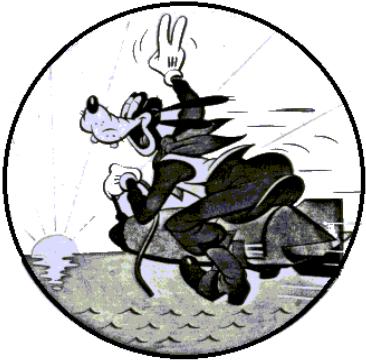




VP - 205



THE PELICAN POST OF PATRON FOUR-FIVE ASSOCIATION

Bill Carlson — President
 Hank Gorman — Vice President
 Ken Cory — Treasurer
 Chuck Caldwell — Secretary/Editor

Newsletter #17

April 1996

Please read this

ALL HANDS: → Dues are \$10 per year. If your address label has an (**) after your name, your 1996 dues are past due. This issue includes an up-to-date Roster. If you change your address, please inform the Editor. This edition will be forwarded to you by the Post Office and an address correction sent to the Association at a cost of \$.50 for each such correction but if you send a free postcard from the Post Office when your address changes everyone wins.

★ ★ ★ ★ ★

PRESIDENT'S MESSAGE

Bill Sez ..



As I write this (February 10) we've had an amazing couple of weeks here in the Northwest. Last week the temperature never rose above 8°F. Yesterday I played golf in 60° weather!!! There has been extensive flooding in Washington and Oregon, but we have been spared in Kennewick. From what I read in the paper and see on TV, the rest of you have had an interesting winter too. I'm looking forward to summer and fall, with Judy's and my sights set on Norfolk in October. I hope we can find enough time to reminisce with all of my old friends. Jack Barry and his team have done a great job in setting things up for what will be very enjoyable few days, so be sure to block the time in October/November. And please note the Reunion Supplement that accompanies this newsletter. See you there!

Regards,

William F. Carlson, 1218 W. 21st Ave., Kennewick WA 99337

NOTES FROM ALL OVER



From the VEEP

I am looking forward to seeing many of you at the Norfolk Reunion. For those of you

who have never attended one of our squadron reunions, let me say it is such a delight to see old squadron mates and friends whom you haven't seen in many years. You will find your friends just as they were when you last saw them. The years dissolve and you will be resuming your friendships as they were without the intervening years. You will find it well worth making the effort to attend. And to those of you who are unable to attend for health or other reasons, I send you my best wishes.

Hank Gorman
Scholarship Awards



L to R: Houser PH1, Burke PN3, CDR Meyerriecks,
 Bill Rodriguez

CAPT Bill Rodriguez, USN (Ret) (VP-45 CO 1978-79) is shown, in December, 1995, presenting the Association's squadron scholarship awards of \$100 each to recipients chosen by the VP-45 Commanding Officer, CDR Brian Meyerreicks. The awards went to PH1 Douglas Houser and PN3 Twanna Burke. Houser applied his scholarship toward Algebra and Human Resource Management courses at St. John's Community College, where he is studying for an AA degree. Burke will be using the scholarship to finish her BA in Broadcast Journalism at Florida Community College of Jacksonville, after completing two years at Herbert College in New York.

Congratulations to both winners, and to VP-45 for having such worthy candidates from which to choose!

* * * * *



Will Moore Earns Free Trip to Reunion

Will spent Christmas with one of his daughters and her family in Olathe. On his return, while aboard American Airlines in Dallas, the public address asked if anyone was willing to give up a seat. He raised his hand and volunteered. It turned out that the request was to let a sailor on stand-by speed to JAX to be with his suddenly ill wife.

As a reward for his generosity and consideration, American Airlines gave him a voucher of sufficient amount so that his round trip fare to the reunion in October will be at no cost to him! (Volunteering, combined with consideration, can be rewarding!)

* * * * *

Did You Know . . .

That, according to the Recruiter in Las Vegas, an AT-1 with twelve years active duty (1994) earns over \$32,000 a year?



Jan 26, 1995

Dear Chuck,

I have received the Patron Four Five newsletter you sent to me, I would like to thank you for sending it. I also received your card to remind me to contact Ken about paying my dues. I have already sent Ken my \$10 dues last week.

Since you sent me the newsletter I have been looking all over for anything to do with VP & VPB 205 and I have found things I forgot I had. One was my flight log book. I sure wish I had written more into it.

Inclosed you will find a list of most of the Flight Crew Members as of 1944 and 1946. The picture I inclosed is of 205 insignia - I don't know if you have one. (Ed Note: At that time we didn't.) I copied it off one of our planes when I was in Trinidad. We got our new PBM-5 in Sept. '44 and then became VPB-205. Also inclosed are a couple of pictures. Please send them back to me.

I am inclosing a \$3.00 check for copies of the newsletters that have stories about 205. If it comes to more than three, let me know and I will send more money.

I also have a group picture of VPB-205 taken in Hawaii; size of the picture is 4" X 10" with 54 officers, 9 chiefs and 167 enlisted men. I also have two bulletins, one was the *Saipan Beacon* published by Island Command, Monday, August 19, 1945, about Jap decision to surrender. The other *Tender Sixteen USS St. George (AV-16)* of Sept. 2, 1945 about the war being over.

If you think you could use these articles please let me know.

Thank you,
Dom

PS This is the first letter I have written since 1946. What a job!!

* * * * *

The next two letters show how strong squadron friendships can be.

Enjoy !!!

11 March 1995

Hi Chuck,

Wanted to tell you I really enjoyed your letter and paperwork. Couldn't wait to call Art Helma in Colorado. We had a real long chat talking over the material you sent me. That was the first time I talked to him since WW II. We correspond each Christmas but the phone call was great! I mailed Art Ken's envelope and he was going to send his dues right away. I sent my dues to Ken on 2/21, but haven't heard from him. I hope you send Art the information you sent me on the first squadron based on Attu because we lived it. You did a real good job on the write-up.

I went through my Flight Log and came up with some names on the roster. I flew with CDR Amee in September 1943. My PPC was LT Ashcraft and I see he's on the roster. Another PPC I had was LT Harrell. I was the crew chief and put many hours in with both of them. Harrell is also in the roster.

Chuck, the only thing I can trace back with is my flight log. What I haven't got but would like is a squadron roster for 1943. Can't remember all of my crew. Would like to have hit the Las Vegas reunion as I go there a couple times a year.

I'll close for now but want to say again, Thanks for all the info.

As ever
Red

(Ed Note: There are no crew or enlisted rosters in our archives for the PBY VP-45. Anyone???—the same applies for most years of VP-205/45.)

* * * * *

14 March 1995

Dear Chuck,

Received your letter of March 9, but have been dragging the old feet about answering. Sorry about that. I was also holding up writing just in case the roster info sheet showed up.

Mainly I wanted to update my contact with Red as to what he had sent me. All I got was the form (Green) and the addressed envelope, but from his comments on the stuff you sent him, I don't think he'd pass them on to anybody! He was really pleased and excited about it on the phone. Sure was great to hear his voice—after 50 years! I don't think I have ever had a more surprising welcome call in my life! I had to ask him again, "WHO?" when he said it was "Red Lister!". Even though we correspond at Christmas, this call was a super extra bonus. Boy, did that ever bring back a flood of Good Memories! I think

I can honestly say I can't recall one bad memory during my hitch in the Navy. It was the best four years of my life - bar none - and one of the best things that ever happened to me.

Not knowing any better at the time when I was discharged, I could have accomplished my desires in the Navy. I wanted to go to college and get a degree in Mechanical Engineering (which I did) because of the fascination with mechanics I ran into during my HMM Shop Training and being a mechanically oriented South Dakota farm boy. It looked like the right thing to do so — had I checked further I'm sure I would have made a career in the Good Old USN.

You certainly rang a bell with the comment of a reunion in October 1996. I sure will appreciate some info on that. If this old frame of mine is still kicking and I'm able, I think it would be a real treat to see at least some of The Gang. Even if we never flew together, the bond of the fellow shipmate is still there. At any rate, I was glad to hear from you. I have one question that stumps me: The PBY "Plankowner". I have never heard the term before. (*Ans. sent*)

Yes, by all means, I would appreciate very much if you'd send me a copy of the history of the squadron that you sent Red. We were quite a "fur piece from home"!! One sort of forgets thru the years.

I noted the addendum on the back of the letter and the last two digits of my phone number are missing. You will find it under my address. It's an unlisted number so is not in the phone book. Who knows, some lost *Yokeboater* might be passing through town and wants to chat.

Thanks a bunch, Chuck, this contact is the thrill of a lifetime.

Sorry, didn't mean to be so windy!

Smooth Sailing
Art Helma

* * * * * * * * *

9 September

Dear Ken,

Enclosed are dues for '96 and the survey. I hope to attend the Norfolk reunion depending on our health.

I hoped to contact you at the PBY Catalina reunion in Pensacola as I grew up in Panama City and have a sister and other relatives there, but the wife remembered the Florida weather in August and early September, so the CO overruled me!

I did meet one of my VP-45 pilots from the Aleutians (1943) at the PATWING FOUR

reunion in Tacoma—James G. Gilliland. A wonderful visit but too short due to other commitments. I hope to visit my PPC James Johnstone on the way to Arizona in a few days.

Thanks to all the Las Vegas reunion committee. It was great!

Sincerely
John W. Crawford

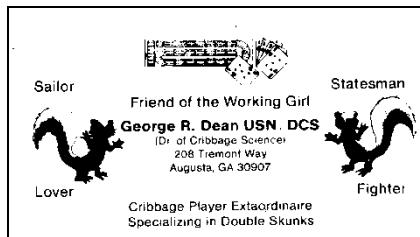
* * * * * * * * *

3 October 1995

Ken,

As per phone con, my overdue dues with my apologies. Plus my '96 dues and '96 for a buddy, Fred F. Steen, 1506 Riding Trail Lane, Concord, NC and wife, Betty. Fred was a Mech and Aircrewman from '52 - '54. He was (an Association) member and should show on an old roster.

Appreciate your assistance in acquiring a roster. Hope you rode out the storm okay.
Thank you again.



George Dean
* * * * * * * * *

October 1995

Hope all is well with you, and hope to see you in '96.

Alice and Don Gillham

* * * * * * * * *

10 October

Dear Chuck,

Just wanted to say that your recent effort of the *Pelican Post* was just great. I do think that it was the best of all the various newsletters that I've received. I hope that you keep up the good work for years to come. It was so inspiring that I went ahead and sent in my life membership dues. You do good work. Right off the top I don't remember John Doherty, but he sure had you pegged. Makes you feel good, doesn't it? And I'll just have to drop Frank Mendenhall a note. (Bill says they lost seven trees to hurricane ERIN, was without water for three days and without power for five — one tree uprooted and broke a water

main and one poked a hole in the house roof. *Good Grief!!! ☺☺☺ And that was before Opal arrived in Pensacola.)*

Sincerely,
Bill Smith

* * * * * * * * *

11/1/95

John Crawford writes that he did visit with Jim Johnstone, squadronmate from VP-45 (PBY) in the Aleutians who is County Recorder in Stocton, California. (*See earlier letter.*)

He reports that there are lots of changes from the 1943 conditions they experienced at Attu—they flew anti-sub patrols for the original Allied landings and, at the end of the day, made their approaches to Casco Cove. Buoys, which were later placed at Chichof Harbor, were used numerous times when bad weather prevented VP-45 from returning to Casco Cove. He said, "Often we edged in on our radar from the East side of the island, picked up landmarks and rounded Alexei Point and flew a landing pattern over land (which would be over Casco Cove air strip today) and landed in the Cove. Some were a *little hairy* such as the time the wind had shifted and the planes at buoy had not swung into the wind, so we had a hard time getting down on the water as we were landing downwind."

John mentioned that the PATWING FOUR reunion in Tacoma included all the squadrons that participated in the Aleutians Campaign; the Eleventh Air Force as well as VP-41, 42, 44, 45, 61 and 62. He will try to find a roster of those VP-45 members attending and let us know so we can invite them to join us.

He also volunteered that he has a crew photo taken on the fantail of USS Casco within a few days of the invasion of Attu, and will donate a copy to our archives, ☺ and he hopes to make the Virginia Beach reunion.

(*Thanks John, and we look forward to seeing you in Virginia Beach!*)

1/96

Mr. Cory,

Enclosed is my check for 1996 dues. I consider my tour of duty with VP-45 very rewarding. I was on an operation with *USS Albemarle* (AV-5) in the Pillsbury Sound—I believe it was April 1959—LN 12 lost #1 and we had to do an engine change on the open sea. I may have some pictures—will bring to Virginia Beach reunion.

I was privileged to serve with three fine commanding officers with VP-45 connections:

CDR Nolan H. (Spade) McDade

VP-30A Norfolk, VA 1960-61

CDR Jackson R. Pickens, and
CDR Alan L. Jansen
VP-47 Moffitt 1966-68

I'm looking forward to renewing
(friendships with) old ship mates and meeting
new ones. Hope to see you in Norfolk.

Fairwinds,
Richard Cook

* * * * *

NAS Bermuda Decommissioned

24 October 1995

Dear Mr. Cory,

Just a brief note along with my 1996 dues. Enjoy receiving the Newsletters and keeping up to speed with the latest association events.

For our Shipmates who aren't aware of the recent military base closures by the Clinton administration, I submit the following info:

The US Naval Air Station, Bermuda (1 July 1970 - 1 September 1995), formally US Air Force Kindley Field, and the US Naval Air Station Annex, formally Naval Operating and Seaplane Base, have been decommissioned. The colors were lowered for the last time at sunset on 31 August 1995 and the facilities were turned over to the Bermuda Government on 1 September 1995.

I and my wife, Fern, were present for that sad occasion. My last duty station was NAS Bermuda and we have been fortunate enough to spend our summer months—June thru August—in Bermuda for the last twenty-four years, so it is especially disheartening to us and we will certainly miss the US Navy's presence on the island.

I commenced my Navy career as enlisted in June 1948 and retired with a LDO commission in July 1975. During the majority of those twenty-seven years of active duty I was in the ASW community, having been assigned to VP-33 (PBM-5A), VP-45 (PBM-5S), VP-44 (P5M-2), USS Ashland, LSD-1 (P6M program) and numerous P3 supporting roles including Southeast Asia.

