



PATRON FOUR FIVE ASSOC.

NEWSLETTER #5

April 1990



© For Editor

Dear Shipmates, Wives and Widows,

Many thanks to each and every one of you that has taken time to send your special notes, letters, photos, information and generous donations. Because of your efforts, our group continues to grow in number and enthusiasm.

#### IT'S REUNION TIME - WAIT NO LONGER

Our reunion group is open to all shipmates, wives and widows who were ever a part of VP-45 regardless of the time, duty station or type of aircraft flown. The essence of this reunion is comradeship, a chance to see old friends again and to meet new ones, all of whom have shared a common experience.

Our first gathering will be a Cocktail Party/Reception from 6:00 to 9:00 PM on Friday evening, 26 October 1990. It will feature a Cash Bar and very heavy Hors D'oeuvres, a meal in itself. The location will be the new National Museum of Naval Aviation. The current museum is now undergoing extensive expansion with the new wing scheduled for completion in July and dedication on 12 October. For those not familiar with this facility, upon completion of the expansion, the National Museum of Naval Aviation will be approximately 20,000 square feet larger than the Smithsonian's National Air and Space Museum.

We have requested that VP-45, presently home-based in Jacksonville, Florida provide a P-3 Orion aircraft so that everyone will have a chance to walk through and get a glimpse of the latest state-of-the-art ASM technology. An answer has not yet been received. In any case, Mort Eckhouse is trying to arrange for the Museum to open its PBY and P5M so we can tour and reminisce. Other arrangements will be announced at the Friday night gathering.

Our big event will take place from 6:00 to 9:00 PM Saturday evening at the Pensacola Hilton where we will have a fantastic dinner. The menu will consist of:

- Choice of Fillet of Grouper or Roast Prime Rib au jus
- Two vegetables
- Beverage
- Dinner wine
- Chocolate Mousse Desert

Dinner will be followed by a delightful adventure through naval aviation history by our guest speaker, author, editor, historian, naval aviator and fellow VP-45er Captain Dick Knott, U.S. Navy (Ret.). Dick has tailored his presentation "Water Wings" to our group. It will deal with the period when naval aviation had a wet bottom, from the Navy's first aircraft (a seaplane) through World War I, the first transatlantic flight and into the years prior to World War II. I should mention that Dick was a personal friend of the late Walter Hinton who was one of the pilots of the NC-4 which made the first historic crossing of the Atlantic in 1919. The aircraft is on display at the museum. I have asked Dick to bring copies of his books The American Flying Boat, and Black Cat Raiders of World War II.

Our last scheduled gathering will be a Farewell Brunch Sunday morning from 8:00 - 10:00 AM at the Pensacola Hilton. This will wrap up what we know will be a really great weekend.

Enclosed is a Pensacola Hilton reservation form (not included for those living in the Pensacola area). To lock in your reservation at the reduced rate, I urge you to mail in your reservation form to the hotel as soon as possible. Mort has secured a block of 75 rooms for the 26th and 27th. Twenty-five of these same rooms will also be available one day earlier and one day later. Remember, these rooms are on a first come basis. Hopefully, there will be additional rooms available for expected overflow. The hotel will provide complimentary limousine service to and from the airport. For those of you who have offered to help welcome members and distribute information packets please contact Mort Eckhouse.

The 4th Newsletter contained complete information on the reduced air fare (40%) offered by Delta and arranged by Mort. You or your travel agent can call Delta at 1-800-221-1212 and ask for the Special Meetings Network. The file reference number for our reunion is 1-26013. If you feel you need additional information, I can send you another copy of the material that appeared in the 4th Newsletter.

For those desiring a rental car, Mort has arranged another excellent deal. Hertz has offered reduced rental rates with an increased mileage cap of 300 miles per day and .30 per mile for extra mileage. Rates are as follows:

|            |         |          |                    |
|------------|---------|----------|--------------------|
| Subcompact | \$20.80 | Midsize  | \$22.80            |
| Compact    | 21.80   | Fullsize | 26.80 (2 or 4 Dr.) |

This special weekend rate is from Thursday noon until Monday Midnight. Cars must be returned to the same location from which they were rented or you may be subject to an additional charge. Our reunion has been coded in the Hertz Reservation System as CV #5418. To reserve a car call 1-800-654-2240 and give the agent the number plus the name and date of the reunion. We anticipate that Hertz will have to bring in cars from the surrounding area to meet our needs, so don't delay. Make your reservations as soon as possible.

#### OTHER NEWS

Our treasurer, Dave Johnson, reports that we have received donations from 56 persons totalling \$625.00. Our disbursements have been \$244.81. Consequently, we now have \$380.19 in our checking account. With new additions to our group and additional printing and mailing costs, we can still use donations from anyone who has not yet contributed. Anyone wishing to do so should make his check payable to Patron Four Five Assn. and mail it to: 1500 South Fairfield Dr., Pensacola, FL 32507 c/o Dave Johnson. Please do not send money to me. I will, however, gladly accept new names and addresses for the roster and answer requests for information.

Bill Meyers has provided a copy of his VHS video (made from 8mm movie film) of the Coco Solo era for all of us to see at the reunion. If you would like to have a personal copy, Bill will send you one by insured mail for \$30.00, his cost. Several of us have taken him up on his offer and I know of no one who has been disappointed. See the roster for Bill's address. If more people are interested after seeing the video at the reunion, Bill has indicated that he might be able to get a reduced production price.

Miller Carmichael's offer to prepare a video of the Bermuda era is still open. He has received movies from Dick Gray, and photos from Dan Decker, Bill King, and myself. He could use a lot more, particularly material on Bermuda and vacation spots we used to visit like GTMO and San Juan. He will return all pictures to their owners. Those of you from that period should send your photos, slides, and movie film to him at: Video Variants, 156 Second Street S.W., Winter Haven, FL 33880, Attn: Miller Carmichael. Don't delay. This kind of undertaking requires considerable effort, time and expense. Miller would also like to have the following information:

- Date the squadron was designated VP-45.
- Date the squadron moved from Trinidad to Coco Solo.
- Date the squadron moved to Bermuda.
- Date the squadron designator changed from EE to LN.
- Date the squadron received its first P-5.
- Date the squadron moved to JAX.
- Date the squadron received its first P-3.

From the last roster and newsletter received from Mariners Unlimited, it appears that more of you have joined this fine organization. It is primarily oriented toward those involved with or interested in Martin seaplanes, but I feel certain that all wet bottom enthusiasts will enjoy their quarterly publication and annual reunions. Their next reunion will be held in San Diego in the Spring of 1991. The yearly dues are \$15.00. For information, contact Dick Gingrich, 468 East Baltimore Street, Greencastle, PA. 17225-1006.

