid credit card or a deposit equal to first night's room and tax as a guarantee. Go ahead and make your reservation October 6th if there is any chance that you will be coming. We are asking so we can: (1) assess turnout and (2) avoid last minute arranging of overflow hotels away from Reunion HQ!!

Online registration will happen soon so keep an eye on the Association website (www.vp45associa-



One of the Navy's new Littoral Combat Ships; this one, the USS Milwaukee (LCS-5)



USS New York (LPD-21) - a possible tour attraction for the next reunion

ond, as usual, Jacksonville is always a popular location mainly due to it being where most of us served while in VP-45 and also, because the squadron remains homeported there. New Orleans, a place we have never had a reunion, came in second in both first and second choice votes. Maybe next time.

My goal is to have all of this nailed down and have it ready to go for the

March 2020 Newsletter. That way I can urge, cajole, harass and pester you all to come to the reunion between then until September!!!

I am both excited and apprehensive at this effort as I am attempting to follow in Joe Bretton's footsteps! I am also open for suggestions on how to make this reunion even better than the last...if that is possible!! Set the dates and come home to Jacksonville!! Let me hear from you...just click on my email address below!! See you there!!

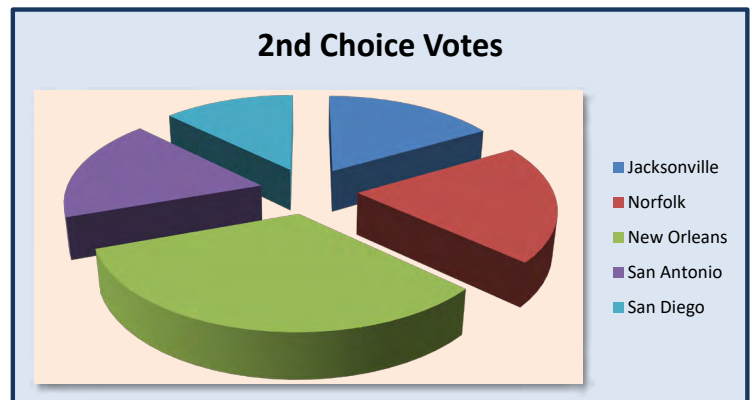
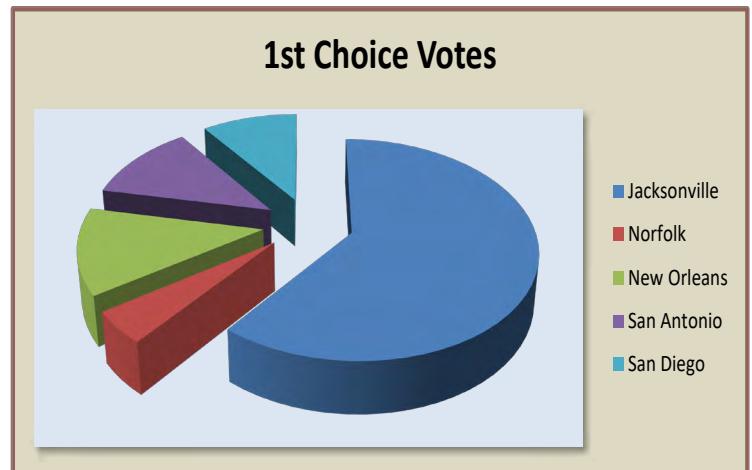
Spence Cunningham
awcmspence@comcast.net
 (904) 504-3008

[tion.org](http://reunion.org)) for updates!! The Spring 2020 newsletter will have the reunion related details for you as well as registration info for all the events and tours! By the way, we have secured plenty of space for the "Ready Room" as well as the "Ships Store" and we will continue the tradition of "heavy snacks" and a well-stocked adult libation station for the membership to enjoy!!

As I said, we are just in the initial planning stages for day trips, but if ANY of you have any ideas for an excursion that would attract at least 20 people, I will be happy to investigate setting it up. At the very least, I will include it as optional "On-Your-Own" things to do!! I am open for suggestions!!

Some options to consider: An evening at the Alhambra Dinner Theater. Possibly a submarine visit at NSB Kings Bay. A visit to Mayport to tour a new Littoral Combat Ship (LCS) and/or a visit to the USS *New York* (a huge amphib) if she is here. Email/text me if ANY of you have ideas about this.

A few words about the voting for this year's location. First, thanks to the over 200 members who took the time to vote and, thereby, choose the location. Sec-



2020 Reunion Location Voting Results

Location	1st Choice Votes	2nd Choice Votes
Jacksonville	128	34
Norfolk	10	41
New Orleans	27	67
San Antonio	25	36
San Diego	21	26
Total Votes	211	204

NAVY TRIVIA

“The Patrol Plane Replacement for The P-5M That Never Was”

By: Bill Hobgood

Most of us have seen pictures of the P6M and perhaps assumed that it had been a candidate to replace the P5M. But, if so, you would be wrong. While maybe using the patrol mission as a deep-double-super-secret cover story, the then highly classified P6M (below) was way different.



After the end of WW-II, the new, self-proclaimed “totally awesome” USAF had a firm grip on the nation’s “nuclear delivery” mission. The US Navy, having none of that monopoly, in 1953 started design work on their own strategic bomber...and navys being “nautical,” it, of course, had to be a seaplane.

Looking nothing like Martin’s previous seaplane, the clunky looking P5M Marlin, the Navy wanted a sleek, sexy, jetty looking bomber. Thus, the resulting P6M Seamaster emerged in 1954 with 40 degree swept wings, was 134’ long (big as a B-52) and, with four afterburning jet engines, faster than the then current B-47 bomber. This program would herald the Navy’s innovative and powerful “Seaplane Striking Force,” (seriously...I kid you not).

This “mid-century modern” seaplane also had ejection seats, floats way out on the wingtips, automated beaching gear, inertial navigation, rotating bomb bay doors, at-sea bomb bay rearming,



1/72nd fine scale model of the P6M on beaching gear.



An XP6M-2 positioning for takeoff.

30,000lbs of droppable storage and, compared to the PBM and P-5M, a cockpit low on the water. First flight occurred in 1955.

Two of the first three test aircraft (actually designated XP6M-1) crashed in 1956; one crew perished and the other safely ejected. Both mishaps were related to control problems associated with the high horizontal tail section. Back to the drafting table Martin went. Two years later, in 1958, the redesigned XP6M-2 boasted new engines so powerful that afterburners (that previously scorched the fuselage) were not needed...along with numerous other refinements. Three of these dash-2 seaplanes were built.

But, alas, the P6M program, that was behind schedule and over budget, lost out to Pentagon politics, nuclear subs with Polaris missiles, advancing technology, carrier based nuc weapon carrying planes (A-3J Sky Warrior and A-5 Vigilanti) and budget constraints. Something had to go and the Seamaster bomber got the axe in 1959. Having spent \$400,000,000 (\$3.5billion in 2019 cash), the Navy and Martin wasted a bundle on a cool looking but largely unnecessary aircraft. Besides, in 1958 the Navy had awarded the contract for the P-3 Orion to Lockheed.

For Additional video info on the P6M, click [HERE](#) and [HERE](#)

FROM THE WEBMASTER

By: Bill Hobgood



Early in 2013, newly elected Secretary, Jack Keane (see the guy pictured next door to the right), and I were talking about ways to provide a better product in this Pelican Post Newsletter you receive twice a year. For sure, we knew we wanted to go to a digital format that could be emailed to members and Jack wanted to convert to a magazine style, full color format. I agreed! Our first Pelican Post “magazine” was published in September of 2013...six years ago.

This issue is the 12th edition in the digital format and the 62nd Newsletter published by the VP-45 Association. Every single Pelican Post is also available via a few clicks of your mouse (or taps of your finger) at our website. Doing that, you will arrive [HERE](#). You can go all the way back to the late 80’s and view the very first letter Jay Thomas sent out...officially setting the course and speed for this organization. I challenge you to find any ship, submarine or squadron association that even comes close to the quality of our newsletter and website. That’s the good news.

The bad news is that a lot of you do not read it!!! I know because I ask around. Jack and I (and the other Officers) dedicate a substantial amount of our free time putting this Pelican Post together for you guys. I know some articles may be of less interest than others but please at least page through it and let us know (via the email links) what you like and even what you don’t. We’ll feel better, you’ll feel better and the Pelican Post will get even better.

