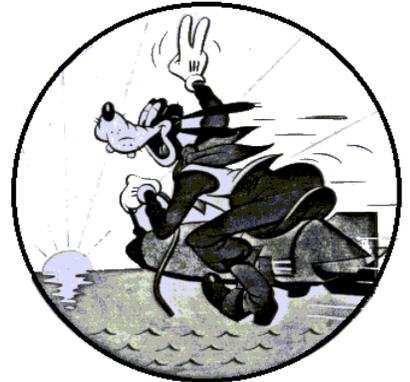




THE PELICAN POST OF PATRON FOUR FIVE ASSOCIATION

Al Jansen — President
Jay Thomas — Vice President
Ken Cory — Treasurer
Chuck Caldwell — Secretary/Editor



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Newsletter and Roster # 13

April 1994

This edition includes an up-to-date Roster. 📧 **All Hands:** If you change your address, please inform the Editor. Although this edition will be forwarded to you by the Post Office, address corrections from the Post Office cost us \$.35 each, and a re-mail of the newsletter at first class rates costs the Association another \$.52 to \$.75. Your cooperation and consideration will be very much appreciated. Dues are \$10 per year and should be sent to the Treasurer by 1 November.



PRESIDENT'S MESSAGE



Al Sez . . .

Here's hoping that all members had a very happy holiday and may the New Year bring you all that you wish for. Since I last wrote to you, we have been busy on your behalf making terrific plans for the Reunion this year.

In response to my query to the Las Vegas Convention Center, the Reunion Committee had bid packages from 14 Las Vegas Hotels to review and consider. After careful review, it was narrowed down to two sites for consideration.

Hattie and I made a run to Las Vegas in November to conduct a site inspection of the two hotels in consideration for the 1994 Reunion. What a trip it was! Lots of great treatment, wonderful opportunities to see the new hotels on the *strip* and finally selecting the Riviera Hotel and Casino as the site for the Reunion. It all will happen between October 27–30 this year and it will be fun. Count on it! Hattie and I were overwhelmed by the classy quarters awaiting us and the great location on the strip. For those who haven't been there, you'll find the size of the Casino beyond imagination.

To bring you up to date on my health, last February I suffered a case of congestive heart failure, five bypasses and a carotid artery replacement in that order. Today I feel wonderful, thanks to great care from many people, principally my wife, Hattie.

We're going to have some changes take place among the association officers in October. A Nominating Committee has been selected and will begin the process of accepting nominations in a few months. I encourage all members to consider the possibility of serving your Association. It is a rewarding and satisfying experience.

Standby for more news!

Alan L. Jansen—591 Heritage Lakes Avenue —Pensacola FL 32506

* NOTES FROM ALL OVER *



Bermuda Trip Is A Learning Experience

Ray and Marie Butler recently returned from their trip to Bermuda and attendance at the *Elderhostel Bermuda Coral Reefs Program* from 13 to 19 September. The program was held at and provided by the **Bermuda Biological Station for Research** which is located about a mile from Kindley Field (now NAS Bermuda). They were very impressed by the program and enjoyed it immensely. They report they learned more about Bermuda in a week than they had in the two years there in VP-45.

The program ran from about 9 AM (after breakfast) until about 9 PM and consisted of lectures (Intro to Bermuda, Marine Biology, Coral Reefs, Oceanography, etc.) field trips (bus tour of Bermuda, visits to the Maritime Museum and the Bermuda Aquarium, Museum, Zoo, and a snorkeling trip on a BBSR boat), an evening tow for plankton on a BBSR boat and viewing the plankton under microscopes in one of the labs —*facinating!*—social events such as a wine and cheese party, tea and

scones party, and a movie; a shopping trip to Hamilton and two afternoons of free time. The BBSR also has other week-long programs on Bermuda's history and heritage, introduction to marine science, introduction to oceanography and the flora and fauna of Bermuda.

In a *quid pro quo*, the Butlers showed the Miller Carmichael VP-45 video and left a copy for the library. Everyone was impressed by it. ☺

The program also included three very tasty meals a day. The rooms were simple and small but adequate and well ventilated without air conditioning.

Since they enjoyed the program so much and thought other VP-45 squadron mates may also, they inquired if BBSR would be interested in hosting a program just for ex VP-45'ers. BBSR would be glad to and would tailor it to the desires of the group. It must include some educational content—tours and field trips qualify—so they can legally say they are not competing with the local tourist industry. The group or groups could vary from 20-40 people with a ballpark cost figure of \$100/day/person, including room & board but not transportation to/from Bermuda. Cost would depend on group size and program content. **The person to contact is Sara Bradford, Education Officer, Bermuda Biological Station for Research, 17 Biographical Lane, Ferry Reach, GE-01, Bermuda.** The telephone number is 809-297-1880, Ext. 210.

The Butlers stayed an extra day in Bermuda and went by motor scooter to the old squadron location on Kings Point, now called the Navy Annex, hoping to visit and see how it had changed. They were denied access but tell us that it has been in a caretaker status for a year or two and the Bermuda and U. S. governments are negotiating its return to Bermuda. The *BIG* news there is the potential closure of NAS Bermuda, which also operates the commercial part of Kindley. According to the local newspaper, after several meetings of all concerned, a slow phase-out may be made to accommodate Bermuda.

Thank you Marie and Ray for the news ☺!

Bermuda Cruise Enjoyed by Members

The following Association members enjoyed a visit to Bermuda on a seven day cruise aboard the ss *MERIDIAN*, sailing from Newport News in mid-October: Frank and Anne Agnew, Jim and Nancy Bestul, Ken and Betty Jo Childrey, Jim and Pat Cooper, Ken and Vivian Cory, Bill and Marilyn Dean, Don and Alice Gillham, Dave and Marcie Johnson, Bill and Betty Ann Smith, and Phil and Fran Yosway. Reports reaching the Editor state a great time was had by all, the food was spectacular, and Bermuda has undergone some changes but is still a very interesting place *to visit*.

Red Darter Insignia

Gerry Grieser responded to the request for a "real" Red Darter insignia, and sent a picture of it that he took, and presented it to the Association for the archives. He also reported that he has some good video/movie footage of the P-3 that he will try to duplicate and donate to the archives. Thanks Gerry!



Pelican Patch Designer Identified

Donald Milroy, who was a First Ordnanceman in VP-45 from 1949 to 1953—and retired as CWO-4, reported the name of the Steward's Mate who designed the Pelican patch was *SANKO*—first name unknown. If anyone has more data on this mystery, please let us all in on what you know.

★ VP-45 ★ HISTORY

1958 —

(Continued from Newsletter #12)

In May 1968 VP-45 responded on two hours notice to the tragic loss of *USS Scorpion* by flying search and rescue missions from Bermuda and Lajes, Azores. NARMID '68 was next, and then the squadron began preparations for its next deployment to Southeast Asia in December 1968. CDR W. H. Saunders III, relieved CDR Wilbur in October 1968, prior to the deployment.