Recently, I was privileged to receive a superb history of the 1943 - 1945 VP-45 PBY squadron prepared by Erwin Johnson and Pete Maxwell. Following is a copy of the Foreword:

#### VP-45: THE FIRST SQUADRON BASED AT ATTU

##### Foreword

The early history of VP-45 is unique in that it started with six flight crews hastily assembled and commanded by the senior officer, Lt. Robert L. Donley. The squadron was ordered north to the island of Adak in the Aleutians, leaving NAS Sand Point, Seattle on 21 April 1943, on a "secret mission".

A group of maverick Navy Pilots and Crew who quickly learned survival tactics, midnight reconnaissance, foraging, innovation, and improvisation became top priority and the order of the day.

The squadron came to full strength on 4 July 1943 when an additional six flight crews, under the command of LCDR Carl H. "Bon" Amme, joined the original dirty half-dozen on Attu.

The following information on VP-45 is from a collection of records from flight logs and other personal notes from 25 April 1943 through 30 May 1945 when the squadron was decommissioned at NAS Norfolk, Virginia.

Erwin and Pete, I love your writing and sincerely want to thank you for sharing your thoughts, experience, and history with us.

#### IN MEMORIAM

Along with the growth we've enjoyed, we are once again saddened by news of those who have passed on.

- Donald Smith - About two years ago.
- Allen James Player - 12 September 1983
- Lyle (Moon) Mullins - Several years ago.
- Milton H. Tappan - 1989
- Marshall (Doc) Burger - Several years ago.
- Bob Gayle - About five years ago.
- Charles Wann - 1986
- Jim Settlemire - 1988
- Gladys Eckhouse - December 1989
- Earle Scott Florance - 1964

#### LOST

The following were sent the 4th Newsletter which was returned "not deliverable". Anyone have any information?

- Rudi Kaldi - 970 Eaton Ct., Chula Vista, CA 92013
- Steven Dyson, PO Box 667, "Spanky", Waldo, FL 32694
- James H. (Butch) Nutt, 4326 Cedar Woods Dr., Lilburn, GA 30249
- Sam Hembree, 306 Lake St., Trussville, AL 35173

#### VOLUNTEER NEEDED

I have received a tremendous quantity of memorabilia in the form of photos, Xerox copies of photos and historical writings. I would like all of this material to be available for everyone interested to see. So far, trying to locate lost shipmates and getting info to our group has taken all my free time and I'm hoping someone will step forward and volunteer to take on this task. The job will require motivation and time and the pay is personal satisfaction which I guarantee. Anyone interested????? Please drop me a line and I will start heading info your way.

#### SOME FINAL NOTES

We plan to recognize all former VP-45 Commanding Officers in attendance at the reunion. If there is any former "CO" included in our roster who does not have "CO" following his name, someone please let me know so we will not miss anyone.

Even though we now have nearly 300 names on our roster, lets not cease our efforts to locate other lost shipmates. Please send all new names and addresses to me and I will see that they receive our newsletter and reunion information.

Contact all the friends you plan to see at the reunion and make sure that they have received this information. I know for a fact that four of the 4th Newsletters that were mailed were not received nor were they returned to me "not deliverable".

#### IMPORTANT REMINDERS

If you're planning to stay at the Pensacola Hilton, make sure you complete the enclosed reservation card and return it to the hotel as soon as possible.

If you're planning to fly in via Delta Airlines, make your reservations as per instructions in the 4th and 5th Newsletters.

If you're planning to use the Hertz rental car offer, call the 800 number provided in this Newsletter.

Most Important - Complete the attached registration form and return it to Mort Eckhouse with your remittance. Your completed form must be received by 1 September 1990 to ensure your reservation.

With the permission of LTs Johnson and Maxwell I would like to conclude this newsletter with the closing paragraph from their squadron history.

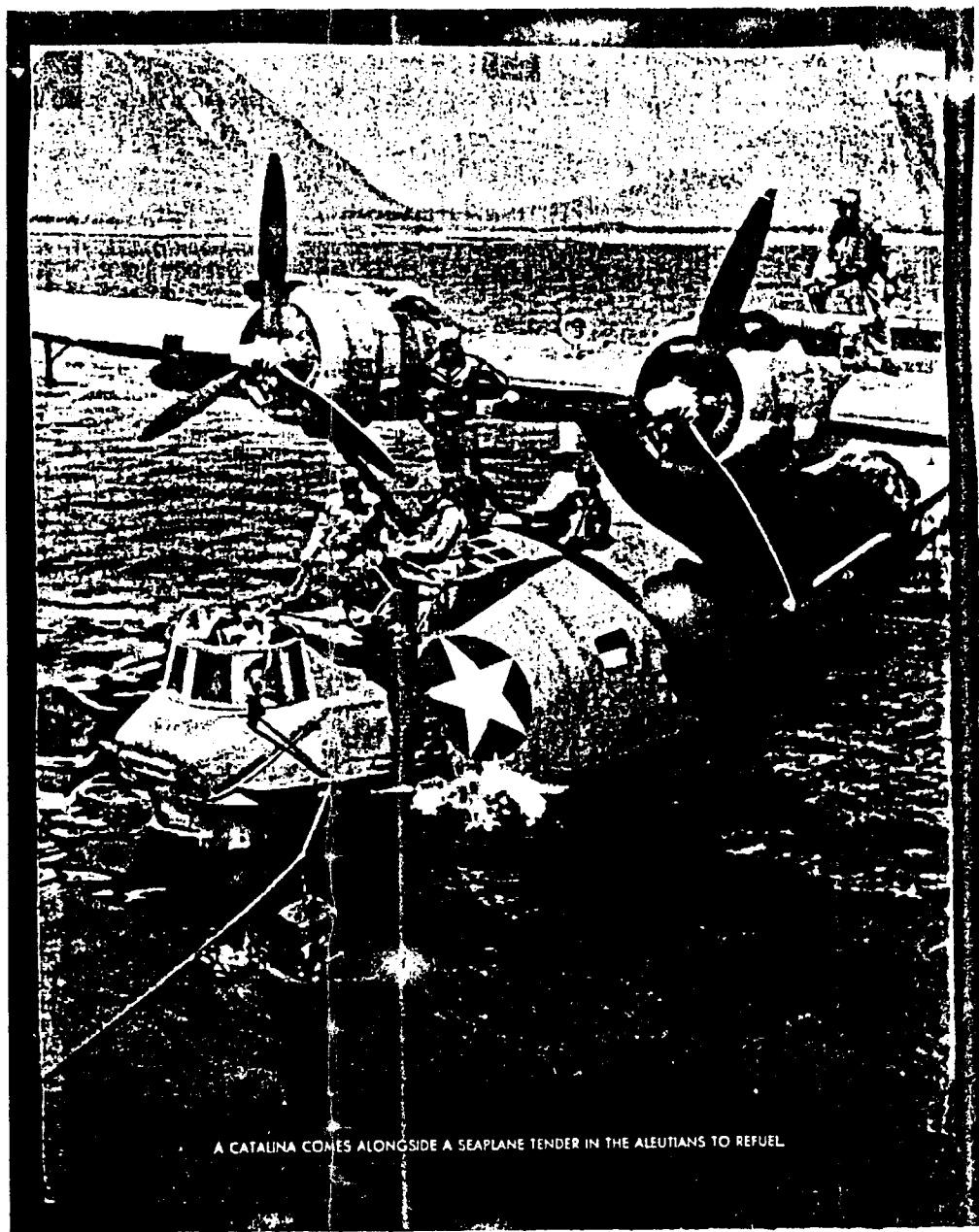
Reflections: The opportunity to meet and fly with a great group of men, both enlisted and officers. The friendships that were made have, in many instances, remained to this day. I suppose living close together and sharing the same experiences, both good and those not so good, left a lasting impression on each of us. And I know we are all better off today for those days together as a squadron. We all can be justly proud of the heritage of VP-45.