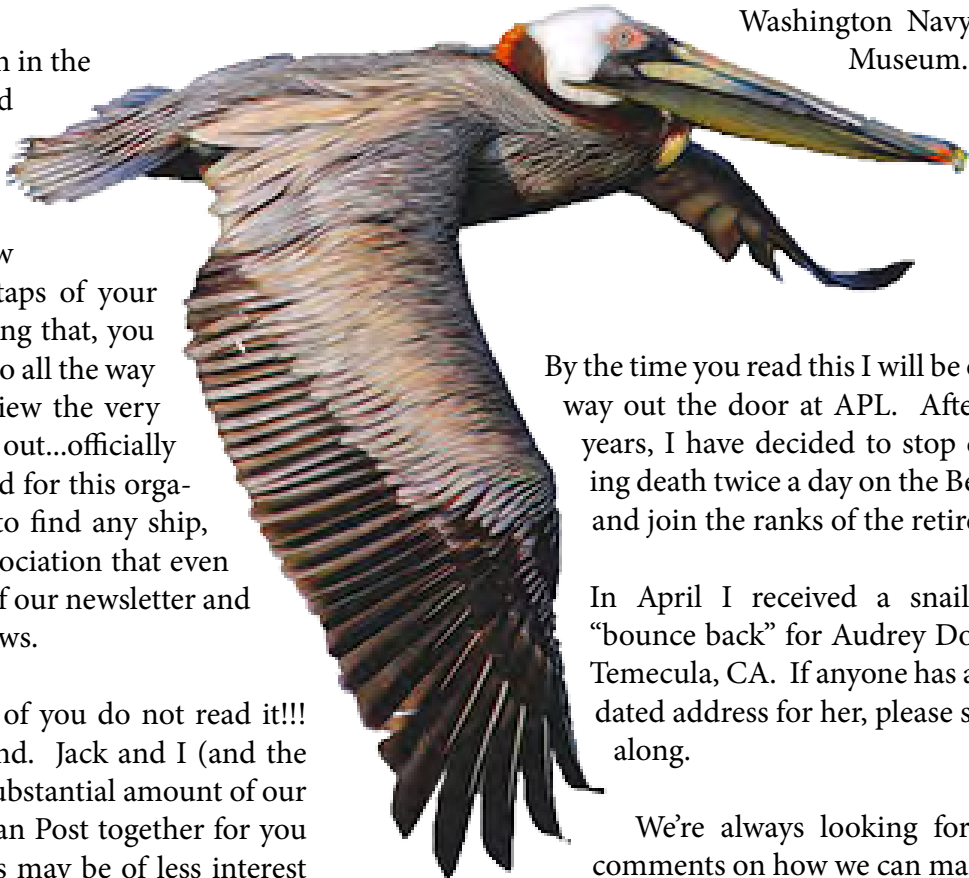
Have any questions for me? Please shoot me an email to: hobgood.bill@gmail.com.

SECRETARY’S PODIUM

By: Jack Keane



Since March, I’ve been privileged to spend time with several past and current Pelicans. In May I visited Donna and Ken App in Suffolk, VA where I gave a presentation on Maritime Patrol Aviation during the Vietnam War for Ken’s MOAA Chapter. On 16 July, LCDR Tim Bierbach brought several Pelicans to visit with me at APL. Finally, on 26 July, Curly and Michelle Summerlin and I attended RADM Matt Carter’s retirement at the Washington Navy Yard Museum.



By the time you read this I will be on my way out the door at APL. After 22+ years, I have decided to stop cheating death twice a day on the Beltway and join the ranks of the retired.

In April I received a snail mail “bounce back” for Audrey Doyle of Temecula, CA. If anyone has an updated address for her, please send it along.

We’re always looking for your comments on how we can make the “Pelican Post” better. 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.

Comment for the “Mail Bag” section? Click [HERE](#)

A Special Report This Just In

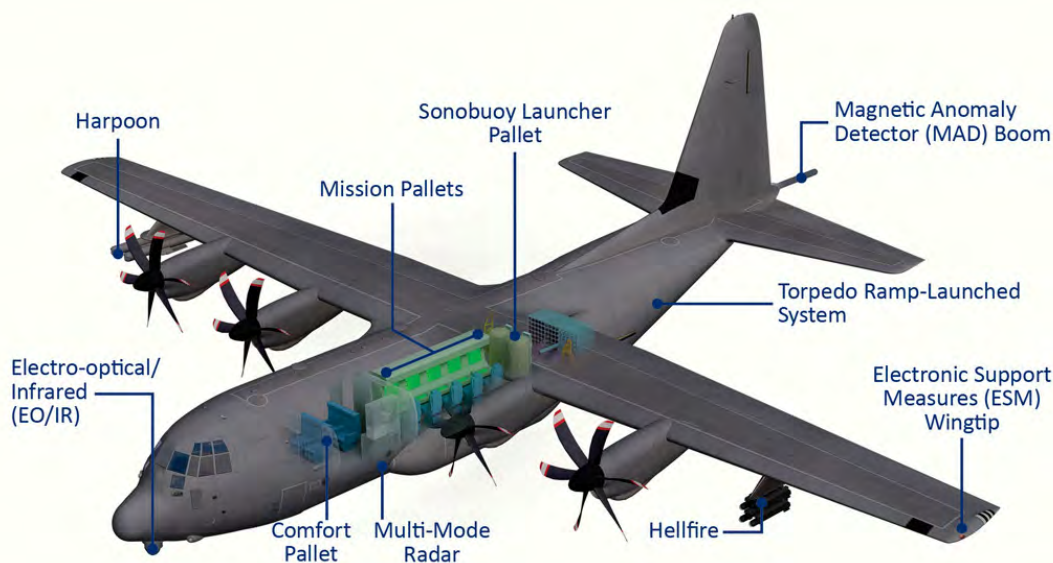
Lockheed Martin (again) working on an MPA Retrofit Kit for the C-130 Hercules.

by: FlightGlobal.com

The kit is intended to “roll on” new C-130Js, as well as legacy variants of the military transport, with initial concepts calling for wing-mounted Harpoon anti-ship missiles and clusters of Hellfire air-to-ground missiles, as well as torpedoes to be stored in the cargo bay and launched off the back ramp.

The aircraft could sport a number of sensors including a multimode radar, a nose-mounted electro-optical/infrared camera, droppable sonar buoys, wingtip-mounted electronic support measures, and a magnetic anomaly detector boom on the tail.

Lockheed Martin does not have a formal name for the system yet, but refers to it generically as the MPA kit. The company is competing against dedicated maritime patrol aircraft such as Boeing’s P-8A Poseidon.



“We think it’s a very good alternative for the marketplace compared to some of the other choices out there that would usually be much more expensive,” said Tony Frese, Lockheed Martin vice-president of business development for air mobility and maritime missions, at the show. “They don’t have to have a

dedicated maritime patrol aircraft in their inventory. They can in relatively short order change between maritime patrol and air transport mode.”

Lockheed Martin points out its experience with the US Navy’s P-3 Orion MPA fleet and the US Coast Guard HC-130J MPA. The USCG is acquiring a fleet of 22 HC-130J aircraft to replace its older HC-130Hs. Lockheed Martin says it has had no discussions with the USN about its proposed MPA kit.

The MPA kit is unlikely to be available for installation for three to four years, said Lockheed Martin. “These are concepts that we’re in discussions now with customers, as well as suppliers, so it would take us a bit of time,” said Frese. “The point is these are existing systems that we would just integrate on the aircraft. Our focus would very much be non-developmental. It’s very much on the integration side.”

The company is hoping that the MPA kit could be added to the C-130 airframe with very little structural modifications. It is even looking at technology to remove the need to attach a MAD boom to the tail. “There are some sensors I understand that you can install inside the aircraft that you won’t have to put on the outside,” said Frese. He declined to name the technology or the manufacturer.

Ultimately, Lockheed Martin believes the retrofit market may be a bigger sales opportunity than installing the MPA kit on new C-130Js. “There’s maritime patrol requirements in Europe. There’s a lot of C-130s in Europe,” said Frese. “There’s maritime patrol requirements in Asia. And, there’s a significant number of Asian countries that have C-130s now.”