As scheduled, VP-45 departed JAX in December 1968 for a six month deployment in support of combat operations in Vietnam, flying from NS Sangley Point, Philippines and U-Tapao, Thailand. The squadron lost one aircraft that crashed and burned on take-off from Adak enroute to the deployment. For the accomplishments in *Market Time* all crews were awarded at least two Air Medals in addition to the Vietnamese Service Medal and Vietnamese Campaign Medal. The squadron returned to JAX in June 1969. CDR Saunders was relieved in August 1969 by CDR R. A. Mason Jr. who led the squadron on its deployment in October 1969 to Rota, Spain with four planes and six crews, and returned to JAX in July 1970. In August 1970 CDR Stephen McArdle relieved CDR Mason.

In October 1970 the squadron deployed to Sigonella, Sicily for a four month deployment, logging over 3500 flight hours, and earning the Meritorious Unit Commendation for its participation during the Jordanian situation. CDR C. F. Cook relieved CDR McArdle in June of 1971. In December 1971 the squadron conducted a four month split deployment between Rota and Lajes, and operated detachments from Souda Bay, Crete; Sal, Cape Verde Islands; and Sigonella, Sicily.

In April 1972 VP-45 began transitioning to the P-3C, completing the operation in October. CDR P. E. Herring relieved CDR Cook in June 1972. In December 1972 a detachment was established at Lajes, Azores for two months. CDR J. J. Notargiacomo relieved CDR Herring in June 1973, and in October 1973, the Pelicans completed a five month deployment to Sigonella, Sicily, and was the first squadron to deploy the P-3C in the Mediterranean. VP-45 was later awarded the *Arnold J. Isbell Trophy* for excellence in ASW for the period.

CDR P. F. Ryan became Commanding Officer in June of 1974 and in July the squadron deployed to Keflavik, Iceland for a six month period, returning just in time for Christmas. In June of 1975 CDR W. T. Pendley relieved CDR Ryan and in August VP-45 deployed to Sigonella, and participated in several NATO and SIXTH Fleet exercises. The squadron was awarded the first SIXTH Fleet *HOOK 'EM* Award for ASW excellence in the Med, and logged nearly 6000 flight hours during the five month deployment.

In June, 1976, CDR S. F. Loftus relieved CDR Pendley and, beginning in July, the squadron participated in UNITAS XVIII, an annual US South American naval exercise which required the Pelicans to operate detachments from Puerto Rico, Brazil, Uruguay, Argentina, Chile, Peru, Colombia, and Venezuela. In December 1976, a month after termination of UNITAS, VP-45 was on the move in a deployment to Keflavik, Iceland, returning to JAX in May 1977. CDR C. J. McKinney, Jr. relieved CDR Loftus in June 1977 and the squadron began preparations for deployment to

Sigonella, Sicily early in 1978 (February — July). While deployed squadron detachments operated from Souda Bay, Crete; Rota Spain; RAF Gibraltar; and Nimes-Garona, France while participating in various NATO and SIXTH Fleet exercises. CDR W. J. Rodriguez relieved CDR McKinney in June 1978.

. . . . To Be Continued

Dates To Remember

VP-45 #3
 1 Nov 1942 VP-205 Established
 1 Oct 1944 Chg. to VPB-205
 15 May 1946 Chg. To VP-205
 15 Nov 1946 Chg. To VP-MS-5
 1 Sept 1948 Chg. To VP-45

Airman Is Officially Commended

COMMENDATION FOR MILROY, DONALD E., 323 60 32, AIRMAN APPRENTICE (00170-86), U. S. NAVY.

22 April 1949

On Wednesday, 20 April 1948, during the 1600-2000 watch, Donald E. MILROY, Airman Apprentice, U. S. Navy, was serving as sentry on post number TWO. While inspecting the security of aircraft, he discovered that the starboard wing float on EE-5 was loose and thereby structurally unsafe for flight.

Through his alertness and attention to duty, MILROY discovered and reported this discrepancy which constituted a danger if it had been unnoticed prior to its next flight.

It is with great pleasure and extreme pride the Commanding Officer of Patrol Squadron FORTY-FIVE delivers this commendation.

s/s O. O. DEAN
 Commander, U. S. Navy
 Commanding Officer Patrol Squadron FORTY-FIVE

OFFICE OF THE COMMANDANT

U. S. NAVAL OPERATING BASE
 BERMUDA

NB23/P15 Comit/vn
 Serial #38

26 April 49

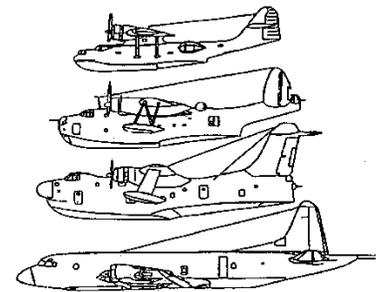
From: The Commandant
 To: Commander O.O. Dean
 Commanding Officer, VP-45

Subject: Commendation of MILROY, Donald E. AA USN

1. The Commandant has noted with great pleasure your commendation of subject man in the Squadron Plan of the Day for Tuesday, 26 April 49.
2. The History of Naval Aviation has been written on the acts of members of the team similar to the one for which you have cited MILROY. Our greatest strength has always been the mutual respect that we have for all of those who fly and keep the planes flying. MILROY's conduct is typical and it is a great pleasure to me to see that the similar spirit still lives in our Naval Aeronautical Organization.

s/s A. K. DOYLE

PELICAN TALES



① *Bob Netro* writes that he believes he is one of the very few lucky enough to have flown a real variety of aircraft in over 8,000 hours. He has qualified in land, sea, and carrier; prop, jet, turbo-prop, and prop-jet; and in one, two, three and four engine combinations (the three-engine one was the AJ). He attributes quite a few skills to flying the PBM—tremendous upper arm strength, importance of clear commands (e.g., be careful with *blip* and *trip*), how to digest

pork chops in heavy turbulence, and a plethora of other still vital talents. He and Marian will try to attend the Las Vegas reunion and expect to have a grand time seeing old friends and making new ones.

② **Lloyd VanSchoyck** wrote about his being a first ordnanceman on EE-9 during 1946-48 in VP-MS-5 in Bermuda and playing football on the N.O.B. team. "I also played tackle and middle linebacker on the N.O.B. Bermuda station football team that played the Bermuda Air Force team in the "Lily Bowl" game on Jan. 1, 1948. I can't remember the name of my opposite number on the Air Force team, but I do remember that he outranked me (Captain vs. Airman) and that I creamed his buns and enjoyed every minute." He also said he is looking forward to meeting again with any old buddies who are able to "belly up to the bar". 🍷

③ **John Delperuto** wrote for reunion information and said he was happy to report he found his PBY PPC from 1943-45, Robert Harrel, in the roster sent to him. He also wrote that anyone with an interest in the PBY can join the **PBY Catalina International Association** at 1510 Kabel Drive, New Orleans, Louisiana 70131 (Jim Thompson, President).☺

④ **Eric Pollard** sent his dues and a donation, and notes that he was *the greatest* ⤴ Skipper, Bomber, Gunner, Baseball Player, Bowler, and Bon Vivant—and the *best looking* in the history of VP-45 ☺. He also called attention to the facts that the squadron had a great move from Coco Solo to Bermuda in 1956; flew 1000 hours at Springboard with only 10 P5Ms; discovered and tracked a Soviet submarine; and that the Skipper hit three home runs in one game! 🏏

⑤ **Allen McCroskey** continued his contributions to the Association archives by donating two *Zippo* cigarette lighters with the squadron logo on each, and a P-3 lapel pin given to him by Lockheed!