Sincerely yours, for blue skies and tail winds,  
Lt. William H. Maxwell, Jr  
Lt. Erwin H. Johnson

I hope this newsletter finds you and your families well and happy. Please come and join us at the reunion for tall tales and comraderie.

Respectfully,

  
Jay Thomas



A CATALINA COMES ALONGSIDE A SEAPLANE TENDER IN THE ALEUTIANS TO REFUEL

This is a xerox copy I made from a color photo sent to me by Pete Maxwell. Cleon "Stitz" Stitzel is bringing in his plane and crew to refuel from the tender, Casco. In the cockpit hatches are George Doolittle on the left and Stitz on the right. Have no names for others in picture. Thanks Pete, this photo will be on display at the reunion.

PHOTO COPY OR CLIP; COMPLETE AND RETURN TO:  
 MORT ECKHOUSE, 4207 ROSEBUD CT., PENSACOLA, FLORIDA 32504  
**PATRON FOUR FIVE ASSOC 1990 REUNION REGISTRATION**

NAME: \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_  
 (LAST) (FIRST) (WIFE/SPOUSE)

ADDRESS: \_\_\_\_\_, CITY: \_\_\_\_\_  
 STATE: \_\_\_\_\_ ZIPCODE: \_\_\_\_\_ PHONE: \_\_\_\_\_

FRIDAY NIGHT COCKTAIL PARTY: ( ) X \$15.00/PERSON = \_\_\_\_\_  
 SATURDAY NIGHT BANQUET: ( ) X \$ 25.00/PERSON = \_\_\_\_\_  
 INDICATE CHOICE: FILLET OF GROUPER \_\_\_\_\_ ROAST PRIME RIB \_\_\_\_\_  
 SUNDAY FAREWELL BRUNCH: ( ) X \$ 10.00/PERSON = \_\_\_\_\_  
 REUNION REGISTRATION FEE = 10.00  
 DONATION FOR ADMINISTRATIVE COSTS = \_\_\_\_\_

TOTAL \* = \_\_\_\_\_

**\*PLEASE SEND REMITTANCE W/FORM PAYABLE TO: PATRON FOUR FIVE ASSOC.**

I/WE WILL BE STAYING AT THE PENSACOLA HILTON YES \_\_\_ NO \_\_\_  
 I/WE WILL FLY TO PENSACOLA ON DELTA AIRLINES YES \_\_\_ NO \_\_\_  
 I/WE WILL BE RENTING A CAR FROM HERTZ CORP. YES \_\_\_ NO \_\_\_

**NOTE: THIS COMPLETED FORM MUST BE RECEIVED BY MORT ECKHOUSE  
 NO LATER THAN 9/01/90 TO ASSURE YOUR RESERVATION.**



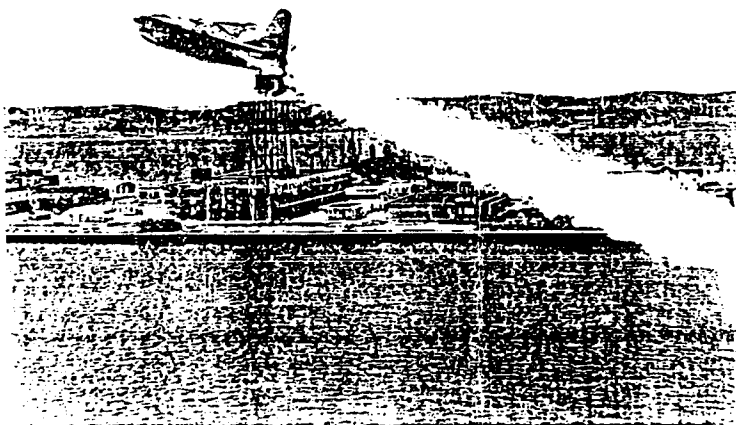
Copy of photo of crew 1 taken about June-July 1943 when VP-45 came to full strength of twelve planes under command of Carl Amme. Standing, Left to Right:

- Lt. Turpin, (VP-43), (nav.)
- L.T. Owen, ACRM, (1st rad.)
- Ltcdr. Carl Omme, PC & CO
- A.A. Smith, ACMM, (plane cap.)

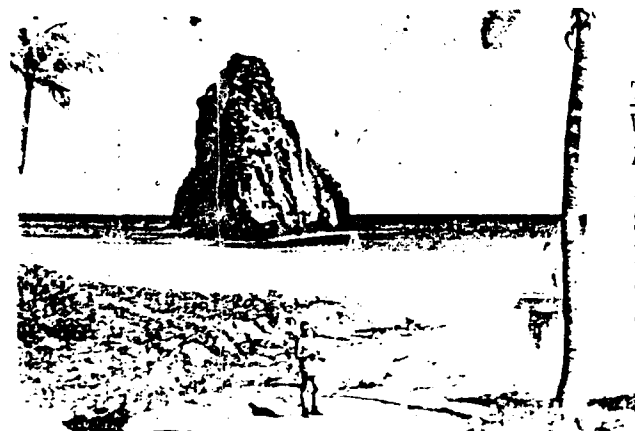
photo & info provided by:  
 Sam Cobean

Kneeling, Left to Right:

- (not known)
- Sam W. Cobean, AOM1, (bomb.)
- O.T. Bucklew, CNAP, (pilot)
- (not known)



This is a copy of a xerox copy furnished by Bill Meyers of a P5M-1 JATO take-off. Time and location are unknown to me but appears it may well have been in seadrome of BDA.