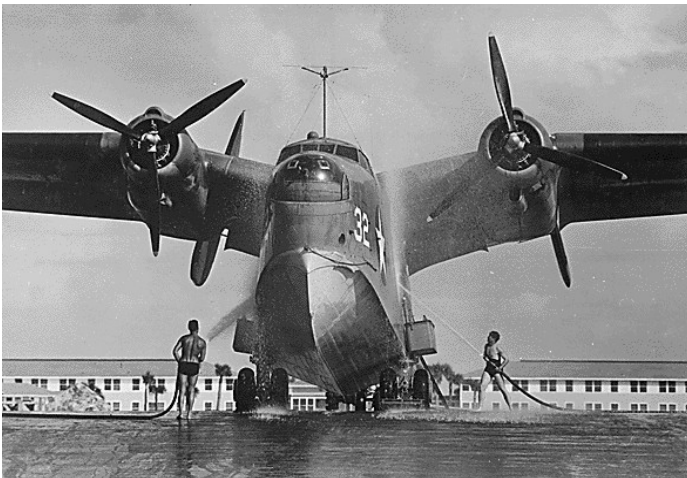
There are more than 1,200 C-130s in service across the world, according to Cirium’s Fleets Analyzer.

SEA STORIES

A Selection From Our Website "Sea Story" Page

George Kovach's Memories - 1942

My life in the Navy can almost be co-titled VP-205 memoirs; except for boot camp, some incidental training enroute, and riding home on an available ship at war's end, I was in VP-205 (later redesignated VP-45) the whole time -- in both the Caribbean and Pacific theaters.



This angle gives a good idea how far a fall it is from a PBM's wing.

My first memory of VP-205 started in late 1942, when I joined the brand new squadron in Norfolk. There were some 25 enlisted seamen and third class petty officers, of which I was the senior (I was an ARM3 Radioman). There were so many people checking in at the same time, that there was no room in the barracks at NAS Norfolk and we ended up in a barracks in Portsmouth, VA with me assigned as the Master-at-Arms...and there we stayed until Christmas day, when late in the evening we made the move to NAS.

We started training right after New Year's day (1943) in PBM aircraft; my logbook tells me they were PBM-3s. On 21 January, my USN/VP-205 career almost came to an early end. I was one flight away from finishing my training (to be first radioman on a

combat flight crew) when I was sent up on the wing to sweep some snow from the wing prior to launch. No one had ever checked me out on this procedure, and I had never been on the wing before; huh? what safety harness??

Unfortunately, just as I got positioned behind the starboard prop, somebody on the flight deck decided to "run the prop through" without checking to see if anybody or anything was in the way. Now that wing is slippery even without snow, and with no warning that a prop was to be turned over, when that blade moved, so did I!! Right off the trailing edge of the wing I went, landing on my back on the concrete ramp. The PBM is a high wing aircraft, and when sitting the "stilts" of the beaching gear, it sits quite high above the deck.

Why this fall didn't kill me outright has to be a miracle. It did leave me with multiple broken ribs, a punctured lung, a concussion, some leg/hip damage--- and a broken wrist which was not discovered until two weeks after the accident. (I was in such bad shape, coughing up blood etc., that the wrist injury went unnoticed).

The squadron finished its shakedown, and left for Puerto Rico with me still in the hospital. I was still there 2 months later - awaiting discharge. But I had gone this far to be in the squadron, doing what I had been trained to do, so I faked a much better physical condition than was the case, and I joined VP-205 as a radioman in March of '43. That still wasn't the end of my injury-plagued beginning (I was limping badly, and my wrist was so weak I couldn't properly charge the machine gun I was assigned as gunner during battle stations).



George Kovach (kneeling center) with his crew in late 1943

The squadron wanted to send me back to the states, but I convinced them that I could do the job. I finally did take my job as radioman on crew 9. I also made first class petty officer, which is what I left the Navy as when the war ended in 1945.



ASSOCIATION MEMBER IN THE SPOTLIGHT



RADM William “Bill” Pendley

Ed's Note: Bill Pendley was assigned to VP-45 for all three of his operational VP tours.

William Tyler (Bill) Pendley was born in Paris, Kentucky on 21 June 1936 to Louis Tyler Pendley and Virginia Lorene (Poplin) Pendley. During the WWII years, Bill, his younger sister Jane, and his parents



Young Bill Pendley as a USNA Midshipman in early 1958, shortly before commissioning.

lived in Michigan where both parents worked in aircraft factories producing bomber and fighter aircraft. After the War, the family returned to Kentucky taking up residence in Lexington, where Bill worked at jobs most boys would be familiar with – caddie, paper boy, and grocery store clerk – until he graduated from Lafayette High School in Lexington in 1953.

Upon graduation, Bill attended the University of Kentucky for a year until receiving a congressional appointment to the US Naval Academy, where he served as manager of the varsity track team and helped produce the class's year book, the Lucky Bag. He was commissioned as an Ensign on 4 June 1958 upon graduation and reported for flight training in Pensacola in August. Four months later,



Rear Admiral Bill Pendley as Commander Naval Forces Korea circa 1986

he and Anne Cooke of Norfolk, VA were married in Pensacola on 13 December 1958.

On 11 February 1960, he was designated Naval Aviator #16272. And two months later, then LTJG and Mrs. Pendley joined the Pelicans of VP-45 at NAS Bermuda flying the SP-5B Marlin. During his time with the Pelicans, the squadron flew missions from Bermuda in support of the Cuban Missile Crisis maintaining surveillance of Soviet merchant ships bound for Cuba and later twice deployed from Guantanamo Bay to ensure the actual removal of missiles.

In June 1963, LT Pendley reported to American University in Washington, DC, where in 1965 he received his Master of Arts in International Relations. By the time he left in December 1966, he had completed the five comprehensive exams for his Ph.D., with nine out of ten grades of distinction – the highest level achieved up to that time at the School of International Service.

In January 1967 Bill was promoted to LCDR and reported for a two-year tour aboard USS *Essex* (CVS-9) just two months after she had collided with USS *Nautilus* (SSN-571) during an exer-



Bill's first tour in VP-45 was piloting the massive P5M Marlin seaplane

cise, and was undergoing extensive repairs in the Boston Navy Yard. Assigned as Assistant Navigator, Bill also quickly qualified as Officer of the Deck, and Command Duty Officer. A busy twenty-four months as *Essex* would spend nearly 80% of her



USS Essex underway in high seas

time deployed to the Mediterranean, North Atlantic, and Caribbean in support of Cold War and Apollo recovery missions, Anne was left with the burden of tending to three young children with no real family support structure in the area.

After six-months at the Armed Forces Staff College in Norfolk, Bill returned to the Pelicans, now homeported at NAS Jacksonville and flying the P-3A Orion. This time, Bill served as Department Head in every major department in the squadron, qualified as PPC and Instructor Pilot, and, to no ones surprise, was selected for early promotion to Commander. The squadron deployed to Rota, Spain and Sigonella, Sicily, where they provided support for the Sixth Fleet during the Jordanian crisis of 25 September 1970. The squadron received a Meritorious Unit Commendation for its activities during this period.



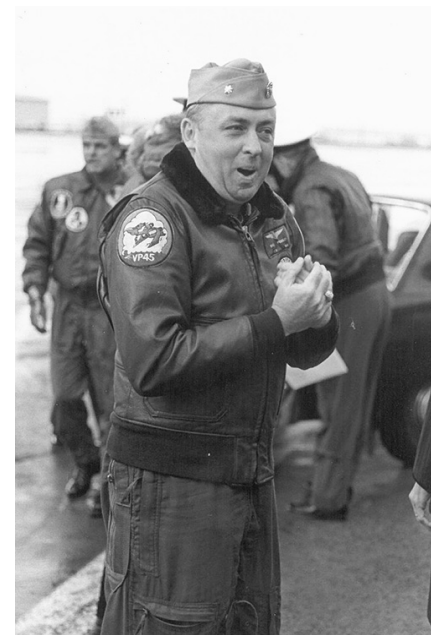
LCDR Pendley heading for his Department Head tour with the Pelicans in 1969

Fleet during the Jordanian crisis of 25 September 1970. The squadron received a Meritorious Unit Commendation for its activities during this period.

In April 1971, CDR-select Pendley reported to OP-60, Strategic Plans and Policy Division where, for the next twenty months, he served as Special Intelligence Liaison Officer for South and Southeast Asia. In this role, he developed Command, Control, Communications and Intelligence (C3I) systems for Southeast Asia and Korea, worked on contingency plans for the ceasefire in Vietnam (briefing the CNO on the progress of the Paris Peace Talks), conducted liaison with the Royal Navy for logistics support in the Indian Ocean during the 1973 fuel embargo, and conducted a study of the fleet command structure for both the Indian Ocean and Persian Gulf areas.