⑥ **Bob Cressman and Don Milroy** both sent some pictures of times gone by, and recalled some events that will be described in future newsletters.

⑦ **I. G. "Bill" Cockroft** sent the *The Sunday American Supplement* to the Cristobal newspaper dated August 14, 1955, titled **Coco Solo Is The Home Of Big Navy Patrol Planes**. The articles and pictures describe VP-45, VP-34, and FASRON-105, and their various missions and operations. A copy (reduced in size) will be on exhibit at the reunion, and may be obtained from the Editor by members via a \$5.00 donation to the Association.

* * * * *



Want To Locate:

📧📞 *Our next reunion is only a few months away — not much time left to notify squadron mates you know but who aren't on our roster. If you know someone who fits this description please let the Secretary know, or get them to contact him, and a roster and newsletter will be sent to them along with an invitation to join the Association.*



* * IN MEMORIAM * *

Gene E. Mills (10/86)
Dr. W. George Pinnell (3/91)
W. D. "Denny" Baird (11/92)
Chris Finsness (12/92)
Curtis P. Majors (4/93)

* FROM THE EDITOR'S DESK *



Chuck Caldwell
1061 Arnold Way
Alpine CA 91901
(619)445-5072

① **Newsletter #12** was sent to 532 addresses. Printing cost was \$374.14 and the cost of third class mail was \$118.64. The printing company reported it is unable to duplicate good black and white or color photographs for the newsletter. Because we are receiving such quality pictures from you, a more expensive printing process may be used in order to duplicate the submitted photos in the newsletter. This edition will be sent to over 560 addresses, indicating our steady growth in members!

② **HE'S NOT TALKING . . .** An article appeared in the newspaper that is too good to ignore. When an American F-16 crashed into a Turkish hillside last fall, the preliminary cause of the "accident" failed to mention the facts. LCOL Snelgrove ejected safely but the \$18 million bird was lost. The *Stars and Stripes* reports that while on a four-hour patrol over Iraq, the pilot got out the "piddle pack" (a plastic container with a dehydrated sponge inside) in order to relieve himself. He put the plane on autopilot and undid the lap belt.

As he adjusted the seat upward, the belt buckle wedged between the seat and control stick, causing a uncontrolled spin. After falling 33,000 feet, the pilot ejected at 2,000 feet. The accident report didn't assess any blame, but SOP was changed to loosen the seat belt instead of unfasten it.

Snelgrove was a master pilot with over 2500 hours. The Associated Press stated that "The pilot declined a request for an interview." You betcha!!!



③ Sometimes the continuity of the squadron history is broken because

portions of it are, or were, classified and the details of operations are not released to historians or included in the Navy Historical Center files. And sometimes a resourceful person will ferret out the story and by dint of perseverance and "little gray cells" will succeed in getting the data declassified. Such was the case in a period of VP-45's history known as *Project Churchy* and the persevering Al Raithel.

According to the Project Churchy Prospectus, the project was an Office of Naval Research sponsored expedition to launch a series of high altitude, constant level, *SKYHOOK* plastic balloon flights from the vicinity of the Galapagos Islands (near the geomagnetic equator) in 1953 for the purpose of basic stratospheric research in the fields of primary cosmic radiation, physics of the upper atmosphere, and meteorology.

Since many turtles are known to roam the desolate volcanic shores of the Galapagos Islands, it seemed appropriate to name this project in honor of a turtle named *Churchy*, one of the principal characters in the comic strip *POGO*. Mr. Walt Kelly, creator of *POGO*, and the Post-Hall Syndicate agreed, and gave permission to the ONR for this usage.

Watch for the details in the next newsletter ☺, and, "Thank you, Al."

④ *The nominations are open* for all offices of the Association at each reunion meeting. At the October reunion it will be necessary to vote on replacements for both the President and Vice President positions. The incumbents in the offices of Treasurer and Secretary have agreed to remain on the job, but Al Jansen and Jay Thomas have expressed a desire to step down.

The Nominating Committee, headed by **Bill Holtzclaw**, will actively seek nominees for the two positions being vacated, and will accept nominations from any member for all officer positions.

If you, or someone you know, would like to be nominated for a position, please verify with the nominee that nomination will be accepted, and contact Bill with the information as soon as possible. Officer duties and election procedures are contained in the Association By-Laws.

⑤ **Bob Isaksen and George Jorgensen**, who are VP-205 plank owners, sent the *Ready Log - VP-205 and seventeen* original VP-205 newspapers, *The Expediter*, from 1942-1943! The log has sea stories, pictures of crews and other pictures from the squadron's first year to its first birthday celebration in Trinidad. The newspapers are very descriptive in their story content and really *tells it like it is* at that time. We are extremely fortunate to receive such treasures, and every attempt will be made to ensure their preservation (some of the paper is very fragile now). Future *Pelican Post* issues will include excerpts for your enjoyment. **BRAVO ZULU!** Bob and George.

⑥ **Arthur S. Hill**, CAPT (Ret), the first Commanding Officer of VP-205, was located via information from Robert Trauger. His address and telephone number are included in the latest roster.

*** TREASURER'S REPORT ***



<u>Beginning Balance</u>		
	1 October 1993	\$5482.32
<u>Income</u>		
	Dues and Donations	2336.00
<u>TOTAL</u>		<u>\$7818.32</u>
<u>Expenses</u>		
	Printing & Postage	633.21
	Misc. Expenses	294.46
		<u>927.67</u>
<u>Ending Balance</u>		
	16 February 1994	<u>\$6890.65</u>

PLEASE NOTICE your address label on the newsletter envelope. A label with an * indicates that your dues of \$10 for 1994 have not been paid.

It was agreed at the Jacksonville reunion that members delinquent in their dues would be listed on the roster but dropped from the mailing list.

K. J. Cory, Treasurer
1845 Hallmark Drive
Pensacola FL 32503
(904)434-1259

PELICANS IN ACTION



from the
Skipper's Office . . .
(The squadron is deployed)



In The Next Issue

1. VP-45 History——continued.
2. Las Vegas Reunion Information.
3. Dues are past due!

LAS VEGAS

REUNION INFO

Dates:

October 27-30

Hotel:

The Riviera Hotel & Casino is located on the Strip, with easy access to shuttle buses to all major hotels and casinos. The Convention Center is situated close by as is the Hilton, the Frontier, Caesar's

Palace, and other hotels.

Guest Rooms:

\$58+8% tax = \$62.44 per night. Rate is good for 3 days prior and 3 days after reunion.

Door Prizes:

The hotel is providing 3 sets of tickets to the **Mardi Gras Show** of choice. Winners will be chosen at random drawing prior to check-in.