Tough Duty?  
 Winter, 1944  
 Ascension Island in the S. Atlantic.  
 Bill Everette in foreground. Photo by P.Maxwell

## TALES FROM THE BUOY PATCH

Ensign Harley P. Nugget, our hero, was last seen languishing at the navigator's station twiddling the dividers whilst others guided the ponderous Marlin through the mottled sky. Exciting to some, but boring to him are "Hump Reports, Bent Weapons, Mad Traps, Sticks In The Water, etc". His interest is somewhat aroused when the Radioman announces "Fluxuating volts and freqs on #1" followed by the pilots nervous call for "Pigeons To Home Plate". Swell, he exclaims, now we will be even longer getting home for Happy Hour! Single engine flying he wants, but this is not the type he had in mind. The heading is given and they slowly begin to retrace the long tortuous miles back to Bermuda. There, he knows, awaits a cool drink, calypso rhythms and lovely dancing partners with whom to while the night away. Gibbs Hill light finally appears and at last, they are safely on the water, but hark, some fool Woodpecker has fouled the beaching gear and they are sentenced to the buoy patch to await repairs. This is an even worse scenario than imagined because of the location of the buoys. The patch is laid just off the officer's beach and Nugget can see everyone at the club drinking, dancing, laughing, having a wonderful time and he is not amongst them. The thought of swimming ashore occurs but, before he can dash to the after station, the clown at the controls calls to him. "Hey Nugget, why don't you come up and get some buoy practice while I relax for awhile?" Wonderful, flaming wonderful, he thinks, "He" goes to the after station and drinks Heineken while I drive around in circles bumping into rubber doughnuts! However, Lady Luck smiles on our hero, the ramp is quickly cleared and his plane is pulled from the water.

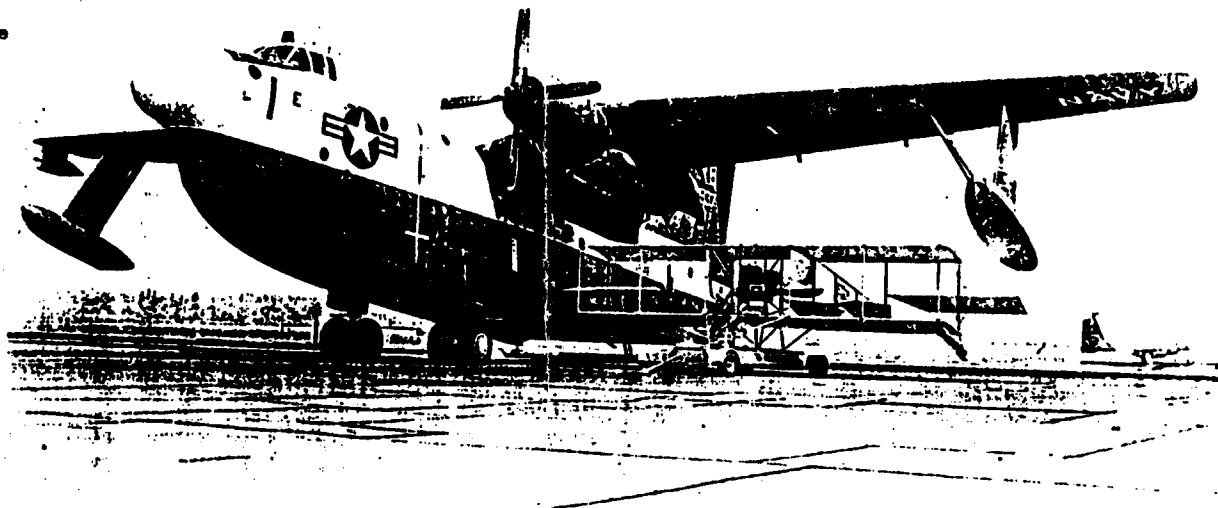
He races his very responsive sports car to the "Q", showers and changes then hurries to the Officer's Club where all the Island action is located on Friday night. It is said that one young officer actually drove a Morris Minor inside the club on a past Friday. However, tonight the entertainment is to be provided by The Talbot Brothers and they are ready to begin their performance as our hero, prepared for action, makes his entrance. He is an example of Bermudian sartorial splendor, clad in crisply pressed linen shorts, matching knee length stockings, oxford cloth shirt with knit tie and a brilliant Madras jacket. His piercing blue eyes peruse the room casually for targets as he makes his way to the bar and orders Junior, the barman, to prepare the elixer of the islands, Jamaican rum and soda. Tonight, unfortunately, there are no suitable targets of opportunity and the seek and destroy mission must be aborted. He then enters a dice game where the topic of conversation is the upcoming OPERATION SPRINGBOARD.

OPERATION SPRINGBOARD, an annual movement of the entire Squadron to Puerto Rico for the honing of crew skills, with daily exercises in bombing, gunnery and tactics. A concentrated training period of shipboard living to prepare the Squadron for wartime operation. At least that is what the orders say. However, in reality, a two week bacchanalian period when the officers and men perform many nocturnal exercises and maneuvers. To name a few: the swallowing of large quantities of Bacardi, visiting gambling casinos and socializing with ladies of the Santurce Junior League. These activities normally occurred at establishments named Caribe Hilton, Piff, Paff, Pouf and Club 69, all conveniently located just outside the gate of the Naval Station.

Our hero was looking forward to this deployment, thinking he would at last get some stick time. Wrong, Nugget! Unfortunately, he has discovered the new bane of his existence as an aviator: THE BOUY WATCH! He only thought it was bad, now he has to sleep on the damn airplane while it is moored to a bouy in sultry, sweaty, fetid San Juan harbor. His comrades aboard are two of the enlisted crew, that have drawn the short straws, and a host of mosquitoes that are slowly but surely lowering his blood quantity. One look at the water and he knows that all diseases known to man are awaiting he who immerses in that harbor. So, the swim to freedom and the pursuit of the joys of life is cancelled. He sobs to the gods of flight, why me? All is not lost, out of the darkness a small native boat appears silently paddling through the bouy patch. Stopping at each plane for just a moment then continuing. What can it be? Saboteurs? He alerts the crew and they ready themselves to repel boarders and die for their country. Silently the boat glides closer and closer, he can now see two people with a large box in the bottom between them. Nugget illuminates the boat with his light and issues a challenge: they reply, in Spanish, cervesa senior? bien fria. Cancel the alert, it is only a Hispanic nautical salesman plying his trade. He has several brands of local beer for sale and also offers the companionship of the lady, for a slight hourly fee. Money is exchanged and coolants taken aboard, however, after inspection the offer of companionship is declined.

Rocket runs, bombing runs, mining runs hour after hour, day after day until the crew is fully qualified. But, the only stick that Nugget will hold during all of it is a #2 yellow pencil. Will this torture never end?

That answer will be given in the next episode of Harley P. Nugget, Ensign, USNR, Officer and Gentlemen.



The first and last Navy seaplanes are shown here at North Island Naval Air Station. The first, a replica of the A-1 Triad, was reconstructed by the Institute of Aerospace Sciences and the Navy. The last, a P5M-2 Marlin was built for the Navy by Martin Aircraft Co. (August 19-20, 1967)

Photo copy furnished by: Bill Meyers



PATRON FOUR FIVE ASSOC.