Unfortunately, not much has been mentioned or written lately of the Seaplane Era, so it behooves all of our Shipmates to remind our citizens of the important roles that the seaplane played in the history of the US Navy.

Regards to all,
Ralph G. Granneman

* * * * *

Nov. 1995

Ben Kostyk wrote to send his dues, his change of address, and say he plans to make it to the Virginia Beach reunion. ☺

* * * * *

28 February 1996

Dear Chuck,

I have just been informed that Chief Les Pate had died.

So what's the big deal? We all die.

And was Chief Pate better than anyone else who had died lately?

Here's my answer to all of the above:

Admiral Burke just died too . . . I worked for this great man and knew him personally. He asked that he be identified on his tombstone as "Admiral Burke - - Sailor".

I have always been proud to identify myself as a *sailor* in our great Navy . . . and all of us, officers and enlisted, are properly called *sailors* . . . it is a proud and noble title indeed.

As for VP-45, what's the big deal here?

Once upon a time I got orders from BUPERS to proceed to Coco Solo and assume command of VP-45 . . . and I was surely nervous but happy about this. I found a squadron with a sort of lifeless attitude — almost like no one would look you in the face, and I got to know all the sailors in this squadron, officer and enlisted. I discovered that by a sort of miracle of chance VP-45 had been blessed with just about the best group of sailors ever assembled in one Naval command. As far as I am concerned I have never experienced such a phenomenon in any other organization in my Naval career (30 years).

So what I had to do was to be most careful in giving orders as they would always be carried out, perfectly. I had to be sure that whenever I said that something should be done that it was the right thing in all respects because someone would jump up and do it. We had the best pilots and the best plane captains and the best crews and the best ground maintenance personnel — a wondrous thing indeed.

So I found out that all I had to do to lead this Squadron was get out of the way and let these wonderful people do their work to the best of their abilities . . . and when I left the Squadron it had broken all records for achievement, and there were lots of smiles among the sailors of VP-45.

And **Chief Pate** was the personification of all the good things about the sailors of VP-45. To many of us he was, and still is, a role model for just what a sailor should be in this great Navy of ours.

Of course Chief Pate was not the only one. I was in awe of the quality of the Chiefs in VP-45 — all superior without exception — and we should all believe that the Chiefs run our Navy and, as good as they are, that is the measure of how good the Navy is.

I don't think that the Navy is now as good as it was in our day, nor that it ever again will be, but of course that is what the old Indian fighters said about their Army in the last century. So, I guess we are now all Indian fighters.

What these words mean is that I feel a terrible personal loss at the death of Chief Pate. He exemplified all that is great about our Navy. I have spoken to his wonderful wife, Jackie, and we all know this also . . . that the greatness of men like Chief Pate depend on the support of such great ladies as Jackie.

I know that all the sailors who knew and served with Chief Pate feel just as I do.

Warmest personal regards.

Eric W. Pollard
CAPT, USN (Ret) (Sailor)

(Lester G. Pate, AOC, was a member of VP-45 1953-57. CAPT Pollard was Commanding Officer 3/56 - 4/57. Ed.)

* * * * *



** IN MEMORIAM **

**Toddy Raithel
Jewel Anderson
Charles H. Chism
Peter McBreen (Pilot VP-205)
Lester G. Pate**

* * * * *

FROM THE EDITOR'S DESK



Address Labels and Notice of Dues Due

If the address label on your envelope containing this newsletter had the (**) symbol after your name, you are delinquent in your 1996 dues of \$10. An envelope addressed to the Treasurer is included for your use . . . Please use it and keep your membership active ☺!

Many members have mentioned they missed the notice in their newsletter that such a character after the name on the address label indicates membership is in jeopardy because dues have not been paid. Be a PELICAN that stays with the flock! We presently have four hundred forty-one active members, of which sixty-seven have not renewed. Every member try to get at least one new member!!! Send a name and address to the editor — we'll send an invitation to join us.

1996 DUES WERE DUE 1 NOVEMBER 1995



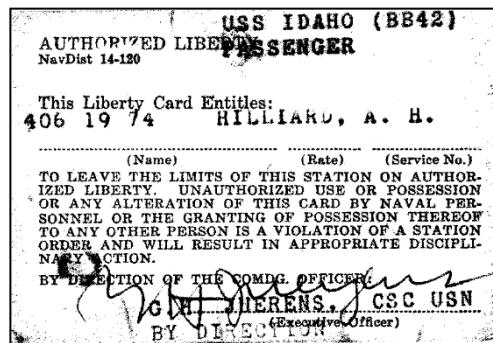
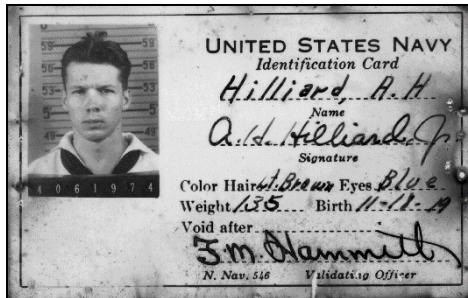
Liberty Card, Anyone?

Last issue, members were asked to send in their Liberty Cards (or a good copy) so we could put them on a poster and display them in the reunion ready room. Either not many still have such an object or you may just be procrastinating. Whatever the reason, you are asked again to consider this a special request for your liberty card submission to our archives and display. Since there are no more of these treasures being issued nowadays, yours is valuable to the Association and to posterity ☺. Please help us to preserve

history! If you send an original, we will scan it, preserve it on computer disk, and immediately return your card.

Here is one that will be a treasure in our archives. How about yours???

That's one tough looking Sailor's ID card!



Submitted by LCDR (Ret) Alex Hilliard

VP-45 OFFERS FOR SALE . . .

VP-45 PRICE LIST

Yellow T-shirts w/ squadron logo	\$ 7.50
Golf Shirts white, blue, or gray	\$15.00
Regulation Ballcaps	\$ 7.00
White Ballcaps	\$ 7.00
Baseball Ballcaps	\$ 8.00
Ballcaps w/Eggs	\$ 8.00
Plaques (3 P3s in formation w/ logo)	\$35.00
Plaques (w/ color squadron logo)	\$15.00
Squadron Patches	\$ 4.00
Cloth Nametags (w/ wings, ready to be embroidered)	\$ 1.00
Gold Beltbuckles w/ P3 and VP-45 Pelicans	\$ 9.00
Silver Beltbuckles (same as Gold)	\$ 7.00
Mini Zappers 10 small stickers	\$ 1.00
Zapper Sheets 6 per sheet 4 sizes included	\$ 2.00
Wings Stickers	\$.25
Photos (2 P3s shooting Zuni rockets)	\$ 2.00
Watches (with Pelican logo)	\$15.00
Zippo Lighters (w/ Pelican logo)	\$15.00

Make Checks Payable to: VP-45 ARO

Address your order to: VP-45 PAO, Unit 60172, FPO AA 34099-5918. The PAO did not specify any postage or other charges for ordering ☺.

e-mail, Anyone?

With the advent of the Internet and the access offered by the various member services, such as CompuServe, America Online and Prodigy, we can now

swap lies and other data so fast and conveniently that we have decided to initiate a new roster appendage with members' e-mail addresses. If you would like to be included in this roster section, please send your particulars to the Editor, or e-mail to Chuck at . . . 76517.70@compuserve.com (or just 76517,70 if you are a CompuServe member). The Association also is now represented in the Military Organization Forum of CompuServe (GO:MILORG). Look for files with VP-45 or similar in the Developing Organizations Library. The various patches are there as are a couple of photos of EE or LN aircraft.



Too Good To Pass Up

"While I was working as a flight nurse, our helicopter was called to transport an unconscious scuba diver to the hospital. During the flight, she came to and began kicking and yelling.

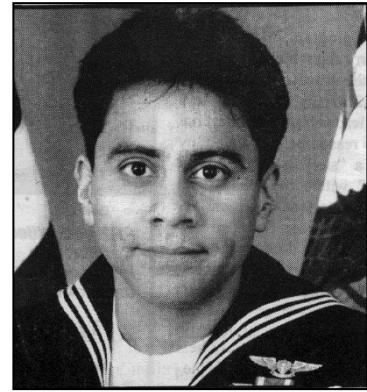
"The rule in such cases is to keep the patient away from the pilot. So the paramedic and I struggled to keep her on the stretcher.

"When we arrived at the hospital, I removed my flight helmet and tinted face shield so I could make eye contact with the patient. She looked at me and gasped, 'You're human!'."

(Borrowed from *The Reader's Digest*)

* * * * *

A VP-45 Pelican Honored



Henry Carillo AE1

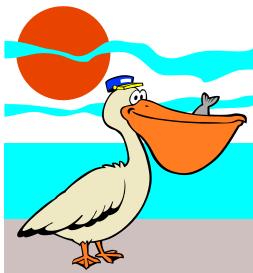
Henry Carillo, last year's recipient of one of our scholarship awards, has been named the VP-45 and Patrol Wing Eleven *Sailor of the Year!!!* This Indiana native, who entered the Navy in February

1983, is a single father of two daughters, has a goal to apply for a commission through the LDO program, and to graduate from Southern Illinois University with a bachelor of arts degree in aviation management. He was awarded the Navy Commendation Medal by Rear Admiral Michael D. Haskins, COMPATWINGSLANT, and is in the process of transferring to VP-30. ***Bravo Zulu!***

* * * * *

Richard Cook sent several great pictures of the open sea engine change on LN 12 at Pillsbury Sound, Virgin Islands on 21 April 1959. Copies will be in the reunion scrapbook ☺.

Chuck Caldwell, Editor



TREASURER'S REPORT



<u>Beginning Balance</u>		
15 August 1995		\$7,655.61
<u>Income</u>		
Dues and Donations	\$4,200.00	
Interest Income	<u>71.38</u>	
TOTAL INCOME		<u>4271.38</u>
TOTAL CAPITAL		<u>11,926.99</u>
<u>EXPENSES</u>		
Printing and Postage	\$628.18	
Scholarships	<u>200.00</u>	
TOTAL EXPENSES		<u>828.18</u>
ENDING BALANCE		<u>\$11,098.81</u>
15 February 1996		

PLEASE NOTICE your address label on the newsletter envelope. A label with (**) indicates that your dues of \$10 for 1996 have not been received by the Treasurer as of 15 February. Contact him right away if you think there is a mistake.

K. J. Cory, Treasurer

In The Next Issue

1. The History of the Chief Petty Officer Grade... Continued.
2. Next Reunion - VA Beach - Info!
3. 1996 Dues Are Past Due.
- If your envelope address has an (**)
- Send 'Em In!

* * * * *

USS Currituck (AV-7) reunion 25-29 Sep 96. Erie, PA. Contact Ronald Curtis, 207 W. Marvin Ave., Owensville MO 65066; (573)437-3899.

* * * * *

AVCAD/NAVCAD reunion 7-11 Nov 96. Pensacola. Contact J. D. Mooney, c/o Right This Way, P. O. Box 18546, Pensacola FL 32523-8586; (904) 433-5252. Only first 750 Reservations will be accepted due to space limitations. Membership is free if you just want to join.

The History of the Chief Petty Officer Grade



Chief Petty Officer

(This history was researched and written by CWO-4 Lester B. Tucker, USN (Retired), and appeared in the Spring/Summer 1993 issue of Pull Together, the Newsletter of the Naval Historical Foundation and the Naval Historical Center. It is reprinted in The Pelican Post by permission.)
(Continued from Newsletter #16)

Generally speaking, precedence of petty officers was not really introduced until the U.S. Navy Regulations, approved February 15, 1853, were published. It must be pointed out that those regulations were declared invalid by the Attorney General

on May 3, 1853, and were rescinded due merely to the fact that the President rather than Congress approved them. However, this did not mean that the information and the guidelines contained in them were inaccurate. Conversely, the Secretary of the Navy submitted a set of naval regulations for Congressional acceptance on December 8, 1858, but they were never acted upon in that session of Congress. Based upon pay tables of the period, the contents of the 1858 plan, like the regulations of 1853, appear to have contained the current rating structure of that period. Prior to 1853, one could infer a quasi-precedence of ratings based upon the sequence in which ratings were listed within complement charts; this is backed by differences in pay of various petty officers. Another issue to be considered is the fact that the order of the names of the petty officers as they appeared on muster rolls could generally be considered an order of precedence. Precedence of ratings was explicitly spelled out in Navy Regulations approved on March 12, 1863. At this point it is useful to review the early Civil War petty officer rating structure just prior to the official usage of "Chief" with rating titles. Petty officers were listed under two categories—Petty Officers of the Line and Petty Officers of the Staff as shown in Table 1.



Chief Petty Officers of USS Portsmouth, ca 1900

Table 1
Petty Officer Ratings on March 12 1863

	Petty Officers of the Staff
1. Master's Mates (not warranted)	Masters-at-Arms Yeomen Surgeon's Stewards Paymaster's Stewards Masters of the sand Schoolmasters
2 Boatswain's Mates	Ship's Corporals Armormen Painters
3. Gunner's Mates	Carpenter's Mates Sailmaker's Mates Firemen, First Class
4 Coxswains to Commanders in Chief	
5. Captains of the Forecastle	
6. Quartermasters	
7. Quarter Gunners	
8. Captains of the Maintop	
9. Captains of the Foretop	
10. Captains of the Hold	Coopers Ship's Cooks
11. Captains of the Mizzen top	Armorer's Mates
12. Coxswains	Stewards to Commander in Chief Cabin Stewards Wardroom Stewards
13. Captains of the Afterguard	Cooks to Commander in Chief Cabin Cooks Wardroom Cooks

The 1863 regulations made the priority of ratings clear: "Precedence among petty officers of the same rate, if not established particularly by the commander or the vessel, will be determined by priority of rating. When two or more have received the same rate on the same day, and the commander of the vessel shall not have designated one of that rate to act as a chief, such as chief boatswain's mate, chief gunner's mate, or chief or signal quartermaster, their precedence shall be determined by the order in which their names appear on the ship's books. And precedence among petty officers of the same relative rank is to be determined by priority of rating; or in case of ratings being of the same date, by the order in which their names appear on the ship's books." That lengthy paragraph was shortened in the 1865 regulations to read simply, "Precedence among Petty Officers of the same rate shall be established by the

Commanding Officer of the vessel in which they serve."