Ready Room:

A spectacular room equipped with tables for artifacts, a grand piano and bar! Our Association will stock it with snacks and soft drinks, but members will be responsible for their own liquor, as in the past ☺.

The enclosed **Registration Form** lists the costs and other data you are requested to send to the Association. If you plan to attend, please complete and forward it, with your payment, to the address shown on the form.

SCHEDULE OF EVENTS

October 27 Thursday

0900 - 1600 Check In/Registration.
1300 - 2300 Ready Room Open.
Tours Available at Registration Desk.

October 28 Friday

0900 - 1200 Check In/Registration.

1000 - 2300 Ready Room Open.
1700 - 1800 Happy Hour. One hour complimentary bar and hors d'oeuvres.

October 29 Saturday

0900 - 1200 Check In/Registration.
1000 - End Business Meeting. Election of Officers, Treasurer's Report, Other Business.
1200 - 1700 Ready Room Open.
1800 - 1900 Cocktails-Cash Bar.
1900 - End Banquet. Choice of Prime Rib, Fish or Vegetarian menu.

October 30 Sunday

0800 - 1130 Ready Room Open.
0900 - 1130 Breakfast Buffet.
Check Out Prepare for Halloween!

⇒ **NOTES** ⇐

All events will be posted on the Hotel bulletin board each day.

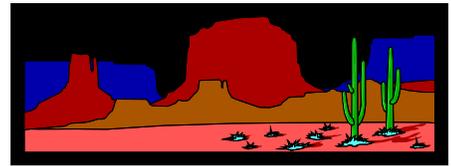
A special Nellis AFB tour is scheduled for Friday morning (the 28th).

Attendees should make room reservations directly with the Riviera Hotel. Telephone toll free **1-800-634-6753**. Advise the hotel you are with the **VP-45 Association Reunion**. Rooms are blocked and special room rates are in effect for attendees.

A unique attraction, for frustrated **fighter pilots**, was installed at the Riviera recently. The nation's first military jet fighter virtual reality simulator, converted to commercial use, includes wrap-around computer screens and a moving platform to simulate take-off/landing, air-to-air combat, bombing, and CV traps (day or night!). The price? \$7.50/10 minutes . . . but maybe we can get a *one time good deal*.

**Think-REUNION!
October 1994**

**Send in Your
Registration Form ASAP!**



Las Vegas Facts

*WHAT YOU ALWAYS WANTED
TO KNOW BUT WERE AFRAID
TO ASK . . .*

◆ Hoover Dam, near Las Vegas, began operation in 1936. It is 726.4 feet high and guided tours are available daily from 0900-1615.

◆ The *STRIP* is 3½ miles long, lined with some of the world's largest and most luxurious hotels each with its own 24-hour casino.

◆ The Liberace Museum is open daily. A donation (cost) is collected: Adults, \$6.50, Seniors (60+) \$3.50. There is a group rate (\$4.05/person) for 25 or more as well as "after hours" special tours for \$6.50/person in a group. There are six other museums in Las Vegas, including the Guinness World of Records Museum.

◆ Free tours and free samples are available at Kidd's Marshmallow Factory! What a story to tell friends!

◆ Batting cages, 3 miniature golf courses, bumper boats, go-carts, a video arcade and even a recording studio make Scandia Family Fun Center a great place for kids and adults.

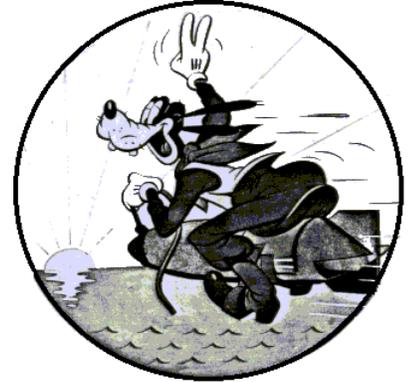


**Fair Skies . . .
Chuck**



THE PELICAN POST OF PATRON FOUR FIVE ASSOCIATION

Al Jansen — President
Jay Thomas — Vice President
Ken Cory — Treasurer
Chuck Caldwell — Secretary/Editor



© WALT DISNEY

Newsletter and Roster # 14

September 1994

Required Reading . . .

This edition includes an up-to-date Roster Addendum to the April Roster. 📧 **All Hands:** If you change your address, please inform the Editor. Although this edition will be forwarded to you by the Post Office, address corrections from the Post Office cost us \$.35 each, and a re-mail of the newsletter at first class rates costs the Association another \$.52 to \$.75. Your cooperation and consideration will be very much appreciated. Dues are \$10 per year and should be sent to the Treasurer by 1 November, 1994. **Please note the Treasurer's Report regarding dues.**



PRESIDENT'S MESSAGE

Al Sez . . .



The latest report I get from our illustrious Treasurer, Ken Cory, is that the registrations are coming in at a *steady* rate and are pushing 70 at this date (12 August)—and probably a lot more by the time you read this. The Reunion Committee had another meeting in July and we had another productive meeting. In late July I made telephone contact with CDR Brian Meyerriecks, VP-45 XO, and we had a nice chat, firmed up the reunion attendance of both CDR Dennis Stevens, CO, and himself and three crewmen. This is great news . . . we'll get to hear what is happening, what has happened and what will happen. I can't wait to hear the news! In addition there will be a VP-45 P-3C on display at Nellis AFB on Saturday, October 29th. A lot of folks are going out early (I'm one) and we encourage that. We'll also need all the help we can get in setting up and keeping it all on track. So if you're available, give me a call. Due to several requests, the Sunday Buffet is changed to 8:30 - 11:00 AM. This will accommodate the people who have early flight reservations.

I have enjoyed talking with all those "45ers" who have called to say HI, asked questions or wanted to volunteer. Keep those cards and letters coming -- we love 'em.

SEE YOU IN LAS VEGAS ----- AND REGISTER SOON.

Alan L. Jansen—591 Heritage Lakes Avenue —Pensacola FL 32506 (1-904-456-6051)

* NOTES FROM ALL OVER *



☆ VP-45 HISTORY ☆

(Continued from April)

In May of 1979 the Pelicans returned to Sigonella for another five months, during which they earned another

SIXTH Fleet 'HOOK EM' Award for the month of September. CDR R. F. Stephenson relieved CDR Rodriguez in June of 1979 while deployed to Sigonella.

CDR L. W. Carl became Skipper in June of 1980 and September 1980 saw the beginning of what would become a highly successful deployment to Bermuda. During the first two months of the deployment, VP-45 had detachments literally all over the world; in Bermuda; Jacksonville; Roosevelt Roads; Puerto Rico; Recife, Brazil; Diego Garcia; Kadena, Okinawa; Bangkok, Thailand;

and Cubi Point, Philippines. Reunited in Bermuda in December, the squadron conducted routine ASW operations, and one SAR operation for the Israeli freighter *MEEZDA*, before returning to JAX in March 1981. The performance of the Maintenance Department resulted in the awarding of the *GOLDEN WRENCH* Award, and the aircrews were awarded the *TOP GUNNER* Award for accurately putting torpedoes on target. The squadron also earned the *SILVER ANCHOR* Award for its retention program for 1980. CDR D. C. Bennett relieved CDR Carl in June of 1981.