NEWSLETTER #6

AUGUST, 1990

Mort Eckhouse  
(Co-Chrm.)

Jay Thomas  
(Co-Chrm.)

Bill King  
(Secretary)

Dave Johnson  
(Treasurer)



© Har-D-Nav

LAST CALL - 1990 REUNION

Dear Shipmates, Spouses, and Widows of former Shipmates,

In about two months, you will have the chance to attend the first reunion of VP-45. Never before in the history of this Naval unit (dating back to the Spring of 1943) has an opportunity such as this been available. We are looking forward to a very large turnout (200-300) and are making preparations for a group of this size.

Again, I would like to thank each of you that has taken the time to write letters and make phone calls and especially to those who have provided assistance in locating otherwise lost shipmates and friends. Without your helping hand, our organization would still be quite small. Combining our efforts, we now have a roster which boasts nearly 360 family households.

\* \* \* CONTRIBUTIONS \* \* \*

The following is a listing of persons who have made financial contributions, and to be quite honest, this reunion would not have been possible without your assistance. (names appear in no particular sequence or order of magnitude)

Charles & Jewel Anderson  
Robert Ashcraft  
Jack & Joyce Barry  
E. J. Barski  
William & Margaret Barthel  
Walter B. Baxter  
James & Nancy Bestul  
Don Braddy  
Ray & Marie Butler  
Charles & Joan Caldwell  
John & Billie Chappell  
John W. Clem  
John & Dorothy Collins  
Ken J. Cory  
George & Mary Creamer  
Edward Davis  
Daniel D. Decker  
Bob Ferrullo  
Ed & Barbara Fisher  
Fred & Marilyn Easter  
Richard W. Gray  
Robert & Ruth Gilchrist  
Donald & Alice Gillham  
James E. Gilliland  
Ralph & Fern Granneman  
Carl & Yvette Hausler  
Wright A. Hicks  
Don & Vesta Hill  
Frank & Dottie Hofer

Arthur & Jackie Holveck  
Randy Hotton  
John Hoyt  
David Hume  
Alan L. Jansen  
Dave & Marcie Johnson  
Ian J. (Mike) Johnson  
J. M. Johnstone  
Ova & Lita Jones  
William & Diane King  
Baylor & Helen Lansden  
Charles & Lillian Leighton  
John & Millie Lovric  
Jim & Jessie Mahoney  
George & Janet Marlett  
Otto & Jane Marquardt  
George & Linda Matherson  
Nolan & Peg McDade  
Charles & Sally McKinney  
Allan & Joan Meyer  
Fred Meyne  
Richard & Claire Miller  
Peter & Thelma Morris  
Gordon Murray  
Bill & Mildred Myers  
Roger & Susan Nelson  
George & Susie Newman  
Clifford & Addie Oberlander  
Mort & Marilyn Olson

Bob & Christine Palombo  
Lester Pate  
Dr. Ted & Genny Perry  
Dr. George & Dorthy Pinnell  
Jack Plesur  
Eric Pollard  
Joe & Betty Rascoe  
Sam & Helen Roberts  
Steve Roper  
Rodney & Anne Roycroft  
George F. Ruback  
Harold & Virginia Rutherford  
Dave & Jane Sanderson  
Joe & Ruth Stein  
Pete Stema  
Jerry & Margaret Stewart  
Tony & Frances Testa  
Jim & Annette Tipton  
Richard VanPelt  
Ivan & Flo Vinkovich  
Curt & Velma Wakeman  
Glen Wiggins  
C. O. Womeldorf  
H. J. Woodward  
Phil & Fern Yosway

- Allen, Enoch L. 636 Goetschl St., San Diego, CA 92114, (619)-262-7721
- Babins, Stuart & Janice, 1702 Cypress Ridge Dr. Orlando, FL 32825 (aircrew '59-'61 & '75-'78), (407)-282-8177
- Bernal, R.E., 2202 Basset St., Alexandria, VA 22308, (pilot '59-'62)
- Binczak, Joseph F., 7260 Worthington Rd., Jacksonville, FL 32210 (maint. '67-'70), (904)-771-1482
- Boyd, John B., 906 Pyramid Dr. Corpus Christi, TX 78412, (pilot '68-'71) (512)- 991-3334
- Bradley, William E. (Wild Bill), 6141 37th., Lubbock, TX 79407, (aircrew '68-'70), (806)-797-9526
- Broxson, Joe, 12733 Wilderness Ln. East, Jacksonville, FL 32258, (aircrew '68-'72), (904)-262-9195
- Campbell, William (Soupy), 1604 Chaffe Ct., Patuxent River, MD 20670 (aircrew '68-'71), (301)-862-2657
- Carlson, William F. (Bill) & Judy, 1218 W. 21st St., Kennewick, WA 99337 (pilot '50-'54)
- Carroll, James A., Route #1, Box 272C, Opelika, AL 36801, (aircrew '68-'71) (205)-298-7135
- Chism, Charles H. & Alma, 3801 Marion St., Corpus Christi, TX 78415 (maint. '55-'59), (512)-853-5931
- Cockroft, Irving G. (Bill) & Peg, 4239 Highview Dr., San Mateo, CA 94403 (pilot '54-'56), (415)-349-5230
- Crouch, William H., 1885 W. Commercial Blvd., Suite 110, Ft. Lauderdale, FL 33309, (pilot '68-'71)
- Earls, Norman & Virginia, P.O. Box 434, Norman Park, GA 31771, (maint. '70-'74), (912)-769-3711
- Farrington, Delden & Linda, 552 Coppitt Dr. South, Orange Park, FL 32073 (aircrew '63-'68), (904)-264-5549
- Fisher, Ed & Barbara, 1402 Oriental Ave., Arlington, TX 76011, (pilot '57-'61), (817)-460-6806
- Frontz, Kenneth D., 5665 Hyde Park Cir., Jacksonville, FL 32210, (aircrew '68-'70), (904)-781-0568
- Gailey, Lon & Mary, 3416 Trout St., Brunswick, GA 31520, (aircrew '53-'58) (912)-265-9641
- Goshorn, Donald A., NAESU Box 75, NAS Jacksonville. FL 32212, (maint. '68-'71), (904)-473-4046
- Hausler, Carl & Yvette, R.D.2, Box 2858, New Tripole, PA 18066, (pilot '59-'63), (215)-285-2052
- Hembree, Sam M., 3575 S. Ocean Blvd., Apt.#105, S.Palm Beach, FL 33480 (407)-533-0820
- Hill, Don & Vesta, 10 W. Cooper Ave., Moorestown, NJ 08057, (pilot '61-'64) (609)-234-9498
- Holder, Ben, Rt.#3, Box 937, Montpelier, VA 23192, (aircrew '68-'71) (304)-883-6270
- Hollingsworth, Chuck & Janet, 6194 Banyan Cir., Orange Park, FL 32073 (pilot '86-'89), (904)-269-0830
- Ingraham, Mark W. Jr., R. R. 1, Box 628, Rockport, ME 04856, (pilot '46-'48 & '56-'59
- Jeffries, Claude, 3168 N. Inglwood St., Arlington, VA 22207, (pilot '59-'62)
- Kidd, Robert B., 5035 Ortiqo Forest Dr., Jacksonville, FL 32210, (pilot '68-'70), (904)-389-7624
- Lehardy, Frank A., 6138 Jonquil Ct., Jacksonville, FL 32210, (pilot '68-'70), (904)-771-1450
- Leshko, Thomas, 9010 Ft. Craig Dr., Burke, VA 22015, (tacco '69-'72)
- McArdle, Stephen (CO), 8615 Powerhorn Rd., Springfield, VA 22152, (pilot) (703)-569-0637
- Moore, E.G. (Gunnar) & Judy, 1088 Rembrant Dr., Sunnyvale, CA 94087, (pilot '56-'58)
- Netro, Robert J., 6108 Cedar Ln. NW, Canton, OH 44708, ('50-'53), (216)-477-3667
- Pavlick, John & Viola, 20 Harmony Hall Rd., Doctors Inlet, FL 32030 (maint. '54-'58), (904)-264-0459
- Perez, C.F. (Poncho), 5423 Tomlinson Rd., Pensacola, FL 32506, (904)-453-6420
- Perkins, Samuel, P.O. Box 199, Hastings, FL 32145, (aircrew '68-'71)
- Phillips, Paul, 4531 Arthur Durham Dr., Jacksonville, FL 32210
- Plesur, Jack, Rt.#1, Box 160, Milford VA 22514, (pilot '67-'70), (804)-633-7524
- Reiske, Arnold H., 6107 Catawissa Ct., Jacksonville, FL 32244
- Richards, Jerry & Deane (Duffield), 5571 Charbar, Pensacola, FL 32506
- Roper, Steve, 8450 Old Orange Park Rd., Orange Park, FL 32073, (aircrew '68-'71), (904)-264-3247
- Saddler, Ken (Sandy), 116 Springdale Dr., Milton, FL 32570, (aircrew '58-'60), (904)-623-8004