Precedence by rating was a fact of Navy life for the next 105 years and was substantiated by rating priority and the date of an individual's promotion. Precedence of ratings remained in effect until the issue of Change #17 of August 15, 1968, to the 1959 Bureau of Naval Personnel (BUPERS) Manual. At that time, precedence among ratings was eliminated and changed to a single system for military and non-military matters based on pay grade and time in grade.

During 27 1/2 years of naval service, the author has been audience to an appreciable number of boiling point arguments on the ship's fantail and in the Chiefs' messes concerning seniority of ratings. As one can determine from the foregoing evidence, *Boatswain's Mates have not always been the senior rating in the Navy. However, if one tries to enlighten some of them they will usually get their danders up and argue until*

red in the face. Likewise, Aviation Machinist's Mates have not always been the senior rating within the Aviation Branch. From 1924 to 1933, and again from 1942 to 1948, the rating of Aviation Pilot topped the mechs as well as all other aviation ratings.

It is not the intention of this synopsis to present an extended dissertation on individual ratings. However, at this point, clarification of a longstanding controversy and its resultant misconceptions regarding the Chief Boatswain's Mates, Chief Gunner's Mates, and Chief or Signal Quartermasters of the 1864-93 era is necessary. Those three ratings have at one time or another been erroneously identified and argued as being Chief Petty Officers. General Order #36 of May 16, 1864, effective July 1, 1864, listed Navy ratings along with monthly pay for each rating. Among the ratings included were Chief Boatswain's Mate, Boatswain's Mate in Charge, Boatswain's Mate, Chief Gunner's Mate, Gunner's Mate in Charge, Gunner's Mate, Chief Quartermaster and Quartermaster. Boatswain's Mates and Gunner's Mates received \$27.00 monthly and Quartermasters, \$25.00. Chief Boatswain's Mates and Chief Gunner's Mates were paid \$30.00 per month and were listed for service only on board vessels of the 1st and 2nd rates. Chief Quartermasters were paid the same except for a \$2.00 reduction while serving in ships of the 3rd and 4th rates. Boatswain's Mates in Charge and Gunner's Mates in Charge were also paid \$30.00 per month.

(To Be Continued . . .)

* * * * *



AOCS Phil W. Fluke (VP-45 '53-'57) piped ashore for the last time 8 March 1971 from USS America (CVA-66) with fellow CPOs as sideboys.

Association To Incorporate

Unless there is member opposition by 1 June 1996, the Officers of the Association have agreed to move toward incorporating our organization.

Among the reasons for incorporating is the liability the Association may incur in any accidents or other such group liability associated with the upcoming reunion. The hotel's contract holds us responsible for liability in the case of damage, etc. In order to insure us against the risks, incorporation is recommended prior to securing an insurance policy. Another reason is to qualify as a not-for-profit group with the IRS and US Postal Service. This subject was brought up at the JAX reunion but not enough data or information was available for a decision.

Investigation has revealed that it may be possible to incorporate in the state of Delaware for less than \$250. Legal counsel in California advised that is probably the most feasible path, both in cost and convenience. The State of Florida has been contacted and indicated our monetary account there is in no way in jeopardy or taxable if we incorporate as a non-profit organization.

The *Company Corporation* of Wilmington, Delaware is in the business of providing such incorporating service to groups such as ours,

and has been contacted. The Wilmington Better Business Bureau reports this company has been in business since 1972 and has a Satisfactory Rating. It advertises in CompuServe and no complaints have been recorded, according to that service.

If you have any comments, please make them to any of the Association officers before 1 June, 1996. It is anticipated the process will be completed before the reunion, and insurance of sufficient type and quantity will be secured at the best possible price.

* * * * *

Y NOTICE

Please use the form at the bottom of this page to make your *hotel* reservation. One telephone call will do it (*In Virginia 800-422-4747, Elsewhere in US 800-468-2722*)!!!

Your reunion reservation form is in the Reunion Supplement accompanying this newsletter.

Please don't confuse the two!

ACCOMMODATIONS REQUEST

Patron Four Five Reunion

October 31 - November 3, 1996

Special group rates for your visit have been arranged as follows. Please check one.

Single: \$59 Double: \$59

RESERVATIONS MUST BE RECEIVED BY 10/10/96

After this date your reservation will be accepted on a space and rate availability basis only.

Please Print

Name _____ Date _____

Address _____

City _____

State/Zip _____

Daytime Telephone () _____

Sharing With _____

Arrival Date _____

Departure Date _____

ALL RESERVATIONS MUST BE GUARANTEED.
YOU MAY DO SO IN THE FOLLOWING MANNER:

ADVANCE DEPOSIT: Please send one night's deposit plus 10% tax. Deposit must be received prior to reservation cut-off date.

GTD BY CREDIT CARD: Exp. Date: _____
 AMX MC Visa
 Carte Blanche/Diners Discover

Account Number _____

Signature _____

Deposits will be refunded if reservations are cancelled by 6pm 72 hours prior to arrival. DEPOSIT ON RESERVATIONS NOT CANCELLED 72 HOURS PRIOR TO ARRIVAL WILL BE FORFEITED.

For Office Use Only CHECK-IN TIME IS 4PM.
Date Sent: _____ CHECK-OUT TIME IS 11AM.
Date Rec'd: _____

YESS-SS-SS



Fair Skies . . . Chuck

(Late Request: If anyone knows the address of Donald Batson, A/C '62-'64, please ask him to contact K. Lingafelter.)

Reunion Info

Special Reunion Supplement

HOTEL SELECTED FOR THE 1996 VP-45 REUNION



The Virginia Beach Resort Hotel has been selected as the site for the 1996 VP-45 Reunion. This magnificent resort is located where the Chesapeake Bay meets the Atlantic Ocean and is a perfect location for the many activities available for our reunion. All accommodations offer luxurious amenities including: separate sleeping and living areas, refrigerator, microwave, wet bar, dressing area, color cable television and much more. Each suite has a large balcony with a breath taking view of the Chesapeake Bay.

Located on the property is a large indoor/outdoor pool, fully equipped health club, and two restaurants that afford casual and fine dining. The resort also offers tennis at the Virginia Beach Tennis Club, one of the finest facilities of its kind on the east coast. If golf is your game the resort is affiliated with the Broad Bay Country Club. So whether you want to get into the more strenuous activities or just stroll your own private beach...the choice is yours.

The resort has provided us with a beautiful "Ready Room" that will accommodate all our needs. Our banquet and reception will also be held right at the resort.

In addition to having the finest resort in the area for our reunion we have negotiated a great rate...**\$59 per night** per suite. Additionally, this rate will be honored three days before and three days after our reunion for those who want to spend additional time in the area. **Note: Check-in time is 4 PM. Earlier arrival may require a wait until that time before you may occupy your room.**

VP-45 REUNION COMMITTEE REPORT

The Reunion Committee was very pleased with the outstanding response to the survey printed in the last issue of the Association Newsletter. Based on the information received plans for activities, outlined elsewhere in this newsletter, were made. Naturally there will be golf, tennis and fishing opportunities for those who wish to participate in these activities on their own. For those squadronmates who just wish to stay in one of the finest hotels in Virginia Beach and enjoy the view, or walk the beach, that is also a great alternative.

The Virginia Beach Resort and Conference Center, our reunion headquarters, was recently voted "Best in the Beach". We do have one potential problem, and a solution for solving that problem. The

main ballroom has a seating capacity of 300. If we have more than 300 attending the Saturday evening banquet, we have set aside a room across the hall that seats 100 more guests. Arrangements have been made to have a closed circuit television arrangement set up so that people in this "overflow room" will be able to see and hear the main speaker along with other announcements from the main ballroom. So...the main ballroom will be filled on a first come, first served basis. We may not need this arrangement, but if we do this solution seems the most fair to all.

In addition to providing the "Ready Room" with soft drinks and snacks, the reunion committee will present a special memento of the VP-45 Reunion to each person attending. In order to insure everyone receives this special memento, it is necessary to have a firm number of those attending in enough time to place the order. Therefore, it is requested that you forward your registration form to us before September 1, 1996.

We want to make this the most enjoyable reunion to date, and if you have any suggestions please let Jack Barry hear from you by mail or telephone.

Here Are The Menus

Friday Evening Reception

Assorted Fruit, Cheese and Vegetable Tray

Chicken Fingers with Tonga Dip

Barbecue Meatballs

Scallops Wrapped in Bacon

Mushrooms Stuffed with Spinach and Feta Cheese

Baskets of Homemade Rolls Stuffed with Roast Beef and Ham

(Unlimited amount of hors d'oeuvres for two hours.)

Saturday Evening Banquet

A choice of **two different entrees** is available for the Saturday Evening Banquet: Grilled Tuna with Tomato Concasse, Onion and Rosemary or Roast Prime Rib with Yorkshire Pudding and Chiffon Horseradish. Both entrees are served with:

Garden Salad with Dressing

Baked Potato with Butter / Sour Cream

Chef's Fresh Vegetables

Rolls and Butter

Cheese Cake

Coffee and Tea

Sunday Morning Brunch

Brunch will be serve on Sunday Morning, November 3rd from 9:00 to 11:00 AM. The brunch menu includes the following:

Fruit Juices

Assorted Cold Cereals with Milk

Scrambled Eggs

Bacon and Sausage

Potatoes O'Brien

Apple Streusel

Biscuits and Muffins

Coffee and Tea

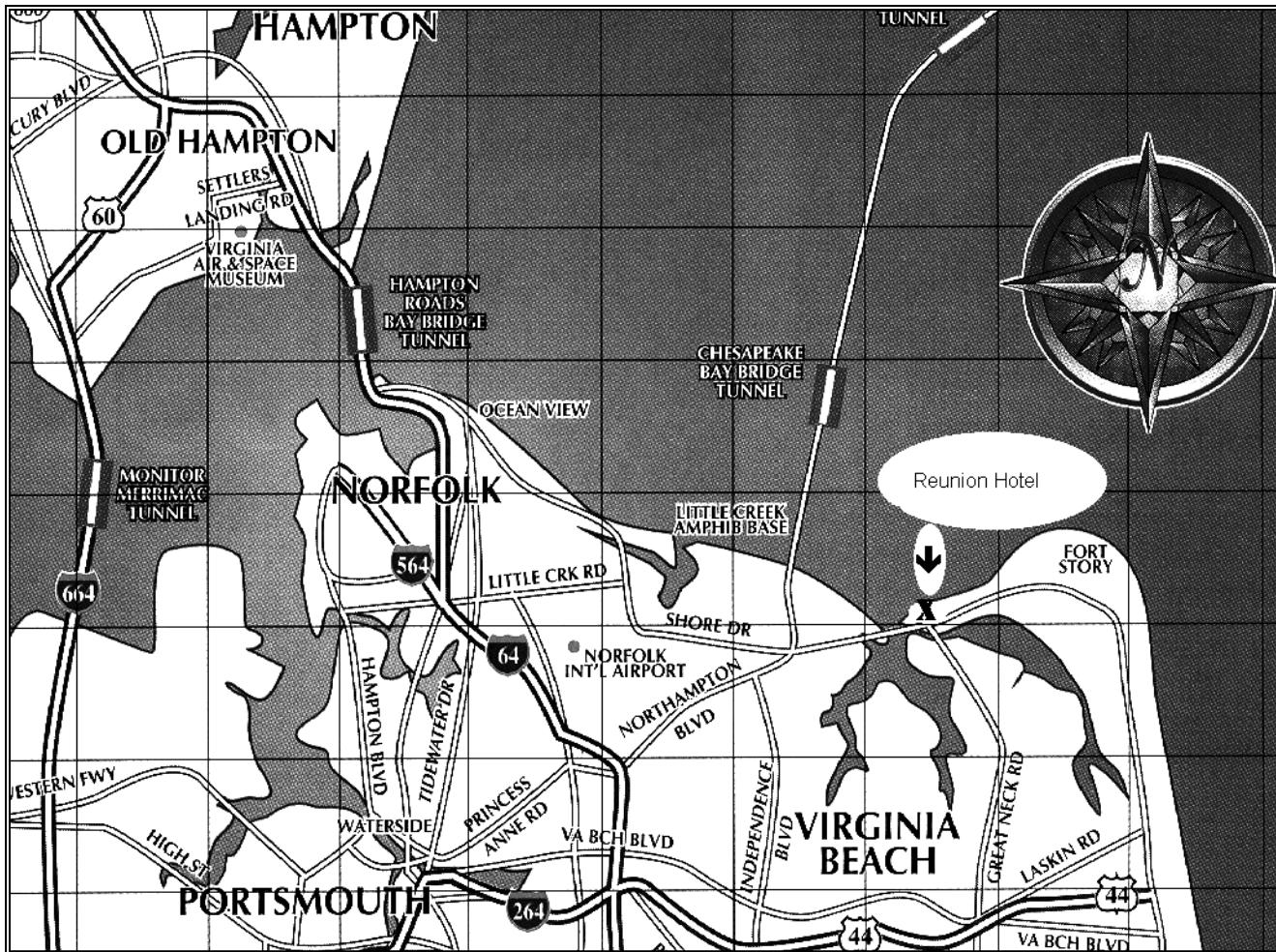
Bon Appétit !!!



Video Available



The Association has a VHS tape that combines one obtained from the Convention and Visitors Bureau by Jack Barry, and one sent to us by the hotel that describes and shows its facilities. The tape is about thirty-two plus minutes long. The editor will make a copy for you to view, if you promise to faithfully return it or send it along to the next member who has requested it. This is a great way to get a group of members in your area together and see what's available and discuss the upcoming reunion or just satisfy yourself as to what is in store for reunion attendees!



Fun Things To Do in VB

1. Visit Cape Henry Lighthouse, one of the oldest lighthouses in the country. For a small fee you can actually climb it.
2. Stop in at the Virginia Beach Visitor Center's Information Booth and examine the free brochures of things to do and see in the area.
3. Visit the Association's Ready Room and swap Sea Stories, meet and greet old and new members, and enjoy the camaraderie ☺.
4. Visit the Norwegian Lady and other relics of the seafaring past at 24th and 25th Streets. (No... just statues! ☺)
5. Reflect on the sacrifices of our military heroes at the striking Tidewater Veterans Memorial.