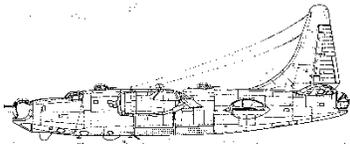
Another deployment to Sigonella began in December 1981, to last for five and-a-half months. Patrol Squadron Forty-Five aircrews detached to Rota, Spain on several occasions to augment other VP squadrons from NAS Brunswick. Detachments were also made to RAF Gibraltar; Nimes-Garona, France; and Souda Bay, Crete, where the Pelican crews operated jointly with the RAF, US SIXTH Fleet and NATO forces. The squadron earned its second consecutive *TOP GUNNER* Award for accurate torpedo placement. CDR Bennett was relieved by CDR R. H. Phelan in July 1982.

CDR J. F. Phelan relieved CDR R. H. Phelan in July 1983, and October brought the Pelicans home from Sigonella after a record-setting deployment. VP-45 flight crews logged more submerged submarine contact hours during the deployment than any other squadron had done before. As a result of this superior performance, the squadron was awarded their third SIXTH Fleet 'HOOK EM' award.

CDR S. L. Stoutamire became Commanding Officer in August of 1984 and in September VP-45 sent five aircraft to Rota, Spain and four to Lajes, Azores on a split deployment. In the five months that followed, VP-45 was awarded their fourth 'HOOK EM' award and the coveted COMNAVAIRLANT Battle Efficiency 'E'. In January 1986 CDR T. P. Lawler relieved CDR Stoutamire.

The next Commanding Officer was CDR R. L. Hume, who relieved CDR Lawler in January of 1987. In July of 1987, the squadron deployed again to Sigonella, flying over 4500 hours of high tempo operations in direct support of the SIXTH Fleet. Detachments were made to Rota; Nimes-Garon, France; and Dalaman, Turkey. VP-45 also participated in many SIXTH Fleet and NATO exercises, including National Week. The Pelicans returned home to NAS JAX, where they became the first active-duty patrol squadron to retrofit the P-3C baseline aircraft with the advanced Update III package.

. . . . To Be Continued



5th Annual PB4Y All Squadron Reunion will be held in late June 1995 in Arlington, Virginia. This may be the last PB4Y reunion, so those interested should contact Ronald R. Sathre at 31262 San Andreas Drive, Union City CA 94587, or call him at (510) 487-PB4Y.



The AVCAD/NAVCAD REUNION is slated for November 10 - 13 in Pensacola. Any NavCads or AvCads who are not members can join by sending their name, address, telephone, and spouse's first name; AvCad/NavCad class number if known (or where and when flight training was received, and date reported to what city); highest military rank, current status, and civilian career—to: AVCAD/NAVCAD Secretary, P. O. Box 33104, NAS Pensacola FL 32508-3104. There are no fees for membership and a roster is available. Reunions are every two years and the attendance is limited.



RADM Byron "Jake" TOBIN, COMNAVFORJAPAN, dropped the Association a note to say he and Sally won't be at the reunion this

year but will be thinking about it and looking forward to '96. He mentions, "All Pelicans welcomed in Japan." If you are in the vicinity, try to drop in and say, "Hi."



USS Saratoga (CV-60)

Will Moore writes that the USS Saratoga decommissioned on 20 August, 1994, is the subject of an organized effort in Jacksonville to *Save Our Sara*. The U.S.S. Saratoga Museum Foundation, Inc. wants to preserve Saratoga for a museum in Jacksonville rather than have it towed to a shipyard to be cut up for scrap. The organization, a not-for-profit community project, is asking for donations in their effort. For more information contact Will (904) 388-9801 or call the Foundation at (904) 798-9145. Will proposed that he collect donations from our Association members who are so inclined, and will make a formal presentation on the Association's behalf.



CDR E. Byron Fisher, Jr., USNR, Commanding Officer of VP-68, is shown above piloting a squadron P3 announcing the completion of the 100,000th mishap free hour for the unit. Byron was a member of VP-45 from 1976 to 1979, and now flies for a commercial airline. Congratulations to CDR Fisher and a *Bravo Zulu* to VP-68!



Tom Mee writes that he would like to attend the reunion and to put him on the list.

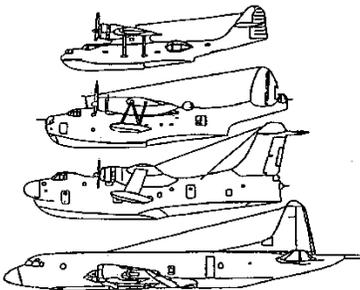
Tom founded and is President of Mee Industries, Inc., which manufactures a patented fog producing machine, CloudMaker, used in such diverse places as the San Diego and Bronx Zoos, and the Greenhouse Botanical Garden, Frankfurt. The system is a collection of sprinklers powered by a washing machine-size console jokingly dubbed a Meetag. It creates a fog by using a pinpoint nozzle to shatter a superthin jet of water into droplets so light they're suspended in the air—unlike sprinkler mists that condense on plants and fog glasses.

It is reported that some very important people have his system installed in their yards and gardens. It not only provides moisture for plants but is invaluable in ending a lawn party when it's time for guests to leave. ☺



PBY's from VP-45 in Casco Bay, Attu, Alaska in 1943

PELICAN TALES



THE LAST FLIGHT

IRVING G. COCKROFT CAPT, USN (Ret)

Just before secure time on the 8th of April, 1955 the Skipper, Bill Luce, called for Bob Bookhammer and myself to come to his office. He showed us the message from the staff directing that a PBY PPC from the squadron be selected to take a plane to China under Air Force orders. He said, "Well, as I see it, there are three qualified PBY PPC's in this room and I'm not going." "That leaves you two." So, Bob and I drew straws and I got the short one. At the time I thought it was a bad deal but in retrospect it was one of the most enjoyable trips in my Navy career.

My Plane Captain, Ed White, and the 1st radioman were from VP-45, two other aircrewmembers were from VP-34. The Copilot was a LTJG from VP-34 who had seen pictures of PBY's but never flown them. He was a PPC in PBM's. The navigator was an Ensign also from VP-34. He had never heard of a PBY. (unfortunately I have misplaced the crew list)

After six hours of test flight at NAS Pensacola O&R we accepted PBY5A BuNo 48390 on 21 April 1955 and, after a brief stop at Brookley AFB to pick up our orders, we were on our way. With RON's at Webb and Norton AFB, the 21 hour trip to NAS Alameda was uneventful despite a dust storm at Big Springs, Texas.

From 25 April to 2 May we waited for favorable winds for the TRANSPAC to Hickam. With two 500 gallon wing tanks and an extra internal tank giving us 24 hours of fuel, we staggered off the end of the runway at 1646 hours PST. Our rate of climb was 50 to 100 feet per minute at military power and 90 knots. Departure control gave us special clearance over SFO and through the slot to the ocean. Then we eased off on the power and, after 42

minutes, we reached our assigned altitude of 5000 feet.