All of us are very grateful for your generous and gracious donations.

\* \* \* ROSTER ADDITIONS \* \* \*

Please add the following to the roster you received with the 5th newsletter.

- Saunders, William H. III (CO) & Nancy, 2376 Holly Lane, Orange Park, FL (pilot '68-'70)
- Scarborough, William C. (Bob), 3330 Mary Draper Ct., Mandrin, FL 32223 (904)-262-2049
- Shaffer, Clearance (Bud) & Sally, P.O. Box 5, Pierson, FL 32180, (904)-749-0923
- Shoup, Richard (Dick) L. & Sally, 1826 Hillman Ave., Belmont, CA 94002
- Snell, William & MeJa, 4810 Crestmont Ct., Arlington, TX 76017, (pilot '59-'62) (817)-483-5049
- Walrod, George & Virginia, P.O. Box 15852, Arlington, VA 22215, (aircrew '63-'66), (703)-573-0945
- Weir, Richard W., 8536 Etta Dr., Springfield, VA 22150, (pilot '67-'71)
- Winks, Wendell Jr., Long Beach Cemetary Rd., Maxville, FL 32265 (maint. '67-'70), (904)-289-7245
- Winter, John, 262 St. Nicholas Ct., Freemont, CA 94538, (pilot '61-'64)
- Bates, Carloyn (Mrs. Joseph Eugene), 3480 Fayetteville Hwy., Griffin, GA 30223, (aircrew '54-'58)
- Holtzclaw, Bill & Mary, 1324 Greenvista Ln., Gulf Breeze, FL 32561, (pilot '51-'54), (904)-932-9474
- Haselden, Wilson K., 1253 Woodside Dr., Hanahan, SC 29406
- Schwichtenberg, E.A., 223 E. Racine St., Janesville, WI 53545
- Stuart, Dale, 77 Jefferson St., Midvale, UT 84047
- Hinckley, Bob, 9629 Marilla Dr., Lakeside, LA 92040
- Speer, Bob & Peggy, Rt. 2, Box 1359, Hawesville, KY 42348, (maint. '63-'66) (502)-(927-6726

\* \* \* ROSTER CORRECTIONS \* \* \*

Please make the following corrections to the roster you received with the 5th newsletter.

- Brady, Norman K. - add following info: (CO) & pilot '45-'47
- Brantley, William L. - add following info: (CO) & pilot '47
- Carmichael, Miller T. - add new phone #: (813) 324-2206
- Eaton, William G. - add wife's name: Sally
- Fussell, Ray - (not Russell as earlier printed)
- Gray, Dick - new address: VQ-2, Box 225, FPO New York, NY 09540
- Griggs, Lester - add years in squadron: '53-'55
- Hord, E. Jr. (Buck) - add following info: pilot '50-'52
- Jones, Robert M. - new address: R. R. #3, Box 202, Atoka, TN 38004
- Larsson, Don - new address: P. O. Box 90009, Gainesville, FL 32607, pilot (904) 371-8124
- Meyer, Allan & Joan - new address: 595 Spring Lake Dr., Earlsyville, VA 22936, pilot '57-'60 (804) 973-8382
- Roberts, Sam L. - add wife's name: Helen
- Self, Norman - new address: 130 Twin Lake Dr., Double Oak, TX 75067
- Steen, Fred - add following info: aircrew
- Tobin, Byron (Jake) & Sally - new address: Flag Qtrs., 905 Fitch Ave., Brunswick, ME 04011

\* \* \* IN MEMORY \* \* \*

Most unfortunate is the news of more losses from within our ranks. It has been reported that the following have passed on and will be with us at the reunion in spirit only:

- Duglase Henley - Died following auto accident in Singapore about 1970-71
- Joseph Eugene Bates - Passed away 26 November 1938

\* \* \* VHS VIDEOS \* \* \*

Bill Myers (note corrected spelling of his last name) video that I have mentioned in the past two newsletters has been revised to add approximately 10-12 minutes showing a flight formation of a P5M, an Australian P2V, and a New Zealand Sunderland. The added footage was taken in the South Pacific and Southeast Asia areas. The price remains \$30.00 including insured postage. (See roster for address)

There is another VHS video now available from Bill Bryan. His video spans the years of '62-'64 and includes footage of both the P5M and the later P3V. This video is available for \$25.00. If you are interested, please contact, Bill Bryan. (See roster for address)

I have both of these videos and am very grateful to have each of them. Neither is what I would refer to as "Holywood" quality, but both of them are treasures for those desiring a little nostalgia.

The last time I communicated with Miller Carmichael, he indicated he could still use some more material for the video he is preparing for the VP-45 "Bermuda Days". Anyone wishing to share photos, slides, or movie film for this endeavor, please send material to: Video Variants, 156 Second Street, Winter Haven, FL 33880, Attn: Miller Carmichael. Miller will return all materials sent to him at the reunion.