Other Sights

Nauticus. The National Maritime Center in the Virginia waterfront at One Waterside Drive in Hampton Roads, just twenty minutes west of Virginia Beach. Touch a live shark! Meet Captain Nauticus. The AGEIS Theater takes you to sea in a high-tech naval battle simulation. See *The Living Sea* on the 70mm screen—see what lives at 900 fathoms, sing with the humpback whale, ride the surf with a Coast Guard Rescue Team, and more

Christian Broadcasting Network at I-64 and Indian River Road is home to The Family Channel — one of the nation's most modern television studios.

For Your Information!!!!!

Virginia's Alcoholic Beverage Commission operates liquor stores in Virginia Beach, where a variety of liquors and Virginia wines are sold. One must be 21 to buy wine, beer and liquor. Licensed premises can serve until 0200. **Carrying an unsealed or open container of alcohol in public or in an auto is illegal!!!** Since all our members are law-abiding and mature citizens, that warning is probably not necessary, but just in case

* * * * *



Spirit of Norfolk Cruise.

This beautiful ship will take you up the Elizabeth River and provide a fact filled narrative of this historic river and active harbor. A spectacular show will be provided while you enjoy lunch aboard. You will be impressed as you glide by the aircraft carriers, destroyers, and submarines of the U.S. Atlantic Fleet. It is one of the most beautiful and inspiring cruises anywhere in the world.

The recommended date/time for your cruise is Saturday—after the business meeting in the morning. You must secure your own transportation to/from the dock (about a 30 minute drive), and a car pool set-up is planned by the committee. Cost of the cruise will be \$24 per person.

Air Line Transportation Delta and US Air

Delta Air Lines is offering special discounted meeting fares. To take advantage of these savings, travel Delta round-trip from anywhere within the U.S. and nearby locations to Norfolk for the reunion. Delta and the Delta Connection carriers offer over 5000 flights daily serving 45 states, Puerto Rico, etc., and 57 international destinations. Delta boasts it has the best overall record for passenger satisfaction of any major U.S. airline.

To take advantage of Delta's quality service, convenient schedules and special fares, follow these steps:

You or your travel agent should call 1-800-241-6760 from 0800-2300 ET daily.

Refer to file number **XC201**.

Discounts from 5% to 10% are provided, depending on the type fare purchased.

* * * * *

The reunion committee has also made the following arrangements for air travel: Gibson World Travel/American Express will provide fares via U S Air at 5% below the lowest Super Saver fare if staying over Saturday night, or a 10% discount for those 62 or over. **IF** you desire to use this company for your air travel, call 1-800-538-7359 and identify yourself as attending the Patrol Squadron 45 reunion and use the following **Goldfile # 42050077**. Credit card or check is acceptable.

* * * * *

Car Rentals

If you require a rental auto, Avis appears to have the lowest rates for a mid-size car. The committee has scoured all agencies and makes these observations: Avis charges \$24.99/day Thurs. noon to Sunday noon. If you have USAA insurance, the rate is lowered to \$21.24. If you are an AARP member the rate is lower still - \$20.74 ☺. A weekly rate is, respectively, \$168.99 — \$143.64 — \$131.81. The rates include unlimited mileage. Please check your own insurance policy for rental coverage. To reserve your auto at Avis, call 1-800-331-1212. Rates are subject to change, so it may be wise to lock yours in as early as possible.

RV Park At Naval Amphibious Base, Little Creek

For those arriving in their RV, there is a beautiful RV Park located aboard the Amphib Base, Little Creek. With 45 sites (not to be confused with VP-45 ☺) and each site providing electricity, water and cable television, the cost is a great bargain . . . \$10/nite and a one time charge of \$3 for the cable television. To reserve your site, call thirty days ahead of your arrival to the park hostess, Mrs. Elizabeth Cole at (804) 363-4362. Be sure to inform her that you are attending the Patrol Squadron FORTY-FIVE Reunion. The RV Park is approximately three miles from the Virginia Beach Resort and Conference Center, which serves as our reunion headquarters.

DESCRIPTION OF ACTIVITIES DURING THE VP - 45 REUNION.

Based on the information received from the survey published in the last newsletter, the reunion committee has made arrangements for the activities listed below. However, the purpose of the reunion is to gather with former squadronmates and enjoy the fellowship that can only be experienced by those fortunate enough to have served in VP-45. So...participate in as many, or as few, of the activities as you desire, but come to Virginia Beach and enjoy what promises to be an exciting and memorable reunion.

COLONIAL WILLIAMSBURG OVERVIEW AND YORKTOWN TOUR, 9:30 AM - 4:30 PM. Spend the morning in Colonial Williamsburg. Your historical interpreter will guide you through the past events that helped shape America's history as you stroll through the restored area of this lovely colonial capital city. Shop, browse and enjoy lunch on your own in Merchants Square. Board the bus and admire the view as you ride along the scenic Colonial Parkway to the quaint village of Yorktown. Visit the national Park Service Visitors Center and view the exhibits relating to the Battle of Yorktown, a 12 minute film, and rooftop view of the battlefields.

POTTERY FACTORY. Shop till you drop at the famous Williamsburg Pottery Factory. Shoppers will find a bonanza of bargains in the factory owned and operated shops and stores featuring over 70, 000 items located on over 200 acres. Each year over 3,000,000 people visit the Pottery.

FRIDAY EVENING RECEPTION. Join your squadron mates as we gather at the Virginia Beach Resort Hotel to renew old friendships, and perhaps make some new ones. The camaraderie of VP-45 is unsurpassed. It is a night for telling the old stories and enjoying them more as they improve with age. Heavy hors d'oeuvres and a cash bar in one of the beautiful rooms overlooking Chesapeake Bay will insure an exciting evening.

NORFOLK NAVAL STATION TOUR AND AIRCRAFT CARRIER VISIT. See the world's largest naval base from the comfort of an old fashioned trolley. We will go aboard one of the Navy's newest aircraft carriers (subject to availability) for lunch. A delicious "box lunch", **not to be confused with the box lunches of old**, will be provided and we will lunch on the flight deck, or hanger deck if the weather does not cooperate.

SATURDAY MORNING BUSINESS MEETING. The meeting will start promptly at 0900 (unless time change is announced earlier). Some possible agenda items are: Incorporation; Lifetime dues; Scholarship awards. Adjournment will be in sufficient time to allow those going on the *Spirit of Norfolk* cruise to make their connection on time.

SATURDAY EVENING BANQUET. Our Saturday evening banquet will be held in the Main Ballroom of our hotel. The Virginia Beach Resort was voted to be the "BEST AT THE BEACH" and I know you will not be disappointed. **The Commander Patrol Wings Atlantic has been invited to be our speaker.** This will be the last event of the 1996 VP-45 Reunion and I'm sure that you will want the party to continue...so, continue it will, in the VP-45 Ready Room.

SUNDAY MORNING BRUNCH. Brunch will be served on Sunday morning from 0900 - 1100.



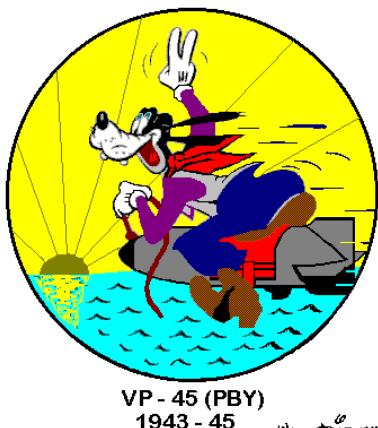
Norfolk Weather:

These unofficial statistics and observations are from the newspaper weather reports and is an unscientific report; however, they may be helpful to those who are concerned about such things.

1994			1995		
Hi/ Lo	Month	Range	Rain	Range	Rain
Hi	Sept	80 - 75		86 - 64	7 Days
Lo		71 - 58		72 - 55	Mostly in 60s
Hi	October	85 - 63	Mostly in 60s	87 - 64	Fall in mid-Oct
Lo		66 - 45	Mostly in 50s	75 - 42	Mostlly in 50s
Hi	Nov	81 - 61	First 10 days	80 - 46	Mostly Cold Wx
Lo		61 - 41	Fall Fell	70 - 29	17th was cold!



VP - 205



THE PELICAN POST OF PATRON FOUR-FIVE ASSOCIATION

Bill Carlson — President
 Hank Gorman — Vice President
 Ken Cory — Treasurer
 Chuck Caldwell — Secretary/Editor

Newsletter #18

September 1996

Please read this

ALL HANDS: → Dues are \$10 per year. If your address label has an (**) after your name, your 1996 dues are past due. This issue includes a Roster Addendum and e-mail addresses. If you change your address, please inform the Editor. This edition will be forwarded to you by the Post Office and an address correction sent to the Association at a cost of \$.50 for each such correction but if you send a free postcard from the Post Office when your address changes everyone wins.

★ ★ ★ ★ ★

PRESIDENT'S MESSAGE



Bill Sez ..

I look forward to seeing all of you who have signed up for the reunion. I don't see some names I'd like to on the current list I have, but there's still time to do something about that!! Don't miss out on a great time.

A tentative agenda for the business meeting on Saturday morning is: Election of Officers; Selection of the next reunion location; Explanation of Association incorporation; Treasurer's report; Dues and Life Member details; Request for inputs to newsletter/archives; Scholarships. If any member would like to add any items for consideration, please get them to me prior to the reunion.

Regards,

William F. Carlson, 1218 W. 21st Ave., Kennewick WA 99337

NOTES FROM ALL OVER



From the VEEP

Down here in Southeast Florida we have just dodged three hurricanes and tropical storms. We hope that luck continues for the rest of the season. Peggy and I have gotten out our calendar and have laid out our itinerary (call it flight planning) for our trip to Virginia Beach. We plan to arrive on Wednesday afternoon and hope to see all of you there. Jack Barry, our able Reunion Chairman, and his team have put together a great schedule and it

promises to be our best gathering yet! We hope to see you there. For those of you who have not yet made up your minds, there is still time to send in your reservations.

Hank Gorman

* * * * *

*If Thy Supervisor be relating a story, say not,
 "I have heard it before." If he tell it not
 right, snigger not.
 (Eleazar Moody -18th Century)*



O O O O O

Do You Know . . . A Pair O' Pelicans

On 26 June 1996, at Fleet Activities, Yokosuka, Japan, RADM Byron E. Tobin, Jr., USN was relieved by RADM Michael D. Haskins, USN as The Commander United States Naval Forces, Japan. Both officers are VP-45 alumni. The latest info is that "Jake" intends to retire in the Norfolk area.

O O O O O

JAX Bunch For Brunch Met In July



L to R: John Pavlick, Matt Matherson, Will Moore, Lon Gailey, and Cliff Nelson.

◎ ◎ ◎ ◎ ◎



PBM BuNo 59172 To Be Salvaged

As this newsletter was going to press, the Mariner/Marlin Association announced that at long last all is in place to see BuNo 59172 break the surface from its watery repose, upside down in 65 feet of water for 47 years, on the bottom of Lake Washington near Renton, WA. It has taken many frustrating attempts by many individuals and groups to finally get to this point and, if all goes well, Naval Reserve Mobile Diving and Salvage Group ONE will begin diving and silt removal after 18 August. Expected surfacing will be

about three to four days later. Stay tuned for the result in the next newsletter. ☺

◎ ◎ ◎ ◎ ◎



Walt "Smokey" Posey, Race Team Manager

May 18, 1996

Dear Chuck,

Thank you for your letter of May 3, 1996 with your request to describe how I became a race team manager. I really appreciate your asking about this, it has been enjoyable to reminisce.

In the early 50's, while I was employed at Douglas Aircraft Company in Santa Monica, we were frequent spectators of races at California tracks such as Ascot, Culver City, Western, Saugus and Gilmore Stadium.

In about 1961 I bought my oldest son, Bill, a race car. It was an old flathead Ford, which the two of us worked on and raced occasionally without a whole lot of success. Later we began building an Oldsmobile overhead valve V8 to get more competitive, but the racetrack changed its rules before our new car was completed and we switched over to a '53 Hudson Hornet. We bought an engine originally built by Marshall Teague, who campaigned the Hudsons with factory backing. After the Hudsons (two race cars and three parts cars), we acquired a '55 Chevy and later a '56 Ford, which up to that time proved to be our best car. We actually won a few more bucks racing it than we spent. In 1969 Bill and a partner bought the Melbourne Speedway and I became the Pit Steward. When they later sold the track, he got out of racing and I turned my attention to helping my eight and ten year younger sons, Bob & Wayne, campaign quarter midgets. We probably had a dozen QM's from the old rigid axle uprights that resemble the down-sized sprint cars of yesteryear to more

elaborate Indy looking roadsters with independent suspension and even a relatively sophisticated type, for its time, called a "sidewinder" with the engine mounted beside the driver. I have been described as a fairly modest person, but admittedly, I could really make those things run! Wayne won the Southeastern States Championship one year in the stock class while Bob won the title in the modified class. Both shared numerous track and series championships.

All three of my sons have been very capable racers. About the time Bob & Wayne outgrew the QM's, Bill bought a used Howe 3rd design late model Camaro, in which we campaigned with a home-built 350 cubic inch motor. Then we got a 4th design Dillon Camaro. This was the car Mark Martin (and Darrell Waltrip while Martin was injured) campaigned on the ASA circuit before his meteoric rise to NASCAR stardom. It once held a world's record at Winchester Speedway in Indiana, but was pretty much used up by the time we acquired it. Next came a newer 5th design Howe Firebird. At this point I was still working for McDonnell Douglas Astronautics at Kennedy Space Center and all three sons were working together at Posey & Co. Realtors (*Know anyone planning to buy a home in a wonderful retirement area????*), their full service real estate company in Rockledge, Florida, where Bill served on the city council for ten years and I helped out in many political "races" too.