The old bird purred like a kitten in front of the fire. The plus 5 wind factor had us sailing along at about 134 knots. The weather was beautiful with no clouds or fog below; it was now time for the Navigator and the rest of us to check out the drift sight and take a few sun lines. It would soon be dark when we could each take some star fixes. Our cook kept the galley fires burning and had a never ending supply of hot coffee as well as some special steaks he had bartered for at the Alameda galley.

As the sun rose we could see the big island about 15 degrees to port. Diamond Head finally came in to view and we knew our longest leg was just about over. We touched down at Hickam at 0748, 3 May after 18.2 hours in the air. Of course we had to see all we could in the land of paradise and swaying palms. About noon on the 5th, with heavy heads, we headed for Johnson Island, Kwajaline and Guam. The departure from Kwaj was a little hairy; 0400 hours in the middle of a rain storm. The rain was so hard and, even though we were at normal take-off weight, it almost pushed us into the water. Those 1820's were really moaning.

We were about half way to Sangley Point out of Guam flying blissfully along with everyone but White and myself asleep when the sync scope went wild. I asked White "What's going on?" He replied, "Everything is normal in the tower." I said, "Come down here and look at this scope." With a piece of masking tape over the sync scope, everything was again normal.

After two days at Sangley Point, we took off 14 May on our final leg to Chayi which is on the mainland of Taiwan even with the Pescadores Islands. The Skipper of the Search And Rescue Squadron greeted us on landing. He was over six feet tall, as were most of the rest of his pilots, and said in very good English, "Welcome aboard, glad to get number eleven plane." I told him we were number twelve and that number eleven had ditched at sea

between Kwajaline and Guam, but that is another story.

The local squadron entertained us royally, starting with a 14 course dinner with many too many “gan-bei’s”. The party went on all night but our crew matched the Chinese drink for drink. The flight to Taipei in a WW II C-46 with Chinese pilots was a real *white knuckle* ride. We never got over 200 feet off the ground!

A few days in Tokyo for crew rest was most welcome. After bumping two Generals, we had PRIORITY-A1 orders, a MATS C-97 took us to Travis via Guam and Hickam. From there to Jacksonville and on to Coco Solo was a piece of cake. What a grand trip; 89.4 hours from Pensacola to Chayi. **THIS WAS THE LAST PBY IN NAVY INVENTORY.**



Photo by Mort Eckhouse

Speaking of PBY’s, the above PBY-5A once was in the inventory of VP-45 #2 when it was stationed in Brazil in 1945. Mort Eckhouse discovered this plane parked on the back lot of the Naval Aviation Museum in Pensacola, took its picture and sent it to the Editor because the fuselage had “45-P-3” painted below the wing root, and he wondered if it was a VP-45 aircraft. It took a few months to track any kind of history on the aircraft because there was no logbook and the first contact with the Museum revealed not everyone there knew about the plane, more especially the representative given the task of answering our inquiry. When the BuNo 46602 was finally discovered and sent to the Editor, a search of the squadron’s official history obtained from the Naval Historical Center, revealed that the plane had indeed belonged to VP-45. It was delivered to the Navy on 14 October 1944 and transferred to VP-45 when Lt. Schwarze and crew departed

11 February 1945 for HEDRON 5-2 to take custody.

The story goes that the aircraft was a part of Brazilian Airways and then was returned to the United States—and is now in a legal battle for ownership. Its location is still Pensacola and the Museum representative promised to keep us informed of its fate.

 **Want To Locate:**

  *Our next reunion is only two months away — not much time left to notify squadron mates you know but who aren't on our roster. If you know someone who fits this description please let the Secretary know, or get them to contact him, and a roster and newsletter will be sent with an invitation to join the Association.*

Please remember that the association needs your recollections, pictures, Plan of the Day, copies of orders, etc., for the archives. If you want any submission returned, the Secretary will do just that after copying it. We have copies of the following Cruise Books: NARMID ‘56, ‘62-’63, ‘68-’69, ‘76-’77 and can copy and return any you would like to submit.

Association Vice President to Step Down



Jay Thomas, who wrote and mailed the first eight newsletters, and began the process that resulted in the continued success of our Association, is stepping down as Vice President. His message to the members is . . .

“Being a part of an organization dedicated to the cause of reuniting VP-45 friends of time past has been a wonderfully rewarding personal experience. Many thanks to all of you for

all your support and efforts to seek out old friends and to make new friends. We have a great organization today because of the great numbers who have participated.

“If you are interested in a great time, I encourage you to offer your assistance to our leadership and really become an active participant in making our Association even greater.”

(Ed. Note: The Nominating committee has contacted Bill Carlson and Buck Hord, both of whom have agreed to have their names submitted for nomination to the offices of President and Vice President respectfully. If you would like to be nominated for either office, please contact Bill Holtzclaw 1-904-932-9474 anytime before the reunion business meeting.)

Brief Biographies of Nominees

William F. Carlson. VP-45 pilot ‘50-’54. Retired engineer for Westinghouse Corp.

Eldridge “Buck” Hord. VP-45 pilot & XO ‘53-’54. Retired USN



* * **IN MEMORIAM** * *

W. Lawrence Brantley, C.O. ‘47

J. Steve Christensen

A. E. “Oly” Olson

**FROM THE EDITOR'S
DESK**



Chuck Caldwell
1061 Arnold Way
Alpine CA 91901
(619)445-5072

① Virginia State Income Taxes.

If you paid Virginia income taxes, during taxable years 1985-86-87 or 88, on retirement or pension benefits received from a federal retirement system created by the United States Government, you may be eligible to receive a cash settlement offer from the Commonwealth of Virginia. If you have any questions or need help completing your forms, call the Virginia Department of Taxation at 1-800-730-8730. **The deadline for filing the proper forms is 1 November 1994.**

②  Congratulations to Flo and Bill Luce (C.O. '54) on their fiftieth wedding anniversary, February 1994 ☺!

③ Occasionally a request comes in for information about a source of finished models of the PB4Y, PBM, P5M or P-3, or for other such articles. The list below is not exhaustive, but is representative of what sources are in our files:

1. Flightdeck Catalog. Official catalog of the National Museum of Naval Aviation. P. O. Box 33104, NAS Pensacola FL 32508 or call 1-800-Air-Navy. Has a cloth VP-45 patch for \$4.50, among other goodies.

2. Pacific Aircraft. 14255 N. 79th Street, Scottsdale AZ 85260 or 1-800-950-9944. Catalog of fine aerosculptures including PB4Y, HU-16, PB4Y-2, PBM and others from about \$130. Each model made from Philippine mahogany by hand.

3. Showcase Model Co. P. O. Box 470. State College PA 16804-0470 or 1-800-441-9524.

Same products as above, but perhaps wider selection.

4. Brookhurst Hobbies. 12188 Brookhurst Street, Garden Grove CA 92640 or (714) 636-3580. Aircraft model kits 1/72 scale and other.