Selected for Aviation Command, CDR Pendley returned AGAIN to the Pelicans in June 1974, as XO and then CO.

The squadron deployed with the P-3C to Keflavik, Iceland in July 1974 conducting ASW operations against Soviet fast attack and ballistic missile submarines transiting the GI-UK Gap. As CO, the squadron deployed to Sigonella in August 1975. The squadron's first-ever successful tracking of a submerged Juliett-class SSG through the Straits of Sicily resulted in Commander, Sixth Fleet creating the "Hook 'Em" ASW Award.



New VP-45 XO Pendley is greeted with freezing cold upon arrival in Keflavick from Jax

On 22 November 1975, the USS *Belknap* (DLG-26) and USS *John F. Kennedy* (CVA-67) collided in the Ionian Sea after which a fire broke out in *Belknap* resulting in extensive damage and loss of life when *Belknap's* aluminum superstructure was burned, melted and gutted to the deck level. While Sigonella served as the initial medical evacuation site,



USS Belknap (CG-26) before and after her collision at sea with the USS John F. Kennedy (CVA-67). See previous page

VP-45 provided additional medical and logistical support.

Upon completion of his command tour, Bill reported to Commander, Patrol Wing ELEVEN as Operations Officer. In January 1978, he returned to Washington, DC as the Executive Secretary to the CNO for JCS matters (OP-06C). In addition to being promoted to Captain, Bill prepared the CNO's briefing book and briefed Admirals James Holloway and Thomas Hayward on all JCS matters.

Selected for major command, Bill again returned to Jacksonville as Commodore of CPW-11 in May 1979 where, for the next 26 months he revamped the Operational Readiness Inspections (ORI) for all six Jacksonville squadrons and initiated several major improvements to the aircrew ASW part-task trainers, essentially achieving more realism in preparing squadron aircrews for deployments.

July 1981 took the Pendley family back to Washington, DC where Bill served as a Navy planner in OP-60 and as Executive Assistant (EA) to the Deputy CNO. In May 1982, the family moved again to Hawaii where Bill was the EA to CINCPACFLT for thirteen months. During this tour, he was nominated for his first star and was selected for the one star rank, then called Commodore.

With his new rank came new responsibilities and an assignment to Brunswick, ME as COMPATWING-SLANT/CTF-26 - commander of all Atlantic Fleet VP squadrons. Important during this tour was his efforts to better integrate East Coast VP squadrons into carrier battle group work-ups in order to enhance the multi-mission aspects of the P-3 platform and its aircrews.



At the completion of his Brunswick tour, the Pendley family Bill and Anne Pendley circa 1981 returned to Washington, DC and OP-60, this time as the Director of the Strategy Plans and Policy Division. Bill directed his staff in completing and publishing the Maritime Strategy and became the Total Force Advocate for the Navy, seeking adequate manning for the Navy's 600-ship operational concept. Additionally, he was the point man in developing the CNO's positions on the Goldwater-Nichols proposed reforms.

While at OP-60, he received his second star and, as a Rear Admiral, a set of orders to Seoul, Korea as Commander, US Naval Forces Korea (CNFK), assuming command in October 1986. In addition to his duties as CNFK, Bill was also the Senior Member of the United Nations Military Armistice Commis-

"The success that I had was only possible because of her (Anne's) support; and the fact that the children are now such fine men and women is a tribute to their mother and their individual toughness."

sion. During this tour, Bill was very involved with security along the DMZ, specifically with regard to enhancing security for visitors in the Joint Security Area (JSA) at Panmunjom. Additionally, he conducted several negotiations with North Korea to re-



Admiral Pendley departing a meeting in Panmunjom

duce tensions along the DMZ in advance of the 1988 Seoul Olympics and to address MIA and servicemen's remains issues. At the end of his tour, Bill was invited to the Blue House where he was awarded the Korean Order of National Security Merit – Cheonsu Medal by President Roh Tae-woo.

Bill's final tour took him back to Honolulu as the USCINCPAC Director, Strategic Planning and Policy (J-5) where, for the next twenty-two months he revamped the CINCPAC wargaming organization, developed the first post-Cold War regional strategy for the Pacific, and worked with the Office of the Secretary of Defense on developing the Nunn-Warner bipartisan strategy for Asia. On 30 April 1991, he retired from the Navy after thirty-three years of active duty service.

During his first seven years of retirement he held numerous positions, including Director of Strategic

“My two objectives were always the same – to take care of our people and to make the bumper sticker ‘Sailors Have More Fun’ a reality; while at the same time to focus on the mission with the highest standards for operational effectiveness on station.”

Studies and Resource Allocation at the Institute for National Strategic Studies (INSS) at the National Defense University, Deputy Assistant Secretary of Defense for East Asia and Pacific Affairs (EAPA), Act-

ing Assistant Secretary of Defense for International Security Affairs (ISA) (where he received the Defense Department Civilian Distinguished Public Service Award), and as Professor of International Relations and Asian Studies at the Air War College. From June 1998 until December 2018, Bill was an independent consultant, writer and lecturer on strategy and national security issues. He's also kept busy serving on the Strategic Planning Committee for Sun City Hilton Head, lecturing at the University of Virginia National Security Seminar, serving on the Board of Directors and Program Committees for both the Savannah and Hilton Head World Affairs Councils, and as a member of the Executive Board of the Limited

Nuclear Weapons Free Zone for Northeast Asia – an organization led by Dr. John Endicott and nominated for the 2005 Nobel Peace Prize.

Admiral Pendley is the author of numerous articles in professional journals and, with William C. Martel, is co-author of *Nuclear*

Coexistence: Rethinking U.S. Policy to Promote Stability in an Era of Proliferation, published in 1994 by the Air University. He continues to write and lecture on East Asia and national security strategy. Together, Bill and Anne have two sons, Steve and Randy, and two daughters, Lisa and Leslie.

Ed's Note: Upon reading a draft of this article, Bill added: “The article does not accurately reflect that all the accomplishments that are cited during my career were made possible by the work of the great people that I was always fortunate to work with, and for, over the years. This was particularly true during my tours in VP-45. It is those people who made a difference every day along the way.” – Bill Pendley



*Rear Admiral (upper half)
William T. Pendley*

Historical Moment

LCDR Lamar Binion, VP-45(PBY)'s Final CO

VP-45(PBY), a sister squadron, of sorts, to VP-205 (which later became the current VP-45) had four commanding officers during its short life during WW-II. Although this PBY squadron was established as VP-45 in March of '43, it was redesignated VPB-45 (Patrol Bombing Squadron) about 18 months later.



Lamar Binion as a LTJG in 1941 and as a CDR circa 1959

The second CO, LCDR Atkinson, was killed in a plane crash in which the entire crew perished. His XO was "acting" until LCDR H. Scott reported aboard in June of 1944. Seven months later LCDR Lamar E. Binion reported aboard as XO to Scott. From Georgia, and a Georgia Tech and Army ROTC grad, Lamar had switched to Navy in 1939 and received his wings and commission via the NAVCAD program.



VP-45(PBY) in squadron formation, May 1945 in Brazil



Outgoing CO of VP-45, LCDR Scott, congratulates LCDR Binion upon taking command. 7May1945

On 7 May '45, LCDR Scott received outgoing orders and LCDR Binion, age 28, took over as CO. Prior to the change of command, VPB-45 had six aircraft in Ascension Island for ASW patrols but the entire squadron was relocated in March '45 to NAF Ipitanga, Brazil for routine patrols and training of Brazilian aircrews.

Unexpectedly, on 22 May '45, the squadron received orders to redeploy back the US and five days later they arrived at NAS Norfolk and reported to Fleet Air Wing FIVE. A week and a half later, on 7 June 1945, Patrol Bombing Squadron FORTY-FIVE was disestablished. The squadron had been active for 27



Squadron officers in front of a PBY. Lamar is front row far left. months and LCDR Binion had been CO for exactly one month.

Lamar remained in the Reserves attaining the rank of Captain. As a civilian, he worked for the FAA and Lockheed.

LCDR Binion's son, Steve Binion, found us via our website and provided us the idea for, and all the photos in, this article.