We were having fun working in the race shop together, if only a night or two each week, but it was frustrating not to have the time to prepare the cars to the extent we felt necessary in order to be competitive on a regular basis. We bought a new 6th design Howe Pontiac from the factory in Michigan and a couple new Malcuit built motors from Ohio. We raced the car at New Smyrna Speedway, Orlando Speedworld and Hileah Speedway, winning a few races along the way until I retired from the Space Center in 1985. Then I was promoted from "crew chief" to "race team manager". The pay wasn't that good, but the memories are priceless. Fortunately, Bea, my wife of fifty years, has been very understanding. My duties included overseeing the complete maintenance and preparation of the race cars, trailer, tow vehi-

cle, etc. insuring everything would be ready to go on any given race night my boys' busy business and family obligations would allow them to be at the racetrack. During the week, I would change the oil, tune or perhaps change out motors; repair body damage; take the cars to have frame sections replaced; repair jacks or impact wrenches; and anything else that needed to be done. Racing nights might find me changing spark plugs or tires; timing laps; jetting the carburetor; figuring chassis set-ups, or whatever else is required at the track.



During the 1990 season, we again went to the Howe race car shops in Michigan, brought home an 8th design Chevy Lumina, and won eight straight late model races. Although we only raced about a dozen times that season, we were one of only five teams to win late model feature races at both Central Florida FASCAR tracks in Orlando and New Smyrna. We also ran a couple of All Pro and Super Eight series races.

In 1992 the race team manager was also assigned to another political "race" and responsible for the acquisition, construction, site selection, erection, maintenance and removal of 200+ commercial size campaign signs and thousands of yard signs in the Florida House of Representatives District 32 three county area. We won the primary (like a heat race) and general (like a feature) elections in those races too. Subsequently, because of understandable time constraints, we have not been to the racetrack as frequently the past few seasons. However, when time has allowed us the luxury of going racing, The Race Team Manager has seen to it that the race car and equipment was ready to load and head for the track, as it is at this moment.

Sincerely,
Smokey

Ed Note: Walter Posey enlisted in February 1942, served on active duty four years, and retired as an E6. He served with VP-205 in 1944-46 and was a plane captain in PBMs.

* * * * *

This from Charles E. (Ed) Hudson

Dear Chuck,

I want to join the VP-45 Association with intentions of attending the October 1996 reunion. Enclosed is my check for \$20 for two years' dues.

I hold VP-45 in high regard as that is where I was promoted to Chief Petty Officer. I arrived there in February 1959 as an AE1. I was assigned to the Electric Shop. AEC E. E. Weeks was in charge and CWO Alex Hilliard was Avionics Officer. On November 16, 1960, just four days before completing eight years of service, I was promoted to Chief Petty Officer. AVCM Zeb Gray was *The Judge* during my chief initiation. Shortly after promotion I relieved AEC Meeker as CPO in charge of the Electric Shop. Zeb Gray was the Squadron CPO at the time. I left VP-45 in February 1962 bound for Meridian, Mississippi. Zeb Gray was the Maintenance Chief when I arrived at VT-7 — What a surprise!!!.

You asked in your letter to explain how one could go from seaman recruit to Commander as I did. From the outset of my Navy career I had the desire to be promoted as fast and as high as possible; therefore, I had to keep in mind two keys to success, PERFORMANCE and DEDICATION. I was fortunate to attend both AE 'A' and AE 'B' schools during my first four years of service. Not many get that chance. Also, instead of liberty, I opted to complete correspondence courses for the next rating. I joined the Navy within a few months after graduating from high school. By the time I was eligible for promotion to AE2, I had all courses completed for promotion to CPO. My promotion cycle was: ASAR 1952, AA 1953, AEAN 1953, AE3 1954, AE2 1955, AE1 1956, and AEC in 1960.

As soon as I was eligible, I started applying for Warrant Officer. I was not selected and the Warrant Officer program was discontinued. I had insufficient time in service to be eligible for the LDO program. I believe in the cliché, "If at first you don't succeed, try and try again!" I applied for the LDO program in 1961 while in VP-45. I remember LT Braddy

being a member of my interview panel. Again I was not selected. I tried every year and finally succeeded and was commissioned Ensign LDO-t on 1 October 1964 in VT-7. LT John S. McCain III, now U.S. Senator from Arizona, gave me firm advice on how to be a successful LDO.

Timing of sea duty rotation had a lot to do with succeeding in promotion. I went to sea duty fresh out of LDO school. I was promoted to LT just prior to shore duty assignment. I was stationed at NAS Chase Field, Beeville, Texas, with twenty years' service and eight years' commissioned and had never been aboard ship. I determined that I needed to do something to enhance my career, so I volunteered for a Vietnam assignment (1972). For that effort I was promoted early to LCDR under the LDO 5787 Program, and rotated back to shore duty at NAS Corpus Christi, Texas.

I had fully intended to retire after that assignment, but an idea hatched . . . Diann and I got married in Hawaii when I was a third class petty officer, so I said to Diann, "If I can sweet talk the detailer into an assignment in Hawaii, why retire?" She agreed — and so did the detailer! Off we went to Hawaii for an assignment with the VP-4 *Skinny Dragons*. Lo and Behold, I was on sea duty when the Commander selection board convened, and I was selected! By the time the results were published, I was again stationed back on shore duty with CNATRA at NAS Corpus Christi. Still, PERFORMANCE and DEDICATION were the keys to my success. I maintained a top 1% throughout my Navy career and I claim the reason I got out of the Navy just before my twenty-ninth anniversary is because the Navy would not let me go aboard a ship!

Chuck, I hope this meets with the intentions of your letter. I'm looking forward to the reunion. My mailing address is P. O. Box 352 but my 911 address is 671 Hudson Lane and I go by my middle name of Ed(ward), so I tell everyone that I'm Ed Hudson from Eddy, Texas, and I live on Hudson Lane! ☺ ☺

Respectfully,

Ed and Dianne Hudson

(*Ed. Note: Now that's — PERSEVERANCE TOO!!!
Bravo Zulu*)

* * * * *

14 April

Dear Chuck,

I thought I had written to you before but, since I had so much on my mind, I may not have.

This is to let you know Michael J. Sweller died 2 December 1995.

Mike did enjoy the newsletters and had hoped to make one of the reunions. The Good Lord decided He wanted Mike in His crew instead.

Sincerely,
Anna "Jean" Sweller

20 April

Dear Chuck,

I remembered a name from VP-45 in Bermuda who may be interested in joining the Association. His name is Ben Sebastian, 8233 Spencer's Grace, Jacksonville, Florida 32244.

Also was wondering if anyone knows where Chief Riccio lives. He was Aircraft Chief in '53-'56 and last known living in Rhode Island a few months ago.

V/R
Elvin R. Price
'53 - '56

P.S. Great newsletter.

(ED. Note: Chief Riccio's address was found by Elvin.)

23 April

Dear Mr. Cory,

Enclosed is an update on my tour of duty with the *Red Darter Pelicans* of Patrol Squadron Forty-Five. I joined the squadron in January of 1965 and served as aircrewman in Crews 8 and 12. LCDR Mort Eckhouse was my first PPC. We then had Lt. Bob Bass, with whom we made the deployment to Adak, Alaska. Later I went to Crew 12 with LCDR Edward (Andy) Anderson, who took us to the Philippines and Utapao, Thailand. After returning to NAS JAX from the Far East, I then worked in Quality Control. I came to VP-45 as an AT2 and departed in 1970 as an AT1.

I was fortunate enough to be able to attend the reunion held in Jacksonville in 1992, and am formulating plans to attend in 1996 in Virginia Beach. I am truly looking forward to getting reacquainted with old squadron mates.

Enclosed is my check for \$15.00 Utilize the extra \$5.00 for stamps, etc. Looking forward to meeting you in Virginia Beach.

Sincerely,
Monte R. Clark

11 June

Dear Chuck,

Phil Slagel died June 1 after a long, long bout with a rare form of Parkinson's. He was a VP-205 Plankowner and PPC — a great guy who will be missed by his old friends and family. His widow, Janet, resides at 1822 W. Seldon Way, Phoenix, AZ 85021-4359, in case any of the guys would like to drop her a note. She has had a rough 3½ years.

Best regards,
Bob Beaudoin

7 August 1996

Dear Chuck,

Wanted to drop you a line to let you know things are progressing fine with both Art (Helma) and myself. I'm about to send in my registration form. Will arrive there Nov. 1st in early afternoon. Art will fly in about the same time. Sounds like a great time!

I checked the latest roster and wanted to know if two of my pilots who are on the list attend the reunions. They are LT Robert Ashcraft and LT Robert Harrell.

I'll bring my flight log, as it tells many stories. I left VP-45 (PBY) in late 1943 and joined BP-61, trained and went back to Attu in early 1944.

Looking forward to meeting you and the gang. You're doing a good job . . . see you in Virginia Beach!

Sincerely,
Red Lister

ED. Note: Who else from VP-45 (PBY) will join Art and Red, and maybe both Robert's, in Virginia Beach??? Jim Gilliland will. Anyone else???

26 August

Dear Jack,

This is to inform you that Flo and I will not be able to join you all at the reunion, but we send our best wishes to everyone.

Hopefully, we can make the next one.

Sincerely,

Bill Luce

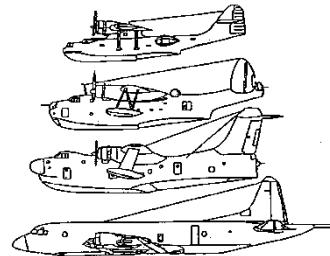
(CAPT W. T. Luce, USN (Ret) was CO of VP-45 in '54 - '55.)



** IN MEMORIAM **

Phil Slagel
Michael J. Sweller
Alice M. (Mrs. T. G.) White

Pelican Tales



Where Were You on 2 June 1969?

Robert Hartl was at Adak, Alaska

It was early in the morning on June 2, 1969. My squadron, PATRON FOUR-FIVE, was returning from Sangley Point, Philippine Islands, where we had been deployed for six months in support of the Armed Forces in the Vietnam conflict. I was in the lead aircraft of a three aircraft formation departing from Adak, Alaska, in the Aleutian Island chain flying to NAS Jacksonville, Florida, our home base in the United States. Sixteen men were onboard each aircraft, all P-3A Orion. I was 26 years of age and the crew's normal co-pilot, but on this day I was a passenger occupying the navigator's seat. The crew's aircraft commander was in the right pilot seat and the pilot-navigator occupied the left seat.

The pilots positioned our aircraft on the runway for takeoff. Looking out the window from my seat, the navigator's station, the sun's first light was illuminating the hills. Knowing this was the last leg in a six month deploy-

ment filled all of the crew's minds and was reflected on all of our excited faces. We were strapped into our ditching stations as the pilots advanced the power levers to takeoff thrust. 12,000 plus shaft horsepower came on line as the four big props bit into the morning air. There was a lurch and a roar as we began our acceleration up to an airspeed of about 140 miles per hour, our takeoff speed. Suddenly, there was an unexpected explosion followed shortly by silence as the engines were transitioning from full forward thrust to reverse thrust. As I looked over my shoulder toward the cockpit I saw our second flight engineer "Frenchy" Lavigne had unfastened his seat belt and was attempting to assist with the emergency. As suddenly as "Frenchy" got up he just as suddenly whirled and returned to his ditching station wearing a terrified face. I could feel the aircraft decelerate slightly and I fearfully sensed that the cockpit situation was deteriorating rapidly. Almost simultaneously there was a lurching of the aircraft. Later, I learned that at that time we were leaving the runway at about 120 miles per hour. My heart stopped as I saw orange flashes of light illuminating the inside of the cabin. The flashing was caused by electrical sparks and fuel when it ignited into a tremendous fire as the right wing of the aircraft was being ripped off of the aircraft. Finally, the movement and noise stopped and there was silence.

The adrenaline was flowing as I spotted one of my fellow crew members running toward an overwing exit. My friend, tactical coordinator Bill Dailey, and I ran toward the same door and we arrived in the opening simultaneously. As we attempted to squirm through the small exit I realized that one of us had to take a step back. The slapstick scene ended when I gave him a push out of the door onto the left wing. There was still a tremendous roar as the two engines on the remaining wing were running at near full power. Bill was immediately blown off of the wing on to the ground. What I had not realized was that the power levers were in full reverse. Fortunately, the props were in a forward thrust situation, the result of a pitchlock condition. Had the props been in reverse, we would have been pulled into the blades instead of being blown off of the wing. I also jumped on the wing and was blown off the wing on to the tundra.

I tried to stand up but was immediately blown down on the ground by propwash. I crawled about twenty feet, until I could stand up and then ran about another seventy-five feet away from the airplane. I looked back and saw the huge furrow marks the wheels and landing gear had made in the ground. The aircraft was being consumed by flames as huge columns of black smoke rose up into the air. Fire trucks arrived in a short time. The firemen shot great streams of white foam on the flaming wreckage in front of our stunned faces and in a short time extinguished the fire.

A bus was dispatched to the crash scene and the crew (all survived with no injuries thanks, to a strict PPC who insisted on every man occupying a ditching station) was whisked off to the hangar from which we had departed earlier.

Ours was the lead aircraft in the three ship takeoff, so our fellow squadron mates had watched us depart the runway and transition into a ball of fire. Slowly, they taxied their aircraft back to the same hangar where we had been taken, anticipating solemn funeral arrangements. What joy on their faces as they saw us all, alive! There was euphoric hugging and tears as they greeted us, "back from the dead."

Naturally, I have reflected on this incident from time to time. I have thought of the men and how they felt; the sadness of losing an airplane and the righteous looks from some of my fellow squadron mates as it came time to assign the blame. However, what stands out to me was the camaraderie of most of the men in the squadron as they helped the crew overcome our fears of returning to flying. As the aircraft we flew are now being crunched into scrap metal in the "Boneyard", that redemption seems small in comparison to the inspirational behavior of my fellow squadron mates who helped us on with our lives.

P.S. It took several years for my fear of flying to dissipate. I resumed my flying duties shortly after the accident with VP-45 and later became an airline pilot for Delta Airlines, Inc. I am presently flying as Captain on the L-1011 in Atlanta . . . and 2 June 1969 is only a memory.

**Submitted by Robert Hartl
VP-45 1966 - 69**

* * * * *

Proud Dad Gets VIP Tour



Will Moore (52-56), on the right above, recently received a special guided tour of USS John C. Stennis conducted by his son, LCDR Will, Jr. who is the Catapult Officer.