5. Boomerang Publishers. 6164 West 83rd Way, Arvada CO 80003 or (303) 423-5706. Videos, books and shirts with insignia. Has special seaplane vets brochure.

④ The Secretary gets many brochures from all over the United States from cities and large resort areas that hope to host our next reunion. Some are really works of art and many areas are worthy of our serious consideration. **If you would like to consider being a reunion coordinator in your area**, please speak up at the business meeting in Las Vegas, or let the President or Secretary know. A decision will be made at this reunion for a location to hold the next one. Bill Rodriguez (JAX coordinator) initiated a great *Pass Down The Line* log book to assist an area coordinator, and there are several members who may be called on for assistance or advice. This is a dandy opportunity to do both yourself and the Association a wonderful service. Don't be bashful!

⑤ A book, *The Martin P5M "Marlin"*, written by Bruce Barth, VP-40 Historian and author, is of particular interest to those members who were associated with that aircraft while in VP-45 or other seaplane squadrons. The book contains 200 photographs and a detailed accounting of the aircraft's history, along with an historical accounting of VP-40, the last seaplane squadron in the U. S. Navy. There is no other publication that covers this subject, and this is quality information worthy of your consideration. Price is \$22.50, which includes mailing costs. Contact Marlin Publications, P.O. Box 654, Belmont, California 94002-0654. This is a limited first edition of 2000 copies.

TREASURER'S REPORT



A comprehensive report will be available at the reunion, and published in the next newsletter.

PLEASE NOTICE your address label on the newsletter envelope. A label with (*) indicates that your dues of \$10 for 1994 have not been paid.

It was agreed at the Jacksonville reunion that members delinquent in their dues would be listed on the roster but dropped from the mailing list. *Τησσε μεμβερσ ωηο ηαπε νοτ παιδ τ ηειρ 1994 δυεσ βη 1 Νοωεμβερ ωιλλ νοτ ρεχειωε ανοτηερ νεωσλεττερ αφτ ερ τηισ ισσυε. Dues for 1995 are due on that date also. We have a great organization and your support is absolutely essential!*

K. J. Cory, Treasurer
1845 Hallmark Drive
Pensacola FL 32503
(904)434-1259

PELICANS IN ACTION



From the Skipper's Office

With the fall of the Soviet Union, potentially hostile submarine activity has diminished, but maritime patrol forces still remain vital to the national defense with emerging threats to face world-wide. The situation in Haiti and ongoing "war on drugs" in the Caribbean require our ever increasing attention. VP-45 is currently

in the midst of a ten month training cycle back at NAS Jacksonville, gearing up for December deployment to Roosevelt Roads, Puerto Rico, to conduct operations in the Caribbean Theater of Operations.

Patrol Squadron Forty Five returned in February after completing an unprecedented and highly successful tri-site deployment. Pelican crews operated concurrently out of Iceland, Italy and Jacksonville. This achievement was made possible because of the outstanding support from all squadron personnel. Our success has not gone unnoticed. The Pelicans earned the 1994 Golden Wrench Award for outstanding aircraft maintenance, and the Captain Arnold J. Isbell Trophy for ASW Excellence.

Since returning from Keflavik, VP-45 has seen many changes. Last April, we bid a farewell to Skipper "Boomer" Elliott and I took the helm as the Pelican's Commanding Officer. My Executive Officer is Commander Brian Meyerriecks who, like myself, has an extensive VP background. The training pace has been fast and furious. We are qualifying numerous personnel in new positions of responsibilities as their predecessors have moved on; and continue to train crews in all aspects of maritime patrol including anti-submarine and anti-surface warfare, mining, bombing, formation flight, and coordinated operations with surface battle groups. These crews are setting the standard for maritime patrol squadrons and will be ready to meet any challenge.

We look forward to another exciting and rewarding deployment. I am confident that this generation of Pelicans will continue the tradition of VP-45 professionalism and excellence. We have a strong foundation and proud history that we owe to those who have served in this squadron before us.

D. W. STEVENS
Commander, U.S. Navy
Commanding Officer

In The Next Issue

1. VP-45 History—continued.
- 2.. Reunion Critique
3. Project Churchy Details
4. Dues are past due!

LAS VEGAS REUNION

Dates:
October 27-30

Hotel:
The Riviera Hotel & Casino is located on the Strip, with easy access to shuttle buses to all major hotels and casinos. The Convention Center is situated close by as is the Hilton, the Frontier, Caesar's Palace, and other hotels.

Guest Rooms:
\$58+8% tax = \$62.44 per night. Rate is good for 3 days prior and 3 days after reunion.

Door Prizes:
The hotel is providing 3 sets of tickets to the **Mardi Gras Show** of choice. Winners will be chosen at random drawing prior to check-in.

Ready Room:
A spectacular room equipped with a grand piano and bar! Our Association will stock it with snacks and soft drinks, but members will be responsible for their

own liquor, as in the past ☺. There will be donuts and coffee each morning. **You are encouraged** to bring your memorabilia to share with others. Ensure your name is on all articles. Ken Cory will have poster boards for pictures, tables, etc. for displaying the artifacts.

A **Registration Form** is included with this newsletter. If you have not filled one out, but still plan to attend, send your reservation to the Treasurer not later than 15 October-the earlier the better! You may still sign up at the VP-45 registration desk at the hotel.

Schedule of Events

October 27 Thursday
0900 - 1600 Check In/Registration.
1300 - 2300 Ready Room Open.

Tours Available at
Registration Desk.

October 28 Friday
0900 - 1200 Check In/Registration.
1000 - 2300 Ready Room Open.
1700 - 1800 Happy Hour. One hour complimentary bar and hors d'oeuvres.

October 29 Saturday
0900 - 1200 Check In/Registration.
1000 - End Business Meeting.
Election of Officers,
Treasurer's Report,
Other Business.
1200 - 1700 Ready Room Open.
1800 - 1900 Cocktails-Cash Bar.
1900 - End Banquet. Choice of
Prime Rib, Fish or
Vegetarian menu.

October 30 Sunday
0800 - 1130 Ready Room Open.
0830 - 1100 Breakfast Buffet.
Check Out.
Prepare for
Halloween!

⇒ **Notes** ⇐

All events will be posted on the Hotel bulletin board each day.

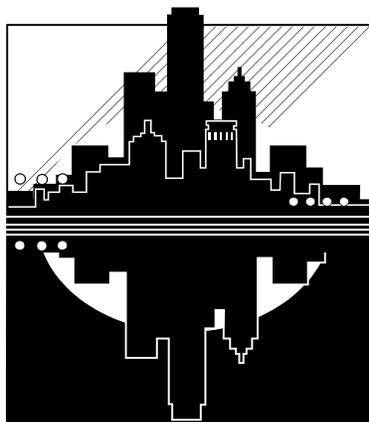
A special Nellis AFB tour is scheduled for Friday morning (the 28th).

Attendees should make room reservations **directly** with the Riviera Hotel. Telephone toll free 1-800-634-6753. **Advise the hotel you are with the VP-45 Association Reunion.** Rooms are blocked and special room rates are in effect for attendees.