ALUMNI NEWS

This section can contain just about anything that deals with our members and their activities by themselves or with other members. The Editor might choose to publish your input in the "Mail-bag" instead of here. Regardless, tell us what you are doing and include pictures!! Ed.

On Wednesday, 31 July, Scott Woolfrey, Chuck Geyer and Jack Keane met for dinner at the Chart House in Old Town Alexandria during one of

In May, Mike and Debra Riley (below) spent some time along the New Hampshire coast and sent this photo from Wentworth by the Sea.



Scott's very infrequent layovers in the DC area.



Mike Riley and Spence Cunningham (above) had lunch in Orange Park to discuss a mini-reunion of sorts in the Jacksonville area to attract more membership. By the looks of the photo, conversations with Mike are still quite stimulating!



On 16 July LCDR Tim Bierbach and a crew from the squadron landed at Andrews AFB (and, experienced DC Beltway traffic!) to spend the day with Jack Keane at the Johns Hopkins University Applied Physics Laboratory. During their visit, they were provided briefings and demonstrations on many of the newer technologies being developed that will hit the MPRA fleet within the next few years.



On 26 July, Curley Summerlin and Jack Keane attended RADM Matt Carter's retirement at the Washington Navy Yard. Matt retired as the Deputy Commander, Pacific Fleet. Pictured are Matt, Jack and fellow VMI alumni who were present at the retirement ceremony. RADM Dick Brooks, USN (ret.) was the guest speaker.



Hey, Doc!!
Your Pelican Buddies want to know what the heck you've been up to!
Tell 'em by shooting an email to the Newsletter editor. all ya gotta do is:
CLICK HERE

SQUADRON & COMMUNITY NEWS

VP-45 Holds Change of Command

From VP-45 Public Affairs

The “Pelicans” of Patrol Squadron (VP) 45 held a change of command ceremony at Naval Air Station (NAS) Jacksonville, May 23. Cmdr. Paul Nickell relieved CDR Mark Zematis as commanding officer and CDR Charles Larwood III assumed duties of as executive officer. Retired Adm. Scott Swift, former commander, Pacific Fleet, participated as the guest speaker for the event.



Former VP-45 Commanding Officer CDR Mark Zematis, right, and new VP-45 Commanding Officer CDR Paul Nickell cut their change of command ceremony.

“It’s been an honor working with Paul this last year,” said Zematis. “I could feel his passion for this business and his drive is infectious. I know he will push this squadron to unthinkable success.” Nickell and Larwood stand ready to lead VP-45 forward. The squadron recently completed the basic phase of the fleet response training plan and look forward to their impending 7th Fleet deployment.

VP-45 Recognized for ASW Excellence

The “Pelicans” of Patrol Squadron (VP) 45 were awarded the 2019 CAPT Arnold Jay Isbell Trophy April 29 for demonstrating superior anti-submarine warfare (ASW) capabilities in the P-8A community.

CAPT Craig Mattingly, Commander, Patrol and Reconnaissance Wing (CPRW) 11, presented the award to VP-45 Commanding Officer CDR Mark Zematis during command quarters. The Isbell Award recognizes the squadron throughout the Maritime Patrol and Reconnaissance Aircraft (MPRA) community



CAPT Craig Mattingly, Commander, Patrol and Reconnaissance Wing 11, congratulates Patrol Squadron 45 as recipients of the CAPT Arnold Jay Isbell Trophy for Anti-Submarine Warfare Excellence 29 April.

that best demonstrates outstanding performance in the areas of ASW. This award is a testament to the achievements VP-45 has accomplished, and its ability to maintain peak operational readiness.

Brazilian Village Honors Fallen

WWII VP-45 Sailors

Villagers of Riachuelo, a small town in northeast Brazil, on 10 May, gathered to commemorate the 75th anniversary of a plane crash that killed ten USN sailors from Patrol Squadron 45 during WWII. The ceremony unveiled a memorial plaque honoring the fallen Sailors and the people of Riachuelo who helped recover and care for the remains of those lost.

The plaque reads: “A tribute from the people of Riachuelo to the crew of the amphibious Catalina aircraft of the United States Navy Aerial Squadron VP-45, killed on May 10, 1944 as a result of an air accident near Riachuelo during World War II and buried in the cemetery of this municipality by the initiative of the citizens of Riachuelo and later transferred

to Rock Island County National Cemetery, in Rock Island, Illinois, U.S.”



Children from Riachuelo, Brazil gather around a plaque in honor of the 75th anniversary of a plane crash that killed 10 USN sailors attached to Patrol Squadron 45 near their town in 1944.

Only two weeks after arriving for duty at Belem, Brazil in May 1944, VP-45 lost its commanding officer, LCDR Calder Atkinson and his entire crew, in addition to two Navy Supply Corps officers on an administrative flight from Val de Cais Field to Recife, Brazil. The purpose of the flight was for Atkinson to personally report to Commander, Fleet Air Wing 16 to obtain needed material for the squadron.

During the ceremony, Consul General John Barrett, who had been invited by the mayor of Riachuelo, talked about U.S. and Brazil’s close ties. “The United States and Brazil share a robust partnership founded on four important pillars: economic partnership, mutual security, and democratic ideals and values,” said Barrett. “The same values of shared humanity and generosity that the people of this area demonstrated when they came to the aid of a fallen U.S. aircraft in 1944.”

VP-45 Burial at Sea

Patrol Squadron FOUR FIVE (VP-45) held its first burial at sea of the 2019 home cycle, for retired Senior Chief Stanley Luczynski on 15 April at Naval Air Station Jacksonville, Florida. Luczynski served for 22 years as an Aviation Ordnanceman in the United States Navy, and was stationed at VP-45 for a short time during his long Navy career.

Upon arrival at the VP-45 facilities Margaret and Steve Luczynski were greeted by the Commanding Officer, Executive Officer and Command Master

Chief as well as other members of the command. The family was given a tour of the Pelican spaces before conducting the ceremony.

The ceremony began as Martha and Steve paraded Luczynski’s remains past the color guard and were escorted to a P-8 Poseidon aircraft. Luczynski’s remains were laid to rest off the coast of Florida, by his son, Steve. LCDR Jason P. Ulven, a Navy chaplain, delivered the invocation. Following the ceremony CDR Mark E. Zematis presented Martha and Steve a folded American flag as is custom with military honors. They were also presented an official burial at sea certificate with the exact coordinates Stan’s remains were laid to rest.

RAF Targets April 2020 for Maritime Patrol Resumption

The UK Royal Air Force (RAF) is on track to restore its lapsed maritime patrol aircraft capability within the next nine months, according to Air Commodore Rich Barrow, senior responsible owner for the service’s Boeing P-8 and E-7 acquisitions.

Speaking at the Royal International Air Tattoo on 19 July, one week after the RAF’s first P-8A Poseidon airframe had made its flight debut, Barrow said: “From 1 April next year we are going to have UK maritime patrol capability operating from UK soil for the first time in a number of years.”

More info [HERE](#).

P-3 Orion Squadron Flies Final Mission

The U.S. Navy is phasing out a long-time patrol aircraft in favor of its successor. The Navy placed a new order for the Boeing P-8A Poseidon long-range maritime patrol aircraft this month and is set to replace the P-3C Orion, which being phased out of service. The P-8A is designed to be better integrated with the Northrop Grumman MQ-4C Triton – an unmanned aerial system ideal for maritime surveillance.

The last squadron of P-3C Orion patrol planes are on their final mission. A wing of the venerable craft is currently on a sixth-month rotation between

Bahrain and Japan in what may well be their last mission, according to the Pentagon. Patrol Squadron FORTY began the mission in April.



VP-40 P-3 in 1970's paint. Last active duty P-3 squadron

More info [HERE](#).

New Naval Academy Superintendent Takes Command

VADM Sean Buck relieved the former superintendent, Vice Adm. Walter “Ted” Carter, at a ceremony at the Academy on Friday. Carter is set to retire after serving as one of the longest-serving superintendents in the school’s history. He was superintendent for more than five years.



VADM Sean S. Buck reads his orders relieving Vice Adm. Walter E. “Ted” Carter Jr. as USNA superintendent on 26 July 2019, at Annapolis, MD.

Community Tidbits

The annual Maritime Patrol Association (MPA) Symposium returned to Jacksonville for another year. The tradition was celebrated from May 15-17 and drew many distinguished guests. All were present to take part in lectures, discussions, and social gatherings focused on the latest developments inside the Maritime Patrol and Reconnaissance Force (MPRF).