More About

VP-205's Secret Mission To Martinique

In Newsletter #15 there were two articles about VP-205's secret mission to torpedo a Vichy French transport aircraft carrier that was docked pierside in Martinique, loaded with Brewster Buffalo aircraft originally destined for the French use against Germany. In order to prevent the planes from being used by the Vichy French, plans were made to prevent the ship from leaving the pier by having VP-205 torpedo it at dawn from out of the sunrise. The mission failed because at the appointed torpedo run point and time, the weather was overcast. The mission was scrubbed and not rescheduled. The fate of the carrier was not known.

Robert Cressman, who originally related the incident from a VP-205 crewman's point of view, has done some more research, with the aid of a Cuyahoga Community College

professor who is a historian, on the possible ship's name. Their conclusion is that the most probable ship was the French Navy's first full-deck aircraft carrier *Béarn*.

Béarn was completed in either 1924 or 1925 with considerable British assistance (notably plans for *Eagle*). Standard displacement was 22,854 tons, length 559ft 9in., and mean draft was 27 ft 6in. The flight deck was 600 ft. long and the ship had room for 40 aircraft. Complement was 865.



Cockpit of PBM

Following pre-war service as a platform for the somewhat poorly equipped *Aéronavale*, *Béarn* was used as a transatlantic aircraft ferry and training carrier until being held in Martinique on US orders in June 1940 to prevent her return to France and possible takeover by the Germans. She remained in the West Indies until her US refit of 1943-44 as an aircraft transport in New Orleans. She was stricken in November 1966 and was sold for scrap the following year.

Robert writes that, "It seems quite likely that this was *the* ship, and so possibly there IS 'the rest of the story'."

Roger, Out.

PELICANS IN ACTION



from the
Skipper's Office
CDR K. W. Deutsch

As the Pelicans celebrate going over the hump this week, I wanted to touch base and bring you up-to-date with what the squadron has been doing. Enclosed are write-ups of operations we've been supporting. Right now, our most important mission involves daily Tactical Reconnaissance flights over Bosnia-Herzegovina in support of the *Implementation Force* and *Operation Joint Endeavor*. We have also sent detachments to Denmark, Spain and Romania and look forward to sending a detachment to Israel. Just last week, for the first time, we worked with the Marines, Navy Seals, and the country of Tunisia by providing *Electro-Optical* coverage of an amphibious landing.

Overall, the squadron is doing exceptionally well. Maintenance is doing an incredible job of keeping up with a demanding flight schedule. The aircrews are performing their missions in true Pelican fashion. Morale is high as we've just had an all-hands over-the-hump party, and VP-16 was just here on their pre-deployment visit in preparation to relieve us.

Cruisebooks will be going on sale soon. Please drop a line to the Public Affairs Officer if you want him to reserve a copy for the Association.

If things keep going the way they have been, this deployment could shape up to be one of VP-45's finest.

With warmest regards,

Pelican One



Building Bridges in Mutual Support"

PATRON FORTY-FIVE is deployed to the Mediterranean (August) and is a unit under Commander Task Force Sixty-Seven for four months. Operating primarily from NAS Sigonella, Sicily, VP-45 supports the NATO Implementing Forces in Bosnia, executes Sixth Fleet mission and exercise requirements, and supports the deployed carrier battlegroup (TF-60).

"We went flying with VP-45 to build a bridge," says Commander Destroyer Squadron Two Six (CDS-26) Commodore John G. Morgan, Jr. following a mission with the Pelicans

of Patrol Squadron Forty-Five. Recent operations in the Mediterranean have highlighted the benefits of mutual support between destroyers and patrol squadrons in today's naval operations. "I have always been a big fan of maritime patrol aircraft. Today, they are more important than ever in executing my responsibilities as the Sea Combat Commander for the George Washington Battlegroup," explains Commodore Morgan.

The Sea Combat Commander (SCC) is a consolidated warfare commander responsible for surface and undersea warfare as well as maritime interception, offensive mining and helicopter coordination. The SCC concept provides for a single warfare command authority for the apportionment of a battlegroup's destroyers, frigates, submarines, and naval air forces, such as maritime patrol aircraft (MPA). The ability to call upon MPA expands the battlegroup's realm of influence and provides identification of potential dangers or threats at great distances from the battlegroup. The endurance of MPA aircraft and its advanced systems eases the strain on the carrier airwing and allows the airwing to focus on power projection requirements.

"Maritime patrol aircraft are in major demand because they are versatile, multi-mission capable and, most importantly, they can help resolve the daunting task of identifying ships and subs in the areas of shallower water close to land known as the *littoral*," continues Commodore Morgan. "The maritime patrol aircraft of VP-45 are just what the doctor ordered for today's littoral ops. They are agile, responsive, innovative and capable of staying on station for a long time. What more could a commander want?"

Under the leadership of Rear Admiral John R. Ryan, Commander Task Force Sixty-Seven (CTF-67), operational commander for all P-3 maritime aircraft in the Mediterranean, patrol squadrons are performing a wide range of missions. But that's not new. Although their primary mission is often thought to be Undersea Warfare (USW), as far back as World War II maritime patrol aircraft have done a lot more than just USW. From ocean surveillance to overland intelligence collection, from search and rescue to aerial mining, the maritime patrol (P-3) community is accustomed to tailoring its support to the mission at hand. These attributes were demonstrated in World War II, Korea, Vietnam, the Gulf War, and continues today.

LCDR Stephen W. Hampton, DESRON 26 Chief Staff Officer, accompanied Commodore Morgan on the P-3 mission. "The demands of surveillance and proper identification in the littoral regions of the world require that tactical decision makers understand completely the identification capabilities of platforms like the P-3. Both aviation and surface warfare team members must have confidence in each other's systems and understand system limitations. Our flight with the professionals of VP-45 helped provide that understanding," he said.

In reciprocation, DESRON TWO-SIX invited representatives of VP-45 to sail in USS George Washington (CVN-73) during exercise *FREEDOM 96-3* and in USS Arthur W. Radford (DD-968) for exercise *SHAREM 117*. Both exercises flexed the integrated concept of forward deployed VP squadrons.

Working with the DESRON 26 team, LCDR P. H. McDevitt and LT Cory Bouck of VP-45 played a major role in planning and executing surface and undersea surveillance during the Adriatic exercise *FREEDOM 96-3*. "Getting a glimpse of how our information is used to build a sub-surface picture was totally new to me," stated LT Bouck as he stood watch in WASHINGTON'S Combat Direction Center. LCDR McDevitt added that, "My understanding of how P-3 aircraft integrate and add to this battlegroup's surveillance capability is critical to our ability to provide quality, useful data to the battlegroup decision makers. Cross-training with the ships and the staff of DESRON 26 during real-world operations is a true benefit of our deployment." LT Slate Johnson, also of VP-45, was also a key factor in successfully coordinating VP-45's operations during *SHAREM 117*.

Embarked on USS RADFORD, LT Johnson flew with HSL-46's Detachment Seven in a

mission against a simulated enemy submarine. He stated, "It was a completely different perspective to be in the helicopter. We frequently conduct coordinated operations with SH-60B helicopters. When I fly TACCO (Tactical Coordinator) in the P-3, I am often tasked as the Scene of Action Commander and control the coordinated tactics. My helo ride helped me better understand how the other guys work."



PELICANS PARTICIPATE IN PARTNERSHIP FOR PEACE

BALTOPS '96

Several aircrew and maintenance personnel from Patrol Squadron FORTY- FIVE, recently returned to Sigonella, Sicily from a two week detachment to Air Station Vaerloese, Denmark, just outside Copenhagen. The "Pelicans" participated in the 24th annual BALTOPS exercise, a U.S. led invitational in the Baltic Sea. This year's events saw cooperation from thirteen European nations and the United States. The operation was designed in the spirit of NATO's "Partnership for Peace" concept of developing understanding and improving coordination among nations in the Baltic region.

Baltops '96, which lasted from June 10-22 consisted of two phases. Phase I focused on coordinated operations between forty-seven naval units and aircraft from the "Partnership for Peace" countries of Latvia, Lithuania, Estonia, Finland, Poland, Russia, and NATO countries such as Belgium, Germany Denmark, the Netherlands, Great Britain and the United States. And for the first time in the his-

tory of Baltops, a U.S. Coast Guard vessel participated by providing training in coastal patrol and maritime interdiction. According to the naval commanders of the countries involved, the exercise vastly improved their confidence and ability to perform such a mission.

For Phase II, NATO countries participated in heightened operations that saw Maritime Patrol Aircraft involved in anti-surface warfare (SUW) and anti-submarine warfare (USW). Whereas Phase I was an opportunity for the Partnership for Peace countries to conduct basic operations with NATO for the first time, Phase II was a chance for the NATO countries to perform real-life scenarios in the Baltic Sea environment. According to LT Bob Bettis of VP-45, "There was an enormous amount of activity in a relatively small body of water. There were attack aircraft going after the battlegroup, helicopters buzzing around in support of USW, and PATRON FOUR-FIVE, doing both. Flying out of Vaerloese, Denmark and working with all these countries made the whole exercise a fantastic experience."

LCDR Murray, Officer in Charge of the VP-45 detachment, commented on the overall success of the operation, stating, "The coordination between VP-45 aircraft and the surface and subsurface units of the other countries could not have been better. Aside from a slight language barrier, it was remarkable how well everyone cooperated and how well the events were executed. It was an incredible experience for those of us in VP-45 to have had this opportunity to work with countries other than NATO such as Poland, Lithuania, Latvia, and others."



"1 Fineart, Aerology advises Conditions Not Right For A Freezeover. Over."

"1 Fineart, The Fair Wing 5 Duty Officer Advises The Sound Has Never Frozen Over, Over."

"Tower, 1 Fineart , Yeah, But . . . Naaahh, Out."



It was a dark, very cold and stormy night . . . The wind was too strong to enable beaching of the P5M from VP-45 when it arrived from Bermuda at about 2330 Sunday so the crew was advised the plane would have to spend the night attached to a mooring buoy. The flight's purpose was to transport the Naval Station Bermuda's stellar basketball team to the regional playoffs and to make the routine "bread and eggs" run for the goodies and military supplies not available in Bermuda. After the team had departed for terra firma, the crew, including LTJG Agnew, PPC, LTJG Hugh Flanagan, LTJG Jim Dilweg and five members of crew 8, had a rough night. The next morning, lower temperatures, high winds, rough seas and the fact that the oil had congealed in the engines, preventing their starting, precluded beaching all day Monday. It was a weary crew that was relieved on the buoy that Monday afternoon.

LTJG Bestul had arrived earlier at NAS Norfolk aboard USS Grampus (SS 523), having served a week as an air observer for VP-49's ORI. He, along with two aircrewmen who had been attending school there, was awaiting transportation back to Bermuda. The following is his recollection of the events that led to this unique sea story:

I arrived in Norfolk aboard the U.S.S. Grampus (SS 523) on Friday, 22 Feb. 1958 after serving a week as an air observer for VP-49's ORI, (That's another story!) and awaited pickup along with 2 aircrewmen who had been attending school there. Frank Agnew and Crew 8 arrived on the evening of Sunday, 24 Feb. in LN-1. Because of the cold and windy weather, several members of the beaching crew had been sent to the dispensary suffering from exposure after beaching a previous arrival, so the decision was made to put LN-1 on a buoy until the next day. On Monday Crew 8 had already put in a full day and night so I volunteered to sit on the buoy along with 2 aircrewmen whose identity I can't be sure of. The line handling boat making the transfer collided with the port float in the rough seas, holing it. We immediately transferred fuel into the right wing to keep

the damaged float out of the water. Due to the freezing temperatures and the high seas, ice began building up on the starboard float and struts (this is evident in the picture). As that float became heavier we transferred fuel back to the port wing to keep the starboard float from sinking. It was not a pleasant evening as the wind was howling, the seas high and the ride rough. About 2 AM, with everything under control and the airplane riding the rough seas pretty well, I lay down on the flight deck for a little nap. About 4 AM I awoke with a start, noticing absolutely no movement in the airplane — and silence. I then heard one of the crewmembers say, "We had better wake up Mr. Bestul!" I leapt up and bounded down the flight deck ladder, visualizing our being aground. At the bottom of the steps, I encountered the crewmembers pointing out the refueling hatch. I couldn't believe the sights. The wind was almost calm and we were surrounded by ice! *Willoughby Spit had frozen over!* It wasn't too thick but the wave action was causing the ice to break up and slide over itself making some areas quite thick and endangering our thin hull.

I called the tower (our APU was running so we had electricity and heat) and had them advise FAIRWING 5 of our predicament. Shortly thereafter, the reply arrived: Aerology advised the conditions are not right for a freezeover and the FAIRWING 5 duty officer advised the Sound has never frozen over. Obviously they didn't believe us. There must have been some red faces ashore when the sun came up because we *were* frozen in! Sending boats with water cooled engines out to us didn't work since water was freezing in their intakes. All day long they struggled with the problem of getting us beached. We sat there in our warm airplane, with plenty of food aboard, watching this whole show and listening to the local news items about the poor cold, hungry crew in their "giant flying boat" frozen in the ice. Local newspapers took pictures from airplanes circling us, one of which is the picture above. Finally a yard craft with an air cooled engine made it out to us and attached a tow line. The picture was taken during the tow. We were hauled out just about sunset. To add

insult to injury, someone with an ax, trying to chip ice off the starboard float, holed it!

Excerpts from the newspaper account stated . . .

Patrol Squadron 56 volunteered its services to help the P5M, stranded — ice bound — in Whilloughby Spit. Using one of their amphibious Ducks, a WWII DUKW with a sealed cooling system, 12 men from VP-56 dressed in foul weather gear and equipped with fire axes managed to get alongside the plane. In a small wherry, a 12 foot plastic boat, the men were able to get close enough to the hull to use

the axes on the ice. It was estimated that over 1000 pounds of ice were removed from the right wing float alone.

With the help of a NAS YSD (Mary Ann) the P5M was towed to clear water where the beaching gear, which was also encrusted with ice that had to be removed with axes, was attached. Nearly 48 hours after take-off, LN-1 finally made the ramp! The newspaper related that the existing weather was the worst in the area for the past 25 years. ALCON concur ☺!

(Ed. Note: Both Frank Agnew and Jim Bestul contributed their recollections and other data for this story. Thank you both!

FROM THE EDITOR'S DESK



Notice of Dues Due

Your 1997 dues of \$10 will be due 1 November. An envelope addressed to the Treasurer is included for your use . . . Please use it and keep your membership active ☺!