THINK REUNION OCTOBER 1994

We received a personal evaluation of the Riviera's facilities from Bill Dean, who selected hotel accommodations for Northwest Airlines when he was an active pilot. On his visit in June, he toured the rooms, casino, banquet and Ready Room facilities. He reports that the rooms are all in a newly remodeled tower of the hotel and will be in close proximity with the Ready Room. They are clean, new and comfortable. The other hotel facilities (casino, restaurants, etc.) are not so far away from the rooms that one would "have to take a taxi to get there." The Ready Room is spacious and has many windows open to the Las Vegas skyline — large and airy. The banquet room is on the top of the hotel and has a panoramic view of the whole area. The hotel is interested in our business and will try to make the visit as comfortable and convenient as possible.

There will be a separate check-in desk in the Convention Lobby, so look for the signs when you arrive at the main entrance.



Las Vegas Facts

WHAT YOU ALWAYS WANTED
TO KNOW BUT WERE AFRAID
TO ASK . . .

➤ Last year the temperature in Las Vegas for the month of October was quite nice. From the twelfth, when the temperature range was 83/66 through the twentieth when it was 76/52, and on to the thirtieth when the range was 76/51, the sky was sunny 13 times, partly cloudy 4 times and cloudy only twice. There was no precipitation.

➤ **Redrock Canyon** is 15 miles west of Las Vegas. 3000 foot (910 meters) escarpment produced by thrust fault. Bureau of Land Management visitor's center, scenic area of rock formations and desert.

➤ There are nine bowling centers, a \$14 million water park with surfing, swimming, rafting and water slides; a family amusement center with miniature golf; and swimming pools at all major hotels and motels.

➤ There are three Indian tribes indigenous to Nevada including the Shoshone; the Washoe, and the Paiute. Two of the 25 reservations in Nevada are in Clark County.

➤ In 1855 Mormons first settled in the area. In 1905 the town of Las Vegas was

established by auctioning of land. the city was incorporated in 1911. In 1931 gambling was legalized in Nevada.

➤ The Riviera Hotel has 2,100 rooms and will dazzle you with four shows nightly from Thursday through Sunday. There is a full service health club with both men's and women's massage centers. There is even a gambling casino ready to test your gaming skills 24 hours a day. One of the main show attractions is the female impersonation *An Evening at La Cage*, which had its debut in 1985 and is still going strong. Another is *Splash '94*, which is quite different due to costume changes and two new specialty acts. The total *Splash* package has strong entertainment value and variety. However, the production numbers in the show are very modern and hard-hitting with loud music.

Some Fun Things to See and Do In Las Vegas

➤ **Debbie Reynolds Movie Museum.** America's only Hollywood memorabilia museum. The "Golden Age of Hollywood" comes to life in an authentic multi-media presentation from the silent era to the present.

➤ **White Tiger Habitat** located at the Mirage has Free Admission. Their Dolphin Habitat is free to children under 10.

➤ **Circus Circus Hotel & Casino** has 50 live carnival games, kiddie rides, strolling clowns, thrilling circus acts—free of charge daily.

➤ **Excalibur Hotel & Casino** offers "Magic Motion Machine" rides, carnival style games, court jester's stage

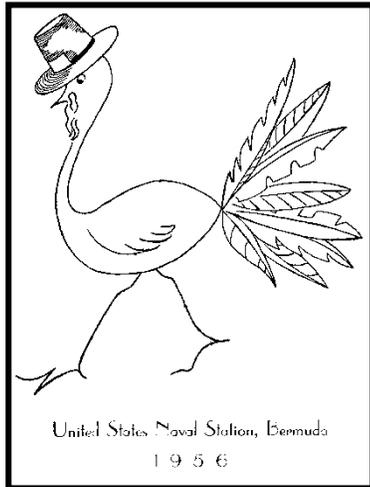
presenting free 30 minute programs by jugglers, magicians and puppeteers.

➡ This next “fun thing” is brand new and totally outrageous ☺! **Style Express** gives new meaning to *mile high club*. The outfit has a Cessna 207 that takes off daily from Howard Hughes Air West Terminal and flies one hour flights. The aircraft has been specially equipped with

a mattress covered with designer bed sheets, hand towels, compact disc player, Evian water and mints. Cabin privacy is maintained from the cockpit by a sealed, sound-proof panel so couples can be alone. During take-off and landing, passengers must be strapped into conventional cabin seats . A chime lets them know they’ve reached *cruising* ☺ altitude and can enjoy the bed in the sky.

When it’s time to land, the chime rings again ☺.

Upon completion of the excursion, the couple will be inducted into the Mile-High Club with a certificate signed by all parties. Cost for this hop is \$250.



Thanksgiving Day Menu	
CHILLED TOMATO JUICE	SALTINES
SHRIMP COCKTAIL	
ROAST TOM TURKEY	BAKED VIRGINIA HAM
CRANBERRY SAUCE	
CANDIED SWEET POTATOES	CREAMED WHIPPED POTATOES
GIBLET GRAVY	OYSTER DRESSING
FRENCH PEAS	BUTTERED ASPARAGUS
HOT PARKER HOUSE ROLLS	
SWEET PICKLE	STUFFED OLIVES
STUFFED CELERY	COTTAGE CHEESE with PINEAPPLE
WHIPPED CREAM	
PUMPKIN PIE	APPLE PIE
MILK	COFFEE
CIGARS	CIGARETTES
CANDY	NUTS

Jim Redmond provided this menu for Thanksgiving at the Naval Station Bermuda.



Fair Skies . . .
Chuck

➤ ➤ ➤ **Reunion Registration Form** ⏪ ⏪ ⏪

For those who are planning to attend the reunion Complete and mail the registration form to Ken Cory at your earliest convenience **but PLEASE not later than 15 October.** If you have any questions, call Al Jansen (904) 456-6051. **You must make your own hotel reservations at the Riviera.**

Mail To: Ken Cory, 1845 Hallmark Drive, Pensacola FL 32503.							
Name: _____							
Last	First	M. I.	Spouse				
Address: _____							
Street	City	State	Zip				
Registration Fee:							
First Person:	→	→	→	→	→	→	\$ 83.00
Each Additional Person:	→	→	\$ 68.00 X ()	→	_____		
Total: (Please make payment to Patron Four Five Association) → → → →\$ _____							
Note: Payment includes all below listed functions except room cost.							
Please indicate planned attendance:							
Friday Happy Hour	()						
Saturday Banquet:							
Vegetarian Menu	()						
Prime Rib	()						
Seafood	()						
Sunday Breakfast Buffet	()						
We expect to arrive in Las Vegas (DATE) _____							
Please Indicate: () PBY VP-45 () VP-205 () VPB-205 () VP-MS-5 () VP-45							
(You may register at check-in at Las Vegas, but you still must get your room with the Riviera.)							



Top photo courtesy

Don Milroy. VP-45 PBM's on the ramp at N. S. Bermuda.

Bottom photo courtesy Robert Cressman. Old seaplane Hangar at N. S. Trinidad used by VP-45.