The VP-1 “Screaming Eagles” are the latest to receive training on the P-8A. With VP-1 complete, there are only two active duty VP squadrons still flying the P-3, one of which is currently transitioning.

This winter, VP-30 graduated the very last class of P-3 pilots it intends to send to the Fleet. There remains a small cadre of pilots who will continue to train students on the electronic intelligence-gathering variant of the P-3 (the EP-3) but from now forward almost all students at VP-30 will be trained solely on the P-8.

The EP-3 will remain in service until the full integration of the MQ-4C Triton, an Unmanned Aerial System (UAS). The Navy just broke ground on a new facility for Unmanned Patrol Squadron ELEVEN (VUP-11) at Naval Air Station Whidbey Island.

CAPT T. J. Grady, CO VP-30 quote: “It’s always fun to bring together the experts in this community. It’s important to determine where we’re headed but also to remind ourselves where we came from.”

Every year the MPRF community inducts a new member into its Hall of Honor; CAPT John McCaull, USN (Ret.) is the latest addition to a long list of distinguished service members. CAPT McCaull served in the Navy for 31 years and accumulated over 5,000 hours in the Lockheed P-2V Neptune, the predecessor to the P-3C.

VP-30 Has New CO

By Lt. Constantino/Lt. Matt Guza, VP-30 PAO

VP-30 held an official change of command ceremony to honor the achievements of its departing commanding officer, CAPT Adam Kijek, and to welcome CAPT T.J. Grady on April 16, 2019. Grady was a former Skipper of VP-45

RDML Peter A. Garvin, Commander, Patrol and Reconnaissance Group, also an ex-VP-45er, was the presiding officer of the ceremony. The guest speaker was Retired GEN Martin E. Dempsey, 18th Chairman of the Joint Chiefs of Staff.

CAPT Kijek is departing VP-30 at a time when the Navy’s largest aviation squadron is operating at a historic pace. VP-30 is transitioning Fleet squadrons and multiple foreign allied militaries to the new Maritime Patrol and Reconnaissance aircraft, the P-8A Poseidon.

With the introduction of the MQ-4C Triton Unmanned Aerial System (UAS), the Pro’s Nest is now training a third platform, while simultaneously providing new aviators to the Fleet.

CAPT Grady’s previous command was as the Deputy Commandant of Midshipmen at the United States Naval Academy.

TREASURER'S TWO CENTS

By: Joe Olgesby



Fellow Pelicans; as you can see in the numbers, the income activity in the Association account for this period consisted mainly of dues payments and a very generous donation of \$250.00 to the Association. Our main expense was our annual donation to the National Flight Academy. I can say, without reservation, that this contribution is to a very worthy cause of which we all can be proud. I'm looking forward to seeing you all at our next reunion. Have a great upcoming holiday season!

Charles (Joe) Oglesby, Treasurer



AT THE TOP



Commander Paul W. Nickell Commanding Officer, VP-45

A native of Long Beach, CA, CDR Nickell received his commission from Auburn University in 2002, earning a BS in Mathematics and subsequently designated an Naval Flight Officer in December 2003.

Nickell's Operational tours include: VP 26 in Brunswick as NFO Training Officer/Instructor; VPU 2 in Kaneohe Bay as NATOPS Evaluator; USS *Carl Vinson* (CVN 70) in San Diego as Assistant Navigator; and VP 10 in Jacksonville as Maintenance Officer.

His shore and staff assignments include VP 30 in JAX as a FRS Instructor, Weapons and Tactics Instructor, and P-3C Production Training Director; and most recently assigned as Flag Aide to COMPACFLT

Nickell has operated in every geographic combatant command region, and participated in Operations ENDURING FREEDOM (Afghanistan and Philippines), IRAQI FREEDOM, ACTIVE ENDEAVOR, NEW DAWN and IRAQI RESOLVE. He has logged over 3,100 flight hours in maritime patrol and reconnaissance aircraft; served on fast paced, progressive teams that have been awarded the Meritorious Unit Commendation and the Navy "E" Ribbon awards and various campaign awards. He has been recognized with the Navy League Sea Service Leadership award, the Stennis Center's "The Admiral" Leadership award, and is authorized to wear the Meritorious Service Medal, Air Medal Strike/Flight (6), Navy and Marine Corps Commendation Medal (5), Navy and Marine Corps Achievement Medal (3), along with other personal and unit awards.

PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT

All Funds	31 Dec 2018	\$30,352.77
Income:		
Dues	\$994.31	
Donations	250.00	
Interest/Sales	15.14	
Total Income	\$1,259.45	
Expenses:		
Printing/Postage	\$549.00	
NFA Donation	1,250.00	
Misc. Fees/Exp	25.00	
Total Expenses	\$1,824.00	
Net Income		\$-564.55
Total Cash Assets	30 Jun 2019	\$29,968.22

MAILBAG

Hey, Jack:

Last July, I had the pleasure of flying to the world's greatest air show, EAA AirVenture, on board the Yankee Air Museum's C-47 and meeting fellow Pelican alumnus Randy Hotton.

Over fifty years ago I had the good fortune to have served as a radioman on the last of VP-45's P5M's and also in the first generation of P3A's between 1963-65. When I learned about the trip to Oshkosh for a dozen people, I ran for the phone and secured the last two seats for myself and a friend. The prospect of spending a few hours strapped atop a pair of big radials while on the way to Oshkosh was too good to be true.



Arriving at Willow Run Airport in Ypsilanti, Michigan, the home of the Yankee Air Museum, I was warmly greeted by the flight crew, Randy Hotton and Howard Rundell. I discovered that both Randy and Howard are former P3 drivers with Randy serving as a Pelican



L to R: Howard Rundell, John Covert and Randy Hotten

about four years after me and Howard serving in VP-49. Both men retired as Captains and commercial pilots and serve at the Yankee Air useum flying the C-47 and B-17 . My logbook now has a couple hours of C-47 time!!

Enlisting in the Navy 57 years ago has brought me many blessings, they are still coming. And when people thank me for my service, I still squirm a little.

John Covert

Hey Jack:

Just wanted to let you know that Charlie Caldwell, perhaps our longest serving Association officer (1991-2002), sent me a personal recollection for our website's "Sea Story" section. Most of us know that Charlie was a P-5 driver in VP-45 back in the mid-1950's. His is a short missive about a particular flight for which the statute of limitations has expired. I think you will enjoy it. I have uploaded it to our website and you can read it [HERE](#).



I really wish more of our members would take the time to submit such memories. Charlie Caldwell, Association Secretary/Newsletter Editor 1991-2002

Bill Hobgood

[Editor's Note: Bill, so do I! I'd like to ask our members who served during Project Mercury, the Cuban Missile Crisis, and the search for USS *Scorpion* (SSN-589) to add their memories to our Sea Stories section of our website. Don't let our memories die!]

Hey Jack:

Bill Hobgood advised me that he "published" my recent "Sea Story" submission on our website. I just took a look and he did a really nice job of it. In that vein, I wanted to let you (and all our members) know that I am so very proud I was in VP-45 and that we have such a compatible bunch of guys with the best WebMaster and Association Officers going. The communication and camaraderie are the very best! I was in VP-1 when we had P2V-7's. A few years ago, I got wind of a squadron reunion so I sent a message asking for details. I got back that the reunion was only for P-3 guys who were officers - and I was (therefore)



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

not welcome. What a difference!!!

Charlie Caldwell

Jack Says:

When I first sent out the last Pelican Post and roster, I made an error on the roster coversheet and had September 2018 vice March 2019 as the date. Although all the roster info was up to date and correct, I sent an e-mail with the correct coversheet and a “mea culpa” for having gooned up the roster. I received couple e-mails in return (see below).

Hey Jack!

Thanks Jack! If you never do anything, you NEVER screw up! Great, great job! Outstanding! THANK YOU! Thanks Shipmate!!
Paul Nadeau

Hey Jack!

Thank you, Jack! For all you do for us, I would never worry about such a trivial thing. Oh...and Happy retirement Jack, you deserve a wonderful retirement. I'm still going strong and turned 78 this past Thursday. The very best to you! Gerry Grieser

[Editor – Happy Birthday Gerry!]

Hey Jack!

Funny, Jack, mine says March 2019. Reminds me of when I once thought I had made a mistake, first in my life, then I found that I actually hadn't. Still haven't recovered from my disappointment. Cheers, my friend, Mort Eckhouse

Hey Jack!