Many members have mentioned they missed the notice in their Spring newsletter that the (**) character after the name on the address label indicates membership is in jeopardy because dues have not been paid. *Be a PELICAN that stays with the flock! We presently have four hundred active members (forty-one were transferred to inactive this year)*

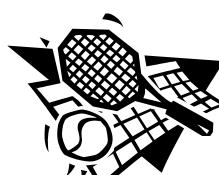
Every member try to get at least one new member!!! Send a name and address to the editor — we'll send an invitation to join us.



e-mail, Anyone?

With the advent of the Internet and the access offered by the various member services, such as CompuServe, America Online and Prodigy, we can now swap lies and other data so fast and conveniently that we have decided to initiate a new roster appendage with members' e-mail addresses. If you would like to be included in this roster section, please send your address to the Editor, or e-mail to Chuck at . . . 76517.70@compuserve.com (or just 76517,70 if you are a CompuServe member). Note the dot between the 7s for internet is replaced by the comma for CompuServe members.

The e-mail list can be found at the end of the membership roster.



Tennis Champ

Our hard-working and very efficient Reunion Committee Chairman, Jack Barry, not only excels at organizing and promoting our reunion in October but is also a champion tennis competitor. Two years ago he qualified in singles and doubles for the

Golden Olympics. This year he again qualified in mixed doubles and will appear at the Golden Olympics in Tucson, Arizona in May, 1997. To qualify for this prestigious competition a player must place first or second in the state qualifying tournament. One can't fault that!!!☺ Go Gettum Jack!!!

(Ed. Note: I think I heard Eric say he taught him how to play.)



In The Next Issue

1. The History of the Chief Petty Officer Grade . . . Conclusion.
2. The Long-Long Taxi. First-hand Accounts.
3. 1997 Dues Are Due NOW. Use the envelope enclosed and . . . **Send 'Em In!**
4. More about our incorporated status.
5. PBM BuNo 59172.

TREASURER'S REPORT



<u>Beginning Balance</u>	15 February 1996	\$11,098.81
<u>Income</u>	Dues and Donations	\$1,872.00

Interest Income	96.09
TOTAL INCOME	<u>2,918.09</u>
TOTAL CAPITAL	14,016.90
 EXPENSES	
Printing and Postage	\$981.97
Incorporation	<u>215.95</u>
TOTAL EXPENSES	1197.92

ENDING BALANCE
1 September 1996 \$12,818.98

K. J. Cory, Treasurer



The History of the Chief Petty Officer Grade



Chief Petty Officer

(This history was researched and written by CWO-4 Lester B. Tucker, USN (Retired), and appeared in the Spring/Summer 1993 issue of Pull Together, the Newsletter of the Naval Historical Foundation and the Naval Historical Center. It is reprinted in The Pelican Post by permission.)

(Continued from Newsletter #17)

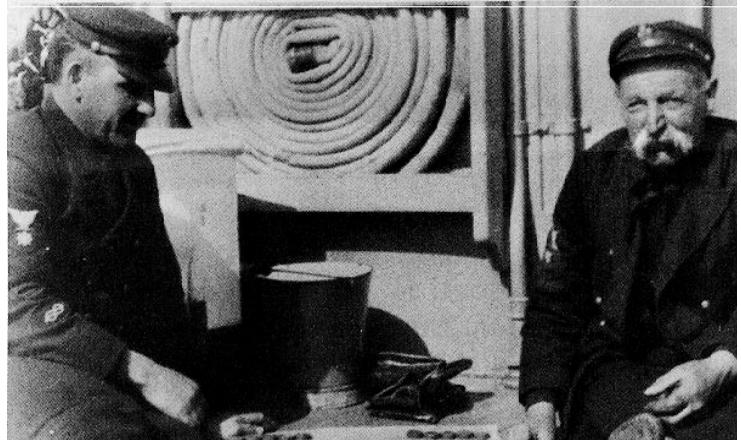
First installment in NL#16)

The primary difference between the Chief Boatswain's Mate and Boatswain's Mate in Charge and the Chief Gunner's Mate and Gunner's Mate in Charge lay in their assignments. Chief Boatswain's Mates and Chief Gunner's Mates were permitted on board ships of the first two classes of vessels (1st and 2nd rates with 100 or more crewmen). The Boatswain's Mate in Charge and the Gunner's Mate in Charge could be assigned to any of the four classed vessels (1st, 2nd, 3rd, and 4th rates) and specifically only when a Warrant Boatswain or Warrant Gunner was not assigned to the ship. Boatswain's Mates in Charge and Gunner's Mates in Charge appeared in the rating structure for only five years. They were last listed in the pay table included in the Navy Register for July 1, 1869, and were eliminated from this list with the issue of January 1, 1870. From that date, according to complements set in 1872, Chief Boatswain's Mates and Chief Gunner's Mates were assigned to vessels of all four classes. Then, five years later, by the allowance list of 1877, they were assigned only to ships without a warranted Boatswain or Gunner.

The title of Chief or Signal Quartermaster was mentioned in the 1863 Regulations and requires explanation. The term Signal Quartermaster was utilized from at least the early 1800s. That title iden-

tified those Quartermasters who were principally involved with signaling and the care of flags, halyards, markers, lanterns and other paraphernalia as opposed to Quartermasters who were mainly concerned with navigational and steering duties.

From 1863 to 1865, the rating titles of Chief Quartermaster and Signal Quartermaster were virtually synonymous. Furthermore, the 1863 Navy Regulations and the 1864 pay order did not present a distinction between those two titles. In 1865, however, by U.S. Navy Regulations approved April 18, 1865, a distinction was made between Quartermaster (not Chief Quartermaster, which was never



Two chief petty officers aboard USS Baltimore play Acey-Deucy, ca. 1904-06

listed) and Signal Quartermaster listed under Petty Officers of the Line. Signal Quartermaster was listed as third in precedence (after Gunner's Mate), whereas Quartermaster was sixth (after Coxswain to Commander in Chief of a Squadron or Fleet). Those two ratings continued to be carried in successive issues of Navy Regulations until 1885. It is of note that Signal Quartermaster was never listed as a separate rate from Chief Quartermaster in the pay tables covering those twenty years. Therefore, the title of Signal Quartermaster, instead of Chief Quartermaster, can be considered as the official title from April 18, 1865, to January 8, 1885. The title of Chief Quartermaster, primarily found in Navy pay tables for that same period, can be judged to be an alternate or common-use title for Signal Quartermaster. In other directives and correspondence these two titles were often used interchangeably.



John Henry "Dick" Turpin, the first African American chief petty officer in the U.S. Navy.

It is necessary to refer to Chief Boatswain's Mates and Chief Gunner's Mates to define their exact status. Navy Regulations of 1865, 1870, and 1876 fail to show Chief Boatswain's Mate and Chief Gunner's Mate as different rates or levels from Boatswain's Mate and Gunner's Mate, respectively. It therefore follows that to justify calling the Chief Boatswain's Mate and the Chief Gunner's Mate additional rates one has to depend upon General Order 36 of May 16, 1864 (effective July 1, 1864), and Tables of Allowances for the 1870s which list them as rates or ratings along with Boatswain's Mate and Gunner's Mate. To answer the question of whether the Chief Boatswain's Mate, Chief Gunner's Mate, and Chief Quartermaster or Signal Quartermaster of the 1863-93 era were or were not actually Chief Petty Officers is elementary. They were not Chief Petty Officers due to the fact that the grade had not yet been created.

On January 1, 1884, when the new pay rates became effective, there existed the three aforementioned rates carrying the word Chief—Boatswain's Mate, Gunner's Mate, and Quartermaster—all paid \$35.00 per month. Several other rates were paid higher amounts, ranging from \$40.00 to \$70.00 per month.

Fifty-three weeks later, on January 8, 1885, the Navy classed all enlisted personnel as first, second, or third class for petty officers, and as Seaman first, second, or third class for non-petty officers. Chief Boatswain's Mates, Chief Quartermasters and Chief Gunner's Mates were positioned at the Petty Officer First Class level within the Seaman Class; Masters-at-Arms, Apothecaries, Yeomen (Equipment, Paymasters, and Engineers), Ships Writers, Schoolmasters and Band Masters were also First

Class Petty Officers but came under the Special Branch; finally, Machinists were carried at the top grade within the Artificer Branch. Included under the Special Branch at the second class petty officer level was the rate of Chief Musician who was junior to the Band Master. That rate was changed to First Musician under the 1893 realignment of ratings was and carried as a petty officer first class until 1943.



Chief Yeoman Daisey May Pratt, USNRF(F)

On April 1, 1893, two important steps were taken. First, the grade of Chief Petty Officer was established; secondly, most enlisted men received a pay raise. The question is often asked, "Who was the first Chief Petty Officer?" The answer is flatly: "There was no first Chief Petty Officer due to the fact that nearly all ratings carried as Petty Officers First Class from 1885 were automatically shifted to the Chief Petty Officer level." Exceptions were Schoolmasters, who stayed at first class; Ship's Writers, who stayed the same but expanded to include second and third class; and Carpenter's Mates, who had been carried as second class petty officers but were extended to include chief, first, second, and third classes. Therefore, the Chief Petty Officer grade on April 1, 1893, encompassed the nine rates shown in Table 2.

Prior to the establishment of the Chief Petty Officer grade, and for many years thereafter, commanding officers could promote petty officers to acting appointments in order to fill vacancies in ships' complements. Men served various lengths of time under acting appointments, generally six months to a year. If service was satisfactory, the captain recommended to the Bureau of Navigation (called the Bureau of Personnel, BUPERS, after October 1, 1942) that an individual be given a permanent appointment for the rate in which he served. Otherwise the commanding officer could reduce an indi-

Table 2

Chief Petty Officer Ratings on April 1, 1893

Seaman Branch	Artificer Branch	Special Branch
Chief Master-at-Arms	Chief Machinist	Chief Yeoman
Chief Boatswain 's Mate	Chief Carpenter 's Mate	Apothecary
Chief Quartermaster		Bands Masters
Chief Gunner 's Mate		

vidual to the grade or rate held prior to promotion if he served under an acting appointment. The change in status from acting to permanent appointment was always a "breath-easier" occurrence. This meant that the commanding officer could not reduce a petty officer to seaman first class if he messed up. It took a court-martial and the bureau's approval to reduce a petty officer serving under a permanent appointment.

The letters "PA" and "AA" were written alongside rate titles and their abbreviations. Those letters stood for permanent appointment and acting appointment, and were used to signify a Chief Petty Officers status. After March 8, 1946, the letter "A" (for acting appointment) was used integrally with the rate abbreviation. For example, Chief Boatswain's Mate with an acting appointment was abbreviated CBMA. Pay grade 1-A no longer signified acting appointment for Chief Petty Officers after October 1, 1949, as affected by the Career Compensation Act of October 12, 1949. From that time, CPOs received the same pay regardless of whether they held permanent or acting appointments. On November 1, 1965, acting appointments were dropped from use.

A pay differential existed between permanent and acting appointments until 1949. Pay for Chief Petty Officers, in 1902, ranged from \$50.00 to \$70.00 depending upon the specialty held. General Order 134 of June 26, 1903 (which became effective on July 1, 1903), ordered that "Chief Petty Officer Officers whose pay is not fixed by law and who shall receive permanent appointments after qualifying therefore by passing such examination as the Secretary of the Navy may prescribe shall be paid at the rate of \$70.00 per month."

CPOs holding permanent appointments dated prior to July 1, 1903, were required to requalify by standing an examination before a board of three officers. If they passed, they were issued permanent appointments by the Bureau of Navigation. Those who did not requalify remained in their pay and grade level instead of increasing to the \$70.00 level.

Pay levels for enlisted men at that time were established by executive order until July 1, 1908. An act of May 13, 1908, established that the U.S. Congress would set pay for enlisted men. How-

ever, during the Depression, President Franklin D. Roosevelt, by executive order alone, temporarily decreased the pay of all Armed Forces personnel by 15 percent from April 1, 1933, to June 30, 1934, and 5 percent from July 1, 1934, to June 30, 1935.

The act of May 18, 1920, effective January 1, 1920, standardized pay at all levels from the lowest non-rated grade, which was Apprentice Seaman, through Chief Petty Officer. Base pay for Permanent Appointment Chiefs was \$126.00 per month, and for Acting Appointments, \$99.00. These pay rates remained effective until June 1, 1942.

Under the act of June 16, 1942, pay was increased to \$138.00 and \$126.00 for CPOs with permanent and acting appointments, respectively. By an act of June 10, 1922, which became effective July 1, 1922, the pay grades of 1 and 1A to 7 were established. CPOs (PA) and Mates were carried in pay grade 1 whereas Chiefs with Acting Appointments were listed in pay grade 1-A. On October 1, 1949, by the Career Compensation Act of October 12, 1949, pay grades were reversed and the letter E, for enlisted, was added setting all Chief Petty Officers at E-7 vice pay grades 1 and 1-A.



Two VP-45 CPOs who attended the JAX reunion in 1992

(To Be Concluded in the next newsletter . . .)

* * * * *

NOTICE

Y The editor needs the details of the last seaplane flight from VP-45. If you were on it, or can relate your recollections of it, please send your notes/pictures to the editor. Any and all of your accounts about experiences in VP-45 are also needed. Just write them down and

send to the Editor!!! Your contribution to our archives is important!!!
☺ ☺ !

All material will be copied and returned if requested.

We Are Incorporated Now.

As of 30 July our official title is
PATRON FOUR-FIVE ASSOCIATION.

VESS.S.S.

? Where Next? 1998 Reunion 1998

The coordinator of our reunions has a demanding job — no one would dispute that. No one person can/should do the whole job. Before we decide on a location and date for the next reunion, someone who is fearless, considerate and maybe just a little bit “touched” has to volunteer for the task. For the Pensacola reunion in 1990, Mort Eckhouse did it. For the 1992 reunion in JAX, Bill Rodriguez and Malcom Fortson did it, and for the Las Vegas reunion, Al and Hattie Jansen did it all the way from Pensacola (with lots of help from Leo Connolly in Las Vegas)! For the upcoming reunion in Virginia Beach, Jack and Joyce Barry are the primary coordinators and have a very competent committee to help. At the coming reunion’s business meeting, there will be discussion on the location and date for the next reunion.