Kennedy Snow has volunteered to put together and distribute a brief biographic.1 handout of our entire group at the reunion. He is donating all materials, equipment, and time for this project. Even if you cannot attend the reunion, please take the few minutes necessary to fill out the enclosed "survey", place a stamp on it and drop in the mail to him. I'm sure everyone will enjoy the fruits of this labor. This material can also be made available to those unable to attend the reunion.

\* \* \* TRANSPORTATION \* \* \*

There have been several inquiries as to the availability of busses for transportation to and from the hotel for the Saturday evening Cocktail Party at the museum. Mort Eckhouse is very willing to make the arrangements providing there is sufficient interest to be economical. If you desire bussing for this occasion, please clip out the small "Bussing Survey Form" and send it to Mort Eckhouse along with your reunion reservation form. If you have already returned your reservation form and desire this service, please clip out the survey form and mail it to Mort. This service will be arranged at the most moderate additional fee only if there is adequate response to be economical.

SURVEY FORM



PLEASE PROVIDE BUS TRANSPORTATION FOR:

\_\_\_\_\_  
(Number of Persons)

\_\_\_\_\_  
(Signed)

PLEASE CLIP OUT (OR PHOTO COPY) AND SEND TO:

Mort Eckhouse, 4207 Rosebud Ct., Pensacola, FL 32504



\* \* \* RETURNED LETTERS \* \* \*

Letters were returned to me from the following as being "not deliverable":

- Don Berdic, P. O. Box 4746, St. Thomas, VI 00801
- Peter Tatro, 2604 Ryegate Ln., Alexandria, VA 22308

ANY ASSISTANCE YOU MAY PROVIDE IN HELPING TO RELOCATE THESE GENTS WILL BE MUCH APPRECIATED

\* \* \* AIRLINE DISCOUNT \* \* \*

The Delta Airline discount fare arrangements made earlier were thought to be the best available at the time. This may or may not be the case for everyone. My advise, check out the competition before booking with any of the airlines. Also, the file reference number assigned our reunion by Delta Airlines is 1-25013, (not 1-25013 as stated in the 5th newsletter).

\* \* \* SOME FINAL NOTES \* \* \*

The expansion at the National Museum of Naval Aviation is ahead of schedule and will be completed prior to our reunion. Our group will be the first to have a reunion in this newly dedicated facility. All that remains is for you to make final arrangements to be a part of this special occasion.

As of 8/4/90, the Pensacola Hilton had booked (15) more rooms than the total number of reunion reservations received by Mort. Please remember that you must return the reunion reservation form contained in the 5th newsletter to Mort Eckhouse to ensure your

reservations for: the Friday evening Cocktail Party, the Saturday evening banquet at the Pensacola Hilton; and, the Sunday morning Breakfast Buffet at the Hilton. It is essential that Mort receive this information from each of you at your earliest convenience.

1 September 1990 is the deadline for receipt of the reservation form

WE ARE STILL GROWING AND IT IS NEVER TOO LATE TO LOCATE OUR "ole" SHIPMATES. PLEASE CALL OR WRITE ME ANYTIME YOU CAN PROVIDE NEW NAMES/ADDRESSES FOR OUR ROSTER.

Hope each and everyone of you will join in this festive occasion, the chance to reunite with those special friends of time-passed and the opportunity to meet new friends.

Hope this finds you and your families well and happy. See you at the reunion.

Respectfully,

  
Jay Thomas

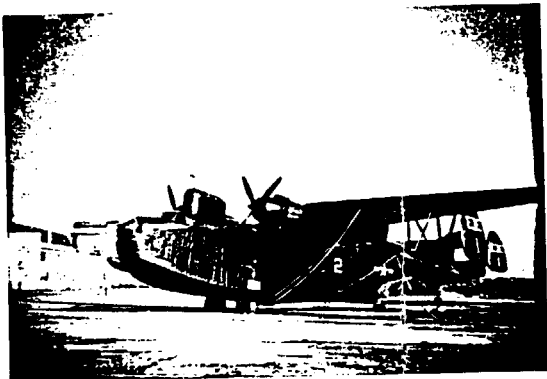


photo furnished by William Barthel



photo furnished by William Barthel

Ensign Harley P. Nugget has returned from the annual rites of Springboard in San Juan with nothing more to show for it than an empty wallet and some penicillin pills given him by the one eyed flight surgeon. He had hoped for at least a "3P" designation, but "there wasn't time", according to the "OPS" officer. His spirit is nearly broken and he sulks about the hangar as a forgotten knight of the air.

Nugget, never one to senselessly waste time, turns his thoughts to the coming summer season and the onslaught of lithe and lovely female tourists. He gazes about his spartan quarters analytically, repulsed by the non descript paint scheme and furnishings. Relieved that the scourge of the Barracks and BOQ, Cdr. Trudell has departed, a new and innovative interior design is formulated. Ceilings and walls are painted contrasting colors, grass rugs are installed, a fish net is hung from the ceiling and the fridge is placed in the closet. The grumbling room mate is encouraged to move elsewhere and, voila! Nugget now has a suite of rooms, a parlor and bed chamber with connecting bath. A Grundig sound system is ordered from the Navy Exchange and a special bar is constructed to complete the package. No stone is left unturned as he prepares what will be called by some, the ideal bachelor quarters. Sound the trumpets, bring on the nymphs! When called they charge like lemmings to the sea mindless of what lies ahead. These nightly peccadillos, however, are only momentary diversions. Harley desperately wants to fly and to prove his worth as a Naval Aviator, not a navigator!

At last, at last, pilots are finally leaving the Squadron for other assignments. The old Panama and Trinidad cadre is departing. There are seats vacant at the controls and Nugget is determined to have one. Luck is on his side and he rapidly advances to "2P". Those many hours of boredom and sorrow are quickly forgotten as he assumes his rightful position at the controls. The long and lazy summer has also past and the tourists have returned to the mainland. But hark, a mission to Trinidad is rumored. Trinidad, the land of "Rum and Coca Cola", steel bands, calypso rythms and soft, sultry nights. Anything or anyplace will sure beat the hell out of Huckelberry Hound on the BOQ TV.

Nugget is among those named in the Trinidad orders. Their mission will be to operate with a submarine modified as a submersible seaplane tender. One that can provide fuel and maintenance for the PGM Seamaster. Maybe this is his big break. The PGM at last!

NOB, Trinidad known to the local "Trinis" as Chagaramas has been lying fallow with no operational aircraft for a period of years. Many areas of the wartime base have been reclaimed by the jungle or fallen into disrepair. A case in point is the BOQ. Transient officers must now be billeted above the Officer's Club in a place known as Macqueripe, eight miles from the hangar and ramp area in Tucker Valley. Not terribly convenient for work, but, oh so convenient for other activities.