Thanks for your dedicated support of the VP 45 Association as an officer over the long haul. You are to be commended for your outstanding dedication which has resulted in an Association of which we can all be

proud. Good luck and good health in your retirement, Jack.
Best regards, Charlie McKinney

Hey Jack & Bill!

Thank you, another great edition...and thanks for choosing me for “Member in The Spotlight!”
Regards, Bob Hall

Hey Jack!

The newsletter is great! Thanks for doing such a wonderful job.
Thanks, and Best Regards, Jim Clabby

Hey Jack!

I have not finished reading the latest Pelican Post, but I have read enough to conclude it is another great issue! All of us appreciate the efforts and talent Bill, you and the others contribute.

The Roster served as a reminder my 5-year membership expired in 2018--I will renew promptly.

The article on Bob Hall was very detailed and informative. He and I overlapped at VP-45 and I recall him as a very knowledgeable and professional aviator; fastidious-- befitting a representative of the Empire. Almost 50 years in uniform--that is two careers in the USN.

There was another RAF officer in our squadron then, a pilot from Scotland, Andy Wight-Boycott. (I did not see him on the Association roster). He too was well regarded. The article on Bob caused me to Google Andy, and I found the blog at the link below. It reports on an interesting 2017 encounter between the blogger, a journalist from the Philippines, and the Boycotts on the Trans-Siberian Railway. You never can tell what you will find on Google. That's definitely Andy in the pictures. Click [HERE](#).

Thanks again for all you do, Warren Tisdale

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

BACK IN THE DAY

VP-45 and the Cuban Missile Crisis

By: Jack Keane

The United States took control of the island of Cuba immediately following the Spanish-American War in 1898, remaining a close ally of the Cuban government



Fidel Castro, leader of the revolutionary group which overthrew Cuban dictator Fulgencio Batista is pictured in a January 1959 file photo in Havana, Cuba.

after formal independence in 1902. In 1959 the Cuban communist movement overthrew the legitimate government of President Fulgencio Batista resulting in President Eisenhower directing the CIA to prepare to overthrow the Castro government and eventually the Bay of Pigs Invasion in April 1961 which saw the defeat of approximately 1500 American-trained Cuban exiles.

Nikita Khrushchev's Soviet government was eager to assist Castro and maintain prestige in Latin America. In order to deter American influence in the Caribbean, the Soviets decided to deploy medium-range ballistic missiles (MRBMs) 90 miles from the American mainland which, in Khrushchev's mind would serve as a response to the US-deployed Jupiter missiles in Turkey. From July to October 1962, the Soviets secretly transported troops and equip-

ment (which included fighter and bomber aircraft) to Cuba.

On 14 October U-2 flights over Cuba revealed the presence of Soviet R-12 IRBM sites, SA-2 Guideline installations, and MiG-21 Fishbed fighters and IL-28 Beagle light bombers. On the advice of CIA Director John A. McCone, President Kennedy opted for an all-out blockade of Cuba, announcing his decision to the nation on 22 October. When the crisis broke out, 162 nuclear weapons were stationed in Cuba.



In addition to the deployment of MRBMs, the Soviets also deployed four Foxtrot-class diesel boats to the region, each equipped with one nuclear-tipped T-5 torpedo, capable of a 10 kiloton blast. All four were eventually forced to surface by US ASW forces.

On 27 October, Khrushchev ordered the dismantling of all weapons and aircraft on the island and their return to the Soviet Union. Over the next several months, US naval forces would monitor the withdrawal of Soviet weapons and aircraft from the island. During the Crisis, VP-45 was deployed to Guantanamo Bay, Cuba in support of the blockade

conducting shipping surveillance and ASW patrols.

Many of our current members have memories of those days.

Arthur K. Smith (Art) - I remember having the ready duty on the night President Kennedy announced the "quarantine." We launched that night, and as I recall, we



stayed on a night schedule for some number of days, briefing for our flight around 1800, flying ten hours or so, then landing at dawn for debriefing. My wife's mother happened to be visiting us in Bermuda at that time, and I recall her expression of alarm when I would arrive home around 0630 and have a stiff martini (or maybe two) before hitting the sack. We were localizing the Soviet "Foxtrot" class submarines that turned up to escort the freighters that were carrying those long, canvas-covered cylindrical objects on their decks. We kept a detachment of several P5Ms in Guantanamo Bay, deploying there for two-three weeks at a time and flying shipping surveillance/ASW patrol patterns around the eastern half of Cuba. The flights were long and the aircraft were at max load on takeoff, usually having to fire JATO bottles to pop them into the air after getting up on the step. I was a LTJG at the time, flying as copilot or as 3rd pilot/navigator, having joined VP-45 in March 1962. Television news coverage in Bermuda from the US was not very good, and we did not have the full sense of the magnitude of the crisis that most Americans had.



John Whitney

John Whitney - I, as a brand-new Ensign navigator (P5M crew 6), was at Gitmo in July of 1963. I remember hearing the Russian fire control radar on the ECM gear as we rounded the Eastern tip of Cuba - navigation by radar only, because we knew the Russians would shoot us down if

we strayed too near the coast. We tied up to a buoy in the middle of Guantanamo Bay in the hot sun with our box lunches waiting to launch a rescue effort in case a photo overflight jet got shot down (it was called "Operation Brass Balls" as I recall). Plus, "Rum Goodies" and Cuban cigars could be had at the BOQ bar!

Frank Kennedy - I spent a month down there as an aviation machinist's mate and we worked sunup to sundown. The engine mech's never made it to the club. We were short of parts and were continually swapping parts to keep the planes flying. We did not have enough parking spots so 3 aircraft rode the buoy. The barracks were terrible. The shower was behind the barracks. I was a 3rd class petty officer. The galley was exceptional. We lost no engines on my tour. I was in VP-45 from 1959 to 1962.

"Doc" Bob Meaders - My fondest memories are of catching a sub on the surface and chunking PDC's out the waist hatch trying to land them on same. When we irritated them enough for their crew to come topside with automatic weapons, we cleared off.

Melvin Koonce - As an 18-year-old, I was with VP-45 at Guantanamo during October-to-November 1962. We lived at the ramshackle and windowless barracks on the seaplane ramp. Stood security watches on board the aircraft and maintenance!

Bill Rodriguez - Who can ever forget the squadron having over 50 straight P5M launches without an abort until Skipper George O'Bryan and Crew 1 decided to take to the air and - you guessed it - aborted. Of course, the ready duty stepped right in to complete the mission. On one P5M patrol, in the days of LOFAR and CODAR, I was TACCO on Crew



Bill Rodriguez

9. The sensor operator was analyzing data and sent information pointing toward a submarine contact. Sure enough, we ran in on the position and there was Russian Foxtrot submarine 911 on the surface.



USS Charles P. Cecil, VP-45 Marlin (with Bill Rodriguez aboard) and Soviet Foxtrot 911 on surface as photographed by a VP-5 Neptune.

Then we noticed that a US destroyer was nearby. It seems that USS *Charles P. Cecil* (DDR-835) had been tracking this submarine for several days and finally "surfaced" it. Then while we were taking pictures a P-2 showed up on station. We were all excited to see our first Russian submarine.

Barbara Sleeman - My husband, Chuck Sleeman, was a PPC on a P5M out of Bermuda at the time of the Cuban Missile Crisis. It was a scary time, flying over those Russian subs but it was a job for which the US Navy was prepared. The USA was not going to allow that weaponry that close to our shores. The outcome was great.

PJ Imhoff - Before I started flying, I was one of the detachment personnel that operated at Gitmo, for a month. Can't remember the month, but we had 4 P5M's and only 3 sets of beaching gear, which meant that 4 people had to swing on the buoy for a night. The flight crews were searching for gunboats between Cuba and two other islands. Pilots and aircrew could tell you more about the event.



PL Imhoff

Ed Barski - Radar tech. "Report 5a.m., pack for a few days, warm weather. 12 hours to BDA. Field/barracks packed, slept on and stayed with the plane. Next patrol to Lajes, berthing in the old WWII Quonset huts w/cots. Went back and forth between Lajes and BDA, ran low on cash but slots garnered us some beer money in Lajes. Surveyed and tracked a few Russian warships and suspected missile carrying freighters. Not a bad way to start out my VP navy experiences."