This is a long-winded way of saying that a volunteer coordinator for the next reunion is requested! The old admonition in the Services is, “Never Volunteer Fer Nuthin!” **but . . .** consider the fame and notoriety that goes with such a magnanimous offer to undertake this

difficult assignment! Well, anyway, someone in our membership has the courage and fortitude to do it next, ☺ and that person needs to step forward and be recognized!!!

This magnificent person(s) does not have to attend the Virginia Beach reunion in order to volunteer services—just let the President, Bill Carlson, know you are thinking of it—he’ll take it from there. If you’d like to know what is involved before going public, call any of the persons listed as previous coordinators to get their perspective and lookouters.

Every large city has a Visitor’s Bureau that can be a big help in organizing and planning such an event. The Association Secretary receives solicitations from those Visitor Bureaus almost weekly, and some are very attractive for groups such as ours. Help can come from other members in the area who are willing to take on special tasks. The Association has a Pass Down The Line book that is a big help in pointing out specifics and “how to . . .” for the coordinating group.

We have two years from now to plan and coordinate the next reunion. It can take that long to do it right and not be in a rush or panic. Don’t be bashful! Think about it and seriously consider being the next reunion coordinator. Do your research and decide, but please do it before October 30 and ***let Bill know you will be our next hero!!!!***

Norfolk Area Weather

The reunion supplement sent to all in April contained an area weather summary for September-October-November 1994 and

‘95. A brief recap is here for those who missed it:

Sept. hi range 80-64°, lo range 55-71°. Rained 7 days in ‘95, none in ‘94.

Oct. hi range 85-64° (mostly in 60s), lo range 42-75°, 5 to 7 days of rain.

Temp drops about mid-Oct.

Nov. hi range 80-46° (mostly cold wx), lo range 29-70°, 7 days of rain. Gets cold mid-Nov.

Nomination Anyone???

The Republicans and Democrats, etc., had their conventions and nominations. It’s now our turn . . . the floor will be open for nominations for all officers at the reunion business meeting. Hank Gorman has agreed to serve as President, Chuck Caldwell as Secretary, and Ken Cory as Treasurer. To date the position of Vice-President has no nomination from the committee. **If you or someone you know would like to be considered for Vice-President, or any of the other offices, please contact Bill Carlson right away so the names will be entered into nomination at the meeting.** If you plan to nominate anyone, from the floor or otherwise, please discuss the action with them prior to making your nomination—it’s only fair to them and the members and could avoid last minute glitches.



Fair Skies . . . Chuck

REUNION COMMITTEE REPORT

We are very encouraged by the wonderful response we have received from our squadron mates. The committee has worked very hard trying to make this one of the finest reunions ever. Response to all of the planned activities and tours, except one, has been most gratifying. The Pottery Tour has been canceled due to lack of interest. However, the Williamsburg/Yorktown Tour, the Norfolk Naval Base Tour and the *Spirit of Norfolk* Cruise have been enthusiastically received.

To date (Aug 30) squadron mates from 34 states will gather in Virginia Beach to rekindle old friendships and ,we hope , make new ones. I was hoping that I would be able to tell you which ship we will go aboard during our tour of the Norfolk Naval Station, but unfortunately I am not able to do so at this time.

I want you to know the members of the reunion committee who have worked so hard in planning for this reunion: Frank and Anne Agnew, Bill and Sally Eaton, Joe and Ruthie Stein and Bill and Julia Stevens. If you have a good time at the reunion please let me know. If you do not

have a good time please tell another committee member or my wife Joyce. We have all tried to think of everything to make your visit enjoyable; however, if you can think of anything you would like us to add ...please let Joyce know!!

We all look forward to welcoming you to the Patrol Squadron Forty-Five Association Reunion in Virginia Beach.

Fair skies.
Jack Barry, Chairman

P.S. For those of you who have not been to Norfolk in a few years you are in for a very pleasant surprise!

REUNION NOTES

BYOB

The Virginia Beach Resort Hotel has provided us with a great "Ready Room" during our reunion. We are permitted to BYOB as long as it remains in the ready room. Labels will be provided so that you can put your name on your bottle. Mixes and snacks will be available in the ready room during the reunion.

Name Tags

Name Tags will be found in your "goody bag" which you will receive upon arrival. If you want a name on the name tag that is different from that which appears on the VP-45 roster, please send a card to: John M. Barry, 1613 Five Forks Road, Virginia Beach, VA 23455 ASAP or call us at (757) 464-9222.

Hotel Suite

The Virginia Beach Resort Hotel accommodations consists of suites. Each suite contains a kitchenette for your convenience.

Memorabilia

If you plan to bring memorabilia to the reunion, a table will be provided in the ready room for display. The room will be locked when not in use; however, you must be responsible for all items brought to the reunion.

Registrations

There are a few people who have reserved and paid for BOTH tours on Thursday which were the same time and a choice. Since the pottery tour is canceled for lack of interest, we have contacted these people. Also, please be sure your arrival date is October 30 for the tour the following day. The general reservation target date for the reunion was September 1, 1996, however we certainly will be happy to receive your reservation after that. ☺ ☺

SPIRIT OF NORFOLK Cruise

There is a reservation deadline date for this event stipulated by the company. It is one month prior to the event and that date is October 1, 1996. Please mail your reservations to us promptly.

The Reservation List as of 30 August

Note: If you would prefer a different name on your name tag than that shown here, contact Jack/Joyce Barry now.

If you don't see a squadron mate's name here who may need encouragement (maybe even a slight push) to register, GIVE HIM A CALL!!! It's never too late to sign up.

CONFIRMED REGISTRATIONS

Charles B. Caldwell (Chuck and Joan) Alpine, CA, 54-57	Kenneth Cory (Ken and Vivian) Pensacola, FL, 56 - 58
Lloyd Van Schoyck (Lloyd and Mary Fran) Palm Harbor, FL, 46 - 48	Sam Roberts (Sam and Helen) Monroe, VA, 57 - 59
Jane Sweet Stagg Stratford, CT, 53 - 55	Ivan Vinkovich (Ivan and Flo) Dover, OH, 54 - 56
John D. Collins (John and Dorothy) Orange Park, FL, 63 - 64	Raymond Butler (Raymond and Marie) Huntsville, AL, 57 - 59
Ernie Westvig (Ernie and Barbara) Hewlett, NY, 54 - 56	John M. Barry (Jack and Joyce) Virginia Beach, VA, 54 - 57
Frank Agnew (Frank and Anne) Virginia Beach, VA, 56 - 59	Henry Gorman (Hank and Peg) North Palm Beach, FL, 54 - 56
Donald R. Porter (Don and Ann) Ramer, TN, 61 - 64	Robert Isaksen (Bob and Beverley) Tarboro, NC, 42 - 45

David M. Hume Bethesda, MD, 62 - 65	Kenneth G. App (Ken and Donna) Suffolk, VA, 81 - 84
Alvin Rotering (Al and Louise) Amidon, ND, 53 - 55	Walter Kordek (Walter and Amy) Fairfax, VA, 58 - 61
Gerald McComb (Gerald and Vonnie) Detroit, MI, 62 - 65	Thomas E. Lister (Tom and Catherine) Rumford, RI, 43
James Hoge (Jim and Sandra) Albuquerque, NM, 54 - 57	Norman D. Garsoe (Norman and Patricia) Levittown, PA, 47 - 48
James Carroll (Jim) La Mesa, CA, 54 - 57	Jay Thomas (Jay and Shirley) Wichita, KS, 58 - 60
Greg Evans (Greg and Paige) Elizabeth, CO, 55 - 58	Donald Braddy (Don and Maxine) Montgomery, AL, 59 - 61
John R. Chappell (John and Billie) Pensacola, FL, 62 - 63	James Norman (Jim and Phyllis) Inwood, WV, 60 - 63
Wililiam Stevens (Bill and Julia) Norfolk, VA, 56 - 59	Joseph Falgione (Joe & Lois) Sanford, FL, 46 - 49
Clifford C. Oberlander (Clifford and Addie Jeane) Lillian, AL, 62 - 65	James Cooper (Jim & Patricia) Coronado, CA, 57 - 60
David R. MacMurchy (Dave and Mildred) Corpus Christi, TX, 55 - 57	Melton Stokes Winter Park, FL, 49 - 53
J. Pete Morris (Pete and Thelma) Elk Grove, IL, 55 - 57	Harold G. Rutherford (Harold and Virginia) Bristol, TN, 57 - 59
William F. Kelly (Bill and Lou) Flora Cay, FL, 55 - 56	Robert G. Sheffield Vancouver, WA, 63 - 67
Alan S. Lee (Alan and Jane) Westwood, NJ, 60 - 61	John Stich (Jack and Jane) North Kingstown, RI, 53 - 56
Robert P. Bailey Dunwoody, GA, 51 - 53	Roy Awbrey (Roy and Phyllis) Virginia Beach, VA, 57 - 60
Jean Coffey Escondido, CA, 54 - 56	Charles D. Cain (Dan and Mary) Tucson, AZ, 52 - 54
Mort Eckhouse Pensacola, FL, 63 - 65	Frederick M. Haynes (Fred and Judy) Catonsville, MD, 71 - 74
Dave Sanderson (Dave and Jane) Eagan, MN, 60 - 63	Russell Germain (Russell and Eleanor) Longwood, FL (34)
W. F. Carlson (Bill and Judy) Kennewick, WA, 50 - 54	Donald Gillham (Don and Alice) Kimberling City, MO, 56 - 58
John McCandless (John and Barrett) Kailua, HI, 59 - 63	Edward Stowers (Ed and Maxine) St. Louis, MO, 66 - 67
John P. Smith (John and Veronica) Murrells Inlet, SC, 53 - 55	James H. Tipton (James and Ada) Longview, TX, 58 - 61
Frank Hofer (Frank and Dottie) Odessa, FL, 53 - 56	Philip Yosway (Phil and Fran) Springfield, VA, 56 - 59
Kenneth Sadler plus two guests. Milton, FL, 58 - 60	James E. Gilliland (Jim and Mary) Longview, TX, 43 - 45
James B. Walsh (Jim and Betty) Watertown, NY, 55 - 56	Glenn A. Wilson (Red and Frieda) Winchester, KY, 52 - 55
Lonnie D. Gailey, Jr. (Lon and Mary) Brunswick, GA, 53 - 58	Richard E. Bernal Alexandria, VA, 60 - 63
Alan L. Jansen (A1 and Hattie) Pensacola, FL, 49 - 52 & 63 - 65	John Pavlick (John and Loretta) Doctors Inlet, FL, 53 - 59
Robert A. McClelland (Bob and Ellen) Albuquerque, NM, 53 - 56	James H. Chapman (James and Jeane) Pawleys Island, SC, 63 - 66
Gene Graham (Gene and Jerry) Fairfax, VA, 72 - 75	Ian J. Johnson (Mike and Carolyn) Middleton, RI, 53 - 56
William Rodriguez (Bill and Carolyn) Orange Park, FL, 62 - 64 & 77 - 79	Mort Olson (Mort and Marilyn) White Bear Lake, MN, 57 - 59
H. Baylor Lansden (Baylor and Helen) New Orleans, LA, 56 - 58	Everett G. Ryder (Everett and Laverne) Virginia Beach, VA, 57 - 59
James Bestul (Jim and Nancy) Shorewood, MN, 57 - 59	George Gilbert (George and Hazel) Oxford, OH, 54 - 57
Charles Hudson (Ed and Dixie) Eddy, TX, 59 - 62	James Mahoney (Jim and Jessie) Bethesda, MD, 55 - 57
Ronald H. Jermstad (Ron and Barbara) Camino, CA, 56 - 58	Charles McKinney Mt. Pleasant, SC, 76 - 78
William Eaton (Bill & Sally) Virginia Beach, VA, 54 - 56	Richard J. Van Pelt (Richard and Betty Jean) San Diego, CA, 54 - 56
Joseph Stein (Joe and Ruth) Virginia Beach, VA, 50 - 53	Anthony C. Navarre (Tony) Kokomo, MS, 53 - 55
William Dean (Bill and Marilyn) Bellevue WA, 55 - 57	Leo Cimino Fairfield, OH, 62 - 64
Antone Testa (Tony and Fran) Monarch Beach, CA, 53 - 55	Emory R. Ashley (Emory and Patricia) Panacea, FL,
Richard Cook (Dick and Pauline) Brownsburg, IN, 58 - 60	Byron E. Tobin (Jake and Sally) Norfolk, VA, 62 - 66
William Holtzclaw (Bill and Mary) Gulf Breeze FL, 51 - 54	Sam Hembree Palm Beach, FL, 54 - 56
George Rubeck (George and Ruth) Hagerstown MD, 53 - 55	William J. Wagner (Bill and Nancy) Virginia Beach, VA, 74 - 77
William L. Smith (Bill and Betty Ann) Pensacola, FL, 56 - 58	Dominic J. Gangemi (Dominic and Margaretta) Rahway, NJ, 44 - 46

William P. Myers (William and Mildred) Leonardtown, MD, 54 - 56
Walter B. Baxter (Walter and Barbara) Worcester, MA, 55 - 56
Clifford H. Nelson (Clifford and Nina) Orange Park, FL,
Norman E. Fisher (Ed and Barbara) Bradenton, FL, 58 - 61
Charles O. Davis (Charles and Gloria) Orange Park, FL,
Robert Carmichael (Robert and Barbara) Eira, AL, 59 - 62
Wesley Ball Farmingdale, NY, 42 - 46
Charles A. Anderson (Andy and Eula) Laurel, MS, 52 - 55
Martin Gitlin (Marty and Gloria) Cedarhurst, NY, 44 - 46
Neal D. Gieske, Beverly Hills, FL, 49 - 50

Lee Goodzidch (Lee and Shirley) Frederich Town, PA, 62 - 65

The below are registered at the hotel only.
Charles R. Comeau, Amelia Island, FL, 62 - 65
George R. Dean, Agusta, GA, 52 - 54
Carl O. Hausler, New Tripoli, PA, 59 - 63
Herb W. Kebschull, Key West, FL, 56 - 57
Richard Holt, Brunswick, ME, 62 - 66
Charles Hutchins