The deployment quickly goes downhill as LN-5 suffers a pitted propeller and becomes AOCF. The remaining two crews fly occasionally but spend most of the time recovering from trips to the "Gaza Strip" in Port of Spain. Some of the officers amuse themselves riding on motor scooters that were brought from Bermuda, while others have found some pleasurable persons of the opposite gender to occupy their time onboard the base. These persons are considered, by some, to be a forbidden fruit. But, the succulent juice of this fruit appears to be so sweet that once tasted the action is similar to that of a moth and flame. Nugget, for once, has remained innocent. During the weekly steel band performance his position at the bar offers an excellent view of a heated confrontation between the base C.O. and two of the Squadron pilots. One of them is immediately ordered to his room and placed in "hack". The senior officer of the detachment does nothing to defend the pilot as this would expose him to criticism that possibly he can ill afford. Thus, Nugget learns on whom not to depend when the blade begins to slice closely to the important parts.



Early the following morning, many footsteps were heard near his door and Harley saw a detachment of Marines escorting the two pilots of the previous evening's confrontation from the BOQ with their luggage in tow. He doubted that it was a firing squad, because seldom do they take luggage. However, who knows? Nugget stealthily follows on a purloined scooter to the seaplane ramp where they are loaded onboard LN-7 with some apparent wounded personnel. Near one corner of the ramp two ladies are seen waving a frantic goodbye as Seven boat wallows onto the step and finally lifts from the Gulf of Paria. Were those the forbidden fruit with the succulent juice that drives men mad? Will he ever know? Nugget breathes a sigh of relief. That could have easily been me he murmurs as he slips silently back into the jungle.

This heart rending saga is not ended, however, as Nugget's two unlucky comrades have departed on an unplanned flight into the twilight zone. Their mission was to carry two severely injured civilian workers to a hospital in Jacksonville. At best a tenuous flight plan. Unfortunately, the wind enroute turned against them and they were forced to land short of their destination.

Alas, it does not get better but worse as the plot thickens. The injured are unloaded at the Miami Coast Guard Station and the weary crew is forced to spend the night at anchor as the Marlin cannot be taken ashore. At first light, a small amount of fuel is hand pumped aboard and they depart Biscayne Bay for Key West where the Martin can be fully serviced. It is a beautiful CAVU day as our fatigued crew flies down the Keys. Not a cloud in the sky to obscure their vision. They should have been suspicious with perfect conditions, but, the hours on duty and lack of sleep have taken their toll. They refer to the Seaplane Route Manual while contacting Navy Key West Seaplane Tower for landing clearance. "We have you in sight, cleared to land" replies the Tower. Lulled into complacency by the tower's prompt reply our hapless airmen gently touch down on what they believe is the seadrome. Their mistake is apparent when the great gull winged bird shudders gently to a stop while the propellers are still in forward thrust. She is high but not quite dry. Resting almost level and without a scratch some eight miles from the point of intended landing on a bottom the chart describes as 3' mean depth, mud and grass. The dynamic duo and crew are now two feet shy of enough water to float a P5M and not much chance of keeping it a secret. After a few attempts at escape they surrender to the inevitable and call the tower and give up.

Eventually, 7 Boat was completely unloaded of all non essential gear. Her fuel load was lessened to minimum and she was turned into the prevailing wind toward deeper water. JATO bottles had been fitted and, for once, the boys got a break. It was a full moon, high tide and the diurnal thunder storm was approaching with strong winds on the nose when they fired the JATO and broke loose from the tenacious grip of the mucky bottom. The eight miles were covered in a trice and soon she was safely on the buoy and being hauled ashore. No worse for the wear, except for two badly bruised egos and severely damaged careers.

How could this happen? Simple, the pilots later explained. The areas were similar in shape and topography, we were tired, they said we were in sight and the weather was too damn good for an approach. In summation: no excuse sir, as all Cadets are taught to answer. Trinidad and the Bermuda Triangle had just claimed two more Naval aviators.

Harley was agast when he heard that his squadron mates, last seen in Trinidad, had fallen into such a cataclysm. He pondered, maybe I should rethink my career plans. Write for some airline employment brochures and test the market. Selling insurance or real estate might even be better than this life of constant jeopardy. What to do, what to do, he wondered. I was always told: "if you can't take a joke, you shouldn't have joined" and recently it has been harder and harder to laugh at some of the things that should be funny.

The P6M is rapidly fading as a possible option and the Atlantic Detailer recently told him that a transfer to a carrier squadron was out of the question. "Why" he had asked and the officer said that he was a specialist and therefore, could not transfer to another type of flying. Life has some cruel moments and Harley P. Nugget had just experienced one of them.

The Patrol Navy had become his anathema. It wasn't the people, the places or the planes. It was just that this wasn't his type of flying or duty. 150 knots just didn't get it. He wanted something exciting and daring, not low and slow.

The die was cast, he put in his papers for release, hoping to enjoy Bermuda for the remainder of his tour while avoiding court martial offenses. Possibly, he would even be transferred to the PASRON. Now, there was a real country club operation. Not much flying but, what the hell. Also, he could remain comfortably in his superbly decorated suite for the forthcoming tourist season and randomly enjoy some pleasures of the flesh.

Harley had control of the helm once again and he smiled and chuckled with contentment. Yes, the world would be his oyster after all.

Quickly now, just enough time to wash the car, put on that new Black Watch jacket and head for Elbow Beach. The Queen of Bermuda had just arrived from New York with a lovely cargo of lemmings and one of them was going to be invited by Harley P. Nugget to "the big Navy party" back at the base. Those pleasant thoughts caused him to whistle "Isn't It Romantic" as he went through his meticulous preparations for the evening.

Ensign Harley P. Nugget, USNR. Did you know him?



photo furnished by Wm. Barthel

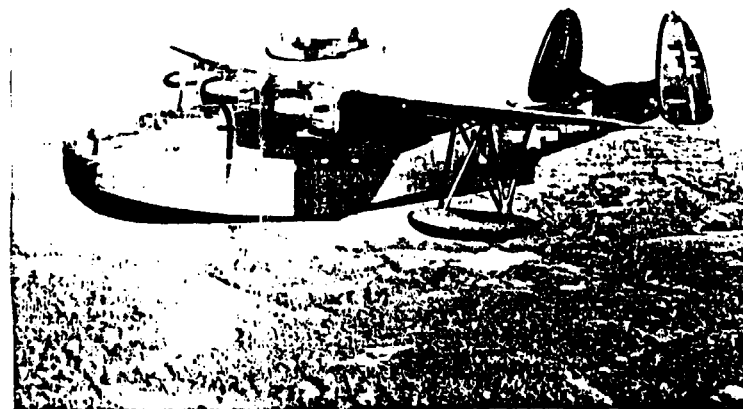


photo furnished by Lon Gailey