Leo Cimino - I remember the Admiral complaining (jokingly) of being awakened by our daily morning JATO departure at GTMO. This was the standard opening of his morning meeting.

Mort Eckhouse - As I recall, most, if not all, of our takeoffs were JATO assisted. The admiral's quarters were positioned so that when the early morning mission fired the JATO it was "rather" close to said quarters creating a reveille call to the old boy.



Mort Eckhouse

It was said that he absolutely did not like this. We did hear about it but assured his aide that we had to adhere to Mama Nature's winds, etc. BTW, we always took off fully loaded.

One time we were on a daylight patrol off the north coast of Cuba when off in the distance we saw what appeared to be one of the strangest ships any of us had seen. It was obviously a ship but with the weirdest superstructure. As we got closer it was a fully rigged three-masted vessel. Turned out that it was the Spanish Navy training

ship.

On another dark night, Fineart 9 took off to the south through the entrance to Gitmo Bay. Of course, fully loaded. Just outside the bay he lost the port engine at zilch altitude. Somehow, he got the plane back in the bay and safely landed. The PPC was Les Duffield who was the PPC on the P-3 that we lost at Argentia. It too was named Fineart 9. Incidentally, I brought the new 9 Boat up to Argentia on Christmas Day. I had met Les in 1956 when he was a Reserve white hat at Olathe, KS and encouraged him to get his wings. Next time I saw him was when LT Duffield and Dee were our sponsors to 45.

Gerald Murdoff - AMS2 at that time. The Gitmo flights were very long. We always fired the JATOs beside the carrier in port. LT Duffield was my plane commander. Great man. One night flight we lost an engine so we had a few tense hours returning.

Jim Norman - I was there, but I did not deploy to Gitmo until the second week of the blockade. Ray Grzechowiak went in with the first wave of aircraft as the AK. We were both AK2's at the time. I closed the Det out for supply support and returned to Bermuda with the last plane out. We were overloaded and I remember the JATO-assisted take-off that was supposed to launch us off the water went afoul. The JATO did not fire and we barely got airborne. When we did get some altitude, we opened the hatches and took the JATO bottles inside the aircraft and turned them back in at Bermuda. I think I remember that we only climbed to about 500 feet and flew there all the way back to Bermuda. I remember we only had 17 approved ditching stations and we had 19 souls on board, plus all the equipment we were carrying. Other than the take-off problems, the rest of the flight was uneventful.

Bruce Chappell - None of the ships spoke English until they saw the rocket over their bow!

Charlie McKinney - Go to the Sea Stories Link and check out the entry "Sea Stories Shhhhh.....1962" submitted by my good friend and crew mate, John Mclaurin. He memorializes an encounter we had with a Cuban gun boat back in 1962. [Editor – you can find that story [HERE.](#)]



Charlie McKinney

On a personal note, I would truly like to thank all of our shipmates who participated in the Cuban Missile Crisis and who took the time to contribute to this article!! Jack



Patrick Francis Farrell, 65, passed away May 10, 2019 in Jacksonville, FL. He was Interred at the Jacksonville Veterans National Cemetery at 9:00 a.m. 29 July 2019 after a Memorial Service held at the 276 F & AM Masonic Lodge at 3:00 p.m. 27 July on Kingsley Avenue in Orange Park, Florida



Pat Farrell

John T. Fristad passed away 31 July 2019 at the Clyde Lassen Veteran's Home in St. Augustine, FL where he had been suffering from Alzheimer's. John T. served in the Squadron from 1969 - 1975 and was a Flight Engineer on Crew 13 for the 1973 Sigonella deployment with three of our current members: Bill Hobgood, Halsey Fischer and Rick Cox.



John Fristad

Chief Darin Paul Kosty, USN, (Ret.), 51 of Middleburg, FL passed away Saturday, June 15, 2019. He was born in Tacoma, Washington and grew up in western New York. After high school, Darin joined the US Navy and retired after 24 years of service followed by working as a civil contractor until 2017. He moved to Florida 32 years ago while serving in the Navy and had been a resident of Middleburg for the past 19 years. As an avid sports fan, Darin played softball for many Navy teams, enjoyed any kind of car racing, and was a fan of the Clemson University Tigers. He was fun to be around, adventurous, humorous, a pistol at times, but always a loyal

friend. He is survived by his high school sweetheart and wife of 32 years, Laura Kosty, children, Kenneth (Brytani) Kosty, Brendan Kosty and Megan Kosty, parents, Richard and Darla Kosty, two grandchildren, Rilynn and Kamden Kosty, mother-in-law, Connie Johnson and several loving aunts, uncles and cousins. He also enjoyed being around his fur babies, Seneca and Shea.



Darin Kosty

Bill Parris, age 83, of Ellijay, Georgia, passed away Thursday, March 9, 2017, at his home. Mr. Parris was born on July 7, 1933, in Blue Ridge, Georgia, to the late William Lester Parris and Lillie Davis Parris. He was retired from the United States Navy and was of the Christian faith. He is survived by his wife, Juanita Sowers Parris of Ellijay, Georgia; stepdaughters and their husbands, Gale and John Dover of Clarksville, Georgia, Judy and Maborn Worley of Cornelia, Georgia, Joan Burch of Ellijay, Georgia, Melodie Colbert of Blue Ridge, Georgia, Teresa and Norman Norwood of Blairsville, Georgia, and Glenda and Danny Crooke of Ellijay, Georgia; sister, Ruby Sowers of Blue Ridge, Georgia; nephews, Max Parris and Bill Sowers both of Blue Ridge, Georgia; 15 grandchildren, 21 great-grandchildren, and three great-great-grandchildren.

Douglas E. Sahlin, of Oceanside, CA, died on Aug. 14, 2018.

Lloyd S Van Schoyck was born July 11, 1928 to Lloyd S., Sr. and Esther Balkwill in Evanston, IL, grew up in Elmhurst, IL, and graduated from York

Community High School. He and his high school sweetheart, Mary Frances Trantham eloped in 1948 to Charleston, SC. They were married for 63 years. He was a U.S. Navy veteran of WWII and served as an aviation ordnance air crewman aboard a PBM patrol bomber in Squadron VP-MS-5. He was a Life Member of the



Lloyd Schoyck a member of the VP-45 Association. He attended Elmhurst (IL) College on the G.I. Bill earning his B.A. Degree while working full time and graduated with high honor. His business career spanned 40 years of retailing, advertising, sales and sales promotion, most spent with Sears, Roebuck and Company based in Chicago, Los Angeles, Honolulu, and New York. Job assignments took him to nearly every U.S. state, plus Puerto Rico, and to Mexico, Japan, Korea, Taiwan, Hong Kong, Macau, and China. He and Mary Frances retired in 1987 to Palm Harbor, FL, where he obtained a Florida teaching certificate and taught American and world history in the Pinellas County School District. In 2005, he and Mary Frances moved to Chandler, AZ to be near their only grandchild.

Ben Wentworth, 77, passed away on June 23, 2019 in Jacksonville, FL. He was born in Vevay, IN on May 3, 1942, the last of five siblings, to Jesse and Dorothy Wentworth. He grew up in Dayton, Ohio where he met and married his wife of 49 years, Rema Wentworth. His 28 years of naval



Ben Wentworth

service took him to Rhode Island, San Diego, CA, the Vietnam Campaign and several European countries and finally Jacksonville, FL, in 1975. Ben was preceded in death by his parents; his wife, Rema Wentworth and his brothers Frankie, Glen and Vernon. Surviving are his wife of the last 5 years, Lorraine Wentworth of Jacksonville, FL; his son, MAJ (Ret.) Jesse Wentworth, U.S. Army (wife, Kristen); his step daughters, Elizabeth Brandt, Heidi Small, Stacy Kilduff & Tina Kilduff; his sister, Billie McClure of Odessa, FL; grandchildren, Reagan and Jesse Wentworth, of Newport News, VA; a step-grandson,

Aaron Singleton of Jacksonville, FL; and by many nieces and nephews and extended family. Ben was a very loving and giving person who truly gave of himself and from the heart. The rock of the family, music was a major part of his life.



"These fallen heroes represent the character of a nation who has a long history of patriotism and honor -- and a nation who has fought many battles to keep our country free from threats of terror."

Michael N. Castle

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:

Charles Oglesby, Treasurer, Patron Four Five Association

599 Hibernia Oaks Drive,

Fleming Island, Florida 32003

904-525-7841; Email: cogle14617@aol.com

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!